

Reda National Co.

For Road Paint & Highway Safety

Limited Liability

C.R. 62236 - Capital SR 6,000,000
Chamber of Commerce Reg. 35556



شركة رضا الوطنية للدهانات

وسلامة الطرق

ذات مسؤولية محدودة

س.ت: ٦٢٢٣٦ رأس المال ٦٠٠٠٠٠٠
رقم الاشتراك بالرفة التجارية ٣٥٥٥٦

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TO WHOMSOEVER IT MAY CONCERN

METHOD OF STATEMENT – W BEAM GUARDRAIL

INTRODUCTION:

W-beam guardrail placed at highway or road edges acts as a crash barrier, protecting errant vehicles from over running into dangerous zones, protecting expensive road side furniture, keeping drivers safe from fatal accidents, protect over riding into opposite traffic direction and avoiding further third party collisions, etc.

REDA NATIONAL CO. is approved by MOT in the manufacture and installation of galvanized w-beam steel guard rails. We not only serve Saudi Arabian territory, but also export to other Middle East Countries.

METHOD OF STATEMENT DELIVERY OF MATERIALS

STEP 1

The required materials are loaded into trailers from our factory. Each item is well packed and bound together to be transport worthy (See Photo 1).



PHOTO 1



PHOTO 2

STEP 2

Material arrived at site and unloaded either by forklift or manually. Each material is stacked separately (See photo – 2).

B. METHOD OF STATEMENT – INSTALLATION WORKS

STEP 3

The shoulder work should be completed before installation. The alignment and length of each stretch is marked. The W-beams are laid according to alignment. Each lap or joints should be placed correctly and bolts hole should coincide one upon other. The posts are placed at every 1.905 m interval according to the holes on beams (effective length of beams 3.81 m, having bolt holes for intermediate post at center) Few posts are driven to align and for calibration purpose to cope with terrain's horizontal levels and to standardize the height accordingly at an interval of 10-20 m spacing (See photo – 3).



PHOTO 3

STEP 4

The remaining posts are pile driven to ground to its required line and level at every 1.905 m interval. As the driving of posts proceeds, the team start fixing spacer blocks and beams to posts consecutively behind (see photo 4 & 5).



PHOTO 4



PHOTO 5A



PHOTO 5-B

STEP 5

Team continue the pile driving, fixing of spacers and beams to follow (see photo 5).

STEP 6

Once all posts are driven and all spacers and beams are fixed, they are checked and corrected for alignment, height and overlap joints (see Photo 6).



PHOTO 6



PHOTO 7

STEP 7

Final adjustments and corrections are made to alignment and joints and the bolts are fully tighten to secure the line and level and checked by foreman or supervisor. (See photo 7)

STEP 8

The end sections are finally installed and site is ready for inspection and acceptance.

NOTE : Care to be taken for safety with plastic cones, flags, etc and to avoid least traffic blockage during work. Care also to be taken for joints/ laps to be in the direction of traffic.

Best regards,

ENGR PC VIKRAM
Proj Manager

