




HighwayGuard Safety Barrier - Temporary

	Issue Date: 16 December 2019	Proponent: Highway Care International
	<p>These conditions take precedence over any instructions in the Product Manual.</p> <p>DPTI may at any time, withdraw or modify this Technical Conditions for Use without notice. This Technical Conditions for Use does not imply that this product may be used on roads under the care and control of DPTI. Users should refer to DPTI website to determine whether this product is accepted for use within DPTI's jurisdiction.</p>	

Status	Recommended for Acceptance
Product accepted	HighwayGuard 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 – 12/19

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 the barrier and the end treatment		120	58	1.93	2.47	
MASH TL4	30	30	120	58	2.16	3.51	

Approved Connections

<i>Crash Cushions or Terminals must be fitted to both ends of a barrier</i>	
Public Domain Products	
W-Beam Guardrail	Not Permitted
Thrie-Beam Guardrail	Not Permitted
Concrete	Not Permitted
Proprietary Products	
QUADGUARD CZ Steel Rail Crash Cushion	<ul style="list-style-type: none"> Refer to QUADGUARD CZ Crash Cushion Technical Conditions for Use. The HighwayGuard to Quadguard Crash Cushion transition must be used to connect the terminal to the barrier. May only be installed where reverse impacts are highly improbable and a risk assessment has been completed and steps undertaken to mitigate any risks identified. Not permitted as a terminal on a flare.
UNIVERSAL TAU-II Crash Cushion	<ul style="list-style-type: none"> Refer to UNIVERSAL TAU-II Crash Cushion Technical Conditions for Use. The HighwayGuard to Universal TAU-II transition must be used to connect the terminal to the barrier. May only be installed where reverse impacts are highly improbable and a risk assessment has been completed and steps undertaken to mitigate any risks identified. Not permitted as a terminal on a flare.

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	120 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: 12.5 Horizontal to 1 Vertical (8%)
Systems conditions	1. Installation without an end treatment listed above is NOT permitted. 2. Installation on top of a kerb is not recommended 3. 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	Not Permitted				
Deep lift asphaltic concrete	Not Permitted				
Asphaltic concrete over granular pavement	Permitted	100 km/h	58	M30 x 365mm drop in pin, flat top pin	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 is not permitted.