1.0 Introduction
Crash cushions, also called impact attenuators, prevent errant vehicles from impacting a barrier or fixed object hazard either by gradually decelerating the vehicle, or by redirecting the vehicle away from the hazard. They are ideally suited for terminating concrete barriers or for use where longitudinal barriers would not be effective to shield objects.

The 2005 TRACC family of crash cushions are fully redirective, non-gating, bi-directional energy absorbing, designed to protect motorists from impacting the end of concrete barriers, toll plazas, bridge piers and other hazards in both temporary and permanent work zone locations.

The 2005 TRACC family includes;
- TRACC – a narrow Test Level 3 cushion
- ShorTRACC – a narrow Test Level 2 cushion
- FasTRACC – a narrow Test Level 3 cushion with additional capacity for head-on impacts up to 110km/h
- WideTRACC – a wide Test Level 3 cushion for any large gore areas

2.0 Crash Performance
All 2005 TRACC products meet the requirements of;
- Australian Standards AS/NZS 3845:1999
- National Cooperative Highway Research Program (NCHRP) Report 350

The systems are designed to perform as follows;
- Redirect side impacts of up to 20° degrees with the axis of the system
- Controlled stopping for impacts at the ends of the system at angles of up to 15°

3.0 Configuration Options
The 2005 TRACC family of crash cushions are available in several configurations as shown in Table 1.

The WideTRACC offers various options in protecting wide hazards and gores. The WideTRACC can be flared down its right side only (R), its left side only (L) or down both sides simultaneously (B).

<table>
<thead>
<tr>
<th>System</th>
<th>Test Level</th>
<th>Width</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRACC</td>
<td>3</td>
<td>610mm</td>
<td>6.5m</td>
</tr>
<tr>
<td>ShorTRACC</td>
<td>2</td>
<td>610mm</td>
<td>4.3m</td>
</tr>
<tr>
<td>FasTRACC</td>
<td>3+*</td>
<td>610mm</td>
<td>7.9m</td>
</tr>
<tr>
<td>WideTRACC - B</td>
<td>3</td>
<td>1470mm**</td>
<td>6.5m**</td>
</tr>
<tr>
<td>WideTRACC - L</td>
<td>3</td>
<td>1040mm***</td>
<td>6.5m***</td>
</tr>
<tr>
<td>WideTRACC - R</td>
<td>3</td>
<td>1040mm***</td>
<td>6.5m***</td>
</tr>
</tbody>
</table>
4.0 Location Requirements

4.1 Unidirectional Applications
Installation of the TRACC system and its transitions depends on the traffic pattern and the backup structure at the particular location. Unidirectional traffic (one side or both) requires no transition provided the unit is installed beyond the clear zone of opposing traffic. The clear zone is defined as the horizontal width of space available for the safe use of an errant vehicle. The clear zone width is dependent upon traffic volume, speed and road geometry. For opposing traffic the clear zone will take into consideration the width of the median. The backup frame provides a hole pattern allowing attachment to a variety of concrete barrier profiles. Ingal can provide adaptors for non-standard profiles.

4.2 Bidirectional Applications
For installations that face oncoming traffic from the reverse direction, appropriate transitions should be installed on the end of the backup structure to prevent vehicle pocketing.

4.3 Approach Zone
It is recommended that the TRACC system should not be placed directly behind a raised kerb. The approach area in front of the system should slope at a rate no greater than 1:10 in the direction of traffic flow. The cross slope should be no more than 12:1. The entire length of the TRACC can be used in length-of-need calculations, as it is fully redirective.

4.4 Downstream Zone
The TRACC should be installed so that a 1500mm clear space will exist on both sides of the backup structure for the side panels to retract during an end-on impact.

5.0 Installation Options

5.1 Foundations
During an impact, the stopping force provided by the TRACC is not transferred to the backup structure beyond the cushion. All the stopping loads pass to the foundation below the system through the anchor bolts that attach the system to the foundation. The TRACC can be anchored to a combination of asphalt, concrete and compacted sub base as follows;

Table 2: Foundation Configurations

<table>
<thead>
<tr>
<th>Foundation Options</th>
<th>Anchor Stud Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>150mm Reinforced Concrete</td>
<td>M16x190mm</td>
</tr>
<tr>
<td>200mm Unreinforced Concrete</td>
<td>M16x190mm</td>
</tr>
<tr>
<td>75mm Asphalt (min) over 75mm Concrete (min)</td>
<td>M16x460mm</td>
</tr>
<tr>
<td>150mm Asphalt (min) over 150mm Compact Sub Base</td>
<td>M16x460mm</td>
</tr>
<tr>
<td>200mm Asphalt (min)</td>
<td>M16x460mm</td>
</tr>
</tbody>
</table>

