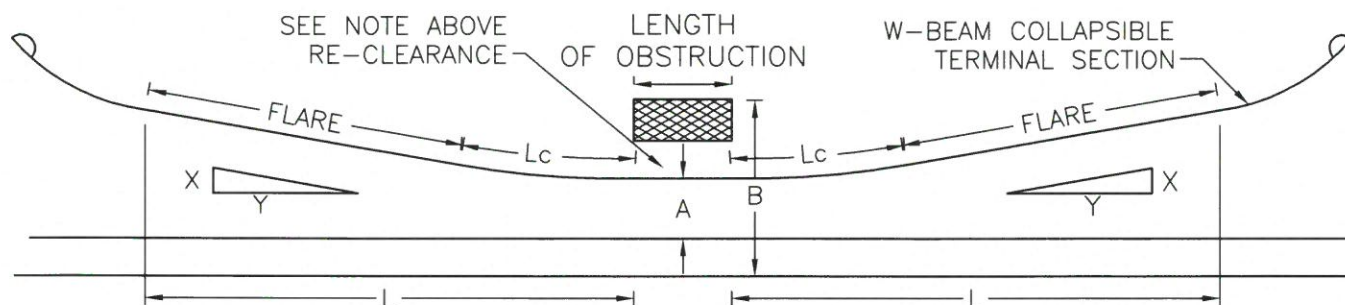
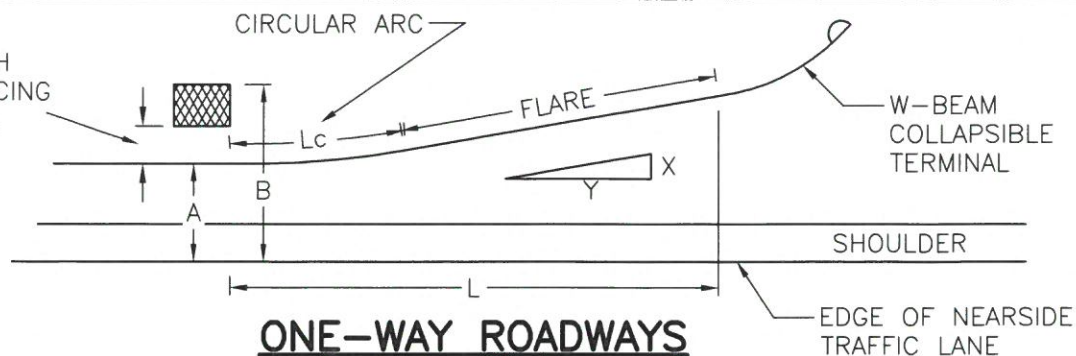


1.2 m PREFERRED
0.6 m MINIMUM WITH
REDUCED POST SPACING
BETWEEN GUARDRAIL
AND FACE OF
OBSTRUCTION



A = DISTANCE FROM EDGE OF NEAR SIDE TRAFFIC LANE TO FACE OF SAFETY BARRIER.
B = DISTANCE FROM EDGE OF NEAR SIDE TRAFFIC LANE TO REAR OF OBSTRUCTION.

TABLE 1

OPERATING SPEED (km/hr)	LENGTH OF NEED L (m)	APPROX LENGTH OF CIRCULAR ARC Lc (m)	FLARE X:Y ⁽¹⁾
> 100	120 $\frac{(B-A)}{B+8}$	10 m	15:1 USE 25:1 ON OUTSIDE OF CURVES
80-100	90 $\frac{(B-A)}{B+6}$	10 m	15:1 USE 20:1 ON OUTSIDE OF CURVES
< 80	60 $\frac{(B-A)}{B+6}$	7 m	10:1 USE 15:1 ON OUTSIDE OF CURVES

NOTES:

1. Defines the rate of divergence of the barrier from the edge limit of the roadway.
2. If "B" exceeds 12 m, base length of need on B = 12 m. If the obstruction is wholly beyond the 12 m limit, barrier is not normally required. Exceptions will occur where roadside conditions increase the risk of vehicle penetration beyond 12 m, e.g. Outside a curve or sideslope on a high embankment.
3. It is desirable to place the barrier as far from the travelled way as conditions permit, with due regard to adjacent slopes. Barriers should not be placed on embankment slopes steeper than 6:1, for 6:1 and flatter ensure rounding of slope hinge point.
4. For one way roadway extend barrier length 3 posts beyond barrier point of intersection with 25° approach angle to the end of the obstruction.
5. For additional information please refer to SKS 3.1.6-A.



**SEMI RIGID SAFETY BARRIERS
LAYOUT
AT ROADSIDE OBSTRUCTIONS**

RECOMMENDED BY		DIRECTOR DESIGN & TRAFFIC ENG	DATE	2016-03-30	STANDARD PLAN NO	28733
APPROVED BY		EXECUTIVE DIRECTOR TECHNICAL STANDARDS BRANCH	DATE	Apr 8, 2016	SHEET	1 OF 1

ACAD DWG: SKS28733
LAST REV DATE: 16/02/03