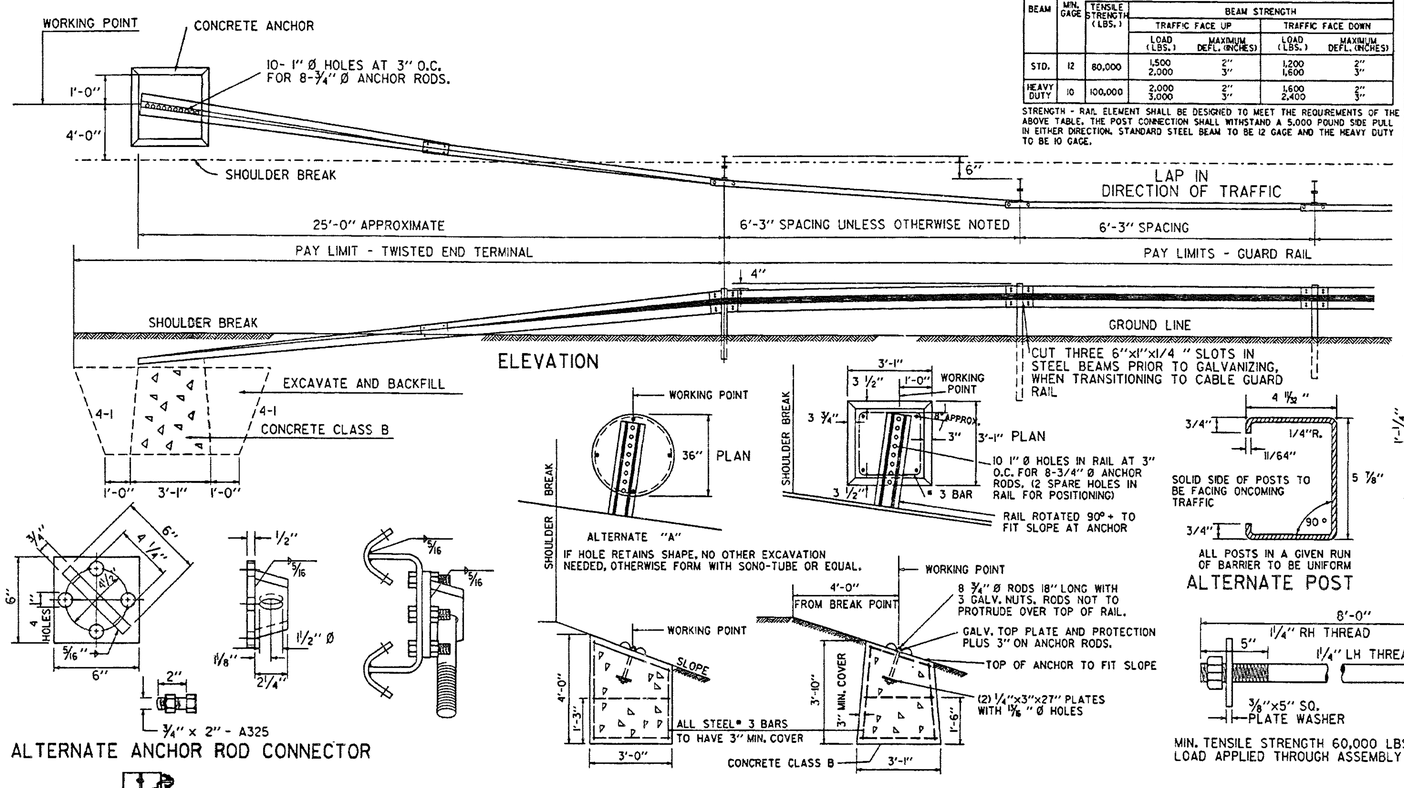
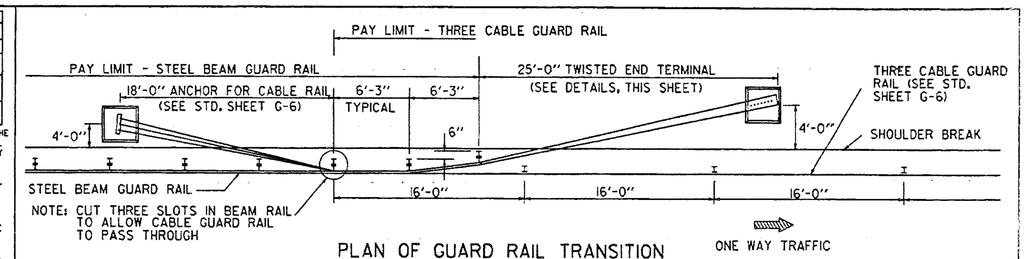
BEAM	MIN. GAGE	TENSILE STRENGTH (LBS.)	RAIL OR JOINT BEAM STRENGTH: TRAFFIC FACE UP LOAD (LBS.)	TRAFFIC FACE UP MAXIMUM DEFL. (INCHES)	TRAFFIC FACE DOWN LOAD (LBS.)	TRAFFIC FACE DOWN MAXIMUM DEFL. (INCHES)
STD.	12	80,000	1,500 2,000	2" 3"	1,200 1,600	2" 3"
HEAVY DUTY	10	100,000	2,000 3,000	2" 3"	1,600 2,400	2" 3"

