

RICOCHET Water Filled Plastic Safety Barrier System - Temporary

Product summary

Status	Accepted
Category	Temporary – Water Filled Longitudinal Barriers
Test Level	Test Level 1 (MASH): 50km/h
Supplier	Advantage Plastics
Description	RICOCHET is a water filled plastic temporary safety barrier system that attaches to RICOCHET MASH TL1 Terminal End

Introduction and purpose

This detail sheet is intended to supplement *VicRoads Road Design Note 06-04 - Accepted Safety Barrier Products*. Please refer to RDN 06-04 for the current VicRoads acceptance status, information on the product assessment process and general acceptance conditions.

The technical details within this document have been extracted from information submitted to VicRoads by the Supplier and the recommended 'Conditions for Use' from the Austroads Safety Barrier Assessment Panel (ASBAP).

VicRoads requirements take precedence over the product manual and Austroads conditions. Where a departure from these requirements is required, users should understand the risks and document their engineering decisions.

For more detailed product information, refer to the individual product manual or contact the System Supplier.

Technical information

The RICOCHET Water Filled Plastic Safety Barrier System - Temporary should be designed, installed and maintained in accordance with the following VicRoads conditions for use.



These conditions for use have been based on an Austroads assessment of technical performance against AS/NZS 3845 and contain VicRoads specific requirements when necessary.

Typical installation arrangement shown above.

Summary Conditions for Use

Accepted configuration	RICOCHET Water Filled Plastic Safety Barrier System – Temporary <ul style="list-style-type: none"> • Orange barrier units • Yellow terminal end units
Variants	Nil
Deflection	2.28 metres
Product manual reviewed	Released March 2019
ASBAP issue	7 March 2019

Refer VicRoads conditions for use (below).

VicRoads Conditions for Use

Tested design requirements

Containment level	Speed (km/h)	Vehicle mass (kg)	Point of Redirection (m)*		Minimum length of barrier (m)	Post/Pin Spacing (m)*	Dynamic deflection (m)	Working width (m)	Notes
			Leading	Trailing					
MASH TL1	50	2270	20	20	45	Freestanding	2.28	2.86	Working width is deflection + system width

Approved Terminals and Connections

<i>Crash Cushions or Terminals must be fitted to both ends of a barrier</i>	
Public Domain Products	
W-Beam Guardrail	Not permitted
Thrie-Beam Guardrail	Not permitted
Type F Concrete Safety Barrier	Not permitted
Proprietary Products	
Ricochet MASH TL1 Terminal End	<ul style="list-style-type: none"> This is a gating terminal. Terminal end units (yellow in colour) are not filled with water.

Design Guidance

System width (m)	0.58 metres
Installation	This product must be installed and maintained in accordance with the Product Manual and Road Agency specifications. Road Agency specifications and standards shall have precedence.
Minimum distance to excavation	2.28 metres (dynamic deflection)
Slope limit	Side slope limit: 10 Horizontal to 1 Vertical (10.0%).
Systems conditions	<ol style="list-style-type: none"> Installation on top of kerb is not recommended, A 24.5 metre x 6 metre clear run-out area is required, measured from the nose of the end treatment.
Gore area use	Not permitted
Pedestrian area use	Permitted – consider potential for snagging and deflection.
Cycleway use	Permitted – consider potential for snagging and deflection.
Frequent impact likely	Permitted
Remote location	Not Permitted
Median use	Not Permitted

Foundation pavement conditions

Submitted Foundation Pavement Conditions					
Pavement	Use	Accepted Speed (max)	Post/Pin spacing (m)	Pavement construction	Post/pin type
Concrete	Permitted	50km/h	n/a	Foundation pavement conditions must be smooth and free of snag points, kerbs or obstructions that may interfere with the operation of the product	n/a
Deep lift asphaltic concrete	Permitted				
Asphaltic concrete over granular pavement	Permitted				
Flush seal over granular pavement	Permitted				
Unsealed compacted formation	Not permitted				
Natural surface					

Other considerations and comments

Damaged Components

Damaged components must be repaired in accordance with the product manual.

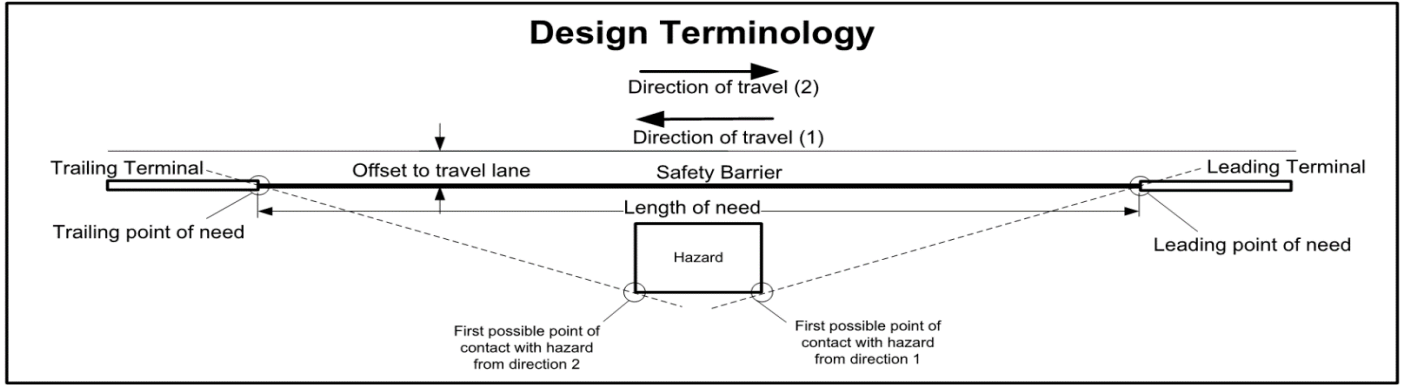
References

- Austroads Guide to Road Design – Part 6.
- VicRoads Supplement to Austroads Guide to Road Design – Part 6.
- VicRoads Road Design Note 06-04 Accepted Safety Barrier Products.
- Product Installation Manual and Product Operational Manual refer licensed product supplier website.

