

"N" = DISTANCE FROM EDGE OF LANE TO FACE OF GUARDRAIL.
 TOTAL BERM WIDTH = DISTANCE FROM FACE OF CURB TO SHOULDER BREAK POINT.
 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
 IN LINEAR FEET

| 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 TL-3 | | TES | REMOVE AND RESET EXISTING GUARDRAIL | REMOVE EXISTING GUARDRAIL | REMARKS | | |
|------------------------|-----------|-----------|-----------|-----------|-------------|--------------|---------------|--------------|-----------------------|----------------------|--------------|--------------|--------------|--------------|-----------|-------|------|------|-----------|-----------------------------|----|-----|-------------------------------------|---------------------------|---------|---|--|
| | | | | STRAIGHT | SHOP CURVED | DOUBLE FACED | APPROACH END | TRAILING END | | | APPROACH END | TRAILING END | APPROACH END | TRAILING END | GREU TL-3 | CAT-1 | AT-1 | B-77 | GREU TL-2 | G | NG | | | | | | |
| L | 00+61.54 | 15+38.62 | RT | 1,326.77 | 213.67 | | 1+00.00 | 15+00.00 | 14' | 16' | 6.25' | - | 0 | - | | | 1 | | | | | | | | | | |
| L | 02+33.13 | 10+02.39 | LT | 716.77 | 57.85 | | 9+50.00 | 3+00.00 | 14' | 16' | 25' | 6.25' | 0.5' | 0 | | 1 | | | 1 | | | | | | | | |
| L | 10+97.69 | 14+50.72 | LT | 296.28 | 120.00 | | 12+50.00 | 11+50.00 | 14' | 16' | 50' | 6.25' | 1' | 0' | 1 | | | | | | | | | | | | |
| L | 22+03.11 | 27+68.31 | LT | 447.00 | 201.09 | | 26+50.00 | 22+50.00 | 14' | 16' | 6.25' | 6.25' | 0 | 0 | | 1 | 1 | | | | | | | | | | |
| L | 28+26.37 | 28+95.00 | LT | 25.00 | 69.07 | | 28+60.00 | 28+95.00 | 14' | 16' | 22.875' | 6.25 | 0 | 0 | | | | 1 | 1 | | | | | | | | |
| L | 32+00.00 | 32+42.87 | LT | 25.00 | 40.44 | | 32+10.00 | 32+00.00 | 14' | 16' | 6.25' | 22.875' | - | 0 | | | | 1 | 1 | | | | | | | | |
| L | 34+93.75 | 37+90.84 | LT | 297.10 | | | 37+50.00 | 35+00.00 | 14' | 16' | 50' | 6.25' | 1' | 0 | 1 | 1 | | | | | | | | | | | |
| L | 54+74.08 | 54+84.30 | LT | 32.65 | | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 2 | | | | |
| L | 83+08.67 | 85+10.78 | RT | 145.99 | 89.80 | | 83+50.00 | 85+00.00 | 14' | 16' | - | 6.25' | - | 0 | | 1 | | | | | | | | | | | |
| L | 98+43.75 | 99+93.34 | LT | 80.81 | 97.06 | | 99+50.00 | 98+50.00 | 14' | 16' | - | 6.25' | - | 0 | | 1 | | | | | | | | | | | |
| L | 100+39.89 | 101+33.54 | LT | 50.00 | 70.26 | | - | - | 14' | 16' | 50' | - | 1' | - | 1 | | | | | | | | | | | | |
| L | 100+06.47 | 102+06.25 | RT | 199.79 | | | 100+50.00 | 102+00.00 | 14' | 16' | 50' | 6.25' | 1' | 0 | 1 | 1 | | | | | | | | | | | |
| L | 105+00.00 | 109+06.25 | RT | 406.25 | | | 106+00.00 | 109+00.00 | 14' | 16' | 50' | 6.25' | 1' | 0 | 1 | 1 | | | | | | | | | | | |
| L | 106+93.75 | 110+83.83 | LT | 390.09 | | | 109+50.00 | 107+00.00 | 14' | 16' | 50' | 6.25' | 1' | 0 | 1 | 1 | | | | | | | | | | | |
