

Barrier Ref.	Road Type	Location	Hazard	Start Ch	End Ch	LoN (m)	Start Connect	End Connect	Containment Level	Impact Severity Level	Working Width	Setback (m)	Single / Double - sided	Code
0.01	Mainline	e/b verge	Rock cut + Attenuation pond + Culvert headwalls + PED	0+050	0+690	632			N1	A	W4	1.7	Single	N1/A/W4/1.7
0.02	Mainline	w/b verge	Rock cut + PED	0+075	0+540	453		Transition	N1	A	W4	1.7	Single	N1/A/W4/1.7
0.03	Mainline	w/b verge	Culvert headwalls +PED	0+540	0+810	267	Transition		N2	A	W1	VAR	Single	N2/A/W1/VAR
0.04	Mainline	e/b verge	PED + Culvert	0+700	1+340	638		Transition	N1	A	W4	1.7	Single	N1/A/W4/1.7
0.05	Mainline	w/b verge	Culvert headwalls +PED	0+900	0+975	76			N2	A	W1	VAR	Single	N2/A/W1/VAR
0.06	Mainline	w/b verge	Rock cut + PED + Road running parallel + Overbridge piers	0+990	1+390	399		Transition	N1	A	W4	1.7	Single	N1/A/W4/1.7
1.01	Mainline	e/b verge	Overbridge piers	1+340	1+400	58	Transition	Transition	N2	A	W1	1.7	Single	N2/A/W1/1.7
1.02	Mainline	w/b verge	Overbridge piers	1+350	1+420	59	Transition	Transition	N2	A	W1	VAR	Single	N2/A/W1/VAR
1.03	Mainline	e/b verge	'Adjacent road running parallel + Rock cut (1:1.5) + attenuation ponds	1+400	2+675	1281	Transition		N1	A	W4	1.7	Single	N1/A/W4/1.7
1.04	Mainline	w/b verge	Minor road running parallel + Attenuation pond	1+420	1+710	294	Transition		N1	A	W4	VAR	Single	N1/A/W4/VAR
2.01	Mainline	w/b verge	Rock cut + PED	2+320	2+775	450			N1	A	W4	VAR	Single	N1/A/W4/VAR
2.02	Mainline	e/b verge	Ditch / Pond	2+690	2+760	74			N1	A	W2	VAR	Single	N1/A/W2/VAR
2.03	Mainline	e/b verge	Culverts headwalls +PED	2+775	2+925	186			N2	A	W1	VAR	Single	N2/A/W1/VAR
2.04	Mainline	w/b verge	Culvert headwalls	2+825	2+920	95			N1	A	W2	VAR	Single	N1/A/W2/VAR
3.01	Mainline	e/b verge	Rock cut + Culvert headwalls	3+000	3+275	279		Transition	N1	A	W4	1.7	Single	N1/A/W4/1.7
3.02	Mainline	w/b verge	Rock cut + Attenuation pond + Culvert headwalls	3+050	3+300	251		Transition	N1	A	W4	1.7	Single	N1/A/W4/1.7
3.03	Mainline	e/b verge	Overbridge piers	3+275	3+350	62	Transition	Transition	N2	A	W1	1.7	Single	N2/A/W1/1.7
3.04	Mainline	w/b verge	Overbridge piers	3+300	3+360	60	Transition	Transition	N2	A	W1	1.7	Single	N2/A/W1/1.7
3.05	Mainline	e/b verge	Rock cut + Access road running parallel + Culverts	3+350	4+320	972	Transition		N1	A	W4	1.7	Single	N1/A/W4/1.7
3.06	Mainline	w/b verge	Rock cut + Attenuation pond + Culvert headwalls	3+360	4+050	695	Transition		N1	A	W4	1.7	Single	N1/A/W4/1.7
4.01	Mainline	w/b verge	Culvert headwalls	4+060	4+175	114			N1	A	W4	1.7	Single	N1/A/W4/1.7
4.02	Mainline	w/b verge	Rock cut	4+360	4+425	54			N1	A	W2	2.2	Single	N1/A/W2/2.2
4.03	Mainline	e/b verge	PED	4+460	4+550	84		Transition	N1	A	W2	VAR	Single	N1/A/W2/VAR
4.04	Mainline	e/b verge	Rock cut + Culvert headwalls + PED	4+550	4+975	430	Transition		N1	A	W4	1.7	Single	N1/A/W4/1.7
4.05	Mainline	w/b verge	Attenuation pond + Culvert headwalls	4+850	4+975	122			N1	A	W4	1.7	Single	N1/A/W4/1.7
5.01	Mainline	e/b verge	Rock cut + PED + Opposite traffic from road running parallel	5+100	5+510	414			N1	A	W4	1.7	Single	N1/A/W4/1.7
5.02	Mainline	w/b verge	Rock cut	5+275	5+560	284			N1	A	W4	1.7	Single	N1/A/W4/1.7
5.03	Mainline	e/b verge	PED + Embankment 1:2 & >0.5m in height + ADS verge sign	5+680	6+240	549		Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
5.04	Mainline	w/b verge	Sign posts	5+750	5+800	45			N2	A	W1	1.5	Single	N2/A/W1/1.5
5.05	Mainline	Median	Opposing Traffic Flow	5+850	8+820	2973		Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
5.06	Mainline	e/b verge	Gantry plinth	6+240	6+275	45	Transition	Transition	N2	A	W1	0.6	Single	N2/A/W1/0.6
6.01	Mainline	w/b verge	Embankment 1:2 & > 0.5m + ADS verge sign	6+080	6+310	230		Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
6.02	Mainline	e/b verge	Bridge abutment including both S06/01 parapet approach & departure length	6+275	6+360	78	Transition	Transition	H2	A	W4	0.6	Single	H2/A/W4/0.6
6.03	Mainline	w/b verge	Bridge abutment including both S06/01 parapet approach & departure length	6+310	6+390	76	Transition	Transition	H2	A	W4	0.6	Single	H2/A/W4/0.6
6.04	Mainline	e/b verge	Embankment 1:2 & > 0.5m + ADS verge sign	6+360	6+920	558	Transition	Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
6.05	Mainline	w/b verge	Embankment 1:2 & > 0.5m + ADS verge sign + Rock cut	6+390	6+770	382	Transition	Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
6.06	Mainline	w/b verge	Embankment 1:2 & > 0.5m + Culvert headwalls	6+840	7+275	429	Transition	Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
6.07	Mainline	e/b verge	Cantilever Gantry Plinth + Rock cut	6+920	6+960	46	Transition	Transition	N2	A	W1	0.6	Single	N2/A/W1/0.6
6.08	Mainline	e/b verge	Rock cut + PED + Culvert headwalls	6+960	7+240	272	Transition	Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6

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7.01	Mainline	e/b verge	Adjacent slip road + Embankment 1:2 > 0.5m	7+270	7+520	250		Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
