

In taking all eight items into account, the deflection, strength, and safety requirements should never be compromised. Table I-3-2 groups the Standard types of guardrail by three systems: flexible, semi-rigid and rigid. The table includes barrier height, maximum dynamic deflection, minimum offset from hazardous object, post spacing, and typical terminal treatment for each Standard. The Road and Bridge Standards provide transition designs for use in various situations.

Weathering steel (COR-TEN) w-beam guardrail is no longer acceptable for use in new construction or maintenance replacement due to the potential for premature material failure from excessive rust. Guardrail terminals are no longer available with weathering steel. An acceptable “aesthetic” guardrail is powder coated galvanized rail with steel posts or treated wooden posts conforming to applicable VDOT Standards, NCHRP 350 and/or MASH requirements, and does not create undue maintenance problems and/or costs. Powder coating guardrail will have a significant impact on the cost and will require a separate pay item for powder coating. Contact the Materials Division for approved treatment methods.

Roadside safety hardware not accepted prior to the adoption of AASHTO’s Manual For Assessing Safety Hardware (MASH) must meet the requirements of MASH.

Roadside safety hardware accepted prior to the adoption of AASHTO’s Manual For Assessing Safety Hardware (MASH) must meet the requirements of The National Cooperative Highway Research Program (NCHRP) Report 350.