COMPUTED BY: J.B. DATE: 03 /04
CHECKED BY: T.H. DATE: 03 /04

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

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PROJECT REFERENCE NO.	SHEET NO.
B-3522	3-B

REVISIONS

GUARDRAIL SUMMARY

"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.

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					REMARKS
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	XI MOD	TYPE III	GRAU-350	CAT-1	AT-1	EA	G	NG			
-L-	23+48.00	25+60.50	RT	162.50′				25+58.00	8.00′	11.00′	50.00′		1.00′			1	1								TIE TO PROP. BRIDGE RAIL
-L-	23+98.00	25+60.50	LT	137.50′			24+00.00	25+00.0	4.00′	11.00′		50.00′		1.00′		1	1								TIE TO PROP. APPROACH SLAB
-L-	26+60.50	29+60.50	LT	275.00′			29+50.00	26+60.00	4.00′	11.00′	50.00′		1.00′			1	1								TIE TO PROP. APPROACH SLAB
-L-	26+60.50	28+60.5	RT	300.00′			26+60.00	27+50.00	8.00′	11.00′		50.00′		1.00′		1	1								TIE TO PROP. BRIDGE RAIL
			SUB-TOTAL	875.00′												4	4								
		GRAU-350 - 4 @ 50.00′ EA.		-200.00′																					
		TYPE III -4 @ 18.75′ EA.		-75.00′																					
			TOTAL	600.00′												4	4								
			SAY	625.00′												4	4								

ADDITIONAL GUARDRAIL POST = 5 EA.

TEMPORARY GUARDRAIL SUMMARY

"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.

SURVEY LINE	BEG. STA.	END STA.	LOCATION	LENGTH			WARRANT POINT		"N" DIST. FROM E.O.L.	TOTAL SHOUL. WIDTH	FLARE LENGTH		W		ANCHORS					TEMPORARY ANCHORS				IMPACT ATTENUATOR TYPE 350					REMARKS
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END		TYPE III	GRAU-350	CAT-1	AT-1	GRAU-350	CAT-1	TYPE III	SPECIAL GUARDRAIL	EA	G	NG			
-L-	24+00	25+87	RT	187.50′			25+87	25+87	1.00′	4.00′	50.00′		1.00′							1			1						SEE SPECIAL DETAIL
-L-	26+35	28+00	RT	175.00′			26+35	26+35	1.00′	4.00′		50.00′		1.00′						1									SEE SPECIAL DETAIL
DETOUR	24+15	25+90	RT	175.00′			25+90		2.00′	10.00′	106.25′		2.125′							1		1							TIE TO PROP. TEMP. BRIDGE RAIL
DETOUR	25+15	25+90	LT	75.00′				25+90	2.00′	10.00′		6.25′		0.125′						1		1							TIE TO PROP. TEMP. BRIDGE RAIL
DETOUR	26+70	28+45	LT	175.00′			28+45		2.00′	10.00′	106.25′		2.125							1		1							TIE TO PROP. TEMP. BRIDGE RAIL
DETOUR	26+70	28+95	RT	225.00′				26+70	2.00′	10.00′		156.25′		3.125						1		1							TIE TO PROP. TEMP. BRIDGE RAIL
			SUB-TOTAL	1,012.50′																6		4	1						
		GRAU-350 - 6 @ 50.00′ EA.		-300.00′																									
		TYPE III -4 @ 18.75′ EA.		-75.00′																									
			TOTAL	637.50′																6		4	1						
			SAY	650.00′																6		4	1						

SUMMARY OF PAVEMENT REMOVAL
IN SQUARE YARDS

LOCATION	ASPHALT REMOVAL	ASPHALT BREAK-UP	CONCRETE REMOVAL	CONCRETE BREAK-UP
DETOUR STA. 20+68.41 TO 22+33.51	105 SY			
DETOUR STA. 22+33.51 TO 25+90.00 (BEG. BRIDGE)	927 SY			
DETOUR STA. 26+70.00 (END BRIDGE) TO 30+40.86	939 SY			
DETOUR STA. 30+40.86 TO 32+17.11	98 SY			
TOTAL	2069 SY			
SAY	2100 SY			

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