7.02	Mainline	w/b verge	Embankment 1:2 & > 0.5m	7+325	7+520	186		7.03	N2	A	W4	1	Single	N2/A/W4/1
7.03	Mainline	w/b verge	S07/02 parapet (departure length)	7+520	7+550	25	Transition	7.05	H2	A	W4	VAR	Single	H2/A/W4/VAR
7.04	Mainline	e/b verge	S 07/02 Bridge abutment + S07/02 parapet (includes approach length only)	7+520	7+600	80	Transition	7.07	H2	A	W4	0.6	Single	H2/A/W4/0.6
7.05	Mainline	w/b verge	Bridge abutment	7+550	7+600	50	7.03	7.06	H2	A	W4	0.6	Single	H2/A/W4/0.6
7.06	Mainline	w/b verge	S07/02 parapet (approach length)	7+600	7+640	38	7.05		H2	A	W4	0.6	Single	H2/A/W4/0.6
7.07	Mainline	e/b verge	S07/02 parapet (departure length)	7+600	7+620	17	7.04		H2	A	W4	0.6	Single	H2/A/W4/0.6
7.08	Mainline	e/b verge	Rock cut + PED + Retaining wall	7+625	8+500	863		Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
7.09	Mainline	w/b verge	Rock cut	7+640	8+200	571	Transition		N2	A	W4	1	Single	N2/A/W4/1
7.10	Mainline	e/b verge	Rock cut	7+740	7+860	125			N2	A	W4	1.7	Single	N2/A/W4/1.7
7.11	Mainline	w/b verge	Rock cut + Adjacent slip road	7+750	8+040	291			N2	A	W4	0.6	Single	N2/A/W4/1.7
8.01	Mainline	w/b verge	Cantilever Gantry Plinth + Retaining wall	8+300	8+360	57		Transition	N2	A	W1	0.6	Single	N2/A/W1/0.6
8.02	Mainline	w/b verge	Embankment 1:2 & > 0.5m + Retaining wall +S08/02 parapet (departure length)	8+360	8+540	170	Transition	Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
8.03	Mainline	e/b verge	Bridge abutment + S08/02 parapet (includes here approach length only)	8+500	8+600	100	Transition	Transition	H2	A	W4	0.6	Single	H2/A/W4/0.6
8.04	Mainline	w/b verge	Bridge abutment + S08/02 parapet (includes here departure length only)	8+525	8+600	75	Transition	Transition	H2	A	W4	0.6	Single	H2/A/W4/0.6
8.05	Mainline	e/b verge	Embankment 1:2 & > 0.5m + Retaining wall	8+600	8+820	227	Transition	Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
8.06	Mainline	w/b verge	Attenuation ponds + Culvert headwalls (bats) + PED	8+600	8+790	187	Transition	Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
8.07	Mainline	w/b verge	River Corrib Bridge S09/01 + parapet (includes both approach & departure lengths)	8+820	9+525	710	Transition	Transition	H2	A	W4	0.6	Single	H2/A/W4/0.6
8.08	Mainline	e/b verge	ADS post + S09/01 parapet (departure length)	8+790	8+850	61	Transition	Transition	H2	A	W1	0.6	Single	H2/A/W1/0.6
8.09	Mainline	Median	Opposite traffic flow	8+825	8+850	25	Transition	Transition	H2	B	W2	0.0	Double	Removable barrier
8.10	Mainline	w/b verge	River Corrib Bridge S09/01 parapet (includes approach length only)	8+830	9+550	696	Transition	Transition	H2	A	W4	0.6	Single	H2/A/W4/0.6
8.11	Mainline	Median	Opposite traffic flow	8+850	9+600	751	Transition	Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
9.03	Mainline	e/b verge	Embankment 1:2 & > 0.5m + Retaining wall	9+525	9+675	144	Transition	Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
9.04	Mainline	w/b verge	Embankment 1:2 & > 0.5m + Retaining wall + PED + ADS verge sign	9+550	9+690	146	Transition	Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
9.05	Mainline	Median	Opposite traffic flow	9+600	9+625	25	Transition	Transition	H2	B	W2	0.0	Double	Removable barrier
9.06	Mainline	Median	Opposite traffic flow	9+625	10+450	830	Transition	Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
9.07	Mainline	e/b verge	S09/02 Bridge abutment+ parapet (includes both approach & departure lengths)	9+675	9+750	70	Transition	Transition	H2	A	W4	0.6	Single	H2/A/W4/0.6
9.08	Mainline	w/b verge	S09/02 Underbridge abutment + parapet (includes both approach & departure lengths)	9+690	9+760	70	Transition	Transition	H2	A	W4	0.6	Single	H2/A/W4/0.6
9.09	Mainline	e/b verge	Embankment 1:2 & > 0.5m + Culvert headwall (bats)	9+750	9+880	140	Transition	Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
9.10	Mainline	w/b verge	Embankment 1:2 & > 0.5m + Culvert headwall (bats) + Retaining wall	9+760	10+010	254	Transition	Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
9.11	Mainline	e/b verge	Embankment 1:2 & > 0.5m + Gantry plinth + S 10/01 Viaduct & S10/02 bridge abutment + parapet (includes both approach & departure lengths)	9+880	10+520	642	Transition	Transition	H2	A	W1	0.6	Single	H2/A/W1/0.6

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10.01	Mainline	w/b verge	Embankment 1:2 & > 0.5m + S10/01 Viaduct & S10/02 bridge abutment + parapet (includes both approach & departure lengths)	10+010	10+560	535	Transition	Transition	H2	A	W1	0.6	Single	H2/A/W1/0.6
10.02	Mainline	Median	Opposite traffic flow + Gantry plinth	10+450	10+490	42	Transition	Transition	H2	B	W2	0.0	Double	Insitu concrete safety barrier bifurcation
10.03	Mainline	Median	Opposite traffic flow	10+490	10+580	90	Transition	Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
10.04	Mainline	e/b verge	Embankment 1:2 & > 0.5m + road running parallel						Too short in length to allow for lower containment level with transitions required...					
