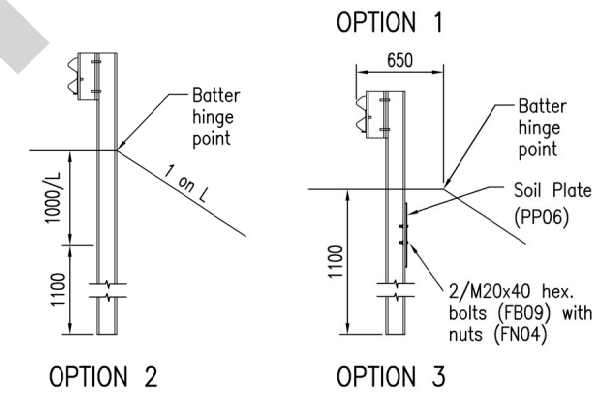
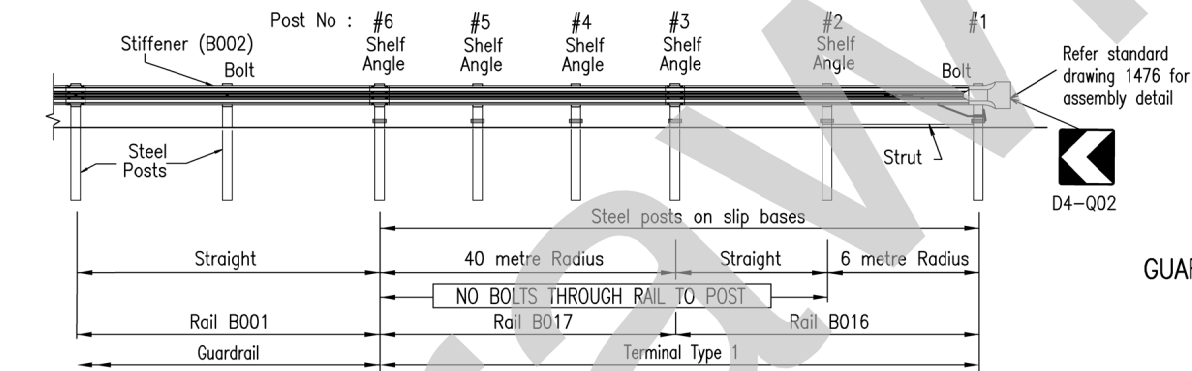
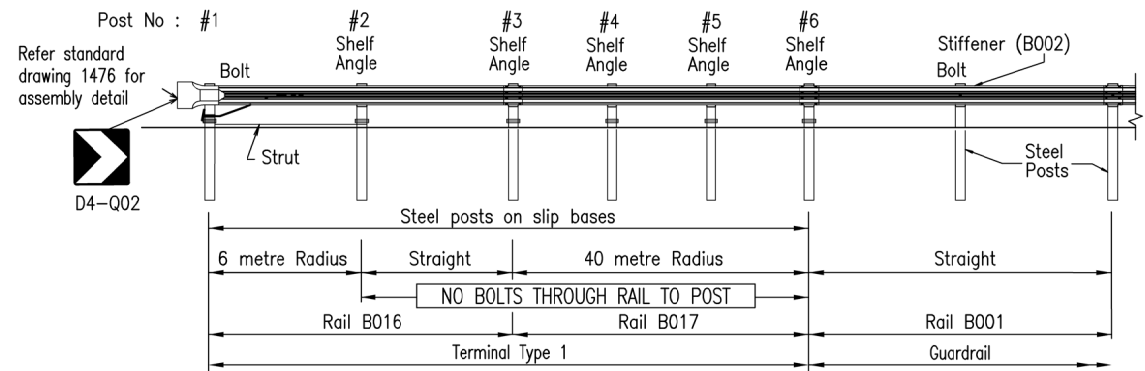
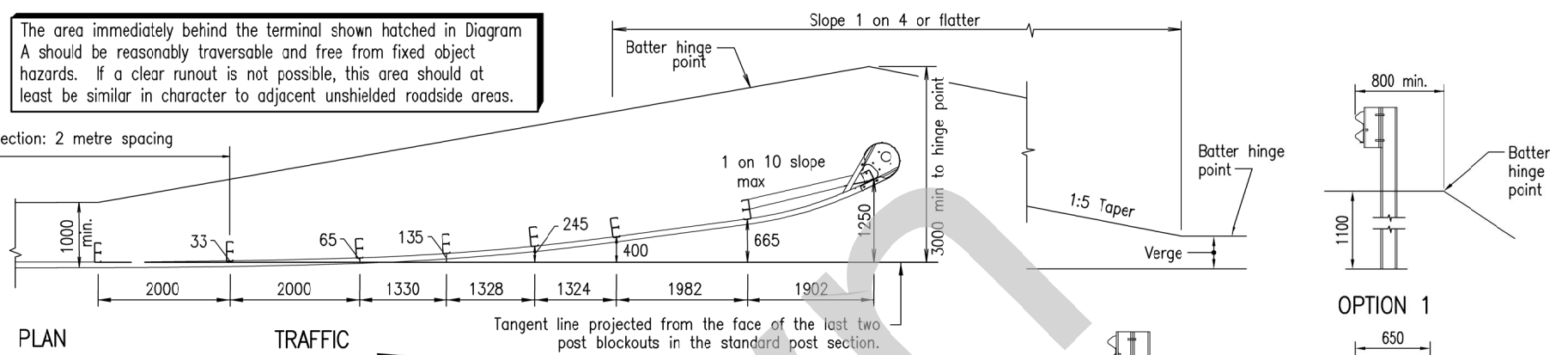
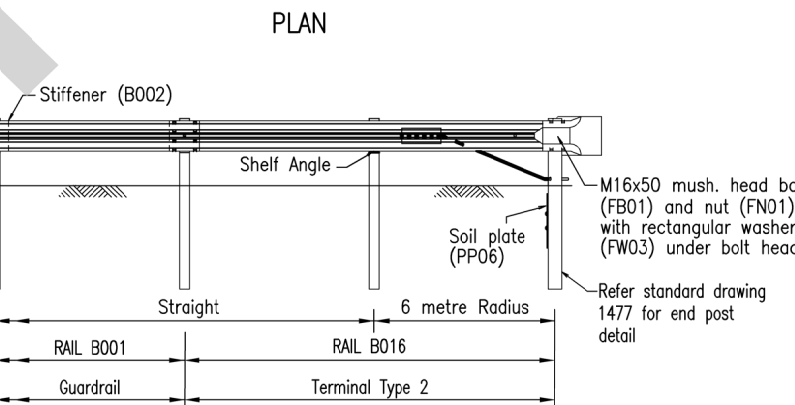
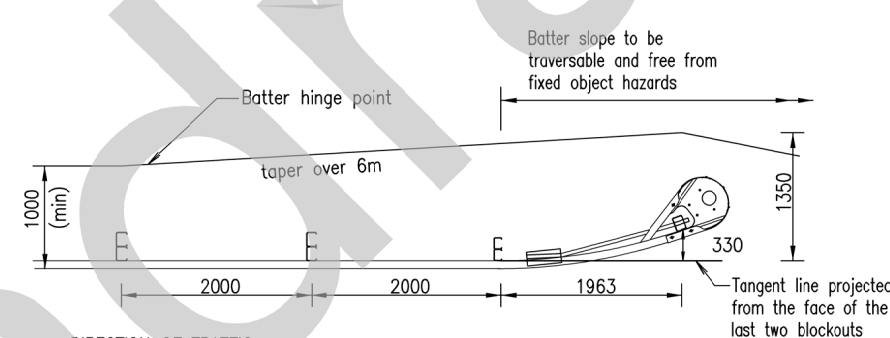
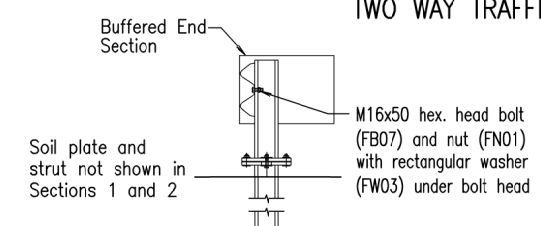
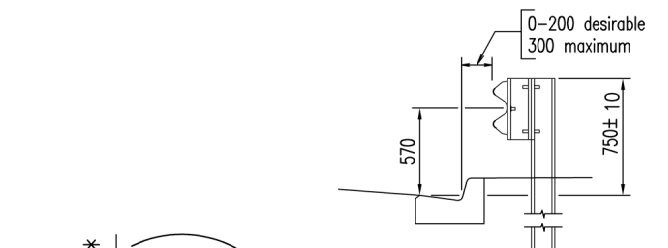


