



Support for implementing measures for the South East Europe Core  
Regional Transport Network Multi Annual Plan 2008-2012  
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WYG International part of the WYG group  
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# CHECKLISTS FOR INTERURBAN HIGHWAYS

## Annex 1.2

### to the Road Safety Inspection Guideline

**(REVISED FINAL)**

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creative minds safe hands

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## Annex 1 - Checklists

Structure of the Checklists		
Road Categories		
Annex 1.1 Motorways	Annex 1.2 Interurban Highways	Annex 1.3 Urban Main Roads

### Notes:

- The Audit stages 1 and 2 are done with the project documentation on the paper. The Audit stages 3 and 4 are related to the road site. Therefore there is a strong relationship with the Road Safety Inspection method for existing roads. Because the checklists are in fact the same they are collected in a separate way in the annex 2.
- The Checklists for the Interurban Highways are also including questions about the typical situation regarding the through road section in small villages etc.

<b>Inspection Checklist</b>				
<b>Highway Number ..... from km .....,... to km .....,... Date:</b>				
Characteristic	No.	Question	Yes (✓) No (X)	Comments
<b>1. Function, operating elements and surrounding</b>	1	Are there any information about previous RSI?		
	2	Are there any issues from accident data if available?		
	3	Are there specific traffic composition characteristics to be taken into consideration (e.g. pedestrians in through road sections)?		
	4	Are special measures required for particular groups e.g. for young people, older people, sick people, physically handicapped, hearing-impaired or blind people (through road section)?		
	5	Is the design of the road according to its function and hierarchy in the network?		
	6	Are there build up areas with mixed traffic?		
	7	Is access to abutting properties and agriculture appropriate for road safety along the interurban section, are there safe?		
	8	Are there any parallel ways to be used by carts and farm equipment?		
	9	Do we realize the change of functions and characteristics early enough (orientation sight)? 100 km/h ► 300 m ahead 80 km/h ► 200 m ahead 60 km/h ► 120 m ahead		
	10	Are there anywhere accumulations of events such as curves + hilltops + intersections etc?		
	11	Are transitions installed between different functions and road characteristics?		
	12	Are there traffic islands and lane shifts at the entrance of villages and towns?		
	13	Are speed limits required and applied in the best way?		
	14	Is stopping sight distance guaranteed along the entire section? (for 100km/h= 170 m, 80 km/h =110 m, 60 km/h=65 m, long fall = 0%)		
	15	Is overtaking sight distance in an acceptable percentage (about at least 20%) of the road section ensured? (for 100 km/h ► 300 m ahead, for 80 km/h ► 200 m ahead, for 60 km/h ► 120 m ahead)		
	16	Are all fixed or planted obstacles that can be dangerous placed outside the safety zone? 100 km/h ► 9m 80 km/h ► 6m 60 km/h ► 3m (away from skidding cars?)		
	17	Is the transition from a built-up to a rural road or from an illuminated to a not illuminated road appropriately designed (village/town outskirts)?		
<b>2. Cross section</b>	1	Is the cross section appropriate to the function?		
	2	Does the road surface provide the required grip over the long term where small radii occur?		
	3	Are there any doubts regarding the surface grip because of excess bleeding or polished components?		