10.05	Mainline	w/b verge	Embankment 1:2 & > 0.5m	10+560	10+720	167	Transition	10.10	N2	A	W4	VAR	Single	N2/A/W4/VAR
10.06	Mainline	e/b verge	Gantry plinth + Embankment 1:2 & > 0.5m + road running parallel	10+520	10+640	120	Transition		N2	A	W1	0.6	Single	N2/A/W1/0.6
10.07	Mainline	Median	Opposite traffic flow + Gantry plinth	10+580	10+625	44	Transition	Transition	H2	B	W2	0.0	Double	Insitu concrete safety barrier bifurcation
10.08	Mainline	Median	Opposite traffic flow	10+625	10+820	191	Transition	Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
10.09	Mainline	e/b verge	Access road running parallel + Culvert headwalls	10+680	10+810	126		Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
10.10	Mainline	w/b verge	Culvert headwalls + PED	10+720	10+840	115	10.5		N2	A	W4	1.7	Single	N2/A/W4/1.7
10.11	Mainline	e/b verge	Gantry plinth	10+810	10+850	45	Transition		N2	A	W1	0.6	Single	N2/A/W1/0.6
10.12	Mainline	Median	Opposite traffic flow + Gantry plinth	10+820	10+860	42	Transition	Transition	H2	B	W2	0.0	Double	Insitu concrete safety barrier bifurcation
10.13	Mainline	Median	Opposite traffic flow	10+860	11+010	145	Transition	Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
11.01a	Mainline	Median	Opposite traffic flow + Gantry plinth	11+010	11+060	50	Transition	Transition	H2	B	W2	0.0	Double	Insitu concrete safety barrier bifurcation
11.01b	Mainline	Median	Opposite traffic flow	11+060	11+065	5	Transition	Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
11.01c	Mainline	Median	Opposite traffic flow	11+065	11+090	25	Transition	Transition	H2	B	W2	0.0	Double	Removable barrier
11.02	Mainline	Median	Opposite traffic flow	11+090	11+150	60	Transition		H2	B	W2	0.0	Double	H2/B/W2/0.0
11.03	Mainline	w/b verge	Attenuation ponds + Tunnel portal + Road running parallel	11+400	11+480	81			N2	A	W1	0.6	Single	N2/A/W1/0.6
11.04	Mainline	Median	Opposite traffic flow	11+410	11+450	42		Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
11.05	Mainline	Median	Opposite traffic flow	11+450	11+475	25	Transition	Transition	H2	B	W2	0.0	Double	Removable barrier
11.06a	Mainline	Median	Opposite traffic flow	11+475	11+620	133	Transition	Transition	H2	B	W2	0.0	Double	Insitu concrete safety barrier bifurcation
11.06b	Mainline	Median	Opposite traffic flow	11+620	11+760	140	Transition	Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
11.08	Mainline	e/b verge	Embankment 1:2 & > 0.5m + Rock cut	11+525	12+080	574		Transition	N2	A	W4	1.7	Single	N2/A/W4/1.7
11.09	Mainline	w/b verge	Gantry plinth + PED + Rock cut	11+600	11+750	142	11.07	Transition	N1	A	W4	1.2	Single	N1/A/W4/1.2
11.10	Mainline	e/b verge	Exit slip road running parallel + Embankment 1:2 & > 0.5m	11+670	12+000	343		12.01	N2	A	W4	1	Single	N2/A/W4/1
11.11	Mainline	Median	Opposite traffic flow + Gantry plinth	11+760	11+800	44	Transition	Transition	H2	B	W2	0.0	Double	Insitu concrete safety barrier bifurcation
11.12	Mainline	Median	Opposite traffic flow	11+800	12+040	239	Transition	Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
11.13	Mainline	w/b verge	Rock cut + Embankment 1:2 & > 0.5m + Gantry plinth	11+900	12+050	150		Transition	N2	A	W1	3.8	Single	N2/A/W1/3.8

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12.01	Mainline	e/b verge	Embankment 1:2 & > 0.5m	12+000	12+090	82	11.10	Transition	N2	A	W4	VAR	Single	N2/A/W4/VAR
12.02	Mainline	Median	Opposite traffic flow + Gantry plinth	12+040	12+080	44	Transition	Transition	H2	B	W2	0.0	Double	Insitu concrete safety barrier bifurcation
12.03	Mainline	w/b verge	Embankment 1:2 & > 0.5m + Gantry plinth + S12/01 parapet (departure length)	12+050	12+110	59	Transition	Transition	H2	A	W1	VAR	Single	H2/A/W1/VAR
12.04	Mainline	Median	Opposite traffic flow	12+080	12+660	573	Transition	Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
12.05	Mainline	w/b verge	S12/01 Underbridge abutment + parapet (includes approach length only)	12+110	12+180	75	Transition	Transition	H2	A	W4	0.8	Single	H2/A/W4/0.8
12.06	Mainline	e/b verge	S12/01 Underbridge abutment + parapet (includes both approach & departure lengths)	12+090	12+170	86	Transition	Transition	H2	A	W4	0.6	Single	H2/A/W4/0.6
12.07	Mainline	e/b verge	Embankment 1:2 & > 0.5m + verge signs posts	12+170	12+340	169	Transition	Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
12.08	Mainline	w/b verge	Embankment 1:2 & > 0.5m + diverge slip road	12+180	12+470	286	Transition		N2	A	W4	0.8	Single	N2/A/W4/0.8
12.09	Mainline	w/b verge	Embankment 1:2 & > 0.5m + Culvert (bats) + Rock cut + Retaining wall + PED	12+200	12+675	474		Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
12.10	Mainline	e/b verge	Verge signs posts + Gantry plinth	12+340	12+460	123	Transition		N2	A	W1	0.6	Single	N2/A/W1/0.6
