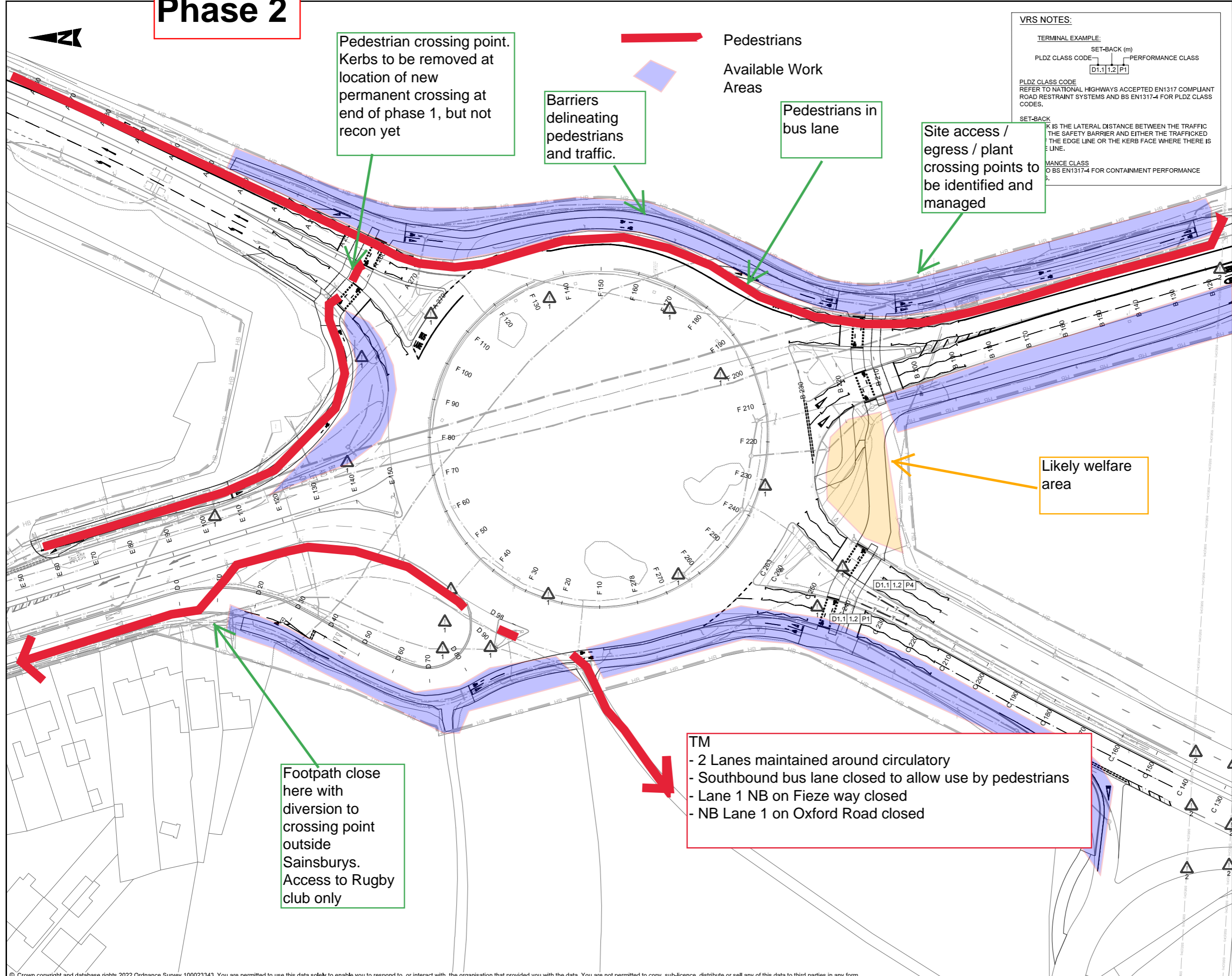


# Phase 2



**VRS NOTES:**

**TERMINAL EXAMPLE:**  
 SET-BACK (m)  
 PLDZ CLASS CODE: D1.1 | 1.2 | P4  
 PERFORMANCE CLASS: P1

**PLDZ CLASS CODE**  
 REFER TO NATIONAL HIGHWAYS ACCEPTED EN1317 COMPLIANT ROAD RESTRAINT SYSTEMS AND BS EN1317-4 FOR PLDZ CLASS CODES.

**SET-BACK**  
 SET-BACK IS THE LATERAL DISTANCE BETWEEN THE TRAFFIC THE SAFETY BARRIER AND EITHER THE TRAFFICKED THE EDGE LINE OR THE KERB FACE WHERE THERE IS A LINE.