<b>Inspection Checklist</b>				
<b>Highway Number ..... from km ...,... to km ...,... Date:</b>				
Characteristic	No.	Question	Yes (√) No (X)	Comments
	4	Is the surface even and free from grooves, ruttings, potholes?		
	5	Is the surface free from short or long waves?		
	6	Is there sufficient drainage for the road and its surrounding?		
	7	Is there sufficient superelevation in curves, long fall and diagonal fall in the case of the change of the direction of the cross fall?		
	8	Is the cross fall in straight sections constant?		
	9	What is the medium width of the road shoulders?		
	10	Are there stable shoulders (like hard shoulders or gravel shoulders)?		
	11	Are the shoulders and the carriageway at the same level?		
	12	Have sufficient measures been taken on cutting slopes to prevent falling material (e.g. falling rocks)?		
	13	Is stopping sight obstructed, for example by narrow crest curves?		
	14	Is narrowing of the carriageway required and, if so, designed in such a way to ensure traffic safety?		
	15	Have suitable measures been taken to ensure that speed limits are obeyed?		
	16	Have the needs of public transport and its users been taken into consideration?		
	17	Is slow and non motorized traffic separated from fast and heavy traffic (e.g. separate facilities)?		
	18	Is there a median? Does it have a safe design, e. g. safety barrier or sufficient width to prevent head on collisions?		
	19	Are there any bottlenecks? If so, are they properly signed?		
	20	Do curves with small radii have an enlarged width of the pavement?		
	21	Does the embankment or obstacles beside the road require passive safety installations?		
<b>3. Alignment</b>	1	Is the existing speed limit adequate for the horizontal and vertical elements of the alignment?		
	2	Is sight obstructed, for example by safety barriers, fences, road equipment, parking areas, traffic signs, landscaping/greenery, bridge abutments, buildings?		
	3	Is visibility in curves ensured?		
	4	Are there sufficient overtaking possibilities?		
	5	Has the uphill sector a passing lane for overtaking slow traffic?		

<b>Inspection Checklist</b>				
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Characteristic	No.	Question	Yes (√) No (X)	Comments
	6	Has the passing lane a sufficient length in order to insure that the vehicles can overtake and return safely?		
	7	Are arrester beds necessary in downhill sections (depend on the percentage of heavy trucks and the gradient)?		
	8	Are there hidden dips in the vertical alignment?		
	9	Is the alignment consistent and easily recognized by the road users? Or full of „surprises“ for the drivers?		
	10	Are changes (surprises) indicated by transitions like signing, points of fixation?		
	11	Are the outside of the curves framed parallel and consistent?		
	12	Are the insides of curves free from side obstructions (lateral clearance)?		
	13	Are there optical illusions?		
<b>4. Intersections</b>	1	Are the intersections perpendicular?		
	2	Is the main direction clearly recognizable? And if so, Is the right of way clearly recognizable?		
	3	Are the movements guided clearly and easily to understand? Are traffic flows guided by markings?		
	4	Are the auxiliary lanes or tapers for left, right and U-turning movements large enough?		
	5	Is the intersection fully visible and recognizable in time from all approaches for different driver eye heights of: Cars, trucks, motorcycles, bicycles, etc, and are the required sight triangles clear?		
	6	Does the ambient lighting present any special requirements (e.g. irritation for traffic signals)?		
	7	Is sight obstructed at intersections, for example by safety barriers, fences, road equipment, parking areas, traffic signs, landscaping/greenery, bridge abutments, buildings?		
	8	Are type and design of the intersections suitable for the function and traffic volume of the intersecting roads? (Separate answers for each intersection!)		
	9	Is pedestrian/cyclist routing at intersections adapted to the actual conditions and clearly marked and signposted?		
	10	Are all approaches equipped with pedestrian and bicycle crossings?		
	11	Is the transition safely designed if footpaths and cycle paths end on a intersection or road or are directed across the road?		

