



Safety Barrier System Acceptance Conditions

W-BEAM Steel Rail Safety Barrier

		Distributor Public Domain		
Status	<p>Legacy – No new installations permitted. Existing installations may be maintained until the end of their service life.</p> <p>These acceptance conditions should be read in conjunction with the Product Manual and Transport for NSW Specification R132 – Safety Barrier Systems and the Standard (Road) Drawings.</p> <p>These acceptance conditions take precedence over any instructions in the Product Manual.</p> <p>Transport for NSW may withdraw or modify this acceptance at any time without notice. Users should refer to the Transport for NSW website to ensure they have the latest version of the conditions related to this product.</p>			
Product accepted	<ul style="list-style-type: none"> • Post type = Steel ‘C’ section post • Post spacing = 2.0m • Footing = driven post <p><u>Variants</u></p> <ul style="list-style-type: none"> • Ingal Flexbeam Guardrail with SYT posts and Ingal Blocks • ACP W Beam with steel breakaway posts and ACP blocks <p><u>Options</u></p> <ul style="list-style-type: none"> • Nested Rail • Hiasa Motorcycle Protection Rail • MPR Motorcycle Protection Rail • Abraham Blockout • Post on base plate • Post on slip base plate 			
Variants NOT accepted	<ul style="list-style-type: none"> • Multiple blockouts • Variants that are not on the list above are not accepted. • Variants accepted in other jurisdictions, but not accepted in the local jurisdiction, are NOT permitted. 			
Speed limit (km/h)	110 km/h			
Tested containment	NCHRP 350 Test Level 3 (2,000kg at 100km/h and 25°)			
Accepted dynamic deflection	All speeds	1.0 metres	<p>Note: the accepted deflections are those measured in crash tests performed under controlled conditions. Crash tests represent an approximation of what is likely to be seen in the field. The use of interpolated/extrapolated deflection values is not accepted.</p>	

Accepted working width	All speeds	Not specified. Refer to <i>Austrroads Guide to Road Design Part 6: Section 6.3.16</i> for guidance
	Working width is the distance between the traffic face of the road safety barrier system before the impact and the maximum lateral position of any major part of the system or vehicle during and after the impact. Note: the accepted working widths are those measured in crash tests performed under controlled conditions. Crash tests represent an approximation of what is likely to be seen in the field. . The use of interpolated/extrapolated values is not accepted.	
Point of need	The interface between the barrier and the terminal.	
Minimum length of barrier between terminals	10 metres	
System conditions	1. Flaring across the clear zone without a terminal listed below is NOT permitted. 2. Installation on top of a kerb is not recommended, however if installed on top of a kerb, all system components must be free to operate.	
Approved terminals and connections <i>[A terminal must be fitted to both ends of the barrier]</i>	Thrie-Beam guardrail	Permitted
	Type F Concrete Safety Barrier	Permitted
	Proprietary Products	Refer to end treatment acceptance conditions for approved connections.
Gore area use	Permitted	
Pedestrian area use	Permitted – consider potential for snagging and deflection	
Cycleway use	Permitted – consider potential for snagging and deflection	
Median use	Permitted	
Slope limit	Side slope limit: 10 Horizontal to 1 Vertical (10%)	
Foundation pavement conditions	Concrete	Permitted
	Deep lift Asphaltic Concrete	Permitted
	Asphaltic concrete over granular pavement	Permitted
	Flush seal over granular pavement	Permitted
	Unsealed compacted formation	Permitted
	Natural surface	Permitted
	Foundation pavement conditions must be smooth and free of snag points, kerbs or obstructions that may interfere with the operation of the product.	
Attachments and screens	In accordance with the requirements of Australian/New Zealand Standard AS/NZS 3845, road furniture such as headlight screens, signs, lighting posts and fences for pedestrians, visual screens, debris screens, platforms for workers and other non-product hardware must not be attached to the product. Screens may be placed adjacent to the side of the product not exposed to traffic. The distance between the screen and the product shall be determined by a site specific risk assessment that considers the deflection distance. Screens must not have horizontal members that present a risk of impaling errant vehicles that impact the product.	
	Acceptance of this product does not place any obligation on Transport for NSW, or its contractors, to purchase or use the product.	