COMPUTED BY: AMP DATE: 4/4/2019
CHECKED BY: BSL DATE: 7/30/2019

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

Dewberry
2610 WYCLIFF ROAD
SUITE 410
RALEIGH, NC 27607
PHONE: 919.881.9939
NC COA No. F-0929

PROJECT REFERENCE NO.	SHEET NO.
R-2233BB	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		SINGLE 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		G	NG				
-L3-	744+59.73	750+25.00	LT	568.75			744+59.73		VARIES	VARIES	362.5		13				1											
-L3-	744+90.27	750+00.00	RT	512.50			744+90.27		10	13									1									
-L3-	770+79.32	773+77.40	RT	310.375			773+77.40		10	13	50		1			1	1											
-L3-	771+76.56	773+86.13	MEDIAN RT	216.625			773+86.13		VARIES	VARIES	212.5		10.6			1	1											
-L3-	774+96.97	777+06.50	MEDIAN LT	210.000			774+96.97		VARIES	VARIES	212.5		10.6			1	1											
-L3-	775+05.99	782+54.77	LT	754.125			781+00.00		10	13	50		1			1	1											
-CUL16-	-L3- 779+65.65		LT	31.25			779+65.65		VARIES	VARIES																		Guardrail located at end of an existing road
-L3-	791+07.01	793+98.23	RT	297.875			792+50.00		10	13	50		1			1	1											Guardrail connects to concrete barrier at noise wall.
-L3-	793+17.99	803+43.00	LT	1031.25			801+50.00	793+50.00	10	13	50		1				1		1									
-L3-	806+81.25	810+41.00	LT	359.75			808+50.00		10	13	50		1				1		1									Guardrail extended for future sign assembly
-L3-	811+55.17	812+28.67	MEDIAN LT	81.375			812+28.67		VARIES	VARIES		75		2.4		1							1					
-L3-	811+55.17	812+28.67	MEDIAN RT	60.375			812+28.67		VARIES	VARIES	75		2.4			1												
-L3-	812+71.83	813+45.33	MEDIAN LT	81.375			812+71.83		VARIES	VARIES	75		2.4			1							1					
-L3-	812+71.83	813+45.33	MEDIAN RT	60.375			812+71.83		VARIES	VARIES		75		2.4		1												
-L3-	813+09.80	813+78.54	RT	72.875			813+78.54		10	13	50		1			1	1											Guardrail connects to concrete barrier at noise wall.
-L3-	814+27.99	819+54.88	LT	537.50			817+50.00	814+50.00	10	13	50		1				1		1									
-L3-	822+55.11	826+04.32	LT	366.625			826+04.32		10	13						1			1									Guardrail connects to concrete barrier at noise wall.
-L3-	836+72.06	838+64.60	LT	197.875			837+00.00		10	13	50		1			1	1											Guardrail connects to concrete barrier at noise wall.
-L3-	826+44.83	839+37.98	RT	1293.75			828+00.00	839+00.00	10	13	50		1				1		1									
-L3-	836+20.57	849+44.75	MEDIAN RT	1337.50			842+90.00		VARIES	VARIES	193		10.6				2											
-L3-	836+45.35	849+69.34	MEDIAN LT	1318.75			843+84.00		VARIES	VARIES	193		10.6				2											
-L3-	863+21.00	863+62.34	LT	54.125				863+50.00	10	13	50					1			1									Guardrail connects to concrete barrier at noise wall.
-L3-	867+08.27	868+10.75	LT	110.375			687+00.00		10	13	50		1			1	1											Guardrail connects to concrete barrier at noise wall.
-L3-	860+89.00	863+45.00	MEDIAN LT	256.25			861+00.00		6	9	50		1				1		1									Guardrail for future overhead sign assembly
-L3-	863+75.00	876+79.02	RT	1312.50			863+75.00	876+50.00	10	13									1									Guardrail is a continuation from RPD.
-L3-	873+50.49	878+60.75	LT	522.875			873+00.00		10	13	50		1			1	1											Guardrail connects to concrete barrier at noise wall.
-L3-	893+00.00	900+50.00	LT	750.000			899+50.00		10	BERM	25		1				1		1									
-L3-	894+65.00	897+08.00	LT	187.500	75.00		895+65.00		5	8	50		1					1		1								Guardrail located along Sassafras Road
-L3-	904+50.71	909+19.47	RT	443.75	62.50		906+50.00	908+50.00	10	13	50		1				1			1								
-L3-	913+07.48	933+79.56	LT	2031.25	87.50		911+57.48	814+00.00	10	13	50		1				1		1									
-L3-	916+26.79	916+96.43	RT	72.875			916+96.43		10	13	50		1			1	1											Guardrail connects to concrete barrier at noise wall.
