



## Barrier Guard 800

The BG800 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.

BG800 is a deformable vehicle restraint system acting as a continuous beam, anchored to the ground at the end of each run through specially designed terminal sections.

The barrier system is used as a temporary barrier for road construction sites where it can be used for nearside or offside applications to protect construction sites and construction workforce as a positive form of protection. It can also be used as a positive separation for opposing traffic flows in a contra-flow situation.

With the versatile shorter barrier sections and radius sections most vertical and horizontal curve alignments can be accommodated so BG800 is just as useful for the local roads as well as on the State Highway network.

In-service impact deflection in excess of the test values indicated below must be allowed for in any temporary traffic management plan utilising the BG800 Steel Barrier System (non-MDS variants). All relevant minimum requirements of CoPTTM in regard to working spaces and safety zones must be met irrespective of the variant in use, in particular the test level of the system must meet or exceed the test level required for the operating speed of the adjacent traffic (refer CoPTTM B12.1).

<b>Dimensions</b>	6m or 12m length per unit 540mm width (base), 235mm (top) 800mm height
<b>Weight:</b>	1080kg (12m unit)
<b>Minimum Length</b>	18m with no accepted crash cushion connected to the end terminal 60m including end terminals
<b>Grade or Replacement Restriction</b>	Not to be installed on ground of cross slope greater than 8% (1V:8H). On slopes greater than this, approval is required from the road controlling authority.

<p><b>Deflection</b></p>	<p>STANDARD SYSTEM (60M between anchors)            1.36m at 70 km/h (NCHRP 350 - 2000P at 25°)            1.60m at 100 km/h (NCHRP 350 - 2000P at 25°)            1.74m at 80 km/h (NCHRP 350 - 8000T at 15°)            1.70m at 100 km/h (MASH 2270P at 25°)            LDS SYSTEM (12M between anchors)            0.89m at 100 km/h (NCHRP 350 - 2000P at 25°)            0.42m at 80 km/h (NCHRP 350 - 8000T at 15°)            MDS SYSTEM (6M between anchors)            0.076m at toe of barrier 100 km/h (NCHRP 350 - 2000P at 25°)</p>
<p><b>Working Width</b></p>	<p>STANDARD SYSTEM (60M between anchors)            Not specified            LDS SYSTEM (12M between anchors)            Not specified            MDS SYSTEM (6M between anchors)            Not specified</p>
<p><b>Other Restrictions / Considerations</b></p>	<ul style="list-style-type: none"> <li>– A selection of 0.61m long radius sections are available (typically 5° &amp; 10°). These enable installations around tight radii.</li> <li>– If the installation of the BG800 is not able to be flared as per the manual then there must be an accepted NCHRP 350 TL-3 crash cushion connected to the barrier with a clear area of 6 x 22.5m adjacent to the crash cushion and behind the barrier that is flat and without hazards. In addition, workers, equipment and materials should be a minimum of 6m behind the barrier.</li> <li>– Depending on location, delineation may be required as per the Road Controlling Authority Guidelines.</li> <li>– BG800 can be installed to a surface which is raised by a curb of no more than 100mm high. If the barrier is installed next to the curb you must ensure that the curb is out of the clear area and does not prevent the barrier deflecting asintended</li> </ul>

## Other Considerations

- The BG800 system has been designed to attach to concrete or asphalt foundations or anchored into soil.
- BG800 MDS requires the addition of steel 'T-Top' sections on top of the barrier and must have site specific sign off by the Lead Advisor Safety (Roads & Roadsides).
- Site specific grading may be necessary to ensure that there are no "humps" or "hollows".
- It is recommended that the system is installed on a compacted surface.
- The final section at both ends of any BG800 Steel Barrier System installation must be anchored to the pavement in accordance with the System Supplier's instructions.
- The maximum spacing between anchor points is 60m to replicate crash test deflections (this may be waived in special circumstances subject to acceptance in writing to the Lead Advisor Safety (Roads & Roadsides).
- Debris and foreign objects should not be in the clear area.
- Where a BG800 "Gate" unit is to be installed (max gate length = 30m), intermediate anchorage of the up and downstream sections of standard BarrierGuard must be installed.
- BG800 Steel Barrier System must have one of the following accepted crash cushion installed for protection at both ends:
  - ABSORB 350
  - SLED-Euro/SLED-US
  - QuadGuard CZ
  - SCI-100 Smart Cushion
  - Tau-II
- When selecting the crash cushion, the provisions of the Code of Practice for Temporary Traffic Management (CoPTTM) section C18.2.1 must be considered.