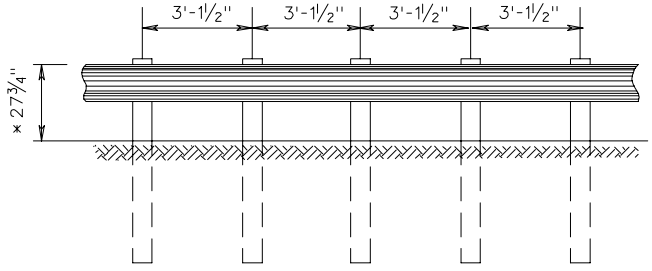
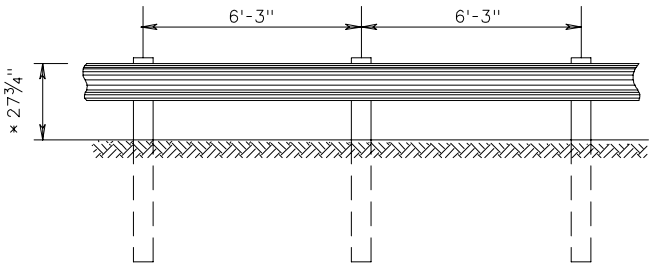


GR-2A

(3'-1½" POST SPACING)

MAX DYNAMIC DEFLECTION = 2'

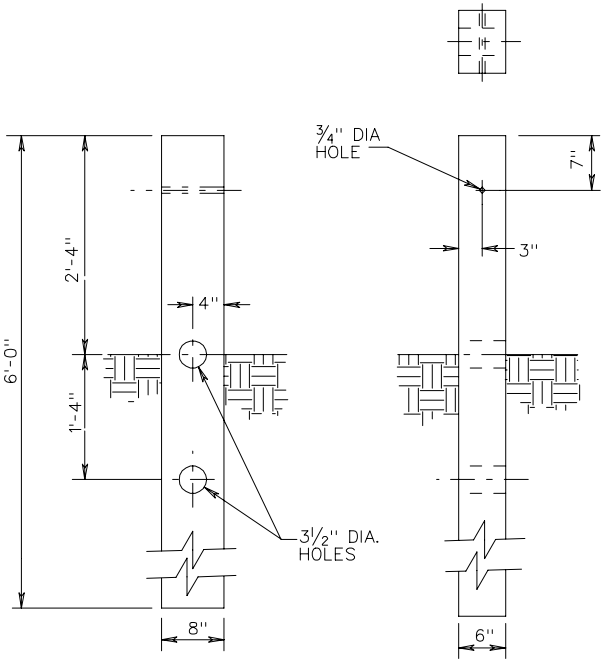


GR-2

(6'-3" POST SPACING)

MAX DYNAMIC DEFLECTION = 3'

* HEIGHT TOLERANCE ± ¾"



CRT POST

NOTES:

GUARDRAIL LOCATIONS SHOWN ON PLANS ARE APPROXIMATE ONLY AND CAN BE ADJUSTED DURING CONSTRUCTION IF AND AS DIRECTED BY THE ENGINEER.

FOR DETAILS OF POST AND BLOCKOUTS SEE SHEET NO. 501.05.

FOR DETAILS OF RAIL ELEMENT, RAIL SPLICE JOINT, W-BEAM BACK-UP PLATE, AND ASSOCIATED HARDWARE SEE SHEET NOS. 501.01 AND 501.02.

RAIL ELEMENTS ARE FURNISHED SHOP CURVED FOR RADII BETWEEN 5 FEET AND 150 FEET.

ALL GUARDRAIL POSTS SHALL BE SET PLUMB. POST SHALL NOT BE SET WITH A VARIATION OF MORE THAN ⅛" FROM VERTICAL. W-BEAM, BLOCKOUTS, AND POSTS SHALL BE SET AND ALIGNED WITHOUT ALTERATION OR FORCE, AS PER SECTION 505 OF THE SPECIFICATIONS.

ALL GR-2 AND GR-2A RAIL SHALL BE MAINTAINED AT A HEIGHT OF 27¾" ± ¾" TOLERANCE BASED OFF THE FINISHED GRADE CENTERLINE ELEVATION, PAVEMENT CROSS SLOPE, OR SHOULDER SLOPE.

ALL W-BEAM RAILS SHALL BE LAPPED IN THE DIRECTION OF VEHICULAR TRAVEL FOR THE FINISHED ROADWAY.

SPECIFICATION REFERENCE

221
505

STANDARD BLOCKED-OUT W BEAM GUARDRAIL (STRONG POST SYSTEM)

VIRGINIA DEPARTMENT OF TRANSPORTATION

REV. 7/05

501.04