Safety Barrier Technical Conditions for Use

DB80 K150 Concrete Safety Barrier - Temporary

<table>
<thead>
<tr>
<th>Status</th>
<th>Recommended for Acceptance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Product accepted</td>
<td>DB80 K150 Concrete Safety Barrier – Temporary (2, 4 and 6 metre units) consisting of Type F shape steel reinforced concrete barriers with tension bar coupling system, joint rotation limiting wedges and without intermediate ground attachment.</td>
</tr>
<tr>
<td>Variants</td>
<td>Nil</td>
</tr>
<tr>
<td>Variants that are NOT listed above are NOT recommended for acceptance.</td>
<td></td>
</tr>
</tbody>
</table>

Accepted speed

Product manual reviewed

Revision 01A – 15 March 2019

Product manual

Design Requirements

<table>
<thead>
<tr>
<th>Containment Level</th>
<th>Point of Redirection</th>
<th>Tested Article Length (m)</th>
<th>Anchor/Post Spacing (m)</th>
<th>Dynamic Deflection (m)</th>
<th>Working Width (m)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>MASH TL3</td>
<td>Leading (m)</td>
<td>29.2</td>
<td>61.17</td>
<td>n/a</td>
<td>1.44</td>
<td>1.94</td>
</tr>
</tbody>
</table>

Approved Connections

<table>
<thead>
<tr>
<th>Public Domain Products</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crash Cushions or Terminals must be fitted to both ends of a barrier</td>
<td></td>
</tr>
<tr>
<td>W-Beam Guardrail</td>
<td>Not Permitted</td>
</tr>
<tr>
<td>Thrie-Beam Guardrail</td>
<td>Not Permitted</td>
</tr>
<tr>
<td>Concrete</td>
<td>Not Permitted</td>
</tr>
</tbody>
</table>
Proprietary Products

UNIVERSAL TAU-II Crash Cushion
- Refer Universal Tau-II Crash Cushion acceptance document for conditions of use.
- 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.
- The TAU-II transition to Delta Bloc Barrier must be used to connect the terminal to the barrier.
- Leading and trailing points of redirection are considered to be 0.
- Not permitted as a terminal on a flare.

QUADGUARD CZ
- Refer QUADGUARD CZ Crash Cushion acceptance document for conditions of use.
- 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.
- The Quadguard CZ system transition must be used to connect the terminal to the barrier.
- Leading and trailing points of redirection are considered to be 0.
- Not permitted as a terminal on a flare.

ABSORB 350 PLASTIC TERMINAL - TEMPORARY
- The installation is restricted to a speed limit of 70 km/h or less
- Refer ABSORB 350 Plastic Terminal acceptance document for conditions of use.
- The ABSORB350 transition to Delta must be used to connect the terminal to the barrier.
- Not permitted as a terminal on a flare.

SLED PLASTIC TERMINAL - TEMPORARY
- The installation is restricted to a speed limit of 80 km/h or less
- Refer SLED Plastic Terminal acceptance document for conditions of use.
- The SLED End transition to DB80 Barrier must be used to connect the terminal to the barrier.
- Not permitted as a terminal on a flare.

SMART CRASH CUSHION
- Refer SMART Crash Cushion acceptance document for conditions of use.
- The Level III System Complete Jersey F shape barrier transition must be used to connect the crash cushion to the barrier.
- Leading and trailing points of redirection are considered to be 0.
- Not Permitted as a terminal on a flare.

Design Guidance
This product must be installed and maintained in accordance with the Product Manual and Road Agency specifications. Road Agency specifications and standards shall have precedence.

- Minimum installation length: 66 metres between crash cushions/terminals (tested article)
- System width (m): 0.57 metres
- Minimum distance to excavation: 1.44 metres
- Slope limit: Side slope limit: 15 Horizontal to 1 Vertical (7%)

Systems conditions
1. Use of 2 metre units is restricted to tight radius curves and emergency openings.
2. Flaring across the clear zone without a terminal listed below is NOT permitted.
3. 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: Refer to appropriate approved terminal conditions
Pedestrian area use: Permitted – consider potential for snagging and deflection
Cycleway use: Permitted – consider potential for snagging and deflection
Frequent impact likely: Permitted
Remote location: Permitted
Median use: Permitted

Foundation Pavement Conditions

<table>
<thead>
<tr>
<th>Pavement</th>
<th>Use</th>
<th>Accepted Speed (max)</th>
<th>Post/Pin Spacing (m)</th>
<th>Post/Pin Type</th>
<th>Pavement Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concrete</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Freestanding</td>
</tr>
<tr>
<td>Deep lift asphaltic concrete</td>
<td>Permitted</td>
<td>100 km/h</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Asphallic concrete over granular pavement</td>
<td>Permitted</td>
<td></td>
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<tr>
<td>Flush seal over granular pavement</td>
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<td></td>
<td></td>
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<tr>
<td>Unsealed compacted formation</td>
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</tbody>
</table>

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