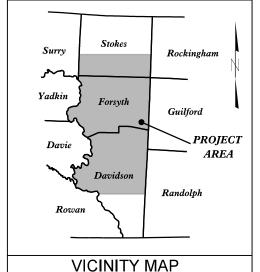
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See Sheet 1A For Index of Sheets

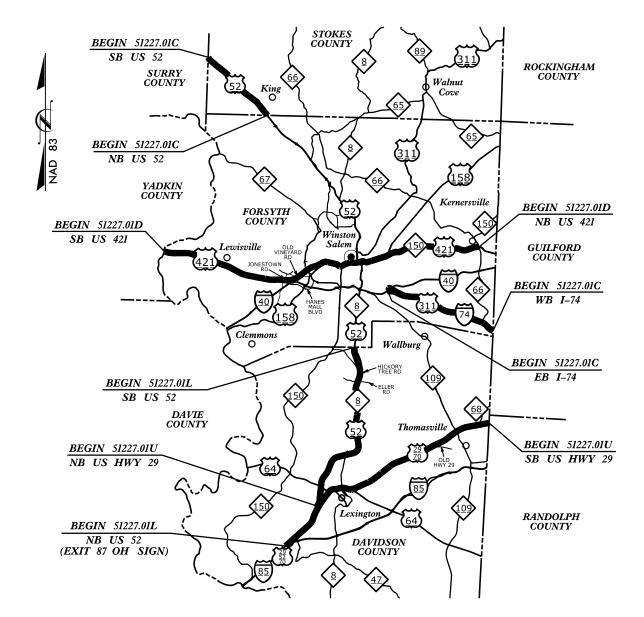


# STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

# DAVIDSON, FORSYTH & STOKES COUNTY

SHEET NO. N.C. 11 51227.01 1 PE/CONST. 51227.01

#### TYPE OF WORK: GUARDRAIL END TERMINAL UPGRADES



#### LOCATION:

US 52 IN STOKES COUNTY (51227.01C) I-74 IN FORSYTH COUNTY (51227.01C) US 421 IN FORSYTH COUNTY (51227.01D) US 52 IN DAVIDSON COUNTY (51227.01L) US 29 IN DAVIDSON COUNTY (51227.01Ú)

GENERAL NOTES:

2018 SPECIFICATIONS

GUARDRAIL:

THE GUARDRAIL LOCATIONS SHOWN ON THE PLANS MAY BE ADJUSTED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHOULD CONSULT WITH THE ENGINEER PRIOR TO ORDERING GUARDRAIL MATERIAL.

2018 ROADWAY ENGLISH STANDARD DRAWINGS

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch N. C. Department of Transportation – Raleigh. N. C. Deted January. 2018 are applicable to this project and by reference hereby are considered a part of these plans:

DIVISION 8 - INCIDENTALS 862.01 Guardrail Placement 862.02 Guardrail Installatio

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

NOT TO SCALE

3B-9 THRU 3B-10 US 29 IN DAVIDSON COUNTY (51227.01U)

GENERAL NOTES. AND STANDARD DRAWINGS

US 52 IN DAVIDSON COUNTY (51227.01L)

DESIGN DATA

US 52 IN STOKES COUNTY (51227,010)

INDEX OF SHEETS

SHEET NUMBER

**GRAPHIC SCALES** 

#### PROJECT LENGTH

I-74 IN FORSYTH COUNTY (51227.01C) = 9.2 MI US 52 IN STOKES COUNTY (51227.01C) = 6.5 MI US 421 IN FORSYTH COUNTY (51227.01D) = 26.5 MI US 52 IN DAVIDSON COUNTY (51227.01L) = 17.8 MI US 29 IN DAVIDSON COUNTY (51227.01U) = 15.6 MI

#### Prepared in the Office of: **DIVISION OF HIGHWAYS**

375 Silas Creek Parkway, Winston Salem 27127 2018 STANDARD SPECIFICATIONS

W. A. BLANTON, PE, PLS

RIGHT OF WAY DATE: N/A

LETTING DATE:

J. L. KEATON, PLS **NOVEMBER 9, 2022** 

#### HYDRAULICS ENGINEER

N/A SIGNATURE:

