Safety Barrier Technical Conditions for Use

SAFEZONE Safety Barrier - Permanent

Issue Date: 11 November 2020 | **Supplier:** Laura Metaal Road Safety

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	**Recommended for Acceptance**
Product accepted	SAFEZONE Safety Barrier Variants Variants that are NOT listed above are NOT recommended for acceptance.
Accepted Speed	100 km/h
Product Manual reviewed	Ver.1.6w
Product Manual	http://www.acprod.com.au/products/safezone

Design Requirements

Containment Level	Point of Redirection (m)		Tested Article Length (m)	Anchor/Post Spacing (m)	Dynamic Deflection (m)	Working Width (m)	Notes
	Leading	Trailing					
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

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	
UNIVERSAL TAU-M Crash Cushion	• Refer Universal Tau-M Crash Cushion Technical Conditions for Use. • The Safezone to Universal Tau-M Crash Cushion transition must be used to connect the crash cushion to the barrier. • 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	69.6 metres between crash cushions/terminals (tested article)
System width (m)	0.454
Minimum distance to excavation	1.70 (TL3) – measured from the outer edge of the foot on the works side 2.07 (TL4) – measured from the outer edge of the foot on the works side
Slope limit	8%
Systems conditions	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. 2. All offsets are to be measured from the relevant outer edge of the foot. The foot is not trafficable.
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	**Use**	**Max Accepted Speed (km/h)**	**Post/Pin Spacing (m)**	**Post/Pin Type**	**Pavement Construction**
Concrete	Permitted	100km/h	69.6	M30 x 300mm threaded rod with resin	Min. 250 mm reinforced or non-reinforced
Deep lift asphaltic concrete					Min. 250 mm
Asphaltic concrete over granular pavement					Min. 150 mm AC over 100 mm compacted base
Flush seal over granular pavement	Not permitted				
Unsealed compacted formation					

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