TABLE 1: MAXIMUM HEIGHT OF FILL BATTER

<table>
<thead>
<tr>
<th>Full Batter Slope</th>
<th>1.5</th>
<th>2.0</th>
<th>2.5</th>
<th>3.0</th>
<th>3.5</th>
<th>4.0</th>
<th>4.5</th>
<th>5.0</th>
<th>No Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAXIMUM FILL HEIGHT</td>
<td>0.5</td>
<td>1.0</td>
<td>1.5</td>
<td>2.0</td>
<td>2.5</td>
<td>3.0</td>
<td>3.5</td>
<td>4.0</td>
<td>No Limit</td>
</tr>
</tbody>
</table>

### NOTES

1. The cross slope of the approach and runout area preferably should be 1 in 10 or flatter. The grading details on this drawing only apply to the situation where this is impractical.

2. The cross slope of the first 10m (measured parallel to the direction of traffic) of the runout area immediately behind the terminal should be 1 in 10 or flatter. If this is not achievable the cross slope should be no steeper than 1 in 7 with the height of batter not exceeding the limits of Table 1.

3. Desirably, the cross slope of the grading approaching the guard fence terminal and adjacent to it for its full length should be 1 in 10. However, if the existing cross slope is flat or is a positive slope due to the super-elevation of the roadway the minimum grade of the grading cross slope behind the gating section of terminal is essential to prevent snagging of the vehicle.

4. Existing slopes when classified as hazardous in accordance with Austroads Guide to Road Design, Part 6, and that are located within the clear zone shall be treated as a hazard and shielded in accordance with Austroads Part 6 and relevant VicRoads supplements. Refer ‘Z’ values in SD 3511 and 3521 or the run-out method in Austroads Part 6.

5. Where the cross slope at the hinge point is greater than 1 in 10 the grading should be extended upstream at least 50m. Where this is impractical extend the barrier upstream of the proposed location to achieve the minimum runout area.

6. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS SHOWN OTHERWISE.