



- NOTES**
- REFER TO CRASH WORTHY END TREATMENT STANDARD DRAWINGS OR MANUFACTURER'S SPECIFICATIONS FOR DIMENSIONS
  - FLARE RATES SHALL BE AS PER STANDARD FOR DESIGN SPEED AND SYSTEM TYPE
  - OFFSET FROM BACK OF BARRIER TO FACE OF OBSTRUCTION SHALL BE AT LEAST THE DESIGN DEFLECTION OF THE BARRIER SYSTEM AS FOLLOWS:  
HTCB VARIES UP TO 3.7m  
STRONG POST W-BEAM 0.9m  
STRONG POST (PLASTIC) 1.5m  
MODIFIED THRIE BEAM 0.9m
  - END TREATMENT TO BE DETERMINED BY PROJECT MANAGER IN EACH GIVEN SITUATION
  - RUNOUT LENGTH IS TO BE MEASURED FROM BEGINNING OF HAZARD ON ROADSIDE
  - LENGTH OF GUARDRAIL TO BE DETERMINED BY PROTECTION ENVELOPE METHOD
  - ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED

△	END TREATMENT NOTES AND SECTIONS	P.M.	02 JUL 13
△	"LENGTH OF NEED" CORRECTED	B.K.	12 SEP 07
No.	REVISIONS	BY	DATE
Approved:			
Original signed by Allan Kwan			
Executive Director, Technical Standards Branch			
Date: JUNE 24, 2005			
Effective Date: JULY 12, 2005			
<b>TYPICAL STRONG POST W-BEAM OR MODIFIED THRIE BEAM GUARDRAIL PLACEMENT AT BRIDGE APPROACHES (FOUR-LANE DIVIDED HIGHWAY)</b>			
Prepared By: M.T	Checked By: B.K	Scale: N.T.S.	Dwg No.: TEB 3.17a