VicRoads Requirements

Refer to Austroads - Safety Barrier System Acceptance Conditions for the ET 2000 Plus with SYT Posts Steel Rail Terminal. All requirements listed by Austroads have been adopted by VicRoads for use on the Victorian declared road network.

In this instance, VicRoads applies additional requirements/conditions for use of ET 2000 Plus with SYT Posts Steel Rail Terminal on the Victorian declared road network including:

- Variants Accepted: Surface Mount ET 2000 Plus terminal as per CAB-STD-127 of the Product Installation Manual. Minimum acceptable concrete pad dimensions are 1.2m x 0.2m x 14.3m.
- The terminal must be fitted with a black plastic motorcycle friendly cover that fits over the impact head and must include a white and black retro-reflective hazard marker; and
- Installation behind elevated kerbs, islands, drainage structures or any other items that can affect the height at which a vehicle could impact the unit is not recommended 15m prior to the unit or along the length of the unit, however if required, all system components must be free to operate.

Please Note: VicRoads requirements take precedence over any Product Manual instructions and Austroads conditions where conflicting.

References

- VicRoads Road Design Note 06-04 Accepted Safety Barrier Products
- VicRoads Standard Drawing SD3571 and SD3545 (ET 2000 Plus with SYT Posts Steel Rail Terminal adopts grading, curve offset and run-out area the same as the X-Tensions and SKT350 shown)

For further information please contact:

VicRoads Technical Services
60 Denmark Street
Kew, Vic, 3101
Telephone: 8391 7192

Accepted safety barrier products are subject to periodic review and the information provided in this document may be superseded. Please refer to Road Design Note 06-04 – Accepted Safety Barrier products for the current VicRoads acceptance status.
# Safety Barrier System Conditions

## ET 2000 PLUS WITH SYT POSTS Steel Rail Terminal - Permanent

<table>
<thead>
<tr>
<th>Australian Distributor</th>
<th>Ingak Civil Products</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Zealand Distributor</td>
<td>Ingak Civil Products NZ</td>
</tr>
<tr>
<td>Date Issued</td>
<td>8 January 2016</td>
</tr>
</tbody>
</table>

### Status

| Accepted | May be used on the classified road network. These acceptance conditions take precedence over any instructions in the Product Manual. |

### Product accepted

| 15.24 metre ET 2000 PLUS WITH SYT POSTS Steel Rail Terminal - Permanent. |

- **Variants**
  - Nil

- **Options**
  - Motorcyclist Protection Cover – Part no. 10007891 (colour determined by local Road Agency).  

### Product Manual accepted

- Release 01/11.

### Variants NOT accepted

- 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)

- 100 km/h
  - Permanent barriers accepted for 100km/h may be used in 110 km/h speed zones.

### Tested containment (kg)

- 2,000 kg at 100 km/h and 20°.

### Adopted dynamic deflection (Nominal 2 tonne vehicle)

<table>
<thead>
<tr>
<th>Speed limit (km/h)</th>
<th>Deflection (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>100 km/h</td>
<td>0.9 metres for a side impact on a non-flared installation.</td>
</tr>
<tr>
<td>80 km/h</td>
<td>Use 100 km/h deflection.</td>
</tr>
<tr>
<td>70 km/h</td>
<td>Use 100 km/h deflection.</td>
</tr>
<tr>
<td>50 km/h</td>
<td>Use 100 km/h deflection.</td>
</tr>
</tbody>
</table>

- Deflections shown may be exceeded with flared installations and/or high mass vehicles. Refer to Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers Section 6 for design advice.

### Point of need

- Post 3, 4.3 metres from the end of the Extruder Head.

### Development length

- Not applicable.

### Minimum length of barrier between terminals

- Not applicable.

### System width (m)

- 0.45 metres.

