


Safety Barrier Technical Conditions for Use

Type F Concrete Safety Barrier - Permanent

	Issue Date: 25 June 2019	Supplier: Public Domain
	<p>These conditions take precedence over any instructions in the Product Manual.</p> <p>This document is a summary of the Austroads Safety Barrier Assessment Panel's assessment of the technical performance of the product against AS/NZS 3845 Parts 1 or 2 only. It does not consider procurement practices by individual Road Agencies.</p> <p>The Austroads Safety Assessment Panel may at any time, withdraw or modify this Technical Conditions for Use without notice.</p> <p>These acceptance conditions should be read in conjunction with the Product Manual and Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers.</p> <p>Acceptance of this product does not place any obligation on the Northern Territory Government or its contractors, to purchase or use the product.</p>	

Status	Accepted – may be used on the classified road network
Product accepted	<p>Profile = Type F – set in a continuous keyed foundation, dowelled or placed in front of compacted backfill in accordance with the Project Drawings and AS 5100 Parts and AS 3845 Parts.</p> <p>Variants</p> <ul style="list-style-type: none"> • Single sided • Double sided <p>Options</p> <ul style="list-style-type: none"> • Cast in-situ • Slip formed <p>Variants that are NOT listed above are NOT recommended for acceptance.</p>
Accepted speed	110km/h
Product manual reviewed	
Product manual	

Design Requirements

Containment Level	Point of Redirection		Tested Article Length (m)	Anchor/Post Spacing (m)	Dynamic Deflection (m)	Working Width (m)	Notes
	Leading (m)	Trailing (m)					
MASH TL3	Entirely redirective		30	n/a	0	0.6	820mm high
MASH TL4	8	8	45	n/a	0	1.6	920mm high
MASH TL5	30	30	100	n/a	0	2.0*	1100mm high

*estimated from crash test photographs

Approved Connections

Crash Cushions or Terminals must be fitted to both ends of a barrier	
Public Domain Products	
W-Beam Guardrail	Not Permitted
Thrie-Beam Guardrail	Permitted
Proprietary Products	
	<ul style="list-style-type: none"> • Refer to end treatment acceptance conditions for accepted connections.

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Design Guidance

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 installation length	TL3 – 30 metres between crash cushions/terminals (tested article) TL4 – 45 metres between crash cushions/terminals (tested article) TL5 – 100 metres between crash cushions/terminals (tested article)
System width (m)	0.6 metres 0.5 metres – single slope
Minimum distance to excavation	Recorded dynamic deflection – may require structural design to comply with AS5100
Slope limit	Side slope limit: 10 Horizontal to 1 Vertical (10%).
Systems conditions	1. The maximum upstand is 80mm. 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. 3. Flaring across the clear zone without an approved connection and terminal is NOT permitted.
Gore area use	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	Permitted
Median use	Permitted

Foundation Pavement Conditions					
Pavement	Use	Accepted Speed (max)	Post/Pin Spacing (m)	Post/Pin Type	Pavement Construction
Concrete	Permitted	110 km/h	Refer to standard drawings		Minimum AASHTO Standard Soil Strength
Deep lift asphaltic concrete					
Asphaltic concrete over granular pavement					
Flush seal over granular pavement					
Unsealed compacted formation	Not Permitted				

Note: Installation in pavement conditions not listed above have not been justified to the Panel's satisfaction.