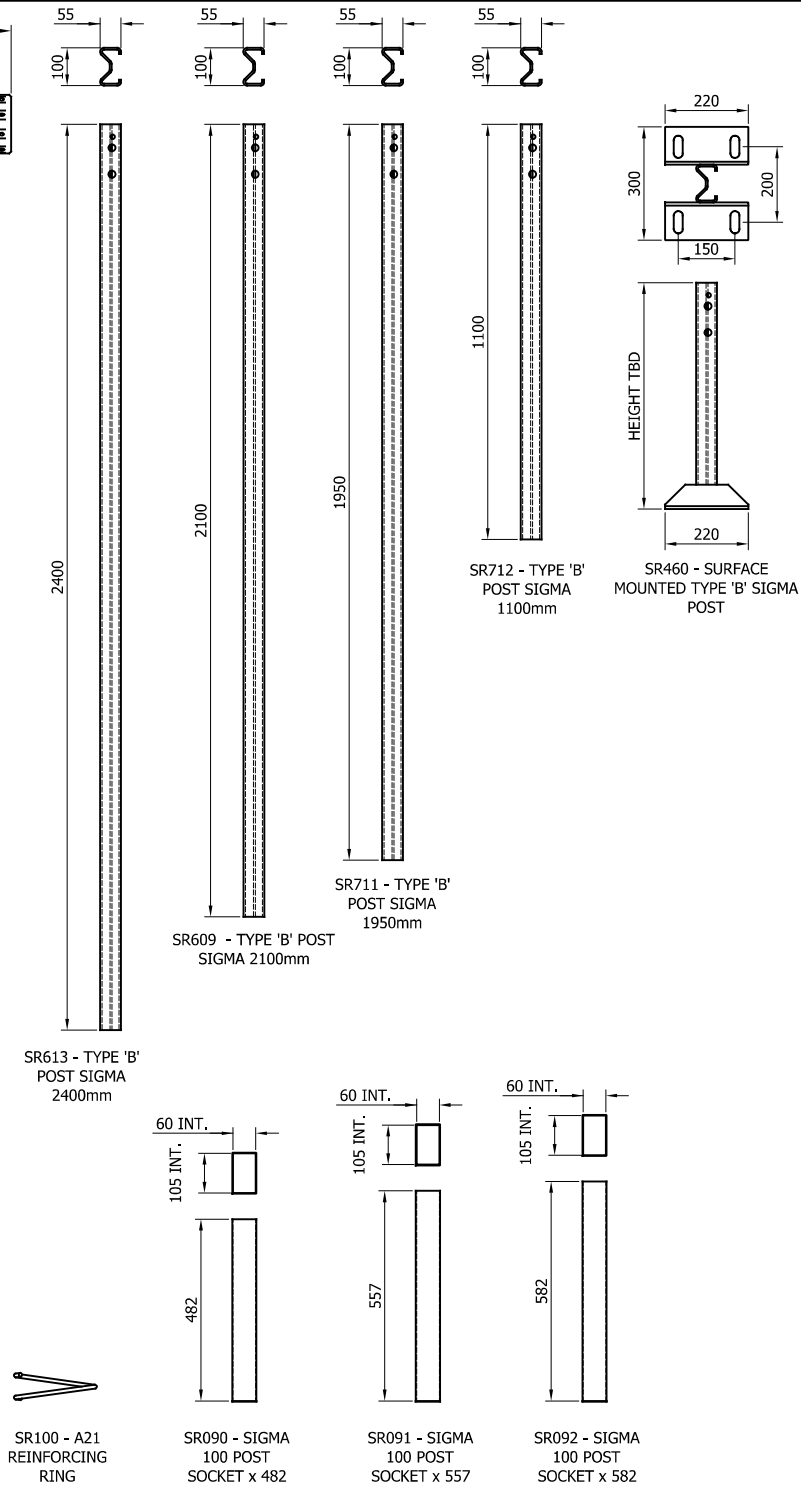
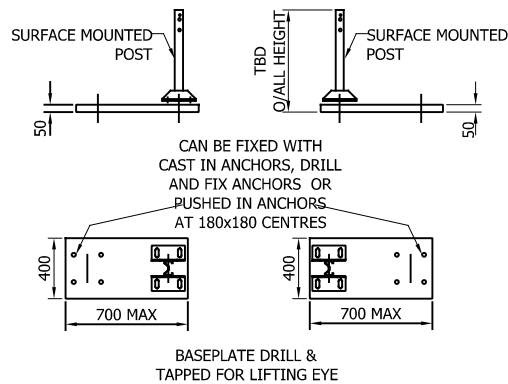
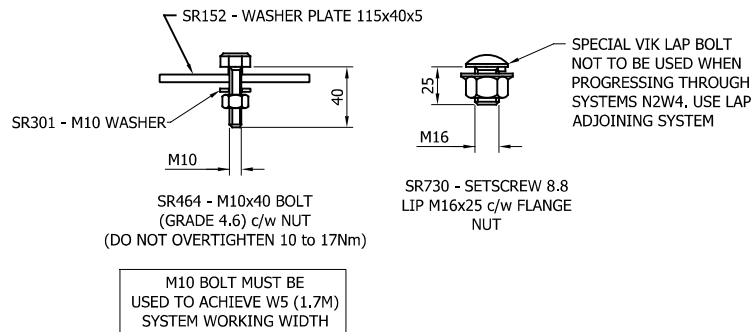
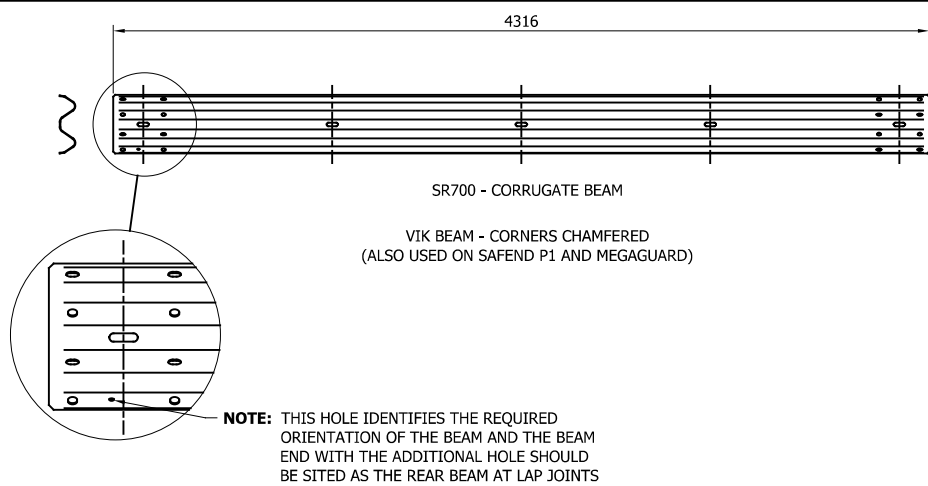
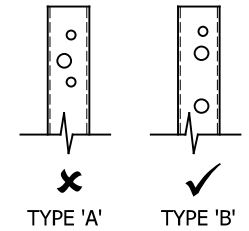




