FOR GUARDRAIL DETAILS SEE SHEETS (54-62)

## GUARDRAIL AND RELATED QUANTITIES

| SHEET NO. | REFERENCE NO. | EXISTING LOCATIONS FROM | EXISTING LOCATIONS TO | PROPOSED LOCATIONS FROM | PROPOSED LOCATIONS TO | DIRECTION | SIDE | LENGTH OF NEED (FOR FIXED OBJECTS) | 202 GUARDRAIL REMOVED | 606 GUARDRAIL, TYPE 5 | 606 GUARDRAIL, TYPE 5 BARRIER DESIGN | 606 GUARDRAIL, TYPE 5A | 606 THRIE BEAM RAIL AND TRANSITION SECTION | 606 | 606 ANCHOR ASSEMBLY, TYPE E-98 | 606 ANCHOR ASSEMBLY, TYPE T | 606 IMPACT ATTENUATOR, TYPE I-98 (BIDIRECTIONAL) | 606 IMPACT ATTENUATOR, TYPE I-98 (UNIDIRECTIONAL) | 606 BRIDGE TERMINAL ASSEMBLY, TYPE 1 | 606 BRIDGE TERMINAL ASSEMBLY, TYPE 2 | 606 BRIDGE TERMINAL ASSEMBLY, TYPE 3 | 606 BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN | 606 GUARDRAIL, MISC.: CABLE MEDIAN BARRIER ANCHORAGE UNIT | 622 CONCRETE BARRIER, TYPE D | 517 RAILING, MISC.: TBR RAILING | 203 LINEAR GRADING, METHOD A | 448 ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I, PG64-22 (UNDER GUARDRAIL) | 626 BARRIER REFLECTOR, TYPE A | 626 BARRIER REFLECTOR, TYPE B |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | L.F. | L.F. | L.F. | L.F. | L.F. | L.F. | | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | L.F. | L.F. | STA. | C.Y. | L.F. | L.F. |
| 39 | GR-46 | 626+45.00 | 627+95.00 | 626+43.00 | 628+18.00 | WB | RT | 127 | 150 | 87.5 | | 25 | | | 1 | 1 | | | | | | | | | | 1.8 | 7.1 | 3 | |
| 39 | GR-47 | 626+45.00 | 627+95.00 | 626+55.00 | 628+80.00 | WB | LT$ | 200 | 150 | 162.5 | | | | | 1 | 1 | | | | | | | | | | 2.3 | 8.9 | 3 | |
| 40 | GR-48 | 638+75.00 | 640+25.00 | 638+75.00 | 640+50.00 | WB | RT | 137 | 150 | 75 | | | 37.5 | | 1 | 1 | | | | | | | | | | 1.8 | 7.1 | 3 | |
| 40 | GR-49 | 647+80.50 | 652+43.00 | 646+15.00 | 652+15.00 | EB | RT | | 462.5 | 450 | | | | | 1 | | | | 1 | | | 2 | | 60 | | 5.6 | 19.1 | 4 | 2 |
| 40 | GR-50 | 649+45.00 | 653+45.00 | 649+52.50 | 654+37.50 | WB | RT | 114 | 400 | 325 | | | 37.5 | | 1 | 1 | | | 1 | 1 | | | | 60 | | 4.9 | 16.3 | 5 | 1 |
| 40 | GR-51 | 650+56.00 | 653+43.50 | 651+70.50 | 655+08.00 | WB | LT$ | 280 | 287.5 | 275 | | | | | 1 | 1 | | | | | | | | | | 3.4 | 19.3 | 4 | |
| 40 | GR-52 | 650+56.00 | 653+43.50 | 648+87.00 | 652+24.50 | EB | LT$ | 280 | 287.5 | 275 | | | | | 1 | 1 | | | | | | | | | | 3.4 | 19.3 | 4 | |
| 41 | GR-53 | | | 42+86.00 | 44+86.00 | SB | RT | 171 | | 137.5 | | | | | 1 | 1 | | | | | | | | | | 2.0 | 8.0 | 3 | |
| 42 | GR-54 | 10+50.00 | 15+50.00 | 8+88.00 | 15+63.00 | NB | RT | | 500 | 612.5 | | | | | 1 | 1 | | | | | | | | | | 6.8 | 25.6 | 8 | |
| 42,43 | GR-55 | 27+46.00 | 7+50.00 | 27+46.00 | 10+62.50 | SB | RT | | 387.5 | 637.5 | | | | | 1 | 1 | | | | | | | | | | 7.0 | 26.5 | 8 | |
