

**NCHRP REPORT 350 TEST 3-11 OF
THE TEXAS TYPE T411 BRIDGE RAIL**



PB99-107922

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Letter Report 1804-3
Research Project Number 0-1804
Research Project Title: Evaluation and Testing of Bridge Rails
and Transitions to NCHRP Report 350 Criteria

Sponsored by the
Texas Department of Transportation
In Cooperation with
U.S. Department of Transportation
Federal Highway Administration

May 1998

TEXAS TRANSPORTATION INSTITUTE
The Texas A&M University System
College Station, Texas 77843-3135



PB99-107922

1. Report No. FHWA/TX-98/1804-3		3. Recipient's Catalog No.	
4. Title and Subtitle NCHRP REPORT 350 TEST 3-11 OF THE TEXAS TYPE T411 BRIDGE RAIL		5. Report Date May 1998	
		6. Performing Organization Code	
7. Author(s) C. Eugene Buth, Roger P. Bligh, and Wanda L. Menges		8. Performing Organization Report No. Report 1804-3	
9. Performing Organization Name and Address Texas Transportation Institute The Texas A&M University System College Station, Texas 77843-3135		10. Work Unit No. (TRAIS)	
		11. Contract or Grant No. Project No. 0-1804	
12. Sponsoring Agency Name and Address Texas Department of Transportation Research and Technology Transfer Office P. O. Box 5080 Austin, Texas 78763-5080		13. Type of Report and Period Covered Letter Report: September 1997 - May 1998	
		14. Sponsoring Agency Code	
15. Supplementary Notes Research performed in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration. Research Project Title: Evaluation and Testing of Bridge Rails and Transitions to NCHRP Report 350 Criteria			
16. Abstract The Texas Type T411 Bridge Rail is a concrete beam-and-posts system that was developed under a previous Texas Transportation Institute (TTI) study performed for Texas Department of Transportation (TxDOT). The Texas Type T411 was previously crash tested and approved under NCHRP Report 230 guidelines. However, with the adoption of NCHRP Report 350, the bridge rail needed to be reevaluated using the 2000-kg pickup truck. This report presents the details and results of the full-scale crash test on the Texas Type T411 Bridge Rail with the 2000-kg pickup truck traveling at 100 km/h and 25 degrees to evaluate performance at test level three. According to the specifications set for NCHRP Report 350 test designation 3-11, the Texas Type T411 Bridge Rail met all requirements except occupant risk. Significant occupant compartment deformation occurred on the center and right side of the vehicle. This deformation was judged to have the potential to cause serious injury.			
17. Key Words Bridge Rails, Aesthetically Pleasing, Crash Testing, Roadside Safety		18. Distribution Statement No restrictions. This document is available to the public through NTIS: National Technical Information Service 5285 Port Royal Road Springfield, Virginia 22161	
19. Security Classif.(of this report) Unclassified	20. Security Classif.(of this page) Unclassified	21. No. of Pages 48	22. Price

IMPLEMENTATION RECOMMENDATIONS

1. The Texas Type T411 Bridge Rail failed the crash test reported herein for test level 3 (TL-3) of NCHRP Report 350 (1). This would indicate that it should not be used on high-speed facilities where a TL-3 railing is needed.
2. Based on previous testing, FHWA has designated the Texas Type T411 Bridge Rail as being acceptable for TL-2 of NCHRP Report 350. This would indicate that continued use of the Texas Type T411 Bridge Rail is acceptable on low-speed roadways.

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ACKNOWLEDGMENT

This research project was conducted under a cooperative program between the Texas Transportation Institute, the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration. The TxDOT project directors for this research were Ms. Dana Hanganen and Mr. Mark Bloschock. Their assistance is acknowledged and appreciated.

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SUMMARY

The first bridge rail selected for full-scale crash testing under this study was the Texas Type T411 Bridge Rail. This concrete beam and posts bridge rail was developed under a previous TxDOT study with TTI. The Texas Type T411 was crash tested and evaluated under NCHRP Report 230 guidelines. The two tests performed included one test with an 808-kg passenger vehicle traveling at 96.9 km/h and 21.2 degrees, and the second was with a 2043-kg passenger vehicle traveling at 100.1 km/h and 26.0 degrees. The bridge rail performed acceptably during these two tests. However, with the adoption of NCHRP Report 350, the bridge rail needed to be reevaluated using the 2000-kg pickup truck. This report presents the details and results of the full-scale crash test on the Texas Type T411 Bridge Rail with the 2000-kg pickup truck traveling at 100 km/h and 25 degrees to evaluate performance at test level three.

According to the specifications set for NCHRP Report 350 test designation 3-11, the Texas Type T411 met all requirements except occupant risk. Significant occupant compartment deformation that could cause serious injury occurred on the center and right side of the vehicle.

I. INTRODUCTION

On July 16, 1993, the Federal Highway Administration (FHWA) formally adopted the new performance evaluation guidelines for highway safety features set forth in the National Cooperative Highway Research Program (NCHRP) Report 350 as a "Guide or Reference" document in *Federal Register*, Volume 58, Number 135 (1,2). FHWA has also mandated that, on projects let after October 1998, only highway safety appurtenances that have successfully met the performance evaluation guidelines set forth in NCHRP Report 350 may be used on new construction projects on the National Highway System (NHS).

Changes incorporated into the new NCHRP Report 350 guidelines include new design test vehicles, expanded test matrices, and revised impact conditions. Of most significance was the adoption of a 2000-kg pickup truck as the design test vehicle for structural adequacy tests. This change has necessitated the retesting and reevaluation of the impact performance of many existing roadside safety features. Through various pooled fund studies and research projects, FHWA has tested and continues to test some of the most widely used safety appurtenances, including several bridge rails and transitions. However, this testing will not be all-inclusive. There remain some bridge rails unique to the Texas Department of Transportation (TxDOT) that have not been crash tested to the new NCHRP Report 350 guidelines. Therefore, there is a need for assessing the safety performance of these railings and, if necessary, modifying the designs to meet the requirements of NCHRP Report 350 in order to permit their continued use beyond the October 1998 deadline.

Over the years, Texas Transportation Institute (TTI) and TxDOT have worked jointly on the development, evaluation, and testing of many TxDOT standard bridge rail designs. This cooperative research has resulted in many satisfactory designs with demonstrated impact performances that have been successfully implemented by the Department. This project is an extension of this previous work during which the performance of selected railing and transition designs will be evaluated both analytically and experimentally through full-scale crash testing to assess compliance with the new NCHRP Report 350 performance criteria.

Under the first task of this study, TTI researchers identified all bridge rails and transitions similar to those used in Texas that have already been tested or were scheduled to be tested. The researchers reviewed all previous testing on current TxDOT railing designs and any related tests on other similar designs to document any existing test results that demonstrate acceptability of the railing designs by NCHRP Report 350 standards.

In the second task, TTI researchers presented TxDOT with a list of untested bridge rails and transitions, along with needed testing for these designs. The untested bridge rails and transitions, believed to have long-term usage potential to TxDOT, were selected and prioritized for full scale testing.

During task three, the first step in the evaluation of items to be tested was a simple analysis of strength and geometry in accordance with railing provisions of the American Association of State Highway and Transportation Officials (AASHTO) Load and Resistance Factor Design (LRFD) code,

supplemented by other information available to the researchers (3).

After all analyses were performed, the first bridge rail selected for full-scale crash testing was the Texas Type T411 Bridge Rail. This concrete beam-and-post bridge rail was developed under a previous TxDOT study with TTI (4). The Texas Type T411 was crash tested and evaluated under NCHRP Report 230 guidelines (5). The two tests performed included one test with an 808-kg passenger vehicle traveling at 96.9 km/h and 21.2 degrees, and the second was with a 2043-kg passenger vehicle traveling at 100.1 km/h and 26.0 degrees. The bridge rail performed acceptably during these two tests. However, with the adoption of NCHRP Report 350, the bridge rail needed to be reevaluated using the 2000-kg pickup truck. This report presents the details and results of the full-scale crash test on the Texas Type T411 Bridge Rail with the 2000-kg pickup truck traveling at 100 km/h and 25 degrees to evaluate performance at test level three.

II. STUDY APPROACH

TEST ARTICLE

This bridge rail is constructed of reinforced concrete 813 mm high by 305 mm thick and contains 203 mm wide by 457 mm high openings at 457 mm center-to-center longitudinal spacing. Figures 1 and 2 present a plan view, elevation, and cross section of the T411 rail. The bridge deck is a 203-mm thick, typical Texas bridge slab design in accordance with AASHTO specifications (6).

Figure 3 shows photographs of the 23.1 m bridge rail installation prior to crash testing. The four pilasters are not truly strong posts, as they appear to be. They contain styrofoam blocks 267 mm by 330 mm by 533 mm (void), which means the pilasters are similar in strength to the 203 mm by 457 mm openings. The use of the pilasters is, thus, optional since they do not contribute to the bridge rail strength as built and crash tested.

This bridge rail was designed using a failure mechanism (or yield line) method of analysis (7). The design strength of the concrete was $f_c = 24.8$ MPa, and the yield strength of reinforcing steel was $f_y = 413.7$ MPa. The top beam was nominally 178 mm wide and 279 mm thick ($b = 178$ mm and $d = 210$ mm), yielding an ultimate moment capacity of 27.9 kN-m. With a moment arm of 0.67 m, each post could resist a lateral load of about 42.3 kN. The failure load would be about 293.1 kN or more. Five posts would crack, and a 2.7 m length of bridge rail would be involved.

Concrete specimens taken from the simulated bridge deck yielded a compressive strength of 33.6 MPa at 28 days of age. The compressive strength of the concrete rail was 35.2 MPa at 28 days of age.