<b>Inspection Checklist</b>				
<b>Highway Number ..... from km ...,... to km ...,... Date:</b>				
<b>Characteristic</b>	<b>No.</b>	<b>Question</b>	<b>Yes (✓) No (X)</b>	<b>Comments</b>
Intersections continued	12	Have suitable measures been taken to ensure that speed limits are obeyed?		
	13	Is a reduction in speed required in the direction of the intersection? And are there transitions for speed reductions on the minor road?		
	14	Does the obligation to yield right of way need to be reinforced (e.g. using repetition)?		
	15	Are pedestrian crossings clearly marked? Is each section equipped with signals (including railway structures)?		
	16	Are the crossings for pedestrians and bicyclists provided with low kerbs?		
	17	Are the type and spacing of different crossing installations coordinated (e.g. railway crossings, traffic signals, zebra crossings)?		
	18	Are refuges large and wide enough for crossing pedestrians and bicyclists to stand and wait?		
	19	Are the islands above the level of the carriageway (curbed islands)? or only made by markings?		
	20	Is there a danger of underestimating speed and overestimating distance of crossing vehicles?		
Roundabouts	21	Are the islands clearly visible and of a suitable design?		
	22	Are all approaches to roundabouts radial to the centre? Is the design suitable to ensure a low speed level and support the right of way?		
	23	Is there a sufficient deflection to ensure an appropriate speed when passing the roundabout?		
	24	Is the central island of the round about shaped as a hill?		
	25	Is the through-visibility effectively stopped by the round about and the hill?		
	26	Is the central island of the roundabout free of fixed obstacles which could be reached by vehicles?		
	27	In the case of a high number of powered two wheelers: ensure the road surface an sufficient grip?		
	28	Is a low speed level supported by constructional measures and by way of marking?		
<b>5. Traffic signals</b>	1	Is the stopping line correlated with the traffic signal so that the signal can be seen?		
	2	Have any turning movements been excluded from signal control? If so, is traffic management safe?		
	3	Are traffic signals easily recognizable, are there repeating/doubled signals?		
	4	In areas with bicyclists: Have bicyclists' requirements been considered (e.g. route through the intersection)?		
	5	In areas with bicyclists: Are stop lines for motorists set back for the benefit of bicyclists?		

<b>Inspection Checklist</b>				
<b>Highway Number ..... from km ...,... to km ...,... Date:</b>				
<b>Characteristic</b>	<b>No.</b>	<b>Question</b>	<b>Yes (√) No (X)</b>	<b>Comments</b>
	6	In areas with pedestrian traffic: Are all approaches equipped with pedestrian and cycle crossings?		
	7	In areas with pedestrian traffic: Are pedestrian crossings clearly constructed? Is each section equipped with signals?		
	8	Are exclusive green phases provided for pedestrians and bicyclists where necessary?		
	9	In areas with pedestrian traffic: Can pedestrians cross the road in one go? Is the green time sufficient?		
	10	In areas with pedestrian traffic: If there is no exclusive pedestrian phase, is a leading pedestrian interval provided?		
	11	In areas with pedestrian traffic: Are phase offsets required for pedestrians and bicyclists within the running cycle?		
	12	Are the type and spacing of different crossing installations coordinated (e.g. railway crossings, traffic signals, zebra crossings)?		
	13	Are the signals are affected at dawn/dusk by direct sunlight?		
	14	Are advanced warnings provided for traffic signals that cannot be seen in time?		
	15	Have the locations for the signals been selected correctly (additional signals, overhead signals, etc.)?		
	16	Does the existing road lighting lead to conflicts in recognizing the yellow indication (sodium discharge lamps)?		
	17	Is access from abutting properties affected and, if necessary, included in signal control?		
	18	Are risks avoided for a "see through effect" by highlighting the nearest signals?		
	19	Are the traffic signals properly situated so that they can be distinguished by each particular traffic flow?		
	20	Are there any additional signs correlated with the traffic signals to show the direction to which that traffic signal is referring to?		
	21	Is the visibility of the traffic signal ensured on a sunny day?		
	22	Is the stopping line correlated with the traffic signal so that the signal can be seen?		
	23	Are signals covered/ obstructed (e.g. by traffic signs, lighting masts, plants, traffic jams)?		
<b>6. Railway crossings</b>	1	Is the type of the railway crossing according with the traffic volume?		
	2	Are passive safety devices at the required locations?		
	3	Are the traffic signs correlated with the type of railway crossing?		
	4	If the railway crossing is situated in a curve are the traffic signs doubled on the other side of the road?		