POST TOP DRILLING ARRANGEMENT



REVn	DATE	DETAILS	INITIAL
03	13/11/24	FLANGE NUT DETAIL ADDED	H.B
02	11/10/24	DRAWING UPDATED	H.B
01	17/04/23	SOCKET SIZES UPDATED	H.B
00	18/08/20	DRAWING CREATED	H.B

MegaRail VIK N2W5

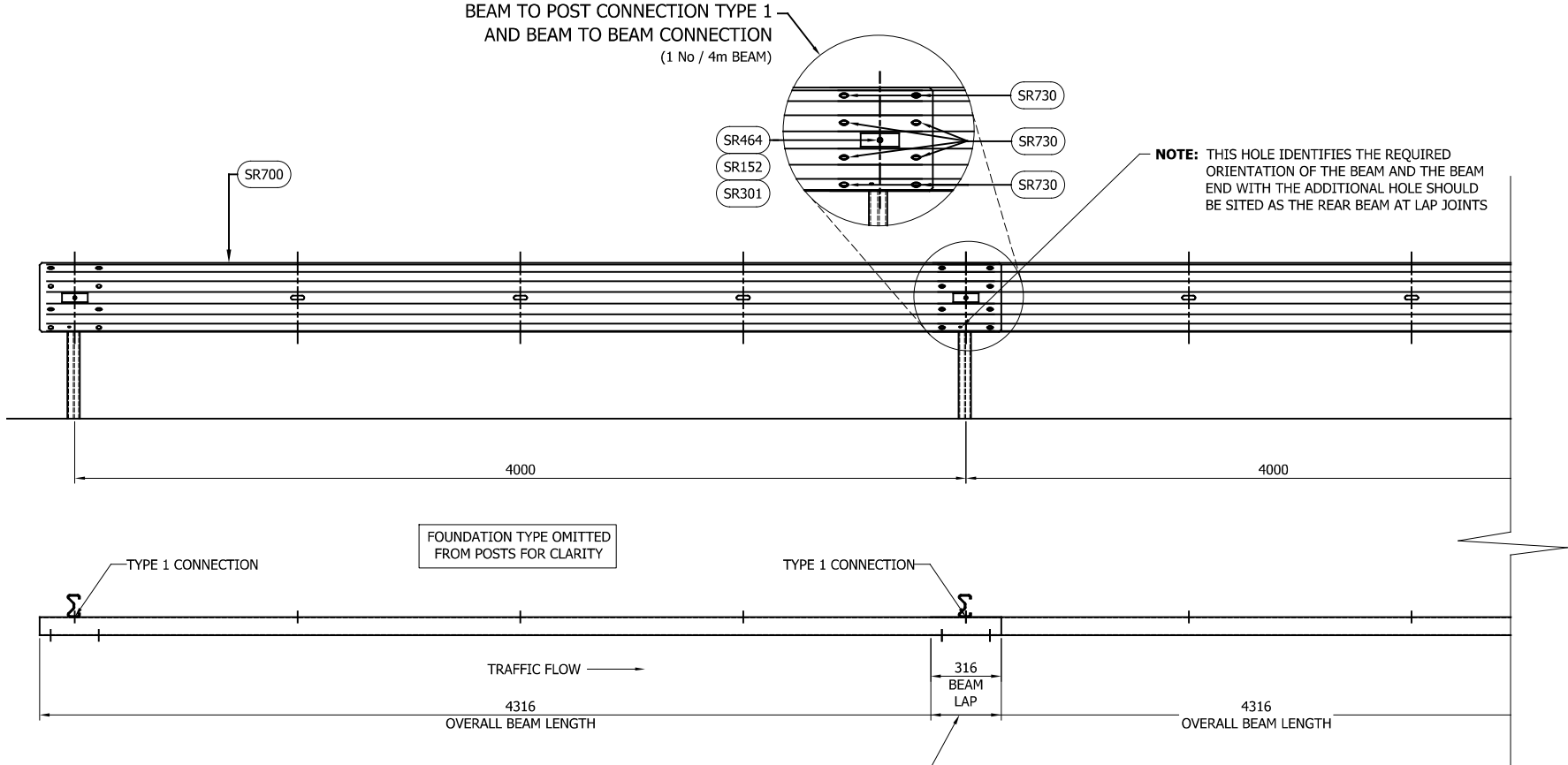
COMPONENTS SCHEMATIC



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FOR TECHNICAL ASSISTANCE CONTACT
john.cudlipp@saferoad.co.uk

