Safety Barrier Technical Conditions for Use

Austroads

MASH Sequential Kinking Terminal MSKT - Permanent

Issue Date: 7 June 2021	**Proponent:** Safe Direction

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 Barrier Assessment Panel may at any time, withdraw or modify this document without notice.

These Technical Conditions for Use do not imply that this product may be used on roads under the care and control of individual Road Agencies. Users should refer to individual Road Agency websites to determine whether this product is accepted for use within that jurisdiction, and if the Road Agency has adopted any additional or specific requirements.

These conditions do not take precedence over Road Agency specifications and standards.

These conditions do take precedence over instructions in the Product Manual.

Status	**Recommended for Acceptance**
Product accepted	MSKT <u>Variants</u> Variants that are NOT listed above are NOT recommended for acceptance.
Accepted impact speed	100 km/h
Product manual reviewed	Pm 022/02

Design Requirements

Containment Level	Point of Redirection		Tested Article Length (m)	Anchor/Post Spacing (m)	Notes
	Leading (m)	Trailing (m)			
MASH TL2	Post #3	Post#3	39	1.905	Gating terminal – clear runout area required
MASH TL3	Post #3	Post#3	51.4	1.905	Gating terminal – clear runout area required

Approved Connections

An accepted end treatment must be provided at both ends of all barrier installations	
Public Domain Products	
W-Beam Guardrail	Permitted
Thrie-Beam Guardrail	Not permitted
Concrete	Not permitted
Proprietary Products	
	Refer to Safety Barrier Technical Conditions for Use for approved connections

Design Guidance

System length (m)	9.50 (TL2) 14.29 (TL3)
System width (m)	0.51
Side slope limit	10%
System conditions	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

Gore area use	Not permitted
Pedestrian area use	Permitted
Cycleway use	Permitted
Frequent impact likely	Permitted
Remote location	Permitted
Median use	Permitted - where rear impact is not possible

Foundation Pavement Conditions					
Pavement Type	**Use**	**Max Accepted Impact Speed (km/h)**	**Post/Pin Spacing (m)**	**Post/Pin Type**	**Pavement Construction**
Concrete	Not permitted				
Deep lift asphaltic concrete					
Asphaltic concrete over granular pavement	Permitted	100	1.905	Refer to drawings	Minimum AASHTO standard soil
Flush seal over granular pavement					
Unsealed compacted formation					

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