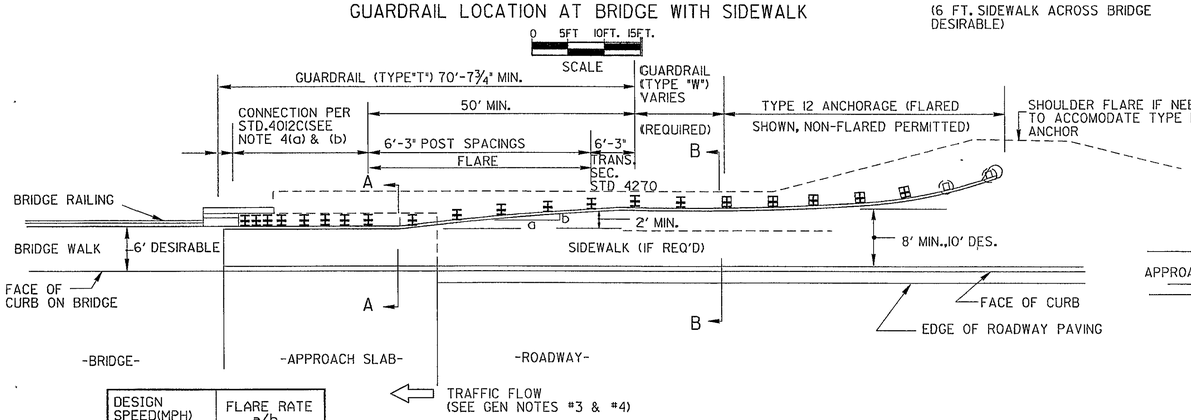
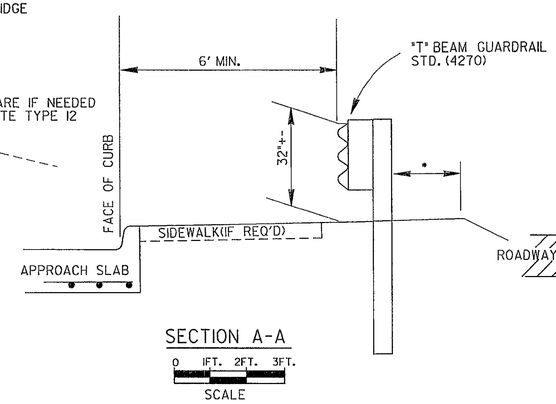
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	CSSTP-0001-00(933)	116	155

GUARDRAIL LOCATION AT BRIDGE WITH SIDEWALK

(6 FT. SIDEWALK ACROSS BRIDGE DESIRABLE)

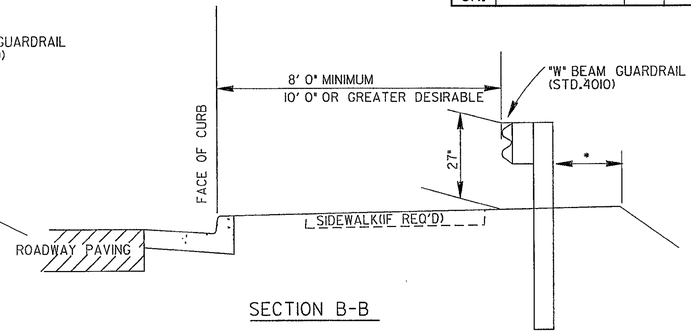


DESIGN SPEED(MPH)	FLARE RATE a/b
60	13:1 MIN.
55	12:1 MIN.
50	11:1 MIN.
40 OR LESS	9:1 MIN.



