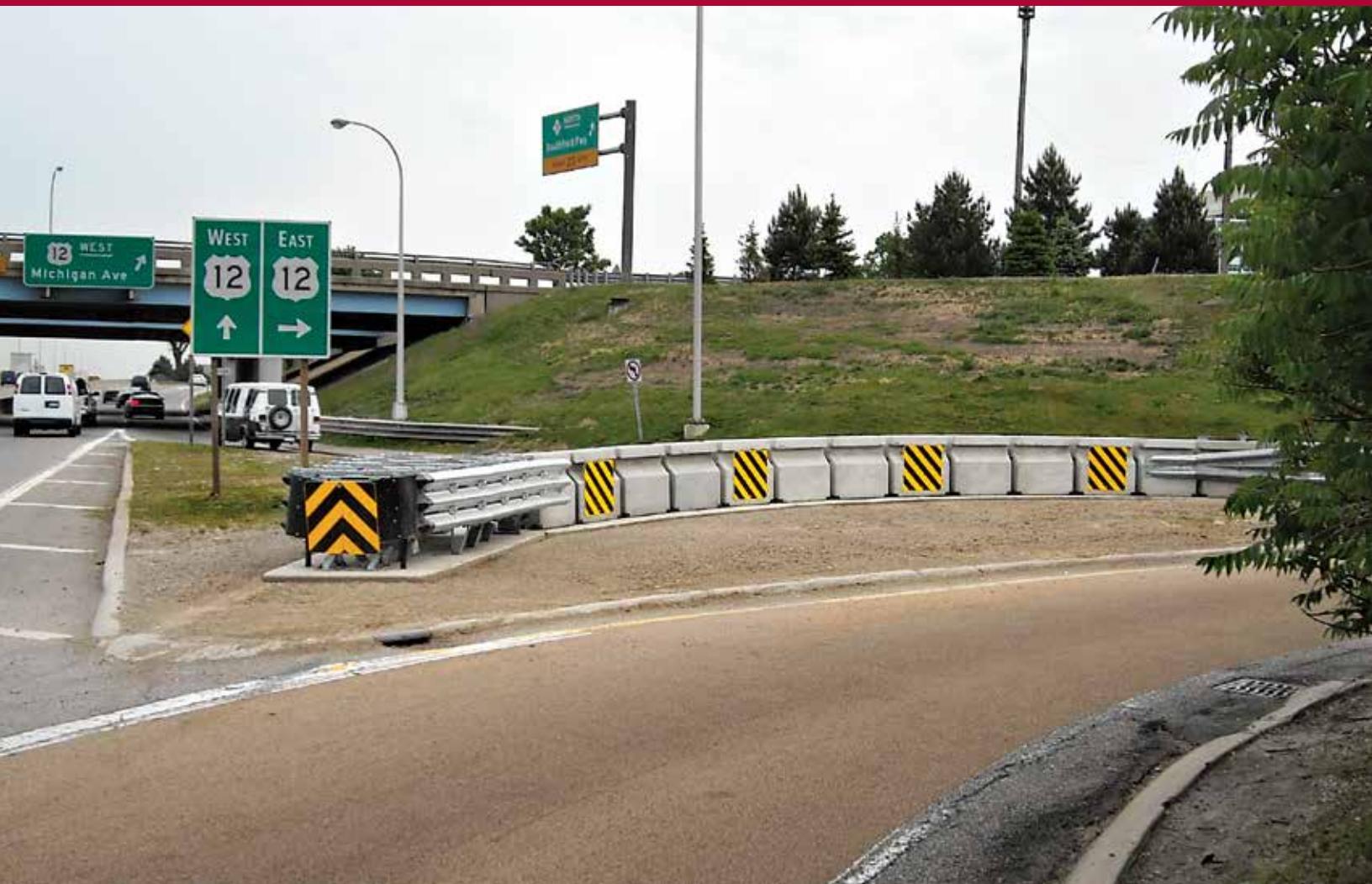


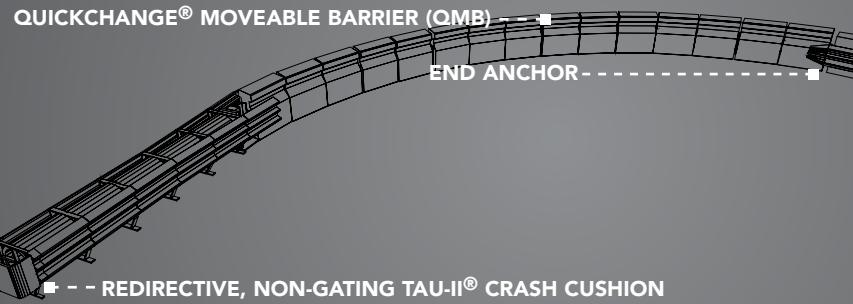
SAFE-T-CURVE™ | LONGITUDINAL ENERGY ABSORBING WALL FOR TIGHT RADIUS CURVES

- SHIELDS DANGEROUS CURVES
- EASY TO RESET
- PROVIDES GREATER VISIBILITY OF CURVES TO MOTORISTS
- NCHRP 350 TL-3 ACCEPTED



HOW IT WORKS

The Safe-T-Curve Barrier System utilizes low deflection Quickchange Moveable Barrier (QMB) to dissipate energy during an impact. Because of the unique QMB design, the modules can be easily reset after a design impact using a standard prybar or truck equipped with a bumper wheel. The Safe-T-Curve Barrier consists of low deflection Quickchange Moveable Barrier anchored by a TAU-II crash cushion and concrete anchor point.



EASY TO RESET ENERGY ABSORBING WALL FOR CURVES

The Safe-T-Curve System is designed to be used in curve applications with a radius as low as 100' (30 m). These sites are typically found at locations with limited space resulting in unacceptable or marginally acceptable geometries. The high visibility design helps motorists navigate tight radius curves where impacts are an ongoing safety concern. In the event of an impact, the Safe-T-Curve System can safely redirect the motorist back to the roadway and requires only minimal maintenance to reset after an impact. This allows for a safer environment for road authorities where high ADT can make repairs troublesome, costly, and dangerous.

FREQUENTLY ASKED QUESTIONS

In high ADT curves, how quickly can a maintenance crew reset the Safe-T-Curve System after an impact?

It typically takes under 30 minutes to reset the Safe-T-Curve System after most design impacts. In most design impacts no replacement components are needed and the system is lined back into position using a standard prybar. Alternatively, a truck equipped with a bumper wheel can be driven behind the barrier to push it back into position.

Gating is a concern in my existing road geometry. Is the Safe-T-Curve System non-gating and directive?

Yes, The Safe-T-Curve Barrier System meets NCHRP 350 TL-3 test criteria as a longitudinal barrier and the Universal TAU-II System meets NCHRP 350 TL-3 test criteria as a directive, non-gating attenuator. This combination will help to prevent the errant motorist from entering the area behind the barrier wall.

FEATURES

- » Reduced maintenance cost after an impact
- » Greater visibility of curve for motorists / helps motorists properly navigate
- » Reduced worker exposure for repairs
- » Reduced cost of repairs
- » System safely redirects motorists back to roadway
- » Easily reset after a design impact
- » Meets NCHRP 350 TL-3 and EN1317 H2 test criteria
- » Minimal ground anchors required

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General details for the Safe-T-Curve System are subject to change without notice to reflect improvements and upgrades.

Additional information is available from Lindsay Transportation Solutions Sales and Services, Inc. © Lindsay Transportation Solutions, Inc.

PT # SC04-03252013