

EZY-GUARD 4 STEEL RAIL BARRIER

REVISION REGISTER

| Revision | Description | Date |
|----------|-----------------|------------|
| 1 | Issued for use. | 13/07/2018 |

Ezy-Guard 4 is a semi-rigid steel rail barrier system which is accepted for use by Main Roads.

Identification Photographs:

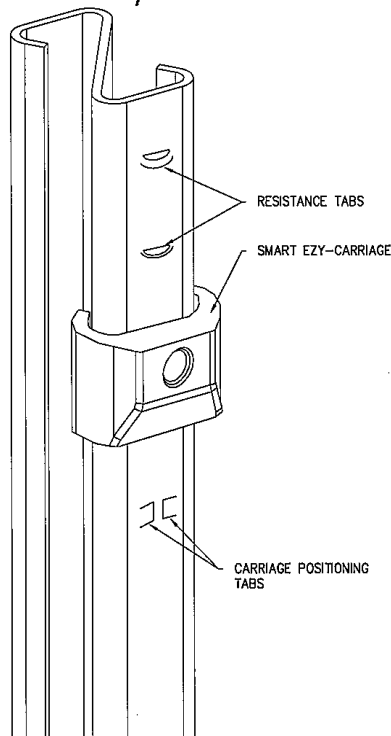


Front View

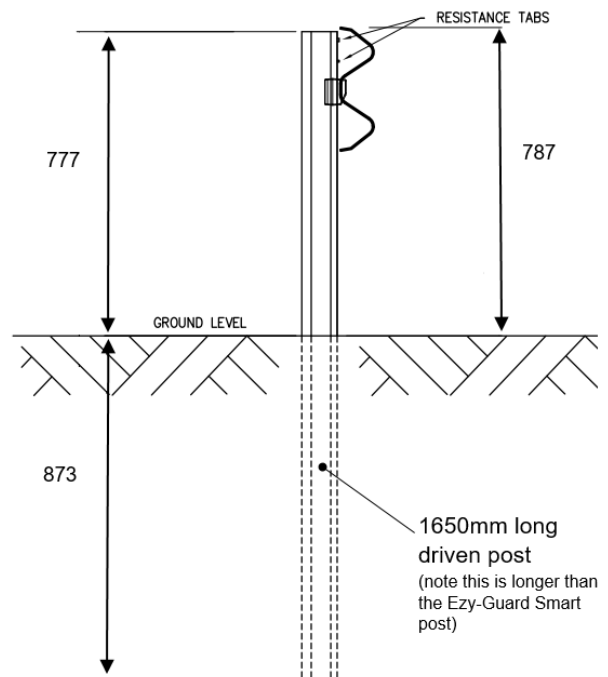


Rear View

Drawings:



Isometric View –
Z Posts and Ezy-Carriage
(W-beam omitted for clarity)



Typical Cross Section

EZY-GUARD 4 STEEL RAIL BARRIER

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Test Level:
MASH TL 3 (2270 kg)
NCHRP 350 TL 4 (8000 kg)

Configuration:

The Ezy-Guard 4 steel rail barrier consists of W-beam rail, which is attached to Z posts at 2000mm centres. The system does not have blockouts, but a slider carriage (referred to as the “Ezy-Carriage”) to control the release of the rail from the posts during impacts.

The Z Posts are 1650mm long and driven into the ground so that the height of the top of post is 777mm above ground. The top of the W-beam rail is at a height 787mm above ground.

Unless stated in this document the installation shall be in accordance with the Ezy-Guard 4 Product Manual (Release 08/17) available on the Ingal Civil Products website.

Design Considerations:

Test Deflection:

1.65m under MASH TL 3 conditions (2270 kg vehicle at 100 km/h and 25°)
1.53m under NCHRP 350 TL 4 conditions (8000 kg vehicle at 80 km/h and 15°)

For roads with a posted speed limit of 80 km/h and above, the MASH TL3 deflection shall be used.

