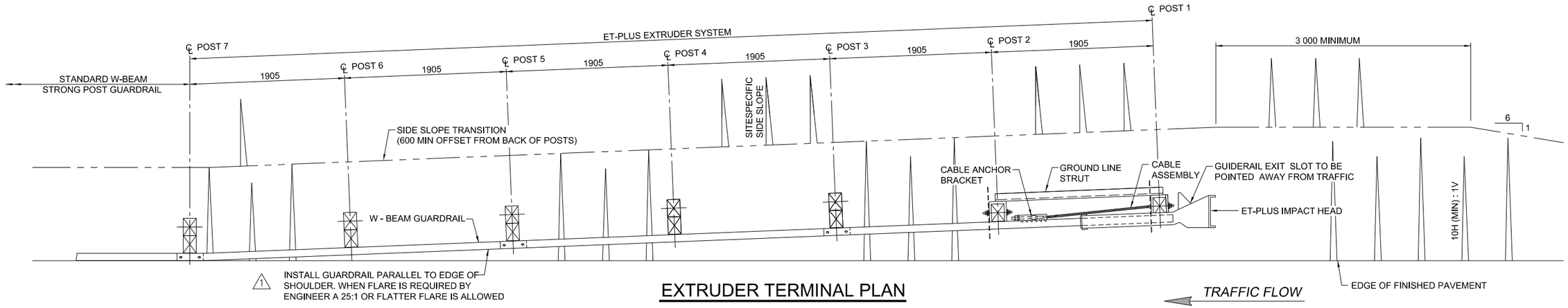
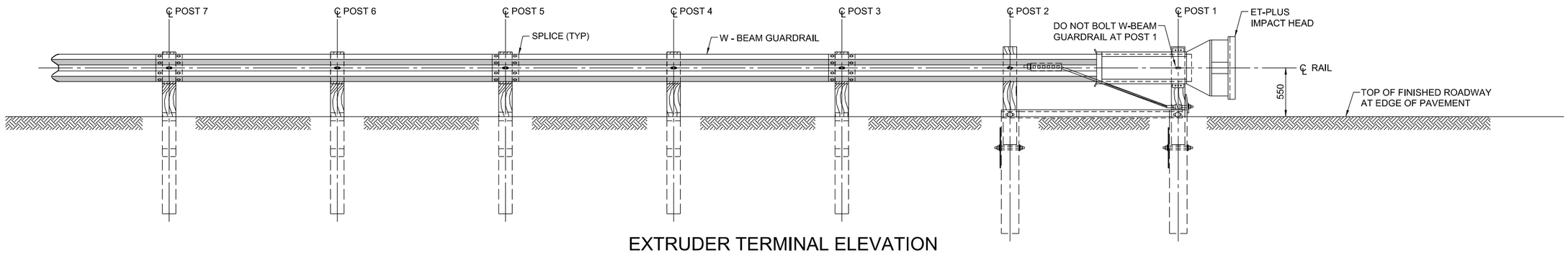
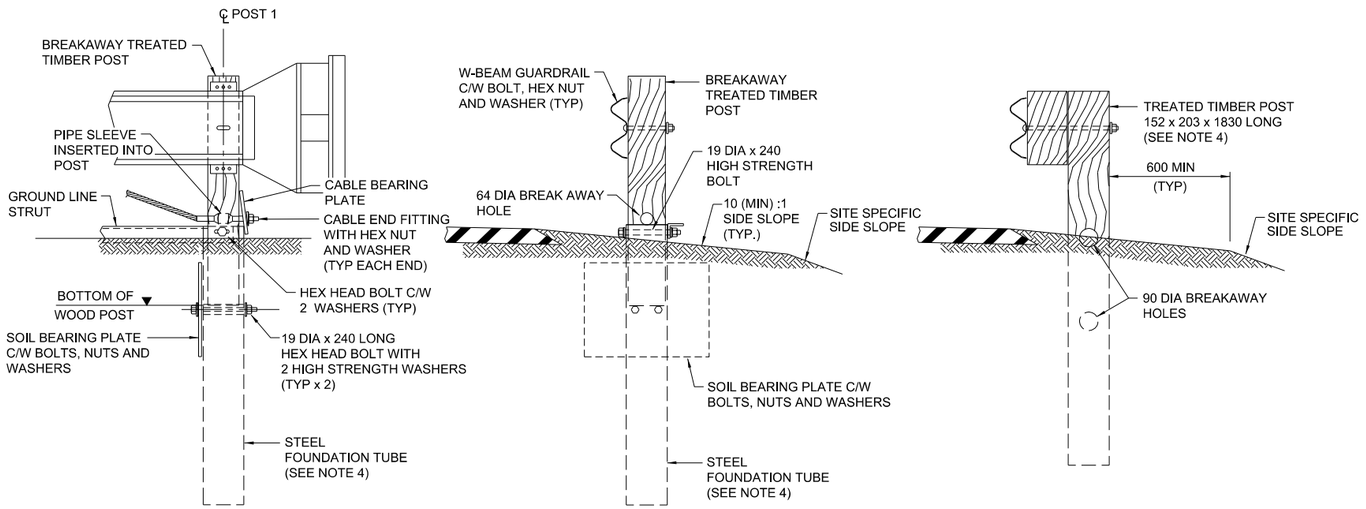


