

05 March 2015

To whom it may concern

Dear Sir/Madam

Temporary Concrete Road Safety Barrier System Acceptance - Notice of Upcoming Changes (2)

Over recent months, the Transport Agency has been made aware of a number of issues associated with the manufacture of temporary concrete road safety barrier units of public domain "pin and loop" design. The primary concern is that a lack of sufficient internal reinforcement and/or insufficient joint capacity may result in failure of the units when impacted, with subsequent risk of injury to both the travelling public and workers on the site.

This letter is to confirm the Transport Agency's intentions to remove such systems from the market and to introduce tighter controls on the manufacture of all temporary concrete road safety barrier units, both public domain and proprietary design.

NOTE: This change applies to all new Transport Agency projects commencing after the date of enactment detailed below, and to any current Transport Agency projects where the proposed change can be accommodated subject to appropriate value assessment.

At all times, all road safety hardware used for temporary traffic management on State highway sites must be correctly manufactured, in good condition and installed in accordance with the supplier's instructions by appropriately trained persons.

Transport Agency Public Domain Pin and Loop System

The Transport Agency is preparing metricated drawings of an accepted public domain temporary concrete road safety barrier system that has been tested in accordance with the United States Federal Highways Administration (FHWA) National Cooperative Highways Research Programme Project 350 (NCHRP350) protocol.

The chosen system is the Oregon State Department of Transport (ORDoT) F-shape "Precast Concrete Barrier Pin and Loop Assembly" (RD500) and is considered an appropriate solution for temporary traffic management sites on the State highway network.

The ORDoT RD500 system will be modified to allow the use of lifting hooks on both the bottom face (for single lifts only) and top face (for multiple lifts, hook linked to internal reinforcement). Unit lengths up to 6m max will be permitted.

Improved Inventory Control

To facilitate inventory control, from the date of introduction of the Transport Agency public domain design, all temporary concrete road safety barrier units, both public domain and proprietary design, will be required to be permanently identified either by (1) use of an RFID tag incorporated in the concrete

mix at manufacture, or (2) provision of an embossed date of manufacture and manufacturer's name/initials on both traffic faces.

Corporate logos or other branding may not be embossed on any traffic face.

Date(s) of Enactment

It is envisaged that the new Transport Agency drawings will be available to the market (possibly in draft format initially) by 30 April 2015. Once the drawings are available, all new public domain temporary concrete road safety barrier units must conform to the Transport Agency design, unless a specific departure has been granted by the National Traffic & Safety Manager.

All undamaged temporary concrete road safety barrier units not compliant with the new Transport Agency design must be permanently removed from service within 6 months of the date of introduction of the Transport Agency design. Damaged units (refer also NZTA letter "Temporary Concrete Road Safety Barrier Connections - Notice of Inappropriate Practices" February 2014) are not fit for purpose and must be removed from site immediately and destroyed/disposed of.

Notwithstanding the introduction of the Transport Agency public domain design, any temporary concrete road safety barrier units for which the presence of internal reinforcement cannot be readily proven during an on-site inspection will be deemed not fit for purpose and must be removed from site immediately and destroyed/disposed of.

Any use of any non-compliant temporary concrete road safety barrier units after this date identified during CoPTTM audits or other site inspections will be considered non-compliant practice, rated as "dangerous" in accordance with CoPTTM Section A8, and a notice of non-conformance will be issued.

This letter replaces any previous version thereof.

Please forward this correspondence to others in your organisation.

Yours sincerely



Fergus Tate
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Highways & Network Operations