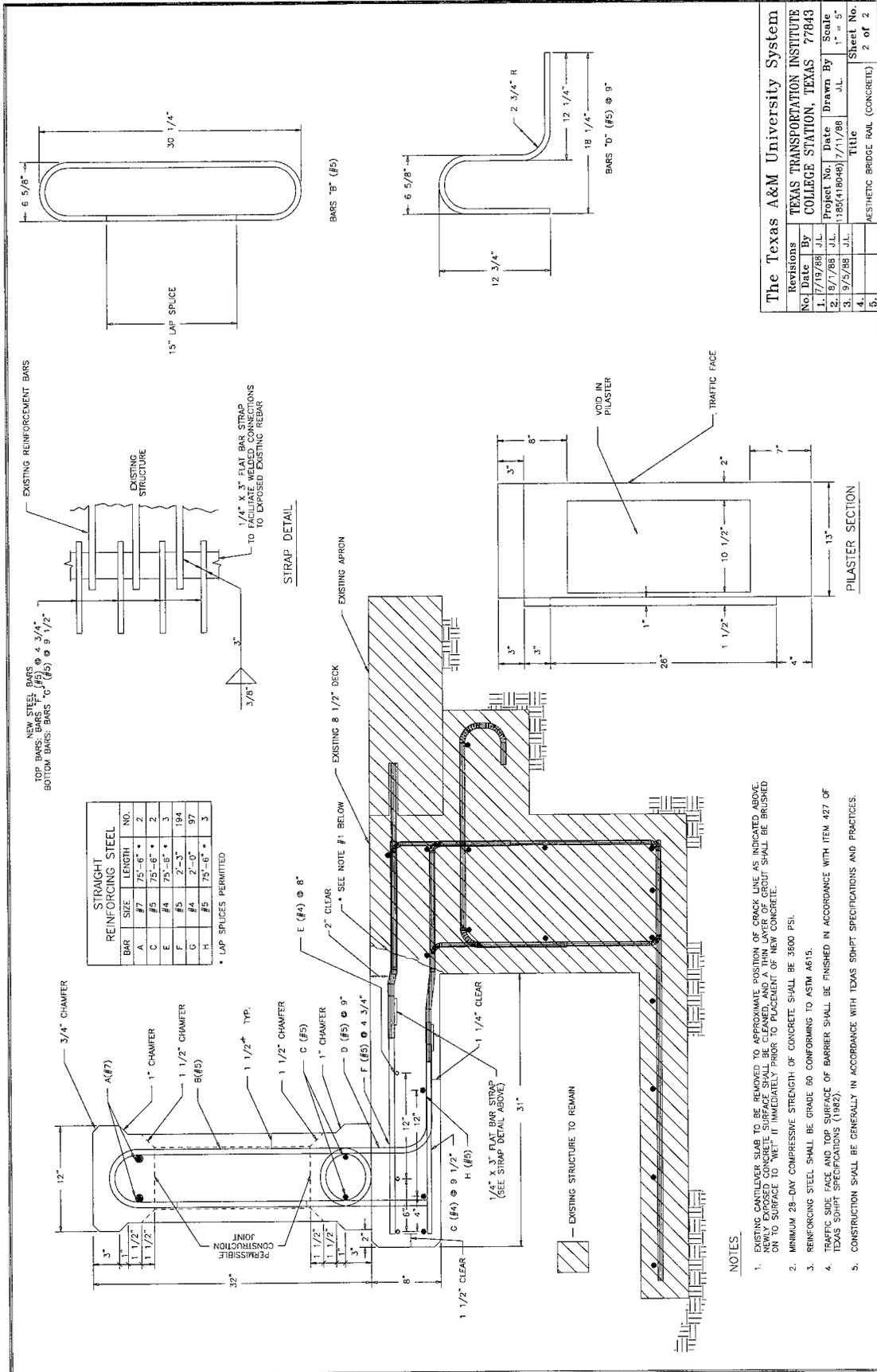
CRASH TEST CONDITIONS

NCHRP Report 350 requires two tests for test level 3 evaluation of longitudinal barriers:

NCHRP Report 350 test designation 3-10: This test involves an 820-kg passenger vehicle (820C) impacting the length-of-need (LON) of the barrier at a nominal speed and angle of 100 km/h and 20 degrees. The purpose of this test is to evaluate the overall performance of the LON section, in general, and occupant risks, in particular.

NCHRP Report 350 test designation 3-11: The test involves a 2000-kg pickup truck (2000P) impacting the LON of the barrier at a nominal speed and angle of 100 km/h and 25 degrees. The test is intended to evaluate strength of the section in containing and redirecting the 2000P vehicle.

The small car test required as NCHRP Report 350 test designation 3-10, is the same as the NCHRP Report 230 test S13, which was performed under the original study (4). Test 418048-1 corresponds to NCHRP Report 350 test designation 3-11 and is reported herein.



- NOTES
- EXISTING CANTILEVER SLAB TO BE REMOVED TO APPROXIMATE POSITION OF CRACK LINE AS INDICATED ABOVE. NEWLY EXPOSED CONCRETE SURFACE SHALL BE CLEANED, AND A THIN LAYER OF GROUT SHALL BE BRUSHED ON TO SURFACE TO "WET IT" IMMEDIATELY PRIOR TO PLACEMENT OF NEW CONCRETE.
 - MINIMUM 28-DAY COMPRESSIVE STRENGTH OF CONCRETE SHALL BE 3600 PSI.
 - REINFORCING STEEL SHALL BE GRADE 60 CONFORMING TO ASTM A615.
 - TRAFFIC SIDE FACE AND TOP SURFACE OF BARRIER SHALL BE FINISHED IN ACCORDANCE WITH ITEM 427 OF TEXAS SDHPIT SPECIFICATIONS (1982).
 - CONSTRUCTION SHALL BE GENERALLY IN ACCORDANCE WITH TEXAS SDHPIT SPECIFICATIONS AND PRACTICES.

Revisions		The Texas A&M University System	
No.	Date	By	Title
1.	7/19/88	J.L.	TEXAS TRANSPORTATION INSTITUTE COLLEGE STATION, TEXAS 77843
2.	8/7/88	J.L.	Project No. Date Drawn By Scale
3.	9/5/88	J.L.	188(418048)7/17/88 J.L. 1" = 5'
4.			Title
5.			AESTHETIC BRIDGE RAIL (CONCRETE)

Sheet No. 2 of 2

Figure 2. Details of the Texas Type T411 Bridge Rail -- Cross Section

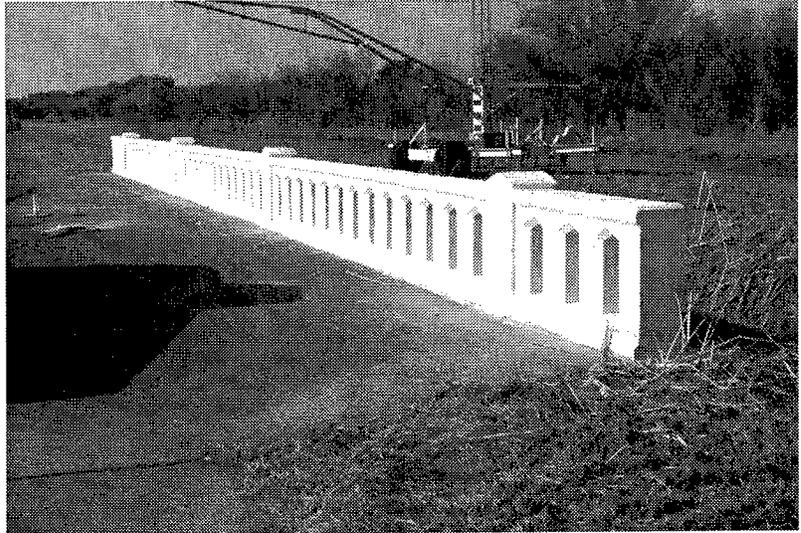


Figure 3. Texas Type T411 Bridge Railing Installation before Test 418048-1

EVALUATION CRITERIA

The crash test performed and reported herein was evaluated in accordance with the criteria presented in NCHRP Report 350. As stated in NCHRP Report 350, "Safety performance of a highway appurtenance cannot be measured directly but can be judged on the basis of three factors: structural adequacy, occupant risk, and vehicle trajectory after collision." Accordingly, the following safety evaluation criteria from table 5.1 of NCHRP Report 350 were used to evaluate the crash test reported herein:

- **Structural Adequacy**
 - A. Test article should contain and redirect the vehicle; the vehicle should not penetrate, underride, or override the installation, although controlled lateral deflection of the test article is acceptable.

- **Occupant Risk**
 - D. Detached elements, fragments, or other debris from the test article should not penetrate or show potential for penetrating the occupant compartment, or present an undue hazard to other traffic, pedestrians, or personnel in a work zone. Deformation of, or intrusions into, the occupant compartment that could cause serious injuries should not be permitted.

 - F. The vehicle should remain upright during and after collision, although moderate roll, pitching, and yawing are acceptable.

- **Vehicle Trajectory**
 - K. After collision, it is preferable that the vehicle's trajectory not intrude into adjacent traffic lanes.

 - L. The occupant impact velocity in the longitudinal direction should not exceed 12 m/s, and the occupant ridedown acceleration in the longitudinal direction should not exceed 20 g's.

 - M. The exit angle from the test article preferably should be less than 60 percent of the test impact angle, measured at time of vehicle loss of contact with the test device.

CRASH TEST AND DATA ANALYSIS PROCEDURES

The crash test and data analysis procedures were in accordance with guidelines presented in NCHRP Report 350. Brief descriptions of these procedures are presented as follows.

Electronic Instrumentation and Data Processing

The test vehicle was instrumented with three solid-state, angular-rate transducers to measure roll, pitch, and yaw rates; a triaxial accelerometer near the vehicle center of gravity to measure longitudinal, lateral, and vertical acceleration levels; and a back-up biaxial accelerometer in the rear of the vehicle to measure longitudinal and lateral acceleration levels. The accelerometers were strain-gauge type with a linear millivolt output proportional to acceleration.

