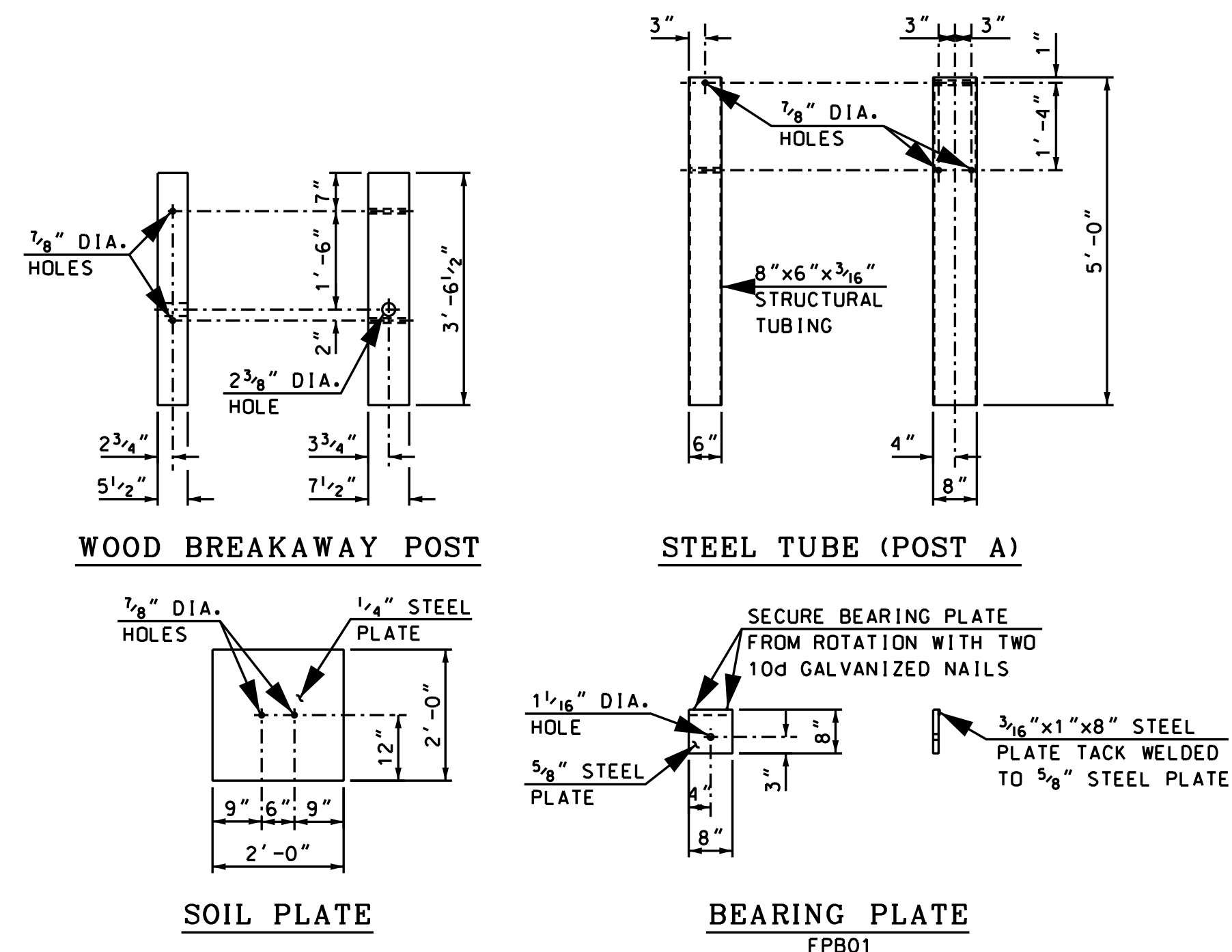


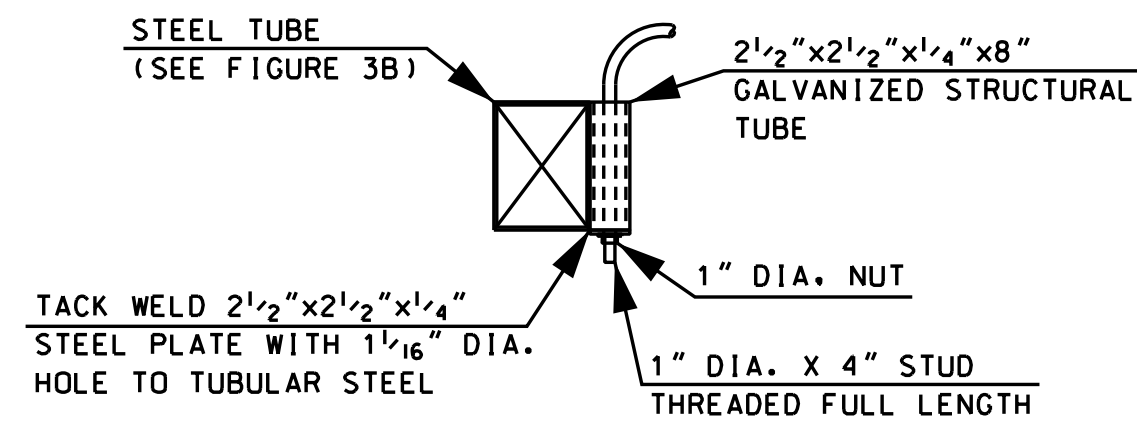
**FIGURE 3A (SPECIAL ANCHOR)**

SCALE: 1/2" = 1'-0"



