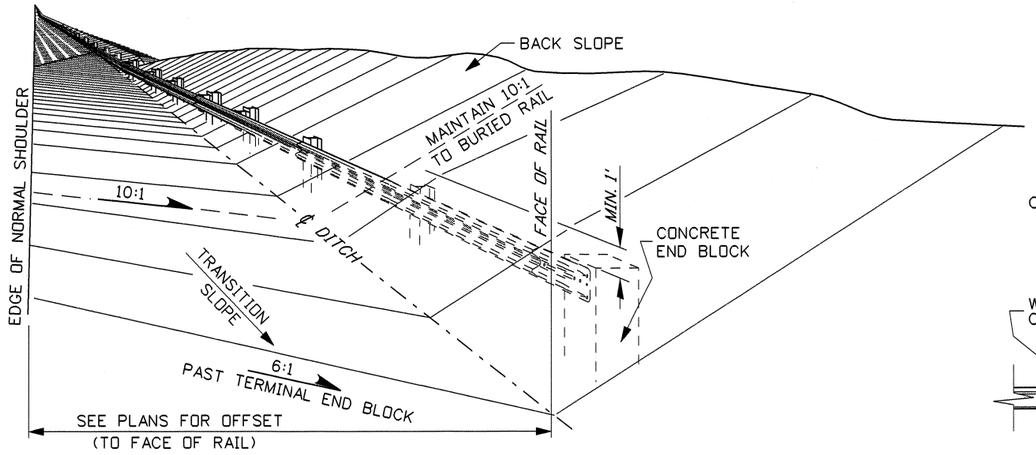
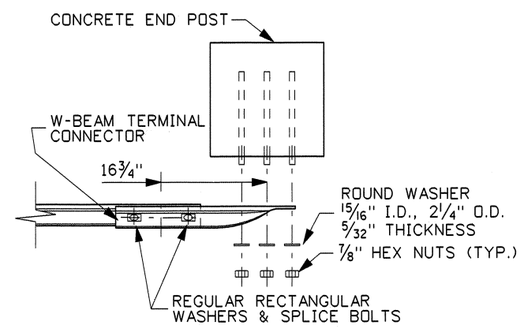


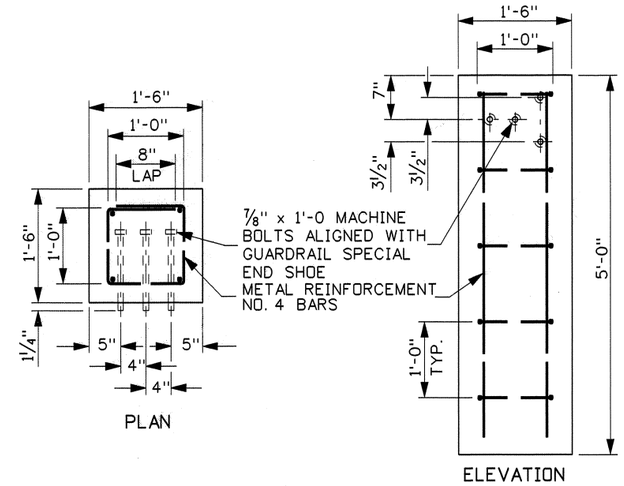
PERSPECTIVE VIEW

(SEE NOTE NO. 7)