Note that this deflection was measured in a crash test performed under controlled conditions. The deflection measured is the horizontal offset between the face of the w-beam rail measured prior to and following vehicle impact. Designers should be aware that the deflection figure published as a test result may not be the deflection value achieved in the field for all impacts by errant vehicles.

Working Width:

2.5m under NCHRP 350 TL4 conditions (8000 kg vehicle at 80 km/h and 15°)

Minimum Length:

The minimum length of Ezy-Guard 4 barrier is 56m (full terminal lengths not included). That is, the minimum length does not include the length of public domain w-beam required for transition to end treatments (if required).

Offset from Kerbing:

As the Ezy-Guard 4 barrier does not include a blockout, a greater offset than public domain w-beam is required. The face of Ezy-Guard 4 barrier is to be placed 300mm from the face of the kerb to minimise nuisance impacts and allow driving of posts to be clear of the kerb.

Locations offset further from the kerb are not preferred because of the possibility of vehicle either vaulting the barrier or not being redirected by the barrier.

EZY-GUARD 4 STEEL RAIL BARRIER

Approach to barrier:

The approach to the barrier should be a trafficable running surface at a slope of 1 in 10 or flatter clear of objects and grade changes to allow an errant vehicle to hit the barrier at an appropriate height.

Height Correction:

If placed less than 3m from the face of the kerb the mounting height is measured from the pavement surface. At greater offsets the mounting height is measured from the adjacent finished surface levels.

End Treatments:

ET2000 Plus and public domain w-beam terminals. Note that a transition in the top of rail height from the Ezy-Guard 4 rail is required for the ET2000 Plus end terminal, refer to drawing EZY-SM-105 on the Ingal Civil Products website.

The Ezy-Guard 4 may transition straight into a 787mm high version of the trailing end terminal, refer to drawing EZY-SM-106 on the Ingal Civil Products website.

Transitions:

Transitions from Ezy-Guard 4 barrier to thrie-beam or concrete barrier shall be in accordance with Ingal drawing EZY-SM124, which is available on the Ingal Civil Products website.

Delineation:

Refer to Ezy-Guard 4 Product Manual.

Limitations:

- The Ezy-Guard 4 barrier configuration utilising a post spacing other than what is stated above is not approved for use.
- The Ezy-Guard 4 barrier is a proprietary system that is designed as a “weak” post system, so its installation is restricted to soils equivalent to an AASHTO weak soil or stronger (i.e. CBR \geq 8).
- The Ezy-Guard 4 barrier configuration of back to back W-beam attached to a single line of posts is approved for use provided it is installed as per Ingal drawing EZY-SM-110 and has either a crash cushion or an X-Tension 350 Median as the end terminals.
- The Ezy-Guard 4 barrier configuration using posts on base plates is available. However, approval is required from MRWA Road & Traffic Engineering Branch prior to specifying this configuration.
- For treatments in different foundation conditions refer to Ezy-Guard 4 Product Manual.
- The offset from the back of the barrier post to the batter hinge point shall be a minimum of 1.3m as per the Product Manual.
- The Ezy-Guard 4 configuration of a post embedded 1050mm into the ground with a smaller offset to the hinge point than shown in the figure below is not approved for use.
- Ezy-Guard 4 post installations in rock as per the product manual are not approved for use.
- The Ezy-Lift is not approved for use.
- Should not be installed behind kerbs if possible. If kerbing is required then the preferred kerbing is mountable Type A 100 mm. Semi-mountable is acceptable in some situations (speeds < 70 km/hr) but not preferred. Barrier kerbing shall not be used in front of barrier. Refer to Main Roads Standard Drawing 9331-0376 for kerb types.

EZY-GUARD 4 STEEL RAIL BARRIER

- Ezy-Guard 4 barrier is not to be used for repairs of damaged sections of public domain or other proprietary w-beam barrier systems.

References:

| Item | Description |
|------|--|
| 1 | The crash test data for the MASH TL3 and NCHRP 350 TL4 tests can be found on Main Roads file 17/2308 |

Relevant FHWA Approval Letters:

Not applicable

Drawings:

Refer to Ingal Civil Product drawings EZY-SM-121 and EZY-SM-034 for assembly details.