


Safety Barrier Technical Conditions for Use

DOLRE Low Stress TL4 Traffic Barrier

	Issue Date: 17 April 2020	Supplier: LB Australia
	<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	Recommended for Acceptance
Product accepted	Dolre Low Stress TL4 Traffic Barrier <u>Variants</u> Light debris guard mesh Variants that are NOT listed above are NOT recommended for acceptance.
Accepted speed	100 km/h
Product manual reviewed	DOLRE 161124o V05 Ind.J
Product manual	http://lbaustralia.contentconciierge.com.au/wp-content/uploads/2020/05/H241-DOLRE-Manual-LBA-V1.2.pdf

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)					
Referenced to MASH TL4	20	40	60	2.0	0.98	1.33	Tested to EN1317 H2

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
Concrete Type F	Not Permitted
Proprietary Products	

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 (m)	60 metres between crash cushions/terminals (tested article)
System width (m)	0.4 metres
Minimum distance to excavation	Recorded dynamic deflection
Slope limit	Side slope limit: 10 Horizontal to 1 Vertical (10%)
Systems conditions	Installation on top of a kerb is not recommended
Gore area use	Not 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	100 km/h	2.0	M24 threaded stud	Continuous reinforced concrete footing/ bridge deck
Deep lift asphaltic concrete	Permitted	100 km/h	2.0	M24 threaded stud	Reinforced concrete pile or steel driven pile with anchor plate on top for each DOLRE post
Asphaltic concrete over granular pavement	Permitted	100 km/h	2.0	M24 threaded stud	Reinforced concrete pile or steel driven pile with anchor plate on top for each DOLRE post
Flush seal over granular pavement	Permitted	100 km/h	2.0	M24 threaded stud	Reinforced concrete pile or steel driven pile with anchor plate on top for each DOLRE post
Unsealed compacted formation	Permitted	100 km/h	2.0	M24 threaded stud	Reinforced concrete pile or steel driven pile with anchor plate on top for each DOLRE post

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