ROADWAY DESIGN **ENGINEER** 

William a. Blowston 2022 76,G96371B19FC44D



COMPUTED BY:	D.W.Langham	DATE:	06/22/2018	_
CHECKED BY:		DATE:		_

	PROJECT REFERENCE NO.	SHEET NO
51227.01C 3B-1	51227.01C	3B-1

STOKES COUNTY

#### STATE OF NORTH CAROLINA

#### CITADDDAII CIIMMADV

DISTANCE FRO	OM EDGE OF LANE TO FACE	OF GUARDRAIL							511	MILC	) T. TA	ORTH CAROLINA	
AL SHOULDER V RE LENGTH = DI	VIDTH = DISTANCE FROM ED STANCE FROM LAST SECTIO OF FLARE FROM BEGINNING	IGE OF TRAVEL LAN IN OF PARALLEL GL	JARDRAIL TO END OF O	AK POINT. GUARDRAIL					GUA	RDF	RA	L SUMMARY	G = GATING IMPACT ATTENUATOR TYPE 350 NG = NON-GATING IMPACT ATTENUATOR TYPE 350
SURVEY	LOCATION Heading North From Forsyth	Location	Approach or Trailing End				AN	CHORS		IMPA ATTENU TYPE	JATOR	REMARKS	
LINE	County Line	LT, RT, M	Training End	XI MOD	ΧI	GREU TL-3	XIII	CAT-1 MOD	BIC	G	NG		
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US 52 NB	3.06	LT	T			1						median crossover	
US 52 NB US 52 NB	3.31 5.04	RT RT	A A			1							
US 52 NB	5.61	RT	А			1							
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PROJECT REFERENCE NO.	SHEET NO.
51227.01C	3B-2

STOKES COUNTY

STATE OF NORTH CAROLINA

# CITADDDAII CITMMADV

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	MEDGE OF LANE TO FACE OF O IDTH = DISTANCE FROM EDGE TANCE FROM LAST SECTION O FLARE FROM BEGINNING OF T	OF PARALLEL GUARD	DRAIL TO END OF GUAR	OINT. RDRAIL					GUA	ARD.	RA.	IL SUMMARY	G = GATING IMPACT ATTENUATOR TYPE 350 NG = NON-GATING IMPACT ATTENUATOR TYPE 350
SURVEY	LOCATION Heading South From Surry	Location	Approach or Trailing End				ANCHORS			ATTE	IPACT NUATOR PE 350	REMARKS	
	County Line	LT, RT, M		MOD	ΧI	GREU TL-3	XIII CAT-1	VI MOD	BIC	G	NG		
US 52 SB	0.35	RT	A			1							
US 52 SB	1.33	RT	А			1							
US 52 SB	2.04	RT	Α			1							
US 52 SB	3.01	RT	A			1							
US 52 SB US 52 SB	3.12 3.35	RT RT	A A			1 1		_					
US 52 SB	3.45	LT	T			1						median crossover	
US 52 SB	3.55	RT	A			1						modular di decerci	
US 52 SB	4.35	RT	A			1							
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PROJECT REFERENCE NO.	SHEET NO
51227.01C	3B-3

FORSYTH COUNTY

#### STATE OF NORTH CAROLINA

#### CITADDD AIL CIMMAADV

T "N" = DISTANCE FOR	OM EDGE OF LANE TO CAC	CE OF GUARDRAII									SIM	LIL (	Jt N	URTH CAROLINA		
FLARE LENGTH = D	OM EDGE OF LANE TO FAC WIDTH = DISTANCE FROM STANCE FROM LAST SEC' OF FLARE FROM BEGINNIN	TION OF PARALLEL G	SUARDRAIL TO END O	REAK POINT. DF GUARDRAIL						$\boldsymbol{G}$	UAI	RDI	RA	IL SUMMARY		G = GATING IMPACT ATTENUATOR TYPE 350 NG = NON-GATING IMPACT ATTENUATOR TYPE 350
	I	Location	T	ı			AN	CHORS				IMP	HATOR			 
SURVEY LINE	LOCATION Heading East From I-40	1	Approach or Trailing End	XI		GREU	1		VI			G	NG	REMARKS		
		LT, RT, M	<u> </u>	MOD	ΧI	TL-3	XIII	CAT-1	MOD	BIC		Ĭ				
I-74 EB	0.69	RT	Approach			1										
I-74 EB	0.27	LT	Approach			1								I-40 WB loop ramp to I-73 EB, 0.27 mi from exit gore	e	
I-74 EB	0.27	RT	Approach			1								I-40 WB loop ramp to I-73 EB, 0.27 mi from exit gore		
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PROJECT REFERENCE NO.	SHEET NO.
51227.01C	3B-4
FORSYTH COUNT	Υ