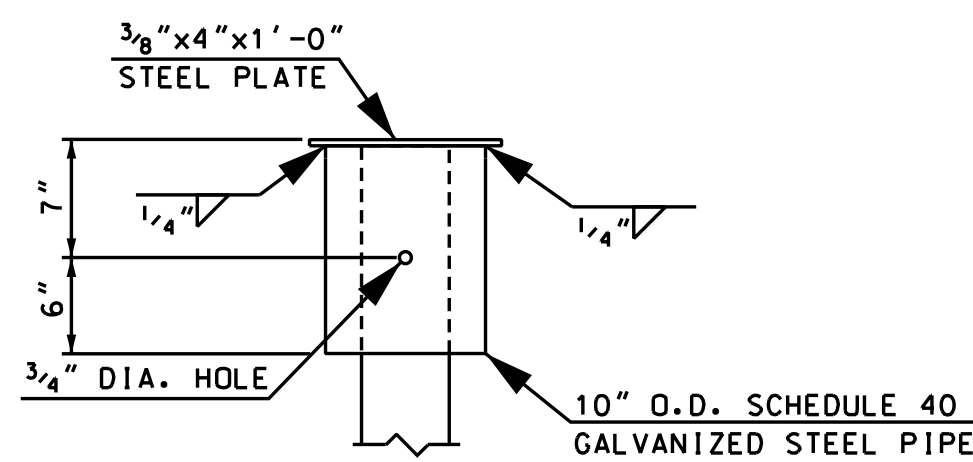
**FIGURE 3B**

SCALE: 1/2" = 1'-0"



**DETAIL B**

SCALE: 1" = 1'-0"