| L | 129+00.00 | 133+06.25 | RT | 412.50 | | | 130+00.00 | 133+00.00 | 14' | 16' | 50' | 6.25' | 1' | 0 | 1 | 1 | | | | | | | | | | | |
| L | 137+25.30 | 139+83.14 | LT | 259.03 | | | 139+00.00 | 138+00.00 | 14' | 16' | 22.875' | 6.25' | 0 | 0 | | | 1 | | | | | | | | | | |
| L | 137+07.81 | 137+39.31 | MED | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | | | | ATTENUATOR | |
| L | 137+39.31 | 139+62.12 | MED-LT | 223.04 | | | 139+50.00 | 139+50.00 | 13' | 15' | 22.875' | - | 0 | - | | | | 1 | | | | | | | | TIE TO ATTENUATOR | |
| L | 137+39.31 | 139+49.40 | MED-RT | 210.31 | | | 139+50.00 | 139+50.00 | 13' | 15' | - | 22.875' | - | 0 | | | | 1 | | | | | | | | TIE TO ATTENUATOR | |
| L | 137+68.01 | 139+29.27 | RT | 142.51 | 49.34 | | 138+00.00 | 139+00.00 | 8' | 10' | 6.25' | 22.875' | 0 | 0 | | | 1 | 1 | | | | | | | | | |
| L | 141+16.80 | 144+16.60 | MED-RT | 299.97 | | | 141+50.00 | 141+50.00 | 13' | 15' | 22.875' | - | 0 | - | | | | 1 | | | | | | | | TIE TO ATTENUATOR | |
| L | 141+29.51 | 144+16.60 | MED-LT | 287.25 | | | 141+50.00 | 141+50.00 | 13' | 15' | - | 22.875' | - | 0 | | | | 1 | | | | | | | | TIE TO ATTENUATOR | |
| L | 141+50.39 | 144+11.95 | LT | 241.50 | 25.00 | | 144+00.00 | 141+50.00 | 13' | 15' | 6.25' | 22.875' | 0 | 0 | | | 1 | 1 | | | | | | | | | |
| L | 144+16.60 | 144+48.10 | MED | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | | | | ATTENUATOR | |
| L | 144+48.17 | 147+00.01 | LT | 237.50 | 25.00 | | 145+50.00 | 144+50.00 | 14' | 16' | 50' | 6.25' | 1 | 0 | 1 | | 1 | | | | | | | | | | |
| L | 149+08.77 | 149+73.65 | LT | | | | 150+00.00 | 149+50.00 | | | | | | | | | | | | | | | 64.88 | | | REMOVE AND RESET EXISTING GUARDRAIL | |
| L | 172+61.10 | 175+52.89 | LT | 272.72 | 31.45 | | 175+00.00 | 173+00.00 | 14' | 16' | 50' | - | 1 | - | 1 | | | | | | | | | | | TIE TO EXISTING GUARDRAIL | |
| L | 176+00.00 | 176+20.01 | RT | | | | - | - | | | | | | | | | | | | | | | 62.01 | | | REMOVE AND RESET EXISTING GUARDRAIL | |
| L | 180+00.00 | 185+56.25 | RT | 560.33 | | | 181+00.00 | 185+50.00 | 14' | 16' | 50' | 6.25' | 1 | 0 | 1 | 1 | | | | | | | | | | | |
| L2 | 216+31.19 | 220+00.00 | RT | 368.82 | | | 218+00.00 | 219+00.00 | 14' | 16' | 50' | 6.25' | 1 | 0 | 1 | 1 | | | | | | | | | | | |
| L2 | 225+00.00 | 226+95.07 | RT | 194.58 | | | 225+50.00 | 227+00.00 | 14' | 16' | 50' | 6.25' | 1 | 0 | 1 | 1 | | | | | | | | | | | |
| L2 | 226+00.68 | 231+00.01 | LT | 498.97 | | | 230+00.00 | 226+00.00 | 14' | 16' | 50' | 6.25' | 1 | 0 | 1 | 1 | | | | | | | | | | | |
| L2 | 227+65.93 | 229+75.00 | RT | 209.08 | | | 227+50.00 | 229+50.00 | 14' | 16' | 50' | 6.25' | 1 | 0 | 1 | 1 | | | | | | | | | | | |
| L2 | 239+45.96 | 241+68.91 | LT | 223.96 | | | 241+50.00 | 239+50.00 | 14' | 16' | 50' | 6.25' | 1 | 0 | 1 | 1 | | | | | | | | | | | |