The area immediately behind the terminal shown hatched in Diagram A should be reasonably traversable and free from fixed object hazards. If a clear runout is not possible, this area should at least be similar in character to adjacent unshielded roadside areas.

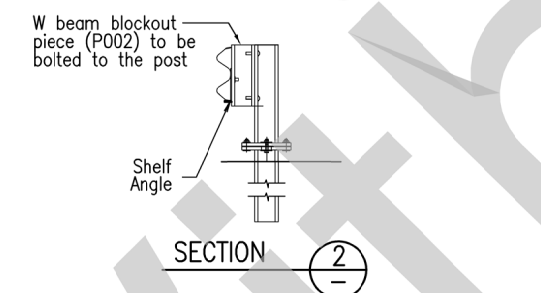
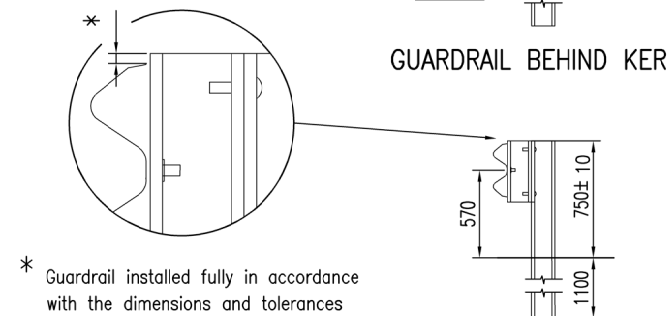