DRAWING NUMBER:	REVn:
MR-N2W5-GA-00	03

BEAM TO POST CONNECTION TYPE 1
AND BEAM TO BEAM CONNECTION
(1 No / 4m BEAM)



- GENERAL NOTES:
1. POSTS ARE TO BE INSTALLED WITH THE CLOSED FACE OF THE CHANNEL TOWARDS THE ON-COMING TRAFFIC.
 2. FOR OPTIONS ON POST FOUNDATIONS REFER TO DRAWING NUMBER MR-GA-020
 3. FOR DEVIATIONS IN SYSTEM POST PITCH REFER TO DRAWING MR-N2W5-GA-40
 4. WHEN TYING INTO ADJACENT VRS ONLY ONE WORKING WIDTH DIFFERENCE IS PERMITTED.
 5. WHERE A KERB IS PRESENT THE MAXIMUM KERB HEIGHT IS 100mm.
 6. FOR MINIMUM LENGTH OF FULL HEIGHT VRS REFER TO SAFEROAD MEGARAIL MANUAL.
 7. BEAMS HAVE SLOTS 1M APART RATHER THAN THE 1333MM SPACINGS OF OTHER MEGARAIL BEAMS
 8. EXPANSION BEAMS TO BE USED WHEN THE SYSTEM PASSES OVER A MOVEMENT JOINT

MegaRail VIK
N2W5

SYSTEM ASSEMBLY AND SETTING
OUT ARRANGEMENT SCHEMATIC



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DRAWING NUMBER: MR-N2W5-GA-01

03

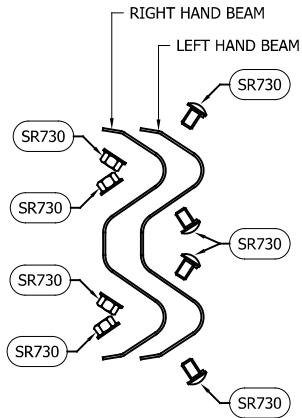
SYSTEM COMPONENT SCHEDULE - QUANTITIES / 4m BEAM		
SAFEROAD PART NUMBER	DESCRIPTION	QUANTITY
SR700	'A' PROFILE BEAM x 3MM	1
SEE TABLE B	SIGMA TYPE 'B' POST	1
FOR SCHEDULE OF BOLTED CONNECTIONS REFER TO DRAWING NUMBER MR-N2W5-GA-02		

TABLE 'B' - SCHEDULE OF POST REFERENCE NUMBERS AND LENGTHS	
SAFEROAD PART NUMBER	POST LENGTH
SR613	2400
SR609	2100
SR711	1950
SR712	1100

REV	DATE	DETAILS	INITIAL
03	13/11/24	BEAM POSITION UPDATE	H.B
02	11/10/24	DRAWING UPDATED	H.B
01	17/04/23	DRAWING UPDATED	H.B
00	18/08/20	DRAWING CREATED	H.B

GENERAL NOTES:

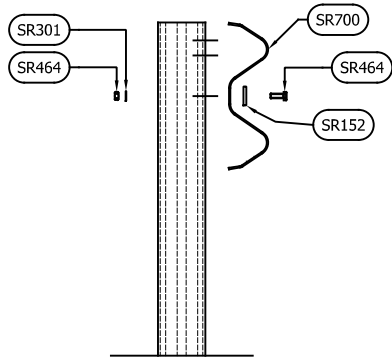
1. NUMBERS IN THE SCHEDULES SUFFIXED (+)
DENOTES THE ADDITIONAL QUANTITY OF
COMPONENTS REQUIRED FOR EXTREME ENDS
OF INDIVIDUAL RUNS OF BARRIER.



