

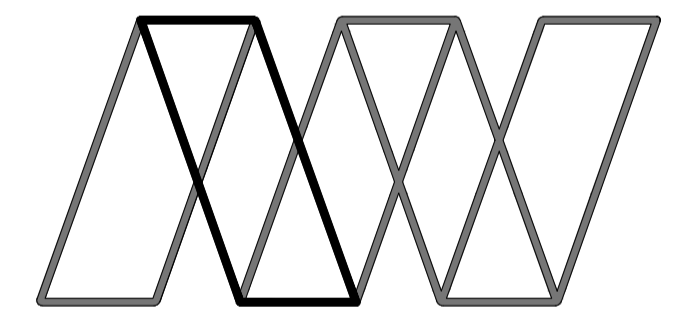
NOTES:

1. FOR DETAILS OF ROAD RESTRAINT SYSTEM AND PEDESTRIAN GUARDRAILS REFER TO APPENDIX 4/1.
2. START AND FINISH CHANGES ARE APPROXIMATE AND WILL BE DEPENDENT ON THE ROAD RESTRAINT SYSTEM CHOSEN BY THE CONTRACTOR.
3. FOR DETAILS OF EXISTING ROAD RESTRAINT SYSTEMS TO BE REMOVED REFER TO SITE CLEARANCE DRAWINGS AND APPENDIX 2/1.
4. PEDESTRIAN GUARDRAILS ON OVERBRIDGE SHALL BE SETBACK A MINIMUM OF 1.5M FROM EXISTING BARRIER UNLESS STATED OTHERWISE.
5. N2 / 1.3 / W3 = CONTAINMENT LEVEL / SET-BACK / WORKING WIDTH.

KEY:

- SB — PROPOSED STEEL SAFETY BARRIER AND TRANSITIONS
- PROPOSED TERMINAL
- EXISTING SAFETY BARRIER TO BE RETAINED
- PG — PROPOSED STANDARD PEDESTRIAN GUARDRAIL
- PROPOSED RHINO BARRIER OR EQUIVALENT (WITH 3x REFLECTORS)
- TRANSITION

C01	FOR CONSTRUCTION	20.05.24	GDV	BH	BH
P01	FIRST ISSUE	29.09.22	CK	RL	JAG
Rev	Description	Date	By	Chk	App



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Project:	M181/B1450 BURRINGHAM ROAD ROUNDABOUT				
Client:	North Lincolnshire Council				
Drawing:	ROAD RESTRAINT SYSTEMS				
Role:	CIVIL ENGINEER				
Drawing Status:	FOR CONSTRUCTION				
Job no.	47603	Scale@ A1:	1:500	Rev.	C01
Project Originator Volume Level Type Role Number					
M181 - AWP - 01 - 04 - DR - D - 0001					