12.11	Mainline	e/b verge	Embankment 1:2 & > 0.5m	12+460	12+590	133	12.08s	12.12	N2	A	W1	VAR	Single	N2/A/W1/VAR
12.12	Mainline	e/b verge	Rock cut + Green bridge side slope	12+640	12+975	329	Transition	Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
12.13	Mainline	Median	Opposite traffic flow + Green overbridge piers + Gantry plinth	12+660	12+750	90	Transition	Transition	H2	B	W2	0.0	Double	Insitu concrete safety barrier bifurcation
12.14	Mainline	w/b verge	Gantry plinth + Rock cut + Green overbridge side slope	12+675	12+750	81	Transition	Transition	N2	A	W1	0.6	Single	N2/A/W1/0.6
12.15	Mainline	Median	Opposite traffic flow	12+750	12+925	174	Transition	Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
12.16	Mainline	w/b verge	Rock cut + Culvert headwalls (bats)	12+750	13+150	396	Transition	Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
12.17	Mainline	e/b verge	Gantry plinth	12+640	12+960	45	Transition	Transition	N2	A	W1	0.6	Single	N2/A/W1/0.6
12.18	Mainline	Median	Opposite traffic flow + Gantry plinth	12+925	12+970	44	Transition	Transition	H2	B	W2	0.0	Double	Insitu concrete safety barrier bifurcation
12.19	Mainline	Median	Opposite traffic flow	12+970	13+040	72	Transition	Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
12.20	Mainline	e/b verge	Rock cut + Embankment 1:2 & > 0.5m + S13/01 overbridge side slope	12+960	13+420	459	Transition	Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
13.01	Mainline	Median	Opposite traffic flow	13+040	13+060	25	Transition	Transition	H2	B	W2	0.0	Double	Removable barrier
13.02	Mainline	Median	Opposite traffic flow	13+060	13+125	66	Transition	Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
13.03	Mainline	Median	Opposite traffic flow + Overbridge piers + Gantry plinth	13+125	13+210	80	Transition	Transition	H2	B	W2	0.0	Double	Insitu concrete safety barrier bifurcation
13.04	Mainline	Median	Gantry plinth + S13/01 overbridge side slope	13+150	13+220	67	Transition	Transition	N2	A	W1	0.6	Single	N2/A/W1/0.6
13.05	Mainline	Median	Opposite traffic flow	13+210	13+425	218	Transition	Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
13.06	Mainline	w/b verge	Rock cut	13+220	13+590	380	Transition	Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
13.07	Mainline	e/b verge	Gantry plinth + Rock cut	13+420	13+460	45	Transition	Transition	N2	A	W1	0.6	Single	N2/A/W1/0.6
13.08	Mainline	Median	Opposite traffic flow + Gantry plinth	13+425	13+470	44	Transition	Transition	H2	B	W2	0.0	Double	Insitu concrete safety barrier bifurcation
13.09	Mainline	Median	Opposite traffic flow	13+460	14+220	756	Transition	Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
13.10	Mainline	e/b verge	Rock cut + Embankment 1:2 & > 0.5m + Road running parallel + PED	13+460	13+970	502	Transition		N2	A	W4	0.6	Single	N2/A/W4/0.6

Barrier Ref.	Road Type	Location	Hazard	Start Ch	End Ch	LoN (m)	Start Connect	End Connect	Containment Level	Impact Severity Level	Working Width	Setback (m)	Single / Double - sided	Code
13.11	Mainline	e/b verge	Exit slip road running parallel + Embankment 1:2 & > 0.5m	13+570	13+920	350		Transition	N2	A	W4	1	Single	N2/A/W4/1
13.12	Mainline	w/b verge	Embankment 1:2 & > 0.5m + Gantry plinth + Verge signs posts	13+600	13+800	200		13.13	N2	A	W1	0.6	Single	N2/A/W1/0.6
13.13	Mainline	w/b verge	Embankment 1:2 & > 0.5m + Verge sign posts	13+800	13+840	44	13.12	Transition	N2	A	W1	VAR	Single	N2/A/W1/VAR
13.14	Mainline	w/b verge	Embankment 1:2 & > 0.5m	13+840	13+910	71	Transition	Transition	N2	A	W4	1	Single	N2/A/W4/1
13.15	Mainline	w/b verge	S13/02 Underbridge abutment + parapet (includes both approach & departure lengths)	13+910	14+010	101	Transition	Transition	H2	A	W4	1	Single	H2/A/W4/1
13.16	Mainline	e/b verge	S13/02 Underbridge abutment + parapet (includes both approach & departure lengths)	13+920	14+025	105	Transition	Transition	H2	A	W4	1	Single	H2/A/W4/1
13.17	Mainline	w/b verge	Embankment 1:2 & > 0.5m	14+010	14+100	90	Transition		N2	A	W4	1	Single	N2/A/W4/1
14.01	Mainline	e/b verge	Embankment 1:2 & > 0.5m + Rock cut	14+025	14+200	173	Transition	Transition	N2	A	W4	1	Single	N2/A/W4/1
14.02	Mainline	e/b verge	Rock cut + Gantry plinth + merging slip road traffic	14+200	14+380	191	Transition		N2	A	W1	0.6	Single	N2/A/W1/0.6
14.03	Mainline	w/b verge	Rock cut + S14/01 Overbridge side slope (1:1.5)	14+200	14+600	383		Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
14.04	Mainline	Median	Opposite traffic flow + Gantry plinth	14+220	14+270	44	Transition	Transition	H2	B	W2	0.0	Double	Insitu concrete safety barrier bifurcation
14.05	Mainline	w/b verge	Exit slip road running parallel + Embankment 1:2 & > 0.5m	14+260	14+340	65			N2	A	W4	1.7	Single	N2/A/W4/1.7