BEAM LAP FIXING SCHEMATIC
(x2 LOCATIONS / BEAM END)

** BEAM REFERENCES i.e. LEFT / RIGHT HAND ARE FOR VERGE INSTALLATIONS; FOR CENTRAL RESERVATION
INSTALLATIONS THE REFERENCES ARE REVERSED

BOLTING COMPONENT SCHEDULE - QUANTITIES P/BEAM		
SAFEROAD PART NUMBER	DESCRIPTION	BEAM LAP CONNECTION
SR730	SETSCREW 8.8 LIP M16x25 c/w FLANGE NUT	8 (+8)



BEAM TO POST
FIXING SCHEMATIC
(CONNECTION TYPE 1
AS PER GA-01)

BOLTING COMPONENT SCHEDULE - QUANTITIES P/POST		
SAFEROAD PART NUMBER	DESCRIPTION	TYPE 1 CONNECTION
SR464	M10x40 BOLT GRADE 4.6 c/w NUT	1
SR152	115x40x5 WASHER PLATE 12Ø HOLE	1
SR301	M10 WASHER 11Ø HOLE	1

REVn	DATE	DETAILS	INITIAL
02	13/11/24	BEAM POSITION UPDATE	H.B
01	11/10/24	DRAWING UPDATED	H.B
00	18/08/20	DRAWING CREATED	H.B

