Safety Barrier System Acceptance Conditions

HighwayGuard LDS Safety Barrier - Temporary

Issue Date: 16 March 2020

Supplier: Ingal Civil Products

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	HighwayGuard LDS Safety Barrier Variants Nil Variants that are NOT listed above are NOT recommended for acceptance.
Accepted speed	110 km/h

Tested Outcomes

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	Interface between barrier and end treatment		60	12	0.68	1.22	

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	
BG800 Steel Safety Barrier	• Refer to BG800 Safety Barrier acceptance documents for conditions of use. • The HighwayGuard BG800 transition must be used to connect the barriers.
QUADGUARD Steel Rail Crash Cushion	• Refer to QuadGuard Crash Cushion acceptance document for conditions of use. • The HighwayGuard to Quadguard Crash Cushion transition must be used to connect the terminal to the barrier.
UNIVERSAL TAU-II Crash Cushion	• Refer to Universal Tau-II Crash Cushion acceptance document for conditions of use. • The HighwayGuard to Universal TAU-II transition must be used to connect the terminal to the barrier.

Design Guidance

This product must be installed and maintained in accordance with the Product Manual and Roads and Maritime specifications	
Minimum installation length	60 metres between crash cushions/terminals (tested article)
System width (m)	0.54 metres
Minimum distance to excavation	Recorded dynamic deflection
Slope limit	Side slope limit: 12 Horizontal to 1 Vertical (8%).
Systems conditions	1. 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. 2. Flaring across the clear zone without a terminal listed above is NOT permitted.
Gore area use	Permitted
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	12	M24 x 330mm threaded rod with resin	Min 200mm reinforced Min 250mm non-reinforced
Deep lift asphaltic concrete	Permitted	100 km/h	12	M24 x 330mm threaded rod with resin	Min 250mm
Asphaltic concrete over granular pavement	Permitted	100 km/h	12	M24 x 330mm threaded rod with resin	150mm asphalt concrete over granular subbase
Flush seal over granular pavement	Not Permitted				
Unsealed compacted formation	Not Permitted				

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