14.06	Mainline	Median	Opposite traffic flow	14+270	14+340	70	Transition	Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
14.07	Mainline	Median	Opposite traffic flow + S14/01 overbridge piers	14+340	14+410	67	Transition	Transition	H2	B	W2	0.0	Double	Insitu concrete safety barrier bifurcation
14.08	Mainline	e/b verge	Rock cut + S14/01 Overbridge side slope (1:1.5)	14+340	14+570	232	14.05s	14.10	N2	A	W4	1.4	Single	N2/A/W4/1.4
14.09	Mainline	Median	Opposite traffic flow	14+410	14+630	221	Transition	Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
14.10	Mainline	e/b verge	Rock cut + Retaining wall	14+570	14+590	23	14.08	Transition	N2	A	W4	VAR	Single	N2/A/W4/VAR
14.11	Mainline	e/b verge	Gantry plinth + retaining wall	14+590	14+670	80	Transition	Transition	N2	A	W1	0.6	Single	N2/A/W1/0.6
14.12	Mainline	w/b verge	Gantries plinth (by 2) + Rock cut	14+600	14+940	336	Transition		N2	A	W1	VAR	Single	N2/A/W1/VAR
14.13	Mainline	e/b verge	Retaining wall	14+670	14+780	117	Transition	Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
14.14	Mainline	e/b verge	Gantry plinth + Retaining wall	14+780	14+825	47	Transition		N2	A	W1	0.6	Single	N2/A/W1/0.6
14.15	Mainline	Median	Opposite traffic flow + Gantry plinth	14+630	14+680	50	Transition	Transition	H2	B	W2	0.0	Double	Insitu concrete safety barrier bifurcation
14.16	Mainline	Median	Opposite traffic flow	14+680	14+790	108	Transition	Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
14.17	Mainline	Median	Opposite traffic flow + Gantry plinth	14+790	14+840	50	Transition	Transition	H2	B	W2	0.0	Double	Insitu concrete safety barrier bifurcation
14.18	Mainline	Median	Opposite traffic flow	14+840	14+880	40	Transition	Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
14.19	Mainline	Median	Opposite traffic flow	14+880	14+900	25	Transition	Transition	H2	B	W2	0.0	Double	Removable barrier
14.20	Mainline	Median	Opposite traffic flow	14+900	14+950	48	Transition		H2	B	W2	0.0	Double	H2/B/W2/0.0
15.01	Mainline	Median	Opposite traffic flow	15+190	15+220	33		Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
15.02	Mainline	e/b verge	Rock cut	15+200	15+260	62		Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
15.03a	Mainline	Median	Opposite traffic flow	15+220	15+250	25	Transition	Transition	H2	B	W2	0.0	Double	Removable barrier
15.03b	Mainline	Median	Opposite traffic flow	15+250	15+270	18	Transition	Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0

Barrier Ref.	Road Type	Location	Hazard	Start Ch	End Ch	LoN (m)	Start Connect	End Connect	Containment Level	Impact Severity Level	Working Width	Setback (m)	Single / Double - sided	Code
15.03c	Mainline	Median	Opposite traffic flow + Gantry plinth	15+270	15+315	50	Transition	Transition	H2	B	W2	0.0	Double	Insitu concrete safety barrier bifurcation
15.04	Mainline	e/b verge	Gantry plinth + Rock cut	15+260	15+340	86	Transition	Transition	N2	A	W1	0.6	Single	N2/A/W1/0.6
15.05	Mainline	w/b verge	Gantry plinth + Rock cut	15+260	15+310	60		Transition	N2	A	W1	0.6	Single	N2/A/W1/0.6
15.06	Mainline	Median	Opposite traffic flow	15+315	15+490	176	Transition	Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
15.07	Mainline	w/b verge	Attenuation pond + Access road running parallel	15+310	15+440	120	Transition		N2	A	W4	0.6	Single	N2/A/W4/0.6
15.08	Mainline	e/b verge	Embankment 1:2 & > 0.5m + Retaining wall + PED	15+340	15+680	339	Transition	Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
15.09	Mainline	w/b verge	Gantry plinth + AR15/01 safety barrier	15+480	15+550	61		Transition	N2	A	W1	0.6	Single	N2/A/W1/0.6
15.10	Mainline	Median	Opposite traffic flow + Gantry plinth	15+490	15+530	43	Transition	Transition	H2	B	W2	0.0	Double	Insitu concrete safety barrier bifurcation
15.11	Mainline	Median	Opposite traffic flow	15+530	15+670	136	Transition	Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
15.12	Mainline	w/b verge	Embankment 1:2 & > 0.5m + Access road running parallel	15+550	15+670	133	Transition	Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
15.13	Mainline	Median	Opposite traffic flow + Gantry plinth	15+670	15+710	42	Transition	Transition	H2	B	W2	0.0	Double	Insitu concrete safety barrier bifurcation
15.14	Mainline	Median	Opposite traffic flow	15+710	17+540	1827	Transition	Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
15.15	Mainline	w/b verge	Gantry plinth + S15/01 & S15/02 parapet (departure length)	15+670	15+720	42	Transition	Transition	H2	A	W1	0.6	Single	H2/A/W1/0.6
15.16	Mainline	w/b verge	S15/01 & S15/02 Underbridges abutment + Retaining wall	15+720	15+910	189	Transition	Transition	H2	A	W4	0.6	Single	H2/A/W4/0.6
