1. REQUIRED POINT OF NEED (PON) IS CALCULATED USING THE RUN-OUT LENGTH METHOD SPECIFIED IN AGRD PART 6. IT DEFINES THE CLOSEST POINT TO A HAZARD REQUIRED TO SHIELD 65% OF BRAKING VEHICLES FROM IMPACTING HAZARD. THE DISTANCE BETWEEN A LEADING (PON) AND OPPOSING (POR) POINT IS THE MINIMUM LENGTH REQUIRED FOR A REDIRECTIVE BARRIER.

2. POINT OF REDIRECTION (POR) IS THE POINT AT WHICH A BARRIER BECOMES REDIRECTIVE AND CONTAIN A CRASH TESTED VEHICLE. THE LOCATION OF THE BARRIER IN REPAIR FOR EACH BARRIER TERMINAL AND MAY BE ACQUIRED WITHIN THE LENGTH OF TERMINAL S.2.2.2. SHIELDING THE BARRIER WITH THE REQUIRED POINT OF NEED DESIGNS THAT 65% OF BRAKING VEHICLES ARE ADEQUATELY SHIELDED FROM IMPACTING THE HAZARD.

3. BARRIER LENGTH OF REDIRECTION (LOR) IS THE LENGTH OF BARRIER DESIGNED TO CONTAIN AND REDIRECT AN ERRANT VEHICLE UP TO THE ACCEPTED TEST LEVEL. ACCEPTED LEVEL 1 IS A 2,000KG PICKUP TRUCK IMPACTING AT TERMINAL S.2.2.2. VEHICLE ROLL ALLOWANCE, THE BARRIER LOR MAY BE BETWEEN TWO REQUIRED POINTS OF NEED TO SHIELD 65% OF VEHICLES.

4. THE GATING SECTION IS THE LENGTH OF TERMINAL DESIGNED TO ALLOW AN IMPACTING VEHICLE TO PASS THROUGH AND DELIVER THE BARRIER, A BUFFER AREA SHOULD BE PROVIDED BEHIND AND BEYOND THE GATING SECTION FOR IMPOSSIBLE VEHICLES. REFERENCE TO SD 3545.

5. WHERE THE TERMINAL IS UNANCHORED, THE GATING SECTION MAY BE REQUIRED AS THE DEVELOPMENT LENGTH, DEVELOPMENT LENGTH IS THE LENGTH ADVANCED OF THE POINT OF REDIRECTION, NECESSARY TO PROVIDE SUFFICIENT PASS FOR THE BARRIER TO REDIRECT IN ACCORDANCE WITH ITS SPECIFIED PARAMETERS.

6. DYNAMIC REFLECTION IS THE DISTANCE THE BARRIER LOR WILL LATERALLY MOVE WHEN IMPACTED BY A CRASH TESTED VEHICLE. DURING CRASH TEST CONDITIONS, REFLECTION DATA SHALL BE OBTAINED FROM VARIOUS STANDARD DRAWINGS, DESIGN NOTES AND SPECIFIC PRODUCT INFORMATION. SEE ALSO VEHICLE ROLL ALLOWANCE.

7. VEHICLE ROLL ALLOWANCE IS THE MEASURED AND IMPACT FACE OF THE BARRIER WHERE AN IMPACTING VEHICLE OR MAJOR PART OF THE SYSTEM MAY EXTEND FROM IMPACT. REFER AGRD PART 6 AS APPREHEND A.

8. WORKING WIDTH IS THE SUM OF THE DYNAMIC REFLECTION AND VEHICLE ROLL ALLOWANCE FOR SYSTEM WHERE IT IS LARGER THAN THE VEHICLE ROLL ALLOWANCE. SEE NOTE 3.


10. A HAZARD IS AN OBJECT OR FEATURE LOCATED ON THE ROADWAY WHICH MAY RESULT IN A Wounded ACCIDENT SEVERITY THAN INSTALLATION OR BARRIER WHEN IMPACTED BY A VEHICLE, REFER AGRD PART 6, SECTION 5.7 - IDENTIFY HAZARDS.