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09/08/09

CONTRACT: DN01086

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

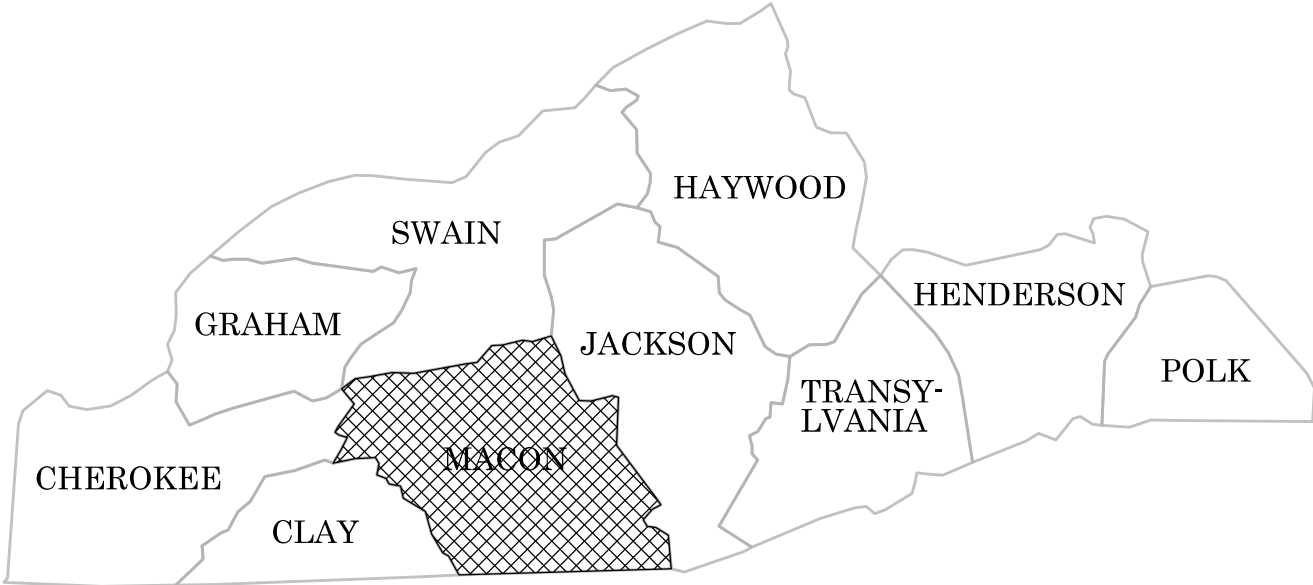
MACON COUNTY

LOCATION: *SR 1668 (FULTON RD.)*
SR 1372 (LOWER BURNINGTOWN RD.)

TYPE OF WORK: *GUARDRAIL*

INDEX OF SHEETS

SHEET NUMBER	SHEET
1	TITLE SHEET
2 THRU 3	HS-2414D
4 THRU 5	HS-2414E



STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	50986	1	5
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
50986.3.5	5098603	CONSTRUCTION	
50986.3.6	5098602	CONSTRUCTION	

Prepared in the Office of:
DIVISION OF HIGHWAYS
253 WEBSTER RD., SYLVA NC, 28779

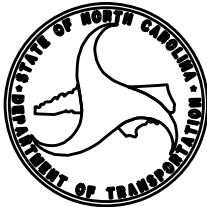
2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
N/A

LETTING DATE:
JULY 22, 2025

JESSE A. RUSSELL, P.E.
PROJECT ENGINEER

JAMES HOLLINGSWORTH, PE
PROJECT DESIGN ENGINEER



TIP PROJECT: HS-2414D

CONTRACT: DN01086

MACON COUNTY

FULTON RD (SR 1668)

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	HS-2414D	2	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	
50986.3.5	5098603	CONSTRUCTION	



