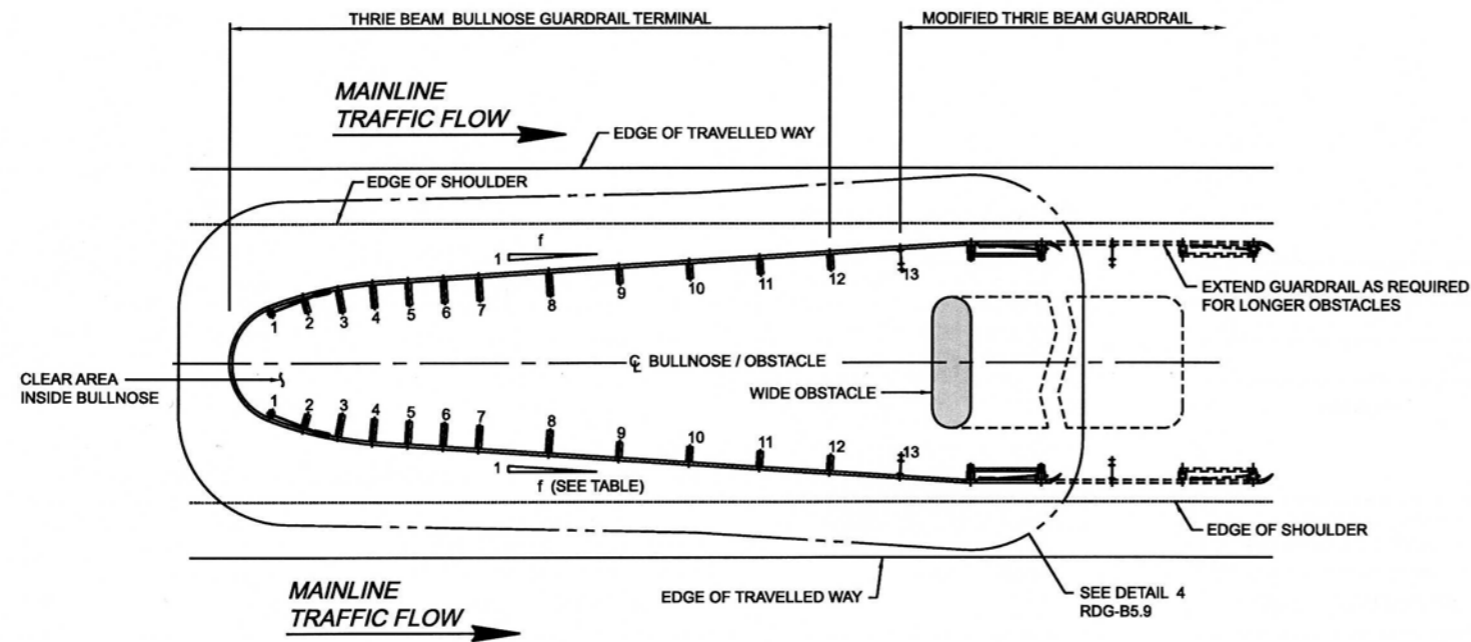


LAYOUT C - WIDE OBSTACLE AT EXIT RAMP

NOTES:

1. LAP ALL JOINTS IN THE DIRECTION OF TRAFFIC FLOW.
2. POSTS SHALL BE SET BY INSTRUMENT FOR ALIGNMENT AND GRADE.
3. THE ACCEPTABLE TOLERANCE FOR HEIGHT OF GUARDRAIL AT TIME OF CONSTRUCTION OR MAINTENANCE SHALL BE IN ACCORDANCE WITH THE MOST RECENT SPECIFICATIONS.
4. ALL FITTINGS AND HARDWARE SHALL BE GALVANIZED.
5. FLARE RATE SHALL BE SPECIFIED WITHIN THE LIMITS SET BY THE MANUFACTURER OF THE CHOSEN CRASH WORTHY END TERMINAL TO MEET THE REQUIREMENTS OF NCHRP REPORT 350 FOR TEST LEVEL 3 (TL-3).
6. THE BULLNOSE GUARDRAIL SYSTEM SATISFIES THE REQUIREMENTS OF NCHRP REPORT 350 FOR TEST LEVEL 3 (TL-3) AND IS THEREFORE APPLICABLE FOR USE ON HIGH SPEED ROAD FACILITIES.
7. FLARE RATES SHOWN ARE RELATIVE TO OBSTACLE CENTRELINE WHICH IS ALIGNED PARALLEL TO MAINLINE TRAFFIC FLOW. FLARING OF GUARDRAIL BEGINS AT POST 5.



LAYOUT D - WIDE OBSTACLE - UNIDIRECTIONAL TRAFFIC

FLARE RATE	
DESIGN SPEED (Km/h)	f
130	15:1
120	15:1
110	15:1
100	14:1
90	12:1
80	11:1
70	10:1
60	8:1
50	7:1

FLARE RATES ADOPTED FROM AASHTO 2002 ROADSIDE DESIGN GUIDE

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⚠			
No.	REVISIONS	BY	DATE

Approved:

Alan Moran
Executive Director,
Technical Standards Branch

Alberta
INFRASTRUCTURE AND
TRANSPORTATION

Date: NOVEMBER, 2007

**THRIE BEAM BULLNOSE
GUARDRAIL
GENERAL LAYOUTS**

Prepared By: MO	Checked By: WS	Scale: N.T.S.	Dwg No.: RDG-B5.7
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ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE INDICATED.