#### STATE OF NORTH CAROLINA

Th' = DISTANCE FROM EDGE OF LANE TO FACE OF GUARDRAIL

OF TOTAL SHOULDER WIDTH = DISTANCE FROM EDGE OF TRAVEL LANE TO SHOULDER BREAK POINT.

FLABEL FROM THE DISTANCE FROM LAST SECTION OF PARALLEL GUARDRAIL TO END OF GUARDRAIL

ARE LENGTH = D = TOTAL WIDTH (	WIDTH = DISTANCE FROM E STANCE FROM LAST SECTI OF FLARE FROM BEGINNING	ON OF PARALLEL G OF TAPER TO END	UARDRAIL TO END OF OF GUARDRAIL	GUARDRAIL						G	UAI	RDI	RA	IL SUMMARY
SURVEY	LOCATION Heading	Location	Approach or			1	AN	CHORS				ATTEN	HATOR	
LINE	West From Guilford County Line	LT, RT, M	Approach or Trailing End	XI MOD	XI	GREU TL-3	XIII	CAT-1	VI MOD	BIC		G	NG	REMARKS
I-74 WB I-74 WB	8.9 8.9	LT RT	Approach Approach	02	AI .	1 1	AIII	VAI-I	55	510				
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TOTAL						2								

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## DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA

ECT REFERENCE NO.	SHEET NO.
51227.01D	3B-5
EODSALI COLINI	~

"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**

	BEGINNING OF TAPER TO END												
SURVEY LINE	LOCATION Heading North (West) From NC	Location	Approach or Trailing End	VI	I	CREU	AN	CHORS	l w	1	IMP ATTEN TYPI	350 REMARKS	
	66	LT, RT, M		XI MOD	ΧI	GREU TL-3	XIII	CAT-1	VI MOD	BIC	G	NG	
US 421 NB	0.00											NC 66	
													_
US 421 NB	11.69	RT	A			1							_
US 421 NB	15.64	RT	A			1							7
US 421 NB	16.24	RT	Α			1						Jonestown Rd bridge, rail hidden by vegetation	7
US 421 NB	22.26	RT	Α			1						Guardrail Turn down into Embankment	
US 421 NB US 421 NB	22.54 22.85	RT RT	A A	1		1						Guardrail Turn down into Embankment Guardrail Turn down into Embankment	
US 421 NB	23.49	RT	A	1		1						Guardrail Turn down into Embankment Guardrail Turn down into Embankment	-
US 421 NB	24.21	RT	A			1						Guardrail Turn down into Embankment	7
US 421 NB	24.43	RT	Α			1							
US 421 NB	24.70	RT	A			1						Guardrail Turn down into Embankment	
US 421 NB	25.75 25.95	RT RT	A			1						Guardrail Turn down into Embankment	
US 421 NB	25.95	KI	A			1						Guardrail Turn down into Embankment	
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S 421 NB Ramp to I 40 WB	0.61 0.65	LT	A	+		1	ļ					0.61 mile west from Old Vineyard Rd. 36.07280,-80.32603	4
S 421 NB Ramp to I 40 WB S 421 NB Ramp to I 40 WB	0.85	LT LT	A A	1		1						0.65 mile west from Old Vineyard Rd. 36.07245,-80.3266 0.85 mile west from Old Vineyard Rd. 36.07049, -80.32914	-
S 421 NB Ramp to I 40 WB	0.85	RT	A	1		1						0.85 mile west from Old Vineyard Rd. 36.07058, -80.32935	7
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#### DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA

