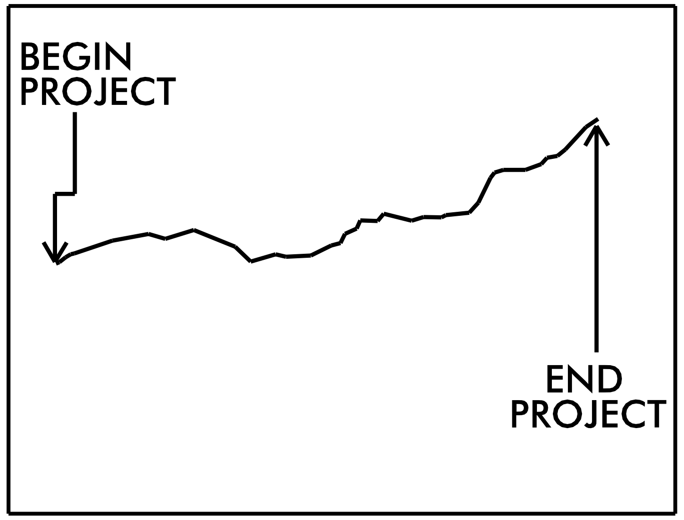
SHEET NO.
1

W–5503A MAP INDEX

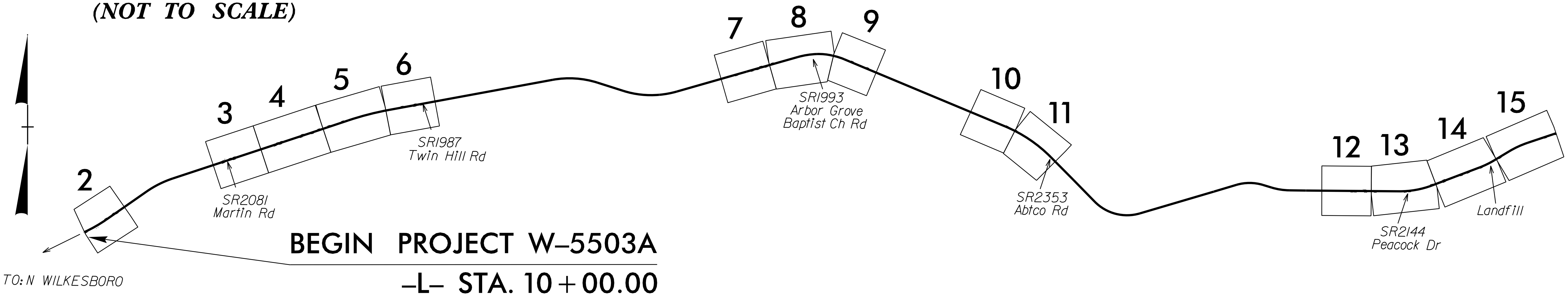
GUARDRAIL INSTALLATION

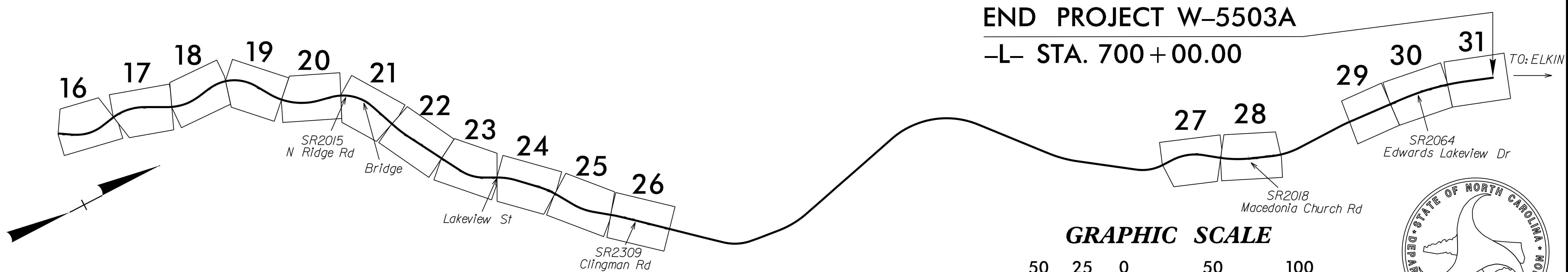
WILKES COUNTY

NC 268 EAST OF SR 1966 (AIRPORT RD) TO ELKIN, NC



VICINITY MAP
(NOT TO SCALE)





GENERAL NOTE:
LOCATIONS ARE APPROXIMATE ONLY – SUBJECT TO ADJUSTMENT IN THE FIELD WITH ENGINEER APPROVAL.

