


Safety Barrier Technical Conditions for Use

DB80 K150 Concrete Safety Barrier - Temporary

	Issue Date: 5 September 2019	Supplier: Delta Bloc International GmbH
	<p>These conditions take precedence over any instructions in the Product Manual.</p> <p>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.</p> <p>The Austroads Safety Assessment Panel may at any time, withdraw or modify this Technical Conditions for Use without notice.</p> <p>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.</p> <p>Acceptance of this product does not place any obligation on the Northern Territory Government or its contractors, to purchase or use the product.</p>	

Status	Accepted – may be used on the classified road network
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. <u>Variants</u> 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	https://www.deltabloc.com/en/data-sheet

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	29.2	29.2	61.17	n/a	1.44	1.94	

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	<ul style="list-style-type: none"> 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.

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Proprietary Products	
QUADGUARD CZ	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ol style="list-style-type: none"> 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					
Pavement	Use	Accepted Speed (max)	Post/Pin Spacing (m)	Post/Pin Type	Pavement Construction
Concrete	Permitted	100 km/h	Foundation pavement conditions must be smooth and free of snag points, kerbs or obstructions that may interfere with the operation of the product	Freestanding	
Deep lift asphaltic concrete					
Asphaltic concrete over granular pavement					
Flush seal over granular pavement					
Unsealed compacted formation					

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