

15. Signage, linemarking and barriers

15.1 Barriers

Safety barriers have been specified at numerous locations throughout the project in accordance with the RTA's Road Design Guide. Thrie beam and w-beam has been specified adjacent to bridges, while wire rope safety fence has been specified as required in most other locations.

Safety barrier is provided where cut batters are at a slope greater than four to one. Specifically, safety barrier has been provided across the Corindi Floodplain where two to one batters have been designed.

Wherever wire rope safety fence is specified, the design has been prepared in accordance with the Pacific Highway Design Guidelines, Upgrading Program Beyond 2006 – Design Guidelines, July 2005, Issue 2.1, RTA's Road Design Guide and standard RTA model drawings.

- The berm behind the safety fence has been increased to 1.5m in width.
- At each terminal, the verge has been widened.
- Standard transitions between wire rope safety fence and w-beam have been provided.

15.2 Signposting policies

Signposting designs for regulatory, warning and directional signs have been prepared in accordance with:

- AS 1742.
- Pacific Highway Design Guidelines, Upgrading Program Beyond 2006 – Design Guidelines, July 2005, Issue 2.1.
- RTA's Road Design Guide and model drawings.
- Austroads Guide to Traffic Engineering Practice, Part 8 – Traffic Control Devices.

The signposting design includes allowance for towns such as Corindi Beach and Red Rock. The requirements are defined in RTA's Traffic Engineering Manual, Part 12, Tourist Signposting.

Signposting designs are included in the concept design drawings (Volume 2 of this report).

15.3 Linemarking Designs

All linemarking has been prepared in accordance with:

- AS 1742.
- Pacific Highway Design Guidelines, Upgrading Program Beyond 2006 – Design Guidelines, July 2005, Issue 2.1.
- RTA's Road Design Guide and model drawings.

Linemarking designs are included in the concept design drawings.