The electronic signals from the accelerometers and transducers were transmitted to a base station by means of a constant bandwidth FM/FM telemetry link for recording on magnetic tape and for display on a real-time strip chart. Calibration signals were recorded before and after the test, and an accurate time reference signal was simultaneously recorded with the data. Pressure sensitive switches on the bumper of the impacting vehicle were actuated just prior to impact by wooden dowels to indicate the elapsed time over a known distance to provide a measurement of impact velocity. The initial contact also produced an "event" mark on the data record to establish the exact instant of contact with the installation.

The multiplex of data channels, transmitted on one radio frequency, was received at the data acquisition station and demultiplexed into separate tracks of Inter-Range Instrumentation Group (I.R.I.G.) tape recorders. After the test, the data were played back from the tape machines, filtered with an SAE J211 filter, and digitized using a microcomputer for analysis and evaluation of impact performance.

The digitized data were then processed using two computer programs: DIGITIZE and PLOTANGLE. Brief descriptions on the functions of these two computer programs are provided as follows.

The DIGITIZE program uses digitized data from vehicle-mounted linear accelerometers to compute occupant/compartiment impact velocities, time of occupant/compartiment impact after vehicle impact, and the highest 10-ms average ridedown acceleration. The DIGITIZE program also calculates a vehicle impact velocity and the change in vehicle velocity at the end of a given impulse period. In addition, maximum average accelerations over 50-ms intervals in each of the three directions are computed. For reporting purposes, the data from the vehicle-mounted accelerometers are then filtered with a 60-Hz digital filter. Acceleration versus time curves for the longitudinal, lateral, and vertical directions are plotted using a commercially available software package (Excel).

The PLOTANGLE program uses the digitized data from the yaw, pitch, and roll rate transducers to compute angular displacement in degrees at 0.00067-s intervals and then instructs a plotter to draw a reproducible plot: yaw, pitch, and roll versus time. These displacements are in

reference to the vehicle-fixed coordinate system, with the initial position and orientation of the vehicle-fixed coordinate system being that which existed at initial impact.

Anthropomorphic Dummy Instrumentation

Use of a dummy in the 2000P vehicle is optional, according to NCHRP Report 350; there was no dummy used in the tests with the 2000P vehicle.

Photographic Instrumentation and Data Processing

Photographic coverage of the test included three high-speed cameras: one overhead with a field of view perpendicular to the ground and directly over the impact point; one placed behind the installation at an angle; and a third placed to have a field of view parallel to and aligned with the installation at the downstream end. A flash bulb activated by pressure sensitive tape switches was positioned on the impacting vehicle to indicate the instant of contact with the installation and was visible from each camera. The films from these high-speed cameras were analyzed on a computer-linked Motion Analyzer to observe phenomena occurring during the collision and to obtain time-event, displacement, and angular data. A Betacam, a VHS-format video camera and recorder, and still cameras were used to record and document conditions of the test vehicle and installation before and after the test.

Test Vehicle Propulsion and Guidance

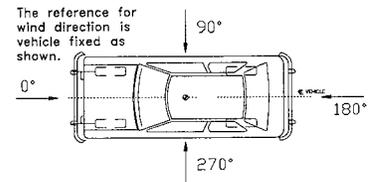
The test vehicle was towed into the test installation using a steel cable guidance and reverse tow system. A steel cable for guiding the test vehicle was tensioned along the path, anchored at each end, and threaded through an attachment to the front wheel of the test vehicle. An additional steel cable was connected to the test vehicle, passed around a pulley near the impact point, through a pulley on the tow vehicle, and then anchored to the ground such that the tow vehicle moved away from the test site. A 2 to 1 speed ratio between the test and tow vehicle existed with this system. Just prior to impact with the installation, the test vehicle was released to be free-wheeling and unrestrained. The vehicle remained free-wheeling, i.e., no steering or braking inputs, until the vehicle cleared the immediate area of the test site, at which time brakes on the vehicle were activated to bring it to a safe and controlled stop.

III. CRASH TEST RESULTS

TEST 418048-1 (NCHRP Report 350 Test No. 3-11)

A 1993 Chevrolet 2500 pickup truck, shown in figures 4 and 5, was used for the crash test. Test inertia weight of the vehicle was 2000 kg, and its gross static weight was 2000 kg. The height to the lower edge of the vehicle bumper was 410 mm, and it was 630 mm to the upper edge of the bumper. Additional dimensions and information on the vehicle are given in figure 6. The vehicle was directed into the installation using the cable reverse tow and guidance system, and was released to be free-wheeling and unrestrained just prior to impact.

The test was performed the morning of April 20, 1998. No rainfall occurred during the ten days prior to the test. Weather conditions during the time of the test were as follows: Wind speed: 13 km/h; wind direction: 350 degrees with respect to the vehicle (vehicle was traveling in a south/southwesterly direction); temperature: 22 °C; relative humidity: 39 percent.



Test Description

The vehicle, traveling at 101.3 km/h, impacted the Texas Type T411 bridge rail at 24.9 degrees, 11.6 m down from the end of the installation. Shortly after impact, the right front wheel steered away from the bridge rail, and then at 0.032 s, the tire entered the opening just down from impact. The left front wheel steered toward the rail at 0.040 s, and the right door deformed at 0.052 s. Redirection of the vehicle began at 0.052 s. At 0.062 s, stress cracks appeared in the windshield, and at 0.075 s the right door glass shattered. The rear of the vehicle contacted the bridge rail at 0.254 s. At 0.263 s, the vehicle was traveling parallel with the bridge rail at a speed of 69.7 km/h. The vehicle remained in contact with the bridge rail for a distance of 3.7 m and lost contact with the bridge rail at 0.392 s. As the vehicle exited the rail, it was traveling at a speed of 69.5 km/h and an exit angle of 11.5 deg. Brakes on the vehicle were applied 2.0 s after impact. The vehicle subsequently came to rest 44.2 m down from impact and 3.6 m behind the installation. Sequential photographs of the test period are shown in figures 7 and 8.

Damage to Test Installation

Damage to the Texas Type T411 bridge rail is shown in figures 9 and 10. Most of the damage was cosmetic, consisting of tire marks and scuffs. Tire marks extended 45 mm into the first window up from impact, 230 mm into the second, 70 mm into the third, 52 mm into the fourth, 25 mm into the fifth, and 40 mm into the sixth. A hairline stress crack occurred 390 mm down from impact. The edge of the concrete on the large pilaster upstream of impact was spalled. The vehicle was in contact with the bridge rail a total of 3.7 m.



Figure 4. Vehicle/Installation Geometrics for Test 418048-1

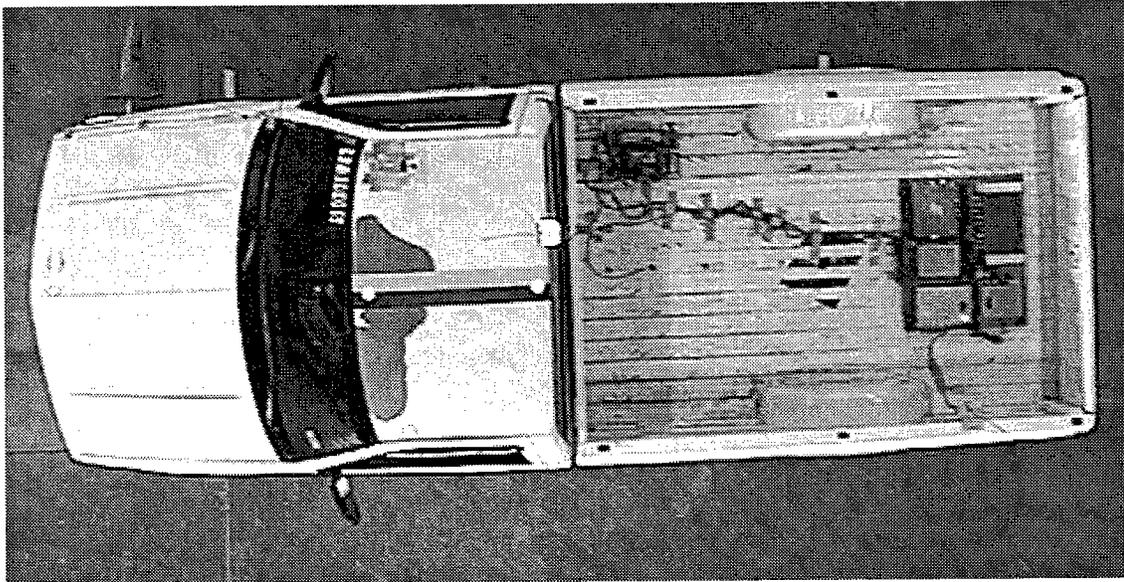


Figure 5. Vehicle before Test 418048-1

DATE: 4-20-98 TEST NO.: 418048-1 VIN NO.: 1GCGC24K6PE195144
 YEAR: 1993 MAKE: CHEVY MODEL: 2500 P/U
 TIRE INFLATION PRESSURE: _____ ODOMETER: 101631 TIRE SIZE: LT24575R16

MASS DISTRIBUTION (kg) LF 552 RF 536 LR 450 RR 462

DESCRIBE ANY DAMAGE TO VEHICLE PRIOR TO TEST:

● Denotes accelerometer location.
 NOTES: _____

ENGINE TYPE: 8 CYL
 ENGINE CID: 5.7 L
 TRANSMISSION TYPE:
 _____ AUTO
 MANUAL

OPTIONAL EQUIPMENT:
8 LUGS

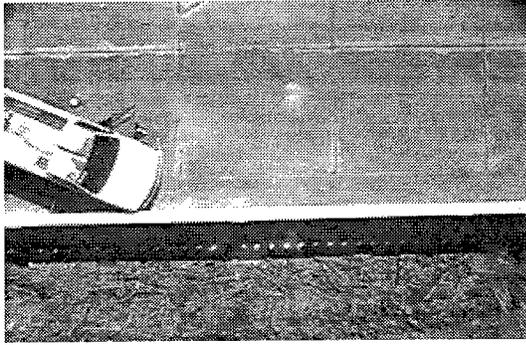
DUMMY DATA:
 TYPE: _____
 MASS: _____
 SEAT POSITION: _____