15.17	Mainline	e/b verge	S15/01 & S15/02 parapet Underbridges abutment + parapet (includes approach length only) + Cantilever gantry plinth + Retaining wall	15+680	15+910	226	Transition	15.18	H2	A	W1	0.6	Single	H2/A/W1/0.6
15.18	Mainline	e/b verge	Embankment 1:2 & > 0.5m + S15/01 & S15/02 parapet (departure length)	15+910	15+920	15	15.17	Transition	H2	A	W1	VAR	Single	H2/A/W1/VAR
15.19	Mainline	e/b verge	Embankment 1:2 & > 0.5m	15+920	15+980	55	Transition	15.23	N2	A	W4	VAR	Single	N2/A/W4/VAR
15.20	Mainline	w/b verge	Embankment 1:2 & > 0.5m + S15/01 & S15/02 parapet (approach length) + Gantry	15+910	15+950	45	Transition	Transition	H2	A	W1	0.6	Single	H2/A/W1/0.6
15.21	Mainline	w/b verge	Embankment 1:2 & > 0.5m	15+975	15+990	37	Transition	15.22	N2	A	W4	VAR	Single	N2/A/W4/VAR
15.22	Mainline	w/b verge	Embankment 1:2 & > 0.5m	15+990	16+290	315	15.21		N2	A	W4	1	Single	N2/A/W4/1
15.23	Mainline	e/b verge	Embankment 1:2 & > 0.5m + PED	15+980	16+325	336	15.19	Transition	N2	A	W4	1.6	Single	N2/A/W4/1.6
16.01	Mainline	e/b verge	Exit slip road running parallel + Rock cut + Overbridge piers (S16/01)	16+140	16+440	297			N2	A	W1	3.9	Single	N2/A/W1/3.9
16.02	Mainline	w/b verge	Rock cut + Overbridge piers (S16/01)	16+325	16+475	148			N2	A	W4	1	Single	N2/A/W4/1
16.03	Mainline	e/b verge	Rock cut + Overbridge piers (S16/02)	16+540	16+910	371			N2	A	W1	3.9	Single	N2/A/W1/3.9
16.04	Mainline	w/b verge	Attenuation ponds + Exit slip road + Rock cut + Overbridge piers (S16/02)	16+610	17+000	394			N2	A	W4	1	Single	N2/A/W4/1
16.05	Mainline	w/b verge	Rock cut	16+925	17+300	386	Transition	Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
17.01	Mainline	w/b verge	Cantilever gantry plinth + Rock cut	17+300	17+350	56	Transition		N2	A	W1	0.6	Single	N2/A/W1/0.6
7.01s	EB exit	Northern verge	Underbridge abutment + S 07/01 parapet including both approach & departure lengths	0+025	0+100	70	Transition	Transition	H2	A	W4	0.6	Single	H2/A/W4/0.6
7.02s	EB exit	Northern verge	Embankment 1:2 & > 0.5m	0+100	0+150	60	Transition	Transition	N2	A	W4	VAR	Single	N2/A/W4/VAR
7.03s	EB exit	Northern verge	Embankment 1:2 & > 0.5m	0+150	0+310	156	Transition		N1	A	W4	1.7	Single	N1/A/W4/1.7

Barrier Ref.	Road Type	Location	Hazard	Start Ch	End Ch	LoN (m)	Start Connect	End Connect	Containment Level	Impact Severity Level	Working Width	Setback (m)	Single / Double - sided	Code
7.04s	WB merge	Southern verge	Underbridge abutment + S 07/01 parapet including both approach & departure lengths	0+230	0+310	75	Transition	Transition	H2	A	W4	0.6	Single	H2/A/W4/0.6
7.05s	WB merge	Southern verge	Embankment 1:2 & > 0.5m	0+060	0+230	169		Transition	N1	A	W4	0.6	Single	N1/A/W4/0.6
7.06s	WB exit	Northern verge	Rock cut	0+240	0+425	240			N1	A	W4	2.2	Single	N1/A/W4/2.2
7.07s	WB exit	Southern verge	Rock cut	0+430	0+480	58	Transition		N2	A	W1	VAR	Single	N2/A/W1/VAR
7.08s	EB merge	Southern verge	Rock cut	0+010	0+250	236			N1	A	W4	2.2	Single	N1/A/W4/2.2
12.01s	EB exit	Southern verge	Rock cut	0+390	0+475	85			N1	A	W4	1.7	Single	N1/A/W4/1.7
12.02s	EB exit	Northern verge	Rock cut + PED	0+450	0+490	50	Transition		N1	A	W2	VAR	Single	N1/A/W2/VAR
12.03s	WB merge	Southern verge	Rock cut + VMS posts sited on the verge	0+070	0+270	199		Transition	N1	A	W4	1.2	Single	N1/A/W4/1.2
12.04s	WB merge	Southern verge	Gantry plinth	0+270	0+360	88	Transition	Transition	N2	A	W1	VAR	Single	N2/A/W1/VAR
12.05s	EB merge	Northern verge	Attenuation ponds	0+010	0+055	42		Transition	N2	A	W1	VAR	Single	N2/A/W1/VAR
12.06s	EB merge	Northern verge	Embankment 1:2 & > 0.5m + Culvert headwalls (bats) + pond	0+055	0+225	174	Transition	Transition	N1	A	W4	1.2	Single	N1/A/W4/1.2
12.07s	EB merge	Northern verge	Embankment 1:2 & > 0.5m + Culvert headwalls (bats) + verge signs posts	0+225	0+250	24	Transition	12.08s	N2	A	W1	VAR	Single	N2/A/W1/VAR
12.08s	EB merge	Northern verge	Embankment 1:2 & > 0.5m + Culvert headwalls (bats) + Gantry plinth	0+250	0+325	74	12.07s	12.07	N2	A	W1	0.6	Single	N2/A/W1/0.6
13.01s	WB merge	Southern verge	Embankment 1:2 & > 0.5m + PED	0+060	0+150	91		Transition	N1	A	W4	1.7	Single	N1/A/W4/1.7
13.02s	WB merge	Southern verge	Embankment 1:2 & > 0.5m + PED	0+150	0+190	45	Transition	13.03s	N2	A	W1	VAR	Single	N2/A/W1/VAR
13.03s	WB merge	Southern verge	Gantry plinth + Verge sign posts	0+190	0+290	93	13.02s	Transition	N2	A	W1	0.6	Single	N2/A/W1/0.6
13.04s	WB merge	Northern verge	Gantry plinth	0+240	0+290	45			N2	A	W1	0.6	Single	N2/A/W1/0.6
14.01s	WB exit	Western verge	Embankment 1:2 & > 0.5m + Rock cut + wb mainline traffic	0+010	0+460	451			N2	A	W2	1.2	Single	N2/A/W2/1.2
14.02s	WB exit	Eastern verge	Embankment 1:2 & > 0.5m + PED	0+190	0+500	271			N2	A	W1	VAR	Single	N2/A/W1/VAR
14.03s	EB merge	Eastern verge	Embankment 1:2 & > 0.5m + Rock cut	0+025	0+400	334			N2	A	W1	VAR	Single	N2/A/W1/VAR