MegaRail VIK N2W5

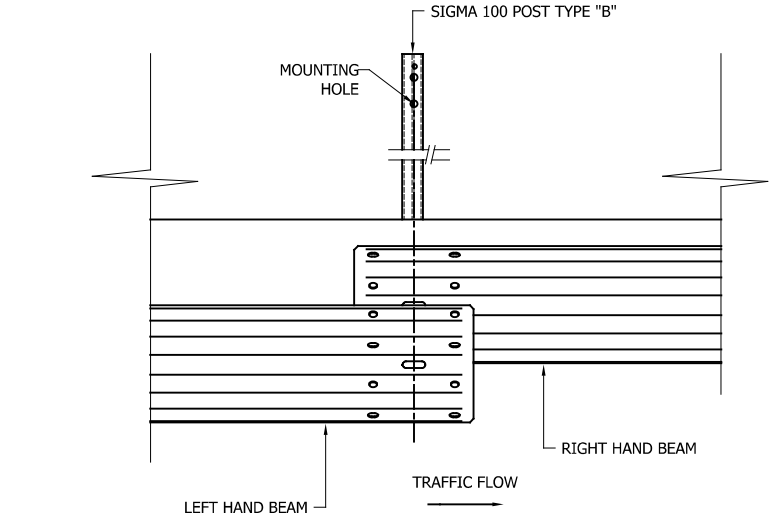
FIXING AND INSTALLATION
SCHEMATIC



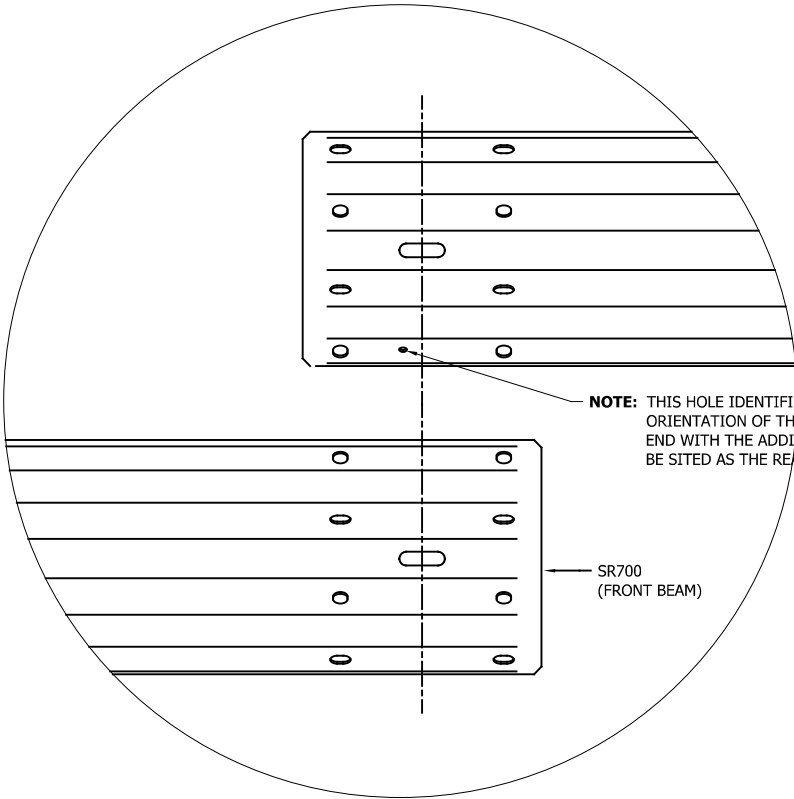
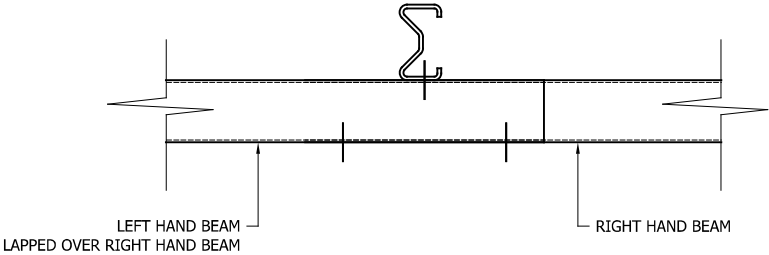
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DRAWING NUMBER:	REVn:
MR-N2W5-GA-02	02

- GENERAL NOTES:
1. POSTS ARE TO BE INSTALLED WITH THE CLOSED FACE OF THE CHANNEL TOWARDS THE ON-COMING TRAFFIC.



FOUNDATION TYPE OMITTED
FROM POSTS FOR CLARITY



NOTE: THIS HOLE IDENTIFIES THE REQUIRED
ORIENTATION OF THE BEAM AND THE BEAM
END WITH THE ADDITIONAL HOLE SHOULD
BE SITED AS THE REAR BEAM AT LAP JOINTS

SR700
(FRONT BEAM)

REVn	DATE	DETAILS	INITIAL
02	13/11/24	MOUNTING HOLE SHOWN	H.B
01	11/10/24	DRAWING UPDATED	H.B
00	18/08/20	DRAWING CREATED	H.B

