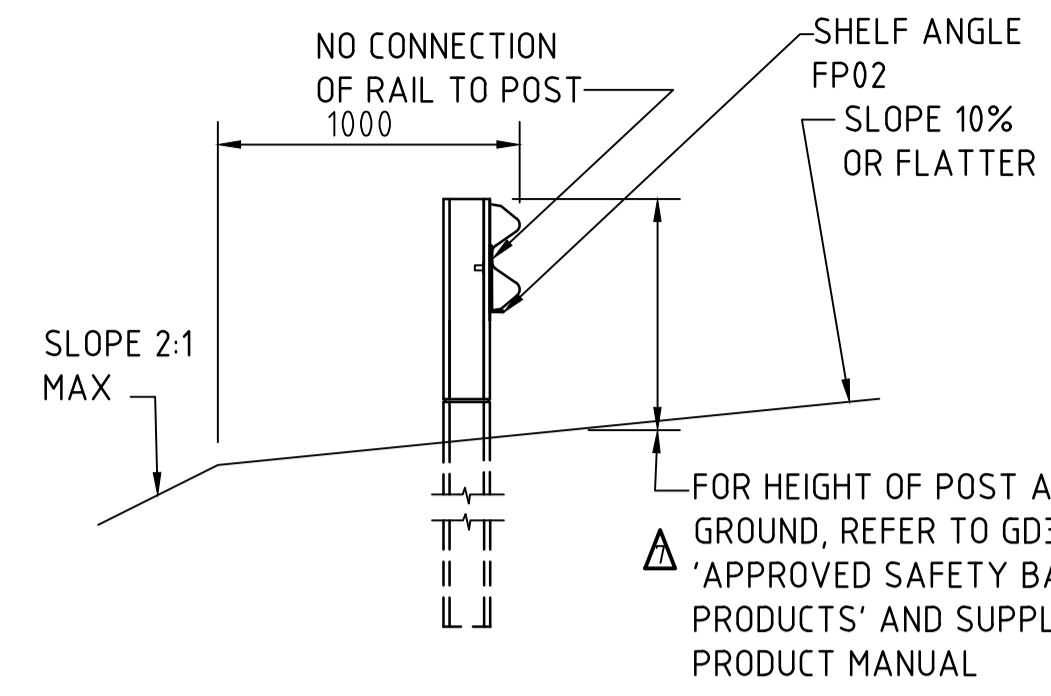


**NOTE:**

- 1 THIS TREATMENT SHOULD BE USED ONLY WHERE STANDARD END TERMINAL COULD NOT BE INSTALLED.
- 2 THE AREA BEHIND THIS TREATMENT IS SUBJECTED TO HEAVY FLYING DEBRIS ON IMPACT AND THEREFORE SHOULD NOT BE USED WHERE PEDESTRIANS ARE LIKELY TO BE STRUCK.
- 3 THE CURVED GUARDRAIL SECTION SHALL BE FABRICATED BY THE MANUFACTURER AND NOT TO BE BENT ON SITE.
- 4 THE CURVED RAIL BETWEEN TANGENT POINTS SHALL REST ON SHELVE ANGLES. NO CONNECTION OF THE RAIL TO THE POST IS REQUIRED. THE SHELVE ANGLE (FP02) TO BE ATTACHED TO THE BREAKAWAY POSTS (#1). ON THE STRAIGHT ALIGNMENT AT APPROACH ROAD END OF THE TREATMENT THE RAIL SHALL BE CONNECTED TO THE BREAKAWAY POSTS (#2).
- 5 THE STEEL BREAKAWAY POSTS SHALL BE APPROVED BY TSA.
- 6 THE BREAKAWAY POSTS SHALL BE SPACED AT 2.0m CENTRES.
- 7 RAIL STIFFENERS (B002) ARE NOT REQUIRED AT INTERMEDIATE POSTS TYPE #1 AND #2.

RADIUS (m)	NUMBER OF BREAKAWAY POSTS		REQUIRED AREA FREE OF HAZARDOUS OBJECTS LxW
	#1	#2	
2.5	1	3	7.5 x 4.5
5.0	3	3	9.0 x 4.5
7.5	5	3	12.0 x 6.0
10	7	3	15.0 x 6.0

**CURVED GUARDFENCE AT INTERSECTIONS**  
SCALE 1:50



**SECTION 1**  
SCALE 1:25  
**POST #1**

