09/08/99

TIP PROJECT: HS-2414K

CONTRACT: DN01102

"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
BIC = BURIED IN CUT

| STATE | STATE PROJECT REFERENCE NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | DN01102 | 15 | 22 |
| STATE PROJ. NO. | F. A. PROJ. NO. | DESCRIPTION | |
| 50986.3.12 | 5098609 | CONSTRUCTION | |

# MACON COUNTY
# US-64 (CONTINUED)

## GUARDRAIL SUMMARY

| ROUTE | STATION NUMBER/ MILE MARKER | EXISTING UNIT | PROPOSED UNIT | LENGTH | | | LENGTH | | DIRECTION | MILE MARKER | FLARE LENGTH | | W | | TYPE OF END-UNIT | | | | | | | | IMPACT ATTENUATOR TYPE 350 | | | EXTRA LENGTH GUARDRAIL POSTS (8') | REMOVE RAIL | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | END-UNIT | RAIL ONLY | SHOP CURVED | HEIGHT ADJUST | TRANSITION PL | | | APPROACH END | TRAILING END | APPROACH END | TRAILING END | MFLEAT: TL-3 | MSKT: TL-3 | B-83 | B-77 | AT-1 | BIC | CAT-1 | . | . | NO. | PERMITTED G | PERMITTED NG | | | |
| US-64 | 07+99 | TYPICAL END SHOE | B-83 | 0 | 0 | 0 | 50.00 | 25.00 | EASTBOUND | 7.99 | | | | | | | 1 | | | | | | | | | | 25.00 | |
| US-64 | 07+99 | TYPICAL END SHOE | B-83 | 0 | 0 | 0 | 50.00 | 25.00 | WESTBOUND | 7.99 | | | | | | | 1 | | | | | | | | | | 25.00 | TRAILING |
| US-64 | 08+46 | STUB | MSKT TL-3 | 50.00 | 25.00 | 0 | 25.00 | 0 | EASTBOUND | 8.46 | | | | | | 1 | | | | | | | | | | | 75.00 | |
| US-64 | 09+39 | BCT | MSKT TL-3 | 50.00 | 25.00 | 0 | 25.00 | 0 | EASTBOUND | 9.39 | | | | | | 1 | | | | | | | | | | | 75.00 | |
| US-64 | 09+60 | DUAL ANCHORED STUB | MSKT TL-3 | 50.00 | 106.25 | 0 | 0 | 25.00 | EASTBOUND | 9.60 | | | | | | 1 | 1 | | | | | | | | | | 200.00 | MEDIAN. END UNIT NOT AVAILABLE FOR A DUAL FACE INSTALLATION. INSTALL NEW |
| US-64 | 09+63 | TYPICAL END SHOE | B-83 | 0 | 0 | 0 | 25.00 | 25.00 | EASTBOUND | 9.63 | | | | | | | 1 | | | | | | | | | | 25.00 | TRAILING |
| US-64 | 09+67 | TYPICAL END SHOE | B-83 | 0 | 0 | 0 | 25.00 | 25.00 | EASTBOUND | 9.67 | | | | | | | 1 | | | | | | | | | | 25.00 | |
| US-64 | 09+67 | NONE | MSKT TL-3 & B-83 | 50.00 | 81.25 | 0 | 0 | 25.00 | EASTBOUND | 9.67 | | | | | | 1 | 1 | | | | | | | | | | 0 | REMOVAL OF FACE RAIL REQUIRES RUN OF GUARDRAIL FOR TRAILING END OF STRUCTURE |
| US-64 | 10+02 | ANCHORED STUB | MFLEAT TL-3 | 39.70 | 0 | 0 | 25.00 | 0 | EASTBOUND | 10.02 | | | | | 1 | | | | | | | | | | | | 43.75 | |
| US-64 | 11+16 | ANCHORED STUB | MFLEAT TL-3 | 39.70 | 25.00 | 0 | 0 | 0 | EASTBOUND | 11.16 | | | | | 1 | | | | | | | | | | | | 68.75 | USE 25' TRANSITION TO CREATE 13:1 NEEDED |
| US-64 | 13+34 | MSKT TL-3 | B-83 | 50.00 | 143.75 | 0 | 0 | 25.00 | EASTBOUND | 13.34 | | | | | | | 1 | | | | | | | | | | 200.00 | INSTALLATION OF DOUBLE RAIL NOT PERMISSIBLE WITH THE IN PLACE MSKT |
| US-64 | 13+37 | BURIED IN CUT | BURIED IN CUT | 50.00 | 25.00 | 0 | 25.00 | 0 | EASTBOUND | 13.37 | | | | | | | | | 1 | | | | | | | | 75.00 | EXPOSED RAIL END |
| US-64 | 13+44 | TYPICAL END SHOE | B-83 | 0 | 0 | 0 | 25.00 | 25.00 | EASTBOUND | 13.44 | | | | | | | 1 | | | | | | | | | | 25.00 | TRAILING |
| US-64 | 13+46 | NONE | MSKT TL-3 & B-83 | 50.00 | 118.75 | 0 | 0 | 25.00 | EASTBOUND | 13.46 | | | | | | 1 | 1 | | | | | | | | | | 0 | MEDIAN. REMOVAL OF DOUBLE FACE RAIL REQUIRES RUN OF GUARDRAIL FOR TRAILING END OF STRUCTURE |
| US-64 | 13+47 | TYPICAL END SHOE | B-83 | 0 | 0 | 0 | 25.00 | 25.00 | EASTBOUND | 13.47 | | | | | | | 1 | | | | | | | | | | 25.00 | |
