

REBLOC 80SAH_12_8B CONCRETE SAFETY BARRIER - TEMPORARY

REVISION REGISTER

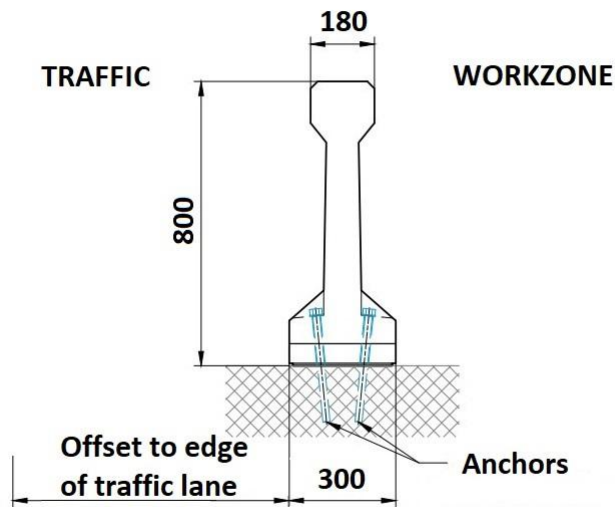
Revision	Description	Date
1	Issued for use.	30/01/2023
1A	Supplier changed, installation manual updated, accepted terminals updated, transition added and pavement conditions updated.	20/03/2026

REBLOC 80SAH_12_8B is a temporary concrete barrier, where each 12 metre unit (the same units as REBLOC 80SAH_12) is anchored. REBLOC 80SAH_12_8B consists of steel reinforced concrete barrier units using protruding couplings.

REBLOC 80SAH_12 is a freestanding temporary concrete barrier (12 metre units) that must be anchored at each end (i.e. without intermediate ground attachment). It is approved for use by Main Roads WA, with conditions under a separate design sheet.

REBLOC 80SAH_4 is a freestanding temporary concrete barrier (4 metre units) that must be anchored at each end (i.e. without intermediate ground attachment). It is approved for use by Main Roads WA, with conditions under a separate design sheet.

Drawings:



Section View

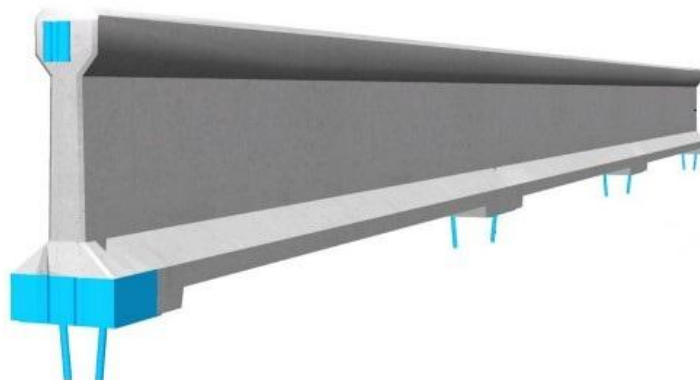
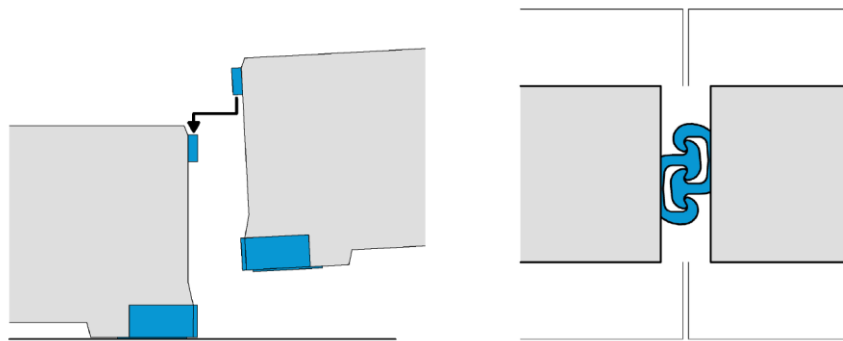


Image of 12 m long REBLOC 80SAH_12_8B unit (showing 8# anchors)

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Photograph of REBLOC 80SAH_12_8B Units



Images of REBLOC 80SAH_12_8B Joints

Ownership:
REBLOC GmbH

Supplier:
Onsite Rental Group
Unit 6, 170 Burnside Road
Stapylton, QLD 4208
Email: Warwick.weeks@onsite.com.au

Test Level: Crash tested to MASH TL 3.

