These conditions take precedence over any instructions in the Product Manual. 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 Assessment Panel may at any time, withdraw or modify this Technical Conditions for Use without notice.

These acceptance conditions should be read in conjunction with the Product Manual and Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers.

Acceptance of this product does not place any obligation on the Northern Territory Government or its contractors, to purchase or use the product.

### Status

**Product accepted**

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.

**Variants**

Nil

Variants that are NOT listed above are NOT recommended for acceptance.

**Accepted speed**

100k/h

**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>Trailing (m)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>29.2</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

**Crash Cushions or Terminals must be fitted to both ends of a barrier**

### Public Domain Products

- **W-Beam Guardrail**: Not Permitted
- **Thrie-Beam Guardrail**: Not Permitted
- **Concrete**: Not Permitted

### 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.
Proprietary Products

<table>
<thead>
<tr>
<th>Product</th>
<th>Notes</th>
</tr>
</thead>
</table>
| 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>Acceptable 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>
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<td></td>
</tr>
<tr>
<td>Deep lift asphaltic concrete</td>
<td>Permitted</td>
<td>100 km/h</td>
<td></td>
<td>Freestanding</td>
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<tr>
<td>Asphalitic concrete over granular pavement</td>
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<tr>
<td>Flush seal over granular pavement</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.