STRENGTH - RAIL ELEMENT SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE ABOVE TABLE. THE POST CONNECTION SHALL WITHSTAND A 5,000 POUND SIDE PULL IN EITHER DIRECTION. STANDARD STEEL BEAM TO BE 12 GAGE AND THE HEAVY DUTY TO BE 10 GAGE.



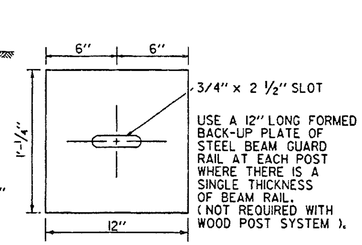
ELEVATION

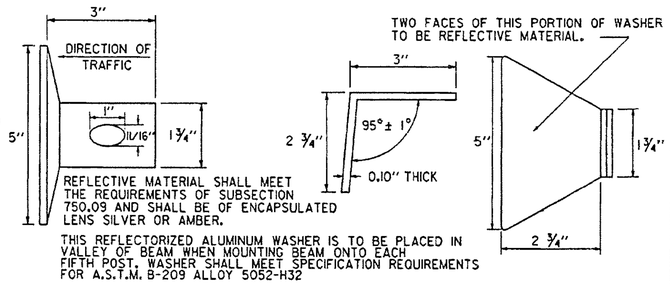


PLAN OF GUARD RAIL TRANSITION BETWEEN STEEL BEAM GUARD RAIL AND THREE CABLE GUARD RAIL

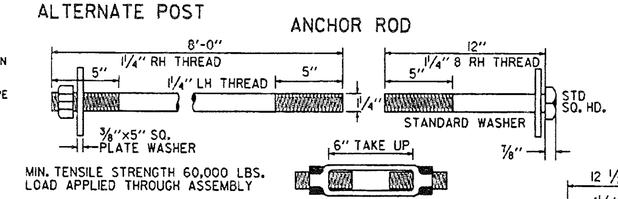
ELEVATIONS OF CONCRETE ANCHORS

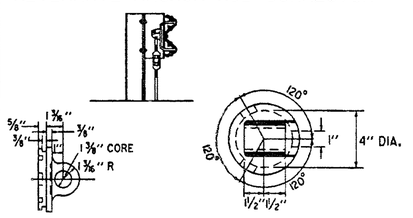
ALTERNATE POST



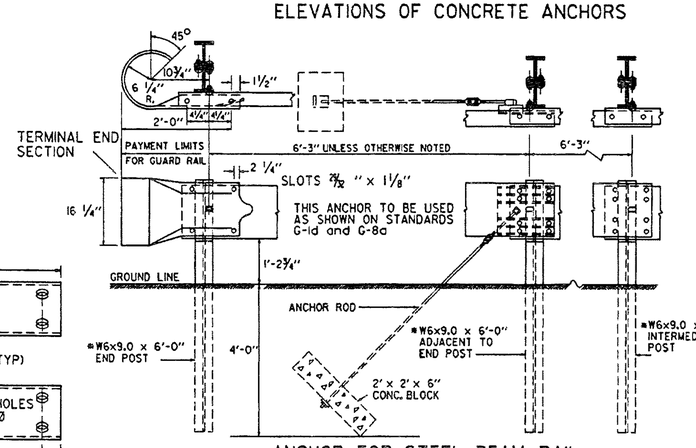


ALTERNATE ANCHOR ROD CONNECTOR

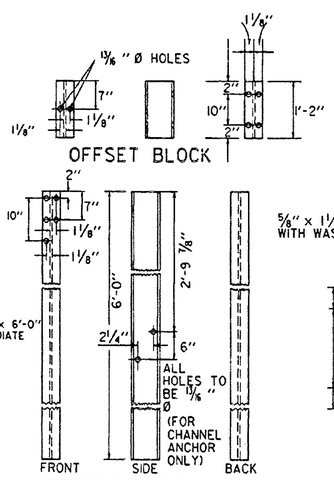


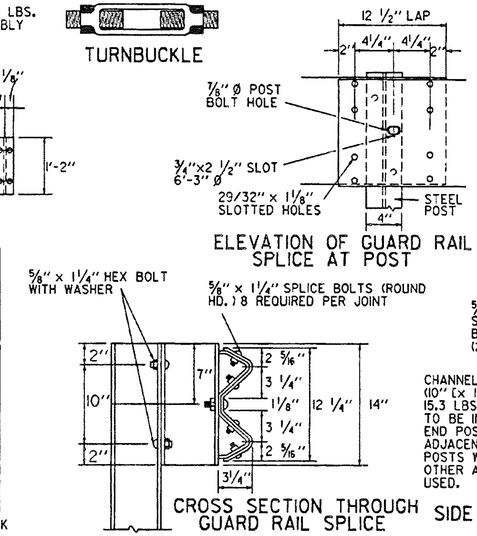


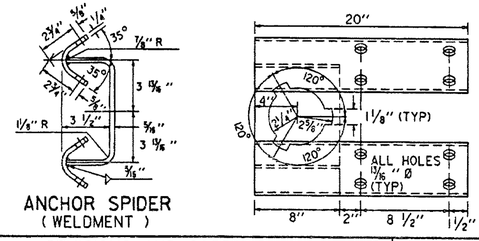
ANCHOR ROD CONNECTOR
(MALLEABLE IRON CASTING OR EQUAL)

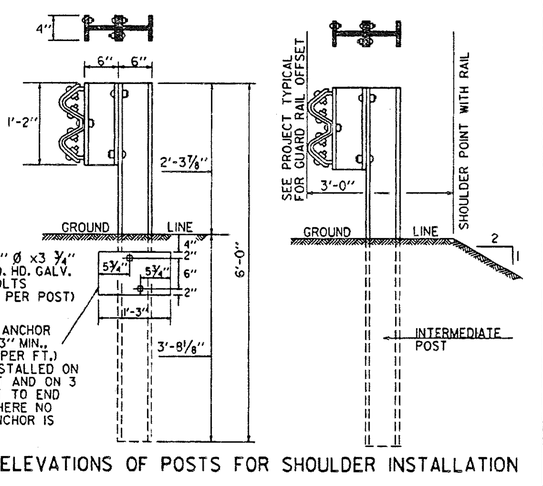


ANCHOR FOR STEEL BEAM RAIL
#W6x8.5 IS AN ACCEPTABLE ALTERNATE









