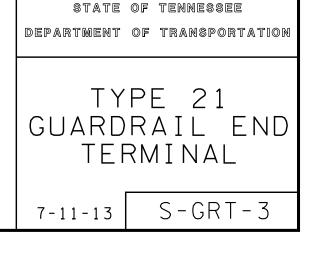
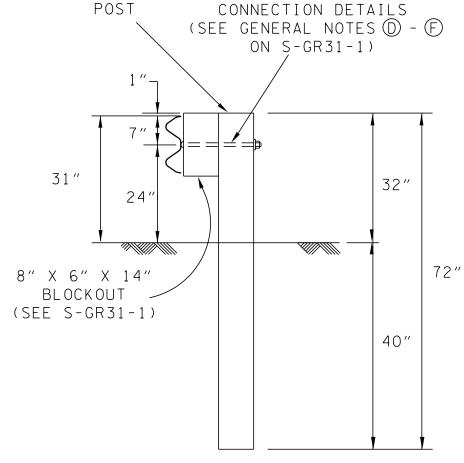


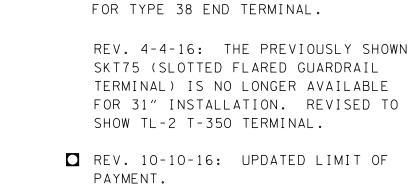
GENERAL NOTES	
WAYS WITH POSTED SPEED	© THE FIRST 12'-6" FROM THE IMPACT HEAD IS GATING FOR SKT-SP-MGS, DO NOT USE THIS SECTION IN LENGTH OF NEED.
ND TERMINALS ON THE TDOT OP DRAWINGS SHALL BE	(H) if the guardrail needs to be extended, extend it in increments of 12'-6".
NAL INSTALLATIONS CAN MPLETE SET OF SHOP DRAWINGS ANY TANGENTIAL GUARDRAIL	I IF WOOD POSTS ARE USED, ALL HOLES IN WOOD POSTS ARE TO BE DRILLED BEFORE PRESERVATIVE TREATMENT IS APPLIED.
LSO PROVIDE THE ITH ONE COMPLETE SET OF ION NUMBER.	J ALL CUTTING, DRILLING, AND WELDING OF STEEL COMPONENTS SHALL BE DONE BEFORE GALVANIZING.
NCTION AS IT WAS CRASH Earth pad must be rt-2p or s-grt-2r.	$\overset{(K)}{}$ the finished cable assembly will not be acceptable unless it is in tension with no sag.
INSTALLED UNDER THE PRICE	IF THE SHOULDER IS LESS THAN 2'-O", END TERMINAL MUST BE FLARED. IF THE SHOULDER IS GREATER THAN 2'-O", END TERMINAL MAY BE TANGENTIAL. IF FLARED INSTALLATION IS IMPLEMENTED, USE 25:1 MAXIMUM FLARE RATE OR INSTALL END TERMINAL AS DIRECTED BY THE FIELD ENGINEER.
HAT THE FULL LENGTH OF THE Raight alignment.	M FOR RETROFIT PROJECTS, SEE S-GRT-2R.
L NOT BE COMBINED ON A RUN	N FOR NEW CONSTRUCTION, INSTALL TERMINALS AT 31" HEIGHT. FOR RETROFIT PROJECTS, USE GUARDRAIL HEIGHT TRANSITION DETAIL. SEE S-GRS-4.



SECTION A-A

** FOR HARDWARE AND





REV. 11-3-14: MODIFIED PAY LENGTH