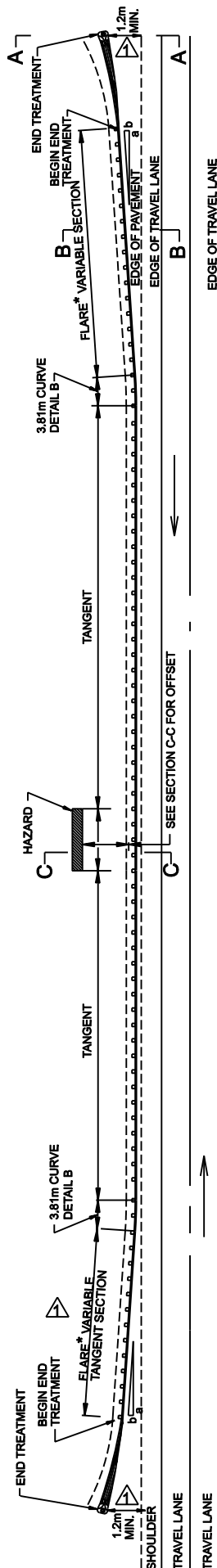


**TWO-LANE HIGHWAY  
(BARRIER FLARED)**

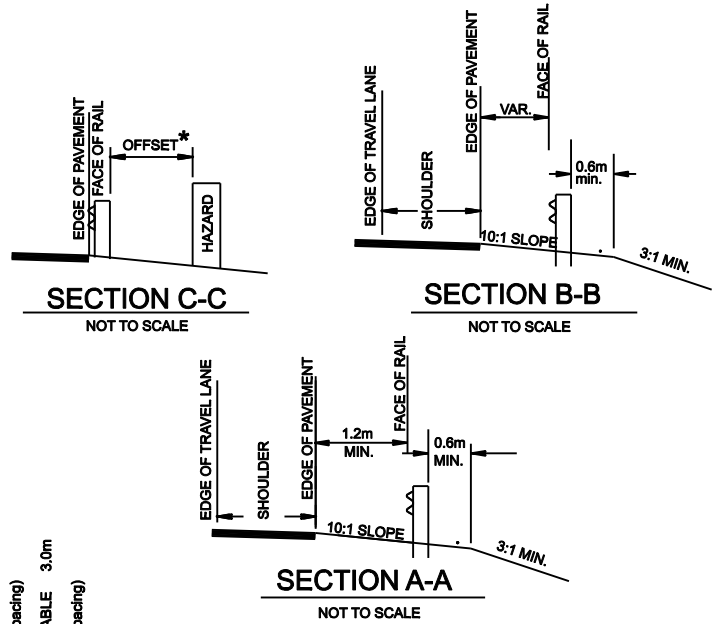
\* FLARE RATES SHALL BE AS PER STANDARD FOR DESIGN SPEED AND SYSTEM TYPE



**TWO-LANE HIGHWAY  
(BARRIER ON TANGENT)**

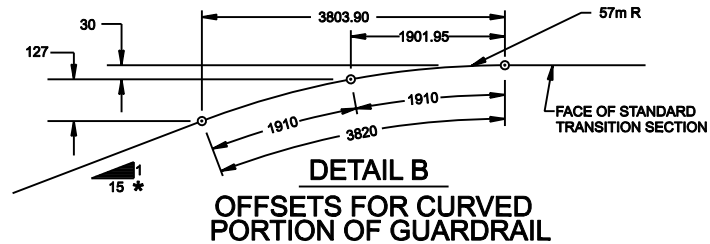
\* OFFSET FROM BACK OF BARRIER TO FACE OF OBSTRUCTION SHALL BE AT LEAST THE DESIGN DEFLECTION OF THE BARRIER SYSTEM AS FOLLOWS:

- WEAK POST W-BEAM 2.5m
- (3.81m post spacing)
- 3-STRAND CABLE 3.0m
- (3.81m post spacing)



1 SEPT. 2011. TURN DOWN ENDS WILL NO LONGER BE ACCEPTABLE FOR NEW INSTALLATIONS OR REPLACEMENT OF EXISTING ENDS. CRASH WORTHY END TREATMENTS SHALL BE USED.

20 NOV. 2012. WHERE EXISTING TURN DOWN END TREATMENTS NEED TO BE RE-BUILT AND/OR REPLACED DUE TO BEING HIT BY AN ERRANT VEHICLE, THE REPLACEMENT WITH A CRASHWORTHY END TREATMENT IS SUBJECT TO FUNDING AVAILABILITY.



BARRIER MAY BE INSTALLED ON TANGENT OR WITH FLARING AT ONE OR BOTH ENDS. GUARDRAIL LENGTH MAY BE REDUCED BY FLARING. LENGTH IS TO BE DETERMINED BY PROTECTION ENVELOPE METHOD.

END TREATMENT BARRIER MAY BE TERMINATED WITH A TURN-DOWN NEAR SHOULDER (TEB 3.12), OR OTHER TREATMENT AS DETERMINED BY PROJECT ENGINEER IN EACH GIVEN SITUATION

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE INDICATED.

2			
1	END TREATMENT NOTES	B.K.	12/01/05
No.	REVISIONS	BY	DATE

Approved:  
Original signed by Allan Kwan  
Executive Director, Technical Standards Branch  
Date: JUNE 24, 2005  
Date: JULY 12, 2005

**OB SOLE TE**  
**30 SEPTEMBER 2011**  
**30 NOVEMBER 2012**  
TYPICAL W-BEAM WEAK POST GUARDRAIL PLACEMENT ROADSIDE HAZARDS

Prepared By: M.T	Checked By: B.K	Scale: N.T.S.	Dwg No.: TEB 3.15b
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