COMPUTED BY: D.M.W. DATE: 9/2004
CHECKED BY: W.C.B. DATE: 12/2004

PROJECT REFERENCE NO.	SHEET NO.
R-2552C	3-M

"N" = DISTANCE FROM EDGE OF LANE TO FACE OF GUARDRAIL.
TOTAL SHOULDER WIDTH = DISTANCE FROM EDGE OF TRAVEL LANE TO SHOULDER BREAK POINT.
FLARE LENGTH = DISTANCE FROM LAST SECTION OF PARALLEL GUARDRAIL TO END OF GUARDRAIL.
W = TOTAL WIDTH OF FLARE FROM BEGINNING OF TAPER TO END OF GUARDRAIL.
G = GATING IMPACT ATTENUATOR TYPE 350
NG = NON-GATING IMPACT ATTENUATOR TYPE 350

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

GUARDRAIL SUMMARY

SURVEY LINE	BEG. STA.	END STA.	LOCATION	LENGTH			WARRANT POINT		"N" DIST. FROM E.O.L.	TOTAL SHOUL. WIDTH	FLARE LENGTH		W		ANCHORS								IMPACT ATTENUATOR TYPE 350			(SEE SHEETS 2-U THRU 2-Y) SINGLE FACED CONCRETE BARRIERS	REMOVE EXISTING GUARDRAIL	REMOVE AND STOCKPILE EXISTING GUARDRAIL	REMARKS
				STRAIGHT	SHOP CURVED	CABLE GUIDERAIL	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	B-77	XI	GRAU 350	M-350	XIII	CAT-1	III	TES	CABLE ANCHORS	NO.	PERMITTED G	PERMITTED NG				
L2	108+35.150	109+68.500	MED. RT	133.35			108+80.000	–	4.200	5.200	15.000		0.300				1				1									
L2	108+83.860	109+75.300	RT	91.440			BRIDGE	–	4.200	5.200	15.000		0.300				1				1									
L2	108+19.550	108+76.700	LT	57.150			–	BRIDGE	3.000	4.000										1	1									
L2	108+19.550	108+76.700	MED. LT	57.150			–	BRIDGE	1.200	3.600										1	1									
L2	110+28.000	111+19.440	LT	91.440			BRIDGE	–	4.200	5.200	15.000		0.300				1				1									
L2	110+28.000	111+49.92	MED. LT	121.920			BRIDGE	–	4.200	5.200	15.000		0.300				1				1									
L2	111+06.700	111+78.000	MED. RT	72.390			–	BRIDGE	4.200	5.200										1	1									
L2	111+13.400	114+44.870	RT	331.470			–	114+44.870	4.200	5.200										1	1									
L2	117+05.000	121+94.700	RT	495.300			117+50.000	–	4.200	5.200	15.000		0.300				1				1									
L2	117+55.000	121+82.200	LT	422.910			–	118+00.000	4.200	5.200										1	1									
L2	121+26.100	121+90.700	MED. RT	64.770			BRIDGE	–			11.430		1.200					1			1									
L2	122+33.300	122+98.070	MED. LT	64.770			BRIDGE	–										1			1									
L2	122+30.400	127+63.800	LT	533.400			127+15.000	BRIDGE	4.200	5.200	15.000		0.300				1				1									
L2	122+41.700	127+29.380	RT	487.680			BRIDGE	127+00.000	4.200	5.200										1	1									
L2	133+00.000	135+00.000	LT	209.550			134+55.000	133+60.000	4.200	5.200	15.000		0.300				1			1										
L2	132+80.000	135+35.000	RT	255.270			133+25.000	135+25.000	4.200	5.200	15.000		0.300				1			1										
L2	136+95.000	138+35.000	RT	140.970			137+60.000	138+20.000	4.200	5.200	15.000		0.300				1			1										
FLYOVER	6+60.000	8+87.200	LT	228.600			–	6+80.000	3.600	4.600										1	1									
FLYOVER	5+43.280	8+93.800	RT	350.520			–	5+60.000	4.200	5.200										1	1									
FLYOVER	9+63.000	16+69.000	LT	708.660			BRIDGE	BRIDGE	3.600	4.600											2									
FLYOVER	9+73.000	14+75.000	RT	502.920			14+15.000	–	4.200	5.200	15.000		0.300				1				1									
Y4	20+20.000	21+77.500	LT	160.020			21+40.000	–	3.600	4.600	15.000		0.300				1			1										
Y4	21+22.500	23+20.500	RT	190.500			21+80.000	–	3.600	4.600	15.000		0.300				1				1									
Y4	22+80.820	23+49.400	MED. LT	68.580			–	BRIDGE				11.430		1.200				1			1									
Y4	22+73.030	23+37.800	MED. RT	64.770			BRIDGE	–			11.430		1.200					1			1									
Y4/LOOPC	24+32.600	4+59.050	LT	156.210			4+80.000	–	3.600	4.600										1	1									
Y4	24+49.100	25+17.680	MED. RT	68.580			BRIDGE	–				11.430		1.200				1			1									