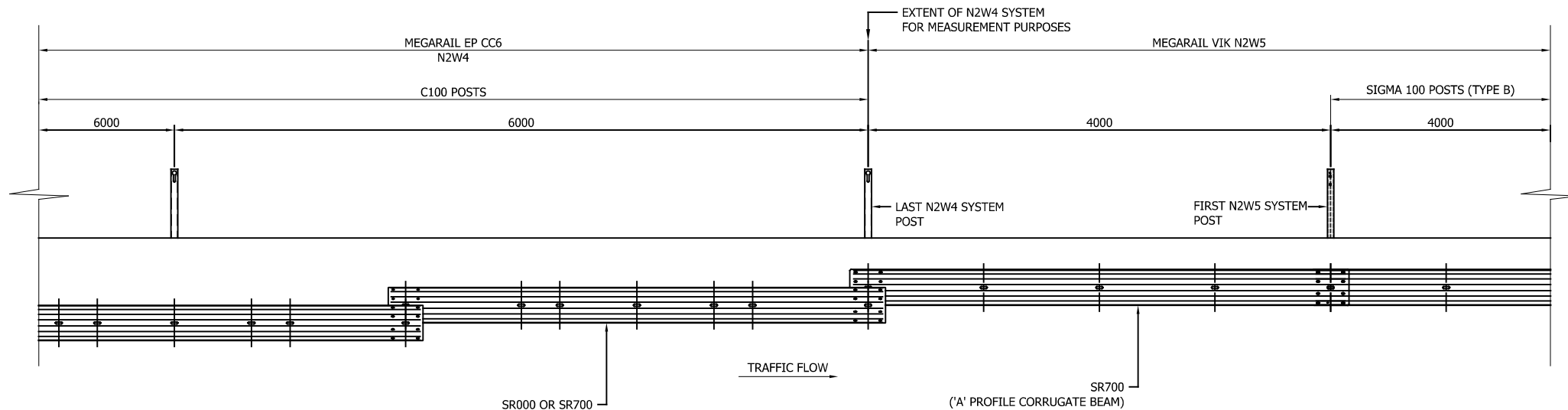
MegaRail VIK N2W5

BEAM LAPPING DETAILS



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DRAWING NUMBER:	REVn:
MR-N2W5-GA-03	02



MEGARAIL VIK N2W5 MAY BE USED FOR SYSTEM PROGRESSION FROM TCB (TENSIONED CORRUGATE BEAM). WHERE IT IS POSSIBLE, PROGRESSION FROM TCB IS TO BE COMPLETED USING MEGARAIL EP CC6 (N2W4 @ 6M CENTRES), HOWEVER IF 6M POST CENTRES ARE NOT VIABLE, VIK N2W5 MAY BE USED FOR 4M OF PROGRESSION ONLY

