


Safety Barrier Technical Conditions for Use

HV2 Steel and Concrete Longitudinal Barrier - Temporary

	Issue Date: 1 December 2021	Supplier: Saferoads Pty Ltd
	<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	Recommended for acceptance
Product accepted	HV2 Safety Barrier <u>Variants</u> Variants that are NOT listed above are NOT recommended for acceptance.
Accepted speed (km/h)	100 km/h
Product manual reviewed	Australian Version 1.6 – May 2021
Product manual	https://www.saferoads.com.au/hv2-barrier

Design Requirements

Containment level	Point of redirection (m)		Tested article length (m)	Anchor/post spacing (m)	Dynamic deflection (m)	Working width (m)	Notes
	Leading	Trailing					
MASH TL3	22.5	22.5	98.6	Freestanding with ballast	1.47	1.84	
MASH TL4	138	138	278		2.37	3.74	

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

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Proprietary Products	
<p>LEGACY: QuadGuard CZ Crash Cushion</p>	<ul style="list-style-type: none"> • LEGACY status recommended from 1 January 2021. • Refer to QuadGuard Crash Cushion Technical Conditions for Use. • The HV2 to Quadguard Crash Cushion Transition Section must be used to connect the crash cushion to the barrier. • Leading and trailing points of redirection are considered to be 0 for MASH TL3 only. • 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.
<p>SLED Plastic Water Filled Crash Cushion</p>	<ul style="list-style-type: none"> • The installation is restricted to an impact speed limit of 80 km/h or less. • Refer to SLED Plastic Water Filled Crash Cushion Technical Conditions for Use. • The HV2 to SLED Crash Cushion transition must be used to connect the crash cushion to the barrier. • This is a gating device.
<p>QUADGUARD M10 CZ Crash Cushion</p>	<ul style="list-style-type: none"> • Refer to QUADGUARD M10 CZ Crash Cushion Technical Conditions for Use. • The HV2 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 (m)	TL3 – 98.6 metres between end treatments (test article length) TL4 - 278 metres between end treatments (test article length)
System width (m)	0.45
Minimum distance to excavation (m)	1.47 (TL3) – measured from face of the barrier on the works side 2.37 (TL4) – measured from face of the barrier on the works side
Side slope limit	5%
System conditions	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	10		Freestanding product Foundation pavement conditions must be smooth and free of snag points, kerbs or obstruction that may interfere with the operation of the product
Deep lift asphaltic concrete					
Asphaltic concrete over granular pavement					
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.