| US-64 | 13+70 | BCT | MSKT TL-3 | 50.00 | 25.00 | 0 | 25.00 | 0 | EASTBOUND | 13.70 | | | | | | 1 | | | | | | | | | | | 75.00 | |
| US-64 | 14+12 | TAPERED TO GROUND | BURIED IN CUT | 50.00 | 25.00 | 0 | 50.00 | 0 | EASTBOUND | 14.12 | | | | | | | | | 1 | | | | | | | | 75.00 | |
| US-64 | 25+46 | ANCHORED STUB | BURIED IN CUT | 50.00 | 25.00 | 0 | 50.00 | 0 | WESTBOUND | 25.46 | | | | | | | | | 1 | | | | | | | | 75.00 | MEDIAN |
| US-64 | 25+49 | DUAL ANCHORED STUB | MSKT TL-3 & B-83 | 50.00 | 143.75 | 0 | 0 | 25.00 | WESTBOUND | 25.49 | | | | | | 1 | 1 | | | | | | | | | | 200.00 | END UNIT NOT AVAILABLE FOR A DUAL FACE. INSTALL NEW |
| US-64 | 25+53 | TYPICAL END SHOE | B-83 | 0 | 0 | 0 | 50.00 | 25.00 | WESTBOUND | 25.53 | | | | | | | 1 | | | | | | | | | | 25.00 | |
| US-64 | 25+56 | NONE | MSKT TL-3 | 50.00 | 118.75 | 0 | 0 | 25.00 | WESTBOUND | 25.56 | | | | | | 1 | | | | | | | | | | | 0 | REMOVAL OF DOUBLE FACE RAIL REQUIRES RUN OF GUARDRAIL FOR TRAILING END |
| US-64 | 25+56 | TYPICL END SHOE | B-83 | 0 | 0 | 0 | 50.00 | 25.00 | WESTBOUND | 25.56 | | | | | | | 1 | | | | | | | | | | 25.00 | |
| US-64 | 26+49 | TAPERED TO GROUND | MFLEAT TL-3 | 39.70 | 25.00 | 0 | 50.00 | 0 | WESTBOUND | 26.49 | | | | | 1 | | | | | | | | | | | | 68.75 | USE 25' TRANSITION TO CREATE 13:1 NEEDED |
| US-64 | 27+69 | TAPERED TO GROUND | BURIED IN CUT | 50.00 | 50.00 | 0 | 50.00 | 0 | WESTBOUND | 27.69 | | | | | | | | | | 1 | | | | | | | 75.00 | EXTEND 25' |
| US-64 | 28+19 | TAPERED TO GROUND | BURIED IN CUT | 50.00 | 25.00 | 0 | 50.00 | 0 | WESTBOUND | 28.19 | | | | | | | | | | 1 | | | | | | | 75.00 | CONCRETE REPAIR MAYBE NEEDED FOR RACEWAY |
| US-64 | 28+84 | TAPERED TO GROUND | BURIED IN CUT | 50.00 | 25.00 | 0 | 50.00 | 0 | WESTBOUND | 28.84 | | | | | | | | | | 1 | | | | | | | 75.00 | |
| US-64 | 29+22 | ANCHORED STUB | AT-1 | 6.25 | 0 | 56.25 | 50.00 | 0 | WESTBOUND | 29.22 | | | | | | | | | | | 1 | | | | | | 12.50 | WRAP WARRENTED SECTION ON TO BILL DALRYMPLE RD |
| US-64 | 29+30 | DUAL ANCHORED STUB | MSKT TL-3 & B-83 | 50.00 | 106.25 | 0 | 0 | 25.00 | WESTBOUND | 29.30 | | | | | | 1 | 1 | | | | | | | | | | 200.00 | END UNIT NOT AVAILABLE FOR A DUAL FACE. INSTALL NEW |
| US-64 | 29+33 | TYPICAL END SHOE | B-83 | 0 | 0 | 0 | 25.00 | 25.00 | WESTBOUND | 29.33 | | | | | | | 1 | | | | | | | | | | 25.00 | TRAILING |
| US-64 | 29+37 | TYPICAL END SHOE | B-83 | 0 | 0 | 0 | 25.00 | 25.00 | WESTBOUND | 29.37 | | | | | | | 1 | | | | | | | | | | 25.00 | |
| US-64 | 29+37 | NONE | MSKT TL-3 & B-83 | 50.00 | 81.25 | 0 | 0 | 25.00 | WESTBOUND | 29.37 | | | | | | 1 | 1 | | | | | | | | | | 0 | REMOVAL OF DOUBLE FACE RAIL REQUIRES RUN OF GUARDRAIL FOR TRAILING END |
| US-64 | 30+05 | ANCHORED STUB | MFLEAT TL-3 | 39.70 | 25.00 | 0 | 50.00 | 0 | WESTBOUND | 30.05 | | | | | 1 | | | | | | | | | | | | 68.75 | USE TRANSITION TO CREATE 13:1 NEEDED |
| US-64 | 30+44 | TAPERED TO GROUND | MSKT TL-3 | 50.00 | 175.00 | 0 | 50.00 | 0 | WESTBOUND | 30.44 | | | | | | 1 | | | | | | | | | | | 175.00 | |
| US-64 | 30+67 | ANCHORED STUB | MFLEAT TL-3 | 39.70 | 0 | 0 | 50.00 | 0 | WESTBOUND | 30.67 | | | | | 1 | | | | | | | | | | | | 43.75 | |
| TOTALS | | | 97 | | 2716.25 | 75.00 | 3250.00 | | | | | | | | 34 | 22 | 19 | 2 | 3 | 16 | 1 | | | | | | 5687.50 | |