

## Interim Acceptance for Safety Barrier Product

**Product:**                **Water-Wall™ + Mini-SLED™ TL1 Plastic Barrier System**  
**Safety Barrier - Temporary**

**Expiry Date:**        **30 June 2017**

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The Water-Wall™ TL1 temporary barrier system has been tested in accordance with NCHRP Report 350 and complied with the required evaluation criteria for Test Level 1 (TL1). The FHWA issued a letter of acceptance B-130 (December 2004) for the use of the Water-Wall™ TL1 temporary barrier system.

The Mini-SLED™ temporary crash cushion system has been tested in accordance with MASH criteria and complied with the required evaluation criteria for Test Level 1 (TL1).

Used together, in the configuration shown below, the Water-Wall™ temporary barrier and Mini-SLED™ end treatment comprise an NCHRP350 TL1 temporary barrier system.

### Product Identification



Water-Wall™ TL1 Barrier



Mini-SLED™ TL1 End Treatment

Pending further updates to the NZ Transport Agency's M23 Specification for Road Safety Barrier Systems, the Water-Wall™ + Mini-SLED™ TL1 temporary barrier system is granted interim acceptance by the NZ Transport Agency for use on the State highway network, with the following conditions:

### Conditions of Use

The Water-Wall™ + Mini-SLED™ TL1 temporary barrier system may only be used on temporary traffic management sites where the permanent posted speed limit is 50 km/h or less and the site is under temporary traffic management control in accordance with the Code of Practice for Temporary Traffic Management (CoPTTM).

The Water-Wall™ + Mini-SLED™ TL1 temporary barrier system must be installed and maintained in accordance with the product installation/maintenance manual and relevant NZ Transport Agency specifications. NZ Transport Agency specifications and standards shall prevail where there is any discrepancy between the product manual(s) and the NZ Transport Agency specifications and standards.

Installers must ensure that they are familiar with relevant conditions, requirements and limitations of the system, particularly with regard to the appropriate length of need, minimum installation length and test deflection. Vehicle impacts that vary from the NCHRP350 or MASH-1 impact conditions may result in significantly different results than those experienced in testing.

The Water-Wall™ TL1 temporary barrier system has been evaluated in accordance with the Test Level 1 criteria presented in NCHRP Report 350 under the following test conditions:

- 820kg small car impacting at various angles and offsets at a nominal speed of 50kph;
- 2000kg pick-up truck impacting at various angles and offsets at a nominal speed of 50kph.

The Mini-SLED™ End Treatment unit was evaluated in accordance with the Test Level 1 criteria presented in MASH under the following test conditions:

- 1100kg small car impacting head-on (zero offset) at a nominal speed of 50kph;
- 2270kg pick-up truck impacting head-on (zero offset) at a nominal speed of 50kph.

All Water-Wall™ TL1 temporary barrier system units **must** be connected with the appropriate steel connecting pin **and** filled with water when in use.

The Mini-SLED™ TL1 End Treatment unit forms an integral part of this composite system and **must** be installed and maintained in accordance with the product installation/maintenance manual and relevant NZ Transport Agency specifications. Should the Mini-SLED™ TL1 End Treatment component of this system **NOT** be fitted, the entire barrier system will be considered non-conforming.

Because the Mini-SLED™ is a non-redirecting, gating crash cushion, it should only be installed to protect hazards that are not likely to be impacted on the side at an angle at any significant velocity.

The minimum installation length for the Water-Wall™ + Mini-SLED™ TL1 temporary barrier system is 52.4m comprising 2 x yellow Mini-SLED™ end treatments and 26 x orange Water-Wall™ barrier sections (28 units in total).

A copy of this Interim Acceptance memorandum must be appended to the Installation Manual.

### **Expiry of Acceptance**

This acceptance expires on 30 June 2017 and replaces any previous acceptance for the Water-Wall™ + Mini-SLED™ TL1 temporary barrier system.

New installations of the Water-Wall™ + Mini-SLED™ TL1 temporary barrier system must not be deployed on the State highway network after the expiry date of acceptance unless a further period of acceptance is granted or the product has been formally included in the NZ Transport Agency M23 Specification for Road Safety Barrier Systems, in which case the M23 specification would replace this interim acceptance.

Should the NZ Transport Agency discover that the qualification testing was flawed, that in-service performance reveals unacceptable safety problems, or that the system being marketed differs significantly from that which was crash tested, it reserves the right to modify or revoke its acceptance of the Water-Wall™ + Mini-SLED™ TL1 temporary barrier system.

### **Authorised by the National Manager Traffic & Safety**