



Nu-Guard 31™ Steel Guardrail System

A smaller footprint, lighter weight and no requirement for a blockout means the Nu-Guard 31™ steel post guardrail system is comparable in cost to traditional post systems and is simpler and quicker to install.



Features

- > System has a smaller footprint and no blockout
- > NUCOR™ steel posts, with no blockout, enables faster installation
- > It is possible for one post to be installed per minute using a post rammer
- > NUCOR™ steel posts are lighter and smaller in area than traditional posts
- > High tensile galvanised NUCOR™ steel post is designed for easy after-impact repair of system
- > Environmentally friendly - manufactured using recycled steel
- > Uses standard highway rail and fixings
- > A median or roadside barrier
- > NUCOR™ steel posts will split on impact to avoid guardrail tearing, reducing the incidence of wheel snagging
- > Only NCHRP350 TL-4 tested and approved system using standard highway rail

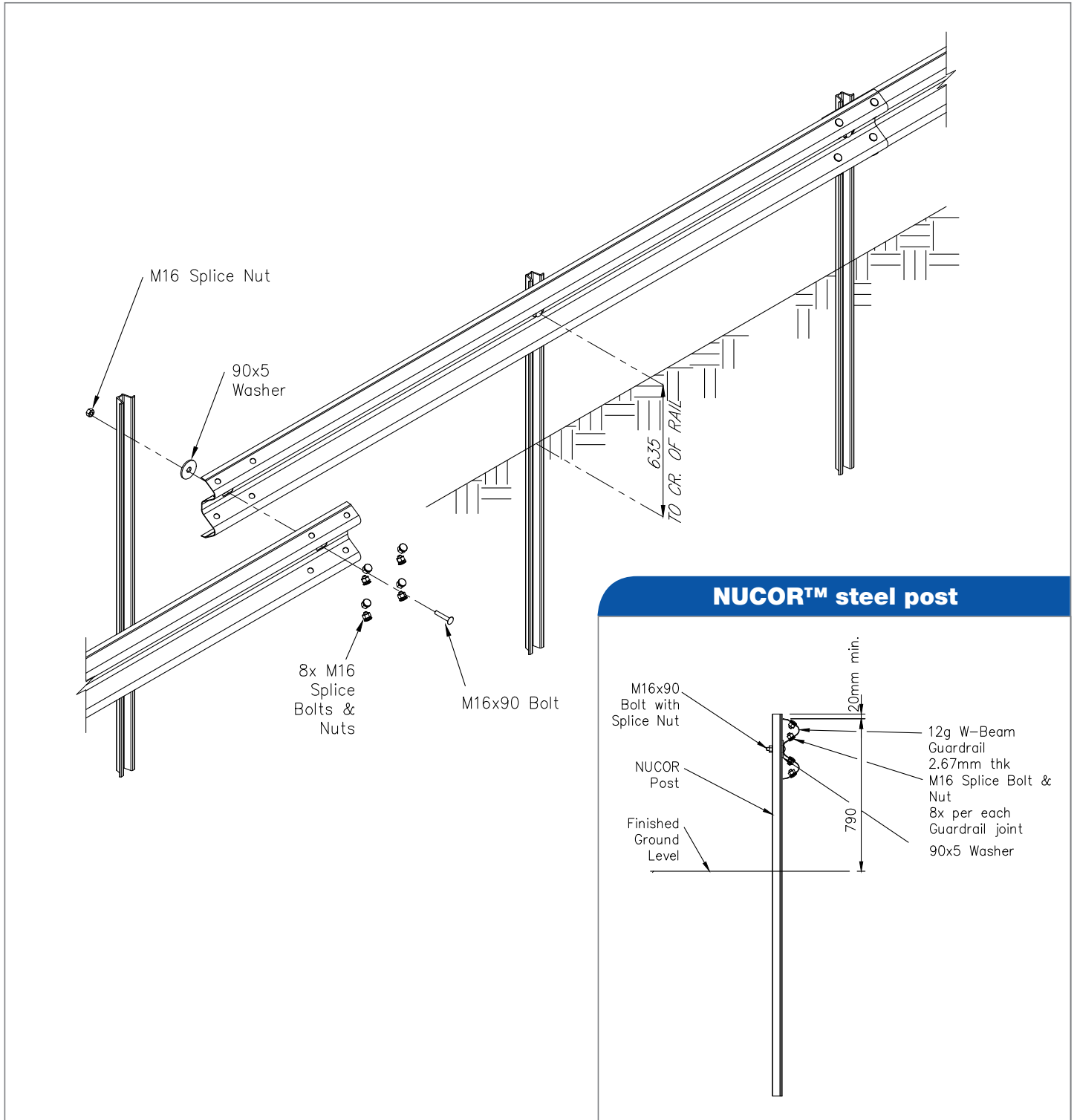
Specifications

- > Tested and approved to NCHRP 350 TL-3 and TL-4
- > Post weight: 14.78 kg
- > Post length: 1980mm
- > Height to centre of rail: 635mm
- > Post footprint: 0.0375m²
- > Maximum system deflection is 1200mm for roadside applications
- > No blockouts required
- > Standard highway rail and fixings
- > All components hot dip galvanised
- > Posts are manufactured from high tensile steel



Nu-Guard 31™ Steel Guardrail System

Nu-Guard 31™ system assembly



Contact ACP for more information on this or other road safety products

Manufacturers of Road Safety Barriers | Australian Construction Products Pty Limited

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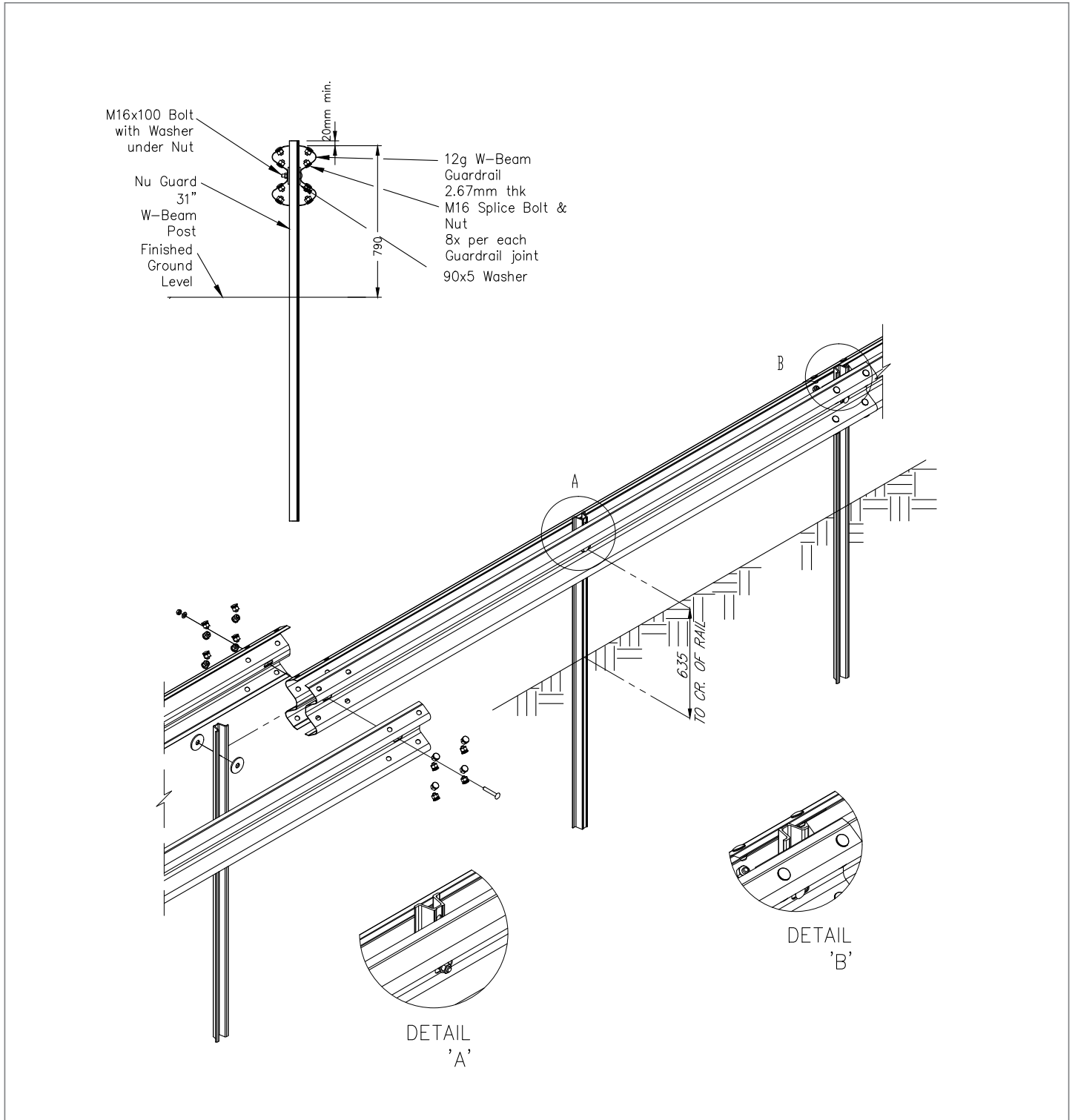
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road barriers you trust.