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<b>Highway Number ..... from km ...,... to km ...,... Date:</b>				
<b>Characteristic</b>	<b>No.</b>	<b>Question</b>	<b>Yes (√) No (X)</b>	<b>Comments</b>
	5	Are traffic control devices required and optimally set up with regard to future traffic developments?		
	6	Is the perception from a sufficient distance guaranteed?		
	7	Is good visibility guaranteed?		
	8	Is lighting required and appropriately installed?		
	9	Does the ambient lighting present any special requirements?		
	10	Are prohibition of overtaking and speed limits in place as necessary?		
<b>7. Services and rest areas</b>	1	Are service and rest areas and parking facilities on both sides of the road? In case not, are there left turn lanes lanes?		
	2	Are there deceleration and acceleration lanes or tapers at the entrance and exit?		
	3	Is the number of the parking areas for parking for passenger vehicles, trucks and buses sufficient?		
	4	Are the dimensions of the parking areas sufficient for parking for passenger vehicles, trucks and buses?		
	5	Are areas for busses and passenger cars separated from the truck traffic (in the case of large rest areas)?		
	6	Are the layout and cross section of the service or rest area appropriate for the different traffic movements? And if so, Is layout suitable in access areas to and from		
	7	Is the layout in such a way, that vehicles are running at the appropriate speed?		
	8	Are the parking areas physically separated from the carriageway (guardrail, kerb, green area etc.)?		
	9	Are there safe footpath connection to restaurants, rest rooms etc.(including safe crossings of) ?		
	10	Have measures been taken to ensure safe access for rescue vehicles/maintenance vehicles/fire service?		
	11	Are sufficient parking areas provided to minimize illegal parking on footpaths and on the carriageway with the corresponding hazards or have corresponding preventative		
	12	Is sight obstructed by parking areas or by illegally parked vehicles?		
<b>8. Needs of vulnerable Road</b>	1	Are stops easily and safe accessible to pedestrians (combination with pedestrian crossings, crossing help,		



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<b>users</b> <b>8.1 At Public transport stops</b>		footpaths connection etc.)?			
	2	Are the bus stops signposted and detectable by the drivers? Is reconcilability from a longer distance guaranteed?			
	3	Are the bus stops situated outside of the carriageway where appropriate?			
	4	Are the queuing areas for waiting passengers sufficient?			
	5	Is sight obstructed, for example by safety barriers, fences, road equipment, parking areas, traffic signs, landscaping/greenery, bridge abutments, buildings?			
	6	In the case of bicycle paths: Is cyclist routing safely designed in the area near public transport stops?			
	7	Is lighting required? And if so, is it appropriately designed?			
	<b>8.2 Other needs of Pedestrian</b>	1	Are the pedestrian crossings located where most required by pedestrian traffic?		
		2	Have pedestrian crossings been appointed in such a way that collective use is guaranteed and the road will not be crossed at other points?		
		3	Is there a risk of pedestrian underpasses and bridges being bypassed? Are suitable measures in place?		
		4	Are further crossing aids required?		
		5	Are areas for waiting pedestrians and cyclists sufficient?		
		6	Are refuges large and wide enough for crossing pedestrians and bicyclists to stand and wait?		
		7	Are crossings over special railway structures of a safe design?		
		8	Is two-way visual contact ensured between pedestrians and motorists?		
		9	Are the pedestrian ways physically separated by kerb stones, barriers or greenery?		
		10	Are the pedestrian crossings signposted and detectable by the drivers?		
		11	Are the islands clearly visible and properly placed?		
		12	Is lighting provided where necessary?		
<b>8.3 Bicyclists</b>	13	Are there separate bicycle facilities?			
(only in the case of existing facilities)	14	Are dimensions and pavement suitable?			
	15	Have cyclists' requirements been considered (e.g. route across central refuges, bottlenecks)?			
	16	Is the visibility for motorised traffic adequate to see cyclists along the road?			