MegaRail VIK N2W5

SYSTEM PROGRESSION DETAILS



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GENERAL NOTES:

1. POSTS ARE TO BE INSTALLED WITH THE CLOSED FACE OF THE CHANNEL TOWARDS THE ON-COMING TRAFFIC.

** BEAM REFERENCES i.e. LEFT / RIGHT HAND ARE FOR VERGE INSTALLATIONS; FOR CENTRAL RESERVATION INSTALLATIONS THE REFERENCES ARE REVERSED

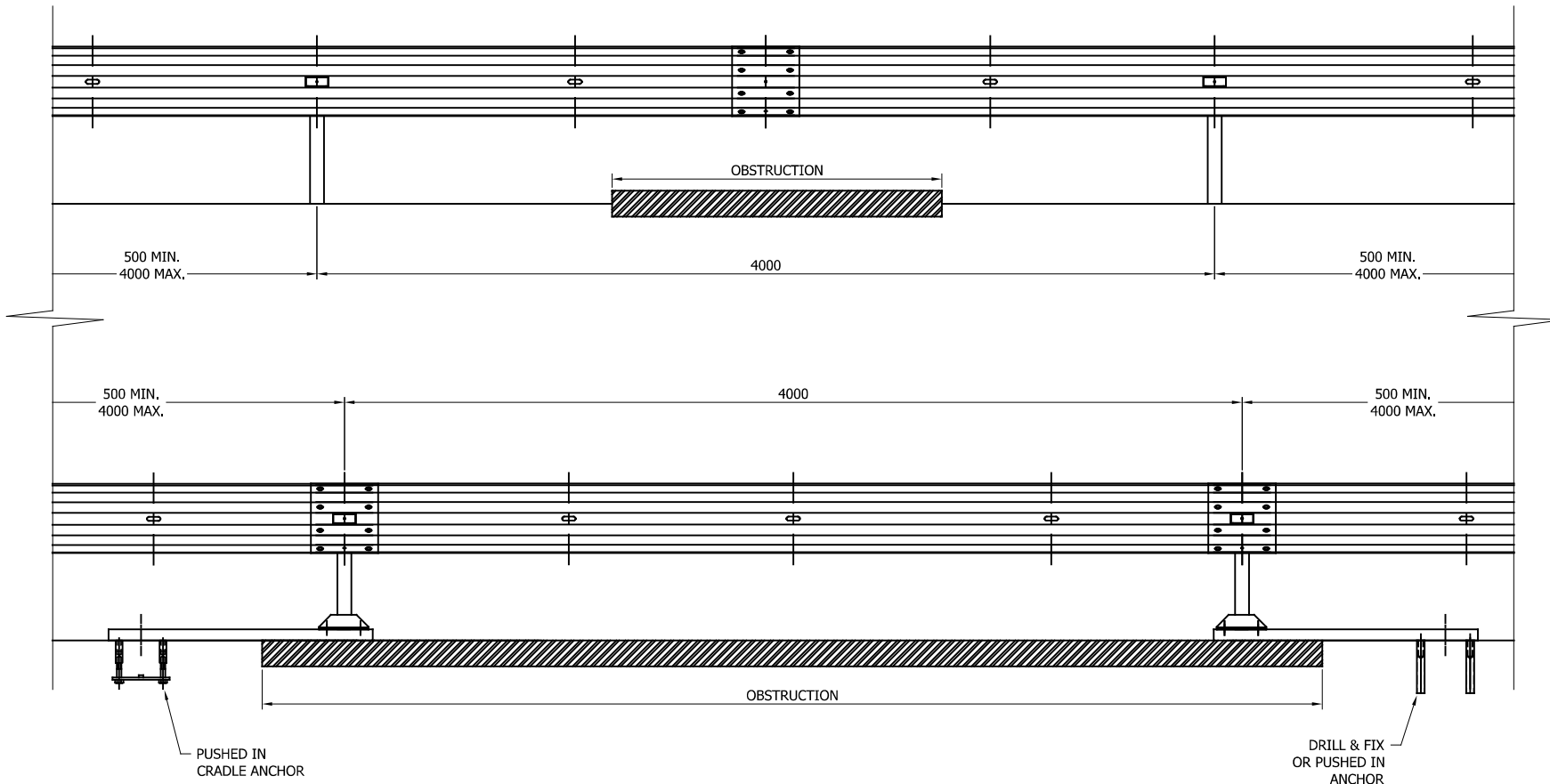
01	11/10/24	DRAWING UPDATED	H.B
00	18/08/20	DRAWING CREATED	H.B
REVn	DATE	DETAILS	INITIAL