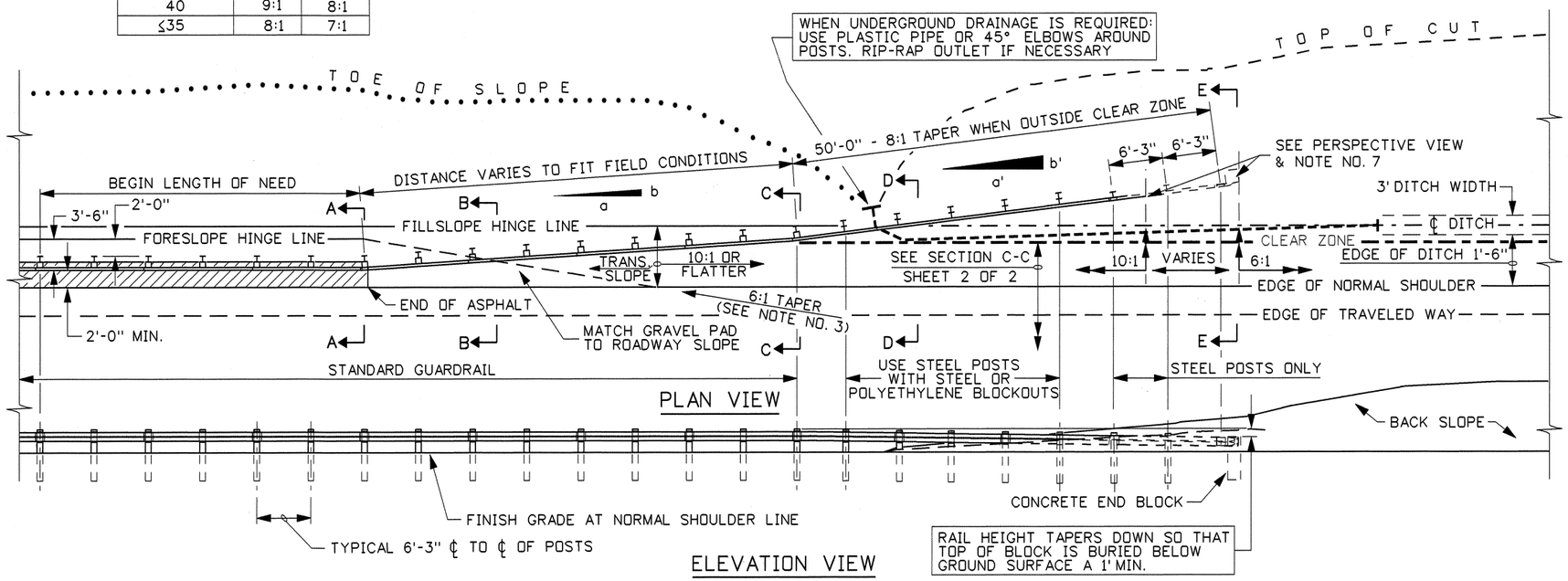
TABLE OF MAXIMUM TAPERS		
DESIGN SPEED (mph)	TAPERS	
	a:b	a':b'
75	16:1	8:1
70	15:1	8:1
65	14:1	8:1
60	13:1	8:1
55	12:1	8:1
50	11:1	8:1
45	10:1	8:1
40	9:1	8:1
≤35	8:1	7:1



POST CONNECTION DETAIL



CONCRETE END POST



NOTES

1. REFER TO STANDARD DRAWINGS G-1-A-1 THROUGH G-1-A-4 FOR INSTALLATION DETAILS, DETAILS OF GUARDRAIL, GUARDRAIL POSTS, POST BLOCKS, POST SPACING, AND GUARDRAIL BOLTING HARDWARE.
2. CARRY THE GUARDRAIL AT THE INITIAL TAPER (a:b) WHILE MAINTAINING THE CENTER OF THE RAIL, ALONG THE FACE OF RAIL, AT A HEIGHT OF 1'-9" FROM THE 10:1 ROADWAY FORESLOPE SURFACE. ONCE THE CLEAR ZONE IS TRAVERSED BEGIN THE SECONDARY TAPER (a':b') AND BEGIN TO LOWER THE RAIL SO THAT THE CONCRETE BLOCK WILL HAVE A MINIMUM SOIL COVER OF 1'.
3. THE SURFACE BETWEEN THE FORESLOPE HINGE LINE AND THE FILL SLOPE HINGE LINE SHALL TRANSITION FROM THE TRAILING ROADWAY FORESLOPE TO A 10:1 OR FLATTER SLOPE.
4. A SIDE DRAIN MUST BE INSTALLED WHERE THE DITCH CANNOT BE GRADED TO DRAIN OR HAS INADEQUATE CAPACITY. TO ACCOMMODATE A SIDE DRAIN PIPE THROUGH THE GUARDRAIL POSTS USE A BURIED FLEXIBLE PLASTIC PIPE OR 45° ELBOWS OF METAL OR CONCRETE PIPE.
5. THE CONCRETE END BLOCKS MAY BE PRECAST OR CAST-IN-PLACE.
6. THE PAYMENT FOR METAL TERMINAL SECTION TYPE 2 SHALL BE LIMITED TO THE CONCRETE END POST, METAL W-BEAM RUBRAIL, TERMINAL CONNECTOR, POST CONNECTION HARDWARE, AND ANY EXCAVATION AND/OR BACKFILL REQUIRED.
7. TRANSITION THE FORESLOPE FROM 10:1 TO 6:1 BETWEEN THE BURIED RAIL PORTION AND THE CONCRETE END BLOCK. WHEN THE DESTINATION FORESLOPE IS LESS THAN 6:1 CONTINUE THE TRANSITION FORSLOPE PAST THE CONCRETE END BLOCK.
8. THE PAYMENT FOR METAL TERMINAL SECTION TYPE 2-A SHALL BE LIMITED TO THE CONCRETE END BLOCK, METAL W-BEAM RUBRAIL, TERMINAL END CONNECTOR, POST CONNECTION HARDWARE, AND ANY EXCAVATION AND/OR BACKFILL REQUIRED.
9. NOT TO SCALE.