14.04s	EB merge	Western verge	Embankment 1:2 & > 0.5m + Rock cut + VMS posts	0+070	0+360	296			N2	A	W2	1.2	Single	N2/A/W2/1.2
16.00s	EB exit	Eastern verge	Embankment 1:2 & > 0.5m + S16/01 parapet	0+220	0+260	30	Transition	Transition	H2	A	W4	1.6	Single	H2/A/W4/1.6
16.01s	EB exit	Eastern verge	S16/01 Overbridge abutment	0+260	0+390	138	Transition	Transition	H2	A	W1	1.6	Single	H2/A/W1/1.6
16.02s	EB exit	Western verge	S16/01 Overbridge parapet	0+260	0+400	130	Transition	Transition	H2	A	W1	2	Single	H2/A/W1/2
16.03s	EB exit	Eastern verge	Embankment 1:2 & > 0.5m + S16/01 parapet (departure length)	0+390	0+410	15	Transition	Transition	H2	A	W4	1.6	Single	H2/A/W4/1.6
16.04s	WB merge	Western verge	Embankment 1:2 & > 0.5m	0+020	0+180	165			N2	A	W4	0.8	Single	N2/A/W4/0.8
16.05s	WB merge	Eastern verge	Embankment 1:2 & > 0.5m	0+060	0+180	129	Transition		N2	A	W4	1.6	Single	N2/A/W4/1.6
16.06s	WB merge	Median	Opposite traffic	0+020	0+060	41		Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
16.07s	WB exit	Northern verge	Gantry plinth + Rock cut	0+150	0+190	45			N2	A	W1	0.6	Single	N2/A/W1/0.6
16.08s	WB exit	Southern verge	Gantry plinth + Rock cut	0+150	0+200	55	Transition		N2	A	W1	0.6	Single	N2/A/W1/0.6
16.09s	EB merge	Eastern verge	S16/02 Overbridge abutment + parapet (includes approach length only)	0+050	0+300	251	Transition	Transition	H2	A	W1	0.6	Single	H2/A/W1/0.6
16.10s	EB merge	Western verge	S16/02 Overbridge abutment + parapet (includes both approach & departure lengths)	0+060	0+300	227	Transition	Transition	H2	A	W4	0.6	Single	H2/A/W4/0.6
16.11s	EB merge	Northern verge	Rock cut	0+300	0+320	29	Transition	16.12s	N2	A	W4	VAR	Single	N2/A/W4/VAR
16.12s	EB merge	Southern verge	S16/02 overbridge parapet (departure length)	0+300	0+320	21	Transition		H2	A	W4	0.6	Single	H2/A/W4/0.6
16.13s	EB merge	Northern verge	Rock cut	0+320	0+575	260	16.11s		N2	A	W4	1.7	Single	N2/A/W4/1.7
16.14s	EB exit	Western verge	S16/01 overbridge parapet (approach length)	0+225	0+260	30		Transition	H2	A	W3	2	Single	H2/A/W3/2
16.15s	EB exit	Western verge	S16/01 overbridge parapet (departure length)	0+400	0+410	15	Transition		H2	A	W3	2	Single	H2/A/W3/2

Barrier Ref.	Road Type	Location	Hazard	Start Ch	End Ch	LoN (m)	Start Connect	End Connect	Containment Level	Impact Severity Level	Working Width	Setback (m)	Single / Double - sided	Code
16.16s	EB exit	Eastern verge	Embankment 1:2 & > 0.5m + Attenuation ponds	0+410	0+470	82	Transition		N2	A	W4	1.6	Single	N2/A/W4/1.6
1.001	Side Road	Northern verge	Embankment 1:1.5 + Errant vehicle may encroach mainline N6 GCRR	0+150	0+220	91		1.002	N1	A	W4	0.9	Single	N1/A/W4/0.9
1.002	Side Road	Northern verge	Embankment 1:1.5 + Errant vehicle may encroach mainline N6 GCRR	0+220	0+250	24	1.001	Transition	N1	A	W4	VAR	Single	N1/A/W4/VAR
1.003	Side Road	Northern verge	Embankment 1:2 & > 0.5m	0+250	0+380	126	Transition	1.004	N2	A	W4	1.7	Single	N2/A/W4/1.7
1.004	Side Road	Northern verge	Embankment 1:2 & > 0.5m + bridge parapet	0+380	0+410	41	1.003	Transition	N2	A	W4	VAR	Single	N2/A/W4/VAR
1.005	Side Road	Western verge	Bridge abutment (S01/01)	0+010	0+060	54	Transition	1.006	H2	A	W4	VAR	Single	H2/A/W4/VAR
1.006	Side Road	Western verge	Bridge parapet (departure length)	0+060	0+090	25	1.005		H2	A	W1	2.4	Single	H2/A/W1/2.4
1.007	Side Road	Eastern verge	Bridge parapet (approach length)	0+060	0+090	30	1.008		H2	A	W2	1.9	Single	H2/A/W2/1.9
1.008	Side Road	Eastern verge	Bridge abutment (S01/01)	0+010	0+060	54	Transition	1.007	H2	A	W4	VAR	Single	H2/A/W4/VAR
1.009	Side Road	Northern verge	Embankment 1:2 & > 0.5m	0+440	0+470	26	Transition	1.010	N1	A	W2	VAR	Single	N1/A/W2/VAR
1.010	Side Road	Northern verge	Embankment 1:2 & > 0.5m	0+470	0+580	114	1.009	1.011	N1	A	W2	1.9	Single	N1/A/W2/1.9
1.011	Side Road	Northern verge	Embankment 1:2 & > 0.5m	0+580	0+600	23	1.010		N1	A	W2	VAR	Single	N1/A/W2/VAR
1.012	Access Road	Southern verge	Errant vehicle may encroach mainline N6 GCRR	0+000	0+140	142			N2	A	W1	0.6	Single	N2/A/W1/0.6
2.001	Access Road	Southern verge	Errant vehicle may encroach mainline N6 GCRR	0+560	0+820	263			N2	A	W1	0.6	Single	N2/A/W1/0.6
2.002	Side Road	s/b verge	Embankment 1:2 & > 0.5m	0+000	0+075	76			N2	A	W1	0.6	Single	N2/A/W1/0.6
3.001	Side Road	n/b verge	Bridge abutment (S03/01)	0+100	0+160	57	3.006	3.003	H2	A	W2	VAR	Single	H2/A/W2/VAR
3.002	Side Road	n/b verge	Embankment 1:2 & > 0.5m	0+190	0+210	27	Transition		N2	A	W1	0.6	Single	N2/A/W1/0.6
3.003	Side Road	n/b verge	S03/01 Bridge parapet (approach length)	0+160	0+190	30	3.001	Transition	H2	A	W1	0.6	Single	H2/A/W1/0.6
3.004	Side Road	s/b verge	Bridge abutment (S03/01)	0+060	0+160	103	3.007	3.008	H2	A	W2	VAR	Single	H2/A/W2/VAR
