


# Safety Barrier Technical Conditions for Use

## SENTRY W BEAM Safety Barrier - Permanent

	<b>Issue Date:</b> 1 December 2021	<b>Proponent:</b> Australian Construction Products
	<p>This document is a summary of the Austroroads 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 Austroroads Safety Barrier Assessment Panel may at any time, withdraw or modify this document without notice.</p> <p>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.</p> <p><b>These conditions do not take precedence over Road Agency specifications and standards.</b></p> <p><b>These conditions do take precedence over instructions in the Product Manual.</b></p>	

Status	<b>Recommended for Acceptance</b>
Product accepted	SENTRY W BEAM Safety Barrier  <u>Variants</u> Back to back installation Base plate installation – may only be installed on concrete foundation pavements  Variants that are NOT listed above are NOT recommended for acceptance.
Accepted impact speed	100 km/h
Product manual reviewed	V1.8 – July 2020 – Sentry W Beam IM 030 Rev 01 – dated 25 July 2019 – RiderPro

### 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 end treatment		90	2.0	1.59	1.59	

### Approved Connections

<b><i>An accepted end treatment must be provided at both ends of all barrier installations</i></b>	
<b>Public Domain Products</b>	
W-Beam Guardrail	Permitted
Thrie-Beam Guardrail	Not permitted
Concrete	Permitted using SBTA 21-005 Transition from strong post W-Beam to rigid concrete barrier
<b>Proprietary Products</b>	
Max-Tension Guardrail Terminal	<ul style="list-style-type: none"> <li>Refer to Max-Tension Guardrail Terminal Technical Conditions for Use.</li> </ul>
RiderPro	<ul style="list-style-type: none"> <li>Motorcyclist Protection Device</li> <li>Tested to EN1317:8 – Class C60 with Severity Level 1.</li> <li>Not permitted on kerbed roads</li> </ul>

## Design Guidance

Minimum installation length	78 metres between crash cushions/terminals (tested article)
System width (m)	0.20 (standard) 0.30 (back to back)
Minimum distance to excavation (m)	1.59 measured from the face of the barrier
Side slope limit	17%
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	Permitted
Pedestrian area use	Permitted
Cycleway use	Permitted
Frequent impact likely	Permitted
Remote location	Permitted
Median use	Permitted

Foundation Pavement Conditions					
Pavement Type	Use	Max Accepted Impact Speed (km/h)	Post/Pin Spacing (m)	Post/Pin Type	Pavement Construction
Concrete	Permitted	100	2.0	ACP Sentry Barrier base plate post  or ACP Sentry Barrier driven post with coring holes	Refer to drawings
Deep lift asphaltic concrete	Permitted	100	2.0	ACP Sentry Barrier Post	Minimum AASHTO standard soil strength
Asphaltic concrete over granular pavement					
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.