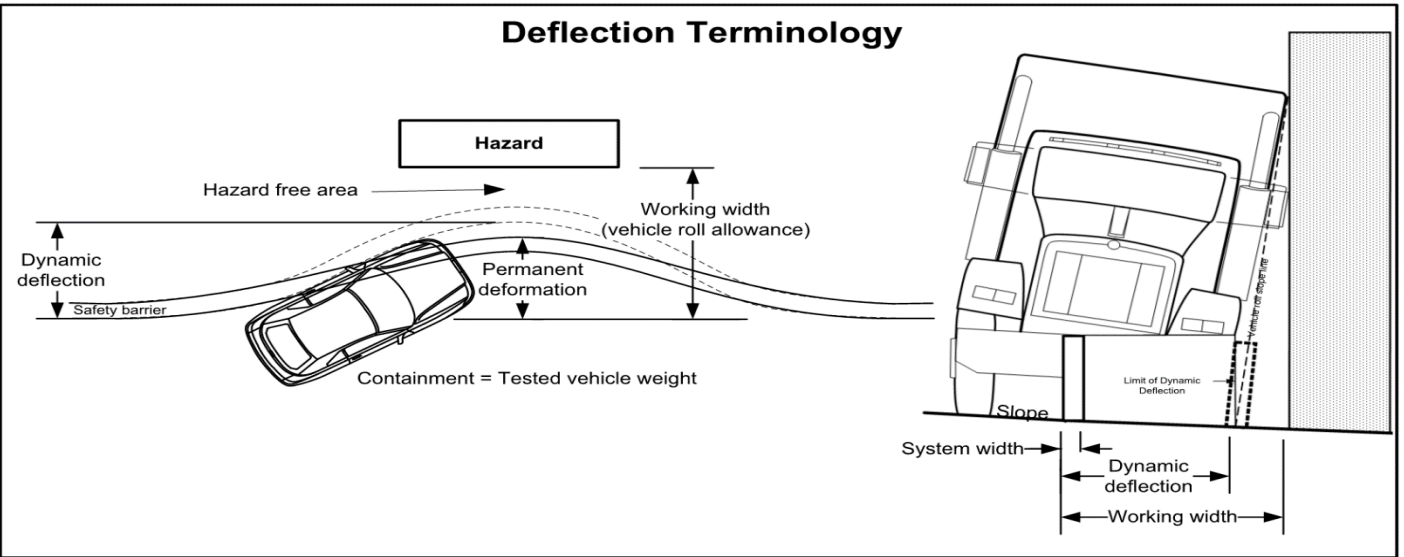
Detail Sheet – Update Summary

Issue	Approved	Amendment
April 2019	M-SSE	1 st Edition

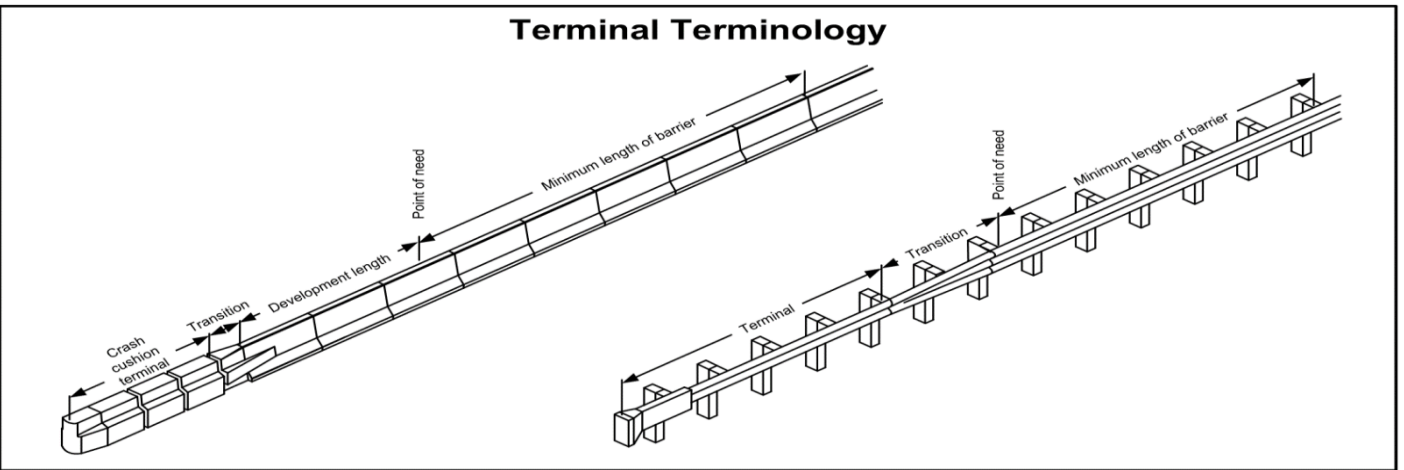
Design Terminology



Deflection Terminology



Terminal Terminology



Flare Terminology