REVISIONS								
NO.	DATE	BY	NO.	DATE	BY	NO.	DATE	BY
1	2-96	MSM	5	10-04	MSM			
2	8-00	MSM	6	4-06	MSM			
3	6-01	MSM	7	6-07	MSM			
4	7-03	MSM						
5	10-03	MSM						

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY

CADD FILE NAME g1c10607.std

DRWG. ORIG. DATE: FEBRUARY, 1996

IDAHO TRANSPORTATION DEPARTMENT

BOISE IDAHO

ASSISTANT CHIEF ENGINEER (DEVELOPMENT)

CHIEF ENGINEER

STANDARD DRAWING

GUARDRAIL TERMINAL TYPE 2-A, WITH 10:1 OR FLATTER FORESLOPE

REQUIRES SHEET 1 OF 2 & STD. DWGS. G-1-A-1 THRU G-1-A-4

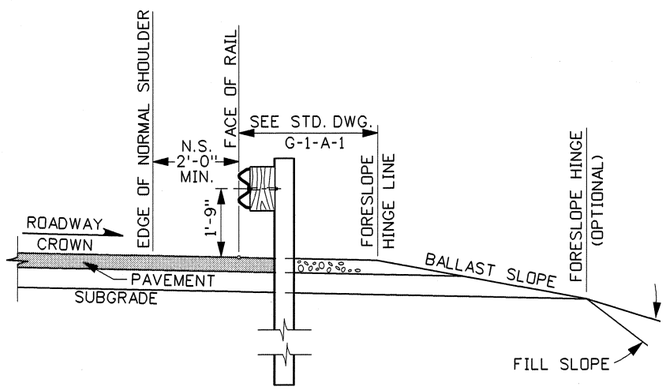
English

STANDARD DRWG. NO.