Nu-Guard 31™ Steel Guardrail System

Nu-Guard 31™ median system assembly



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Nu-Guard 31™ Steel Guardrail system a hit with installers

Principal:	New Zealand Transport Agency (NZTA)
Customer:	Transfield Services Silverdale
Location:	SH1 Puhoi to Warkworth
Product:	Nu-Guard™ Steel Guardrail system and X-350 Terminal Ends

Project

The SH1 Northern Motorway extension known as ALPURT B2 opened to the public in January 2009 created a four-lane highway from the Bombay Hills through to the Johnson Hill tunnel.

After the opening of the extension the NZTA focused their attention on upgrading the section of road between Puhoi and Warkworth with safety features to match the \$365 million new toll road, which carries between 12,000 and 14,000 vehicles daily.

New guardrail, terminal ends, road surfacing and increased shoulder widths are some of the safety features that were installed to ensure the road handles the large volume of traffic travelling this section of SH1.

“It was necessary for this section of road to be upgraded in line with the standard of the new toll road,” said Colin Dawson, Roading Engineer for Transfield Services. “When heading northbound the traffic required ‘calming’ as it departs the new tunnel, so extensive work has taken place in upgrading the road barriers and terminal ends to achieve this.”

During the winter months of 2009 approximately 2 km of Nu-Guard 31™ Steel Guardrail System and 20 X-350 Terminal Ends were installed on either side of the road in sections typically 100 metres long.

“Our local installer for guardrail installations just loves fitting Nu-Guard 31™ as it is quick and easy to install,” added Colin. “We find the advantages of using steel post barrier over timber are:

- > When driving the posts into the ground the steel post doesn’t disturb or displace the soil
- > Delivery and handling costs are far less
- > We require less storage space to hold the product at our facility
- > With a smaller cross sectional area we lose a lot less of the roadway
- > It looks much better and tidier

“Nu-Guard 31™ Steel Guardrail System is a great product and we use it wherever we can,” says Colin.



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Nu-Guard 31™ helped keep the MHX project on schedule

Principal:	New Zealand Transport Agency (NZTA)
Customer:	The MHX Alliance – Fletcher Construction / Becca Infrastructure / Higgins Contractors
Location:	Manukau Harbour Crossing (MHX) project, Auckland
Product:	Nu-Guard 31™ Steel Guardrail System

Project

The MHX is a key existing motorway bridge connecting Auckland and Manukau City. The existing crossing services SH20 from the city to the Airport and the local community between Onehunga and Mangere Bridge township.

The current bridge was completed in 1984 and regularly became congested at peak times. A duplicate bridge was built to the east of the existing bridge to accommodate, in conjunction with the original bridge, four traffic lanes and a shoulder lane. The \$230 million project has doubled the motorway capacity on the South Western motorway.

After more than 2 ½ years of construction the duplicate bridge was completed seven months ahead of the original schedule.

“The MHX Alliance chose Nu-Guard 31™ Steel Guardrail System for this project and ordered more than 3.5kms from us,” said Raymond Kuys, Business Development Engineer. “Nu-Guard offers a much higher level of safety than a standard W Beam system, for similar cost, as it is rated at Test Level 4, which will make the MHX a very safe piece of road.”

“As large sections of roading were completed we were required to install the road side barrier as quickly as possible so the road could be opened to the public,” said Troy Wheeler, Troy Wheeler Contracting. “It was very demanding at times as we were the last contractor on site before the road was opened and the pressure could be on, so it is great that we installed Nu-Guard 31™ Steel Guardrail System as it is much quicker to install than timber barrier. We don’t have the luxury of large grass verges to work from on Auckland’s Motorways so the quicker we can install the barrier, the least disruption there is to traffic flows.”

“Coordinating the installation of the barriers went very smoothly from our perspective,” said David Scott, Project Engineer, MHX Alliance. “Nu-Cor is generally quicker and easier to install for Troy, which really assisted in keeping the project ahead of schedule.”

The bridge completion date was scheduled for early 2011 but due to very good progress by the Alliance the newly completed bridge was officially opened by John Key on 25 July 2010.

“We commend the Alliance Team for good design choice and great project management skills,” added Raymond.



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