SECTION J-2- BARRIER SYSTEMS AND TERMINALS

(This section will expand as more MASH systems become available.)

W-BEAM GUARDRAIL GENERAL CRITERIA

New guardrail installations must* meet MASH requirements except when there is no approved MASH system for the particular circumstance. Therefore, a guardrail transition must be used to connect a MASH system to an NCHRP 350 system that meets the current Standards.

All w-beam guardrail panels shall be lapped in the direction of traffic. With two-way traffic, the laps on the right side of traffic are to be in the direction of traffic or toward the downstream end.

Refer to the current *Road and Bridge Standards* for transition designs between flexible and more rigid systems.

Roadside safety devices are to be equipped with identification stamps as per Code of Virginia *§33.2-274.1*.

GR-MGS1, 1A STRONG POST W-BEAM GUARDRAIL

GR-MSG1 strong post w-beam guardrail meets MASH requirements.

For GR-MSG1, the minimum height is 30” to the top of the rail with a maximum height of 32”. When checking the height on a length of GR-MSG1, measure at increments of 50’ at a post. Refer to the current Standards for measuring w-beam guardrail height. Only W6x9 or W6x8.5 steel posts are allowed. Blockouts can be 12”Dx6”Wx14”H wood or composite and are to be all wood or all composite within a single run of guardrail for new installations or for repair of existing installations. Other blockouts not noted must be from the VDOT approved products list. Wood blockouts shall include routing to prevent the blockout from rotating on the posts.

When posts are removed and are to be reused, the posts shall meet the current standard length. They shall be reused only with standard wood or composite blockouts. When resetting rail, the posts shall be removed and the holes backfilled prior to reinstalling the posts. The height of the rail shall be measured to ensure it meets the current Standard.

See **Section J-3** for guardrail installation adjacent to curb.

* Rev. 1/18