DIV9-2945

COMPUTED BY: DATE:
CHECKED BY: DATE:

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

PROJECT REFERENCE NO.	SHEET NO.
	3B-1

"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	LOCATION From Guliford CL	Location	Approach or Trailing End	ANCHORS									IMPACT ATTENUATOR TYPE 350		REMARKS
		LT, RT, M		XI MOD	XI	GRAU 350	M-350	XIII	CAT-1	VI MOD	BIC		G	NG	
I-40 WB	0.13	LT	Approach				1								
I-40 WB	0.73	LT	Trailing				1								
I-40 WB	1.23	RT	Approach			1									
I-40 WB	1.32	LT	Trailing				1								
I-40 WB	1.51	RT	Approach			1									
I-40 WB	2.14	RT	Approach			1									
I-40 WB	2.25	RT	Trailing			1									
I-40 WB	2.45	RT	Approach			1									
I-40 WB	2.5	RT	Trailing			1									
I-40 WB	2.81	LT	Approach				1								
I-40 WB	4.15	RT	Trailing			1									
I-40 WB	4.91	LT	Trailing				1								
I-40 WB	4.94	RT	Approach			1									
I-40 WB	5.45	LT	Trailing				1								
I-40 WB	5.92	RT	Approach			1									
I-40 WB	6.27	RT	Approach			1									
I-40 WB	6.89	RT	Approach			1									
I-40 WB	7.16	LT	Approach				1								
I-40 WB	7.24	LT	Trailing				1								
I-40 WB	7.79	RT	Approach			1									
I-40 WB	8.28	RT	Approach			1									
I-40 WB	8.28	LT	Approach				1								
I-40 WB	8.31	LT	Trailing				1								
I-40 WB	8.71	LT	Approach				1								
I-40 WB	8.71	LT	Trailing				1								
I-40 WB	8.82	LT	Trailing				1								
I-40 WB	10.11	RT	Approach			1									
I-40 WB	11	RT	Approach			1									
I-40 WB	12.35	LT	Trailing				1								
I-40 WB	12.44	LT	Trailing				1								
I-40 WB	12.58	LT	Approach				1								
I-40 WB	12.65	LT	Trailing				1								
I-40 WB	12.92	LT	Approach				1								
I-40 WB	13.01	LT	Trailing				1								
I-40 WB	13.19	LT	Approach				1								
I-40 WB	13.28	LT	Trailing				1								
I-40 WB	13.72	LT	Trailing				1								
I-40 WB	14.23	LT	Trailing				1								
I-40 WB	14.44	LT	Approach				1								
I-40 WB	14.93	RT	Approach			1									
I-40 WB	14.97	LT	Trailing				1								
I-40 WB	15.14	RT	Approach			1									
I-40 WB	15.36	LT	Approach				1								
I-40 WB	15.45	LT	Trailing				1								
I-40 WB	15.81	RT	Approach			1									
I-40 WB	15.86	LT	Trailing				1								
I-40 WB	16.08	LT	Approach				1								
I-40 WB	16.18	LT	Trailing				1								
I-40 WB	16.41	LT	Approach				1								
I-40 WB	16.44	LT	Trailing				1								
I-40 WB	16.63	RT	Trailing			1									
I-40 WB	16.86	RT	Approach			1									
I-40 WB	16.86	LT	Approach				1								
I-40 WB	17	LT	Trailing				1								
I-40 WB	17.13	LT	Approach				1								
I-40 WB	18.08	RT	Approach			1									
I-40 WB	18.22	RT	Approach			1									
I-40 WB	18.26	LT	Trailing				1								
I-40 WB	18.79	RT	Approach			1									
I-40 WB	18.95	LT	Trailing				1								
I-40 WB	19.11	RT	Approach			1									
I-40 WB	19.62	RT	Approach			1									
I-40 WB	20.09	RT	Trailing			1									
I-40 WB	20.82	RT	Approach			1									
I-40 WB	21.11	RT	Approach			1									
I-40 WB	21.33	RT	Approach			1									
I-40 WB	21.64	RT	Approach			1									
I-40 WB	21.93	RT	Approach			1									
I-40 WB	22.24	RT	Approach			1									
I-40 WB	23.11	RT	Trailing			1									

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PROJECT REFERENCE NO.	SHEET NO.
	3B-2