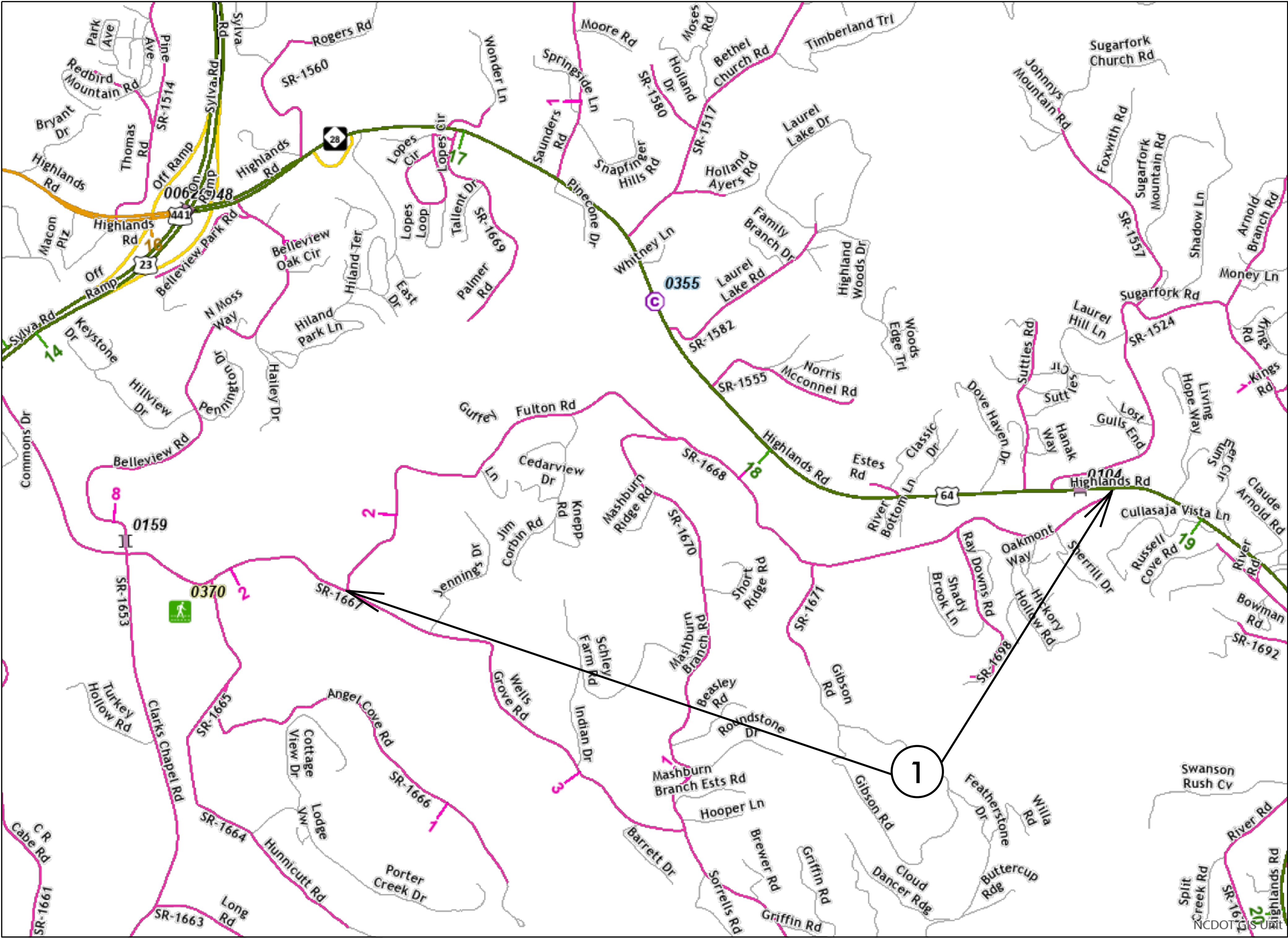
MAP 1



BEG



END



09/08/09

TIP PROJECT: HS-2414D

CONTRACT: DN01086

"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

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	HS-2414D	3	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	
50986.3.5	5098603	CONSTRUCTION	

GUARDRAIL SUMMARY

ROUTE	BEG. STA.	END STA.	LOCATION	LENGTH			WARRANT POINT		"N" DIST. FROM E.O.L.	TOTAL SHOULDER WIDTH	FLARE LENGTH		W		ANCHORS										IMPACT ATTENUATOR TYPE 350			EXTRA LENGTH GUARDRAIL POSTS (8')				REMARKS			
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	GREU TL-2																		PERMITTED		
																																	NO.	G	NG
SR 1668	9 + 00	37 + 50	LT	2850							50	50	1	1	2													72							
SR 1668	43 + 25	50 + 75	LT	750							50	50	1	1	2																				
SR 1668	78 + 70	85 + 20	LT	650							50	50	1	1	2																				
CONTINGENT																																			
SUBTOTAL				4250'											6												72				PLACE AS NEEDED				
DEDUCTIONS FOR GREU				150'											6 @ 25' = 150'																				
TOTAL				4100'																							72								

GENERAL NOTES: 2024 SPECIFICATIONS

GUARDRAIL:

THE GUARDRAIL LOCATIONS SHOWN ON THE PLANS MAY BE ADJUSTED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHOULD CONSULT WITH THE ENGINEER PRIOR TO ORDERING GUARDRAIL MATERIAL.