PROJECT REFERENCE NO.	SHEET NO.									
51227.01D	3B-6									
FORSYTH COUNTY										

Martin   M	"N" = DISTANCE FROM EDGE OF LAN TOTAL SHOULDER WIDTH = DISTANC FLARE LENGTH = DISTANCE FROM L W = TOTAL WIDTH OF FLARE FROM I	AST SECTION OF PARALLEL GUARD	RAIL TO END OF G	AK POINT. GUARDRAIL								GU	AR	<b>D</b> K	RAIL SUMMARY	G = GATING IMPACT ATTENUATOR TYPE 350 NG = NON-GATING IMPACT ATTENUATOR TYPE 350
LINE    Line   LT, RT, M			Location	Approach or				ANG	CHORS				ATTEN	NUATOR	DEMADKS	
US 421 SB 1.72 RT A 1 1	LINE		LT, RT, M	Trailing End		ΧI		XIII	CAT-1		BIC				NEMAKKO .	
US 421 SB 1.72 RT A 1 1	LIC 404 CD	1.10	DT	^			1								Cuardrail Tura daum inte Embankment	
US 421 SB 2.85 RT A 1																1
US 421 SB 3.93 RT A 1 1	US 421 SB	2.85	RT												Guardrail Turn down into Embankment	
US 421 SB 10.49 RT A 1 1																4
US 421 SB 13.61 RT A 1 1				_											Guardian furn down into Embankment	
				_											On Ramp from Stratford Rd (Hwy 158) 36.09350,-80.27744	
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148 Structure 144 Structure 14																
1.0E E MONTE SEL COLUMN																
15年 Nove X 15年																1
1.07 Serger (A OF 10)																1
	I 40 E Ramp to US 421 SB	0.27	RT	A			1						1		0.27 mile E of Hanes Mall Blvd 36.07231, -80.32480	1
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PROJECT REFERENCE NO.	SHEET NO.
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#### STATE OF NORTH CAROLINA

# GUARDRAIL SUMMARY

SHOULDER W LENGTH = DIS	M EDGE OF LANE TO FACE O IDTH = DISTANCE FROM EDO TANCE FROM LAST SECTION FFLARE FROM BEGINNING O	GE OF TRAVEL LANE N OF PARALLEL GU	ARDRAIL TO END OF G	AK POINT. GUARDRAIL						$\boldsymbol{G}$	UAI	RD	0+ N <b>R</b> A.	IL SUMMARY		G = G/NNG = N	TING IMPACT ATTENUATOR TYPE 350 ON-GATING IMPACT ATTENUATOR TYPE 350
URVEY LINE	LOCATION Heading North From I-85 Exit 87 OH Sign	Location	Approach or Trailing End				AN	CHORS				IMP <i>A</i> ATTENU TYPE	JATOR	REMARKS			
	67 On Sign	LT, RT, M		MOD	ΧI	GREU TL-3	XIII	CAT-1	MOD	BIC		G	NG		4		
C FO NID	0.41	IT.	^			1									1		
S 52 NB S 52 NB	0.41 3.23	LT RT	A A			1 1									4		
S 52 NB	3.67	RT	Α			1									1		
S 52 NB	3.74	LT	A			1									4		
S 52 NB S 52 NB	4.46 4.81	RT RT	A A			1									4		
S 52 NB	5.08	RT	A			1											
S 52 NB	5.66	RT	Α			1									]		
S 52 NB	5.98	RT RT	A A			1								Unit is on ramp from US 64 35.883935, -80.28179 SR 1242 (W. Center St )	4		
S 52 NB S 52 NB	6.55 6.94	RT	A			1								SR 1242 (W. Center St.)	4		
S 52 NB	8.78	RT	A			1									1		
S 52 NB	10.09	RT	Α			1		-							1		
S 52 NB	10.65	RT RT	A	1		1									4		
S 52 NB S 52 NB	12.27 12.41	RT RT	A A			1	+								1		
S 52 NB	14.30	LT	А			1											
S 52 NB	16.30	RT	A	$\perp$		1							Ţ		_		
S 52 NB	16.66	LT	A			1	-							Median at SR 1508 (Hickory Tree Rd)	4		
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51227.01L	3B-8
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#### STATE OF NORTH CAROLINA

