1. "NOTE -" BARRIER SETOUT LINE A:
   - This is a setout methodology with a curved or planed line to reduce length of need.
   - Refer GD9102.

2. "LINE B -" BARRIER SETOUT LINE B:
   - This is a setout methodology parallel to the edge of traffic lane. Refer GD9102.

3. "PON -" POINT OF NEED:
   - This is calculated using the run-out line method specified in AGRD Part 6. It denotes the closest point to a hazard required to shield 85% of errant vehicles from impacting the hazard. The distance between a lining pon and opposing traffic pon is the number length required to protect drivers from the hazard.

4. "Z( )" POINT OF REDIRECTION:
   - The point at which a barrier becomes redirective and contains a crash tested vehicle. The location of the barrier pon is different for each barrier and may be achieved within the length of terminal (refer GD9102). Matching the barrier pon with the required pon of need ensures that 85% of errant vehicles are adequately shielded from impacting the hazard.

5. "C "- BARRIER OFFSET TO HAZARD:
   - Is the distance from the traffic lane to the outermost point of the hazard.

6. "B "- PROTECTED WIDTH:
   - Is the width of the hazard required to shield 85% of errant vehicles. Minimum barrier length shall be in accordance with AGRD Part 6, Section 6.3.20 and RDN 06-08, Section 5.7.

7. "Lr" - RUN-OUT LENGTH:
   - Is the distance between the traffic lane and the end of terminal. The distance is calculated using the run-out length method specified in AGRD Part 6. It is equal to the barrier working width and does not include the gating section or development length prior to the point of need. Refer AGRD Part 6 and GD6111.

8. "W" - WORKING WIDTH:
   - Is the ratio of the length of the flared section of barrier to the barrier offset measured in parallel to the road. Plane rate shall be in accordance with AGRD Part 6 Table 6.5.

9. "D" - PON OFFSET TO TRAFFIC LANE:
   - Is the distance between the traffic lane and the end of terminal. The distance is measured perpendicular to the line of barrier.

10. "Z(a)" - Z(a) OFFSET TO TRAFFIC LANE:
    - Is the distance from the traffic lane to the face of barrier shield. Offset (measured parallel to the road). Offset shall be in accordance with AGRD Part 6 and GD6111.

11. "Z(d)" - Z(d) OFFSET TO TRAFFIC LANE:
    - Is the distance from the traffic lane to the outermost point of the hazard.

12. "f" - FLARE RATE:
    - Is the ratio of the length of the flared section of barrier to the barrier working width. It is equal to the barrier working width (see note 11). Refer AGRD Part 6, Section 6.3.20 and RDN 06-08, Section 5.7.

13. "C "- BARRIER OFFSET TO HAZARD:
    - Is the distance from the traffic lane to the outermost point of the hazard.

14. "B "- PROTECTED WIDTH:
    - Is the width of the hazard required to shield 85% of errant vehicles. Minimum barrier length shall be in accordance with AGRD Part 6, Section 6.3.20 and RDN 06-08, Section 5.7.

15. "Lr" - RUN-OUT LENGTH:
    - Is the distance between the traffic lane and the end of terminal. The distance is calculated using the run-out length method specified in AGRD Part 6. It is equal to the barrier working width (see note 11). Refer AGRD Part 6, Section 6.3.20 and RDN 06-08, Section 5.7.

16. "W" - WORKING WIDTH:
    - Is the ratio of the length of the flared section of barrier to the barrier offset measured in parallel to the road. Plane rate shall be in accordance with AGRD Part 6 Table 6.5.

17. "D" - PON OFFSET TO TRAFFIC LANE:
    - Is the distance between the traffic lane and the end of terminal. The distance is measured perpendicular to the line of barrier.

18. "Z(a)" - Z(a) OFFSET TO TRAFFIC LANE:
    - Is the distance from the traffic lane to the face of barrier shield. Offset (measured parallel to the road). Offset shall be in accordance with AGRD Part 6 and GD6111.

19. "Z(d)" - Z(d) OFFSET TO TRAFFIC LANE:
    - Is the distance from the traffic lane to the outermost point of the hazard.

20. "f" - FLARE RATE:
    - Is the ratio of the length of the flared section of barrier to the barrier working width. It is equal to the barrier working width (see note 11). Refer AGRD Part 6, Section 6.3.20 and RDN 06-08, Section 5.7.

21. "C "- BARRIER OFFSET TO HAZARD:
    - Is the distance from the traffic lane to the outermost point of the hazard.

22. "B "- PROTECTED WIDTH:
    - Is the width of the hazard required to shield 85% of errant vehicles. Minimum barrier length shall be in accordance with AGRD Part 6, Section 6.3.20 and RDN 06-08, Section 5.7.

23. "Lr" - RUN-OUT LENGTH:
    - Is the distance between the traffic lane and the end of terminal. The distance is calculated using the run-out length method specified in AGRD Part 6. It is equal to the barrier working width (see note 11). Refer AGRD Part 6, Section 6.3.20 and RDN 06-08, Section 5.7.

24. "W" - WORKING WIDTH:
    - Is the ratio of the length of the flared section of barrier to the barrier offset measured in parallel to the road. Plane rate shall be in accordance with AGRD Part 6 Table 6.5.

25. "D" - PON OFFSET TO TRAFFIC LANE:
    - Is the distance between the traffic lane and the end of terminal. The distance is measured perpendicular to the line of barrier.

26. "Z(a)" - Z(a) OFFSET TO TRAFFIC LANE:
    - Is the distance from the traffic lane to the face of barrier shield. Offset (measured parallel to the road). Offset shall be in accordance with AGRD Part 6 and GD6111.

27. "Z(d)" - Z(d) OFFSET TO TRAFFIC LANE:
    - Is the distance from the traffic lane to the outermost point of the hazard.

28. "f" - FLARE RATE:
    - Is the ratio of the length of the flared section of barrier to the barrier working width. It is equal to the barrier working width (see note 11). Refer AGRD Part 6, Section 6.3.20 and RDN 06-08, Section 5.7.

29. "C "- BARRIER OFFSET TO HAZARD:
    - Is the distance from the traffic lane to the outermost point of the hazard.

30. "B "- PROTECTED WIDTH:
    - Is the width of the hazard required to shield 85% of errant vehicles. Minimum barrier length shall be in accordance with AGRD Part 6, Section 6.3.20 and RDN 06-08, Section 5.7.

31. "Lr" - RUN-OUT LENGTH:
    - Is the distance between the traffic lane and the end of terminal. The distance is calculated using the run-out length method specified in AGRD Part 6. It is equal to the barrier working width (see note 11). Refer AGRD Part 6, Section 6.3.20 and RDN 06-08, Section 5.7.

32. "W" - WORKING WIDTH:
    - Is the ratio of the length of the flared section of barrier to the barrier offset measured in parallel to the road. Plane rate shall be in accordance with AGRD Part 6 Table 6.5.

33. "D" - PON OFFSET TO TRAFFIC LANE:
    - Is the distance between the traffic lane and the end of terminal. The distance is measured perpendicular to the line of barrier.

34. "Z(a)" - Z(a) OFFSET TO TRAFFIC LANE:
    - Is the distance from the traffic lane to the face of barrier shield. Offset (measured parallel to the road). Offset shall be in accordance with AGRD Part 6 and GD6111.

35. "Z(d)" - Z(d) OFFSET TO TRAFFIC LANE:
    - Is the distance from the traffic lane to the outermost point of the hazard.