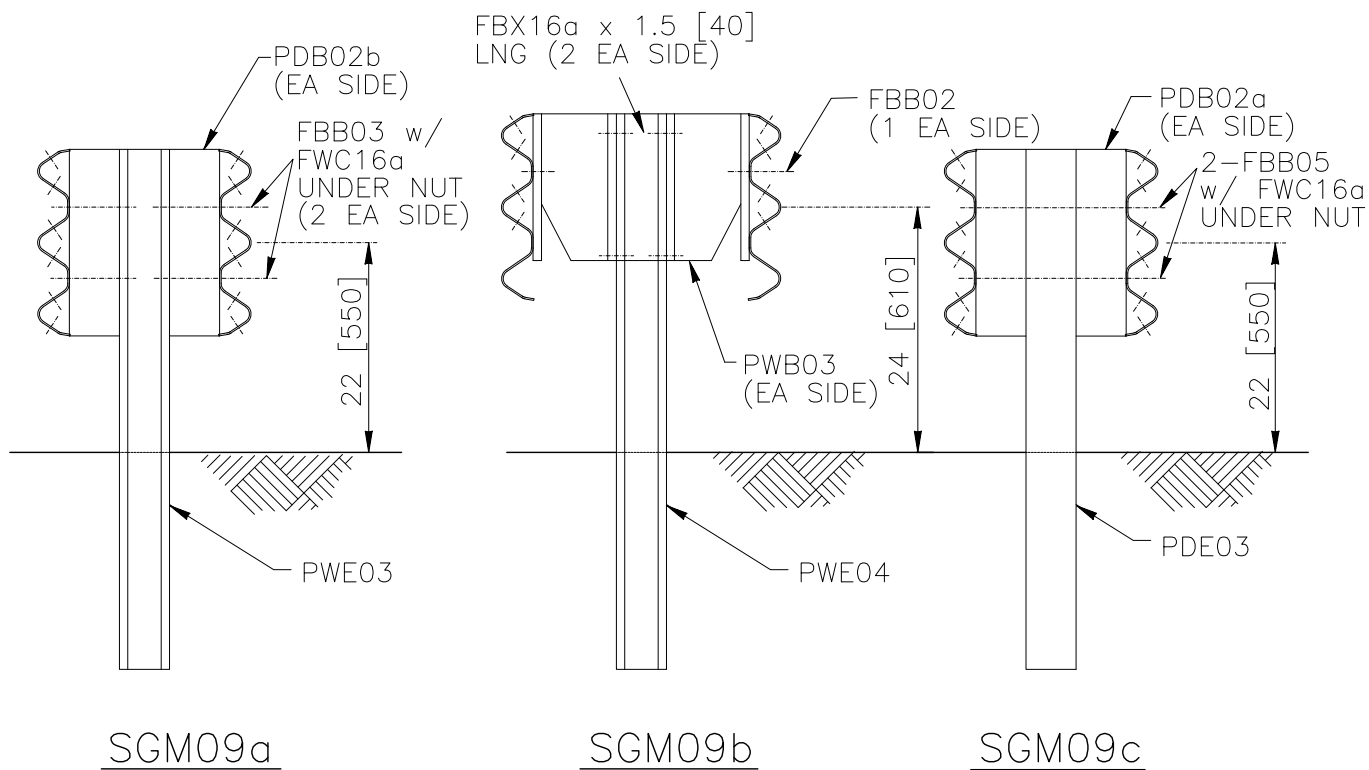


ELEVATION



1994

STRONG-POST THRIE-BEAM MEDIAN BARRIER



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INTENDED USE

Strong-post thrie-beam median barriers should be used in locations where a maximum dynamic deflection of 20 inches [500 mm] is acceptable. Thrie-beam barriers can be more effective than W-beam barriers in collisions with larger vehicles. This barrier system must be properly anchored and terminated. Any common W-beam terminal can be used in conjunction with an STG01 W-beam-to-thrie-beam transition to provide a crashworthy terminal and anchorage.

SGM-09a (steel posts) and SGM09c (wood posts) with either PDB02a-b wood blockouts or approved composite blockouts are Test Level 3 barriers. SGM-09b (modified thrie-beam) is a Test Level 4 barrier.

COMPONENTS

Unit length = 150 inches [3810 mm]

Designator	Component	System	Number
FBB01	Splice bolt and nut	a,b,c	24,16,24
FBB02	Rail-blockout bolt and nut	b	4
FBB03	Rail-blockout bolt and nut	a	8
FBB05	Rail-blockout bolt and nut	c	4
FBX16a	Post-blockout bolt (1.5 inches [40 mm]) and nut	b	8
FWC16a	Round washer	a,c	8,4
PDB02a	Timber post blockout	c	4
PDB02b	Timber post blockout	a	4
PDE03	Timber guardrail post	c	2
PWB03	Modified thrie blockout	b	4
PWE03	Steel guardrail post	a	2
PWE04	Steel guardrail post	b	2
RTB01a	Thrie-beam backup plate	b	2
RTM02a	Thrie-beam rail	a-c	2

APPROVALS

FHWA Acceptance Letter B-64, 2/14/00.

REFERENCES

D.L. Ivey, R.R. Robertson and C.E. Buth, *Test and Evaluation of W-Beam and Thrie-Beam Guardrails*, Federal Highway Administration, FHWA-RD-82-071, Washington, D.C., 1986.

C.E. Buth, W.L. Campise, L.I. Griffin, M.L. Love, and D.L. Sicking, *Performance Limits of Longitudinal Barriers*, Federal Highway Administration, Report No. FHWA-RD-86-153 (vol. 1), Washington, D.C., May 1986.

M.E. Bronstad, J.D. Michie, J.D. Viner, and W.E. Behm, *Crash Test Evaluation of the Thrie Beam Traffic Barrier*, Highway Research Record, Highway Research Board, 1974.

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CONTACT INFORMATION
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