

SAFEZONE

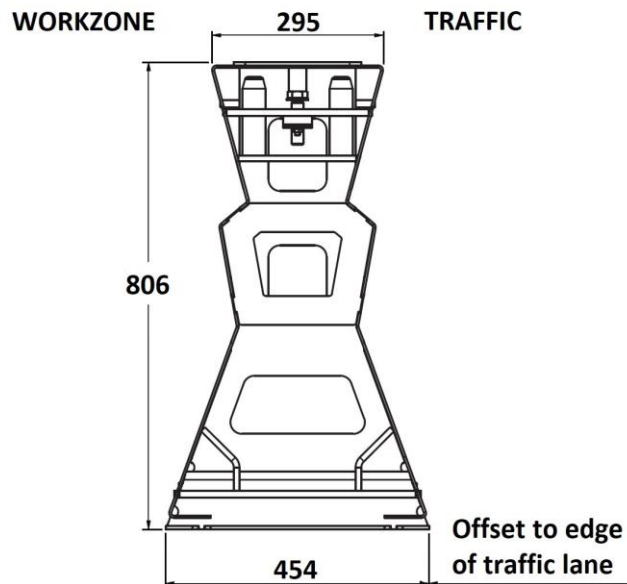
REVISION REGISTER

Revision	Description	Date
1	Issued for use.	2/07/2020.
1 A	Owner and supplier details updated. Permanent use and alternative anchor added. Installation manual references updated.	5/10/2022

SafeZone is a portable steel barrier, which is anchored to the pavement at the ends (and at intermediate anchors at 69.6 m spacing) and is considered a semi rigid system that is approved for use in temporary applications.

SafeZone may be considered for permanent installation. However, approval is required from MRWA Road & Traffic Engineering Branch prior to specifying this application.

Images:

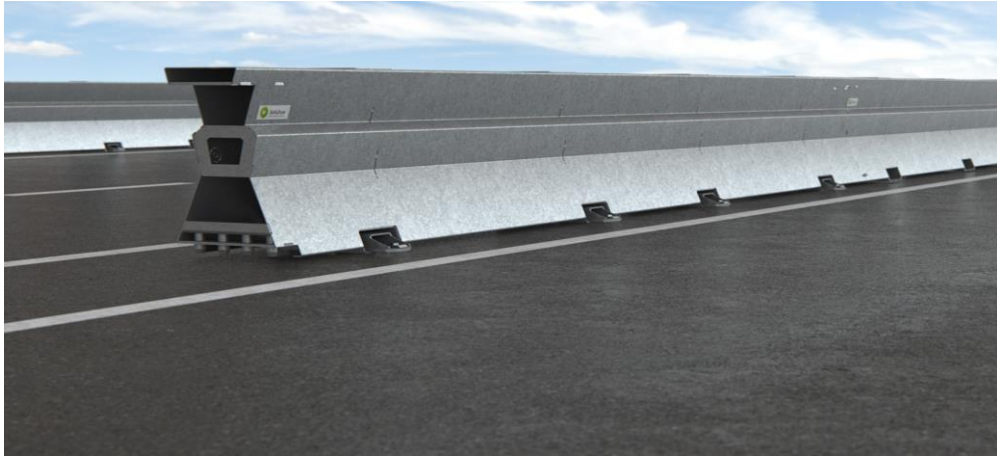


Cross section (anchor shoe not shown)



Photograph of 5.8m long element (2# anchor shoes shown)

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Photograph of Installation (4# anchor shoes shown – i.e. end anchor)

Ownership:

Ownership
Jaybro Group
Supplier
Jaybro Group 29 Penelope Crescent, Arundel Park, NSW 2148

Test Level: Approved to MASH TL 3 and TL 4.

Test Level	Test Description	Deflection	Working Width (measured at base of units)
MASH – TL 3	2,270 kg vehicle @ 100 km/h, 25° impact angle	1.70 m	2.06 m
MASH – TL 4	10,000 kg vehicle @ 90 km/h, 15° impact angle	2.07 m	2.96 m

Note that the deflections and working widths were measured in a crash test performed under controlled conditions.

The deflection values are the horizontal offset between the face of the barrier (in these cases the toe of the barrier on the traffic side) measured prior to and following vehicle impact.