SIDE ELEVATIONS OF POSTS FOR SHOULDER INSTALLATION

REVISIONS AND CORRECTIONS

DEC. 8, 1971 - ORIGINAL APPROVAL DATE
APR. 10, 1972 - POST HEIGHT INCREASED
JAN. 17, 1978 - REVISED ANCHOR DETAIL
JUNE 1, 1978 - CHANNEL ANCHOR DETAILS CHANGED
MAY 28, 1979 - NOTE ON REFLECTIVE MATERIAL CHANGED
DEC. 18, 1980 - INCREASED SHOULDER WIDENING FOR GUARD RAIL
MAR. 12, 1984 - REVISED ANCHOR SPIDER DETAILS
JUNE 5, 1984 - POST SIZE AND BACK UP PLATE NOTE CHANGED
DEC. 21, 1984 - REMOVED POST WASHER
OCT. 31, 1985 - REVISED TO CONFORM TO 1986 SPECIFICATIONS
JUNE 1, 1994 - REISSUED, WITHOUT CHANGE, UNDER NEW SIGNATURES.

APPROVED

APPROVED FOR THIS PROJECT AND/OR DESIGN IMPLEMENTATION. FHWA FINAL APPROVAL PENDING.

Gordon R. McArthur, P.E.
DIRECTOR OF ENGINEERING

John M. Murphy, P.E.
DESIGN ENGINEER

STEEL BEAM GUARD RAIL
HEAVY DUTY STEEL BEAM GUARD RAIL
TWISTED END TERMINAL
ANCHOR FOR STEEL BEAM RAIL

VERMONT AGENCY OF TRANSPORTATION

STANDARD G-1