GEOMETRY - (mm)

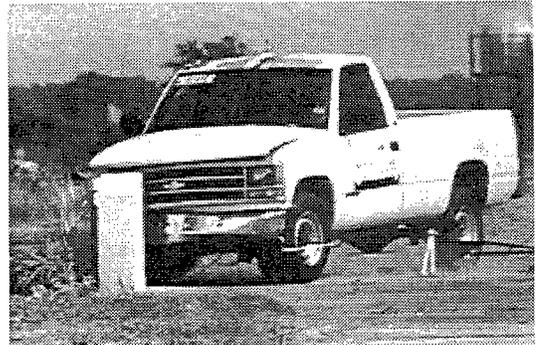
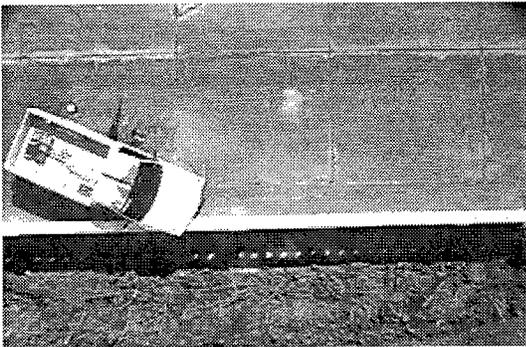
A	<u>1860</u>	E	<u>1260</u>	J	<u>1020</u>	N	<u>1610</u>	R	<u>710</u>
B	<u>770</u>	F	<u>5380</u>	K	<u>630</u>	O	<u>1625</u>	S	<u>930</u>
C	<u>3350</u>	G	<u>1527.6</u>	L	<u>60</u>	P	<u>745</u>	T	<u>1480</u>
D	<u>1840</u>	H	_____	M	<u>410</u>	Q	<u>445</u>	U	<u>4050</u>

MASS - (kg)	CURB	TEST INERTIAL	GROSS STATIC
M ₁	<u>1166</u>	<u>1088</u>	_____
M ₂	<u>976</u>	<u>912</u>	_____
M _T	<u>2142</u>	<u>2000</u>	_____

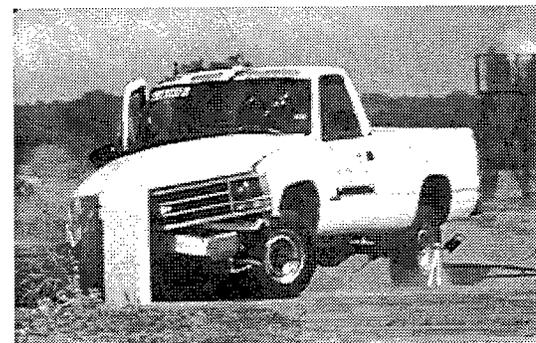
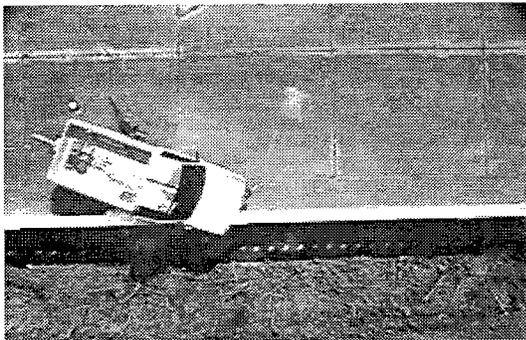
Figure 6. Vehicle Properties for Test 418048-1



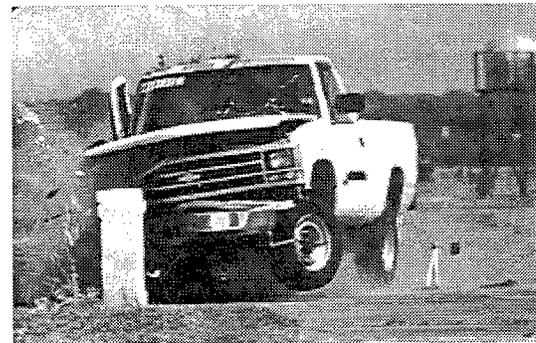
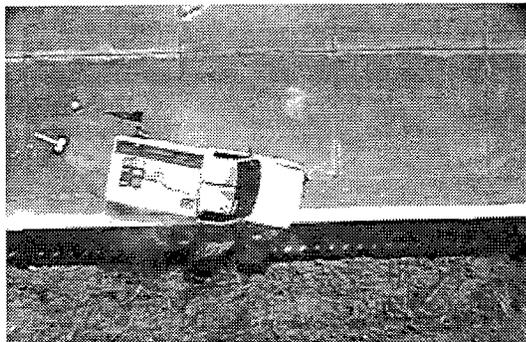
0.000 s



0.050 s

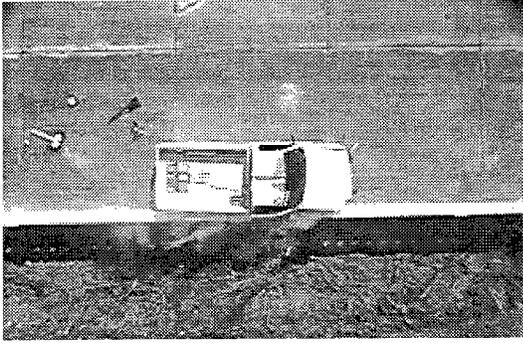


0.100 s

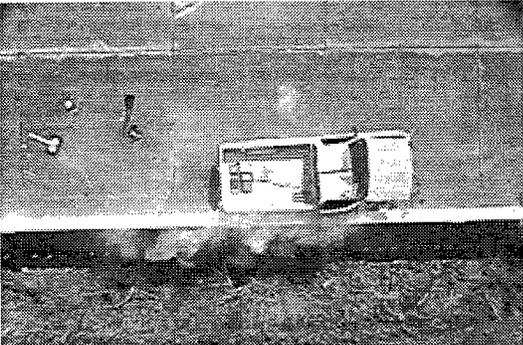
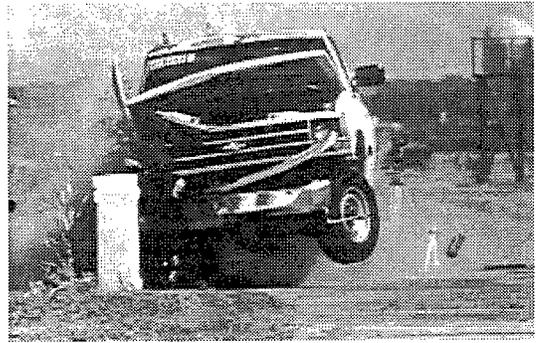


0.174 s

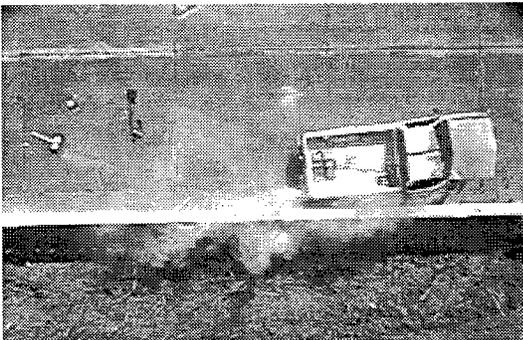
**Figure 7. Sequential Photographs for Test 418048-1
(Overhead and Frontal Views)**



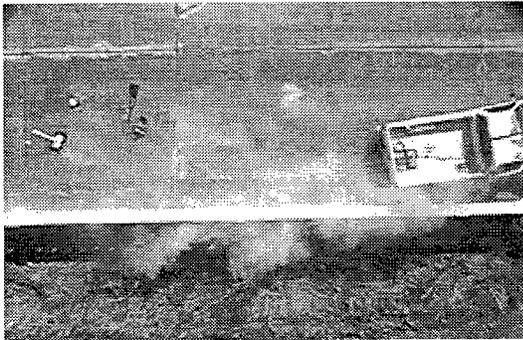
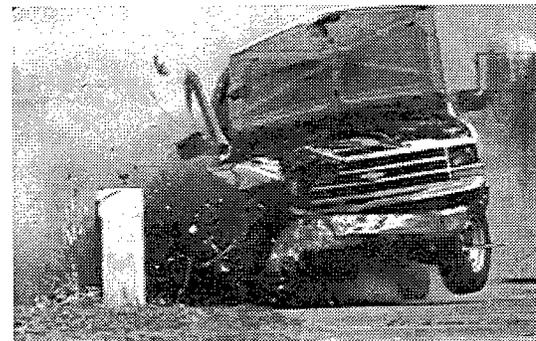
0.248 s



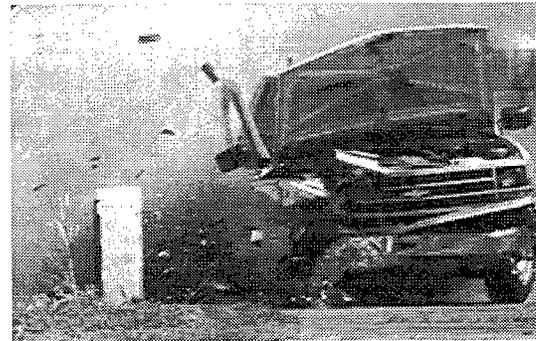
0.347 s



0.471 s



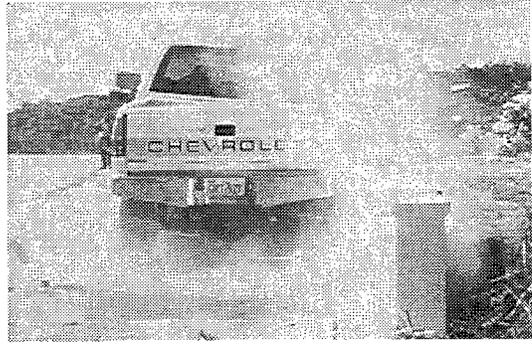
0.596 s



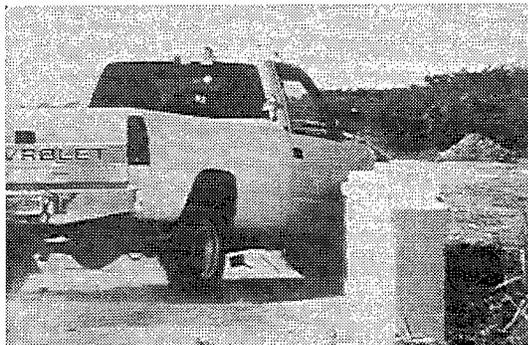
**Figure 7. Sequential Photographs for Test 418048-1
(Overhead and Frontal Views) (continued)**



