

Roadside Safety Q&A

1 9/21/2017 ED-2017-1	Question:	What is the difference between Item number 0910300 and 0910302 on the Engineering Directive ED-2017-1, page 2?
	Answer:	It seems a typing mistake was made in the directive. Item number 0910300 should state "Metal Beam Rail (R-B MASH)" rather than "Metal Beam Rail (R-B MASH Quarter Post Spacing)."
2 10/4/2017 HW-910_24	Question:	The section B detail of standard sheet HW-910_24 shows a 12:1 slope from the edge of roadway to the back of the guiderail post. After this, the ground line appears to become steeper away from the roadway at an undisclosed rate. What is the maximum slope allowed at this point? Also, Note 3 in the general notes section of the same sheet states, "GRADE TO BE WITHIN 2" FROM THE TOP OF THE HEADWALL." It appears that there are scenarios in which a headwall with a reveal greater than 2" would be desired. At what point would a reveal greater than 2" be permissible for each span section system? Lastly, are deflection values available for each span section system?
	Answer:	To clarify the grading requirements for these systems, a minimum of two feet behind the guiderail posts shall be graded to 12:1 or flatter. Beyond two feet behind the post, the slope may be steepened to a slope that the designer sees fit for slope stability. In the case of this system being used to span an obstruction that contains a headwall, the headwall shall have a reveal of two inches or less from the adjacent finished grade when within the potential deflection area of the guiderail system. When the headwall is outside of the potential deflection area of the guiderail system, the headwall may be installed with a reveal greater than two inches if desired. The design deflection value (as defined on HW-910_23 distance from backside of the steel post to the face of the area of concern) designers should use for the Metal Beam Rail Span Section Type II and Type III systems is 6 feet.
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