-L3-	942+30.25	950+25.92	RT	775.00	62.50		944+00.00		10	13	50		1				1											Guardrail continues along Y11
-L3-	960+47.69	971+95.51	RT	1087.50	87.50		962+00.00	971+50.00	10	13	50		1				1		1									
-L3-	961+59.74	973+80.25	LT	1156.25	87.50		972+00.00	962+00.00	10	13	50		1				1		1									
-L3-	978+70.01	981+11.71	RT	243.75			980+50.00	980+50.00	10	13	50		1				1		1									
-L3-	980+45.99	982+60.27	LT	181.25	62.50		982+60.27	981+00.00	10	13									1									Guardrail is a continuation from Y7.
-L3-	988+93.69	990+02.26	RT	112.50			989+50.00	989+50.00	10	13	50		1				1		1									
-L3-	989+08.94	993+11.71	LT	406.25			993+11.71	989+50.00	10	13	50		1				1		1									
-L3-	993+36.09	999+14.17	LT	506.25	100.00		998+50.00		10	13	50		1				1		1									
-L3-	993+84.85	998+59.68	RT	481.25			995+24.31	998+00.00	10	13	50		1				1		1									
-Y25REV-	24+50.00	28+50.00	RT	400.00			26+00.00	27+50.00	8	11	50	50	1	1			2											
-Y25REV-	32+41.93	33+07.59	RT	6.25	100.00		32+41.93		VARIES	VARIES										1								
-Y25-	-Y25- 16+90.8		RT/LT	37.50			16+90.80		VARIES	VARIES																		Guardrail located at end of an existing road
-CUL2-	-DR2- 10+18	-DR2- 10+61	RT	56.25			10+17.73		VARIES	VARIES																		Guardrail located at end of an existing road
-DR2-	10+83.45	13+16.51	LT	225.00			12+40.	11+60.	4	7	25	25	0.5	0.5				2										
-DR2-	19+38.25		RT	31.25			19+38.25		VARIES	VARIES																		Guardrail located at end of an existing road
-RPB-	25+72.19	26+95.94	LT	131.25			25+72.19		12	15	25		0.5				1		1									
-Y2-	26+13.71	27+67.15	RT	160.375			27+67.15		VARIES	VARIES	156.25		3.3			1		1										
-Y2-	30+91.27	32+47.47	LT	160.375				30+91.27	10.5	13.5	162.5		0.5			1		1										
-CUL3-	-Y16- 13+25.82		LT/RT	31.25			13+25.82	13+18.2	VARIES	VARIES																		Guardrail located at end of an existing road
-CUL4-	-Y16- 17+52	-Y16- 18+25	LT	112.50																								Guardrail located at end of an existing road
-CUL5-	-Y17- 13+59.69		LT/RT	31.25			13+59.69	13+59.69	VARIES	VARIES																		Guardrail located at end of an existing road
-CUL6-	-Y17- 17+43.1		LT/RT	31.25			17+43.10	17+43.10	VARIES	VARIES																		Guardrail located at end of an existing road
-Y19-	16+96.55	20+08.87	LT	312.50				20+08.87	VARIES	VARIES	312.5		4.5		1			1										
-Y19-	17+60.72	19+97.17	RT	237.50			19+97.17		VARIES	VARIES		237.5	4.4		1			1										
-Y19-	21+78.67	22+53.66	RT	75.00				21+78.67	VARIES	VARIES		75	1.1		1			1										
-Y19-	21+90.37	26+03.45	LT	412.50			21+90.37		VARIES	VARIES	418.75		6.5		1			1										
-Y3-	16+12.17	20+88.67	RT	443.75	112.50		17+00.00		2	BERM								1		1								
-Y3-	16+96.02	19+84.41	LT	250.00	50.00		18+50.00		8	11									1	1								
-Y3-	27+79.07	29+18.52	LT	141.625			27+79.07		8	11	25		0.5			1		1										
-RPD-	10+00.00	24+78.19	LT	1481.25			10+00.00		12	15	1481.25		1				1											Guardrail continues along L3
-Y6-	10+74.15	13+39.52	RT	250.00	37.50		12+00.00	13+39.52	6	9	25		0.5					1										Guardrail continues along Y22A
-Y6-	13+70.83	14+20.00	RT	31.25	50.00		14+00.00		6	9	25		0.5					1		1								
-Y6-	18+86.55	22+26.50	LT	343.75			21+51.50		6	9	25	25	0.5	0.5				2										
-Y6-	26+22.34	26+60.00	RT	29.125	50.00		26+60.00		VARIES	VARIES						1				1								
-Y6-	26+41.05	31+53.45	LT	506.25			31+53.45	26+41.05	6	9	25	25	0.5	0.5				2										
-Y6-	29+32.28	31+53.45	RT	193.75	62.50		29+32.28	31+53.45	6	9	25		0.5					1		1								
-Y22A-	39+25.69	39+87.38	LT	87.50			39+25.69		6	9									1									Guardrail continues from Y6
			SUBTOTAL	26602.625	1087.500										4	20	35	18	22	8	0	0	2	0	0	0		

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USER: gpriest