COMPUTED BY:	GHB	DATE:	9/26/23
CHECKED BY:	BKS	DATE:	4/5/24
_			

"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

DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA

PROJ REFERENCE NO. SHEET NO. 1-5918 3B-1

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

EXISTING GUARDRAIL SUMMARY

								"11"										MPACT	SINGLE		DEMOVE 8	
SURVEY				LENGTH		WARRAN'	T POINT	"N" TOTAL	FLARE LENGTH	w	1			ANCHO	RS			ENUATOR YPE 350	FACED	REMOVE	REMOVE & STOCKPILE	
LINE	BEG. MM.	END MM. LOCATION		SHOP	DOUBLE	APPROACH	TRAILING	FROM SHOUL	APPROACH TRAILING	APPROACH	TRAILING		GRE	U, GREU,		Type III			CONCRETE	EXISTING GUARDRAIL	EXISTING	REMARKS
			STRAIGHT	CURVED	FACED	END	END	E.O.L.	END END	END		pe III B-83		3 TL-2 CAT-1	AT-1	Type III SC B-77 S	C BIC G	NG	BARRIER	GOANDINAIL	GUARDRAIL	
I-77 NB	36.50	38.59 MEDIAN	11010											1								Begin reset at project limits.
I-77 NB	36.67	36.77 SHOULDER	545 1075											1 1								
I-77 NB I-77 NB	36.87 37.79	37.08 SHOULDER 37.90 SHOULDER	565		+										-		1					BIC to be replaced with TL-3
177110	37.73	37.30 3110025211	303		†										-		+ +					Bic to be replaced with TL-3
I-77 NB	38.07	38.10 SHOULDER	175	,													1					Located under Cornelius Rd Overpass (SR 1302)
I-77 NB	38.30	38.63 SHOULDER	1720		1									2								
I-77 NB	38.60	39.99 MEDIAN	7500											2								
I-77 NB	38.78	39.00 SHOULDER	1150)										2								
																						BIC to be replaced with TL-3
I-77 NB I-77 NB	39.23 39.35	39.27 SHOULDER 39.41 SHOULDER	220 340											1 1	-		1					Located under Rankin Hill Rd (SR 1311) Overpass
I-77 NB	39.95	40.02 SHOULDER	360											1 1	-		1					BIC to be replaced with TL-3
I-77 NB	40.01	41.20 MEDIAN	6400											1 1								Bio to be replaced with 12 5
I-77 NB	40.18	40.30 SHOULDER	620											1			1					BIC to be replaced with TL-3
I-77 NB	40.39	40.50 SHOULDER	590											1	-		1					BIC to be replaced with TL-3
																						BIC to be repalced with TL-3
I-77 NB	40.71	40.75 SHOULDER	275		+			ļ						1			1					Located under Flower Hs. Loop Rd (SR 1312)
I-77 NB	41.06	41.37 SHOULDER	1650																			BIC to replaced with TL-3 Section ending on Exit 42 NB Off-Ramp
I-77 NB I-77 NB	41.06	41.37 SHOULDER 41.64 MEDIAN	2285		1				+		+		1	1 1	-	 	+ +					Section ending on Exit 42 NB Off-Ramp Section ending at Overpass Bridge for US 21
	71.61	. 2.0 I MEDIAN	2203						+		+		_	- '	-		+ +					BIC to be replaced with TL-3
I-77 NB	41.61	41.64 SHOULDER	150										1				1					Section ending at Overpass Bridge for US 21
I-77 NB	41.68	41.77 MEDIAN	550										2									US 21 Overpass to Weathers Crk. Bridge
I-77 NB	41.70	41.77 SHOULDER	410										1	1								Section ending at Weathers Creek Bridge
I-77 NB	41.80	41.95 MEDIAN	830		+								1	1								
I-77 NB I-77 NB	41.80 41.96	41.99 SHOULDER 42.40 MEDIAN	1100 2300											1 1	-							
I-77 NB	42.07	42.27 SHOULDER	1065												- 		1					BIC to be replaced with TL-3
I-77 NB	42.40	42.91 MEDIAN	2735											1 1								
I-77 NB	42.41	42.60 SHOULDER	1030)										1	-		1					BIC to be replaced with TL-3
																						BIC to be replaced with TL-3
I-77 NB	42.63	42.69 SHOULDER	335 1225		+									1			1					Section under Oswalt-Amity (SR 1001) Overpass
I-77 NB I-77 NB	42.91 42.92	43.13 SHOULDER 43.81 MEDIAN	1225 4670											1 1	-		1					BIC to be replaced with TL-3
I-77 NB	43.50	43.77 SHOULDER	1455												-		1					BIC to be replaced with TL-3
I-77 NB	44.04	44.54 SHOULDER	2640)										1			1					BIC to be replaced with TL-3
I-77 NB	44.07	44.12 MEDIAN	250											1 1	_							
I-77 NB	44.18	44.41 MEDIAN	1240											1 1								
I-77 NB I-77 NB	44.56 44.78	46.09 MEDIAN 45.16 SHOULDER	8140 2010)	+									1 1	-							Ending on Exit 45 NB Off-Ramp
I-77 NB	45.32		150										1	1	-							Ends at Barrier Wall under Amity Hill Rd (SR 2342)
I-77 NB	45.67	45.83 SHOULDER	850											1 1								
I-77 NB	46.05	46.26 SHOULDER	1100											1 1								
I-77 NB	46.10	46.77 MEDIAN	3540											1								Transitions to Triple Corr. At Third Crk. Bridge
I-77 NB I-77 NB	46.53 46.81	46.77 SHOULDER 47.04 MEDIAN	1240 1275											1								Transitions to Triple Corr. At Third Crk. Bridge Transitions from Triple Corr. At Third Crk. Bridge
I-77 NB	46.81	47.06 SHOULDER	1355											1	·							Transitions from Triple Corr. At Third Crk. Bridge Transitions from Triple Corr. At Third Crk. Bridge
I-77 NB	47.05	47.61 MEDIAN	2950											1 1								Transitions from Emple Committee Time Crist Enrage
I-77 NB	47.49	47.70 SHOULDER	1130											1 1								
I-77 NB	47.62	48.51 MEDIAN	4630											1 1								
I-77 NB	48.05	48.10 SHOULDER	250 350		1									1 1	-		+ +					
I-77 NB I-77 NB	48.17 48.52	48.23 SHOULDER 48.62 MEDIAN	515		1						+		+	1	-		+ +					Ends at Triple Corr. Gdrail at US 70 Overpass Bridge
I-77 NB	48.61	48.62 SHOULDER	110		1						 		+	1			+ +					Ends at Triple Corr. Gdrail at US 70 Overpass Bridge
I-77 NB	48.66	48.73 MEDIAN	-350																			This Section to be Milled to adjustment needed
I-77 NB	48.66		-350																			This Section to be Milled to adjustment needed
I-77 NB	48.81	48.85 MEDIAN	-200 -200)							 						+ + -					This Section to be Milled to adjustment needed
I-77 NB	48.81	48.85 SHOULDER	-200	'	1						+					+ +	+ +					This Section to be Milled to adjustment needed
									+				+				+ +					
		SUBTOTAL	88060				<u></u>						8	30 38	B		15					
		LESS ANCHOR DEDUCTIONS:	.=		1																	
		TYPE TL-3 30 @ 50' TYPE CAT-1 38 @ 6.25'	-1500 -237.5	<u>'</u>	1			1	+		+		+	 		+	+				+	
		TYPE BIC 15 @ 125'	-1875		1								+			+ +	+ +					
		TYPE B-83 8 @ 18.75	-150						+				+			 	+ +					
		TOTAL NB GUARDRAIL LENGTH	84297.50 LF																			
		SAY	84298 LF								+		+				+					
											+		+			+ +	+				+	
									+		 		+				+ +					