**TABLE 1 - SET OUT DETAILS**

<table>
<thead>
<tr>
<th>θ</th>
<th>R (mm)</th>
<th>N</th>
<th>X (mm)</th>
<th>D (mm)</th>
<th>L x W (mm x mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>60</td>
<td>5000</td>
<td>2</td>
<td>0 minimum</td>
<td>250</td>
<td>7500 x 4500</td>
</tr>
<tr>
<td>90</td>
<td>2500</td>
<td>3</td>
<td>1 minimum</td>
<td>350</td>
<td>9000 x 4500</td>
</tr>
<tr>
<td>7500</td>
<td>5</td>
<td>1 minimum</td>
<td>-720</td>
<td>7200 x 6000</td>
<td></td>
</tr>
<tr>
<td>10000</td>
<td>6</td>
<td>0 minimum</td>
<td>710</td>
<td>9500 x 6000</td>
<td></td>
</tr>
<tr>
<td>120</td>
<td>2500</td>
<td>2</td>
<td>0 minimum</td>
<td>250</td>
<td>7500 x 4500</td>
</tr>
<tr>
<td>135</td>
<td>2500</td>
<td>2</td>
<td>0 minimum</td>
<td>890</td>
<td>7500 x 4500</td>
</tr>
</tbody>
</table>

SEE BOLT SCHEDULE IN TABLE 2.

**TABLE 2 - BOLT SCHEDULE**

| M16 POST BOLTS | 1 | 1 | 1220nm LONG | 1220nm LONG | 1220nm LONG | 1220nm LONG |
| SLOICE BOLTS | 0 | 0 | B OVERSEAS NUT M16 | B OVERSEAS NUT M16 | B OVERSEAS NUT M16 | B OVERSEAS NUT M16 |
| WASHERS | 1 | 1 | 1 | 1 | 1 | 1 |
| SHELF ANGLES | 0 | 0 | 0 | 0 | 1 | 1 |

**NOTES:**

1. This treatment should be used only at locations where it is not practical to relocate the intersecting roadway further away from the bridge. The post in order to accommodate the 10m standard bridge approach guardrail and the breakaway cable terminal (CTA).
2. This treatment should not be used where people are likely to be present in the area behind the breakaway Type B curved guardrail. Because this area is subject to heavy flying debris on impact.
3. The 10m bridge approach guardrail starts from point C. Its layout depends on the type of bridge barrier used for details refer to SD 4981 and SD 4982.
4. Where there is no bridge on the arterial road, begin the standard Type B guard fence at point B.
5. If additional guard fence is required on the access road or driveway replace the special terminal with standard type B guard fence and begin the standard guard fence at point A.
6. The cross slope in front of the guard fence shall be 10 to 1 or flatter the embankment. Behind the guard fence shall not be steeper than 2 to 1.
7. Refer to the following drawings for post details: Post types #1 and #2. SD 4993 Post types #3 and #4. SD 4992.
8. The curved guardrail section shall be pre-curved by the manufacturer. If N is an odd number the curvature of the half guard rail section downstream of the CT point, the point should be adjusted on site to match the straight alignment.
9. Backing rails are not required for intermediate posts types #1 and #4.
10. Where the face of guard fence is erected within 8 to 1m behind the face of kerb, the mounting height shall be measured from the adjacent road pavement surface. However, the vertical position of the drilled holes in the timber posts shall be measured from the ground surface.
11. Concrete surfacing to be provided unless otherwise directed.
12. Washers at wooden post nuts only. No washers elsewhere.

**GENERAL NOTES**

1. All dimensions are in metres unless shown otherwise.
2. Treatment at intersections near bridges.
3. Special terminal details.
4. Edge cap and auxiliary anchor assembly.
5. Breakaway cable terminal.
6. Anchor cable and plate details.

**DESIGNER:**

**PRINCIPAL ROAD DESIGN ENGINEER:**

**CATHEDRAL PRED:**

**PROJECT MANAGER:**

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**STANDARD DRAWING**

**GUARD FENCE**

**TREATMENT AT INTERSECTIONS NEAR BRIDGES**

**GENERAL LAYOUT**

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**CATALOG PRED 5/3/12**

**DATE:** 5/3/12

**ISSUE:** AMN

**PROJECT:**...