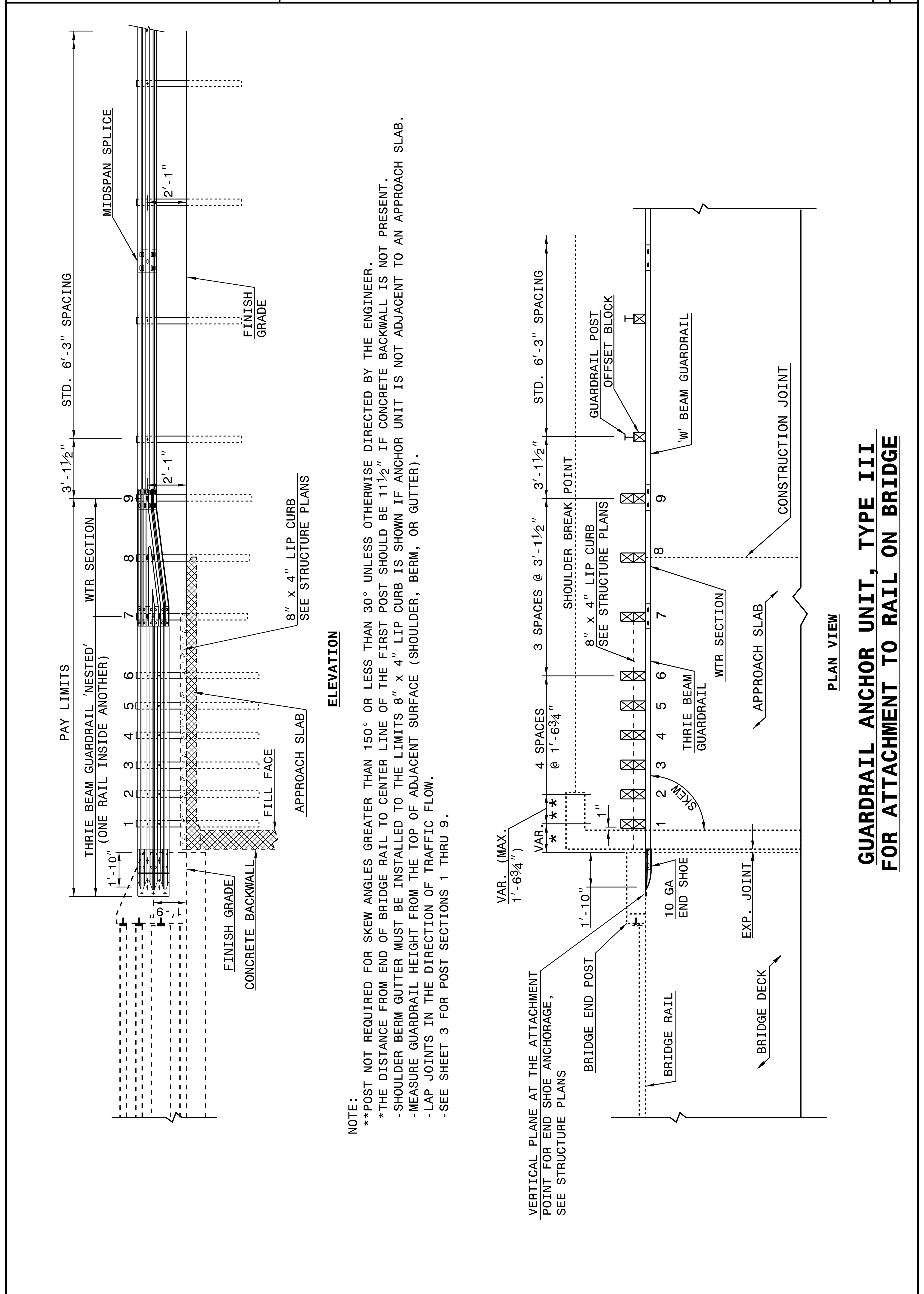
GRAPHIC SCALE

STATE OF NORTH CAROLINA • DEPARTMENT OF TRANSPORTATION

6/04/09
29-JAN-2021 14:21
R:\w5503\Guardrail\Guardrail - Wilkes County 2018\W-5503_Maps_tsh.dgn
$$$$USERNAME$$$$

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	1-D1

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C. — ROADWAY DETAIL DRAWING FOR STRUCTURE ANCHOR UNITS GUARDRAIL ANCHOR UNIT, TYPE III FOR ATTACHMENT TO RAIL ON BRIDGE — SHEET 1 OF 7 862D03

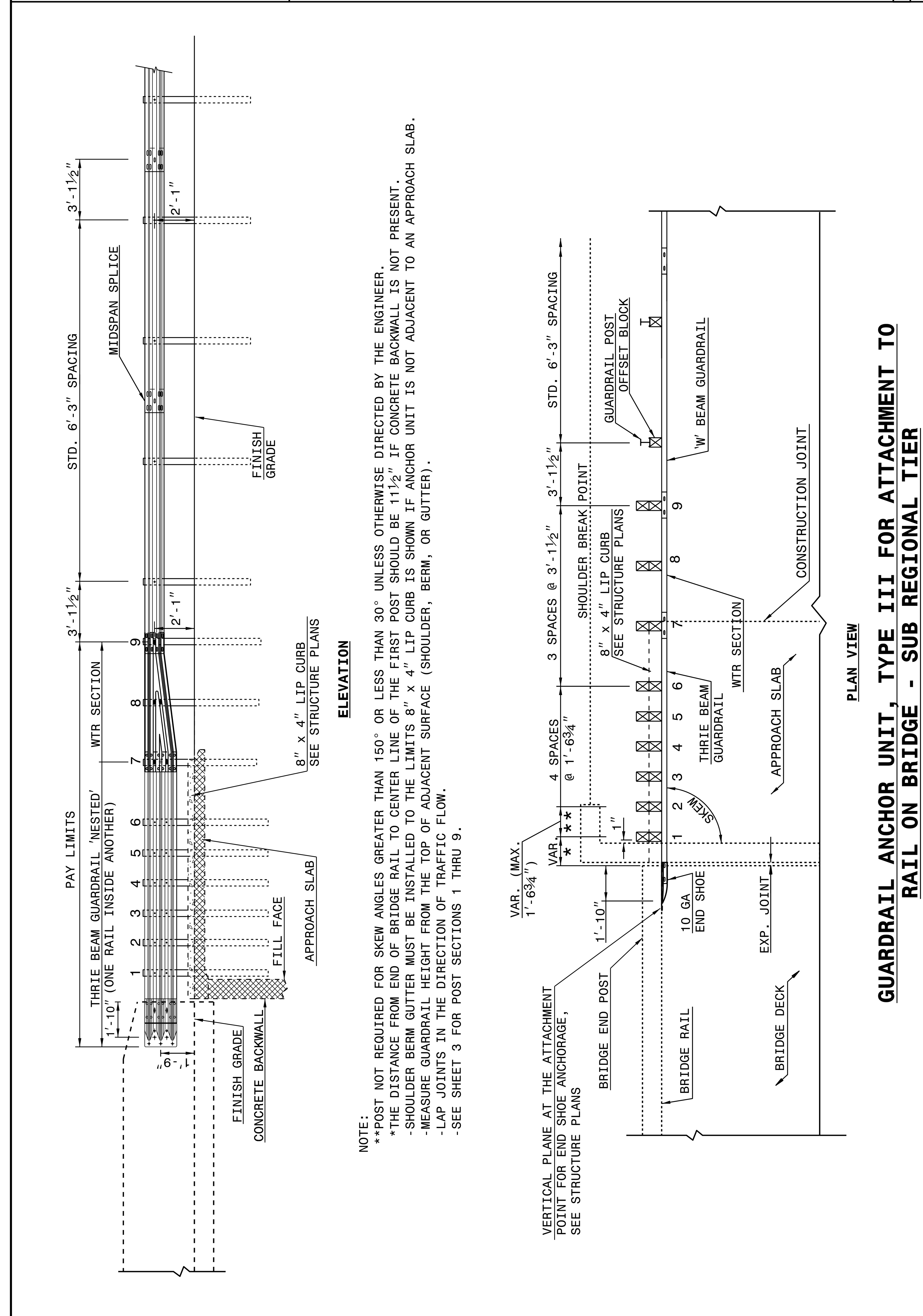


STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
STRUCTURE ANCHOR UNITS
GUARDRAIL ANCHOR UNIT, TYPE III
FOR ATTACHMENT TO RAIL ON BRIDGE

SHEET 1 OF 7
862D03

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C. — ROADWAY DETAIL DRAWING FOR STRUCTURE ANCHOR UNITS GUARDRAIL ANCHOR UNIT, TYPE III FOR ATTACHMENT TO RAIL ON BRIDGE - SUB REGIONAL TIER — SHEET 2 OF 7 862D03



STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
STRUCTURE ANCHOR UNITS
GUARDRAIL ANCHOR UNIT, TYPE III FOR ATTACHMENT TO
RAIL ON BRIDGE - SUB REGIONAL TIER

