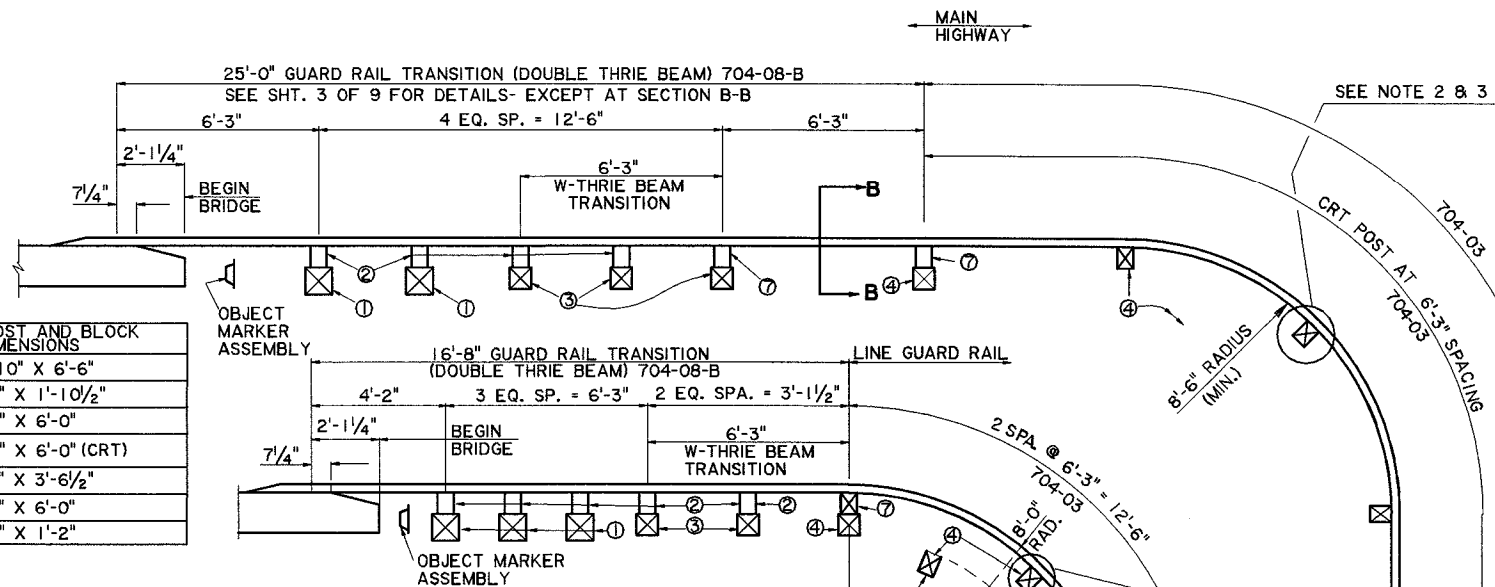


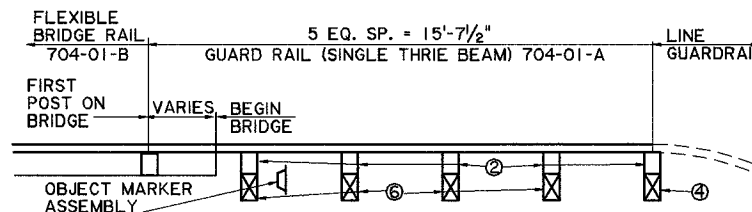
NOTES

1. THE SPECIAL ANCHOR HAS NOT BEEN TESTED AS A CRASHWORTHY END TREATMENT FOR APPROACHING TRAFFIC ON THE INTERSECTING ROADWAY. THEREFORE, ITS USE SHALL BE LIMITED TO DRIVEWAYS OR SERVICE ROADWAYS PARALLELING DRAINAGE FACILITIES. IF THE ROAD PARALLELING THE DRAINAGE FACILITY CARRIES MAJOR TRAFFIC, A CRASHWORTHY END TREATMENT SHALL BE USED IN LIEU OF THE SPECIAL ANCHOR SECTION.
2. THE CURVED GUARD RAIL SECTION SHALL BE SHOP BENT.
3. THE RAIL IS NOT BOLTED TO THE CRT POST AT THE CENTER OF THE NOSE AS SHOWN.
4. NO WASHERS ARE USED ON THE $\frac{5}{8}$ " ϕ BUTTON HEAD BOLTS CONNECTING THE RAIL TO THE CABLE RELEASE TERMINAL (CRT) POSTS.
5. ATTACH W-BEAM TO STEEL PIPE WITH 2" LG X $\frac{5}{8}$ " BUTTON HEAD BOLT WITH NO WASHER. NO CONNECTION TO POST IS REQUIRED.
6. BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 307 AND NUTS TO THE REQUIREMENTS OF ASTM A 563, GRADE A OR BETTER, AND BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.
7. WIRE ROPE CABLE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 30 AND SHALL BE $\frac{3}{4}$ " PREFORMED, 6 X 19, WIRE STRAND CORE OR INDEPENDENT WIRE ROPE CORE, GALVANIZED, RIGHT REGULAR LAY, MANUFACTURED OF IMPROVED PLOW STEEL WITH A MINIMUM BREAKING STRENGTH OF 42,000 LBS.
