


Safety Barrier Technical Conditions for Use

6 Metre JJ Hooks Safety Barrier - Temporary

	Issue Date: 14 March 2022	Supplier: Australian Road Barriers Pty Ltd
	<p>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.</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	6 Metre JJ Hooks Safety Barrier <u>Variants</u> Variants that are NOT listed above are NOT recommended for acceptance.
Accepted impact speed	100 km/h
Product manual reviewed	0 01112021
Product manual	http://www.roadbarriers.com.au/docs/Australian-Road-Barriers-Product-Manual-Final.pdf

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	33	33	66	Freestanding	1.6	2.2	

Approved Connections

<i>An accepted end treatment must be provided at both ends of all barrier installations</i>	
Public Domain Products	
W-Beam Guardrail	Not Permitted
Thrie-Beam Guardrail	Not Permitted
Concrete	Not Permitted

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Proprietary Products	
SMART Crash Cushion	<ul style="list-style-type: none"> • Refer to SMART Crash Cushion Technical Conditions for Use. • The JJ Hooks MASH barrier adjacent to the SMART Crash Cushion must be anchored to the pavement as required by the Product Manual. • The JJ Hooks to SMART Crash Cushion transition must be used to connect the crash cushion to the barrier. • Leading and trailing points of redirection are considered to be 0. • 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.
UNIVERSAL TAU-M Crash Cushion	<ul style="list-style-type: none"> • Refer Universal Tau-M Crash Cushion Technical Conditions for Use. • The Pin and Loop to Universal TAU-M Crash Cushion transition must be used to connect the crash cushion to the barrier. • Leading and trailing points of redirection are considered to be 0. • 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	<ul style="list-style-type: none"> • Forward direction applications only • Refer to QUADGUARD M10 Crash Cushion Technical Conditions for Use. • The QUAD-BEAM 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.
SLED Plastic Water Filled Crash Cushion	<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 JJ Hooks to SLED Crash Cushion transition must be used to connect the crash cushion to the barrier. • This is a gating device.
ABSORB-M Crash Cushion	<ul style="list-style-type: none"> • The installation is restricted to an impact speed of 80 km/h or less. • Refer to Absorb-M Crash Cushion Technical Conditions for Use. • The JJ Hooks to Absorb-M Crash Cushion transition must be used to connect the crash cushion to the barrier. • This is a gating device.
ArmorBuffa Crash Cushion	<ul style="list-style-type: none"> • The installation is restricted to an impact speed of 80 km/h or less. • Refer to ArmorBuffa Crash Cushion Technical Conditions for Use. • The JJ Hooks to Armorbuffa Cushion transition must be used to connect the crash cushion to the barrier. • This is a gating device.
LEGACY: ABSORB 350 Plastic Terminal	<ul style="list-style-type: none"> • LEGACY status recommended from 1 January 2021. • The installation is restricted to an impact speed limit of 70 km/h or less. • Refer to ABSORB 350 Terminal Technical Conditions for Use. • The JJ Hooks to AB350 Terminal Hooks transition must be used to connect the terminal to the barrier. • This is a gating device.

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<p>LEGACY: QUADGUARD CZ Crash Cushion</p>	<ul style="list-style-type: none"> • LEGACY status recommended from 1 January 2021. • Refer to QUADGUARD CZ Crash Cushion Technical Conditions for Use. • The JJ Hooks MASH Concrete Safety Barrier adjacent to the Quadguard CZ Crash Cushion must be anchored to the pavement as required by the product manual. • The JJ Hooks MASH to Quadguard CZ Crash Cushion transition must be used to connect the crash cushion to the barrier. • Leading and trailing points of redirection are considered to be 0. • 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.
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Design Guidance

Minimum Installation length	66 metres between crash cushions/terminals (tested article)
System width (m)	0.6
Minimum distance to excavation (m)	1.60 – measured from the face of the barrier on the works side
Side slope limit	6%
Systems 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			<u>Freestanding</u> 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					

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