### System conditions

1. Extruder head cover optional, determined by Road Agency.
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.

### Terminals and connections

- W-Beam guardrail | Permitted. |
- Thrie-Beam guardrail | Permitted. |
<table>
<thead>
<tr>
<th>Safety Barrier System Acceptance Conditions: ET 2000 PLUS WITH SYT POSTS Steel Rail Terminal - Permanent</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Type F Concrete Safety Barrier</strong></td>
</tr>
<tr>
<td>Proprietary product</td>
</tr>
<tr>
<td>Other</td>
</tr>
<tr>
<td>Gore area use</td>
</tr>
<tr>
<td>Pedestrian area use</td>
</tr>
<tr>
<td>Cycleway use</td>
</tr>
<tr>
<td>Frequent impact likely</td>
</tr>
<tr>
<td>Remote location</td>
</tr>
<tr>
<td>Median use</td>
</tr>
<tr>
<td>Minimum median width (m)</td>
</tr>
<tr>
<td>Flare (See Explanation of Terms diagram)</td>
</tr>
<tr>
<td>Offset to travel lane (m)</td>
</tr>
<tr>
<td>Hazard free area beside barrier or terminal (Working Width)</td>
</tr>
</tbody>
</table>

**Installation**

The ET 2000 PLUS WITH SYT POSTS Steel Rail Terminal - Permanent must be installed and maintained in accordance with the Product Manual and Road Agency specifications. The Road Agency specifications and standards shall have precedence.

**Minimum distance to excavation**

0.6 metres minimum distance between the back of post and the edge of an excavation, see Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers, Appendix H.3.1, Figure H2.

**Slope limit**

Side slope limit: 10 Horizontal to 1 Vertical (10%).

**Foundation pavement conditions**

| Concrete | Permitted with coring holes. |
| Deep lift Asphaltic Concrete | Permitted with coring holes. |
| 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.
<table>
<thead>
<tr>
<th><strong>Safety Barrier System Acceptance Conditions: ET 2000 PLUS WITH SYT POSTS Steel Rail Terminal - Permanent</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Screens must not have horizontal members that present a risk of impaling errant vehicles that impact the product.</strong></td>
</tr>
<tr>
<td><strong>Damaged components</strong></td>
</tr>
<tr>
<td>Damaged components must be replaced. Repaired components must not be used.</td>
</tr>
<tr>
<td><strong>Delineation</strong></td>
</tr>
<tr>
<td>The installed system shall include delineation as prescribed by Road Agency specifications and drawings.</td>
</tr>
<tr>
<td><strong>Traceability and markings</strong></td>
</tr>
</tbody>
</table>
| Product markings shall be in accordance with marking/s prescribed by the current Australian/New Zealand Standard AS/NZS 3845 Road Safety Barrier Systems and Road Agency specifications. Traceability details that must be permanently fixed to the terminal are:  
  - Name of the product.  
  - Manufacturer or distributor name.  
  - Date of manufacture.  
  - Model or version details of the product, if applicable.  
  - Batch number, if applicable.  
  - Serial number, if applicable.  
Traceability details must be easily visible but unobtrusive and not be in a form that becomes prominent advertising. No advertising shall be displayed on the installation.  
Traceability must be in a form that will not be erased with use. |
| **Notes** |
| Conditions are based on drawings 32G-OA, 704A-OA, 995A-OA, 14578, 33795, 33871, 33873, KING-OA, CAB-STD-129 and the Product Manual supplied by the Proponent (Release 01/11). This acceptance will cease if there is any change in the product design or specifications.  
Only the Product Manual authorised by the Proponent shall be used in any marketing of the product.  
Acceptance of the ET 2000 PLUS WITH SYT POSTS Steel Rail Terminal - Permanent does not place any obligation on the Road Agency, or its contractors, to purchase or use the product.  
The Austroads Safety Barrier Assessment Panel may periodically re-assess the ET 2000 PLUS WITH SYT POSTS Steel Rail Terminal - Permanent.  
The Road Agency may withdraw or modify at any time, the acceptance status or conditions of use of the product without notice. Users should refer to the Road Agency web site to ensure they have the latest version of the conditions related to this product. |
Design Terminology

Direction of travel (1)

Direction of travel (2)

Leading Terminal

Offset to travel lane

Safety Barrier

Trailing Terminal

Leading point of need

Length of need

Trailing point of need

First possible point of contact with hazard from direction 1

First possible point of contact with hazard from direction 2

Deflection Terminology

Hazard

Hazard free area

Dynamic deflection

Permanent deformation

Containment = Tested vehicle weight

Working width (vehicle roll allowance)

System width

Dynamic deflection

Working width

Flare Terminology

Flare length

Flare width

d

Point of need with flare

Flare rate = \( d/1 \)

Direction of travel

Edge line

Terminal Terminology

For more information, refer to
Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers