DEPARTMENT OF
INFRASTRUCTURE, PLANNING AND LOGISTICS

Safety Barrier Technical Conditions for Use

DB80A T150S Concrete Safety Barrier - Temporary

Issue Date: 1 December 2022 | **Proponent:** Jaybro Group

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	**Accepted – may be used on the classified road network**
Product accepted	DB80A T150S Concrete Safety Barrier Variants Variants that are NOT listed above are NOT recommended for acceptance.
Accepted impact speed	100 km/h
Product manual reviewed	V1.5 18 November 2022
Product Manual	https://www.jaybro.com.au/deltabloc-db80-concrete-safety-barrier-6.html

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 (concrete installation)	0	0	68	3.0	0.34	0.91	
MASH TL3 (asphalt installation)	0	0	68	3.0	0.55	0.91	Derived from EN1317 TB51 testing Restricted to 80km/h and verge applications only

Approved Connections

An accepted end treatment must be provided at both ends of all barrier installations	
Public Domain Products	
W-Beam Guardrail	Not permitted
Thrie-Beam Guardrail	Not permitted
Concrete	Not permitted
Proprietary Products	
UNIVERSAL TAU-M Crash Cushion	• Refer Universal Tau-M Crash Cushion Technical Conditions for Use. • The DB80 T150S to Universal TAU-M Crash Cushion transition must be used to connect the crash cushion to the barrier. • Reverse impacts into the transition section can produce a greater occupant severity value than preferred. Where reverse impacts are possible (e.g. bi-directional traffic), a risk assessment must be completed and steps to mitigate the likelihood of reverse impact should be implemented.
QUADGUARD M10 CZ Crash Cushion	• Refer to QUADGUARD M10 CZ Crash Cushion Technical Conditions for Use. • The DB80 T150S transition to end terminal must be used to connect the crash cushion to the barrier. • Reverse impacts into the transition section can produce a greater occupant severity value than preferred. Where reverse impacts are possible (e.g. bi-directional traffic), a risk assessment must be completed and steps to mitigate the likelihood of reverse impact should be implemented.

Design Guidance

Minimum installation length	68 metres between crash cushions/terminals (tested article)
System width (m)	0.57
Minimum distance to excavation (m)	0.34 (concrete installations) – measured from the face of the barrier on the works side 0.55 (asphalt installations) – measured from the face of the barrier on the works side
Side slope limit	10%
System conditions	1. Installation on top of a kerb is not recommended
Gore area use	Permitted
Pedestrian area use	Permitted
Cycleway use	Permitted
Frequent impact likely	Permitted
Remote location	Permitted
Median use	Permitted

Foundation Pavement Conditions					
Pavement Type	**Use**	**Max Accepted Impact Speed (km/h)**	**Post/Pin Spacing (m)**	**Post/Pin Type**	**Pavement Construction**
Concrete	Permitted	100	3.0	M20 x 380mm threaded rod with epoxy	Min 400mm concrete pavement
Deep lift asphaltic concrete	Not Permitted				
Asphaltic concrete over granular pavement	Permitted	80	3.0	DB-Pin P600A	Min 150mm asphalt depth
Flush seal over granular pavement					
Unsealed compacted formation	Not Permitted				

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