CATTLE UNDERPASS GUIDELINES

CROSS-SECTIONS

MINIMUM CLEAR WIDTH BETWEEN BARRIERS

LOCAL ROAD WITH SEAL WIDTH > 5m

LOCAL ROAD SINGLE LANE WITH SEAL WIDTH < 5m

NOTES:
1. The above cross sections may increase due to individual site conditions, applicable cross section to be determined in consultation with the relevant road authority. E.G. COUNCIL.
2. If the verge is narrow and the batter >6, refer to SD 3521.
3. Refer vermiculite supplement to AGRD part 3, table V4.2 widths of rural carriage-way elements.
4. An obstacle-free area of at least 2m wide with a slope not steeper than 1:6 shall be provided in front of guard fence. Ideally, this flat area should cover the full width from the edge of verge to the guard fence.
5. Where possible, batter outside the clear zone should be shaped to flatten than 1:6 so they are traversable by cars. Refer AGRD part 6, section 4.2.2.
6. The preferred barrier offset is close to the hazard or limit of drivable terrain, to ensure two lengths of guard fence shown are most effective for the required hazard.
7. Lengths of guard fence shown shall be measured from the back of the outer seal. E.G, for a twin cell underpass, the length shown on the single cell plan will apply from the middle in both directions.
8. Trailborders as specified shall only be used where located inside the clear zone for the opposing traffic direction.

SINGLE CELL PLAN

LOCAL ROAD AUTHORITY

APPROVED TERMINAL

MIN 1.5 WHEN USED WITH A 5m BETA TERMINAL

LOCAL ROAD ONE LANE TWO WAY PLAN

ROAD SAFETY BARRIERS
CATTLE UNDERPASS
STANDARD DRAWING

REFERENCES AND NOTES:
1. All dimensions in millimetres unless otherwise shown.
2. Safety barriers shall be approved products by the relevant local road authority.

DISCLAIMER
This drawing is interim accepted until further review.

1. Guard fence treatments shown in this drawing shall only be used on local roads with less than 500 vehicles per day (VPD) and with approval from the responsible local road authority.
2. All construction and installation of cattle underpass treatments on various declared roads shall be in accordance with AGRD part 6, relevant VicRoads supplements and VicRoads road design note 06-04 - accepted safety barrier products.
3. Site specific information should always be considered during design to establish the risk of the roadside hazard and the acceptable level of risk by the responsible road authority.

EXCEPT AS SPECIFIED HEREIN, THE INFORMATION CONTAINED IN THIS DRAWING IS INTERIM ACCEPTED UNTIL FURTHER REVIEW.