


# Safety Barrier Technical Conditions for Use

## MASH TL3 BRIFEN Wire Rope Safety Barrier - Permanent

	<b>Issue Date:</b> 20 March 2020	<b>Supplier:</b> Safe Direction
	<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>	

<b>Status</b>	<b>Accepted – may be used on the classified road network</b>
Product accepted	MASH TL3 BRIFEN Wire Rope Safety Barrier
	<p><u>Variants</u></p> <p>Nil</p> <p>Variants that are NOT listed above are NOT recommended for acceptance.</p>
Accepted speed	100 km/h
Product manual reviewed	PM 028/02
Product manual	<a href="https://www.safedirection.com.au/products/guardrail-products/road-barriers/brifen-wire-rope-safety-barrier/">https://www.safedirection.com.au/products/guardrail-products/road-barriers/brifen-wire-rope-safety-barrier/</a>

### 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	11.25m from anchor		187	2.1	2.4	2.4	

### Approved Connections

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

Proprietary Products	
MASH BRIFEN Terminal	<ul style="list-style-type: none"> <li>• Non-release terminal</li> <li>• This is a gating terminal. Gating terminals shall have a run-out area behind the terminal that is traversable and free of hazards. The run-out area is to be 18.5 m x 6 m from the point of redirection.</li> </ul>

Design Guidance

This product must be installed and maintained in accordance with the Product Manual and DIPL specifications.	
Minimum installation length	164.5 metres between crash cushions/terminals (tested article)
System width (m)	0.08 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	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	2.1	Posts in 300mm deep sockets	Minimum AASHTO Standard Soil strength
Deep lift asphaltic concrete	Permitted	100 km/h	2.1	Posts in 300mm diameter x 900mm deep concrete footings	
Asphaltic concrete over granular pavement	Permitted	100 km/h	2.1	Posts in 300mm diameter x 900mm deep concrete footings	
Flush seal over granular pavement	Permitted	100 km/h	2.1	Posts in 300mm diameter x 900mm deep concrete footings	
Unsealed compacted formation	Permitted	100 km/h	2.1	Posts in 300mm diameter x 900mm deep concrete footings	

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