Safety Barrier System
Acceptance Conditions

DB80 K150 Concrete Safety Barrier - Temporary

Issue Date: 16 September 2019
Supplier: Orange Hire

These conditions take precedence over any instructions in the Product Manual.

These acceptance conditions should be read in conjunction with the Product Manual and Roads and Maritime Specification R132 – Safety Barrier Systems and Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers.

Roads and Maritime Services may withdraw or modify this acceptance at any time without notice. Users should refer to the Roads and Maritime Services website to ensure they have the latest version of the conditions related to this product.

Acceptance of this product does not place any obligation on Roads and Maritime Services, or its contractors, to purchase or use the product.

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.

Variants
Nil

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

Accepted speed
100 km/h

Tested Outcomes

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

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 Roads and Maritime specifications

<table>
<thead>
<tr>
<th>Minimum installation length</th>
<th>66 metres between crash cushions/terminals (tested article)</th>
</tr>
</thead>
<tbody>
<tr>
<td>System width (m)</td>
<td>0.57 metres</td>
</tr>
<tr>
<td>Minimum distance to excavation</td>
<td>1.44 metres</td>
</tr>
<tr>
<td>Slope limit</td>
<td>Side slope limit: 15 Horizontal to 1 Vertical (7%)</td>
</tr>
<tr>
<td>Systems conditions</td>
<td>1. Use of 2 metre units is restricted to tight radius curves and emergency openings.</td>
</tr>
<tr>
<td></td>
<td>2. Flaring across the clear zone without a terminal listed below is NOT permitted.</td>
</tr>
<tr>
<td></td>
<td>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.</td>
</tr>
<tr>
<td>Gore area use</td>
<td>Refer to appropriate approved terminal conditions</td>
</tr>
<tr>
<td>Pedestrian area use</td>
<td>Permitted – consider potential for snagging and deflection</td>
</tr>
<tr>
<td>Cycleway use</td>
<td>Permitted – consider potential for snagging and deflection</td>
</tr>
<tr>
<td>Frequent impact likely</td>
<td>Permitted</td>
</tr>
<tr>
<td>Remote location</td>
<td>Permitted</td>
</tr>
<tr>
<td>Median use</td>
<td>Permitted</td>
</tr>
</tbody>
</table>

### 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></td>
</tr>
<tr>
<td>Deep lift asphaltic concrete</td>
<td>Permitted</td>
<td>100 km/h</td>
<td></td>
<td>Freestanding</td>
<td></td>
</tr>
<tr>
<td>Asphalitic concrete over granular pavement</td>
<td>Permitted</td>
<td>100 km/h</td>
<td></td>
<td>Freestanding</td>
<td></td>
</tr>
<tr>
<td>Flush seal over granular pavement</td>
<td>Permitted</td>
<td>100 km/h</td>
<td></td>
<td>Freestanding</td>
<td></td>
</tr>
<tr>
<td>Unsealed compacted formation</td>
<td>Permitted</td>
<td>100 km/h</td>
<td></td>
<td>Freestanding</td>
<td></td>
</tr>
</tbody>
</table>

*Note: Installation in pavement conditions not listed above have not been justified to the Roads and Maritime’s satisfaction.*