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Characteristic	No.	Question	Yes (✓) No (X)	Comments
	17	Are parked vehicles obstructing the visibility of the road users regarding cyclists?		
	18	Are points where cyclists cross intersecting roads provided with low curbstones?		
	19	Is right of way clearly defined at points where cyclists come into contact with each other or with motorized traffic?		
	20	Is it clear to the motorist whether he is crossing a one-way or two-way cycle path?		
	21	Are advanced warnings in place for features that cannot be seen in time?		
<b>8.4 Needs of motorcyclists</b>	1	Are motorbikes a remarkable percentage of the traffic?		
	2	Have devices or objects that might destabilize a motorcycle been avoided on the road surface?		
	3	Is the road side clear of obstructions where motorcyclists may lean into curves?		
	4	Will warning or delineation be adequate for motorbikes?		
	5	Have barrier kerbs been avoided in high speed areas?		
	6	In areas more likely to have motorcyclists run off the road is the roadside forgiving or safety shielded?		
<b>9. Traffic Signing, Marking, Lighting</b> <b>9.1 Signing</b>	1	Have appropriate speed limits been signed appropriately (start, end, height, location)?		
	2	Are there speed limitations ahead of intersections and build up areas and in through road sections?		
	3	Is the visibility of the road course assisted by edge delineation?		
	4	Is sight obstructed by the traffic or by the signs?		
	5	Is prohibition of overtaking for trucks, buses, etc. appropriately designed and located? Are there warning signs ahead of the intersection prohibiting overtaking?		
	6	Can the signs be clearly recognized and read (size of signs)? And do the signs conform to the conventions of Vienna and Geneva?		
	7	Are there more than 2 different traffic signs at one place?		
	8	Is a reduction in speed when approaching the intersection assigned to the correct place and properly designed?		
	9	Is signing logical and consistent? Does it show the right of way clearly?		
	10	Is signing for service and rest areas clear?		

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<b>Highway Number ..... from km ...,... to km ...,... Date:</b>				
<b>Characteristic</b>	<b>No.</b>	<b>Question</b>	<b>Yes (✓) No (X)</b>	<b>Comments</b>
Traffic signing continued	11	Could greenery lead to safety problems if the vegetation grows (e.g. as a result of covered road signs)?		
	12	Are signs located in such a way as to avoid restricting visibility from approaches or intersecting roads?		
	13	Is the roundabout fully visible and recognizable from all approaches and are the markings and signs clear and unambiguous?		
	14	Are signs retro reflecting or are they illuminated at night? In daylight and darkness, are signs satisfactory regarding visibility?		
	15	Are the additional information panels uniform?		
	16	Are there misunderstanding or misleading traffic signs or additional information panels?		
	17	Is readability ensured at the required distance? Are there background problems?		
	18	Where needed have signs been located above the carriageway?		
	19	Do the signs have a dimension according to the type of road?		
	20	Are the signs provided with protective edges?		
	21	Are the signs at a uniform position, compared to the pavement?		
	22	Are the sign masts and foundations sufficiently protected against collisions?		
	23	Do the traffic signs including their supports have a sufficient passive safety by: low mass or/and? Break away structure or/and? Are they beyond the safety zone? Passive safety installations?		
	24	Do delineators have a break away structure?		
<b>9.2 Markings</b>	1	Do all signs and markings correspond without any contradictions?		
	2	Are the road markings clear and recognizable?		
	3	Have old markings/signs been completely removed (phantom markings)?		
	4	Are the markings in a parallel line to the edge of the road surface?		
	5	Are the markings appropriate for the function and category of the road?		
Marking continued				