SHEET 2 OF 7
862D03

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 022966 Joel S. Howerton

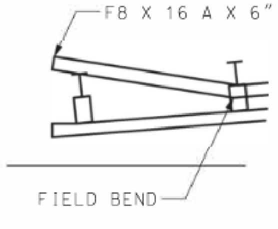
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

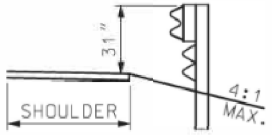
SEE TITLE BLOCK

ORIGINAL BY: J HOWERTON DATE: 06-22-12
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC.:

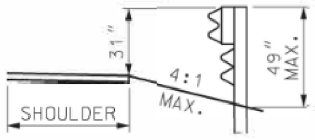
PROJECT REFERENCE NO.	SHEET NO.
W-5503A	1 – D2



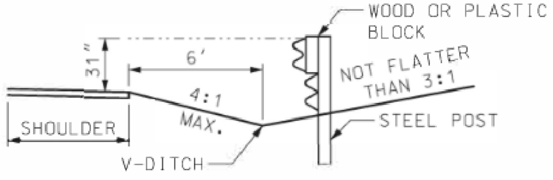
DETAIL A



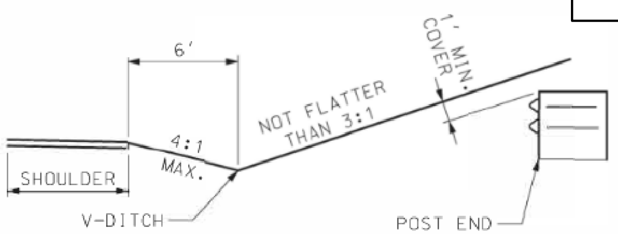
SECTION A-A



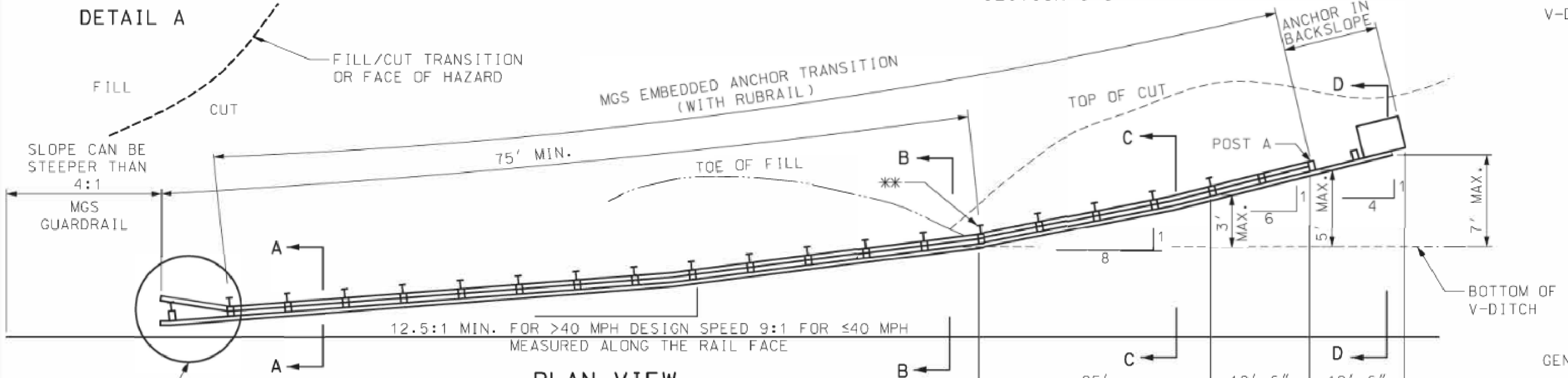
SECTION B-B



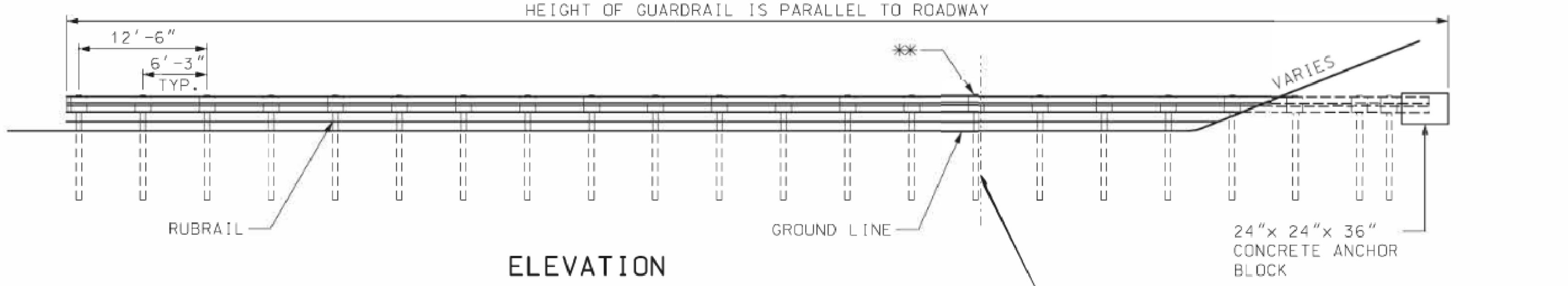
SECTION C-C



SECTION D-D



PLAN VIEW



ELEVATION

ANCHORED IN BACKSLOPE GUARDRAIL

IF DURABLE ROCK FACE EXISTS AT BACK OF DITCH, USE ROCK FACE GUARDRAIL ANCHOR.

** THE POST BEHIND THE DITCHLINE MAY BE SHORTENED TO PROVIDE 48" MIN. EMBEDMENT.

GENERAL NOTES:

RUBRAIL BEGINS WHEN THE DISTANCE BETWEEN THE GUARDRAIL AND THE GROUND IS 18" AND INCREASING.

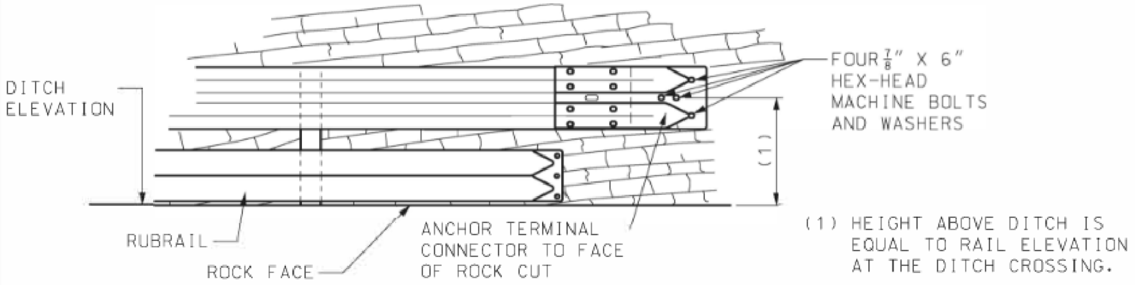
THE CONTRACT UNIT PRICE FOR EMBEDDED GUARDRAIL ANCHOR SHALL INCLUDE THE CONCRETE ANCHOR. EXCAVATION AND BACKFILLING, OR TERMINAL CONNECTOR, AND ALL INCIDENTIAL HARDWARE AND WORK NECESSARY TO COMPLETE THE INSTALLATION.