EXTRUDER TERMINAL PLAN



EXTRUDER TERMINAL ELEVATION



POST DETAILS

NOTES:

1. THE ET PLUS EXTRUDER SYSTEM DEPICTED ON THIS DRAWING IS PROPRIETARY TO TRINITY INDUSTRIES, INC. AND MEETS THE REQUIREMENTS OF NCHRP REPORT 350 FOR TEST LEVEL 3 (TL-3). THE INSTALLATION OF THIS SYSTEM SHALL BE AS PER THE TRINITY INSTALLATION INSTRUCTIONS MANUAL.
2. THIS DRAWING SHOWS THE INSTALLATION OF THE RIGHT SHOULDER EXTRUDER TERMINAL. INSTALLATION OF THE LEFT SHOULDER EXTRUDER TERMINAL IS INVERTED FOR UNIDIRECTIONAL TRAFFIC.
3. RAIL SECTIONS ARE TO BE LAPPED IN THE DIRECTION OF TRAFFIC FLOW.
4. ALTERNATE POST SIZES AND TYPES FOR POSTS 1 TO 7 INCLUSIVE MAY BE USED AS SPECIFIED IN THE TRINITY INSTALLATION INSTRUCTIONS MANUAL.
5. FOR INSTALLATION ON A CURVE, THE ET PLUS EXTRUDER SYSTEM MUST BE MAINTAINED STRAIGHT OVER THE LENGTH OF THE SYSTEM. REFER TO THE TRINITY INSTALLATION INSTRUCTIONS MANUAL FOR LIMITATIONS, INCLUDING MAXIMUM TERMINAL OFFSETS.
6. TO ENSURE PROPER DELINEATION, REFLECTIVE SHEETING ON THE FRONT FACE OF THE EXTRUDER HEAD SHALL BE PROVIDED AS PART OF THE INSTALLED SYSTEM.
7. ALL FITTINGS AND HARDWARE SHALL BE GALVANIZED.
8. POST 3 MARKS THE BEGINNING OF THE CALCULATED LENGTH OF NEED.
9. A MAXIMUM FLARE RATE OF 25 TO 1 IS ACCEPTABLE TO OFFSET THE IMPACT HEAD AWAY FROM EDGE OF SHOULDER.
10. POSTS SHALL BE SET BY INSTRUMENT FOR ALIGNMENT AND GRADE.
11. TOP OF FOUNDATION TUBES SHALL BE SET BETWEEN 64 AND 76 ABOVE THE TOP OF PAVED SHOULDER EDGE AND SHALL NOT PROJECT MORE THAN 100 ABOVE THE FINISHED SIDE SLOPE GRADE AT POST.

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE INDICATED.

No.	REVISIONS	BY	DATE
2			
1	REVISED FLARE NOTE	P.M.	02 JUL13

Approved:

Allan Kwan

Executive Director,
Technical Standards Branch

Date: NOVEMBER, 2007

Alberta
INFRASTRUCTURE AND TRANSPORTATION

SUPERSEDED

W-BEAM STRONG POST TL-3 ET-PLUS EXTRUDER ENERGY ABSORBING TERMINAL

Prepared By: MO	Checked By: WS	Scale: N.T.S.	Dwg No.: RDG-B1.4