

# LO-RO WATER CABLE BARRIER

## REVISION REGISTER

Revision	Description	Date
1	Issued for use.	20/07/2020

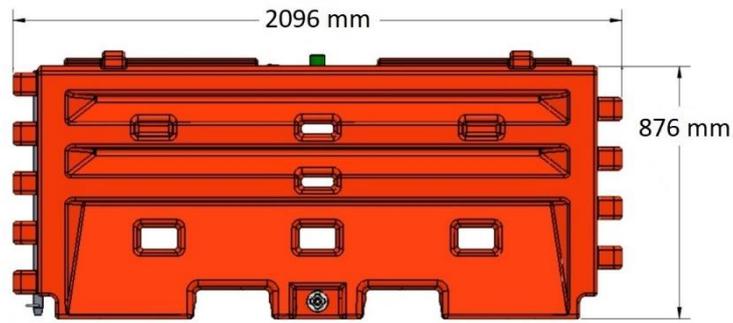
The Lo-Ro Water Cable Barrier (Lo-Ro Barrier) is a portable, water filled, longitudinal temporary barrier. The individual barrier units are orange and white in colour, while the end treatments (SLED Lo-Ro Terminal) are yellow and also filled with water.

### Image:

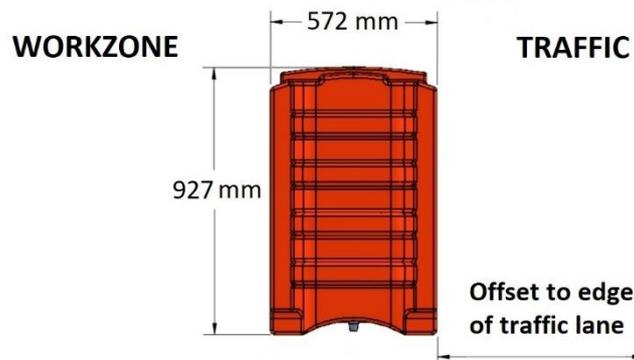


Figure 1: Photograph of Lo-Ro Barrier and SLED Lo-Ro Terminal

### Drawings:



Elevation of Lo-Ro Barrier Unit



Cross Section of Lo-Ro Barrier Unit

Figure 2: Dimensions of Lo-Ro Barrier Units

# LO-RO WATER CABLE BARRIER

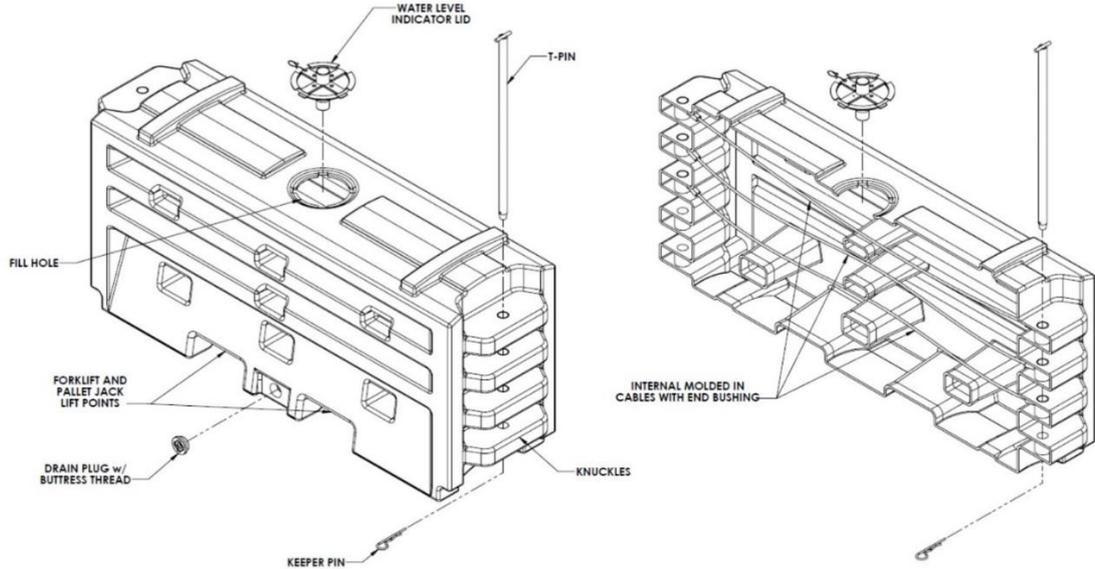
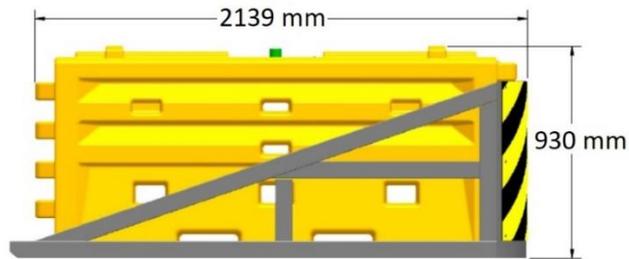
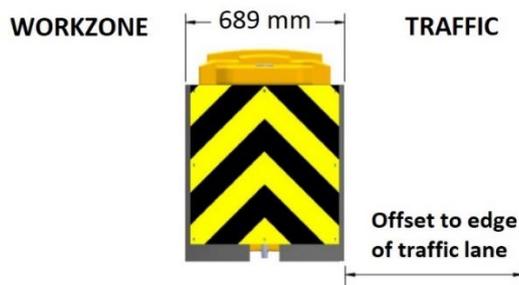