THE EMBEDED ANCHOR TRANSITION SHALL EXTEND 50' ± BEYOND THE DITCH LINE AND TERMINATE A MINIMUM OF 12 INCHES BELOW GROUND ELEVATION OF THE BACKSLOPE.

BLOCKOUTS WILL NOT BE REQUIRED FOR ANY POST WHICH WILL BE COMPLETELY BELOW GROUND. THE ALIGNMENT OF SUCH POSTS SHALL BE APPROVED BY THE ENGINEER.

SEE OTHER DRAWINGS AND STANDARD SPECIFICATIONS FOR MATERIAL AND CONSTRUCTION REQUIREMENTS NOT SHOWN.

COST OF SHAPING ROCK FACE FOR PLACING OF TERMINAL CONNECTOR, DRILLING HOLES, FURNISHING AND PLACING BOLTS, WASHERS, CAULKING, ANCHORS AND END SHOE TO BE INCLUDED IN THE PRICE OF GUARDRAIL ANCHOR, ROCK FACE.



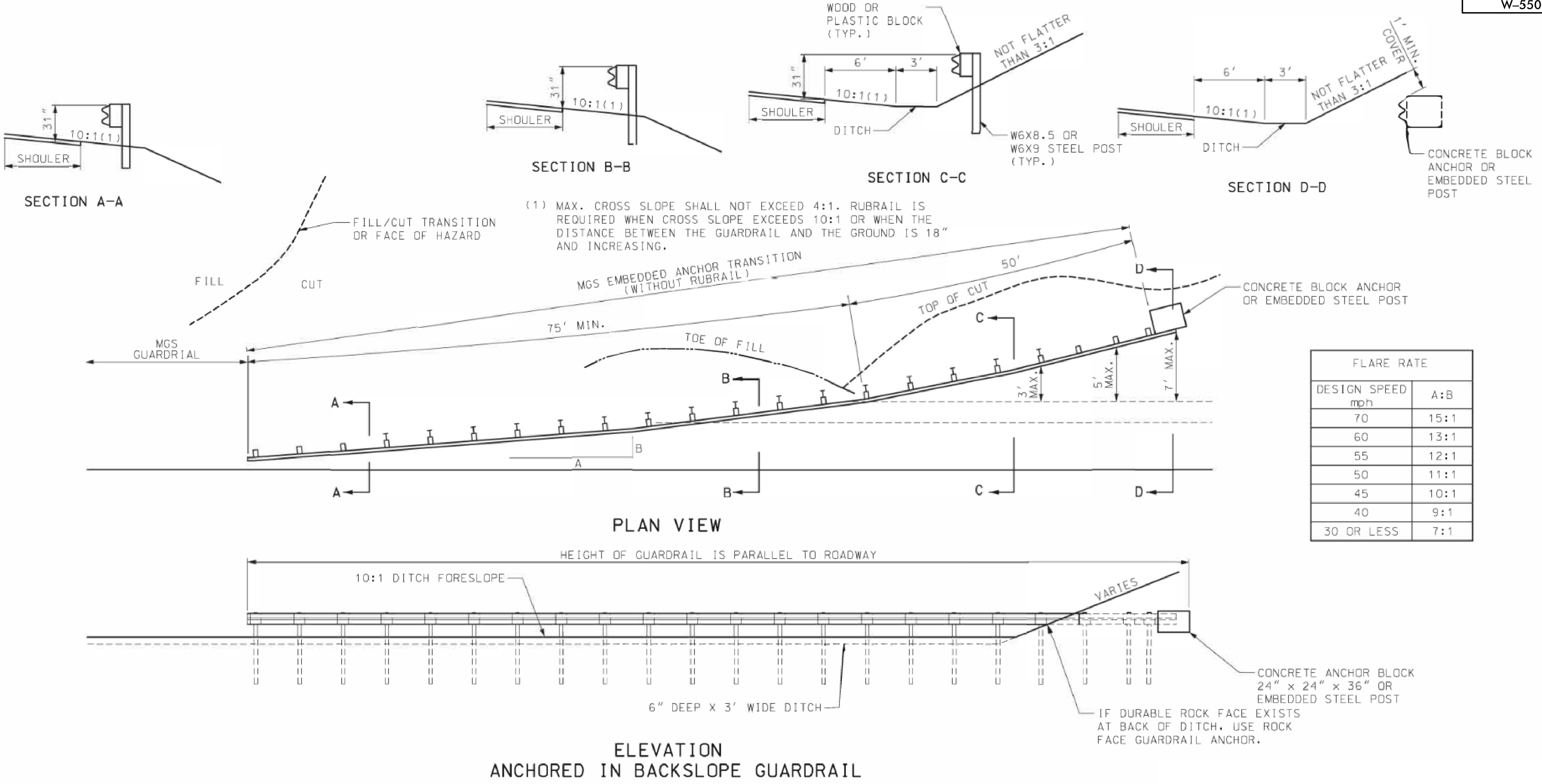
(1) HEIGHT ABOVE DITCH IS EQUAL TO RAIL ELEVATION AT THE DITCH CROSSING.

ROCK FACE GUARDRAIL ANCHOR

DETAIL OF GUARDRAIL

TERMINAL ENDS EMBEDDED AND ROCK FACE (V–DITCH STEEPER THAN 10:1 4:1 MAX FORESLOPE)