8. ALL ANGLES, CHANNELS AND PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 36 AND STRUCTURAL TUBING TO ASTM A 500. WELDING SHALL MEET THE CURRENT REQUIREMENTS OF THE ANSI/AASHTO/AWS, BRIDGE WELDING CODE. ALL STRUCTURAL STEEL SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 123. NO PUNCHING, DRILLING, CUTTING OR WELDING WILL BE PERMITTED AFTER GALVANIZING.
9. THE WOOD BREAKAWAY POST SHALL BE S4S TIMBER WITH A STRESS GRADE OF 1200 PSI AND SHALL BE GRADE MARKED OR CERTIFIED BY A RECOGNIZED ASSOCIATION OR AGENCY WHICH IS CERTIFIED BY THE BOARD OF REVIEW, AMERICAN LUMBER STANDARDS COMMITTEE, TO GRADE THE SPECIES.
10. FOR BOLT DETAILS, SEE SHEET NO. 9 OF 9.
11. WOOD POST AND BLOCKS SHALL BE TREATED IN ACCORDANCE WITH SECTION 1014 OF DOTD STD. SPECIFICATIONS.

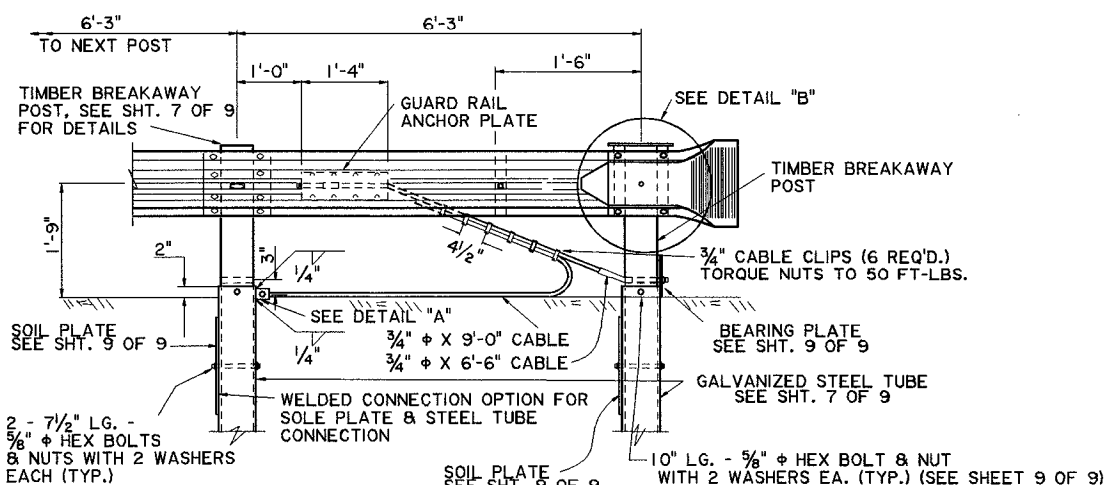
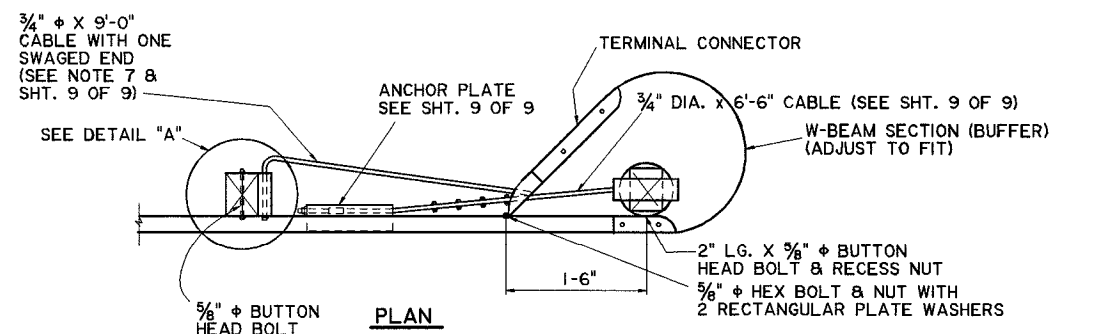
WOOD POST AND BLOCK DIMENSIONS	
①	10" X 10" X 6'-6"
②	6" X 8" X 1'-10 $\frac{1}{2}$ "
③	8" X 8" X 6'-0"
④	6" X 8" X 6'-0" (CRT)
⑤	6" X 8" X 3'-6 $\frac{1}{2}$ "
⑥	6" X 8" X 6'-0"
⑦	6" X 8" X 1'-2"



