NOTES

1. FOR FLARED SECTIONS OF BARRIER (AB, CD, EF AND GH) THE LENGTHS SHALL BE DETERMINED FROM LENGTH OF NEED CALCULATIONS (REFER AUSTROADS GUIDE TO ROAD DESIGN (GRO) PART 6 PLUS MRWA SUPPLEMENT - SECTION 6.3.19).

2. DESIRABLY THE APPROACH TERMINALS (A & H) SHOULD BE LOCATED OUTSIDE OF THE SHY LINE (REFER AUSTROADS GRO PART 6 - TABLE 6.3).

3. LENGTHS OF STRAIGHT SECTIONS OF BARRIER (BC, FG) SHOULD BE THE LENGTH OF HAZARD BEING SHIELDED OR A MINIMUM OF 20m.

4. THE OFFSET TO STRAIGHT SECTIONS OF BARRIER (BC, FG) SHALL BE IN ACCORDANCE WITH MRWA SUPPLEMENT TO AUSTROADS GRO PART 6 - SECTION 6.3.5.

5. FLARING SHOULD NOT BE USED ON HORIZONTAL CURVES AS FLARED BARRIERS MAY CREATE MISLEADING VISUAL CUES FOR DRIVERS.

6. FLARING OF BARRIER OUTSIDE OF THE SHY LINE SHOULD ONLY BE DONE WITH APPROVAL FROM THE ROAD AND TRAFFIC ENGINEERING BRANCH.

7. FLARE RATES OF BARRIERS SHOULD COMPLY WITH AUSTROADS GRO PART 6 - TABLE 6.5.

LEGEND

ROAD SAFETY BARRIER

CULVERT HEADWALL

FLARE RATE REFER NOTE 1

EDGE LINE / EDGE OF SEAL

FLARED BARRIER CONFIGURATION SHOWN DASHED (TYPICAL)

PLAN VIEW

TYPICAL LAYOUT OF ROAD SAFETY BARRIER AT AN ISOLATED POINT ROADSIDE HAZARD

(E.G. CULVERT HEADWALL)

N.T.S.