



# Safety Barrier Technical Conditions for Use

## T-LOK MASH F-TYPE Concrete Safety Barrier - Temporary

 	<b>Issue Date:</b> 23 February 2018	<b>Supplier:</b> Saferoads Pty Ltd
	<p><b>These conditions take precedence over any instructions in the Product Manual.</b></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	<b>Accepted – may be used on the classified road network.</b> These acceptance conditions take precedence over any instructions in the Product Manual.
Variants Accepted	<ul style="list-style-type: none"> <li>• 3.66m T-LOK MASH F-TYPE Concrete Safety Barrier -Temporary.</li> <li>• 5.40m T-LOK MASH F-TYPE Concrete Safety Barrier -Temporary.</li> </ul>
Variants NOT accepted	<ul style="list-style-type: none"> <li>• Variants that are not on the list above are not accepted.</li> <li>• Variants accepted in other jurisdictions, but not accepted in the local jurisdiction, are NOT permitted.</li> </ul>
Product manual	<a href="https://www.saferoads.com.au/t-lok-barrier">https://www.saferoads.com.au/t-lok-barrier</a>

Speed limit (km/h)	80 km/h (70 km/h when attached to ABSORB 350 Plastic Terminal)	
Tested containment (kg)	2,270 kg at 100 km/h and 25°.	
Adopted dynamic deflection (Nominal 2 tonne vehicle)	100 km/h	Not applicable.
	80 km/h	0.8 metres.
	70 km/h	0.6 metres.
	50 km/h	0.3 metres.
	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.	
Point of need	Point of Need is the interface between the terminal and the barrier.	
Development length	Not applicable.	
Minimum length of barrier between terminals	20 metres.	
System width (m)	0.61 metres.	

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System conditions	<ol style="list-style-type: none"> <li>1. Installation without a terminal listed below is NOT permitted.</li> <li>2. Flaring across the clear zone without a terminal listed below is NOT permitted.</li> <li>3. 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.</li> </ol>						
Terminal conditions	<ol style="list-style-type: none"> <li>1. QUADGUARD CZ <ul style="list-style-type: none"> <li>• Permitted for use with T-LOK MASH F-TYPE Concrete Safety Barrier - Temporary.</li> <li>• 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.</li> <li>• Terminal must be anchored by pins in accordance with the installation instructions in the Product Manual.</li> <li>• The T-LOK MASH F-TYPE Concrete Safety Barrier adjacent to the Quadguard CZ must be anchored to the pavement as required by the Product Manual.</li> <li>• An accepted transition must be used to connect the terminal to the barrier.</li> <li>• A terminal must be fitted to both ends of the barrier.</li> <li>• Permitted as a terminal on a flare.</li> <li>• See QUADGUARD CZ acceptance document for conditions of use.</li> </ul> </li> <li>2. ABSORB 350 Plastic Terminal <ul style="list-style-type: none"> <li>• The installation is restricted to a speed limit of 70km/h or less</li> <li>• Permitted as a terminal on a flare.</li> <li>• Refer to ABSORB 350 Plastic Terminal acceptance document for conditions of use.</li> </ul> </li> </ol>						
Gore area use	Permitted – consider speed and deflection limitations.						
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.						
Minimum median width (m)	3.2 metres.						
Flare rate (See Explanation of Terms diagram)	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; width: 30%;">Speed</th> <th style="text-align: left;">Flare rate – Non-rigid barrier</th> </tr> </thead> <tbody> <tr> <td>80 km/h</td> <td>11:1</td> </tr> <tr> <td>70 km/h</td> <td>10:1</td> </tr> </tbody> </table> <ul style="list-style-type: none"> <li>• Flare may be required on both leading and trailing ends of the barrier.</li> <li>• Must have a crash cushion terminal from the list above that is accepted for use on a flare.</li> <li>• Flare rates shown apply inside the skyline. Refer to Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers Table 6.5 for other situations.</li> </ul>	Speed	Flare rate – Non-rigid barrier	80 km/h	11:1	70 km/h	10:1
Speed	Flare rate – Non-rigid barrier						
80 km/h	11:1						
70 km/h	10:1						
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 T-LOK MASH F-TYPE Concrete Safety Barrier - Temporary 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	0.8 metres minimum distance between the edge of the barrier and the edge of an excavation. (Being the adopted dynamic deflection).						
Slope limit	Side slope limit: 20 Horizontal to 1 Vertical (5%). Longitudinal slope limit: Not Specified.						

## T-LOK MASH F-Type Concrete Safety Barrier - Temporary

Foundation pavement conditions	Concrete	Permitted.
	Deep lift Asphaltic Concrete	Permitted.
	Asphaltic concrete over granular pavement	Permitted.
	Flush seal over granular pavement	Permitted.
	Unsealed compacted formation	Permitted.
	Natural surface	Not Permitted.
	Foundation pavement conditions must be smooth and free of snag points, kerbs or obstructions that may interfere with deflection of the barrier.	
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 product are:</p> <ul style="list-style-type: none"> <li>• Name of the product.</li> <li>• Model or version details of the product, if applicable.</li> <li>• Manufacturer or distributor name.</li> <li>• Batch number, if applicable.</li> <li>• Serial number, if applicable.</li> <li>• Date of manufacture.</li> </ul> <p>Traceability details must 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	Acceptance is based on drawings SR0303012, SR303036 and the Product Manual supplied by the Proponent, dated April 2012. This acceptance will cease if there is any change in the product design or specifications.	
	Only the Product Manual authorised by the Proponent shall be used in any marketing of the product.	
	Acceptance of the T-LOK MASH F-TYPE Concrete Safety Barrier - Temporary does not place any obligation on the Road Agency, or its contractors, to purchase or use the product.	
	The Austroads Safety Barrier Assessment Panel may periodically re-assess the T-LOK MASH F-TYPE Concrete Safety Barrier - Temporary. 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.	