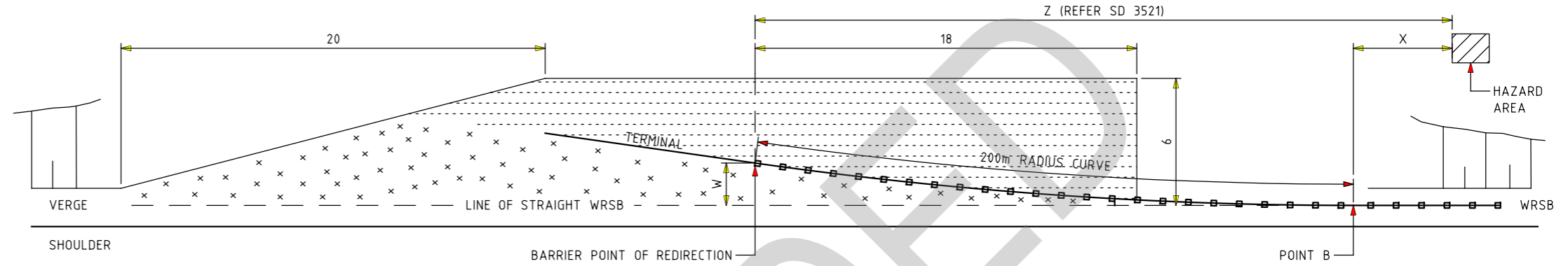


ISSUE	APPROVED BY	DATE	AMENDMENT
B	D.C	05/14	NOTE 1,3,6,7,8,9, TABLE 2, RUNOUT LENGTH AND Z

**NOTES:**

- THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ROAD DESIGN NOTE 6-02.
- THIS DRAWING IS APPLICABLE TO APPROACH TERMINALS, i.e. THOSE FACING APPROACHING TRAFFIC INCLUDING OPPOSING DIRECTION WITHIN THE CLEARZONE.
- RUNOUT AREAS SHOULD BE FREE OF HAZARDS. WHERE THE DESIRABLE RUNOUT AREA IS NOT ACHIEVABLE, CONSIDERATION IN ORDER OF PRECEDENCE SHALL BE GIVEN TO:
  - EXTENDING THE BARRIER UPSTREAM OF THE PROPOSED LOCATION TO ACHIEVE THE DESIRABLE RUNOUT AREA.
  - PROVIDING THE MAXIMUM ACHIEVABLE RUNOUT AREA GIVEN EXISTING SITE CONSTRAINTS ALSO SUPPORTED WITH A DOCUMENTED RISK EVALUATION; OR
  - THE AREA SHOULD AT LEAST BE SIMILAR IN CHARACTER TO THE ADJACENT UNSHIELDED ROADSIDE AREA, SUPPORTED WITH A DOCUMENTED RISK EVALUATION.
- FLARED TERMINAL TREATMENTS SHOULD BE ADOPTED IN PREFERENCE TO STRAIGHT TERMINAL TREATMENTS WHERE THIS IS PRACTICABLE.
- WHERE THE SPECIFIED DESIRABLE GRADING CAN NOT BE PROVIDED, CONSIDERATION SHOULD BE GIVEN TO EXTENSION OF THE BARRIER BEYOND THE MINIMUM LENGTH OF REDIRECTION TO ACHIEVE A HIGHER STANDARD MINIMUM RUNOUT AREA.
- CONSIDERATION SHOULD BE GIVEN TO REGRADING AND/OR PIPING TABLE DRAINS WHERE PRACTICABLE TO PROVIDE A COMPLYING RUNOUT AREA.
- FOR VERGE SLOPE AND WIDTH REQUIREMENTS REFER TO:
  - AUSTRROADS GUIDE TO ROAD DESIGN PART 3 SECTION 4.4
  - AUSTRROADS GUIDE TO ROAD DESIGN PART 6 SECTION 6.3.6 & 6.3.7
  - VICROADS ROAD DESIGN NOTE 6-02 SECTION 4.2.4 (a) & (b)
  - MANUFACTURERS GUIDELINES.
- BARRIER LENGTH 'Z' FROM TABLE B OF SD 3521 MAY ONLY BE REDUCED AS SHOWN IN TABLE 2 WHEN POINT B PRECEDES ANY HAZARDS BEING PROTECTED BY THE WRSB BY AT LEAST 10m, i.e. X=10m MIN.
- WRSB TERMINAL OFFSET 'W' SHALL NOT BE GREATER THAN 2.0m AS THE LIKELY ANGLE OF IMPACT WILL BECOME TOO SEVERE.

