


Safety Barrier Technical Conditions for Use

SAFEZONE Safety Barrier - Temporary

	Issue Date: 9 March 2020	Supplier: Australian Construction Products
	<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	Accepted – may be used on the classified road network
Product accepted	SAFEZONE Safety Barrier <u>Variants</u> Nil Variants that are NOT listed above are NOT recommended for acceptance.
Accepted speed	100 km/h
Product manual reviewed	Ver.1.9
Product manual	http://www.acprod.com.au/products/safezone

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)					
MASH TL3	Interface between barrier and the end treatment		69.6	69.6	1.70	2.06	
MASH TL4	27.4	27.4	69.6	69.6	2.07	2.96	

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	Not Permitted
Concrete	Not Permitted

Proprietary Products	
UNIVERSAL TAU-II Crash Cushion	<ul style="list-style-type: none"> • Refer Universal Tau-II Crash Cushion Technical Conditions for Use. • 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. • Not permitted as a terminal on a flare.
UNIVERSAL TAU-M Crash Cushion	<ul style="list-style-type: none"> • Refer Universal Tau-M Crash Cushion Technical Conditions for Use. • Not permitted as a terminal on a flare.

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)	69.6 metres between crash cushions/terminals (tested article)
System width (m)	0.454 metres
Minimum distance to excavation	Recorded dynamic deflection
Slope limit	Side slope limit: 12 Horizontal to 1 Vertical (8%).
Systems conditions	Installation on top of a kerb is not recommended.
Gore area use	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	69.6	Threaded Rod (Type B)	Min. 250 mm reinforced or non-reinforced
Deep lift asphaltic concrete	Permitted	100 km/h	69.6	Threaded Rod (Type B)	Min. 250 mm
Asphaltic concrete over granular pavement	Permitted	100 km/h	69.6	Threaded Rod (Type B)	Min. 150 mm AC over 100 mm compacted base
Flush seal over granular pavement	Not Permitted				
Unsealed compacted formation	Not Permitted				

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