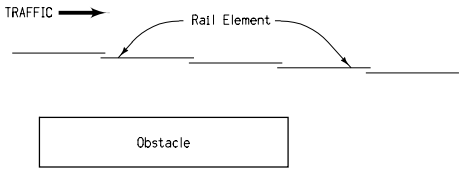


LAPPING PROCEDURE

OFFSETS TO LAST POST OF TERMINAL										
Distance Along Flare (4)	37.5′	50.0′	62.5′	75.0′	87.5′	100.0′	112.5′	125.0′	137.5′	150.0′
(X)	37.29′	49.71′	62.14′	74.57′	87.00′	99.43′	111.86′	124.29′	136.72′	149.14′
(Y)	4.00′	5.33′	6.67′	8.00′	9.33′	10.67′	12.00′	13.33′	14.67′	16.00′

(1) Refer to Standard Road Plan RE-76 for details of Terminal Section.

(2) The 'H' length begins at the trailing end of the obstacle.

(3) For earth shaping at barrier and berm widths, see Standard Road Plan RL-14.

(4) Variable Flare length (VF) + Terminal length (ET) (37.5′).

GENERAL NOTES:

Details indicated hereon are for installation of formed steel beam guardrail for obstacles located adjacent to the traveled way. For information regarding individual installations, refer to Tabulation of Steel Beam Guardrail, other Standard Road Plans, and detailed project plans for additional data.

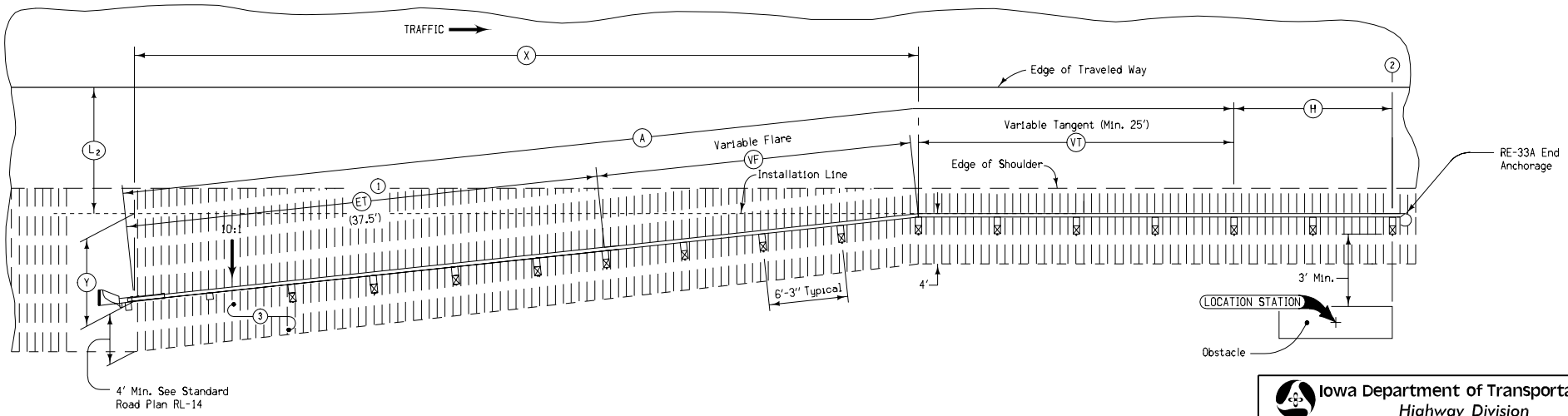
In areas where the guardrail diverges from the installation line, a smooth profile shall be established. Grade a 10:1 slope from the edge of the shoulder to behind the guardrail post as detailed on Standard Road Plan RL-14. Refer to project plans for specific requirements.

Guardrail shall be lapped away from the flow of traffic.

Price bid for contract items shall be considered full compensation for furnishing all materials and constructing guardrail essentially as indicated hereon.

Contract items for guardrail construction are:

Installation of Guardrail
(Bid Item Length = A + H)
Beam Guardrail Terminal (RE-76)
Beam Guardrail End Anchorage (RE-33A)



PLAN VIEW

For additional information, see Standard Road Plans and Tabulations as follows: RE-2A, RE-12A, RE-33A, RE-76, RL-14, 107-23, 108-8B.

Iowa Department of Transportation
Highway Division

STANDARD ROAD PLAN **RE-55A**

REVISION: Change RE-33A End Anchorage.

REVISION NO. 8

REVISION DATE 10-29-02

William G. Stein
APPROVED BY DESIGN METHODS ENGINEER

GUARDRAIL INSTALLATIONS
(SIDE OBSTACLE, ONE-WAY PROTECTION)
6′-3″ POST SPACING AT OBSTACLE