


## HighwayGuard LDS Safety Barrier

	<b>Issue Date:</b> 9 March 2020	<b>Proponent:</b> Highway Care International
	<p><b>These conditions take precedence over any instructions in the Product Manual.</b></p> <p>DPTI may at any time, withdraw or modify this Technical Conditions for Use without notice.</p> <p>Users should refer to DPTI website to ensure they have the latest version of the conditions related to this product.</p> <p>Acceptance of this product does not place any obligation on DPTI, or its contractors, to purchase or use the product.</p>	

<b>Status</b>	<b>Recommended for Acceptance</b>
Product accepted	HighwayGuard LDS Safety Barrier
	<p><u>Variants</u> Variants</p> <p>Variants that are NOT listed above are NOT recommended for acceptance.</p>
Accepted speed	100 km/h
Product manual reviewed	Revision 1.0 – 09/19

### 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	Interface between barrier and end treatment		60	12	0.68	1.22	

### Approved Connections

<b>Crash Cushions or Terminals must be fitted to both ends of a barrier</b>	
<b>Public Domain Products</b>	
W-Beam Guardrail	Not Permitted
Thrie-Beam Guardrail	Not Permitted
Concrete	Not Permitted
<b>Proprietary Products</b>	
BG800 Steel Safety Barrier	<ul style="list-style-type: none"> <li>See BG800 acceptance documents for conditions of use.</li> <li>The HighwayGuard BG800 transition must be used to connect the barriers.</li> </ul>
QUADGUARD Steel Rail Crash Cushion	<ul style="list-style-type: none"> <li>See QuadGuard acceptance document for conditions of use.</li> <li>The HighwayGuard to Quadguard Crash Cushion transition must be used to connect the terminal to the barrier.</li> <li>Not permitted as a terminal on a flare.</li> </ul>
UNIVERSAL TAU-II Crash Cushion	<ul style="list-style-type: none"> <li>See Universal Tau-II acceptance document for conditions of use.</li> <li>The HighwayGuard to Universal TAU-II transition must be used to connect the terminal to the barrier.</li> <li>Not permitted as a terminal on a flare.</li> </ul>

## Design Guidance

This product must be installed and maintained in accordance with the Product Manual and DPTI specifications. DPTI specifications and standards shall have precedence.	
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	Installation on top of a kerb is not recommended.
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 is not allowed.