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	1 – D3



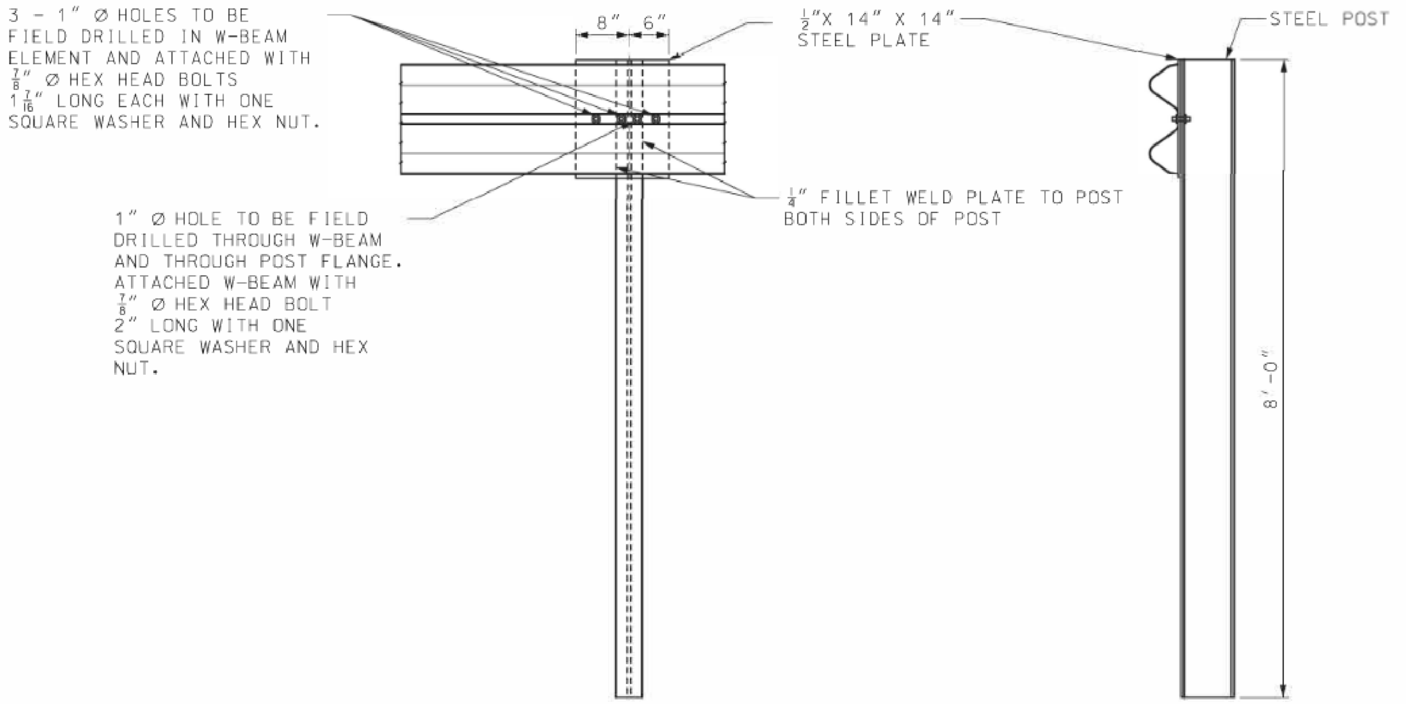
(1) MAX. CROSS SLOPE SHALL NOT EXCEED 4:1. RUBRAIL IS REQUIRED WHEN CROSS SLOPE EXCEEDS 10:1 OR WHEN THE DISTANCE BETWEEN THE GUARDRAIL AND THE GROUND IS 18" AND INCREASING.

FLARE RATE	
DESIGN SPEED mph	A:B
70	15:1
60	13:1
55	12:1
50	11:1
45	10:1
40	9:1
30 OR LESS	7:1

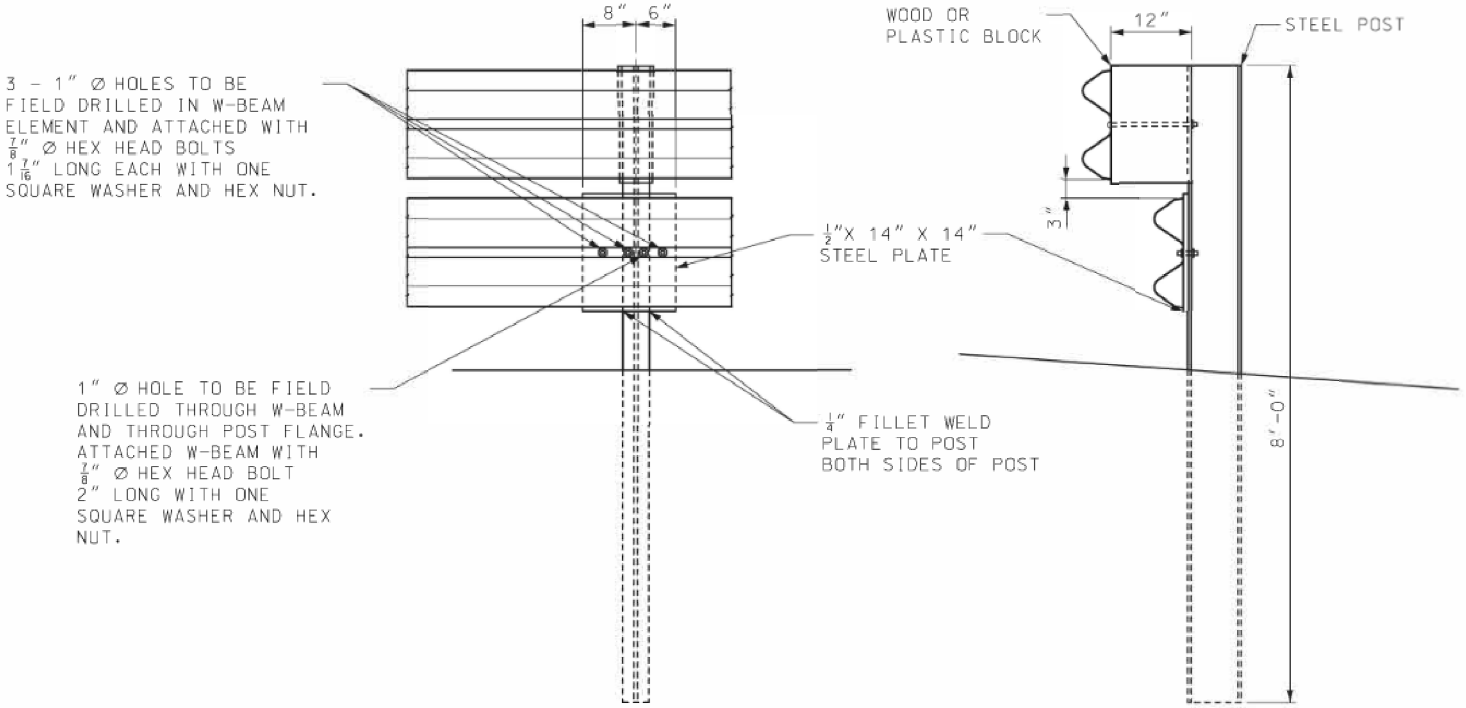
DETAIL OF GUARDRAIL

EMBEDDED ANCHOR TRANSITION
EMBEDDED TERMINAL ENDS
(FLAT DITCH)

