

SECTION 21 – GUARDRAIL AND DELINEATORS

21.1 GUARDRAIL *(Rev. 10-01-09)*

When guardrail or delineators are used, they must be placed as shown on the plans and the material must comply with the SS. The policy for the type and location of guardrail is subject to change and the PE/S must be cognizant of the provisions included as a part of the contract plans. Guardrail should never be placed where current policy does not dictate its use as the guardrail itself constitutes a hazard.

The height of guardrail is an important element of its design. For the guardrail to function properly, the PE/S should make sure that the guardrail is placed at the proper height. This height is based on theory that if the shoulders were repaved in the future with 3 in. of material, the resulting height of the guardrail will still meet minimum design criteria. When existing guardrail is to remain in place, the PE/S should check to determine if minimum height standards are met.

After new units (attenuators or guardrail end treatments) are installed, the PE/S should notify the sub-district in the area of the project, providing the type of unit and its location.

21.2 DELINEATORS *(Rev. 10-01-09)*

Normally the construction plans will indicate where delineator posts are to be placed. Usually the locations will be at sub-surface drain outlets, shoulder edge delineation and at hazardous locations such as sharp curves, steep grades or lane reduction transitions. In determining whether delineators should be used, the location of the project and prevailing topography must be considered in determining what would constitute a sharp curve or a steep grade. The spacing for delineators should match those as shown in the *Manual on Uniform Traffic Control Devices*. Any spacing details requiring additional clarification should be referred to the District Traffic Engineer.

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