DIV9-2945

"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	LOCATION From Davie CL	Location	Approach or Trailing End	ANCHORS									IMPACT ATTENUATOR TYPE 350		REMARKS
		LT, RT, M		XI MOD	XI	GRAU 350	M-350	XIII	CAT-1	VI MOD	BIC		G	NG	
I-40 EB	2.1	RT	Approach			1									
I-40 EB	3.15	RT	Approach			1									
I-40 EB	3.56	RT	Approach			1									
I-40 EB	3.99	RT	Trailing			1									
I-40 EB	4.33	RT	Approach			1									
I-40 EB	4.44	RT	Approach			1									
I-40 EB	4.6	RT	Approach			1									
I-40 EB	4.67	LT	Trailing				1								
I-40 EB	5.31	RT	Approach			1									
I-40 EB	5.41	RT	Trailing			1									
I-40 EB	5.95	RT	Approach			1									
I-40 EB	6.22	RT	Approach			1									
I-40 EB	6.62	LT	Approach				1								
I-40 EB	6.64	RT	Approach			1									
I-40 EB	6.94	RT	Approach			1									
I-40 EB	7.14	LT	Approach				1								
I-40 EB	7.18	LT	Trailing				1								
I-40 EB	7.4	LT	Approach				1								
I-40 EB	7.69	LT	Approach				1								
I-40 EB	7.71	RT	Approach			1									
I-40 EB	7.8	LT	Trailing				1								
I-40 EB	8.12	LT	Approach				1								
I-40 EB	8.22	LT	Trailing				1								
I-40 EB	8.66	LT	Trailing				1								
I-40 EB	8.87	RT	Approach			1									
I-40 EB	9.15	LT	Trailing				1								
I-40 EB	9.33	LT	Approach				1								
I-40 EB	9.39	LT	Trailing				1								
I-40 EB	9.85	RT	Approach			1									
I-40 EB	9.97	LT	Trailing				1								
I-40 EB	9.97	RT	Trailing			1									
I-40 EB	10.03	RT	Approach			1									
I-40 EB	10.3	LT	Approach				1								
I-40 EB	10.39	LT	Trailing				1								
I-40 EB	10.56	LT	Approach				1								
I-40 EB	10.63	LT	Trailing				1								
I-40 EB	10.93	LT	Approach				1								
I-40 EB	11	LT	Trailing				1								
I-40 EB	11.14	LT	Approach				1								
I-40 EB	11.22	RT	Trailing			1									
I-40 EB	11.58	LT	Trailing				1								
I-40 EB	11.63	RT	Trailing			1									
I-40 EB	11.64	RT	Approach			1									
I-40 EB	13.14	RT	Trailing			1									
I-40 EB	13.63	RT	Approach			1									
I-40 EB	13.94	RT	Trailing			1									
I-40 EB	13.94	LT	Trailing				1								
I-40 EB	14.08	LT	Approach				1								
I-40 EB	14.13	LT	Trailing				1								
I-40 EB	14.37	LT	Trailing				1								
I-40 EB	14.93	LT	Trailing				1								
I-40 EB	14.93	RT	Trailing			1									
I-40 EB	15.24	LT	Approach				1								
I-40 EB	15.24	RT	Approach			1									
I-40 EB	15.27	LT	Trailing				1								
I-40 EB	15.76	RT	Trailing			1									
I-40 EB	16.4	LT	Trailing				1								
I-40 EB	17.48	RT	Approach			1									
I-40 EB	18.11	RT	Approach			1									
I-40 EB	18.11	LT	Approach				1								
I-40 EB	18.14	LT	Trailing				1								
I-40 EB	18.66	LT	Approach				1								
I-40 EB	18.68	LT	Trailing				1								
I-40 EB	20.34	RT	Approach			1									
I-40 EB	20.49	RT	Approach			1									
I-40 EB	20.79	LT	Trailing				1								
I-40 EB	21.58	RT	Approach			1									
I-40 EB	21.77	RT	Approach			1									
I-40 EB	22.22	RT	Approach			1									
I-40 EB	22.3	LT	Trailing				1								

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PROJECT REFERENCE NO.	SHEET NO.
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NG = NON-GATING IMPACT ATTENUATOR TYPE 350

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		LT, RT, M		XI MOD	XI	GRAU 350	M-350	XIII	CAT-1	VI MOD	BIC		G	NG	
I-40 EB	22.86	LT	Approach				1								
I-40 EB	22.89	LT	Trailing				1								
I-40 EB	23.01	RT	Approach			1									