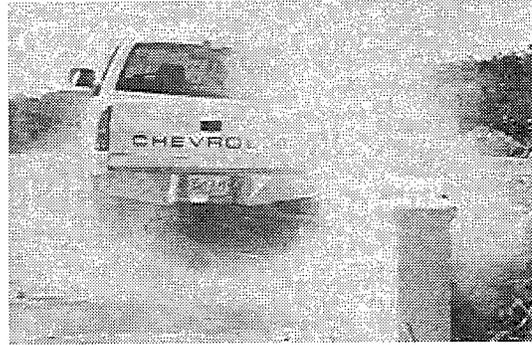
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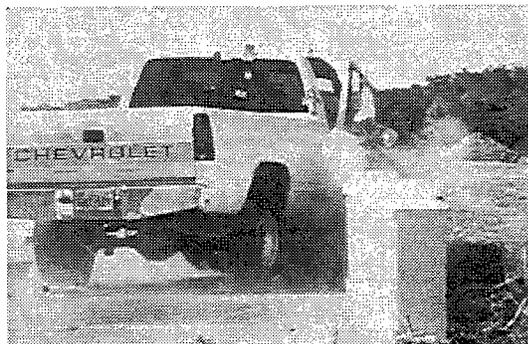
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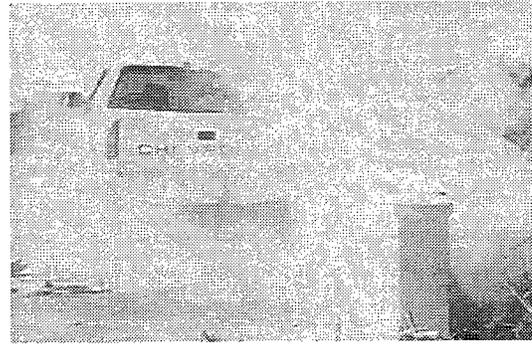
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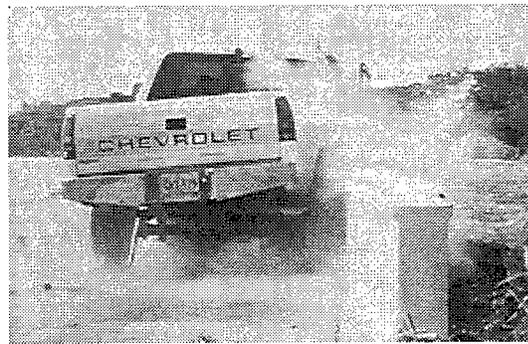
0.347 s



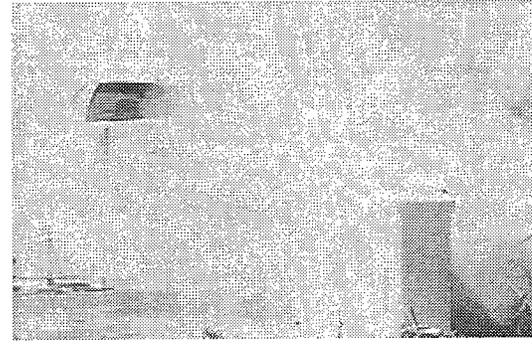
0.100 s



0.471 s



0.174 s



0.596 s

**Figure 8. Sequential Photographs for Test 418048-1
(Rear View)**

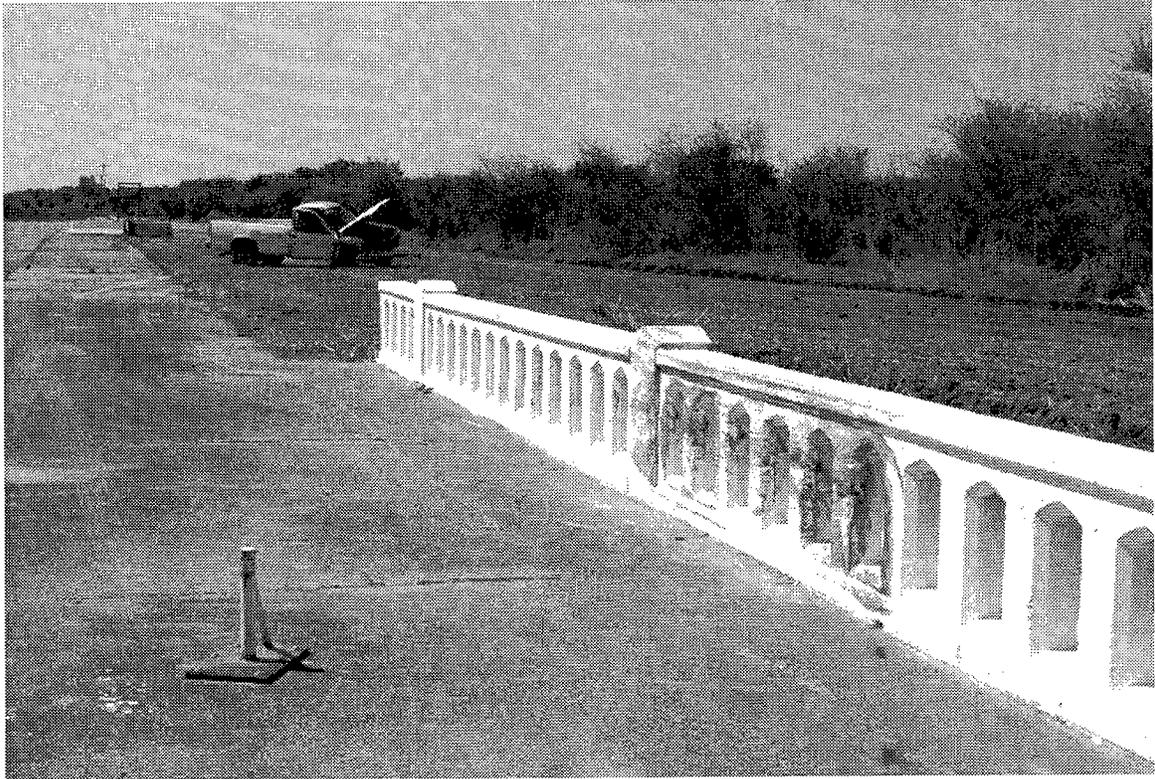


Figure 9. After Impact Trajectory for Test 418048-1

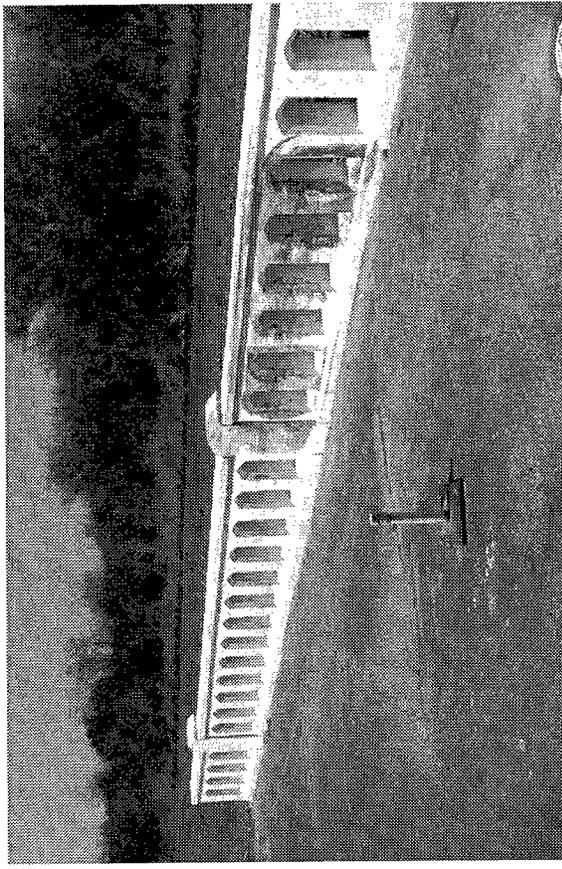
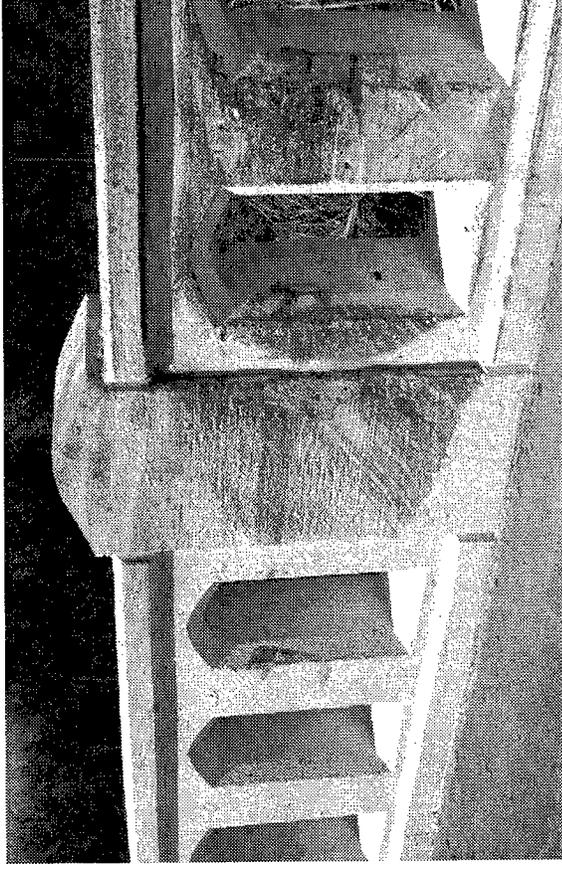
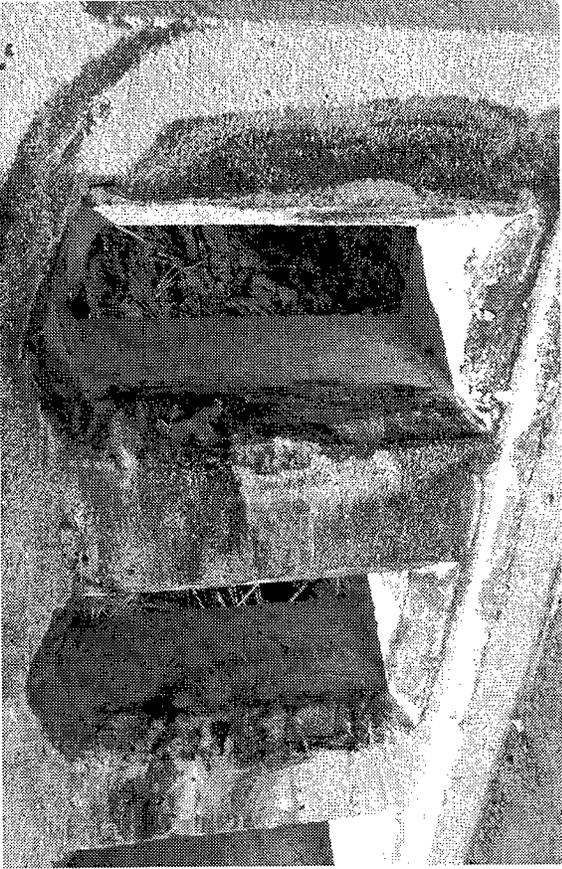