Figure 3: Oblique Views of Lo-Ro Barrier Units



Elevation of SLED Lo-Ro Terminal



Cross Section of SLED Lo-Ro Terminal

Figure 4: Dimensions of SLED Lo-Ro Terminal

**Ownership:** Traffix Devices Inc.  
<https://www.traffixdevices.com/>

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## LO-RO WATER CABLE BARRIER

**Test Level:** Approved to MASH TL 2

Test Level	Test Description	Deflection	Working Width
MASH – TL 2	2270 kg at 70 km/h and 25°	3.60 m	4.10 m
MASH – TL 1	2270 kg at 50 km/h and 25°	1.80 m	2.30 m

**Accepted Design Speed:** Up to 70 km/h (i.e. posted speed up to 60 km/h)

### Configuration:

- Units must be connected together using the T-pin and a sufficient length of barrier is required to resist impact.
- The barrier units are orange and white in colour and must be filled with water. The end terminal, which consists of one yellow unit must also be filled with water.

### Design Consideration:

- Design to be in accordance with the Lo-Ro Water Cable Barrier Installation Procedure Manual Revision A3, dated 30 December 2019.
- It is recommended that the barrier should be offset from the edge of traffic lane by:
  - traffic speed 40 km/h or less – 0.2m;
  - traffic speed 41 to 60 km/h – 0.3m.
- Plant, personnel or roadside hazards should not be located within the hazard free and deflection area as shown in the figure below (based on detail from the Lo-Ro Water Cable Barrier Installation Procedure Manual).

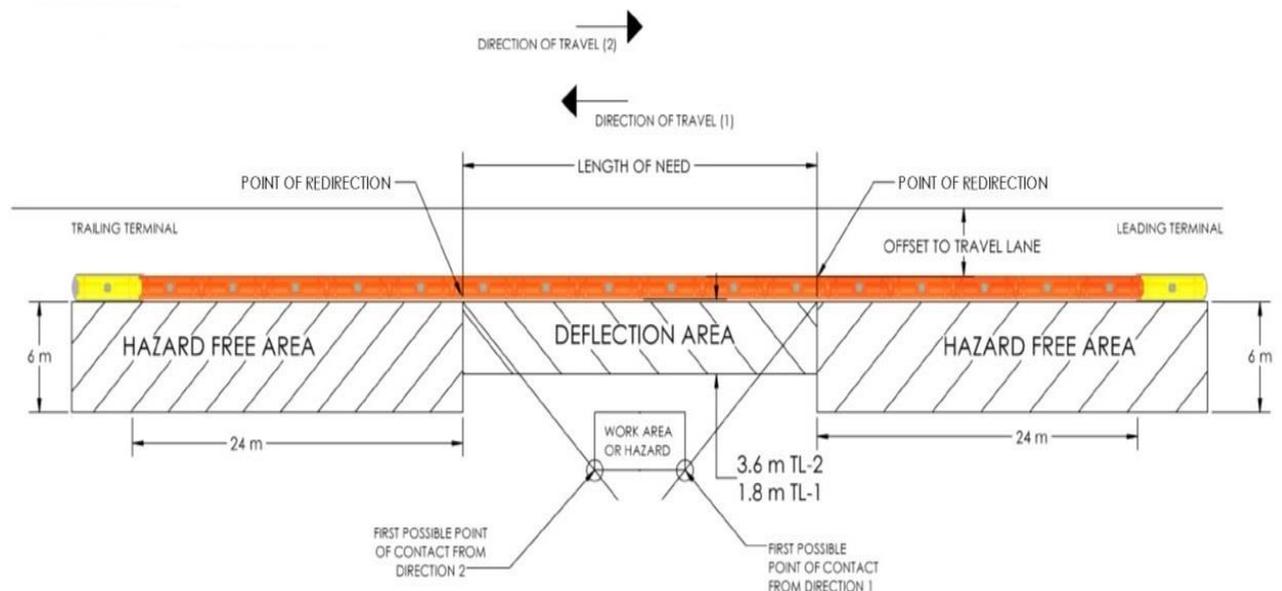


Figure 5: Lo-Ro Barrier Layout Diagram (Not to Scale)

- The approach to the barrier should be a trafficable running surface at a slope of 1 in 10 or flatter clear of objects and grade change to allow for an errant vehicle to hit the barrier at an appropriate height

### Minimum Length:

- 48 m, excluding terminals (i.e. 25 barrier units)

## **LO-RO WATER CABLE BARRIER**

### **Terminal Permitted:**

- Each end of the barrier must be fitted with SLED Lo-Ro Terminals.
- The SLED End Terminal is an end treatment that has been accepted for use by Main Roads WA. The SLED End Terminal is **different** to the SLED Lo-Ro Terminal. The SLED End Terminal may **not** be connected to the Lo-Ro Water Cable Barrier.

### **Point of Redirection:**

- 24 m from the interface between the terminal and barrier (for both the leading and trailing ends).

### **Limitation:**

- The barrier cannot be placed adjacent to kerbs or other objects which may prevent lateral displacement.

### **Installation and Maintenance:**

- In accordance with the Lo-Ro Water Cable Barrier Installation Procedure Manual Revision A3, dated 10 December 2019.

### **Damaged Component:**

- Damaged units must be repaired in accordance with product manual or replaced.

### **Reference:**

- Main Roads WA File 20/4020