COMPUTED BY: BKS DATE: 5-9-16

CHECKED BY: BKS DATE: 5-9-16

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

PROJECT REFERENCE NO.	SHEET NO.
I-5893	3B-1

GUARDRAIL SUMMARY

"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

SURVEY LINE	BEG. MILE MARKER	END MILE MARKER	LANE/LOCATION	LENGTH		WARRANT POINT		"N" DIST. FROM E.O.L.	TOTAL SHOUL WIDTH	FLARE LENGTH		W		ANCHORS						6" BRIDGE RAIL TUBES (EA)	IMPACT ATTENUATOR TYPE 350		W-TR TRANSITION SECTIONS	REMOVE EXISTING GUARDRAIL	REMOVE & RESET EXISTING GUARDRAIL	REMARKS
				STRAIGHT	20" TUBULAR CORRUGATED GUARDRAIL	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	XI MOD	XI	GRAU 350	M-350	B-77	CAT-1	B-83	(INCIDENTAL)	G	NG				
I-85	14.08	14.12	NB SHOULDER	212.5												1		1							212.5		
I-85	14.19	14.36	NB SHOULDER	900												1			1						900		
I-85	14.5	14.59	NB SHOULDER	325												1		3							325		
I-85	14.87	14.96	NB SHOULDER	500												1			1						500		
I-85	15.09	15.18	NB SHOULDER	462.5												1			1						462.5		
I-85	15.27	15.3	NB SHOULDER	200												1		1							200		
I-85	15.6	15.73	NB SHOULDER	662.5												1			1						662.5		
I-85	15.78	15.83	NB SHOULDER	300												1		1							300		
I-85	16.02	16.18	NB SHOULDER	850												1			1						850		
I-85	16.58	16.62	NB SHOULDER	212.5												1			1						212.5		
I-85	17.05	17.08	NB SHOULDER	162.5												1				1					162.5		SEE STD. 862.03 SHEET 6 OF 7 FOR B-83 ANCHOR UNIT
I-85	17.15	17.25	NB SHOULDER	537.5												1				1					537.5		SEE STD. 862.03 SHEET 6 OF 7 FOR B-83 ANCHOR UNIT
I-85	17.32	17.34	NB SHOULDER	112.5												1		1							112.5		
I-85	17.52	17.63	NB SHOULDER	600												1			1						600		
I-85	17.9	17.99	NB SHOULDER	500												1			1						500		
I-85	18.1	18.22	NB SHOULDER	600															1						600		ATTACH NEW RAIL TO EXISTING BIC UNIT
I-85	18.24	18.27	NB SHOULDER	162.5																					162.5		
I-85	18.39	18.51	NB SHOULDER	600															1						600		ATTACH NEW RAIL TO EXISTING BIC UNIT
I-85	18.54	18.56	NB SHOULDER	125												1		1							125		
I-85	18.81	18.95	NB SHOULDER	775												1		1							775		
I-85	19.05		NB EXIT LOOP																								DO NOT REPLACE CRASH CUSHION
I-85	19.08	19.13	NB SHOULDER	312.5														2							312.5		
EXIT 19	19.11	19.13	NB ON RAMP	200												1			1						200		
I-85	19.24	19.38	NB SHOULDER	700												1			1						700		
EXIT 20	19.66	19.71	OFF RAMP LT SHLD	325												1			1						325		
EXIT 20	19.66	19.7	OFF RAMP RT SHLD	175												1			1						175		
I-85	19.67	19.72	NB SHOULDER	187.5												1		1							187.5		
I-85	20.07	20.11	NB SHOULDER	187.5												1		1							187.5		
EXIT 21	20.61	20.64	OFF RAMP RT SHLD	187.5												1			1						187.5		
I-85	20.64	20.66	NB SHOULDER	112.5												1		1							112.5		
I-85	20.8	20.95	NB SHOULDER	837.5												1			1						837.5		
I-85	21.37	21.55	NB SHOULDER	950												1			1						950		
I-85	21.76	21.93	NB SHOULDER	900												1			1						950		
I-85	13.9	14.05	SB SHOULDER	825												1			1						825		
I-85	14.15	14.18	SB SHOULDER	175												1		1							175		
I-85	14.26	14.4	SB SHOULDER	750												1			1						750		
I-85	14.54	14.57	SB SHOULDER	137.5														2							137.5		
I-85	14.58	14.63	SB SHOULDER	287.5												1		1							287.5		
I-85	14.82	14.85	SB SHOULDER	162.5												1			1						162.5		
I-85	15.2	15.24	SB SHOULDER	225												1			1						225		
I-85	15.32	15.36	SB SHOULDER	200												1		1							200		
I-85	15.52	15.55	SB SHOULDER	150												1			1						150		
I-85	15.58	15.78	SB SHOULDER	1100															1						1100		ATTACH NEW RAIL TO EXISTING BIC UNIT
I-85	15.83	15.87	SB SHOULDER	187.5														1							187.5		ATTACH NEW RAIL TO EXISTING BIC UNIT
I-85	16.02	16.17	SB SHOULDER	800												1			1						800		
I-85	16.53	16.56	SB SHOULDER	150												1			1						150		
I-85	16.64	16.76	SB SHOULDER	625												1			1						625		
I-85	17.15	17.27	SB SHOULDER	662.5												1				1					662.5		SEE STD. 862.03 SHEET 6 OF 7 FOR B-83 ANCHOR UNIT
I-85	17.34	17.36	SB SHOULDER	112.5												1		1							112.5		
I-85	17.57	17.69	SB SHOULDER	612.5															1						612.5		ATTACH NEW RAIL TO EXISTING BIC UNIT
I-85	17.78	18.25	SB SHOULDER	2550															1						2550		ATTACH NEW RAIL TO EXISTING BIC UNIT
I-85	18.55	18.58	SB SHOULDER	125												1		1							125		
I-85	18.82	18.88	SB SHOULDER	325												1			1						325		
I-85	18.97	19.01	SB SHOULDER	212.5												1		1							212.5		
I-85	19.09	19.15	SB SHOULDER	300														2							300		
I-85	19.16	19.2	SB SHOULDER	200												1		1							200		
I-85	19.42	19.46	SB SHOULDER	200												1			1						200		
I-85	19.73	19.75	SB SHOULDER	137.5												1		1							137.5		
I-85	19.85	19.94	SB SHOULDER	462.5												1			1						462.5		
I-85	20.03	20.13	SB SHOULDER	500														1	1						500		
I-85	20.14	20.17	SB SHOULDER	200												1		1							200		
I-85	20.42	20.46	SB SHOULDER	200												1			1						200		
EXIT 21	20.47	20.58	ON RAMP LT SHLDR	550												1			1						550		
I-85	20.67	20.72	SB SHOULDER	237.5												1		1							237.5		
I-85	20.83	20.97	SB SHOULDER	737.5												1			1						737.5		
I-85	21.37	21.63	SB SHOULDER	1362.5												1			1						1362.5		
I-85	21.86	22	SB SHOULDER	625												1			1						625		
			TOTAL	29962.5																							
	Anchor Deductions																										
	GRAU-350	55 @ 50'	=	2750																							
	CAT-1	38 @6.25'	=	237.5																							
	B-77	30 @ 18.75'	=	562.5																							
	B-83	3 @ 25	=	75																							
TOTAL				**26,337.5**												**55**		**30**	**38**	**3**					**30,013**		

Additional Guardrail Posts = 50 EA