The working width values are the horizontal offset between the face of the barrier (in these cases the toe of the barrier on the traffic side) measured prior to vehicle impact and the maximum lateral position of any major part of the system or vehicle after impact (in the MASH TL 3 case the toe of the barrier on the workzone side and in the MASH TL 4 case the top of the test vehicle).

Designers should be aware that the values from crash tests that are published may not be the maximum values achieved in the field for all impacts by errant vehicles.

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Configuration:

- The SafeZone system consists of 5.8 m long elements. Two elements are bolted together at the factory providing 11.6 m long units. SafeZone may only be installed in straight sections.
- As the barrier is designed to resist loadings by deflecting the units should be free to move but the system must be anchored at each end and if required at intermediate locations.
- The location of pinned intermediate anchors shall be at intervals not greater than 69.6 m.
- Each **end** anchor shall consist of 8# 300 mm long threaded rod, inserted through 4# anchor shoes and anchored to the pavement.
- Each **intermediate** anchor shall consist of 2# 300 mm long threaded rod, inserted through 1# anchor shoe and anchored to the pavement.
- Anchoring details consist of 300mm long epoxied M30 threaded rod (for MASH TL 3 & MASH TL 4) or 300 mm long M20 Excalibur Bolt (for MASH TL 3 only).
- The configuration of anchor shoes and anchored threaded rods anchors shall be as specified in the "Installation manual SafeZone™ system" Australia & New Zealand – Version 1.20.

Design:

- Design to be in accordance with "Installation manual SafeZone™ system" Australia & New Zealand – Version 1.20.
- 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;
 - traffic speed 61 to 80 km/h – 0.5m;
 - traffic speed greater than 80 km/h – 1.0m
- Barrier length must be sufficient to adequately protect the hazard.

Minimum Length:

69.6 m (i.e. minimum length tested)

Point of Redirection:

The point of redirection for MASH TL 3 conditions shall be the interface between the barrier and end treatment.

The point of redirection for MASH TL 4 conditions shall be 27.4 m from the end of the SafeZone Barrier (for both the leading and trailing ends).

Terminals permitted:

- TAU-M crash cushion

May only be installed where reverse impacts are highly improbable and a risk assessment has been completed and steps undertaken to mitigate any risks identified.

- Absorb-M (suitable for maximum design speed = 80 km/h, maximum posted speed = 70 km/h)

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The following terminals will not be accepted for temporary installations on Main Roads WA contracts awarded after 1 January 2022.

- Tau-II crash cushion

Crash cushions may only be installed where reverse impacts are highly improbable and a risk assessment has been completed and steps undertaken to mitigate any risks identified.

Limitations:

- The ends of the barrier should be shielded with a suitable end treatment or by an overlapping barrier.
- Cannot be placed adjacent to kerbs or other objects within the deflection limits of the barrier, which may prevent lateral displacement.
- Not to be used on longitudinal slopes or crossfalls greater than 8%.
- To be used where pavement consists of:
 - 250 mm thick reinforced or unreinforced concrete,
 - 150 mm thick asphalt over 100 mm basecourse,
 - 250 mm thick asphalt.For pavements not meeting these requirements design advice shall be sought from the Supplier.
- Anchoring details consist of:
 - 300mm long epoxied M30 threaded rod (for MASH TL 3 & MASH TL 4)
 - 300 mm long M20 Excalibur Bolt (for MASH TL 3 only).
- SafeZone may only be installed in straight sections.
- Objects should not be placed on top of the barrier as they are designed to move under impact. "Anti-Gawk" screens are not to be attached.

Installation and Maintenance Requirements:

In accordance with "Installation manual SafeZone™ system" Australia & New Zealand – Version 1.20.

The holes in the pavement for the anchors made to accommodate the anchor pins must be repaired to the satisfaction of the road authority.

Parts to be Replaced after Impact:

Units may need to be repaired after impact or replaced depending on the extent of damage.

Parts Typically Re-Useable after Impact:

Undamaged units.

References:

"Installation manual SafeZone™ system" Australia & New Zealand – Version 1.20.

Item	Description
1	Barrier system information can be found on Main Roads file 19/949.