Figure 10. Installation after Test 418048-1

Vehicle Damage

The vehicle after impact with the Texas Type T411 bridge rail is shown in figure 11. Structural damage to the vehicle included deformation of the right front of the frame, right front spindle, A-arms, rod ends, idler arm, right side engine support, and the firewall and floor pan. The A-pillar on the right side was deformed, and the windshield shattered. The bumper, hood, grill, fan, radiator, right front and rear quarter panels, right door and window, and the right front and rear wheels also received damage. Maximum crush to the vehicle was 1040 mm at the front right corner at bumper height. Maximum measurable occupant compartment deformation was 117 mm (8.5 percent reduction in space) in the right side firewall area, and a maximum reduction of 9.7 percent occurred in the occupant compartment at floor pan area. These measurements were taken at points of reference taken prior to the test and do not accurately represent the maximum deformations. As can be seen in figure 12, considerable deformation occurred to the passenger side of the occupant compartment. The floor pan was separated at the seams in several places. An accurate measurement was not attainable. Exterior crush and occupant compartment measurements are shown in tables 1 and 2.

Occupant Risk Values

Data from the accelerometer located at the vehicle center of gravity were digitized for evaluation of occupant risk and were computed as follows. In the longitudinal direction, the occupant impact velocity was 9.5 m/s at 0.140 s; the highest 0.010-s occupant ridedown acceleration was -11.3 g's from 0.109 to 0.119 s, and the maximum 0.050-s average acceleration was -11.5 g's between 0.070 and 0.120 s. In the lateral direction, the occupant impact velocity was 7.0 m/s at 0.109 s; the highest 0.010-s occupant ridedown acceleration was -9.2 g's from 0.284 to 0.294 s, and the maximum 0.050-s average was -10.9 g's between 0.049 and 0.099 s. Figure 13 summarizes these data and other pertinent information from the test. Figure 14 displays vehicle angular displacements. Figures 15 and 16 present vehicular accelerations versus time traces.

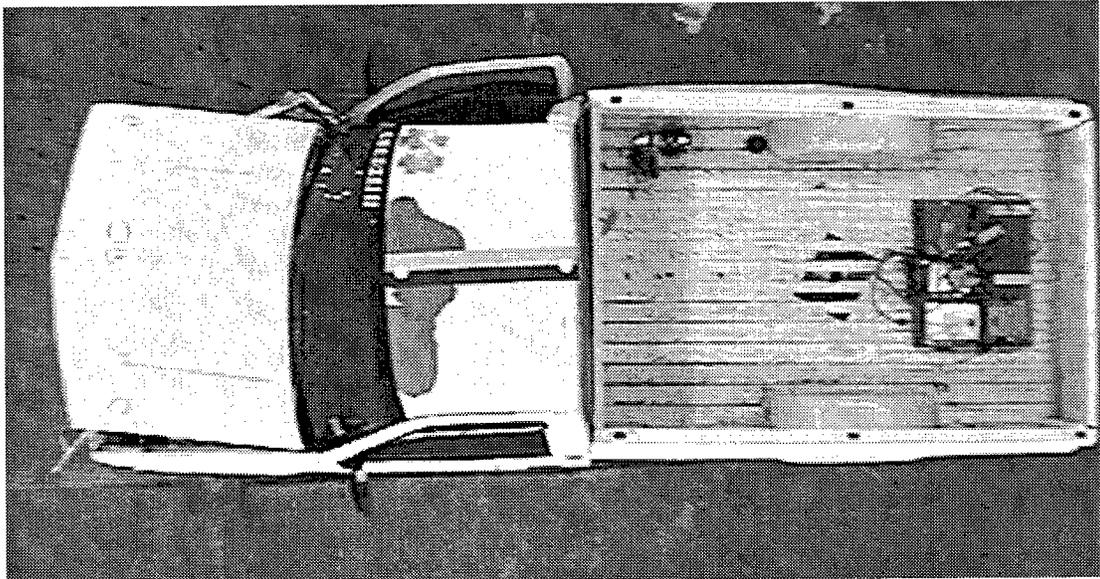
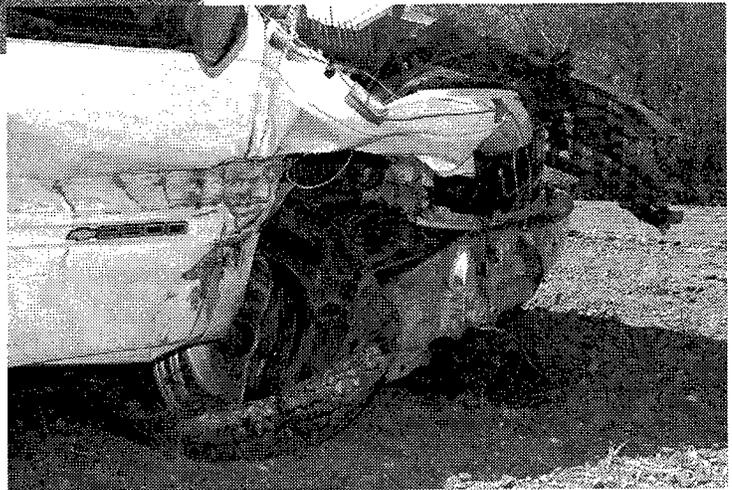
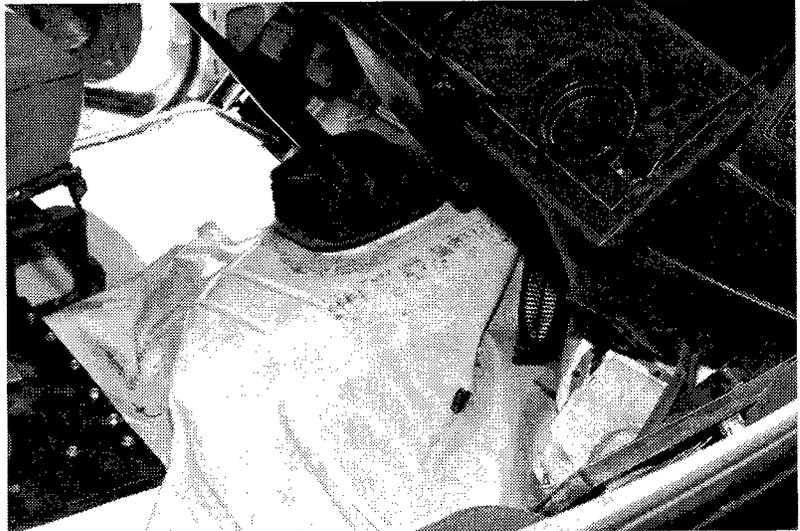


Figure 11. Vehicle after Test 418048-1



Before test



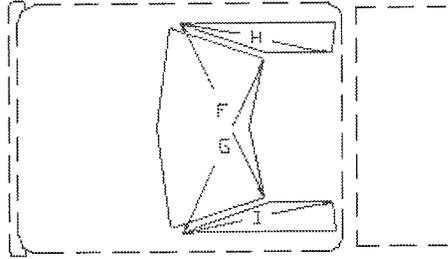
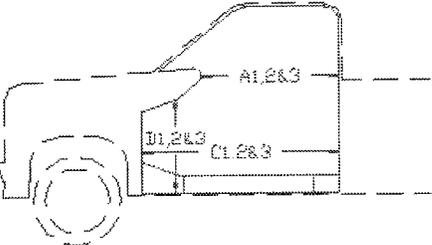
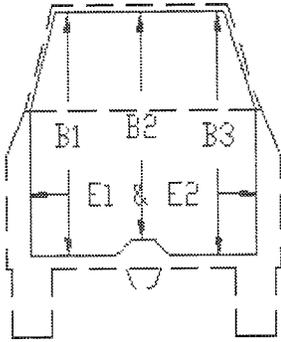
After test

