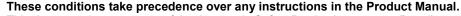
Safety Barrier Technical Conditions for Use

Rebloc 80SAH_12_8B Safety Barrier - Temporary

Issue Date: 22 March 2022 Proponent: REBLOC GmbH



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	Recommended for Acceptance			
Product accepted	Rebloc 80SAH_12_8B Safety Barrier System			
	<u>Variants</u>			
	Variants that are NOT listed above are NOT recommended for acceptance.			
Accepted impact speed	100 km/h			
Product manual reviewed	Version 1.0 01/2021			
Product Manual	https://www.rebloc.com/en/temporary-concrete-barriers/			

Design Requirements

	Point of Redirection		Tested	Anchor/Post	Dynamic	Working	
Containment Level	Leading (m)	Trailing (m)	Article Length (m)	Spacing (m)	Deflection (m)	Width (m)	Notes
MASH TL3	Interface between barrier and end treatment		60	4	0.30	0.60	



Approved Connections

An accepted end treatment must be provided at both ends of all barrier installations					
Public Domain Products					
W-Beam Guardrail	Not permitted				
Thrie-Beam Guardrail	Not permitted				
Concrete	Not permitted				
Proprietary Products					
	 Refer to SMART Crash Cushion Technical Conditions for Use. The Rebloc to SMART Crash Cushion transition must be used and be anchored to the pavement as required by the Product Manual. 				
SMART Crash Cushion	 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. 				

Design Guidance

Minimum installation length	60 metres between anchorages (tested article)		
System width (m)	0.30		
Minimum distance to excavation (m)	0.30 – measured from the face of the barrier on the works side		
Side slope limit	10%		
System conditions	Installation on top of kerb is not recommended.		
Gore area use	Permitted		
Pedestrian area use	Permitted		
Cycleway use	Permitted		
Frequent impact likely	Permitted		
Remote location	Permitted		
Median use	Permitted		

Foundation Pavement Conditions						
Pavement Type	Use Max Accepted Impact Speed (km/h)		Post/Pin Spacing (m)	Post/Pin Type	Pavement Construction	
Concrete						
Deep lift asphaltic concrete	Permitted	100	3.0	HSB 20 x 300mm screw bolt	Minimum 150mm asphalt	
Asphaltic concrete over granular pavement						
Flush seal over granular pavement	Not permitted					
Unsealed compacted formation	Not permitted					

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