Test Level	Test Description	Deflection	Working Width
MASH – TL 3	2270 kg vehicle at 100 km/h 25° impact angle	0.30 m	0.60 m

Note that while the REBLOC 80SAH_12_8B Concrete Safety Barrier has passed crash testing to MASH TL 3, the barrier system when connected to approved terminals is not accepted at 100 km/h.

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Configuration:

- Units must be interconnected using patented couplings and requires a sufficient length to resist impact.

Design Considerations:

- Design to be in accordance with the document “Installation Instructions REBLOC® Precast Concrete Safety Barrier – REBLOC 80SAH_12_8B (TL3)” – Version 2.6, dated 11/2025.
- The barrier is designed to resist loadings by deflection, so the units should be free to move. The barrier shall not be placed onto a mortar or a concrete blinding as this may overload the connections between the units.
- It is recommended that the barrier should as a minimum be offset from the edge of traffic lane by:
 - traffic speed 40 km/h or less - 0.2 m;
 - traffic speed 41 to 60 km/h - 0.3 m;
 - traffic speed 61 to 80 km/h - 0.5 m.
- Barrier length must be sufficient to protect the hazard.
- Kerbing is not to be placed in front of the barrier.
- Kerbing should not be placed behind the barrier within the deflection limits of the system.
- Barrier shall not be placed on top of kerbing as this negates the effects of the profile.
- The approach to the barrier should be a trafficable running surface at a slope of 10% or flatter clear of objects and grade changes to allow an errant vehicle to hit the barrier at an appropriate height.
- When designing a REBLOC 80SAH_12_8B barrier the flare rates used shall be those for a rigid barrier, to minimise impact angles.

Minimum Length:

Length as crash tested (excluding terminals):

MASH TL 3 – minimum length = 60 m

Terminals permitted:

1. SMART crash cushion

- The installation is restricted to a posted speed of 80 km/h or less.
- May only be installed where reverse impacts are highly improbable, and a risk assessment has been completed and steps undertaken to mitigate any risks identified.
- Terminal must be anchored by pins in accordance with the installation instructions in the product manual.
- The REBLOC 80SAH_12_8B barrier units adjacent to the crash cushion must be anchored to the pavement as required by the product manual.
- An accepted transition must be used to connect the terminal to the barrier.

2. TAU-M & TAU-XR crash cushions

- The installation is restricted to a posted speed of 80 km/h or less.
- May only be installed where reverse impacts are highly improbable and a risk assessment has been completed and steps undertaken to mitigate any risks identified.
- Terminal must be anchored by pins in accordance with the installation instructions in the product manual.
- The REBLOC 80SAH_12_8B barrier units adjacent to the crash cushion must be anchored to the pavement as required by the product manual.

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- An accepted transition must be used to connect the terminal to the barrier.
3. Quadguard M10 CZ crash cushions
- The installation is restricted to a posted speed of 80 km/h or less.
 - May only be installed where reverse impacts are highly improbable and a risk assessment has been completed and steps undertaken to mitigate any risks identified.
 - Terminal must be anchored by pins in accordance with the installation instructions in the product manual.
 - The REBLOC 80SAH_12_8B barrier units adjacent to the crash cushion must be anchored to the pavement as required by the product manual.
 - An accepted transition must be used to connect the terminal to the barrier.

Point of Redirection:

The point of redirection for MASH TL 3 conditions shall be the interface between the barrier and the end treatment.

Limitations:

- The use of REBLOC 80SAH_12_8B barrier is limited to work site situations and units shall be interconnected using the patented coupling.
- Objects should not be placed on top of the barrier as they are designed to move under impact. "Gawk" screens are not acceptable.
- The minimum radius that the REBLOC 80SAH_12_8B barrier can be installed on is 260 m.
- To be used where pavement consists of:
 - Minimum 200 mm thick reinforced or unreinforced concrete,
 - Minimum 250 mm thick deep lift asphalt or
 - Minimum 150 mm thick asphalt over 150 mm basecourse.

For pavements not meeting these requirements design advice shall be sought from the Supplier.

- Anchoring details consist of 300 mm long Excalibur HSB 20/300 screwbolts.
- May be connected to REBLOC 80SAH_12 barrier with the accepted transition. If connected, the full barrier run is only considered to be MASH TL3.

Installation and Maintenance Requirements:

In accordance with the document "Installation Instructions REBLOC® Precast Concrete Safety Barrier – REBLOC 80SAH_12_8B (TL3)" – Version 2.6, dated 11/2025.

Parts to be Replaced after Impact:

Units may need to be repaired after impact or replaced depending on the extent of damage.

Parts Typically Re-Useable after Impact:

Undamaged units.

References:

Refer to Main Roads file 22/7675.