DRAWING NUMBER:

MR-N2W5-GA-20

REVn:

01



- GENERAL NOTES:
1. IN PRINCIPLE, THE DISTANCE BETWEEN THE POSTS ARE NOT EXCEEDED. IF THE SITE CONDITIONS DO NOT ALLOW A REGULAR DISTANCE, THE POST SPACING MUST BE REDUCED WITH AN ADDITIONAL POST, TO AN ABSOLUTE MINIMUM OF 500MM.
 2. IF THE SITE CONDITIONS DO NOT ALLOW A POST TO BE INSTALLED ON THE SYSTEM PITCH, DEVIATIONS CAN BE APPLIED. THE OBSTRUCTED POST CAN BE LEFT OUT AND EXTRA POSTS INSTALLED TO SPAN THE OBSTRUCTION AS PER THIS DRAWING. ALTHOUGH IT WOULD BE BENEFICIAL TO USE THE HOLES ALREADY IN THE BEAM IT IS ACCEPTABLE TO DRILL NEW HOLES IN THE DESIRED POSITIONS AND TREAT WITH ZINC RICH PAINT.
 3. WHEN DEVIATIONS HAVE BEEN USED, RETURN TO SYSTEM SETTING OUT AS DETAILED IN GA-01 AS SOON AS REASONABLY POSSIBLE
 4. OFFSET POSTS SHOWN ON DRAWING MR-N2W5-GA-00 CAN BE USED.

01	11/10/24	DRAWING UPDATED	H.B
00	18/08/20	DRAWING CREATED	H.B
REVn	DATE	DETAILS	INITIAL

**MegaRail VIK
N2W5**

DETAILS OF PERMISSIBLE
DEVIATIONS FOR POST POSITIONS

SAFEROAD

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DRAWING NUMBER:	REVn:
MR-N2W5-GA-40	01