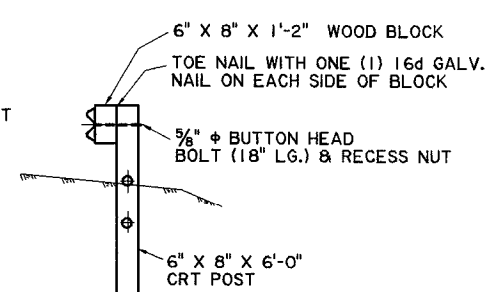
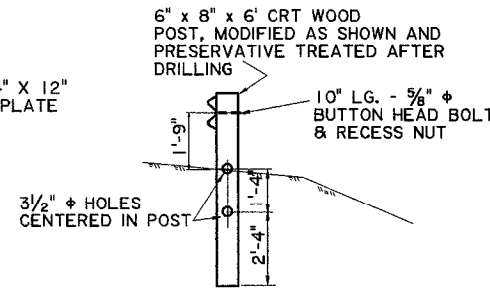
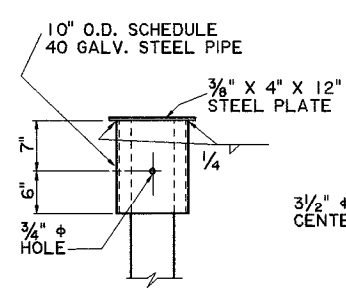
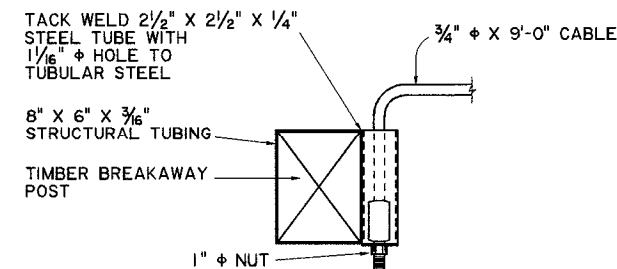
GUARD RAIL TRANSITIONS FOR NON-FLEXIBLE BRIDGE RAILS (UPPER LAYOUT - DESIRED AND LOWER LAYOUT - MINIMUM)



GUARD RAIL TRANSITIONS FOR FLEXIBLE BRIDGE RAILS



SPECIAL ANCHOR SECTION



SEE NOTE 13, SHEET 1 OF 9 FOR RETROREFLECTIVE ADHESIVE SHEETING

NOTE: SEE ABOVE DETAIL FOR CONTINUING GUARDRAIL LAYOUT

12'-6" (MINIMUM) 25'-0" (DESIRABLE)

6'-3" SPECIAL ANCHOR SECTION (S-1) SEE DETAIL & NOTE 1

BEG. STANDARD WOOD OR STEEL POST GUARD RAIL SECTION OR USE SPECIAL ANCHOR AS SHOWN

6'-3" SPECIAL ANCHOR SECTION (S-1) SEE DETAIL & NOTE 1

APPROACH ROADWAY OR DRIVEWAY
 PARISH PROJECT
 FEDERAL PROJECT
 STATE PROJECT
 DATE: MAY, 2001
 SHEET: 6 OF 9
 DESIGNED BY: G. MAGEE
 CHECKED BY: P. FOSSIER
 APPROVED BY: Chief Engineer
 DATE: 4/1/01
 ORIGINAL SIGNED BY: Chief Engineer
 DATE: 4/1/01
 REVISION DESCRIPTION
 DATE
 STANDARD PLAN
 BRIDGE AND STRUCTURAL DESIGN
 6R-200
 HIGHWAY GUARD RAILS
 BRIDGE ENDS
 (T-INTERSECTION)