COMPUTED BY: KLR DATE: 11/15/18

CHECKED BY: DATE:

PROJECT REFERENCE NO.	SHEET NO.
I-5922 I-5923	3B-1

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

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

G = GATING IMPACT ATTENUATOR TYPE 350
NG = NON-GATING IMPACT ATTENUATOR TYPE 350

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		SINGLE SLOPE, DOUBLE FACED CONCRETE BARRIER	CONCRETE BARRIER SINGLE SLOPE	REMOVE EXISTING GUARDRAIL	REMOVE & STOCKPILE EXISTING GUARDRAIL	REMARKS
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	Type III	B-77	GREU, TL-3	GREU, TL-2	CAT-1	AT-1	Type III SC	B-77 SC		G	NG					
I-40	137+25	138+25	MEDIAN			100																								REMOVALE GATE
I-40	175+06		EB RT												1															
I-40	175+25	190+75	EB RT	1,550																								1,550		
I-40	190+95		EB RT												1															
I-40	196+00		EB RT												1															
I-40	196+20	206+70	EB RT	1050																								1,050		
I-40	199+75	200+75	MEDIAN												1															REMOVABLE GATE
I-40	206+90		EB RT												1													75		
I-40	210+50		EB RT												1															
I-40	211+00	211+75	EB RT	75																								900		
I-40	211+95		EB RT														1													
I-40	237+45		EB RT												1															
I-40	237+95	246+95	EB RT	900																								250		
I-40	247+45		EB RT														1													
I-40	251+30		EB RT														1													
I-40	251+80	254+30	EB RT	250																								250		
I-40	254+80		EB RT														1													
I-40	262+95		EB RT														1													
I-40	263+45	265+95	EB RT	250																								1,350		
I-40	266+45		EB RT														1													
I-40	276+55		EB RT														1													
I-40	277+05	290+55	EB RT	1,350																								1,050		
I-40	291+05		EB RT														1													
I-40	336+70		EB RT														1													
I-40	337+20	374+70	EB RT	1,050																								175		
I-40	348+75		EB RT														1													
I-40	349+25	351+00	EB RT	175													1													
I-40	0+00	221+76	MEDIAN																							22,176				
I-40	281+18		WB RT														1													
I-40	280+68	279+93	WB RT	75																										
I-40	279+43		WB RT														1													
I-40	267+67		WB RT														1													
I-40	267+17	265+67	WB RT	150																										
I-40	265+17		WB RT														1													
I-40	256+55		WB RT														1													
I-40	256+05	241+30	WB RT	1,475																										
I-40	240+80		WB RT														1													
I-40	228+45		WB RT														1													
I-40	228+25	226+00	WB RT	225																										
I-40	225+50		WB RT														1													
I-40	5+50	11+25	EB RT EXIT 7	575																										Tie to Existing Guardrail Sta. 5+50
I-40	11+75		EB RT EXIT 7														1													
I-40	8+25		EB LT EXIT 7														1													
I-40	8+75	12+50	EB LT EXIT 7	375																										Tie to Existing Guardrail Sta. 12+50
I-40	13+15		WB LT ENT RP 7														1													
I-40	13+65	15+40	WB LT ENT RP 7	175																										Tie to Existing Guardrail Sta. 15+40
I-40	13+00		WB RT ENT RP 7														1													
I-40	13+50	15+25	WB RT ENT RP 7	175																										Tie to Existing Guardrail Sta. 15+25
I-40	211+75	199+75	WB MEDIAN																								1,200			Tie to Tunnel
I-40	199+75	211+75	EB MEDIAN																								1,200			Tie to Tunnel
			PAGE TOTAL	9875		100									7		23									22,176	2,400	6,650		