3.005	Access Road	Northern verge	Embankment 1:1.5 + Errant vehicle may encroach mainline N6 GCRR	0+010	0+610	615		Transition	N2	A	W1	0.6	Single	N2/A/W1/0.6
3.006	Side Road	n/b verge	S03/01 Overbridge parapet (departure length)	0+075	0+100	15		3.001	H2	A	W1	VAR	Single	H2/A/W1/VAR
3.007	Side Road	s/b verge	S03/01 Overbridge parapet (approach length)	0+060	0+100	30		3.004	H2	A	W1	VAR	Single	H2/A/W1/VAR
3.008	Side Road	s/b verge	S03/01 Overbridge parapet (Departure length)	0+150	0+160	10	3.004	Transition	H2	A	W1	0.6	Single	H2/A/W1/0.6
10.001	Side Road	w/b verge	Gantry plinth	0+260	0+320	60			N2	A	W1	0.6	Single	N2/A/W1/0.6
11.001	Side Road	w/b verge	Gantry plinth + Attenuation ponds + embankment 1:2 & > 0.5m	0+000	0+200	227	Transition		N2	A	W1	0.6	Single	N2/A/W1/0.6
13.001	Side Road	Northern verge	S13/01 Bridge parapet (part of the approach length)			31		Transition	H2	A	W1	0.6	Single	H2/A/W1/0.6
13.002	Side Road	n/b verge	S13/01 Overbridge abutment			96	Transition	Transition	H2	A	W4	VAR	Single	H2/A/W4/VAR
13.003	Side Road	n/b verge	S13/01 Bridge parapet (departure length)			15		Transition	H2	A	W1	2	Single	H2/A/W1/2
13.006	Side Road	s/b verge	S13/01 Bridge parapet (part of the approach length)			14		Transition	H2	A	W1	VAR	Single	H2/A/W1/VAR
13.007	Side Road	s/b verge	S13/01 Overbridge abutment			95	Transition	Transition	H2	A	W4	VAR	Single	H2/A/W4/VAR
13.008	Side Road	s/b verge	S13/01 Bridge parapet (departure length)			30	Transition		H2	A	W1	VAR	Single	H2/A/W1/VAR
13.009	Side Road	n/b verge	Bridge parapet (part of the approach length)											N2/A/W1/2
14.001	Side Road	n/b verge	S14/01 Underbridge abutment	0+280	0+410	124	14,003	14,006	H2	A	W2	VAR	Single	H2/A/W2/VAR
14.002	Side Road	s/b verge	S14/01 Underbridge abutment	0+260	0+380	124	14,004	14,005	H2	A	W2	VAR	Single	H2/A/W2/VAR
14.003	Side Road	n/b verge	S14/01 Underbridge parapet	0+280	0+300	15		14,001	H2	A	W1	VAR	Single	H2/A/W1/VAR
14.004	Side Road	s/b verge	S14/01 Underbridge parapet	0+260	0+290	30		14,002	H2	A	W1	VAR	Single	H2/A/W1/VAR
14.005	Side Road	s/b verge	S14/01 Underbridge parapet	0+370	0+390	15	14,002		H2	A	W1	VAR	Single	H2/A/W1/VAR
14.006	Side Road	n/b verge	S14/01 Underbridge parapet	0+375	0+410	30	14,001		H2	A	W1	VAR	Single	H2/A/W1/VAR
15.001	Side Road	Median	Opposite traffic	0+000	0+060	60				Existing steel wire rope safety barrier				
15.002	Side Road	Median	Opposite traffic	0+270	0+300	34				Existing steel wire rope safety barrier				

Barrier Ref.	Road Type	Location	Hazard	Start Ch	End Ch	LoN (m)	Start Connect	End Connect	Containment Level	Impact Severity Level	Working Width	Setback (m)	Single / Double - sided	Code
15.003	Side Road	s/b verge	Gantry plinth	0+190	0+250	60			N2	A	W1	0.6	Single	N2/A/W1/0.6
16.001	Side Road	w/b verge	ADS post	0+560	0+610	45			N2	A	W1	0.6	Single	N2/A/W1/0.6
16.002	Side Road	w/b verge	Embankment 1:2 & > 0.5m + Attenuation ponds	0+400 (MC)	0+930 (MC)	618	16.017		N2	A	W4	1.8	Single	N2/A/W4/1.8
16.003	Side Road	w/b verge	Embankment 1:2 & > 0.5m	0+025	0+275	247			N2	A	W4	1.4	Single	N2/A/W4/1.4
16.004	Side Road	Western verge	Embankment 1:2 & > 0.5m	0+110	0+160	65	Transition		N2	A	W4	0.6	Single	N2/A/W4/0.6
16.005	Side Road	Western verge	ADS post	0+070	0+110	45		Transition	N2	A	W1	0.6	Single	N2/A/W1/0.6
16.006	Side Road	Western verge	Embankment 1:2 & > 0.5m	0+020	0+075	57			N2	A	W4	1.7	Single	N2/A/W4/1.7
16.007	Side Road	w/b verge	Embankment 1:2 & > 0.5m	0+675	0+800	260			N2	A	W4	1.8	Single	N2/A/W4/1.8
16.008	Side Road	s/b verge	Embankment 1:2 & > 0.5m	0+020	0+250	235			N2	A	W4	1.7	Single	N2/A/W4/1.7
16.009	Side Road	s/b verge	Embankment 1:2 & > 0.5m	0+030	0+350	353			N2	A	W4	1	Single	N2/A/W4/1
16.010	Side Road	w/b verge	Embankment 1:2 & > 0.5m	0+470	0+630	165			N2	A	W4	1.8	Single	N2/A/W4/1.8
16.011	Side Road	Median	Opposite traffic	0+370	0+630	257	Transition		H2	B	W2	0.0	Double	H2/B/W2/0.0
16.012	Side Road	e/b verge	Embankment 1:2 & > 0.5m + PED + Attenuation ponds	0+360	0+630	264	Transition		N2	A	W4	0.6	Single	N2/A/W4/0.6
16.013	Side Road	Median	Opposite traffic	0+020	0+650	636		Transition	H2	B	W2	0.0	Double	H2/B/W2/0.0
16.014	Side Road	w/b verge	VMS posts	1+025	1+175	45			N2	A	W1	0.6	Single	N2/A/W1/0.6
16.015	Side Road	n/b verge	safety barriers (gap <100m)	0+500	0+560	69	Transition	Transition	N2	A	W4	0.6	Single	N2/A/W4/0.6
16.016	Side Road	n/b verge	VMS posts	0+430	0+500	60	Transition	Transition	N2	A	W1	0.6	Single	N2/A/W1/0.6
16.017	Side Road	n/b verge	Embankment 1:2 & > 0.5m + safety barriers	0+400	0+430	31	16.002		N2	A	W4	VAR	Single	N2/A/W4/VAR
17.001	Access Road	Northern verge	Embankment 1:1.5 + Errant vehicle may encroach mainline N6 GCRR	0+040	0+550	513			N2	A	W1	0.6	Single	N2/A/W1/0.6