SECTION A-A

0 1FT. 2FT. 3FT.
SCALE

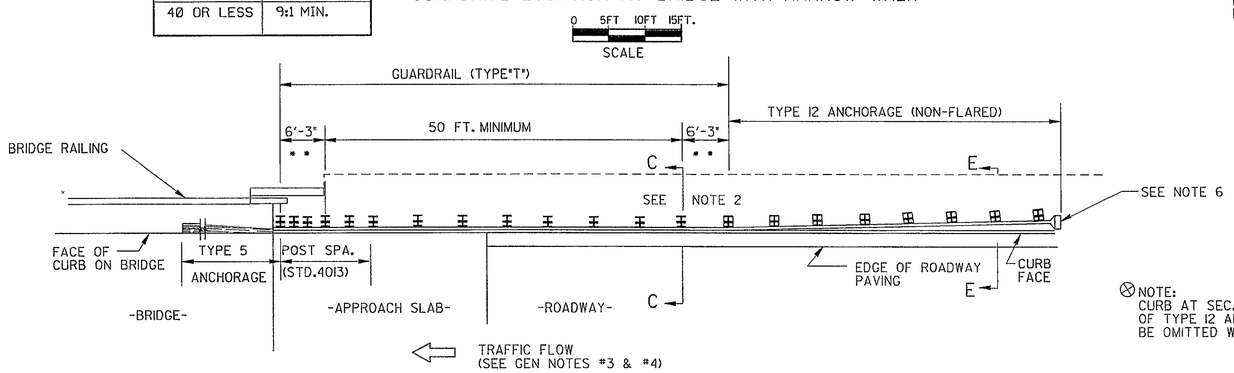


SECTION B-B

0 1FT. 2FT. 3FT.
SCALE

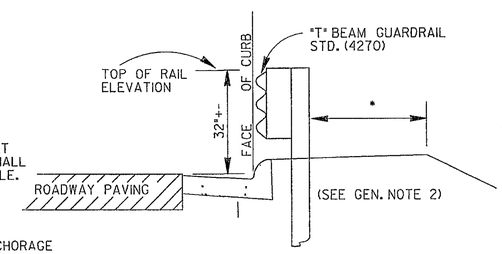
* DISTANCE FROM BACK OF POST TO EDGE OF GRADED SHOULDER SHALL NOT BE LESS THAN 2 FEET WITH NORMAL LENGTH POST AND NOT LESS THAN 1 FOOT WITH ADDITIONAL LENGTH POST.(STD. 4011A)

GUARDRAIL LOCATION AT BRIDGE WITH NARROW WALK



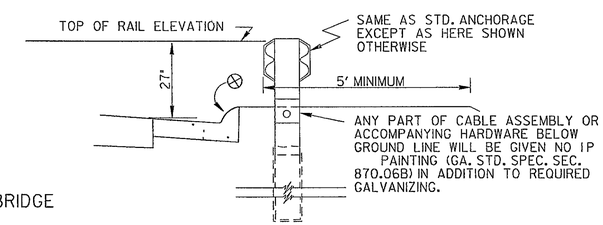
** SEE STD. 4270 FOR TRANSITION PIECE BETWEEN "T"-BEAM AND ANCHORAGES,WHERE REQUIRED.

⊗ NOTE: CURB AT SEC. E.E. IN FRONT OF TYPE 12 ANCHORAGE SHALL BE OMITTED WHERE FEASIBLE.



