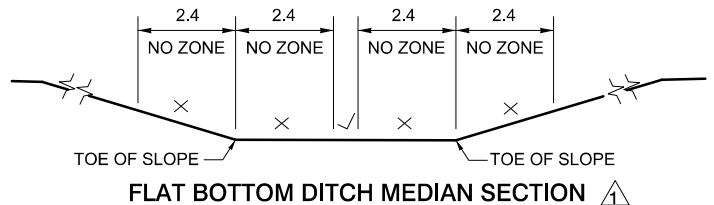
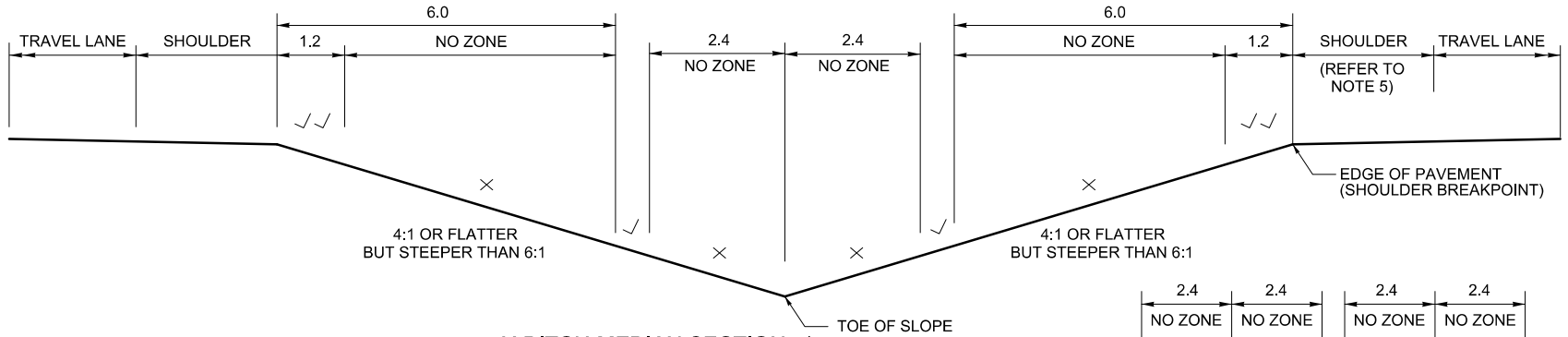


HTCB MAY BE INSTALLED WITHIN 1.2m OF THE EDGE OF THE SHOULDER BREAKPOINT OR GREATER THAN 6.0 METRES FROM THE SHOULDER BREAKPOINT BUT CANNOT BE INSTALLED IN THE NO ZONE AREAS. SEE NOTES 4 AND 5.



NOTES \triangle

- HIGH TENSION CABLE BARRIERS (HTCB) ARE PROPRIETARY PRODUCTS AND THEREFORE MUST BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE MANUFACTURER'S AND/OR VENDOR'S SPECIFICATIONS. CABLE BARRIER PRODUCTS VARY SUBSTANTIALLY IN DETAILS, SPECIFICATION AND METHOD OF INSTALLATION, ETC. DESIGNERS SHOULD REVIEW THE FHWA (UNITED STATES FEDERAL HIGHWAY ADMINISTRATION) ELIGIBILITY LETTERS IN CONJUNCTION WITH THE MANUFACTURER AND/OR VENDOR'S PRODUCT DETAILS AND SPECIFICATIONS.
- DESIGNERS SHALL REVIEW THE FHWA ELIGIBILITY LETTERS AND THE TEST DOCUMENTATION UPON WHICH THE LETTERS ARE BASED IN DETAIL. THIS INCLUDES THE SUMMARY RESULTS (E.G. TEST DEFLECTION), TEST SITE CONDITIONS (E.G. POST SPACING, SOIL DATA, ETC.), PRODUCT DETAILS, PROVISIONS, ETC., UNDER WHICH THE PRODUCT WAS TESTED AND ACCEPTED.
- FHWA ELIGIBILITY LETTERS ARE NORMALLY BASED ON THE HTCB SYSTEM BEING TESTED ON TANGENT IN A CONTROLLED ENVIRONMENT. THE SLOPE PLACEMENT, POST SPACING AND SPECIFIED MAXIMUM DEFLECTION, ETC., MAY NEED TO BE ADJUSTED DUE TO SITE-SPECIFIC CONDITIONS.
- ACCORDING TO NCHRP REPORT 711, THE HTCB MAY BE PLACED AS FOLLOWS:
 - ON THE SIDESLOPE WITHIN 1.2 METRES OF THE SHOULDER BREAKPOINT (EDGE OF PAVEMENT)
 - DOWN THE SIDESLOPE AT AN OFFSET GREATER THAN 6.0 METRES FROM THE SHOULDER BREAKPOINT AND GREATER THAN 2.4 METRES FROM THE TOE OF THE SIDESLOPE
 - IN THE MEDIAN DITCH BOTTOM AT AN OFFSET GREATER THAN 2.4 METRES FROM THE TOE OF THE SIDESLOPE
 - THE OPTION OF TWO SEPARATE LONGITUDINAL RUNS OF HTCB WITHIN 1.2 METRES OF THE EDGE OF BOTH SHOULDER BREAKPOINTS MAY ALSO BE CONSIDERED WHERE SECTIONS OF THE ROADWAY HAVE SLOPES THAT ARE SHARPER THAN 4:1, THE DITCH IS VERY NARROW (NOT ALLOWING THE SPECIFIED OFFSETS AND DEFLECTIONS) OR THERE ARE FIXED HAZARDS IN THE MEDIAN.
- HTCB LONGITUDINAL RUNS ARE NORMALLY INSTALLED TO PROTECT BOTH DIRECTIONS OF TRAFFIC. HTCB PLACEMENT AND/OR DESIGN MUST PREVENT INTRUSION OF OPPOSING VEHICLES INTO THE TRAVEL LANE CAUSED BY THE IMPACT TO THE CABLE SYSTEM ON THE BACK-SIDE AFTER CROSSING THE MEDIAN.
- NO ZONE AREA IN THE MEDIAN WHERE HTCB TYPICALLY MAY NOT BE INSTALLED.
- POSTS CAN BE PLACED IN SOCKETS IN CONCRETE FOUNDATIONS OR SOCKETS DRIVEN INTO THE GROUND DEPENDING ON THE SOIL CONDITION, MANUFACTURER'S SPECIFICATION AND FHWA APPROVALS. POSTS DRIVEN DIRECTLY INTO THE GROUND ARE NOT PERMITTED.
- THE DITCH MAY BE SUBJECT TO WEAK SOILS (OFTEN UNCOMPACTED), PERIODIC FLOODING AND/OR WET SOIL CONDITIONS. THE SOIL STRENGTH MUST BE TAKEN INTO ACCOUNT WHEN DESIGNING THE POST FOUNDATIONS AND END ANCHOR FOUNDATIONS.
- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE NOTED.

\triangle 4			
\triangle 3			
\triangle 2			
\triangle 1	NOTES 1 - 6 AND CROSS SECTIONS	HC	28 OCT 16
No.	REVISIONS	BY	DATE

Approved: Steve Otto For Executive Director, Technical Standards Branch	Government of Alberta Transportation
Date: 17 February, 2012	

TYPICAL HIGH TENSION CABLE BARRIER MEDIAN INSTALLATION

6(H):1(V) > SLOPES \geq 4(H):1(V)

Prepared By: GEC.	Checked By: PM	Scale: N.T.S.	Dwg No.: RDG-B2.2
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