**PERFORMANCE CLASS**  
 REFER TO BS EN1317-4 FOR CONTAINMENT PERFORMANCE CLASS.

**KEY:**

|  |   |
|--|---|
|  | PROPOSED TERMINAL                       |
|  | DENOTES CHANGE IN SAFETY BARRIER        |
|  | EXISTING SINGLE SIDED BARRIER TO REMAIN |
|  | HIGHWAY BOUNDARY                        |
|  | PROPOSED KERB                           |

- NOTES:**
- ALL DIMENSIONS SHOWN ARE IN METRES UNLESS STATED OTHERWISE.
  - DO NOT SCALE FROM THIS DRAWING.
  - WHERE EXISTING BARRIERS ARE PROPOSED TO BE RETAINED OR CONNECTED INTO, CONTRACTOR / CERTIFIER SHOULD INSPECT AND CONFIRM THE INTEGRITY OF THE SAFETY BARRIER & ANCHORAGES OF THE EXISTING SYSTEM.
  - REFER TO DMRB CD377 REQUIREMENTS FOR ROAD RESTRAINT SYSTEMS AND BS EN1317-4 FOR CLARIFICATION OF TERMS AND DEFINITIONS.
  - LOCATIONS INDICATED ON THIS DRAWING ARE APPROXIMATE. CHAINAGES MAY BE ALTERED ON SITE TO SUIT BEAM LENGTHS IN AGREEMENT WITH THE SUPERVISOR.
  - SAFETY BARRIER SHALL HAVE A CONTRACTOR DESIGNED POST AND FOUNDATION DETAIL TO AVOID UNDERGROUND PLANT.
  - VRS CONTRACTOR TO DESIGN TRANSITION FROM PROPOSED TERMINALS TO EXISTING BARRIERS.
  - DRAWING TO BE READ IN CONJUNCTION WITH APPENDIX 4/1.
  - FOR GENERAL ARRANGEMENT DETAILS REFER TO DRAWING P1B-ATK-HGN-XX-DR-CH-000100, 000101 & 000106.
  - FOR VRS SITE CLEARANCE REFER TO DRAWING P1B-ATK-HSC-XX-DR-CH-000200.
  - FOR FURTHER DETAILS ON STATUTORY UNDERTAKERS APPARATUS REFER TO C2 RETURNS AND GPR SURVEY DRAWINGS DW2021-S27 (SHEETS 1-3).
  - EXISTING GROUND INFORMATION IS AVAILABLE FROM TRIAL PITS AND GEOTECHNICAL INVESTIGATION. THIS INFORMATION CAN BE FOUND WITHIN THE PRE-CONSTRUCTION INFORMATION.

**RESIDUAL RISK ASSESSMENT**  
 WHEREVER POSSIBLE, RISK IS DESIGNED-OUT OF THIS PROPOSAL DURING THE DESIGN PROCESS. WHERE THIS IS NOT POSSIBLE THE RESIDUAL RISK IS INDICATED BY THIS SYMBOL (WITH RISKS LISTED BELOW).

- SIGNIFICANT CDM HEALTH & SAFETY RISKS**
- UNDERGROUND STATUTORY UNDERTAKERS PLANT PRESENT
  - RISK OF STRIKING OVERHEAD POWER CABLES

- SIGNIFICANT ENVIRONMENTAL RISKS**
- POTENTIAL FOR LARGE TREE ROOTS WITHIN THE EXCAVATED AREA OF PROPOSED PATHS (THROUGHOUT)

|     |          |                |     |       |     |
|-----|----------|----------------|-----|-------|-----|
| C01 | 03/08/22 | FIRST ISSUE    | MC  | RM    | PM  |
| C02 | 22/12/22 | DESIGN UPDATED | MC  | RM    | SRH |
| Rev | Date     | Description    | Drn | Chk'd | App |



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Drawing Status  
**APPROVED - PUBLISHED**

Project Name  
 NORTH OXFORD CORRIDOR  
 1B - KIDLINGTON ROUNDABOUT

**VEHICLE RESTRAINT SYSTEMS**  
 SHEET 1 OF 1

|            |       |            |              |               |
|------------|-------|------------|--------------|---------------|
| Sheet Size | Scale | Drawn by   | Checked by   | Approved by   |
| A1         | 1:500 | MC         | RM           | SRH           |
|            |       | Drawn Date | Checked Date | Approved Date |
|            |       | 22/12/22   | 22/12/22     | 22/12/22      |

|                             |        |     |
|-----------------------------|--------|-----|
| Drawing Number              | Status | Rev |
| P1B-ATK-HRR-XX-DR-CH-000401 | A1     | C02 |