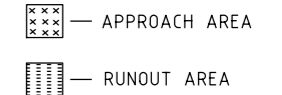


OPTION	APPROACH AREA	RUNOUT AREA
DESIRABLE	10:1 MAX	10:1 MAX
MINIMUM	10:1 MAX	6:1 MAX
ABSOLUTE MINIMUM	6:1 MAX	4:1 MAX

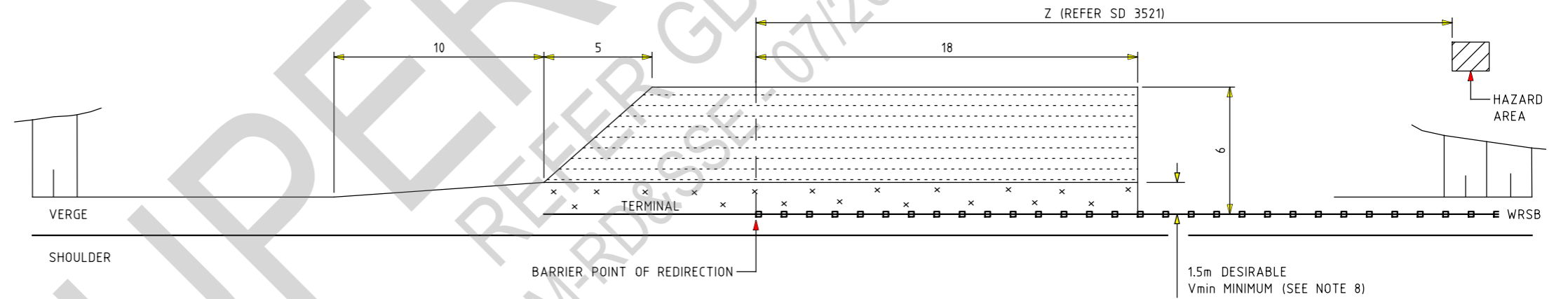
TABLE 1 - GRADING OF FLARED TERMINAL APPROACH & RUNOUT AREAS

TERMINAL OFFSET 'W' (m)	200m RADIUS CURVE LENGTH (m)	POSSIBLE SD 3521 LENGTH 'Z' REDUCTION (SEE NOTE 9) (m)
1.0	20.0	10
1.5	24.5	15
2.0 (MAX)	28.3	20

TABLE 2 - FLARED TERMINAL SET OUT DETAILS

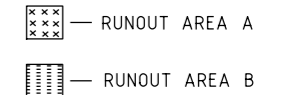


**FLARED TERMINAL (PREFERRED)**



OPTION	RUNOUT AREA A	RUNOUT AREA B
DESIRABLE	MATCH VERGE SLOPE	10:1 MAX
MINIMUM	MATCH VERGE SLOPE	6:1 MAX
ABSOLUTE MINIMUM	MATCH VERGE SLOPE	NO WORSE THAN ROADSIDE PRECEDING TERMINAL

TABLE 3 - GRADING OF STRAIGHT TERMINAL RUNOUT AREAS A & B



**STRAIGHT TERMINAL**

VicRoads Drawing No. 720278

**REFERENCES AND NOTES:**

- ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWISE
- SAFETY BARRIER TERMINOLOGY, SHORTHAND AND GENERAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH SD 3500.
- SAFETY BARRIERS SHALL BE VICROADS ACCEPTED PRODUCTS IN ACCORDANCE WITH RDN 06-04.

VICROADS SUPPLEMENT TO AGRD  
 AUSTRROADS GUIDE TO ROAD DESIGN PART 6  
 SD 3500 TERMINOLOGY, SHORTHAND AND GENERAL REQUIREMENTS  
 SD 3521 SAFETY BARRIER (LINE B) ALIGNMENT DETAILS  
 SD 4311 WRSB LOCATION PROCEDURE  
 RDN 06-02 USE OF WIRE ROPE SAFETY BARRIERS  
 RDN 06-04 ACCEPTED SAFETY BARRIER PRODUCTS

INVESTMENT AND DESIGN SERVICES  
 MANAGER  
 SAFE SYSTEM DESIGN  
 60 DENMARK STREET  
 KEW  
 VICTORIA 3101  
 PHONE (03) 9854 2666



<b>ROAD SAFETY BARRIERS</b> WIRE ROPE SAFETY BARRIER TERMINAL RUNOUT AREA DETAILS		NOT TO SCALE	APPROVED JEFF KEYS	SD NO. 28/8/06 SD 3573	ISSUE C