G-1-C-1

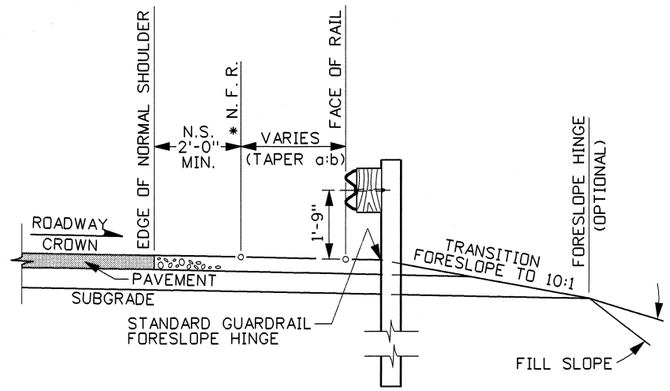
SHEET 1 OF 2

PROFESSIONAL ENGINEER * LAND SURVEYOR REGISTERED 2240 6-19-07 STATE OF IDAHO MILFORD MILLER



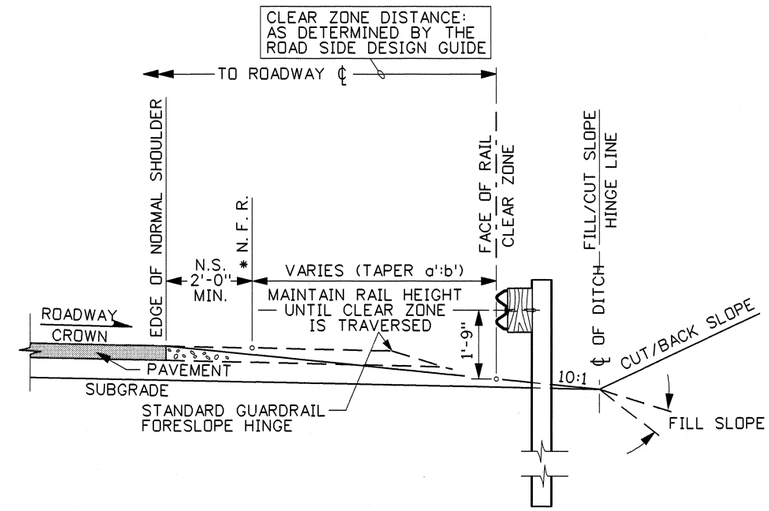
BEGINNING OF INITIAL TAPER

SECTION A-A



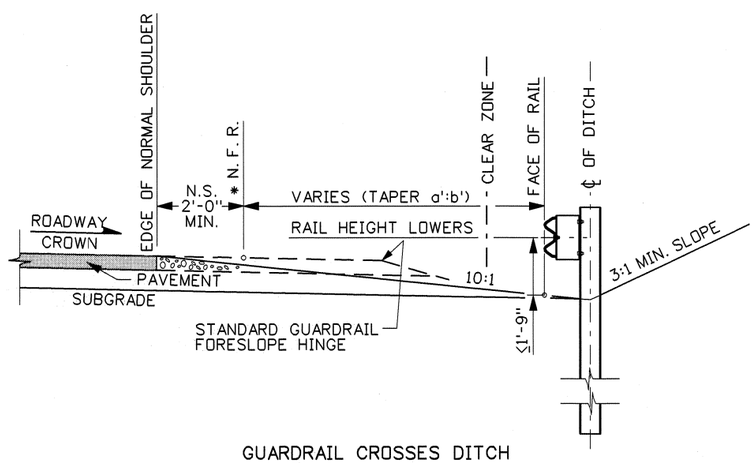
GUARDRAIL ENTERS TRANSITION FORESLOPE

SECTION B-B



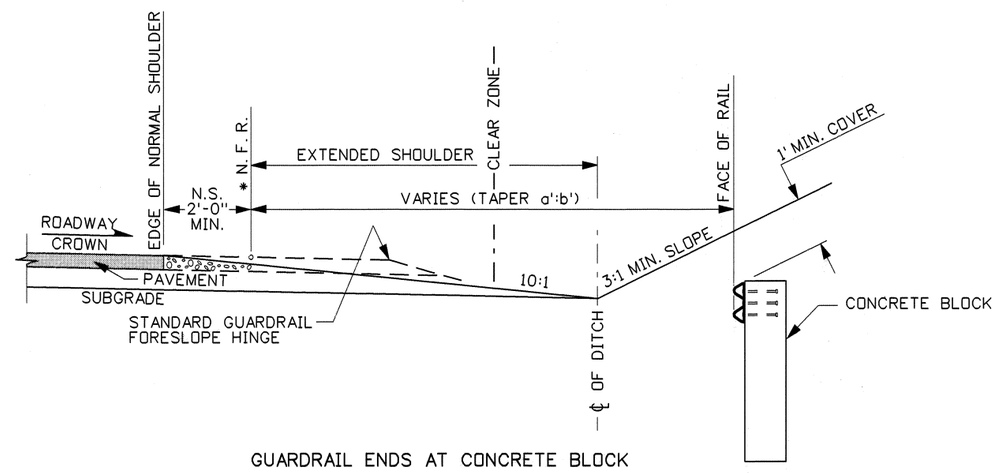
BEGINNING OF SECOND TAPER AT CLEAR ZONE

SECTION C-C



GUARDRAIL CROSSES DITCH

SECTION D-D



GUARDRAIL ENDS AT CONCRETE BLOCK

SECTION E-E

SUBNOTES
* a NORMAL FACE OF RAIL (N. F. R.)
* b NORMAL SHOULDER (N. S.)

REVISIONS

NO.	DATE	BY	NO.	DATE	BY	NO.	DATE	BY
1	2-96	MSM	5	10-04	MSM			
2	8-00	MSM	6	4-06	MSM			
3	6-01	MSM	7	6-07	MSM			
4	7-03	MSM						
5	10-03	MSM						

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY

CADD FILE NAME glc10607.std

DRWG. ORIG. DATE: FEBRUARY, 1996

IDAHO TRANSPORTATION DEPARTMENT

BOISE IDAHO

ASSISTANT CHIEF ENGINEER (DEVELOPMENT)

CHIEF ENGINEER

STANDARD DRAWING

GUARDRAIL TERMINAL TYPE 2-A, WITH 10:1 OR FLATTER FORESLOPE

REQUIRES SHEET 1 OF 2 & STD. DWGS. G-1-A-1 THRU G-1-A-4

English

STANDARD DRWG. NO.

G-1-C-1

SHEET 2 OF 2

PROFESSIONAL ENGINEER * LAND SURVEYOR * STATE OF IDAHO 2240 6-19-07 MILFORD MILLER