2024 ROADWAY ENGLISH STANDARD DRAWINGS

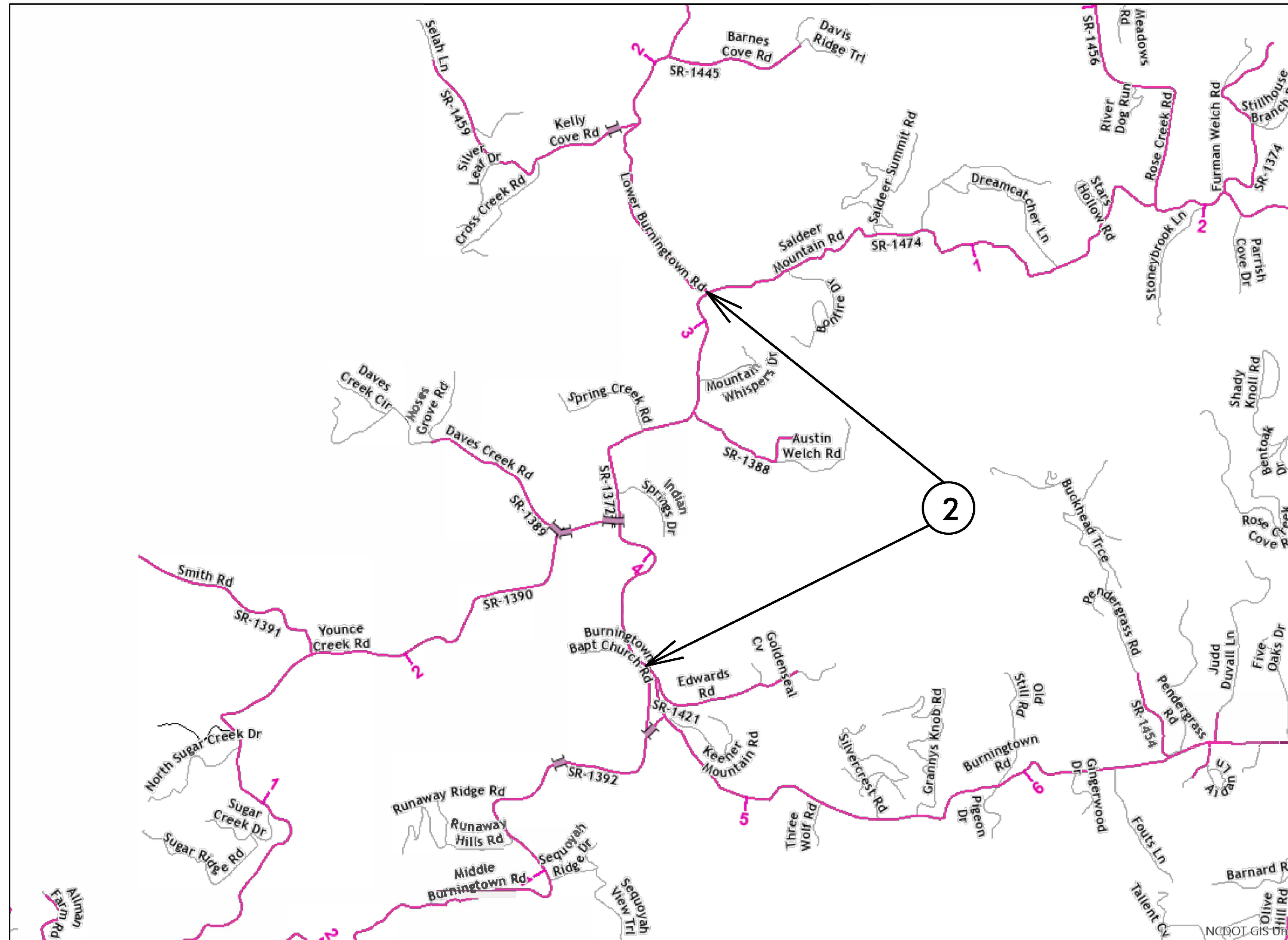
The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch – N. C. Department of Transportation – Raleigh, N. C., Dated January, 2024 are applicable to this project and by reference hereby are considered a part of these plans:

STD.NO.	TITLE
DIVISION 8 – INCIDENTALS	
862.01	Guardrail Placement (Use Details in lieu of Standards for Sheets 4, 6, 12, and 14 of 15)
862.02	Guardrail Installation
DIVISION 11 – WORK ZONE TRAFFIC CONTROL	
1101.01	Work Zone Advance Warning Signs
1101.02	Temporary Lane Closures

MAP 2



END



09/08/09

TIP PROJECT: HS-2414E

CONTRACT: DN01086

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N.C.	HS-2414E	5	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	
50986.3.6	5098602	CONSTRUCTION	

GUARDRAIL SUMMARY

ROUTE	BEG. STA.	END STA.	LOCATION	LENGTH			WARRANT POINT		"N" DIST. FROM E.O.L.	TOTAL SHOULDER WIDTH	FLARE LENGTH		W		ANCHORS										IMPACT ATTENUATOR TYPE 350			EXTRA LENGTH GUARDRAIL POSTS (8')				REMARKS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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SR 1372	153 + 75	173 + 75	LT	2000							50	50	1	1	2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					

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