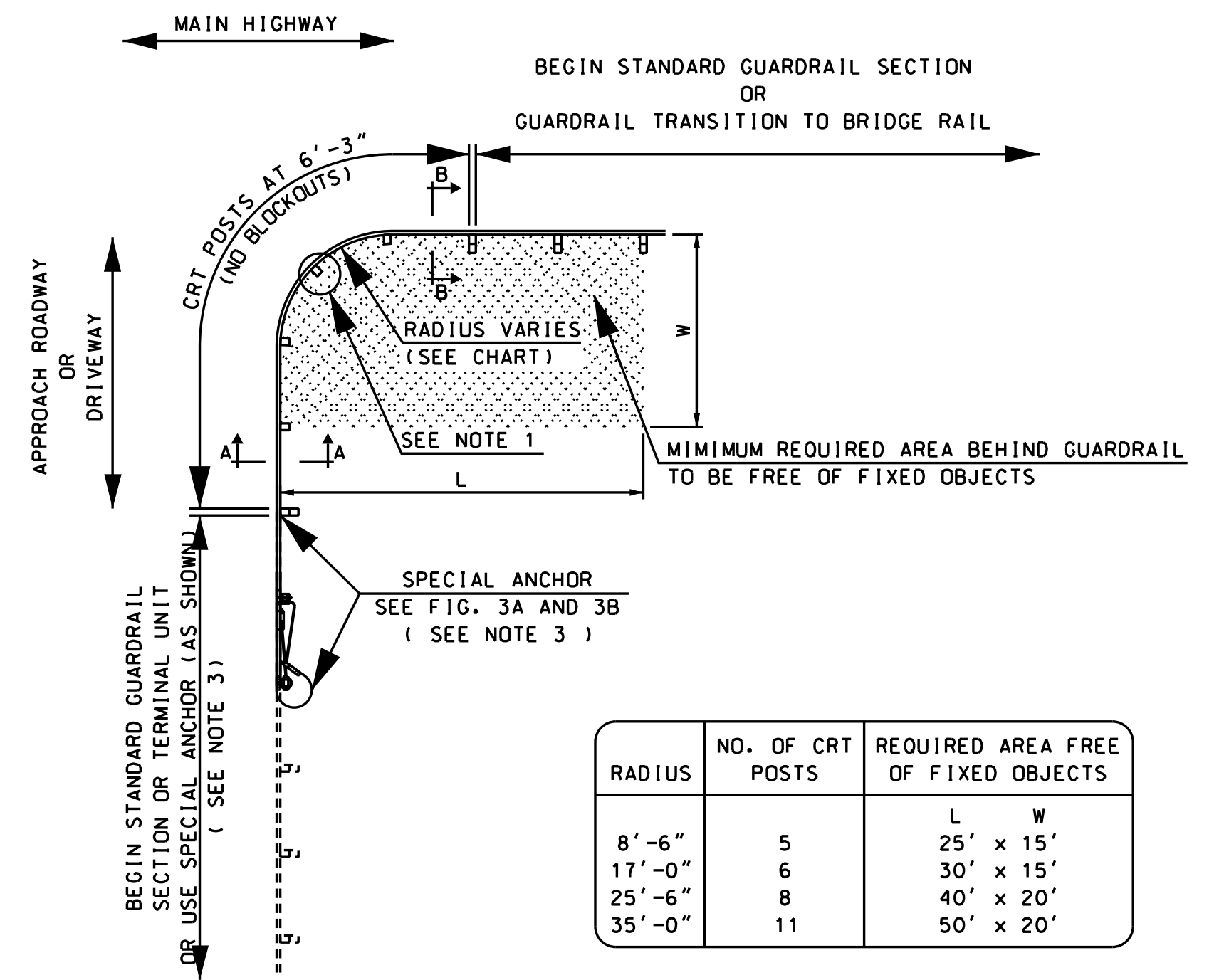
**DETAIL A**

SCALE: 1" = 1'-0"

**FIGURE 3A & B NOTES**

FBB02

1. ATTACH W-BEAM TO STEEL PIPE WITH F-3[2"]-76 BUTTON HEAD BOLT WITH NO WASHER. NO CONNECTION TO POST IS REQUIRED.
2. THE STEEL TUBE FOR POST B IS FABRICATED FROM POST A BY ADDING THE GALVANIZED STRUCTURAL TUBE (SEE FIGURE 3A, DETAIL B) BEFORE GALVANIZING.



RADIUS	NO. OF CRT POSTS	REQUIRED AREA FREE OF FIXED OBJECTS
8'-6"	5	L W 25' x 15'
17'-0"	6	30' x 15'
25'-6"	8	40' x 20'
35'-0"	11	50' x 20'

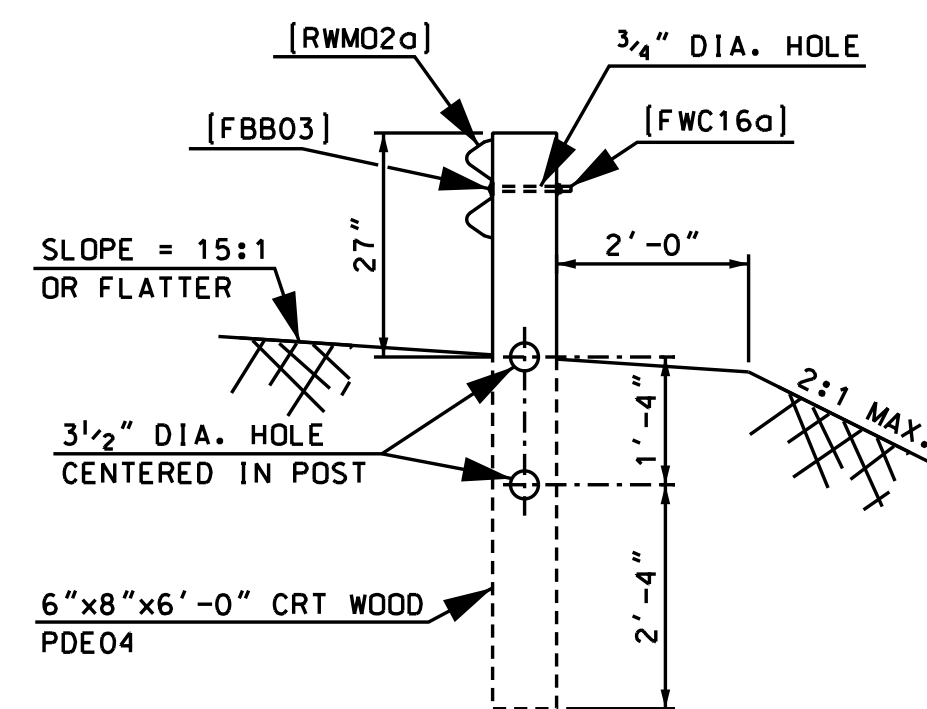
**CURVED GUARDRAIL DETAIL FOR 8'-6" RADIUS**

