


Safety Barrier Technical Conditions for Use

HighwayGuard LDS Safety Barrier - Temporary

	Issue Date: 30 September 2021	Supplier: Highway Care International
	<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	<p>HighwayGuard LDS Safety Barrier</p> <p><u>Variants</u></p> <p><u>6 metre sections</u></p> <p><u>12 metre sections</u></p> <p>Variants that are NOT listed above are NOT recommended for acceptance.</p>
Accepted Speed	100 km/h
Product Manual reviewed	IMP-124 Issue 1.4
Product Manual	Highwayguard Temporary Barriers Ingal Civil Products

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	
MASH TL4	34.5	49.5	84	24	1.16	2.88	

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

Proprietary Products	
BG800 Steel Safety Barrier	<ul style="list-style-type: none"> Refer to BG800 Technical Conditions for Use. The HighwayGuard to BG800 transition must be used to connect the barriers.
LEGACY: Quadguard CZ Crash Cushion	<ul style="list-style-type: none"> LEGACY status recommended from 1 January 2021. Refer to Quadguard Crash Cushion Technical Conditions for Use. The HighwayGuard LDS to Quadguard Crash Cushion transition 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.
LEGACY: Universal Tau-II Crash Cushion	<ul style="list-style-type: none"> LEGACY status recommended from 1 January 2021. Refer to Universal Tau-II Crash Cushion Technical Conditions for Use. The HighwayGuard LDS to Universal Tau-II Crash Cushion transition 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.
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 HighwayGuard LDS to Absorb-M Crash Cushion transition must be used to connect the crash cushion to the barrier. This is a gating device.
QUADGUARD M10 CZ Crash Cushion	<ul style="list-style-type: none"> Refer to QUADGUARD M10 CZ Crash Cushion Technical Conditions for Use. The HighwayGuard 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.
UNIVERSAL TAU-M Crash Cushion	<ul style="list-style-type: none"> Permitted for use in unidirectional applications only. Not permitted as a departure terminal. Refer Universal Tau-M Crash Cushion Technical Conditions for Use. The HighwayGuard to Universal Tau-M Crash Cushion transition must be used to connect the crash cushion to the barrier.

Design Guidance

Minimum installation length	60 metres between crash cushions/terminals (tested article)
System width (m)	0.54
Minimum distance to excavation (m)	0.68 (TL3) – measured from the outer edge of the foot on the works side 1.16 (TL4) – measured from the outer edge of the foot on the works side
Slope limit	8%
Systems conditions	<ol style="list-style-type: none"> 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. All offsets are to be measured from the relevant outer edge of the foot. The foot is not trafficable.
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	12 (TL3 only)	M24 x 330mm threaded rod with epoxy (TL3 only)	Min 200mm reinforced Min 250mm non-reinforced
Deep lift asphaltic concrete					Min 250mm
Asphaltic concrete over granular pavement			24 (TL4 only)	M24 x 450mm threaded rod with epoxy (TL3 and TL4)	150mm asphalt concrete over granular subbase
Flush seal over granular pavement	Not Permitted				
Unsealed compacted formation					

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