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**INDUSTRY STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GA/T 1567-2019

Guidelines for setting traffic separate railing on urban road

城市道路交通隔离栏设置指南

(English Translation)

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Foreword

This standard was drafted in accordance with the rules given in GB/T 1.1-2009.

This standard was proposed and managed by the National Road Traffic Management Standardization Technical Committee.

1 Scope

This standard specifies the requirements for setting up urban road traffic barriers.

This standard applies to the application of the setting of urban road traffic barriers. The setting of town road traffic barriers can be implemented by reference.

2 Normative references

The following documents are essential for the application of this document. For dated references, only the dated version applies to this document.

For undated references, the latest version (including all amendments) applies to this document.

GB/T 18833 road traffic reflective film GB 50647 Code for Planning of Urban Road Intersections GA/T 1246 Illuminated warning post at road intersection

3 Terms and definitions

The following terms and definitions apply to this document.

Traffic separate railing Separation facility railings installed on urban roads to maintain traffic order, including motor vehicle barriers, non-motor barriers, and pedestrian barriers Off the bar.

3.1.1

Motor vehicle separate railing Traffic barrier to separate motor vehicle traffic.

Note: Including the central fence and the same-lane fence.

3.1.2

Motor and non-motor vehicle separate railing Traffic barriers that separate motorized and non-motorized traffic.

3.1.3

Pedestrian separate railing Traffic barriers to separate pedestrian and vehicle traffic and protect pedestrian safety.

4.1 General provisions

4.1.1

The setting of traffic barriers should meet the needs of road traffic organizations.

4.1.2

The provision of motor vehicle barriers and non-motor barriers should match the corresponding road traffic markings, and should not match the road traffic signs, markings, Traffic lights and other traffic management facilities conflict.

4.1.3

The installation of traffic barriers should be firm, durable, and eye-catching to facilitate maintenance.

4.1.4

The traffic barriers should not be set up to facilitate pedestrians climbing, crossing, and crossing.

4.1.5

The installation of traffic barriers should not hinder the line of sight for safe driving, advertisements should not be installed on traffic barriers, and publicity signs should not be installed.

4.1.6

Set up motor vehicle barriers and non-motor barriers. Reflective warning devices should be installed at the end and the middle section in the direction of the vehicle, and the middle section should be installed.

The distance between reflective warning devices should be less than or equal to 6m. It is advisable to install reflective warning posts or illuminated warning lights at the ends of motor vehicle barriers and non-motor barriers for facilities such as display columns, the retro-reflective performance of reflective warning columns shall comply with GB/T 18833, and illuminated warning columns shall meet the requirements of GA/T 1246. Set up Figures are shown in Figure A.1 and Figure A.2.

4.1.7

The structure style of the traffic barriers on the same section should be kept uniform.

4.2 Motor vehicle barrier

4.2.1

In the case of urban two-way six-lane trunk roads and above, if there is no central separation zone, a central separation fence shall be provided; other trunk roads have no central separation zone when this happens, a central fence should be provided.

4.2.2

When the urban two-way four-lane and above secondary roads have no central separation zone, or there are elevated roads, large bridge pier columns in the roads, and no other Sections of other isolation measures should be provided with a central fence.

4.2.3

The connecting section of bridges, viaducts, interchanges, and tunnels that pass in both directions with ground roads should be provided with a central barrier.

4.2.4

On the roads that have been provided with green partitions or concrete separation pier in the middle of the road, when pedestrians and non-motorized vehicles cross the motor when the lanes are serious, a central separation fence should be set up on the central divider.

4.2.5

The net height of the central isolation fence should not be less than 1.1m, and the height of the lower edge from the ground should not be greater than 0.25m.

4.2.6

When encountering a flat intersection, a crosswalk, a left turn or a U-turn opening of a vehicle, the central partition should be gradually reduced by means of a gradual gradient, etc.

Clear height from the fence, the height of the isolation fence at the end should not exceed 0.7m, the length of the end should not be less than 10m, and the length of the gradient section should not be less than 15m. Assume See Figure A.3 for layout.

4.2.7

The clear width of the central isolation fence placed at the position of the double yellow solid line shall not be less than 0.1m from the edge of the base to the inner edge of the double yellow solid line.

Refer to Figure A.4 for the setup diagram.

4.2.8

On urban roads, it is forbidden to collect and interweave sections of motor vehicles, or sections of dedicated lanes and ordinary lanes may be separated by same-direction lanes.

Off the bar. The net height of the barriers installed in the same lane should not be less than 0.6m.

4.2.9

Two-lane and two-lane urban roads should not be provided with a central fence.

4.3 Machine non-isolated fence

4.3.1

The sections of motor vehicle lanes and non-motor vehicle lanes that share a common section and the width of non-motor vehicle lanes is greater than or equal to 1.5m.

When the flow of motor vehicles is large, a non-motorized fence should be set up. If the proportion of tricycles in non-motor vehicles is high, the width of non-motor vehicle lanes can be moderately width.

4.3.2

The motor vehicle lanes and non-motor vehicle lanes are co-planar sections. Non-motor vehicle lanes passing in opposite directions in a single vehicle lane should be provided with non-motorized barriers.

4.3.3

The motor vehicle lanes and non-motor vehicle lanes are co-planar sections. It is advisable to set up machine-non-isolated fences within the plane intersection.

4.3.4

In the sections that guarantee the passage of non-motorized vehicles, a non-motorized barrier should be set up.

4.3.5

The net height of the non-isolated fence installation shall not be less than 0.4m.