# GUARDRAIL SUMMARY

COUNTY OF THE PROPERTY OF THE	"N" = DISTANCE FR		OF GUARDRAII									SIMILUFNO	JKIH CAKULINA										
Control   Cont	■FLARE LENGTH = D	ISTANCE FROM LAST SECTION	ON OF PARALLEL G	UARDRAIL TO END OF	EAK POINT. F GUARDRAIL						GU	JARDRAI	L SUMMARY						G = NG	GATING IMPACT AT = NON-GATING IMPA	ITENUATOR TYPE ACT ATTENUATOR	350 R TYPE 350	
	SURVEY	South From Forsyth		Approach or Trailing End				AN	CHORS			ATTENUATOR	REMARKS										
1000   100		20000, 2000	LT, RT, M		MOD	ΧI	GREU TL-3	XIII	CAT-1	MOD	BIC	G NG											
Total   Tota													Median at SR 1506 (Eller Rd)										
Company   Comp																							
STATE   STAT													SR 3010										
Table 19	US 52 SB	10.88	RT	А			1																
March   Marc				_																			
	US 52 SB	14.78	LT	А			1						OH Sign										
													GP not shielding obstacle. Pemove entire 80 ft run	) ft run	ft run								
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51227.01U	3B-9
DAVIDSON COUN	ГҮ

#### STATE OF NORTH CAROLINA

# GUARDRAIL SUMMARY

STANCE FROM EDGE OF LANE TO SHOULDER WIDTH = DISTANCE FR LENGTH = DISTANCE FROM LAST S FAL WIDTH OF FLARE FROM BEGIN	OM EDGE OF TRAVEL LANE TO ECTION OF PARALLEL GUARD	DRAIL TO END OF GU	( POINT. JARDRAIL							GUA	RD	RAIL SUMMARY	G = GATING IMPACT ATTENUATOR TYPE 350 NG = NON-GATING IMPACT ATTENUATOR TYPE 350
SURVEY LINE	LOCATION Heading North From US 52	Location	Approach or Trailing End				ANG	CHORS			ATTEN	UACT UATOR E 350 REMARKS	
		LT, RT, M		XI MOD	ΧI	GREU TL-3	XIII	CAT-1	VI MOD	BIC	G	NG	
HWY 29/70 (I 85 Bus NB)	0.00											At Lane Split From US 52	]
HWY 29/70 (I 85 Bus NB)	0.93	RT	A			1							
HWY 29/70 (I 85 Bus NB) HWY 29/70 (I 85 Bus NB)	3.91 3.93	LT LT	A T			1						OH sign OH sign	-
HWY 29/70 (I 85 Bus NB)	3.97	RT	A			1						Cit sign	1
HWY 29/70 (I 85 Bus NB)	5.20	RT	А			1							
HWY 29/70 (I 85 Bus NB)	5.41	RT	A			1						Guardrail turned down into embankment	
HWY 29/70 (I 85 Bus NB) HWY 29/70 (I 85 Bus NB)	7.80	RT RT	A			1							4
HWY 29/70 (I 85 Bus NB)	7.95 8.18	RT	A A			1							4
HWY 29/70 (I 85 Bus NB)	8.52	RT	A			1						Guardrail turned down into embankment	1
HWY 29/70 (I 85 Bus NB)	8.99	RT	Α			1							1
HWY 29/70 (I 85 Bus NB)	9.19	RT	A			1						Guardrail turned down into embankment	_
HWY 29/70 (I 85 Bus NB) HWY 29/70 (I 85 Bus NB)	9.33 9.49	RT RT	A A			1						Guardrail turned down into embankment	-
HWY 29/70 (I 85 Bus NB)	10.59	RT	A			1						Old Hwy 29. Double face rail. 35.883175, -80.128211	4
HWY 29/70 (I 85 Bus NB)	10.60	RT	A			1						Double face rail. 35.883203, -80.128133	1
HWY 29/70 (I 85 Bus NB)	10.66	LT	Α			1							]
HWY 29/70 (I 85 Bus NB)	10.69	RT	A			1							4
HWY 29/70 (I 85 Bus NB) HWY 29/70 (I 85 Bus NB)	10.99 11.24	RT RT	A A			1						Guardrail turned down into embankment	-
HWY 29/70 (I 85 Bus NB)	11.55	RT	A			1						Guardrail turned down into embankment	4
HWY 29/70 (I 85 Bus NB)	13.74	RT	А			1							1
HWY 29/70 (I 85 Bus NB)	13.94	RT	Α			1						Guardrail turned down into embankment	]
HWY 29/70 (I 85 Bus NB)	14.25	RT	A			1						Guardrail turned down into embankment	4
HWY 29/70 (I 85 Bus NB) HWY 29/70 (I 85 Bus NB)	14.45 15.50	RT	A A			1							4
HWY 29/70 (I 85 Bus NB)	15.65	LT	A			1						Randolph County Line	4
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COMPUTED BY:	D.W.Langham	DATE:	07/11/2018
CHECKED BY:		DATE:	