Figure 12. Interior of Vehicle for Test 418048-1

Table 2. Occupant Compartment Measurements for Test 418048-1

Truck

Occupant Compartment Deformation

	BEFORE	AFTER	
	A1	1040	1048
	A2	1083	1040
	A3	1044	977
	B1	1080	1080
	B2	1047	1140
	B3	1072	1060
	C1	1373	1373
	C2	1250	1165
	C3	1372	1255
	D1	306	324
	D2	155	140
	D3	315	290
	E1	1600	1645
	E2	1595	1616
	F	1475	1445
	G	1475	1475
	H	900	865
	I	900	900

Crash Test 418048-1
Vehicle Mounted Rate Transducers

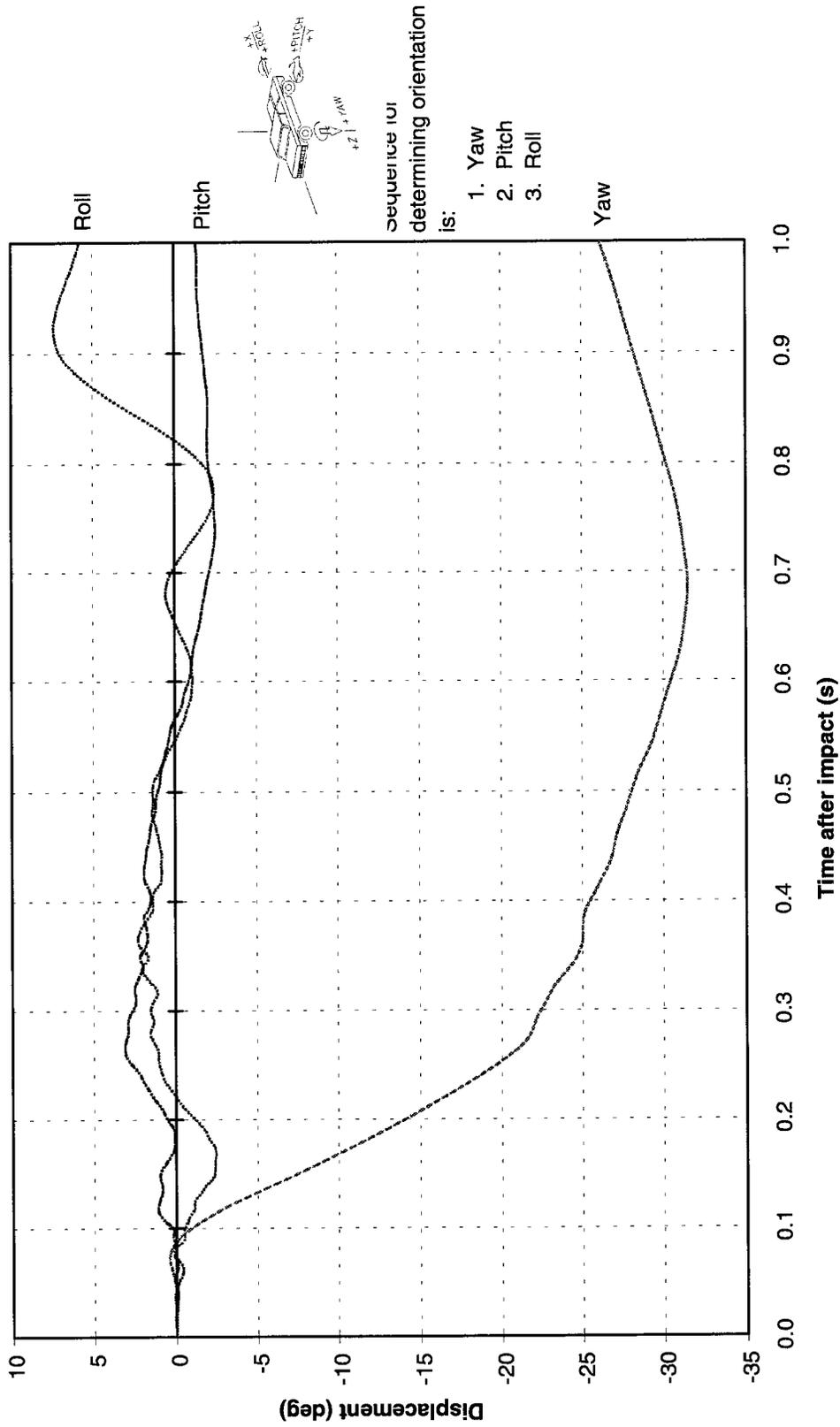


Figure 14. Vehicle Angular Displacements for Test 418048-1

Crash Test 418048-1
Accelerometer at center of gravity

60 Hz Filter

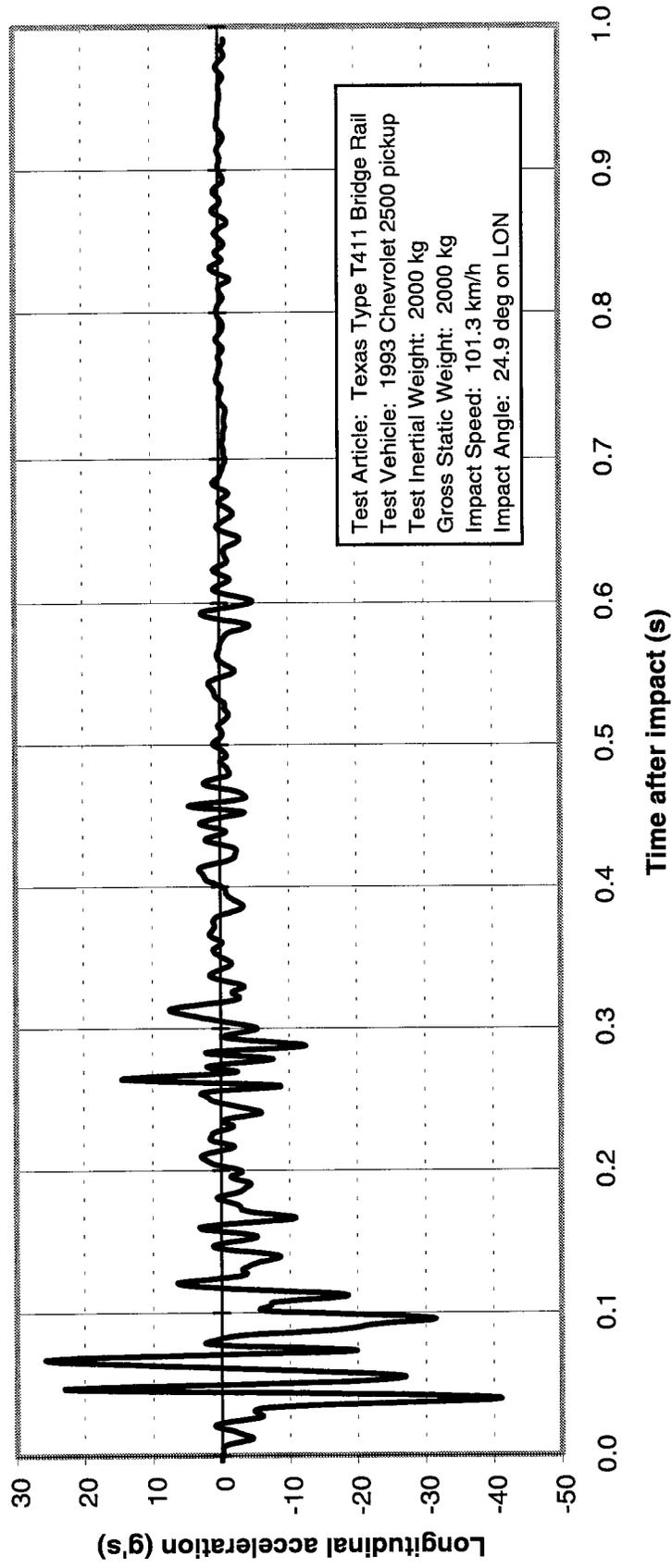


Figure 15. Vehicle Longitudinal Accelerometer Trace for Test 418048-1

Crash Test 418048-1
Accelerometer at center of gravity

60 Hz Filter

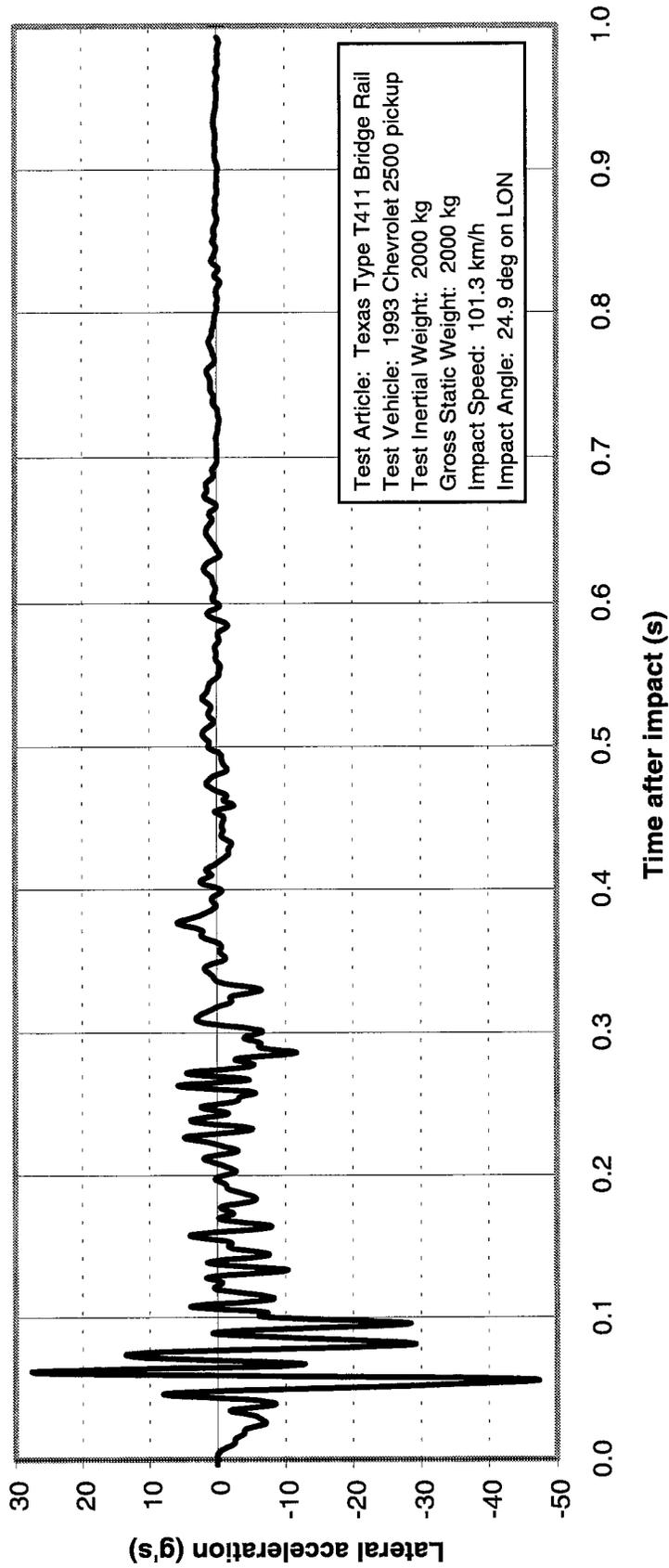


Figure 16. Vehicle Lateral Accelerometer Traces for Test 418048-1

Crash Test 418048-1
Accelerometer at center of gravity

60 Hz Filter

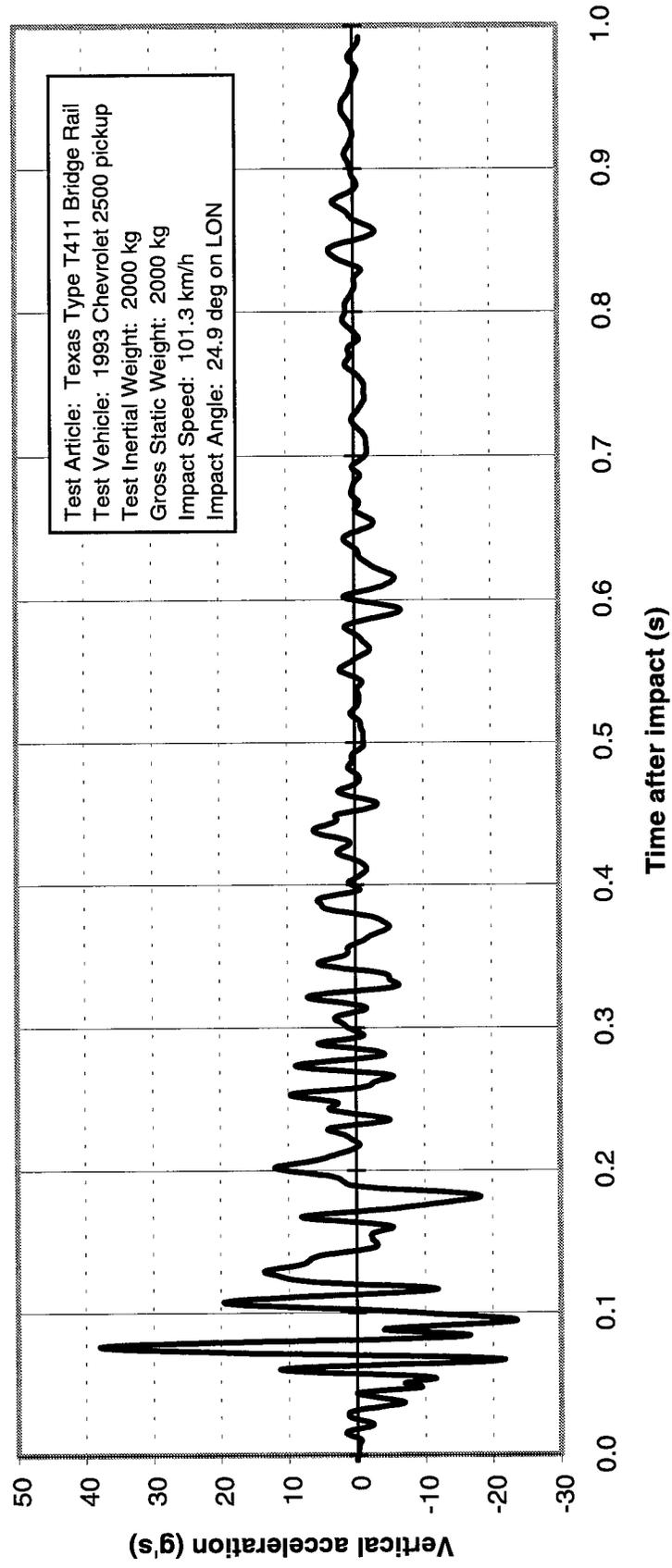


Figure 17. Vehicle Vertical Accelerometer Trace for Test 418048-1

IV. SUMMARY OF FINDINGS AND CONCLUSIONS

SUMMARY OF FINDINGS

The Texas Type T411 Bridge Rail contained and redirected the vehicle. The vehicle did not penetrate, underide, or override the bridge rail. No detached element, fragments, or other debris were present to penetrate or to show potential for penetrating the occupant compartment, or to present undue hazard to others in the area. An accurate measurement of the maximum deformation could not be attained. However, it was concluded that the damage and deformation which occurred within the occupant compartment could cause serious injury to the lower extremities of occupants. The vehicle remained upright during and after the collision period and did not intrude into adjacent traffic lanes. Occupant risk factors were within the limit specified in NCHRP Report 350, as can be seen in table 3. Exit angle at loss of contact with the bridge rail was 11.5 deg, which was less than 60 percent of the impact angle of 24.9 deg.

CONCLUSIONS

According to the specifications set for NCHRP Report 350 test designation 3-11, the Texas Type T411 met all requirements, except occupant risk. Significant occupant compartment deformation occurred on the center and right side of the vehicle, which was judged to have the potential to cause serious injury.

Table 3. Performance Evaluation Summary for Test 418048-1, NCHRP Report 350 Test 3-11

Test Agency: Texas Transportation Institute		Test No.: 418048-1	Test Date: 4/20/98
NCHRP Report 350 Evaluation Criteria		Test Results	Assessment
<u>Structural Adequacy</u>			
A.	Test article should contain and redirect the vehicle; the vehicle should not penetrate, underride, or override the installation, although controlled lateral deflection of the test article is acceptable.	The Texas Type T411 Bridge Rail contained and redirected the vehicle. The vehicle did not penetrate, underride, or override the bridge rail.	Pass
<u>Occupant Risk</u>			
