5/28/99

COMPUTED BY: RSH DATE: 2/24/2016
CHECKED BY: JWM DATE: 2/25/2016

PROJECT REFERENCE NO.	SHEET NO.
B-5121 / B-5317	3B-2

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P.O. BOX 33068 • RALEIGH, N.C. 27636-3068

"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

GUARDRAIL SUMMARY

SURVEY LINE	BEG. STA.	END STA.	LOCATION	LENGTH			WARRANT POINT		"N" DIST. FROM E.O.L.	TOTAL SHOULDER WIDTH	FLARE LENGTH		W		ANCHORS									IMPACT ATTENUATOR TYPE 350			TERMINAL SECTIONS	REMOVE EXISTING GUARDRAIL	REMOVE AND STOCKPILE EXISTING GUARDRAIL	REMARKS
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	XI MOD	B-77	GRAU 350	TEMP GRAU 350	TYPE III	CAT-1	VI MOD	W-BEAM	AT-1	EA	G	NG				
-L-	9+78.75	10+56.00	MED (RT)	77.25			10+56.00		2'	5'						1								1		1				
-L-	9+99.75	10+56.00	MED (LT)	56.25				10+56.00	2'	5'						1														
-L-	9+85.75	10+79.50	RT	93.75			10+79.50		2'	4'		50		1		1	1													
-L-	11+13.00	11+50.50	LT	37.50	25.00		11+13.00		2'	12'-6"						1							1					50		
-L-	11+35.50	13+50.25	MED (RT)	214.75				11+35.50	2'	5'						1								1		1				
-L-	11+35.50	13+29.25	MED (LT)	193.75			11+35.50		2'	5'						1														
-L-	18+28.78	20+97.53	LT	268.75				20+97.53	14'-6"	16'		50		1			1		1											
-L-	19+42.01	20+85.76	RT	143.75			20+85.76		10'	16'	50		1				1		1											
-L-	23+05.74	23+86.99	RT	81.25				23+05.74	10'	16'		50		1			1		1											
-L-	23+42.28	31+11.03	LT	768.75			23+42.28		13'-4"	16'-4"	50		1				1		1											
-L-	23+10.75	23+92.00	LT	81.25			23+10.75		3-4"	16'-4"	50		1				1		1											
-L-	39+50.83	40+84.33	MED (RT)	133.50			40+28.00		5'-6"	8'-6"														1		1				
-L-	39+71.83	41+05.33	MED (LT)	133.50			40+28.00		5'-6"	8'-6"														1		1				
-L-	48+36.15	49+92.40	RT	156.25			49+92.40		14'-6"	16'	50		1				1		1									62		
-L-	48+68.73	52+02.23	MED (RT)	333.50			50+00.00		2'	5'														1		1				
-L-	48+89.34	52+22.84	MED (LT)	333.50			50+89.42		2'	5'														1		1				
-FLYOVER-	15+98.61	16+88.78	RT	100.00																							2			
-FLYOVER-	17+49.61	18+80.86	RT	131.25			18+80.86		8'-6"	16'	50		1				1		1									500		
-FLYOVER-	17+85.39	18+66.64	LT	81.25				18+66.64	8'-6"	16'		50		1			1		1									415		
-FLYOVER-	22+11.53	22+92.78	RT	81.25				22+11.53	8'-6"	16'		50		1			1		1											
-FLYOVER-	22+16.36	23+60.11	LT	143.75			22+16.36		8'-6"	16'	50		1				1		1											
			SUBTOTAL	3644.75	25.00																									
	LESS ANCHOR DEDUCTIONS																													
	GRAU 350	11 @ 50'	=	550.00																										
	TYPE III	10 @ 18.75'	=	187.50																										
	B-77	6 @ 18.75'	=	112.50																										
	AT-1	1 @ 6.25'	=	6.25																										
	I. A. 350	6 @ 21'	=	126.00																										
			TOTAL	2662.50	25.00											6	11		10				1	6		6	2	1027		
			SAY	2675	25																									
-DETSB-	17+19.70	19+44.70	LT	225.00				19+44.70	2'	8'		50		1				1												TEMPORARY GUARDRAIL
-DETSB-	21+89.40	23+14.44	LT	125.00			21+89.40		2'	8'	50		1					1												TEMPORARY GUARDRAIL
-FLYOVER-	21+80.84	22+37.09	LT	56.25				21+80.84	VARIES	VARIES		50		1								1	1							TEMPORARY GUARDRAIL
			SUBTOTAL	406.25																										
	LESS ANCHOR DEDUCTIONS																													
	TEMP GRAU 350	2 @ 50'	=	100.00																										
	TEMP W-BEAM	1 @ 25'	=	25.00																										
	TEMP AT-1	1 @ 6.25'	=	6.25																										
			TOTAL	275.00																										
			SAY	275																										

ADDITIONAL GUARDRAIL POSTS = 15 EA

2/26/2016