Note: If asphalt is located over a minimum of 150mm concrete, the 460mm anchor studs can be cut off to a length equal to the asphalt thickness plus 190mm. This may eliminate some drilling in locations with thick concrete and relatively thin asphalt overlays.
5.2 Backup Support and Transition Options
The TRACC with its sliding side panels can be attached or transitioned to any backup structure capable of supporting the last frame. If the system has been extended to greater widths as described previously for the WideTRACC, the flared guardrail panels used to create the extra width can be attached to any downstream barrier or structure similar to a standard guardrail connection.
Attachments and transitions are available for the following:
- TRACC Transition to W-Beam Barrier
- TRACC Transition to Thriebeam Barrier
- TRACC Transition to Concrete Barrier

5.3 Nose Delineation Options
The TRACC is intended for use on either the shoulder or median in both unidirectional and bidirectional traffic situations. TRACC units are supplied with four pieces of delineation tape that can be customised to create the three designs as shown below. The plastic nose cone should be attached to the front of the TRACC using the side panel attachment hardware already located on the system.

6.0 Installation of the System
Only items supplied by Ingal Civil Products are to be used for the installation of the TRACC systems. A Safe Work Method Statement is available upon request for installation operations.

6.1 Lifting the System
TRACC units are delivered pre-assembled to site to facilitate rapid installation and minimise disruption to traffic flow. TRACC systems can be lifted as complete units by threading lifting chains or slings directly through the tops of the frames.

6.2 Anchoring the System
TRACC systems can be installed on combinations of asphalt and concrete. Table 2 contains the type of anchors required depending upon the foundation type. Holes should be drilled 40mm less than the overall length of the anchor stud to ensure proper embedment.
TRACC systems can be placed directly onto the foundation as a complete unit. The system should be aligned with the downstream barrier according to the approach and downstream zone requirements as detailed in Section 4.0.
Holes for the anchor studs can be drilled into the foundation using the system as a template. Due to the open design of all the TRACC systems including the WideTRACC, it is not necessary to dissemble any portion of the system in order to drill the anchoring holes. Note that the flared section of the WideTRACC requires additional outboard anchors that have been packaged loose and must also be anchored to the foundation. Refer to the WideTRACC drawings for the location of these outboard anchors.
Once the anchor holes have been drilled and are free from dust and moisture, the anchor adhesive can be dispensed into the hole and the anchor stud should be suspended by its nut and washer through the crosstie. The stud should hang in the uncured adhesive with no threads showing above the nut. Final tightening should occur once the adhesive has fully cured. Refer to the adhesive instructions printed on the cartridges for curing times under various environmental conditions.

7.2 Types of Damage
TRACC systems are designed to withstand end-on impacts and redirecting side impacts. Side impacts, depending on the severity, may only cause cosmetic damage to the system. Any system that has been impacted along its side should be examined to ensure that any damage that may hinder the operational performance of the system is repaired.

During some severe, high-speed, redirecting impacts with heavy vehicles, a TRACC system may become permanently twisted. If the deformation at the base causes a portion of one side of the system to be raised more than 40mm when compared to the other side of the system, then the damaged portion of the base assembly will require replacement.

7.3 Bush Fire Damage
Typically, the bushfire flame duration and intensity are not high enough to compromise the structural strength of the steel. The hot dip galvanized coating will also typically remain unaffected through a bushfire event. If the bushfire causes damage to the galvanized surface, then the item(s) shall be replaced.

The nose piece is made from a composite polymer and may deform due to the heat exposure from the fire, if any deformation is evident, the component shall be replaced.

7.4 Field Repair
Field repair is to be limited to minor end-on impacts that stroke the system less than 1350mm. In these circumstances, the sled is to be pulled out to its original position. If there exists additional damage, then the unit is to be removed with all repairs undertaken in the safety of an Ingal workshop.

7.5 Removal of System
The TRACC can be removed from its foundation by releasing the anchor nuts that secure the crossties. Flat wrenches may be required to access the anchor studs under the displaced frames and sled. Once released, the system can be lifted as a unit and transported back to the workshop for repair. A new or reconditioned TRACC can be positioned on the existing anchor studs and firmly attached using the appropriate nuts and washers.

If damage to an anchor stud occurs, it will be necessary to remove the old anchor, drill out the adhesive in the old hole and replace the removed anchor with a new anchor and adhesive.
TRACC Crash attenuation cushion
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