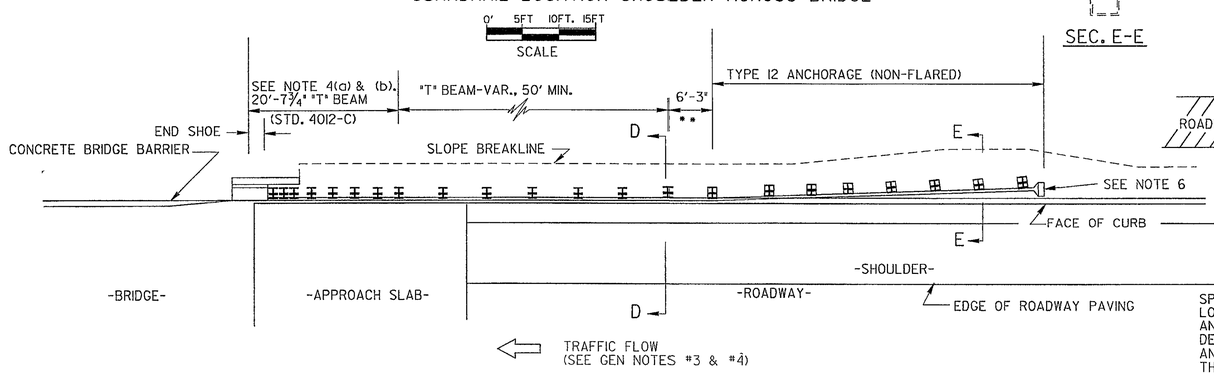
SECTION C-C

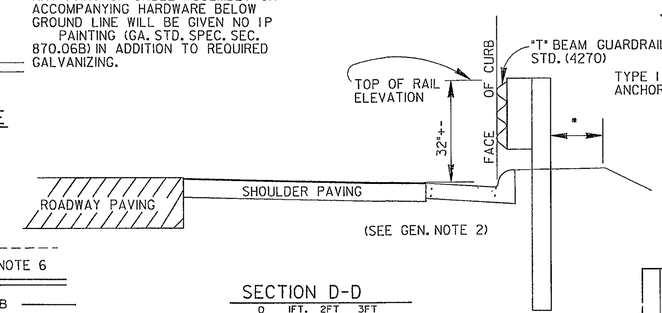
0 1FT 2FT 3FT.
SCALE



SEC. E-E

GUARDRAIL LOCATION SHOULDER ACROSS BRIDGE





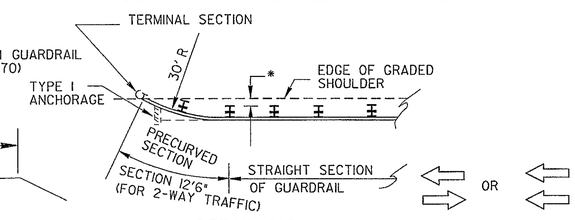
SECTION D-D

0 1FT. 2FT 3FT
SCALE

SPECIAL NOTE:
LOCATION AND QUANTITIES GIVEN IN THE PLANS FOR GUARDRAIL AND ANCHORAGES ARE ESTIMATES MADE FROM OFFICE COMPUTATIONS.A FINAL DETERMINATION AS TO LOCATIONS AND QUANTITIES OF GUARDRAIL AND ANCHORAGE WILL BE MADE BY THE ENGINEER OR A REPRESENTATIVE FROM THE OFFICE OF TRAFFIC OPERATIONS AFTER CONSTRUCTION OF ROADWAY AND CURB.THIS APPLIES TO ALL CONDITIONS SHOWN ON THIS STANDARD.

GENERAL NOTES:

1. SPECIFICATIONS: GEORGIA STANDARD,CURRENT EDITION, AND SUPPLEMENTS THERETO.
2. IF GUARDRAIL IS DIRECTLY ABOVE CURB, DO NOT USE STD. 1033D,1033G,1034D, 1034G CATCH BASINS AT SAME LOCATION. EITHER USE OTHER DRAINAGE STRUCTURES OR ADJUST LOCATION OF CATCH BASINS TO MISS GUARDRAIL.
3. (a) TYPE 12 ANCHORAGES ARE REQUIRED AT ALL APPROACH ENDS OF GUARDRAIL AND AT TRAILING ENDS THAT FALL WITHIN THE C.Z.W. OF THE TWO-WAY TRAFFIC. C.Z.W.=CLEAR ZONE WIDTH.
   (b)TYPE 1 ANCHORAGE WITH A 30' R PRECURVED RAIL SECTION MAY BE USED AT TRAILING ENDS THAT FALL OUTSIDE THE C.Z.W. OF THE TWO-WAY TRAFFIC.
   (c) TYPE 1 ANCHORAGES ARE USED AT THE TRAILING ENDS OF ONE-WAY TRAFFIC.
4. (a)GUARDRAIL PER APPLICABLE DETAIL AT LEFT IS REQUIRED AT BOTH APPROACH BRIDGE END POSTS WITH ONE-WAY TRAFFIC AND AT ALL 4 BRIDGE END POSTS WITH 2-LANES & 2-WAY TRAFFIC.
   (b) BRIDGE END POSTS AT THE TRAILING END OF ONE-WAY TRAFFIC OR AT THE TRAILING END OF TWO-WAY TRAFFIC ON MULTI-LANE(FOUR OR MORE) FACILITIES DOES NOT REQUIRE GUARDRAIL UNLESS STEEP SLOPES OR OTHER CONDITION WARRANTS GUARDRAIL FOR TRAFFIC COMING OFF OF BRIDGE. IF REQUIRED FOR THIS CONDITION,GUARDRAIL TYPE SHALL BE AS WARRANTED & WITHOUT ADDITIONAL POST/DOUBLE THICK RAIL.
5. SKETCHES SHOWN HERE FOR GUARDRAIL AND ANCHORAGES ARE REPRESENTATIVE, SEE SEPARATE STANDARDS OR DETAILS FOR SPECIFIC REQUIREMENTS.
6. NON-FLARED ANCHORAGE SHALL HAVE STRAIGHT TAPER(50:1 TYP.) SO THAT THE EXTRUDER OR IMPACT HEAD WILL NOT PROTRUDE OVER CURB FACE.



DETAIL "A"

NOTE: APPLICATION OF ABOVE DETAILS IS TYPICAL FOR URBAN TYPE FACILITIES WITL CONTINOUS CONCRETE CURB & GUTTER ADJACENT TO THE PAVEMENT. SEE SEPARATE DETAILS WHERE SECTIONS OF ASPHALT CURB ARE LOCATED UNDER GUARDRAIL ON SHOULDERS OF RURAL TYPE FACILITIES.

BY	REVISION	DATE

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD GUARDRAIL LOCATION

(ON ROADS WITH CURB & GUTTER, HEADER CURB OR INTEGRAL CURB)

SCALE AS SHOWN — REV. & REDR. OCT., 1999

DES. ____ REDR. ____

(SUBMITTED) James H. Kearns
STATE ROAD & AIRPORT DESIGN ENGR.
(APPROVED) Gene L. Fadden
CHIEF ENGINEER

NUMBER 4280