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-3

"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				
-Y12-	14+91.12	21+14.45	RT	637.50			15+66.12	20+39.45	8	11	25	25	0.5	0.5				2										
-Y12-	14+96.71	20+50.52	LT	537.50			19+75.52	15+71.71	8	11	25	25	0.5	0.5				2										
-Y8-	15+00.23	26+54.24	LT	931.25	237.50		15+00.23		2	BERM	50	50	1	1			2											
-Y8-	15+49.47	20+48.85	RT	456.25	50.00		15+49.47		14	BERM	50		1				1											Guardrail continues along Y10
-Y10-	17+87.49	19+33.52	RT	143.75	37.50		17+98.79		14	BERM									1									Guardrail is a continuation from Y8
-Y10-	27+00.61	27+23.59	LT	18.75			27+00.61		VARIES	VARIES																		Guardrail located at end of an existing road
-Y11-	10+54.55	14+70.93	LT	387.50	62.50		26+75.10	10+54.55	6	9		50		1			1			1								
-Y11-	11+15.05	14+71.26	RT	362.50			11+15.05	26+05.00	6	9	50		1				1											Guardrail is a continuation from L3.
-Y11-	14+93.22	28+00.08	LT	1325.00			26+75.10	14+93.22	6	9		50		1			2											
-Y11-	14+93.57	27+30.00	RT	1225.00			14+95.57	26+05.00	6	9	50		1				2											
-Y7-	14+78.12	17+71.69	RT	293.75			15+50.00	17+71.69	6	9	25	25	0.5	0.5				1										Guardrail continues along L3
-Y2-	33+99.29	36+92.04	RT																							289		
-Y8-	15+03.98	27+05.60	LT																							1205		
-Y8-	14+88.56	26+01.18	RT																							1104		
-Y74-	16+45.05	16+90.09	LT																							48		
-L3-	945+47.27	948+26.42	LT																							279		
-L3-	960+38.49	973+55.08	MEDIAN RT																							1317		
-L3-	960+72.96	972+01.50	RT																							1129		
-L3-	979+66.69	981+82.99	RT																							216		
-L3-	980+23.07	982+57.68	MEDIAN RT																							249		
-L3-	988+68.60	991+83.29	MEDIAN RT																							315		
-L3-	988+97.23	990+88.96	RT																							192		
-L3-	992+53.29	998+95.34	MEDIAN RT																							642		
-L3-	994+81.59	998+60.67	RT																							379		
-Y2-	27+67.15	31+45.46	RT																						379			
-Y2-	28+41.07	30+91.27	LT																						251			
-L3-	793+98.23	801+33.23	RT																						735			Barrier located in front of the noisewall
-L3-	812+28.66	812+71.83	MEDIAN RT																						44			
-L3-	812+28.66	812+71.83	MEDIAN LT																						44			
-L3-	813+78.54	816+18.97	RT																						240			Barrier located in front of the noisewall
-L3-	826+04.32	836+72.06	LT																						1081			Barrier located in front of the noisewall
-L3-	863+61.51	867+08.27	LT																						345			Barrier located in front of the noisewall
-L3-	871+24.33	873+50.48	LT																						226			Barrier located in front of the noisewall
-L3-	881+73.56	893+00.00	LT																						1125			Barrier located in front of the noisewall
-L3-	916+96.43	922+74.49	RT																						571			Barrier located in front of the noisewall
-Y6-	26+60.00	28+64.31	RT																						207			Barrier continues along -DR4-
-DR4-	13+14.09	13+97.10	LT																						87			Barrier continues along -Y6-
			SUBTOTAL	6318.75	387.50										0	0	9	5	1	1	0	0	0	0	5335	7362		
			TOTAL	32921.375	1475										4	20	44	23	23	9	0	0	2	0	5335	7362		
			DEDUCTIONS																									
			TYPE-III (4 @ 18.75 LF PER UNIT)	75																								
			B-77 (20 @ 22.875 LF PER UNIT)	457.5																								
			GREU TL-3 (44 @ 50 LF PER UNIT)	2200																								
			GREU TL-2 (23 @ 25 LF PER UNIT)	575																								
			CAT-1 (23 @ 6.25 LF PER UNIT)	143.75																								
			AT-1 (9 @ 6.25 LF PER UNIT)	56.25																								
			IA-MASH, TL 3 (2 @ 21 LF PER UNIT)	42																								
			PROJECT TOTAL	29371.9	1475										4	20	44	23	23	9			2		5335	7362		
			SAY	29500	1475										4	20	44	23	23	9			2		5350	7400		
			ADDITIONAL GUARDRAIL POST	30																								

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TEMPORARY 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				
-Y2-	27+00.00	33+00.00	LT	600.00			28+00.00		10	13	50		1				2											
			TOTAL	600.00											0	0	2	0	0	0	0	0	0	0	0	0		
			DEDUCTIONS																									
			GREU TL-3 (2 @ 50 LF PER UNIT)	100																								
			PROJECT TOTAL	500.0											0	0	2	0	0	0		0	0		0	0		
			SAY	500											0	0	2	0	0	0		0	0		0	0		

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USER: gcrews