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	1 – D4



EMBEDDED STEEL POST

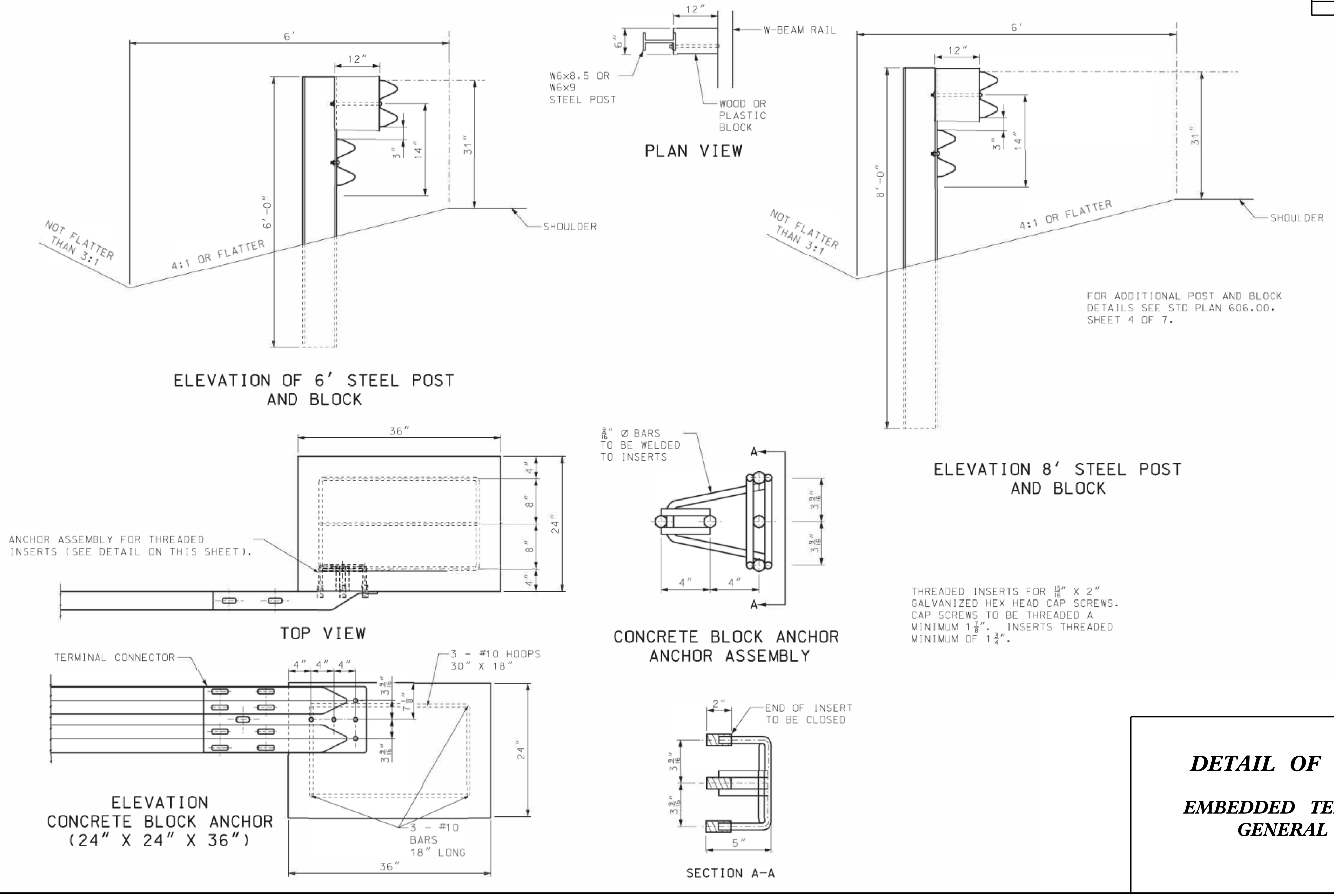


SPECIAL RUBRAIL TO POST CONNECTION AT POST A

DETAIL OF GUARDRAIL

EMBEDDED ANCHOR TERMINAL ENDS (STEEL POST OPTION)

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	1 – D5



FOR ADDITIONAL POST AND BLOCK DETAILS SEE STD PLAN 606.00, SHEET 4 OF 7.

THREADED INSERTS FOR 15/16" X 2" GALVANIZED HEX HEAD CAP SCREWS. CAP SCREWS TO BE THREADED A MINIMUM 1 7/8". INSERTS THREADED MINIMUM OF 1 3/4".