(ITEMS 606.141 & 606.84)

SCALE: 1" = 10'-0"

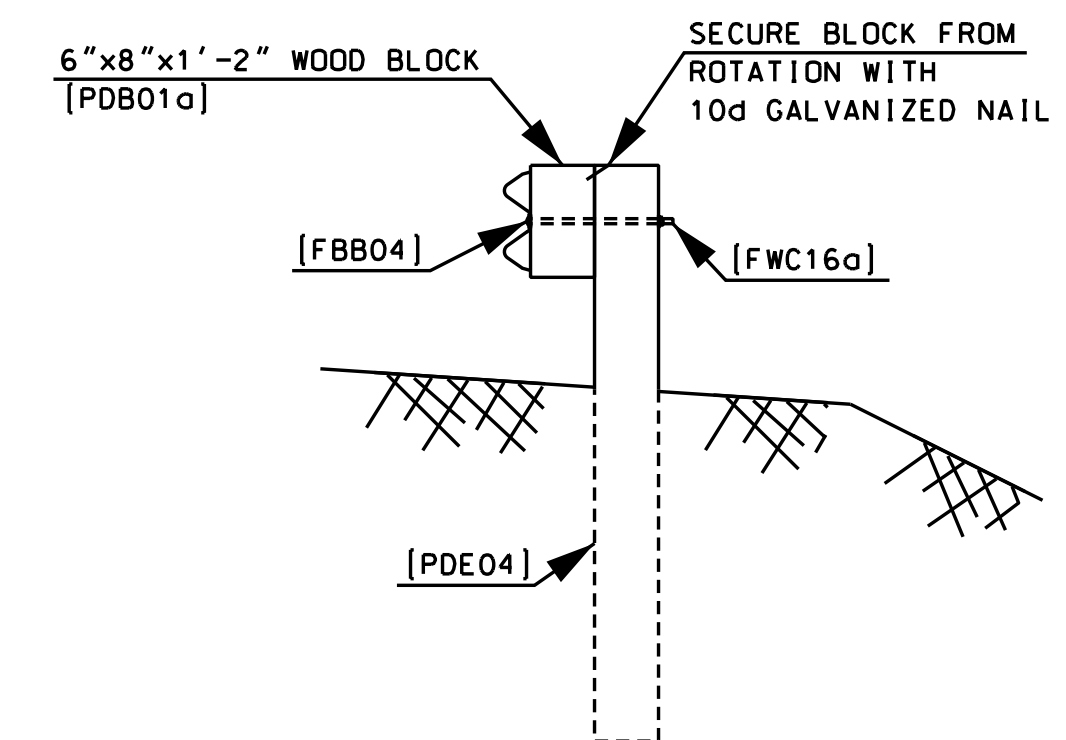
**CURVED GUARDRAIL NOTES**

1. THE RAIL IS NOT BOLTED TO THE CRT POST AT THE CENTER OF THE NOSE AS SHOWN. (8'-6" RADIUS ONLY).
2. THE CURVED GUARDRAIL SECTION SHALL BE SHOP BENT.
3. THE SPECIAL ANCHOR HAS NOT BEEN TESTED AS A CRASHWORTHY END TREATMENT FOR APPROACHING TRAFFIC ON THE INTERSECTING ROADWAY. THEREFORE, IT'S USE SHALL BE LIMITED TO DRIVEWAYS OR VERY LOW SPEED, VERY LOW VOLUME (I.E., 20 MPH MAX., 400 ADT MAX.) ROADS. IF HIGHER DESIGN SPEEDS AND ADT ARE PRESENT, THE USE OF A CRASHWORTHY END TREATMENT IS REQUIRED.



**SECTION A-A**

SCALE: 1/2" = 1'-0"



**SECTION B-B**

SCALE: 1/2" = 1'-0"

**GENERAL NOTES**

1. ALL DIMENSIONS SUBJECT TO MANUFACTURER'S TOLERANCES.
2. ITEMS IN BRACKETS [ ] ARE STANDARD ELEMENTS DESCRIBED IN AASHTO'S "A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE."

STATE OF NEW HAMPSHIRE  
SPECIAL DETAILS  
DEPARTMENT OF TRANSPORTATION • BUREAU OF HIGHWAY DESIGN

**CURVED GUARDRAIL  
WITH CRT POSTS**

REVISION DATE	DGN	STATE PROJECT NO.	SHEET NO.	TOTAL SHEETS
06/04/12	gr-cr†	-	1	1