NOTES

1. EMERGENCY MEDIAN CROSSINGS PREFERABLY SHOULD BE DESIGNED IN ACCORDANCE WITH AUSTROADS GUIDE TO ROAD DESIGN PART 3 SECTION 4.2.2. THE DETAILS ON THIS DRAWING ONLY APPLY TO THE SITUATION WHERE SPACE IS LIMITED AND SUPPORTING SAFETY MEASURES ARE PROVIDED INCLUDING BUT NOT EXCLUSIVE TO:
   - LOCATING THE CROSSOVER ON SAGS OR STRAIGHTS WHERE SIGHT DISTANCE IS GREATER.
   - LOCATING THE CROSSOVER ON GRADIENTS SUITABLE FOR EMERGENCY VEHICLES TO MERGE WITH TRAFFIC.
   - SLOPE AREA FOR DECCELERATION AND TEMPORARY CROSSOVER TURNING EQUIPMENT.
   - ADVANCED WARNING SIGNS MIGHT RECOGNISE THE OPENING FROM AT LEAST 300m IN EITHER DIRECTION AND
   - A SLOPE OF 10:1 BETWEEN THE MEDIAN OPENING AND THE MEDIAN INVERT (MEASURED LONGITUDINALLY),

2. TRAFFIC LANE OFFSETS SHALL BE IN ACCORDANCE WITH SECTION 4.2.2 OF RDN 06-02.

3. MINIMUM WIDTH BETWEEN BARRIERS SHALL BE 4.0m.

4. PAINTING SUBJECT TO SUPERINTENDENT APPROVAL.

REFERENCE AND NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS SHOWN OTHERWISE
2. SAFETY BARRIERS SHALL BE VICROADS ACCEPTED PRODUCTS IN ACCORDANCE WITH RDN 06-04.
3. SAFETY BARRIER TERMINOLOGY, SHORTHAND AND GENERAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH SD 3500.
4. VICTORIA ACCEPTED WIRE ROPE SAFETY BARRIER PRODUCED.
5. ADVANCED WARNING SIGNS MIGHT RECOGNISE THE OPENING FROM AT LEAST 300m IN EITHER DIRECTION AND
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