| 42 | GR-56 | 74+20.00 | 76+82.50 | 74+21.00 | 76+56.00 | NB | RT | 130 | 262.5 | 75 | | | | | 1 | | | | 1 | | | | | 110 | | 2.4 | 5.2 | 2 | 2 |
| 42 | GR-57 | 74+50.00 | 77+00.00 | 74+70.00 | 77+05.00 | SB | RT | 130 | 250 | 75 | | | | | 1 | | | | 1 | | | | | 110 | | 2.4 | 5.2 | 2 | 2 |
| 42 | GR-58 | | | 74+18.00 | 77+08.00 | | MED | | | 200 | 25 | 200 | | | | | 2 | | | | | | | | | 4.9 | 18.1 | 8 | |
| 43 | GR-59 | 90+00.00 | 92+37.50 | 88+65.00 | 92+27.50 | NB | RT | | 237.5 | 300 | | | | | 1 | 1 | | | | | | | | | | 3.6 | 14.0 | 7 | |
| 43 | GR-60 | 91+34.00 | 92+96.50 | 91+35.00 | 94+97.50 | SB | RT | | 162.5 | 300 | | | | | 1 | 1 | | | | | | | | | | 3.6 | 14.0 | 5 | |
| 43 | GR-61 | 100+60.00 | 102+60.00 | 99+75.00 | 104+37.50 | SB | RT | | 200 | 400 | | | | | 1 | 1 | | | | | | | | | | 4.6 | 17.7 | 5 | |
| 44 | GR-62 | 110+50.00 | 114+12.50 | 109+90.00 | 114+52.50 | NB | RT | | 362.5 | 400 | | | | | 1 | 1 | | | | | | | | | | 4.6 | 17.7 | 5 | |
| 44 | GR-63 | 112+00.00 | 115+00.00 | 111+75.00 | 116+87.50 | SB | RT | | 300 | 450 | | | | | 1 | 1 | | | | | | | | | | 5.1 | 19.6 | 6 | |
| 44 | GR-64 | 131+50.00 | 133+00.00 | 128+62.50 | 133+50.00 | NB | RT | | 150 | 425 | | | | | 1 | 1 | | | | | | | | | | 4.9 | 18.6 | 5 | |
| 44 | GR-65 | 132+37.50 | 134+00.00 | 132+50.00 | 135+50.00 | SB | RT | | 162.5 | 237.5 | | | | | 1 | 1 | | | | | | | | | | 3.0 | 11.7 | 4 | |
| 62 | GR-66 | 186+11.00 | 188+06.00 | 186+11.00 | 188+06.00 | NB | RT | | 50 | 50 | | | | | | | | | | | 2 | | | | 145 | | | | 2 |
| 62 | GR-67 | 186+36.00 | 186+61.00 | 186+36.00 | 188+06.00 | NB | LT | | 25 | 25 | | | | | | | | | | | 1 | | | | 145 | | | | 2 |
| 62 | GR-68 | 188+34.00 | 188+59.00 | 186+89.00 | 188+59.00 | SB | LT | | 25 | 25 | | | | | | | | | | | 1 | | | | 145 | | | | 2 |
| 62 | GR-69 | 186+89.00 | 188+84.00 | 186+89.00 | 188+84.00 | SB | RT | | 50 | 50 | | | | | | | | | | | 2 | | | | 145 | | | | 2 |
| 39 | GR-70 | 611+00.00 | 611+95.00 | 611+00.00 | 611+95.00 | | MED | | | | | | | | | | | | | | | | 1 | | | | | | |
| 39 | GR-71 | 614+55.00 | 615+75.00 | 614+55.00 | 615+75.00 | | MED | | | | | | | | | | | | | | | | 1 | | | | | | |
| 40 | GR-72 | 649+85.00 | 650+80.00 | 649+85.00 | 650+80.00 | | MED | | | | | | | | | | | | | | | | 1 | | | | | | |
| 40 | GR-73 | 653+12.00 | 653+85.00 | 653+12.00 | 653+85.00 | | MED | | | | | | | | | | | | | | | | 1 | | | | | | |
| TOTALS TO GENERAL SUMMARY | | | | | | | | | 5012.5 | 6050 | 25 | 225 | 75 | | 19 | 16 | 2 | | 4 | 1 | 6 | 2 | 4 | 340 | 580 | 78.1 | 299 | 102 | 7 |

$ - GUARDRAIL OFFSET 4' FROM EDGE OF SHOULDER
# - STA 312+45.00 BK = STA 0+00.00 AH RAMP G

CALCULATED EMK
CHECKED LDH

GUARDRAIL QUANTITIES

LAKE COUNTY
LAK-2/44-13.05/4.14



PLOTTED FROM: I:\PROJECTS\Pid18391\dgn\18391gsa.dgn