


# Safety Barrier Technical Conditions for Use

## TRAILING Steel Rail Terminal

	<b>Issue Date:</b> 18 July 2019	<b>Supplier:</b> Public Domain
	<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. This Technical Conditions for Use does not imply that this product may be used on roads under the care and control of individual Road Agencies.</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	<b>Accepted – may be used on the classified road network</b>
Product accepted	TRAILING Steel Rail Terminal  <u>Variants</u> Nil  Variants that are NOT listed above are NOT recommended for acceptance.
Accepted speed	100km/h
Product manual	<a href="https://www.ingalcivil.com.au/products/road-safety-barriers/MASH-end-terminals/trailing-terminals">https://www.ingalcivil.com.au/products/road-safety-barriers/MASH-end-terminals/trailing-terminals</a> <a href="https://www.safedirection.com.au/products/guardrail-products/road-barriers/guardrail-departure-terminals/#tab-751">https://www.safedirection.com.au/products/guardrail-products/road-barriers/guardrail-departure-terminals/#tab-751</a> <a href="http://www.acprod.com.au/products/tt-departure-terminal-nsw-sa-wa">http://www.acprod.com.au/products/tt-departure-terminal-nsw-sa-wa</a>

### Design Requirements

Containment Level	Point Of Redirection	Tested Article Length (m)	Anchor/Post Spacing (m)	Dynamic Deflection (m)	Working Width (m)	Notes
MASH TL3	Post 2	6	2	n/a	n/a	This terminal is designed to only be impacted from the reverse direction. It <b>must not</b> be used as an approach terminal or where there is a practical chance of being impacted by opposing traffic.

### 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	Permitted
Thrie-Beam Guardrail	Not Permitted
Concrete	Not Permitted

Proprietary Products	
	Refer to safety barrier Technical Conditions for Use for accepted proprietary connections.

**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.	
System length	6 metres
System width (m)	0.36 metres
Minimum distance to excavation	N/A
Slope limit	Side slope limit: Vertical (10%).
Systems conditions	<ol style="list-style-type: none"> <li>1. 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.</li> <li>2. This terminal is designed to only be impacted from the reverse direction. It <b>must not</b> be used as an approach terminal or where there is a practical chance of being impacted by opposing traffic.</li> </ol>

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	Not 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	Refer Standard (Road) Drawings	Minimum AASHTO standard soil strength
Deep lift asphaltic concrete					
Asphaltic concrete over granular pavement					
Flush seal over granular pavement					
Unsealed compacted formation					
Natural surface					

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