NOTES:
1. THE DRAWING SHOULD BE READ IN CONJUNCTION WITH ROAD
   DESIGN NOTE 6-02.
2. THE DRAWING IS APPLICABLE TO APPROACH TERMINALS
   EXCEPT THOSE FACING APPROACHING TRAFFIC INCLUDING
   OPPosing TRAFFIC WITHIN THE CLEARZOne.
3. RUNOUT AREAS SHOULD BE FREE OF HAZARDS, WHERE THE
   DESIRABLE RUNOUT AREA IS NOT ACHIEVABLE, CONSIDERATION
   IN ORDER OF PRECEDENCE SHOULD BE GIVEN TO:
   a. Extending the Barrier upstream of the Proposed
      Location to achieve the Desirable Runout Area.
   b. Providing the Maximum Achievable Runout Area given
      Existing Site Conventions also supported with a
      Documented Site Evaluation.
4. FLARED TERMINAL TREATMENTS SHOULD BE ADOPTED IN
   PREFERENCE TO STRAIGHT 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 REGRADED AND/or
   IMPROVED TABLE DRAINS WHERE PRACTICAL TO PROVIDE A
   COMPLIANT RUNOUT AREA.
7. FOR VERGE SLOPE AND WIDTH REQUIREMENTS REFER TO:
   - AUSTROADS GUIDE TO ROAD DESIGN PART 3 SECTION 4.6
   - AUSTROADS GUIDE TO ROAD DESIGN PART 6 SECTION 4.6.2
   - HDAS ROAD DESIGN NOTE 4-02 SECTION 4.6.2 IN MANUFACTURERS GUIDELINES.
8. 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 WOM BY AT LEAST 10m.
9. WEBB TERMINAL OFFSET 'W' SHALL NOT BE GREATER THAN
   1.5m AS THE LIKELY ANGLE OF IMPACT WILL BECOME TOO
   SEVERE.

TERMINI:

A. FLARED TERMINAL (REFERRED)

B. STRAIGHT TERMINAL

REFERENCE AND NOTES:
1. ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWISE
2. SAFETY BARRIERS TECHNOLOGY, SHORTHAND AND GENERAL REQUIREMENTS SHALL BE IN
   ACCORDANCE WITH SD 3500.
3. SAFETY BARRIERS SHALL BE VIRCROS ACCEPTED PRODUCTS IN ACCORDANCE WITH SD 3521.

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>5:1 MAX</td>
</tr>
<tr>
<td>MINIMUM</td>
<td>10:1 MAX</td>
<td>5:1 MAX</td>
</tr>
<tr>
<td>ABSOLUTE MAX</td>
<td>6:1 MAX</td>
<td>4:1 MAX</td>
</tr>
</tbody>
</table>

TABLE 2 - FLARED TERMINAL SET OUT DETAILS

<table>
<thead>
<tr>
<th>TERMINAL OFFSET 'W'</th>
<th>200m RADIUS CURVE LENGTH</th>
<th>POSSIBLE SD INST LENGTH 'Z' REDUCTION (SEE NOTE II)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>(m)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(m)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(m)</td>
</tr>
</tbody>
</table>

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 MAX</td>
<td>10:1 MAX</td>
</tr>
<tr>
<td>MINIMUM</td>
<td>MATCH VERGE SLOPE MAX</td>
<td>5:1 MAX</td>
</tr>
<tr>
<td>ABSOLUTE MIN</td>
<td>MATCH VERGE SLOPE MAX</td>
<td>NO WORSE THAN ROADSIDE PRECEDING TERMINAL</td>
</tr>
</tbody>
</table>

ROAD SAFETY BARRIERS

WIRE ROPE SAFETY BARRIER TERMINAL

RUNOUT AREA DETAILS

TECHNICAL SERVICES

REFERENCE AND NOTES:
1. ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWISE
2. SAFETY BARRIERS TECHNOLOGY, SHORTHAND AND GENERAL REQUIREMENTS SHALL BE IN
   ACCORDANCE WITH SD 3500.
3. SAFETY BARRIERS SHALL BE VIRCROS ACCEPTED PRODUCTS IN ACCORDANCE WITH SD 3521.