Y4	24+60.500	25+25.270	MED. LT	64.770			–	BRIDGE			11.430		1.200					1			1									
Y4	24+77.000	27+12.700	LT	236.220			27+05.000	BRIDGE	3.600	4.600	15.000		0.300				1				1									
RAMPC	2+32.500	4+00.000	LT	167.640			2+70.000	4+00.000	4.200	5.200	15.000		0.300				1			1										
RAMPC	2+32.500	8+40.000	RT	609.600			2+70.000	8+40.000	4.200	5.200	15.000		0.300				1			1										
Y5	21+42.500	23+37.500	RT	198.120			21+80.000	23+00.000	2.400	3.400	15.000	15.000	0.300	0.300			2													
LOOPC	0+39.100	0+70.000	LT	30.480			–	BARRIER			11.430		1.200		1			1									X			
L2	147+55.900	147+77.400	MED.	45.720			–	BARRIER																1	X	X	X			
L2	148+17.100	148+78.300	LT	64.770			–	BARRIER	3.600	4.600	15.000		0.300		1		1										X			
L2	148+39.500	148+61.100	MED.	45.720			BARRIER	–																1	X	X	X			
L2	148+61.800	150+80.000	RT	220.980			BRIDGE	150+60.000	4.200	5.200										1										
L2	149+80.000	151+35.000	LT	156.210			150+90.000	149+80.000	4.200	5.200	15.000		0.300				1			1										
L2	152+30.000	158+49.900	LT	621.030			158+05.000	152+80.000	4.200	5.200	15.000		0.300				1			1										
RAMPD/L2	1+57.500	157+70.000	RT	480.060			157+70.000	153+30.000	4.200	5.200		15.000		0.300			1			1										
Y6	10+50.000	13+10.000	LT	262.890			12+60.000	11+00.000	2.400	3.400	15.000	15.000	0.300	0.300			2													
Y6/Y5	10+50.000	10+45.050	RT	148.590	22.86		11+00.000	10+45.050	2.400	3.400	15.000	15.000	0.300	0.300			2													
Y6	14+10.000	14+93.700	LT	83.820			14+80.000	14+60.000	2.400	3.400	15.000	15.000	0.300	0.300			2													
Y6	14+10.000	15+30.000	RT	121.920			14+60.000	14+80.000	2.400	3.400	15.000	15.000	0.300	0.300			2													
Y4	15+75.000	16+58.520	RT	83.820			–	–	3.000	4.000	15.000		0.300				1			1										
Y4	16+22.500	16+43.900	MED.	45.720			–	BARRIER																1	X	X	X			
Y4	16+46.000	17+41.000	LT	95.250			–	–	3.000	4.000		15.000		0.300			1			1										
Y4	16+61.400	16+83.100	MED.	45.720			BARRIER	–																1	X	X	X			
L2	142+26.660	142+80.000	RT	53.340			142+80.000	–			15.000		0.300				1													OVERHEAD SIGN ON SHOULDER
L2	150+26.725	151+33.405	RT	106.680			150+80.000	–			11.430	11.430	0.300	0.300				2												OVERHEAD SIGN IN MEDIAN
L2	150+28.635	151+35.315	LT	106.680			–	150+80.000			11.430	11.430	0.300	0.300				2												OVERHEAD SIGN IN MEDIAN
L2	122+40.425	147+49.717	MED.			2509.292																								
-Y- (PEELE ROAD)				22.860																		4								GUARDRAIL BARRICADE
-Y2- (PEELE ROAD)				22.860																		4								GUARDRAIL BARRICADE
-Y3- (COLE ROAD)				11.430																		2								GUARDRAIL BARRICADE
-Y5- (EXIDE ROAD)				11.430																		2								GUARDRAIL BARRICADE
		SUB-TOTAL		10195.560	22.860	2509.292	NOTE: 10 EA ADDITIONAL GUARDRAIL POSTS								2		32	11		22	26	12		4						
LESS ANCHORS:																														
B-77		2 @ 7.620		-15.240																										
GRAU 350		32 @ 15.240		-487.680																										
M-350		9 @ 11.430		-102.870																										
CAT-1		24 @ 1.910		-45.840																										
TYPE III		26 @ 5.72		-148.720																										
SHOP CURVED GUARDRAIL		Y5		-22.860																										
CABLE ANCHORS		6 @ 7.6				45.600																								
		TOTAL		9372.35	22.860	2463.692																								
		SAY		9448.800	22.860	2485.000																								

10/26/98
17-MAR-2005 09:52
d:\127SUE\DESIGN\R2552C_DEV_PSH03A-M (SUM).dgn
Jeffers,Jay