COMPUTED BY:	KLR	DATE:	11/15/18
CHECKED BY:		DATE:	

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

PROJECT REFERENCE NO.	SHEET NO.
I-5922 I-5923	3B-2

"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

GUARDRAIL SUMMARY

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		DOUBLE FACED CONCRETE BARRIER	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	312+00	312+50	Median Gate																										REMOVALE GATE
I-40	328+60		EB RT														1												
I-40	329+10	331+10	EB RT	250																							250		
I-40	331+56		EB RT														1												
I-40	333+60		EB RT																										
I-40	334+10	337+85	EB RT	375													1										375		
I-40	338+35		EB RT														1												
I-40	342+10		EB RT																										
I-40	342+60	356+35	EB RT	1,375													1										1,375		
I-40	356+85		EB RT														1												
I-40	360+30		EB RT														1												
I-40	360+80	375+30	EB RT	1,450																							1,450		
I-40	375+48.75		EB RT														1												
I-40	388+75		EB RT												1														
I-40	388+93.75	396+43.75	EB RT	750																							750		
I-40	396+93.75		EB RT														1												
I-40	414+80		EB RT																										
I-40	415+30	417+80	EB RT	250													1										250		Tie to Existing Guardrail Sta. 417+80
I-40	427+45		EB RT														1												
I-40	427+95	429+45	EB RT														1												
I-40	429+63.75		EB RT												1														
I-40	333+70		WB RT														1												
I-40	333+20	331+95	WB RT	195																							195		
I-40	331+45		WB RT														1												
I-40	347+80		WB RT														1												
I-40	347+30	343+30	WB RT	400																							400		
I-40	342+80		WB RT														1												
I-40	351+90		WB RT														1												
I-40	351+40	351+15	WB RT	25																							25		
I-40	350+65		WB RT														1												
I-40	361+50		WB RT														1												
I-40	361+00	357+50	WB RT	350																							350		
I-40	357+00		WB RT														1												
I-40	378+75		WB RT														1												
I-40	378+25	373+25	WB RT	500																							500		
I-40	372+75		WB RT												1		1												
I-40	387+18		WB RT														1												
I-40	386+68	382+93	WB RT	375																							375		
I-40	382+43		WB RT												1		1												
I-40	400+50		WB RT														1												
I-40	400+00	394+00	WB RT	600																							600		Tie to Existing Guardrail Sta. 5+50
I-40	393+50		WB RT														1												
I-40	405+35		WB RT														1												
I-40	404+85	404+60	WB RT	25																							25		Tie to Existing Guardrail Sta. 12+50
I-40	404+10		WB RT														1												
I-40	413+54		WB RT														1												Tie to Existing Guardrail Sta. 15+40
I-40	413+04	411+29	WB RT	175																							175		
I-40	410+79		WB RT														1												Tie to Existing Guardrail Sta. 15+25
I-40	321+95		WB RT														1												
I-40	321+45	312+45	WB RT	900																							900		Tie to Existing Guardrail 204+55
I-40	311+95		WB RT														1												
I-40	306+60	304+20	WB RT	240																							240		Tie to Existing Guardrail Sta. 306+60
I-40	303+70		WB RT														1												
I-40	295+90		WB RT														1												
I-40	295+40	294+90	WB RT	50																							50		
I-40	294+40		WB RT														1												
I-40	291+30		WB RT														1												
I-40	290+80	272+10	WB RT	1,870																							1,870		
I-40	271+60		WB RT														1												
I-40	261+55		WB RT														1												
I-40	261+05	260+55	WB RT	25																							25		
I-40	260+05		WB RT														1												
I-40	220+17		WB RT														1												
I-40	219+67	218+42	WB RT	125																							125		
I-40	217+92		WB RT														1												
I-40	149+75		WB RT														1												
I-40	149+25	149+00	WB RT	25																							25		
I-40	148+75		WB RT														1												
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