

Interim Acceptance for Safety Barrier Product

Product: BarrierGuard 800™ Steel Barrier System

Safety Barrier - Temporary

Expiry Date: 30 June 2017

The BarrierGuard 800™ Steel Barrier System is a temporary steel barrier system comprising 6m or 12m sections fabricated from galvanised steel panels joined using a proprietary connection system, terminating with ground anchored end sections protected by the use of a crash cushion.

The system has been tested under EN 1317 test conditions with the submitted results being accepted by the FHWA as equivalent to NCHRP Report 350 Test Level 4 (refer FHWA Letter B-131). The FHWA concluded that from the tests carried out, in-service impact deflection of up to 1.5m should be allowed for in any temporary traffic management plan.

The FHWA later approved a number of variants of the BarrierGuard 800™ Steel Barrier System including “Minimum Deflection” (refer FHWA Letter B-158); “BarrierGuard Gate” (FHWA Letter B-159) and “Variable Length” (refer FHWA Letter B-160). Only the “BarrierGuard Gate” is considered to be part of this BarrierGuard 800™ Steel Barrier System acceptance. All other variants require site specific acceptance on a case-by-case basis from the National Manager Traffic & Safety.

Based on these results, and pending further updates to the NZ Transport Agency’s M23 Specification for Road Safety Barrier Systems, the BarrierGuard 800™ Steel Barrier System is granted interim acceptance by the NZ Transport Agency for use on the State highway network, with the following conditions as detailed below.

A copy of this Interim Acceptance Letter must be appended to the Installation Manual.

Product Identification



BarrierGuard 800™ Steel Barrier System

Conditions of Use

The BarrierGuard 800™ Steel Barrier System must be installed and maintained in accordance with the product installation/maintenance manual and relevant NZ Transport Agency specifications. NZ Transport Agency specifications and standards shall prevail where there is discrepancy between the product manual(s) and the NZ Transport Agency specifications and standards.

Installers must ensure that they are familiar with relevant conditions, requirements and limitations of the system, particularly with regard to the appropriate length of need, minimum installation length and test deflection. Vehicle impacts that vary from the NCHRP Report 350 impact conditions may result in significantly different results than those experienced in testing.

The supplier of the hardware (both barrier and crash cushion) remains responsible under the Health and Safety in Employment legislation for ensuring that customers have the necessary knowledge and skills to correctly use the product.

The final section at both ends of any BarrierGuard 800™ Steel Barrier System installation **must be anchored** to the pavement in accordance with the manufacturer's instructions. The maximum spacing between anchor points is 72m (this may be waived in special circumstances subject to acceptance of an application in writing to the National Manager Traffic & Safety). BarrierGuard 800™ Steel Barrier System must have one of the following accepted crash cushion installed for protection at both ends.

- ABSORB 350®
- SLED™, or
- TAU-II™ (recommended where the permanent posted speed limit is greater than 70km/h).

The chosen crash cushion forms an integral part of the BarrierGuard 800™ Steel Barrier System and **must** be installed and maintained in accordance with the respective product's installation/maintenance manual and relevant NZ Transport Agency specifications. When selecting the crash cushion, the provisions of the Code of Practice for Temporary Traffic Management (CoPTTM) section C18.2.1 **must** be considered. In many cases, use of the permanent posted speed limit rather than the nominal operating speed may be appropriate.

In-service impact deflection of 1.5m **must** be allowed for in any temporary traffic management plan utilising the BarrierGuard 800™ Steel Barrier System.

Where a BarrierGuard 800™ "Gate" unit is to be installed (max gate length =30m), intermediate anchorage of the up and downstream sections of standard BarrierGuard **must** be installed.

Expiry of Acceptance

This acceptance expires on 30 June 2017 and replaces any previous acceptance.

New installations of the BarrierGuard 800™ Steel Barrier System must not be deployed on the state highway network after the expiry date of acceptance unless a further period of acceptance is granted or the product has been formally included in the NZ Transport Agency M23 Specification for Road Safety Barrier Systems, in which case the M23 specification would replace this interim acceptance.

Should the NZ Transport Agency discover that the qualification testing was flawed, that in-service performance reveals unacceptable safety problems, or that the system being marketed differs significantly from that which was crash tested, it reserves the right to modify or revoke its acceptance of the BarrierGuard 800™ Steel Barrier System.

Authorised by the National Manager Traffic and Safety

Interim Acceptance for BarrierGuard 800™ Temporary Barrier System

May 2013

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