Safety Barrier Technical Conditions for Use

RAMSHIELD Steel Safety Barrier - Permanent

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.

The Austroads Safety Assessment Panel may at any time, withdraw or modify this Technical Conditions for Use without notice.

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.

Acceptance of this product does not place any obligation on the Northern Territory Government or its contractors, to purchase or use the product.

Status

Product accepted
RAMSHIELD Steel Safety Barrier – Permanent

Variants
Nil

Variants that are NOT listed above are NOT recommended for acceptance.

Accepted speed
100 km/h

Product manual reviewed
PM 020/03 dated November 2015

Product manual

Design Requirements

<table>
<thead>
<tr>
<th>Containment Level</th>
<th>Point of Redirection</th>
<th>Tested Article Length (m)</th>
<th>Anchor/Post Spacing (m)</th>
<th>Dynamic Deflection (m)</th>
<th>Working Width (m)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>MASH TL3</td>
<td>Interface between barrier and terminal</td>
<td>96.5</td>
<td>2.0</td>
<td>1.56</td>
<td>1.63</td>
<td></td>
</tr>
</tbody>
</table>

Approved Connections

Crash Cushions or Terminals must be fitted to both ends of a barrier

Public Domain Products

- W-Beam Guardrail: Permitted
- Thrie-Beam Guardrail: Not Permitted
- Concrete: Not Permitted
Proprietary Products

<table>
<thead>
<tr>
<th>Product Description</th>
<th>Technical Conditions for Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>FLEAT-SP Steel Rail Terminal - Permanent</td>
<td>Refer FLEAT-SP STEEL RAIL TERMINAL - PERMANENT Technical Conditions for Use.</td>
</tr>
<tr>
<td>SKT-SP Steel Rail Terminal - Permanent</td>
<td>Refer SKT-SP STEEL RAIL TERMINAL - PERMANENT Technical Conditions for Use.</td>
</tr>
<tr>
<td>MSKT Steel Rail Terminal - Permanent</td>
<td>Refer MSKT STEEL RAIL TERMINAL - PERMANENT Technical Conditions for Use.</td>
</tr>
</tbody>
</table>

Design Guidance

This product must be installed and maintained in accordance with the Product Manual and DIPL specifications.

- Minimum installation length: 66 metres between crash cushions/terminals (tested article)
- System width (m): 0.18 metres
- Minimum distance to excavation: Recorded dynamic deflection
- Slope limit: Side slope limit: 10 Horizontal to 1 Vertical (10%).

Systems conditions:
1. Only to be installed with system designed driving head.
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 a terminal listed above is NOT permitted.

- 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 – not suitable for impact on the post side

Foundation Pavement Conditions

<table>
<thead>
<tr>
<th>Pavement</th>
<th>Use</th>
<th>Accepted Speed (max)</th>
<th>Post/Pin Spacing (m)</th>
<th>Post/Pin Type</th>
<th>Pavement Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concrete</td>
<td>Not Permitted</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deep lift asphaltic concrete</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Asphalctic concrete over granular pavement</td>
<td>Permitted</td>
<td>100 km/h</td>
<td>2.0</td>
<td>Ramshield Post</td>
<td>Minimum AASHTO Standard Soil strength</td>
</tr>
<tr>
<td>Flush seal over granular pavement</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unsealed compacted formation</td>
<td></td>
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</tbody>
</table>

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