ROJECT REFERENCE NO.	SHEET NO.
51227.01U	3B-10
DAVIDSON COUN	TY

STATE OF NORTH CAROLINA

#### GIIARDRAII SIIMMARV

THE - DISTANCE EDOM COOF OF LANC TO	EACE OF CHAPPEAU									SIMIE	UT N	ORTH CAROLINA				
TYP = DISTANCE FROM EDGE OF LANE TO TOTAL SHOULDER WIDTH = DISTANCE FF FLARE LENGTH = DISTANCE FROM LAST: W = TOTAL WIDTH OF FLARE FROM BEGII	ROM EDGE OF TRAVEL LANE T SECTION OF PARALLEL GUAR	DRAIL TO END OF G	K POINT. JUARDRAIL						Gl	U <b>ARD</b> .	RA.	IL SUMMARY				G = GATING IMPACT ATTENUATOR TYPE 350 NG = NON-GATING IMPACT ATTENUATOR TYPE 350
SURVEY LINE	LOCATION Heading South From Randolph	Location	Approach or Trailing End			Al	NCHORS			ATTEN	PACT IUATOR E 350	REMARKS				
	County Line	LT, RT, M		XI MOD	ΧI	GREU TL-3 XIII	CAT-1	VI MOD	BIC	G	NG					
HWY 29/70 (I 85 Bus SB)	0.00											Davidson County Line				
HWY 29/70 (I 85 Bus SB)	0.36	RT RT	A A			1						Service road. 35.910992, -80.053374				
HWY 29/70 (I 85 Bus SB) HWY 29/70 (I 85 Bus SB)	2.15 3.56	RT	A			1						Guardrail turned down into embankment Guardrail turned down into embankment				
HWY 29/70 (I 85 Bus SB)	3.94	RT	A			1						Guardrail turned down into embankment				
HWY 29/70 (I 85 Bus SB)	4.52	RT	А			1										
HWY 29/70 (I 85 Bus SB) HWY 29/70 (I 85 Bus SB)	4.72 4.87	RT LT	A A			1										
HWY 29/70 (I 85 Bus SB)	4.88	RT	A			1										
HWY 29/70 (I 85 Bus SB)	5.74	RT	A			1						Guardrail turned down into embankment				
HWY 29/70 (I 85 Bus SB)	6.53	RT	A			1										
HWY 29/70 (I 85 Bus SB) HWY 29/70 (I 85 Bus SB)	7.33 7.57	RT RT	A A			1 1						Guardrail turned down into embankment				
HWY 29/70 (I 85 Bus SB)	11.02	RT	A			1										
HWY 29/70 (I 85 Bus SB)	11.77	LT	Т			1										
HWY 29/70 (I 85 Bus SB)	12.13	RT	A	1		1	1									
HWY 29/70 (I 85 Bus SB) HWY 29/70 (I 85 Bus SB)	12.15 14.88	LT RT	A A			1	+									
HWY 29/70 (I 85 Bus SB)	15.19	LT	A			1					L					
HWY 29/70 (I 85 Bus SB)	15.82											US 52				
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