DETAIL OF GUARDRAIL

EMBEDDED TERMINAL ENDS
GENERAL DETAILS

COMPUTED BY:	DLH	DATE:	8/1/2019
CHECKED BY:	DLH	DATE:	1/26/2021

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	1-D6

GUARDRAIL SUMMARY

D11CAD-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 BEGIN

G = GATING IMPACT ATTENUATOR TYPE 350
NG = NON-GATING IMPACT ATTENUATOR TYPE 350

No.	SURVEY LINE	BEG. STA.	END STA.	LOCATION	LENGTH STRAIGHT	LENGTH SHOP CURVED	LENGTH DOUBLE FACED	WARRANT POINT APPROACH END	WARRANT POINT TRAILING END	"N" DIST. FROM E.O.L.	TOTAL SHOUL WIDTH	FLARE LENGTH APPROACH END	FLARE LENGTH TRAILING END	W APPROACH END	W TRAILING END
1	-L-	10+06.00	12+67.50	RT	243.75	37.5		10+56.00	12+67.50	6	9	50		1	
2	-L-	15+12.50	17+50.00	LT	237.5			17+00.00	15+62.50	6	9	50	50	1	1
3	-L-	13+00.00	18+25.00	RT	506.25	37.5		13+00.00	17+75.00	6	9		50		1
4	-L-	42+96.00	45+83.50	RT	287.5			43+46.00	45+33.50	6	9	50	50	1	1
5	-L-	43+04.50	43+78.00	LT	56.25	37.5		43+78.00	43+54.50	6	9		50		1
6	-L-	44+60.00	45+97.50	LT	137.5			45+47.50	45+10.00	6	9	50	50	1	1
7	-L-	54+54.50	56+17.00	RT	162.5			55+04.50	55+67.00	6	9	50	50	1	1
8	-L-	55+19.50	56+44.50	LT	125			55+94.50	55+69.50	6	9	50	50	1	1
9	-L-	60+33.00	63+33.00	RT	300			60+83.00	62+83.00	6	9	50	50	1	1
10	-L-	60+72.50	64+85.00	LT	412.5			64+35.00	61+22.50	6	9	50	50	1	1
11	-L-	66+68.00	70+18.00	LT	350			69+68.00	67+18.00	6	9	50	50	1	1
12	-L-	82+72.50	85+97.50	LT	325			85+47.50	83+22.50	6	9	50	50	1	1
13	-L-	85+38.50	87+26.00	RT	187.5			85+88.50	86+76.00	6	9	50	50	1	1
14	-L-	155+14.00	159+01.50	RT	387.5			155+64.00	158+51.50	6	9	50	50	1	1
15	-L-	159+84.00	162+09.00	RT	225			160+34.00	161+59.00	6	9	50	50	1	1
16	-L-	160+57.50	163+57.50	LT	300			163+07.50	161+07.50	6	9	50	50	1	1
17	-L-	180+51.00	184+51.00	LT	400			184+01.00	181+01.00	6	9	50	50	1	1
18	-L-	216+07.00	218+57.00	LT	250			218+07.00	216+57.00	6	9	50	50	1	1
19	-L-	297+17.00	298+29.50	RT	112.5			297+67.00	297+79.50	6	9	50	50	1	1
20	-L-	299+56.50	300+32.50	LT	56.25	25		299+82.50	299+56.50	6	9	50		1	
21	-L-	300+05.50	302+55.50	RT	250			300+55.50	302+05.50	6	9	50	50	1	1
22	-L-	308+46.00	309+83.50	RT	137.5			308+96.00	309+33.50	6	9	50	50	1	1
23	-L-	314+25.00	317+50.00	LT	325			317+00.00	314+75.00	6	9	50	50	1	1
24	-L-	316+98.50	321+36.00	RT	437.5			317+48.50	320+86.00	6	9	50	50	1	1
25	-L-	322+43.00	325+80.50	RT	337.5			322+93.00	325+30.50	6	9	50	50	1	1
26	-L-	329+89.00	340+89.00	RT	1100			330+39.00	340+39.00	6	9	50		1	
27	-L-	342+87.00	344+62.00	RT	175			343+37.00	344+12.00	6	9		50		1
28	-L-	346+11.00	358+86.00	RT	1275			346+61.00	358+36.00	6	9	50	50	1	1
29	-L-	364+36.00	380+86.00	RT	1650			364+86.00	380+36.00	6	9	50	50	1	1
30	-L-	392+45.00	410+20.00	RT	1775			392+95.00	409+70.00	6	9	50		1	
31	-L-	417+01.00	417+19.75	RT	18.75			417+01.00	417+19.75	4	7				
32	-L-	418+79.75	418+98.50	RT	18.75			418+79.75	418+98.50	4	7				
33	-L-	418+84.75	419+03.50	LT	18.75			419+03.50	418+84.75	4	7				
34	-L-	422+75.00	430+62.50	RT	787.5			423+25.00	430+12.50	6	9		50		1
35	-L-	432+50.00	435+00.00	LT	200			434+50.00	433+00.00	6	9	50		1	
36	-L-	440+49.00	445+61.50	RT	512.5			440+99.00	445+11.50	6	9				
37	-L-	450+45.00	453+57.50	RT	312.5			450+95.00	453+07.50	6	9	50	50	1	1
38	-L-	463+65.00	464+35.00	LT	56.25	25		464+35.00	464+15.00	6	9		50		1
39	-L-	466+27.00	467+39.50	LT	112.5			466+77.00	466+89.50	6	9		50		1
40	-L-	466+29.00	468+41.50	RT	212.5			466+79.00	467+91.50	6	9	50	50	1	1
41	-L-	485+06.50	487+44.00	LT	237.5			486+94.00	485+56.50	6	9	50	50	1	1
42	-L-	490+69.50	495+19.50	RT	450			491+19.50	494+69.50	6	9	50	50	1	1
43	-L-	TBD	TBD	RT	600			TBD	TBD	6	9	50	50	1	1
44	-L-	TBD	TBD	RT	205			TBD	TBD	bridge	bridge	50	50	1	1
45	-L-	TBD	TBD	LT	386.25	62.5		TBD	TBD	bridge	bridge		50		1
46	-L-	TBD	TBD	LT	137.5			TBD	TBD	6	9	50		1	
47	-L-	676+09.50	677+47.00	RT	137.5			676+59.50	676+97.00	6	9	50	50	1	1
48	-L-	683+77.50	688+77.50	LT	500			684+27.50	688+27.50	6	9	50	50	1	1
49	-L-	685+86.00	689+86.00	RT	400			686+36.00	689+36.00	6	9	50	50	1	1

No.	ANCHORS III	ANCHORS Modified III	ANCHORS GREU TL-2	ANCHORS GREU TL-3	ANCHORS CAT-1	ANCHORS VI MOD	ANCHORS B-77	ANCHORS AT-1	ANCHORS BIC	IMPACT ATTENUATOR TYPE 350 EA	IMPACT ATTENUATOR TYPE 350 G	IMPACT ATTENUATOR TYPE 350 NG	REMOVE EXISTING ANCHOR UNIT	REMOVE & STOCKPILE EXISTING GUARDRAIL	Begin Mile Post (MP)	End Mile Post (MP)	REMARKS
1				1				1							23.18	23.23	Wrap trailing end onto SR 2608 (Beaver Dam Ln)
2				2											23.28	23.30	
3				1				1							23.24	23.34	Wrap approach end onto SR 2608 (Beaver Dam Ln)
4				2											23.80	23.86	Located opposite SR 2081 (Martin Rd); culvert at end
5				1				1							23.80	23.82	Wrap approach end onto SR 2081 (Martin Rd)
6				2											23.84	23.87	Culvert at end
7				2											24.03	24.06	
8				2											24.04	24.07	
9				2											24.14	24.19	
10				2											24.14	24.22	
11				2											24.26	24.32	
12				2											24.57	24.62	Ends 110 ft West of SR 1987 (Twin Hill Rd)
13				2											24.61	24.65	Ends opposite SR 1987 (Twin Hill Rd)
14				2											25.94	26.01	Located opposite from mailbox #5945
15				2											26.03	26.07	
16				2											26.04	26.09	
17				2											26.41	26.49	
18				2											27.09	27.14	Located opposite from mailbox #7096
19				2											28.63	28.65	Begins at mailbox #8642
20				1				1							28.67	28.69	
21				2											28.68	28.73	
22				2											28.85	28.87	Located opposite SR 2144 (Peacock Dr)
23				2											28.95	29.03	Ends just after stream crossing
24				2											29.01	29.09	
25				2											29.10	29.18	Ends West of dirt parking lot opposite Landfill driveway
26				1					1						29.30	29.46	Begins East of Landfill driveway
27				1					1						29.50	29.53	
28				2											29.56	29.80	
29				2											29.90	30.22	
30				1					1						30.44	30.77	
31	1														30.90	30.91	Tie to bridge on trailing end
32	1														30.94	30.95	Tie to bridge on approach end
33	1														30.94	30.95	Tie to bridge on Trailing end
34				1					1						31.00	31.15	
35				1					1						31.19	31.23	
36									2						31.34	31.44	
37				2											31.54	31.59	Ends West of Lakeview St. in Rhonda, NC
38				1				1							31.80	31.81	Wrap approach end onto Hill Crest St. in Rhonda, NC
39				1					1						31.85	31.87	
40				2											31.85	31.89	
41			2												32.18	32.23	
42			2												32.28	32.37	Begins East of Clingman Rd
43				2											TBD	TBD	
44		1		2											TBD	TBD	Opposite intersection at SR 2018 (Macedonia Ch. Rd)
45		1		1				1							TBD	TBD	Entrance side into SR 2018 (Macedonia Ch. Rd)
46				1					1						TBD	TBD	
47				2											35.81	35.83	Ends at SR 2301 (J.A. Russell Dr)
48				2											35.96	36.06	Begins East of SR 2064 (EdWards Lakeview Dr)
49				2											36.00	36.07	

