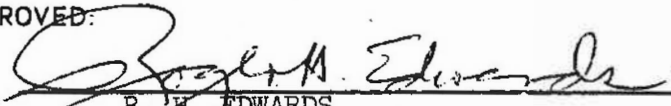


<p>MODIFIED BY EI 89-007 EFFECTIVE 9/14/89</p> <p>SUPERSEDED BY EI 92-003 EFFECTIVE 6/18/92</p>	<p align="center">ENGINEERING INSTRUCTION</p> <p align="center">NEW YORK STATE DEPARTMENT OF TRANSPORTATION</p> <p>SUBJECT: BOX BEAM AND CORRUGATED BEAM GUIDE RAILING STANDARD SHEETS</p> <p>Subject Code: 7.27-2-606</p>
<p>Distribution:</p> <p><input checked="" type="checkbox"/> Main Office <input checked="" type="checkbox"/> Regions <input checked="" type="checkbox"/> Special</p>	<p>Code: <u>EI 84-11</u></p>
<p>APPROVED:</p> <p> R. H. EDWARDS</p>	<p>Date: <u>2/21/84</u></p> <p>Supersedes: MODIFIES EI 79-023</p>

We are transmitting, herewith, copies of Standard Sheets 606-3R3 Box Beam Guide Rail and 606-6R2 Corrugated Beam Type Guide Railing which replace 606-3R2 and 606-6R1 respectively.

These sheets revise the mounting heights of box beam guide rail from the existing 30" to 27" and corrugated guide rail from the existing 33" to 30". In the box beam sheet a welding detail symbol in the typical end treatment and driveway end also has been changed and the additional 3" mounting height previously provided on the outside of superelevated curves has been eliminated.

The new mounting heights are in conformance with the AASHTO guide lines published in the "Guide for Selecting, Locating and Designing Traffic Barriers of 1977." The old mounting heights were based on full-scale crash tests in the mid 1960's and the vehicle fleet at that time. Since that period, the vehicle fleet has been sizing down considerably.

This Engineering Instruction takes effect with the letting of June 28, 1984.