GUARDRAILS ON EXISTING ROAD ONLY – OPTIONS 1 TO 3 (NORMAL INSTALLATION)

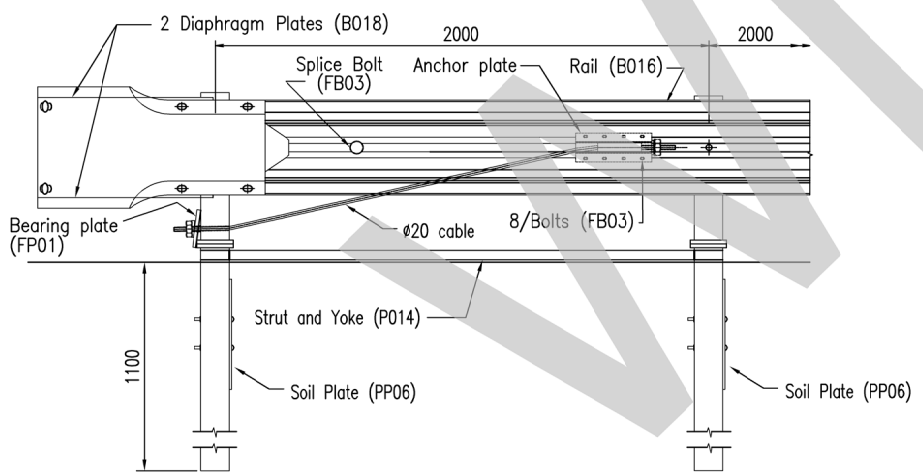
ELEVATION TWO WAY TRAFFIC



ELEVATION ONE WAY TRAFFIC DEPARTURE END TREATMENT (approach end same as two way traffic)



\* Guardrail installed fully in accordance with the dimensions and tolerances provided will result in an upstand between the top of the rail and the top of the blockout/post of dimension 11.5mm to 34mm.



Kerbs shall not be located in front of Terminal Type1. Specialist advice should be sought regarding alternative kerb location and treatment.

ELEVATION – APPROACH END

One way traffic departure end treatments are to be used on safety barriers only when there is no possibility of opposing traffic impacting them. They are not to be used within clear zone of opposing traffic.

NOTES:

- TIGHTENING OF NUTS: Nut FN01 for slip base plates to be tightened to 25 Nm. Nut FN05 to cable assembly to be tightened so that there is no slack in the cable. All other nuts shall be snug tight to AS4100.
- FLAME CUTTING of galvanised post or rail is not permitted.
- THE MELT SYSTEM extends from Post #1 to Post #6, a length of 8 metres.
- GUARDRAIL LAPS are to be in the direction of adjacent traffic to avoid exposing the end of the rail to oncoming vehicles.
- STIFFENER PLATES shall be used at standard posts without a rail lap.
- THE MINIMUM INSTALLED LENGTH of W beam barrier shall be: 28 metres for a two way road – i.e. a MELT both ends. 20 metres for a one way road – i.e. a MELT on the approach end and one way departure end treatment on the depart end.
- DIMENSIONS are in millimetres unless otherwise shown.

ASSOCIATED DOCUMENTS:

- Main Roads Standard Drawings Roads Manual
- Main Roads Specifications and Technical Standards Manual

REFERENCED DOCUMENTS:

- Standard Drawings:
- 1043 Reinforcing Steel – Standard Bar Shapes Drawing 1 of 2 and 2 of 2
  - 1044 Reinforcing Steel – Standard Hook, Lap and Bend Details and General Steel Reinforcement Information
  - 1476 Steel Beam Guardrail – Terminal Components
  - 1477 Steel Beam Guardrail – Posts and Blockouts, Soil and Bearing Plates, Slip Base Plate
  - 1478 Steel Beam Guardrail – W Beam Anchor Bracket Delineation Unit Post on Base Plate Abraham Blockout
  - 1479 Steel Beam Guardrail – Bolts, Nuts, Screws and Washers Cable Assembly with Fasteners
  - 1480 Steel Beam Guardrail – Fabrication Details Components
  - 1482 Steel Beam Guardrail – W Beam and Th
  - 1490 Steel Beam Guardrail – Installation and Standard Specifications:
  - MRTS03 Drainage, Retaining Structures and Pr
  - MRTS14A Road Furniture (Steel Work)
- Australian Standards:
- AS/NZS 3845 Road Safety Barrier Systems
  - AS/NZS 4671 Steel Reinforcing Materials

This Standard Drawing is withdrawn. Public domain steel barrier systems are not to be used on new projects or installations within the TMR network. This drawing can be used for the purposes of maintaining existing installations when repairs and replacements can be reasonably and readily undertaken or if justified and certified by a RPEQ as an exception for new installation.

STEEL BEAM GUARDRAIL		Queensland Government	
Department of Transport and Main Roads		Standard Drawing No	
INSTALLATION AND SETOUT		1474	
A3		Date 11/10	
Not to Scale			
A	B	C	D
E	F		