LESS INCLUDED ANCHOR DEDUCTIONS			
AT-1	6 @ 6.25'	=	-37.5
Type III	3 @ 18.75'	=	-56.25
BIC	9 @ 50.0'	=	-450
GREU TL-2	4 @ 50.0'	=	-200
GREU TL-3	73 @ 50.0'	=	-3650
Type III Modified	2 @ 80.0'	=	-160

	STRAIGHT	SHOP CURVED
Project Subtotal	13,275	225
SAY	13,300	237.5
Additional Guardrail Posts	85	

PROJECT TOTAL NEW ANCHOR UNITS REQUIRED:	III	Modified III	GREU TL-2	GREU TL-3	CAT-1	VI MOD	B-77	AT-1	BIC
	3	2	4	73				6	9

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	2

BREAK IN MATCHLINE

FROM -L- STA 20+00

TO -L- STA 41+00 SHEET 3

8/17/99

29-JAN-2021 14:21
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PROJECT REFERENCE NO.	SHEET NO.
W-5503A	3

8/17/99

BREAK IN MATCHLINE

FROM
-L- STA 20+00
SHEET 2

TO
-L- STA 41+00

MATCHLINE -L- STA 41+00

MATCHLINE -L- STA 51+64 SHEET 4

29-JAN-2021 14:22
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PROJECT REFERENCE NO.	SHEET NO.
W-5503A	4

8/17/99

29-JAN-2021 14:23
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PROJECT REFERENCE NO.	SHEET NO.
W-5503A	5

8/17/99

29-JAN-2021 14:25
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PROJECT REFERENCE NO.	SHEET NO.
W-5503A	6

MATCHLINE -L- STA 79+40 SHEET 5

MATCHLINE -L- STA 90+00

BREAK IN MATCHLINE

FROM -L- STA 90+00

TO -L- STA 152+00 SHEET 7

8/17/99

29-JAN-2021 14:26
R:\...\Guardrail\Guardrail - Wilkes County 2018\Plan Sheet Layouts\w5503_ddc_psh6.dgn
$$$$USERNAME$$$$

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	7

8/17/99

BREAK IN MATCHLINE

FROM
-L- STA 90+00
SHEET 6

TO
-L- STA 152+00

MATCHLINE -L- STA 152+00

MATCHLINE -L- STA 162+68 SHEET 8

29-JAN-2021 14:27
R:\W5503\Guardrail\Guardrail - Wilkes County 2018\Plan Sheet Layouts\w5503.ddc.psh11.dgn
$$$$USERNAME$$$$

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	8

8/17/99

29-JAN-2021 14:28
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PROJECT REFERENCE NO.	SHEET NO.
W-5503A	9

8/17/99

BREAK IN MATCHLINE

FROM
-L- STA 186+50

TO
-L- STA 208+00
SHEET 10

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	10

BREAK IN MATCHLINE

FROM
-L- STA 186+50
SHEET 9

TO
-L- STA 208+00

MATCHLINE -L- STA 208+00

MATCHLINE -L- STA 218+20
SHEET 11

8/17/99

29-JAN-2021 14:31
R:\w5503\Guardrail\Guardrail - Wilkes County 2018\Plan Sheet Layouts\w5503_ddc_psh15.dgn
$$$$USERNAME$$$$

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	11

BREAK IN MATCHLINE

FROM
-L- STA 229+00

TO
-L- STA 291+00
SHEET 12

8/17/99

29-JAN-2021 14:32
R:\5503\Guardrail\Guardrail - Wilkes County 2018\Plan Sheet Layouts\w5503_ddc_psh16.dgn
$$$$USERNAME$$$$

8/17/99

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	12

BREAK IN MATCHLINE

FROM
-L- STA 229+00
SHEET 11

TO
-L- STA 291+00

MATCHLINE -L- STA 291+00

MATCHLINE -L- STA 301+48 SHEET 13

29-JAN-2021 14:33
R:\W5503\Guardrail\Guardrail - Wilkes County 2018\Plan Sheet Layouts\w5503_ddc_psh21.dgn
$$$$USERNAME$$$$

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	13

8/17/99

29-JAN-2021 14:34
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$$$$USERNAME$$$$

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	14

8/17/99

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	15

8/17/99

MATCHLINE -L- STA 329+24 SHEET 14

MATCHLINE -L- STA 343+12 SHEET 16

29-JAN-2021 14:37
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$$$$USERNAME$$$$

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	16

8/17/99

29-JAN-2021 14:38
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$$$$USERNAME$$$$

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	17

8/17/99

29-JAN-2021 14:39
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$$$$USERNAME$$$$

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	18

8/17/99

29-JAN-2021 14:40
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$$$$USERNAME$$$$

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	19

8/17/99

29-JAN-2021 14:42
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$$$$USERNAME$$$$

8/17/99

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	20

29-JAN-2021 14:43

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	21

8/17/99

29-JAN-2021 14:44
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$$$$USERNAME$$$$

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	22

8/17/99

29-JAN-2021 14:46
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PROJECT REFERENCE NO.	SHEET NO.
W-5503A	23

8/17/99

29-JAN-2021 14:47
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$$$$USERNAME$$$$

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	24

8/17/99

29-JAN-2021 14:48
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$$$$USERNAME$$$$

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	25

8/17/99

29-JAN-2021 14:50
Plan Sheet Layouts\w5503_ddc_psh34.dgn

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	26

8/17/99

R:\W5503\Guardrail\Guardrail - Wilkes County 2018\Plan Sheet Layouts\w5503_ddc_psh35.dgn

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	27

BREAK IN MATCHLINE

FROM
-L- STA 495+81
SHEET 26

TO
-L- STA 620+73

8/17/99

29-JAN-2021 14:53
R:\W5503\Guardrail\Guardrail - Wilkes County 2018\Plan Sheet Layouts\w5503_ddc_psh45.dgn
$$$$USERNAME$$$$

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	28

8/17/99

29-JAN-2021 14:54
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$$$$USERNAME$$$$

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	29

BREAK IN MATCHLINE

FROM	TO
-L- STA 648+49	-L- STA 666+00
SHEET 28	

MATCHLINE -L- STA 666+00

MATCHLINE -L- STA 676+25 SHEET 30

8/17/99

29-JAN-2021 14:56
R:\W5503\Guardrail\Guardrail - Wilkes County 2018\Plan Sheet Layouts\w5503_ddc_psh48.dgn
$$$$USERNAME$$$$

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	30

8/17/99

29-JAN-2021 14:57
R:\W5503\Guardrail\Guardrail - Wilkes County 2018\Plan Sheet Layouts\w5503_ddc_psh49.dgn
$$$$USERNAME$$$$

PROJECT REFERENCE NO.	SHEET NO.
W-5503A	31

8/17/99

29-JAN-2021 14:58
R:\w5503\Guardrail\Guardrail - Wilkes County 2018\Plan Sheet Layouts\w5503_ddc_psh50.dgn
$$$$USERNAME$$$$