


# Safety Barrier Technical Conditions for Use

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

	<b>Issue Date:</b> 4 March 2021	<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>Recommended for Acceptance</b>
Product accepted	<p>T-LOK MASH F-TYPE Concrete Safety Barrier</p> <p><u>Variants</u></p> <p>3.66m T-LOK MASH F-TYPE Concrete Safety Barrier - Temporary</p> <p>5.40m T-LOK MASH F-TYPE Concrete Safety Barrier - Temporary</p> <p>Variants that are NOT listed above are NOT recommended for acceptance.</p>
Accepted Speed	80 km/h
Product Manual reviewed	Version 6.2 - November 2020
Product Manual	<a href="https://www.saferoads.com.au/t-lok-barrier">https://www.saferoads.com.au/t-lok-barrier</a>

### Design Requirements

Containment Level	Point of Redirection (m)		Tested Article Length (m)	Anchor/Post Spacing (m)	Dynamic Deflection (m)	Working Width (m)	Notes
	Leading	Trailing					
MASH TL3	21.9	36.6	58.5	Freestanding	1.27	1.88	Speed restricted product

### Approved Connections

<i>Crash Cushions or Terminals must be fitted to both ends of a barrier</i>	
<b>Public Domain Products</b>	
W-Beam Guardrail	Not Permitted
Thrie-Beam Guardrail	Not Permitted
Concrete	Not Permitted

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Proprietary Products	
<b>LEGACY:</b> QUADGUARD CZ Crash Cushion	<ul style="list-style-type: none"> <li>• <b>LEGACY status recommended from 1 January 2021.</b></li> <li>• Refer to QUADGUARD CZ Crash Cushion Technical Conditions for Use.</li> <li>• The T-Lok MASH Concrete Safety Barrier adjacent to the Quadguard CZ Crash Cushion must be anchored to the pavement as required by the Product Manual.</li> <li>• The T-Lok to Quadguard CZ Crash Cushion transition must be used to connect the crash cushion to the barrier.</li> <li>• Leading and trailing points of redirection are considered to be 0.</li> <li>• Reverse impacts into the transition section can produce a greater occupant severity value than preferred. Where reverse impacts are possible (e.g. bi-directional traffic), a risk assessment must be completed and steps to mitigate the likelihood of reverse impact should be implemented.</li> </ul>
<b>LEGACY:</b> ABSORB 350 Plastic Terminal	<ul style="list-style-type: none"> <li>• <b>LEGACY status recommended from 1 January 2021.</b></li> <li>• <b>The installation is restricted to an impact speed of 70 km/h or less.</b></li> <li>• Refer to ABSORB 350 Terminal Technical Conditions for Use.</li> <li>• The T-Lok MASH to AB350 Terminal must be used to connect the terminal to the barrier.</li> <li>• This is a gating terminal.</li> </ul>
ABSORB-M Crash Cushion	<ul style="list-style-type: none"> <li>• <b>The installation is restricted to an impact speed of 80 km/h or less.</b></li> <li>• Refer to Absorb-M Crash Cushion Technical Conditions for Use.</li> <li>• The T-Lok to Absorb-M Crash Cushion transition must be used to connect the crash cushion to the barrier.</li> <li>• This is a gating device.</li> </ul>
UNIVERSAL TAU-M Crash Cushion	<ul style="list-style-type: none"> <li>• <b>The installation is restricted to an impact speed of 80 km/h or less.</b></li> <li>• Refer Universal Tau-M Crash Cushion Technical Conditions for Use.</li> <li>• The T-Lok to Universal TAU-M Crash Cushion transition must be used to connect the crash cushion to the barrier.</li> <li>• Leading and trailing points of redirection are considered to be 0.</li> <li>• Reverse impacts into the transition section can produce a greater occupant severity value than preferred. Where reverse impacts are possible (e.g.: bi-directional traffic), a risk assessment must be completed and steps to mitigate the likelihood of reverse impact should be implemented.</li> </ul>
QUADGUARD M10 CZ Crash Cushion	<ul style="list-style-type: none"> <li>• <b>The installation is restricted to an impact speed of 80 km/h or less.</b></li> <li>• Refer to QUADGUARD M10 CZ Crash Cushion Technical Conditions for Use.</li> <li>• The T-Lok MASH transition to end terminal must be used to connect the crash cushion to the barrier.</li> <li>• Leading and trailing points of redirection are considered to be 0.</li> <li>• Reverse impacts into the transition section can produce a greater occupant severity value than preferred. Where reverse impacts are possible (e.g. bi-directional traffic), a risk assessment must be completed and steps to mitigate the likelihood of reverse impact should be implemented.</li> </ul>

### 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	58.5 metres between crash cushions/terminals (tested article)
System width (m)	0.61
Minimum distance to excavation	1.27 – measured from the face of the barrier on the works side
Slope limit	5%
Systems conditions	Installation on top of a kerb is not recommended
Gore area use	Permitted
Pedestrian area use	Permitted
Cycleway use	Permitted
Frequent impact likely	Permitted

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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	80 km/h			<p style="text-align: center;"><u>Freestanding</u></p> <p>Foundation pavement conditions must be smooth and free of snag points, kerbs or obstructions that may interfere with the operation of the product</p>
Deep lift asphaltic concrete					
Asphaltic concrete over granular pavement					
Flush seal over granular pavement					
Unsealed compacted formation					

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