NOTES:

1. The drawing should be read in conjunction with Road Design Note 6-02.
2. The drawing is applicable to approach terminals, i.e. those facing approaching traffic including opposing direction within the clearance.
3. 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
   - In the area should at least be similar in character to the adjacent unshielded roadside area, supported with a documented risk evaluation.
4. Flared terminal treatments should be adopted in preference to standard terminal treatments where this is practical.
5. Where the specified desirable grading cannot 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.
6. Consideration should be given to reggrading and/or using table draining where practicable to provide a complying runout area.
7. For verge slope and width requirements refer to:
   - Austroads Guide to Road Design Part 3 Section 4.5
   - Austroads Guide to Road Design Part 6 Section 4.2.4 & 6.3.7
   - Austroads Road Design Note 4-02 Section 4.2.4 in manufacturability guidelines.
8. Barrier length 'Z' from Table A of SD 3521 may only be reduced as shown in Table A when point B ensures any hazards being protected by the barrier by at least 10m, i.e. X=18m. (Aesthetic considerations required).
9. Use terminal offset 'W' shall not be greater than 2.0m as the likely angle of impact will reduce the severity.

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**TABLE 1 - GRADING OF FLARED TERMINAL APPROACH & RUNOUT AREAS**

<table>
<thead>
<tr>
<th>OPTION</th>
<th>APPROACH AREA</th>
<th>RUNOUT AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td>DESIRABLE</td>
<td>10:1 MAX</td>
<td>6:1 MAX</td>
</tr>
<tr>
<td>MINIMUM</td>
<td>10:1 MAX</td>
<td>6:1 MAX</td>
</tr>
<tr>
<td>ABSOLUTE MINIMUM</td>
<td>4:1 MAX</td>
<td>4:1 MAX</td>
</tr>
</tbody>
</table>

**TABLE 2 - FLARED TERMINAL SET OUT DETAILS**

- Terminal Offset 'W' = 2.0 (MAX)
- Terminal Runout Area 'Z' = 100m (MIN)
- Terminal Runout Area 'Z' = 180m (MAX)

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

<table>
<thead>
<tr>
<th>OPTION</th>
<th>RUNOUT AREA A</th>
<th>RUNOUT AREA B</th>
</tr>
</thead>
<tbody>
<tr>
<td>DESIRABLE</td>
<td>MATCH VERGE SLOPE</td>
<td>MATCH VERGE SLOPE</td>
</tr>
<tr>
<td>MINIMUM</td>
<td>MATCH VERGE SLOPE</td>
<td>MATCH VERGE SLOPE</td>
</tr>
<tr>
<td>ABSOLUTE MINIMUM</td>
<td>NO WORSE THAN ROADSIDE PRECEDING TERMINAL</td>
<td>NO WORSE THAN ROADSIDE PRECEDING TERMINAL</td>
</tr>
</tbody>
</table>

**STRAIGHT TERMINAL**

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**ROAD SAFETY BARRIERS**

- Austroads Guide to Road Design Part 6
- Austroads Guide to Road Design Part 3

**SAFE SYSTEM DESIGN**

- Investment and Design Services
- Safe System Design

**STANDARD DRAWING**

- Note to Scale
- Design by VicRoads

**REFERENCES AND NOTES:**

1. All dimensions are in metres unless shown otherwise
2. Safety barrier technology, standards and general requirements shall be in accordance with SD 3521
3. Safety barriers shall be Austroads accepted products in accordance with SD 6-04.