COMPUTED BY: T. H. B. DATE: 8-04
CHECKED BY: D. L. W. DATE: 8-04

PROJECT REFERENCE NO.	SHEET NO.
R-2911C	3J

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

"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			SINGLE FACED CONCRETE BARRIERS			REMARKS
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	GRAU 350	CAT-1	AT-1	B-77						EA	G	NG				
-L1-	26+82.00	32+75.00	RT	500			27+82.00	31+75.00	14.0	14.0	50.0	50.0	1.0	1.0	2															
-L1-	60+09.00	64+40.00	LT	350	100			63+15.00	14.0	10.0	6.25		4.0			1	1													
-L1- & -L2-	60+72.00	71+79.00	RT	925			61+97.00	70+54.00	14.0	10.0	50.0	50.0	1.0	1.0	2															
-L1- & -L2-	68+94.00	71+58.00	LT	175			70+33.00	70+19.00	14.0	10.0	50.0		1.0		1	1														
-L2-	76+00.00	83+96.00	RT	700			77+25.00	82+71.00	13.0	10.0	50.0	50.0	1.0	1.0	2															
-L2-	80+44.00	86+43.00	LT	550			85+18.00	81+69.00	13.0	10.0	50.0		1.0		1	1														
-L2-	94+95.00	102+75.00	LT	650	100		101+50.00	95+25.00	13.0	10.0	50.0	6.25	1.0	4.0	1		1													
-L2-	95+19.00	101+95.00	RT	575			96+44.00	100+70.00	13.0	10.0	50.0	50.0	1.0	1.0	2															
-L2-	149+74.00	152+66.00	LT	250	100			150+99.00	13.0	10.0	6.25		4.0			1	1													
-L2-	151+55.00	156+51.00	RT	450			152+80.00		13.0	10.0	50.0		1.0		1			1												
-L2-	155+23.00	156+48.00	MED	175					8.0	6.0	87.5	87.5	5.75	5.75				2						1		X				
-L2-	156+52.00	156+76.00	LT																								24			
-L2-	156+54.00	156+79.00	LT																								25			
-L2-	156+54.00	156+79.00	LT																								25			
-L2-	156+57.00	156+81.00	RT																								24			
-L2-	156+82.00	159+29.00	LT	200			158+04.00		10.0	13.0	50.0		1.0		1			1												
-L2-	156+85.00	158+10.00	MED	175					8.0	6.0	87.5	87.5	5.75	5.75				2						1		X				
-L2-	156+88.00	161+81.00	RT	425				160+56.00	10.0	13.0		50.0		1.0	1			1												
-L2-	185+74.00	190+54.00	LT	425			189+29.00	186+99.00	10.0	13.0	50.0		1.0		1	1														
-L2-	191+00.00	194+84.00	RT	300			192+25.00	193+59.00	10.0	13.0	50.0	50.0	1.0	1.0	2															
-L2-	191+44.00	196+67.00	LT	475			192+69.00	195+42.00	10.0	13.0	50.0		1.0		1	1														
-L2-	195+35.00	209+24.00	RT	1325			196+60.00	207+99.00	10.0	13.0	50.0	50.0	1.0	1.0	2															
-L2-	221+25.00	225+00.00	RT	325			222+50.00		10.0	13.0	50.0		1.0		1															TIE TO GUARDRAIL FROM R-2911D
-L2-	222+50.00	225+00.00	LT	250				223+75.00	10.0	13.0						1														TIE TO GUARDRAIL FROM R-2911D
	LESS ANCHOR	DEDUCTIONS																												
	GRAU 350	21 @ 50.0'	=	-1050																										
	CAT-1	7 @ 6.25'	=	-43.75																										
	AT-1	3 @ 6.25'	=	-18.75																										
	B-77	7 @ 18.75'	=	-131.25																										
TOTAL				7956.25	300										21	7	3	7						2			98			
			SAY	7962.5	300										21	7	3	7						2			98			
			(10 ADDITIONAL GAURDRAIL POSTS)																											

EXISTING ASPHALT PAVEMENT REMOVAL SUMMARY

LINE	STATION TO STATION	LOCATION	SQUARE YARDS
-L1-	Sta. 24+63 TO Sta. 34+48	PHASE 1	440
-L2-	Sta. 167+99 TO Sta. 170+00	PHASE 1	235
-L2-	Sta. 170+00 TO Sta. 174+14	PHASE 1	253
-Y10-	Sta. 11+61 TO Sta. 13+52	LT	1610
-Y12-	Sta. 9+79 TO Sta. 13+50	LT & RT	866
DRIVE 3	Sta. 10+00 TO Sta. 15+80	RT	1,035
DETOUR 2	Sta. 11+58 TO Sta. 23+66	LT & RT	1,130
		TOTAL	5,569
		SAY	5,600 SY

6/16/99
$$$$SYSTIME$$$$
$$$$JON$$$$
$$$$FILENAME$$$$