<b>Inspection Checklist</b>				
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<b>Characteristic</b>	<b>No.</b>	<b>Question</b>	<b>Yes (√) No (X)</b>	<b>Comments</b>
	6	Are the markings likely to be effective under all expected conditions (day, night, wet, dry, fog, rising and setting sun)?		
	7	Is the obligation to yield right of way enforced by markings according to the one enforced by signing?		
<b>9.3 Lighting</b>	1	Is the road sufficiently illuminated? Is there a need to have illumination?		
	2	Is the stationary lighting appropriate?		
	3	Is the lighting of special situations (transition zones, changes in cross section) suitably designed?		
	4	Does the existing road lighting lead to conflicts in recognizing the yellow indication (sodium discharge lamps)?		
	5	Does lighting need to be changed so that crossing pedestrians are clearly visible?		
	6	Is contrast lighting required at the intersection?		
	7	Does the ambient lighting present any special requirements?		
	8	Can the stationary lighting cause problems in recognizing the traffic signs or the alignment of the road?		
	9	Are the lighting masts situated outside of the safety zone or properly protected?		
	10	Is stationary lighting at intersections/service and rest areas properly situated?		
<b>10. Road side features and passive safety installations</b>	1	Are there any features within the safety zone? 100 km/h ► 9 m 80 km/h ► 6 m 60 km/h ► 3 m		
	2	Are antidazzle screens provided as required?		
	3	Has suitable road equipment (fog warning signs, automatic sprinklers for de-icing agents, snow fences etc.) been installed and is it fully functional?		
	4	Are there game fences? Is the beginning and end of game fencing correctly determined?		
	5	Is there a mileage system and is it proper signposted?		
<b>10.1 Other road equipment</b>	1	Is there any vegetation along the road?		
	2	Are there trees?		
	3	Are tree trunks free of scars from accidents?		
<b>10.2 Plantings</b>	1	Is there any vegetation along the road?		
	2	Are there trees?		
	3	Are tree trunks free of scars from accidents?		

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<b>Highway Number ..... from km ...,... to km ...,... Date:</b>				
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	4	Does the greenery or will the growth of greenery lead to future safety problems?		
	5	Does the greenery and type of planting preclude irritations to the road users (e.g. alignment)?		
	6	Is sight obstructed by the planting? Is good visibility ensured at the intersection?		
	7	Is visual contact motorist-pedestrian-bicyclist restricted by greenery?		
	8	Does vegetation protect the road from natural disasters like land slides etc?		
	9	Is the vegetation along the road old and could lead to safety problems?		
	10	Does road side vegetation guide the drivers in curves continuously?		
	11	Does it obstruct the visibility on the road course (lateral clearance)?		
	12	Is the vegetation monotonous? Or does it help to avoid a monotonous character of the road?		
<b>10.3 Civil engineering structures</b>	1	Is reconcilability from a longer distance guaranteed?		
	2	Are passive safety installations set up at the required locations?		
	3	Are parapets and overpasses at a safe distance from the road?		
	4	Have masts, abutments, supporting walls, bridge railings etc. been safeguarded?		
	5	Are there at bridges sufficient passive safety installations, are there properly connected with the guardrails along the road?		
	6	Have cyclists' requirements been considered (e.g. separate cycle facilities)?		
	7	Is the drainage system a linear obstacle with deep ditches in the safety zone?		
	8	Are the constructions of culverts obstacle like?		
	9	Are there tunnels in the road section?		
	10	Are the tunnels safe, are there emergency ways, sufficient illumination etc. (the use the demands of EU – Tunnel directive 2004/54/EC is recommended)?		
	11	Is the vertical clearance of under overpasses guaranteed?		
<b>10.4 Other obstacles</b>	1	What is the distance of the road directional signing to the pavement?		
	2	Are the light poles to be considered as an obstacle (steel, concrete construction)?		

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	3	Are there unprotected supports for other cables than lighting in the obstacle-free zone?		
	4	Are traffic signs (other than road directional signs) to be considered as dangerous obstacles?		
	5	Are there unprotected advertisement boards or other fixed obstacles outside the safety zone are they avoidable, or safeguarded?		
<b>10.5 Passive safety installations</b>	1	Are fixed obstacles avoidable, set up at sufficient distances or safeguarded (masts, abutments, supporting walls, bridge railings, trees etc.)?		
	2	Have passive safety installations been set up at the required locations?		
	3	Are all road safety barriers in place and safely located so that they are not obstacles themselves?		
	4	Is the length of any guardrail adequate?		
	5	Is the guardrail correctly installed, regarding: - End treatments: - Anchorages, - Post spacing, - Post depth, - Rail overlap?		
	6	Are dangerous windows of guardrails avoided (comment: windows shorter than 50 m should to be avoided)?		
	7	Are barriers placed so that they don't restrict visibility?		