


Safety Barrier Technical Conditions for Use

SKT-SP Steel Rail Terminal - Permanent

	Issue Date: 1 July 2019	Supplier: Safe Direction
	<p>These conditions take precedence over any instructions in the Product Manual. 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. This Technical Conditions for Use does not imply that this product may be used on roads under the care and control of individual Road Agencies.</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	<p>Legacy – Existing installations can remain in service until the end of service life. No new installations permitted.</p> <p>These acceptance conditions take precedence over any instructions in the Product Manual.</p>
Variants accepted	<ul style="list-style-type: none"> • 15.24 metre SKT-SP Steel Rail Terminal - Permanent. • 7.62 metre SKT-SP Steel Rail Terminal - Permanent.
Variants NOT accepted	<ul style="list-style-type: none"> • 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 - 15.24 metre SKT-SP Steel Rail Terminal - Permanent. 70 km/h - 7.62 metre SKT-SP Steel Rail Terminal - Permanent. 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 various angles (15.24 metres). 2,000 kg at 70 km/h and various angles (7.62 metres).	
Adopted dynamic deflection (Nominal 2 tonne vehicle)	100 km/h	1.0 metres for a side impact on a non-flared installation.
	80 km/h	Use 100 km/h deflection.
	70 km/h	Use 100 km/h deflection.
	50 km/h	Use 100 km/h deflection.
	Deflections shown will 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.	

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Point of need	Post 3, 4.6 metres from the end of the Extruder Head.
Development length	Not applicable.
Minimum length of barrier between terminals	Not applicable.
System width (m)	0.51 metres.
System conditions	Not specified.
Terminal conditions	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.
Gore area use	Permitted – not suitable for impact on the post side.
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 – not suitable for impact on the post side.
Minimum median width (m)	Not applicable.

Flare rate (See Explanation of Terms diagram)	Refer to Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers Table 6.5, and the Product Manual for design advice.
Offset to travel lane (m)	Refer to Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers, Section 6.3.5.
Hazard free area beside barrier or terminal (Working Width)	Refer to Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers, Section 6.3.16.

Installation	The SKT-SP 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.	

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Attachments and screens	<p>Visual screens, debris screens, platforms for workers and other non- product hardware must not be attached to the product.</p> <p>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.</p> <p>Screens must not have horizontal members that present a risk of impaling errant vehicles that impact the product.</p>
Damaged components	Damaged components must be replaced. Repaired components must not be used.
Delineation	The installed system shall include delineation as prescribed by Road Agency specifications and drawings.
Traceability and markings	<p>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:</p> <ul style="list-style-type: none"> • 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. <p>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.</p> <p>Traceability must be in a form that will not be erased with use.</p>
Notes	<p>Conditions are based on drawings K-SKT SP TL2, K-SKT SP TL3, GE- BL-SS-0310-AS, GE-EF-MX-0011-AG, GE-EF-MX-0015-AG, GE-EF-MX- 2000-AG, GE-EF-MX-3333-AG, GE-PG-IS-0650-BG, GE-PG-IS-0700- AG, GE-PG-IS-1100-AG, GE-PG-IS-1830-CG, GE-PG-IS-1900-BG, GE-WB-SR-3810-BG and the Product Manual supplied by the Proponent (PM 017/01). This acceptance will cease if there is any change in the product design or specifications.</p> <p>Only the Product Manual authorised by the Proponent shall be used in any marketing of the product.</p> <p>Acceptance of the SKT-SP Steel Rail Terminal - Permanent does not place any obligation on the Road Agency, or its contractors, to purchase or use the product.</p> <p>The Austroads Safety Barrier Assessment Panel may periodically re- assess the SKT-SP Steel Rail Terminal - Permanent.</p> <p>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.</p>