| L | 242+39.98 | 244+50.00 | LT | 210.02 | | | 243+00.00 | 242+50.00 | 14' | 16' | 50' | 6.25' | 1 | 0 | 1 | 1 | | | | | | | | | | | |
| L | 249+08.28 | 250+37.27 | RT | 95.90 | 87.35 | | 250+27.40 | - | 2.5' | 12' | 50' | - | 1 | - | 1 | | | | | | | | | | | TIE IN TO GUARDRAIL PLACED UNDER U-5824 | |
| L | 258+47.88 | 262+15.94 | LT | 368.09 | | | 261+50.00 | 258+50.00 | 14' | 16' | 50' | 6.25' | 1 | 0 | 1 | 1 | | | | | | | | | | | |
| L | 264+93.75 | 270+00.00 | LT | 506.25 | | | 269+00.00 | 265+00.00 | 14' | 16' | 50' | 6.25' | 1 | 0 | 1 | 1 | | | | | | | | | | | |
| L | 272+93.77 | 277+88.32 | LT | 494.57 | | | 277+50.00 | 273+00.00 | 14' | 16' | 50' | 6.25' | 1 | 0 | 1 | 1 | | | | | | | | | | | |
| L | 293+93.77 | 301+50.00 | LT | 692.99 | 82.08 | | 300+50.00 | 294+50.00 | 14' | 16' | 50' | 6.25' | 1 | 0 | 1 | 1 | | | | | | | | | | | |
| Y1B | 11+02.08 | 12+48.43 | RT | 159.62 | | | 11+00.00 | 12+50.00 | 8' | 11' | - | 50' | - | 1' | 1 | | | | | | | | | | | | |
| Y7 | 11+05.44 | 11+97.22 | LT | 69.87 | | | 11+00.00 | 11+00.00 | 6' | 9' | 25' | - | 0.5' | - | | | | 1 | | | | | | | | | |
| Y9 | 13+22.01 | 14+96.68 | RT | 171.81 | | | 14+00.00 | 15+50.00 | 6' | 9' | 25' | - | 0.5' | - | | | | 1 | | | | | | | | | |
| Y9 | 14+21.81 | 15+05.29 | LT | 79.56 | | | 15+50.00 | 15+00.00 | 6' | 16' | - | 25' | - | 0.5' | | | | 1 | | | | | | | | | |
| L | 65+26.76 | 65+39.97 | LT | | | | | | | | | | | | | | | | | | | | | | | 13.37 | |
| L | 105+46.37 | 108+47.54 | RT | | | | | | | | | | | | | | | | | | | | | | | 301.46 | |
| L | 107+00.03 | 109+53.23 | RT | | | | | | | | | | | | | | | | | | | | | | | 253.71 | |
| L | 138+24.96 | 140+27.79 | RT | | | | | | | | | | | | | | | | | | | | | | | 203.05 | |
| L | 139+91.91 | 141+63.24 | RT | | | | | | | | | | | | | | | | | | | | | | | 171.36 | |
| L | 172+61.13 | 175+40.03 | LT | | | | | | | | | | | | | | | | | | | | | | | 292.61 | |
| SHEET TOTALS | | | | 11,930.27 | 1,259.45 | | | | | | | | | | 22 | 21 | 8 | 9 | 4 | | 2 | 2 | 126.89 | 1235.56 | | | |
| LESS ANCHOR DEDUCTIONS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | QUANTITY | LF PER EA | TOTAL LF | | | | | | | | | | | | | | | | | | | | | | | |
| | GREU TL-3 | 22 | 50 | 1,100.00 | | | | | | | | | | | | | | | | | | | | | | | |
| | CAT-1 | 21 | 6.25 | 131.25 | | | | | | | | | | | | | | | | | | | | | | | |
| | AT-1 | 8 | 6.25 | 50.00 | | | | | | | | | | | | | | | | | | | | | | | |
| | B-77 | 9 | 22.875 | 205.88 | | | | | | | | | | | | | | | | | | | | | | | |
| | GREU TL-2 | 4 | 25 | 100.00 | | | | | | | | | | | | | | | | | | | | | | | |
| ADDITIONAL POSTS | | | | 10 | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL GUARDRAIL = | | | | 10,343.14 | 1,259.45 | | | | | | | | | | | 22 | 21 | 8 | 9 | 4 | | 2 | 2 | 126.89 | 1235.56 | | |
| SAY = | | | | 10,375.00 | 1287.50 | | | | | | | | | | | | | | | | | | | | | | |

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