



GENERAL NOTES

METAL BEAM

(A) METAL BEAMS SHALL CONFORM TO AASHTO M 180: TYPE 2, CLASS "A" UNLESS OTHERWISE NOTED ON THE PLANS.

(B) WHERE GUARDRAIL IS PLACED ON A CURVE WITH A RADIUS LESS THAN 150 FEET, THE RAIL IS TO BE SHOP-FORMED TO THE REQUIRED RADIUS.

(C) AT THE OPTION OF THE CONTRACTOR THE RAIL ELEMENTS FOR THE GUARDRAIL MAY BE FURNISHED IN EITHER 12½ OR 25 FOOT NOMINAL LENGTHS WITH POST BOLT SLOTS FOR CONNECTION TO POSTS.

POSTS

(D) THE CONTRACTOR MAY HAVE THE CHOICE OF EITHER HOT ROLLED OR WELDED STEEL W6 X 8.5 OR W6 X 9 OR 8" X 6" WOOD POST. EXCEPT AS NOTED

(1) THE MIXING OF ANY POST TYPES ON A GIVEN PROJECT WILL BE AVOIDED IF AT ALL POSSIBLE.

(2) SHOULD IT BECOME NECESSARY TO MIX POST TYPES ON A GIVEN PROJECT POSTS SHALL NOT BE MIXED ON A SINGLE RUN OF GUARDRAIL EXCEPT AS NECESSARY AT END TERMINALS.

(3) W6 X 15 IS USED WITH GUARDRAIL CONNECTION TO STRUCTURES.

(E) STEEL POSTS SHALL CONFORM TO ASTM A36 AND BE GALVANIZED IN ACCORDANCE WITH ASTM A123. BOLT HOLES SHALL BE APPROXIMATELY CENTERED BETWEEN WEB AND EDGE OF FLANGE OF SPACERS AND POSTS.

(F) WOOD POSTS SHALL CONFORM WITH TDOT CONSTRUCTION STANDARD SPECIFICATION.

(G) WELDED STEEL POSTS SHALL CONFORM TO ASTM A769 AND BE GALVANIZED IN ACCORDANCE WITH ASTM A123, UNLESS OTHERWISE SPECIFIED ON THE PLANS.

(H) ON STEEP SLOPES, WHEN GUARDRAIL IS PLACED AT SLOPE BREAK, MINIMUM POST LENGTH SHALL BE BASED ON TABLE ON STANDARD DRAWING S-PL-6. ADDITIONAL EXPENSE TO BE INCLUDED IN THE COST OF THE RUN OF GUARDRAIL.

BLOCKOUTS

(I) BLOCKOUTS SHALL BE WOOD CONFORMING TO THE REQUIREMENTS OF TDOT CONSTRUCTION STANDARD SPECIFICATIONS OR PLASTIC GUARDRAIL BLOCKOUTS LISTED ON THE TDOT QUALIFIED PRODUCT LIST.

(J) ONLY WOODEN BLOCKOUTS MAY BE USED WITH WOODEN POSTS, PLASTIC OR WOODEN BLOCKOUTS MAY BE USED WITH STEEL POSTS.

(K) ALL BLOCKOUTS SHALL MEET NCHRP-350 OR MASH GUIDELINES.

(L) MIXING THE BLOCKOUT MATERIAL ON A GIVEN PROJECT SHOULD BE AVOIDED. IF MIXING OF BLOCKOUT MATERIAL IS NECESSARY, BLOCKOUTS SHALL NOT BE MIXED ON A SINGLE RUN OF GUARDRAIL.

FUTURE ADJUSTMENTS

(M) BLOCKOUTS SHALL HAVE ONE ADDITIONAL ¾" HOLE, FOUR INCHES BELOW THE INITIAL HOLE FOR FUTURE ADJUSTMENT.

(N) INITIAL INSTALLATION REQUIRES ONE BOLT CONNECTION, EACH ADJUSTMENT THEREAFTER REQUIRES TWO BOLT CONNECTIONS.

END TREATMENTS

(O) ALL RUNS OF GUARDRAIL WILL BEGIN AND END WITH AN ANCHOR SYSTEM (SEE S-GRA-SERIES).

(P) GUARDRAIL ENDS THAT ARE INSIDE THE CLEARZONE AND EXPOSED TO ONCOMING TRAFFIC SHALL HAVE A CRASH WORTHY END TERMINAL AS NOTED:

(1) ANY ROAD WITH SUITABLE BACKSLOPES SHALL USE END TERMINALS BURIED IN BACK SLOPE (SEE S-GRT-1).

(2) ALL HIGHWAY SYSTEM ROADS WITHOUT SUITABLE BACKSLOPES SHALL USE TANGENTIAL END TERMINALS (SEE S-GRT-2).

(3) ALL OTHER ROADS SHALL USE SLOTTED RAIL END TERMINALS UNLESS OTHERWISE NOTED (SEE S-GRT-3).

DESIGN

(Q) 4' BEHIND GUARDRAIL SHALL BE CLEAR AT OBSTRUCTION FOR DEFLECTION.

(R) REFER TO SAFETY PLAN STANDARDS FOR HOW TO DETERMINE THE BEGINNING AND END.

PAYMENT

(S) PAYMENT FOR GUARDRAIL WILL BE UNDER ITEM:

705-02.02 SINGLE GUARDRAIL (TYPE 2) LF

(T) GUARDRAIL WILL BE PAID FOR ONLY IN LENGTHS THAT ARE MULTIPLES OF 6'-3".

(U) PAYMENT FOR SPECIAL CONNECTIONS AND GUARDRAIL SECTIONS REQUIRED FOR END TREATMENTS WILL BE AS NOTED ON THOSE DRAWINGS.

(V) FOR W-CR BEAM INSTALLATION, LOCATION, AND DEFLECTION NOTES SEE S-PL-6.

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