D.	Detached elements, fragments, or other debris from the test article should not penetrate or show potential for penetrating the occupant compartment, or present an undue hazard to other traffic, pedestrians, or personnel in a work zone. Deformations of, or intrusions into, the occupant compartment that could cause serious injuries should not be permitted.	No detached element, fragments or other debris were present to penetrate or to show potential for penetrating the occupant compartment, or to present undue hazard to others in the area. An accurate measurement of the maximum deformation could not be attained. However, it was concluded that the damage and deformation which occurred within the occupant compartment could cause serious injury to the lower extremities of occupants.	Fail
F.	The vehicle should remain upright during and after collision, although moderate roll, pitching, and yawing are acceptable.	The vehicle remained upright during and after the collision period.	Pass
<u>Vehicle Trajectory</u>			
K.	After collision, it is preferable that the vehicle's trajectory not intrude into adjacent traffic lanes.	The vehicle did not intrude into adjacent traffic lanes.	Pass
L.	The occupant impact velocity in the longitudinal direction should not exceed 12 m/s, and the occupant ridedown acceleration in the longitudinal direction should not exceed 20 g's.	Longitudinal occupant impact velocity was 9.5 m/s, and maximum 0.010-s longitudinal occupant ridedown was -1.3 g's.	Pass
M.	The exit angle from the test article preferably should be less than 60 percent of test impact angle, measured at time of vehicle loss of contact with test device.	Exit angle at loss of contact with the bridge rail was 11.5 deg, which was less than 60 percent of the impact angle of 24.9 deg.	Pass

REFERENCES

1. Dwight A. Horne, *Crash Testing of Bridge Railings*, FHWA Memorandum, May 30, 1997.
2. H. E. Ross, Jr., D. L. Sicking, R. A. Zimmer, and J. D. Michie, *Recommended Procedures for the Safety Performance Evaluation of Highway Features*, NCHRP Report 350, Transportation Research Board, Washington, D.C., 1993.
3. *AASHTO LRFD Bridge Design Specifications*, Customary U.S. Units First Edition, American Association of State Highway and Transportation Officials, Washington, D.C., 1994.
4. T. J. Hirsch, C. E. Buth, Wanda Campise, and D. Kakerka, *Aesthetically Pleasing Concrete Beam and Posts Bridge Rail - Texas Type T411*, Research Report 1185-1, Texas Transportation Institute, Texas A&M University, College Station, Texas, March 1989.
5. J. D. Michie, *Recommended Procedures for the Safety Performance Evaluation of Highway Appurtenances*, NCHRP Report 230, Transportation Research Board, Washington, D.C., 1980.
6. *Standard Specifications for Highway Bridges*, Twelfth Edition, American Association of State Highway and Transportation Officials, Washington, D.C., 1977.
7. T. J. Hirsch, *Analytical Evaluation of Texas Bridge Rails to Contain Buses and Trucks*, Research Report 230-2, Texas Transportation Institute, Texas A&M University, February 1986.

