TRANSPORTATION POOLED FUND PROGRAM
QUARTERLY PROGRESS REPORT

Lead Agency (FHWA or State DOT): Nebraska Department of Roads

INSTRUCTIONS:
Project Managers and/or research project investigators should complete a quarterly progress report for each calendar quarter during which the projects are active. Please provide a project schedule status of the research activities tied to each task that is defined in the proposal; a percentage completion of each task; a concise discussion (2 or 3 sentences) of the current status, including accomplishments and problems encountered, if any. List all tasks, even if no work was done during this period.

Transportation Pooled Fund Program Project # *(i.e, SPR-2(XXX), SPR-3(XXX) or TPF-5(XXX)* TPF-5(193) Suppl. #68	**Transportation Pooled Fund Program - Report Period:** ☐ Quarter 1 (January 1 – March 31) ☑ Quarter 2 (April 1 – June 30) ☐ Quarter 3 (July 1 – September 30) ☐ Quarter 4 (October 4 – December 31)	
Project Title: Minimum Offset for Standard MGS Adjacent to 2H:1V Slope		
Name of Project Manager(s): Ron Faller, John Reid, Bob Bielenberg	**Phone Number:** 402-472-9064	**E-Mail** rbielenberg2@unl.edu
Lead Agency Project ID: 2611211100001	**Other Project ID (i.e., contract #):** RPFP-14-MGS-8	**Project Start Date:** 7/1/2013
Original Project End Date: 6/30/16	**Current Project End Date:** 6/30/16	**Number of Extensions:** 0

Project schedule status:

☑ On schedule ☐ On revised schedule ☐ Ahead of schedule ☐ Behind schedule

Overall Project Statistics:

Total Project Budget	Total Cost to Date for Project	Percentage of Work Completed to Date
$89,991.00	$88,123.00	95%

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
	$4,933.00	

Project Description:

W-beam guardrail is often used to protect motorists from steep roadside slopes adjacent to high-speed roadways. A roadside slope placed immediately behind a guardrail system greatly reduces the soil resistance associated with lateral deflection of the barrier. This reduction in the post-soil forces greatly reduces a system's energy-absorption capability, significantly increases dynamic rail deflections, and can potentially produce issues with vehicle capture or vehicle override. Further, when the guardrail extends over the embankment, the gap between the bottom of the rail and the ground will be greatly magnified and thereby increase the risk of severe wheel snag.

The MGS guardrail system has greatly improved the safety performance and stability of guardrail installed at the slope breakpoint of slopes as steep as 2H:1V. However, current MGS installations adjacent to 2H:1V slopes utilize increased length posts in order to provide sufficient embedment to generate the proper soil resistive forces. This requirement creates issues with state DOT hardware inventories and maintenance due to the need to stock and maintain non-standard length posts. In order to reduce hardware inventories, states have chosen in some cases to install the standard MGS system at an offset from the slope. Current guidance requires a minimum offset of 1 ft to 2 ft from the back of the post to the the slope breakpoint for the standard MGS system with 6-ft long posts depending on the slope grade. This large offset maintains the safety performance of the system but creates a great deal of additional expense in terms of earthwork. Thus, a need exists to evaluate a minimum offset for the standard MGS guardrail system adjacent to a 2H:1V fill slope in order to reduce current issues with state hardware inventories and earthwork costs.

The objective of this research effort is to evaluate the minimum offset for installation of the standard MGS guardrail system with 6-ft long W6x9 posts spaced at 75 in. on centers adjacent to a 2H:1V fill slope. The evaluation will focus on a system with the posts installed at the slope break point of a 2H:1V slope. The minimum offset will be evaluated through one full-scale crash test according to the TL-3 impact criteria in MASH for test designation 3-11.

Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):

MwRSF completed the full-scale crash test of the MGS guardrail system with 6-ft long W6x8.5 posts spaced at 75 in. on centers adjacent to a 2H:1V fill slope. On August 14th, the standard MGS (6-ft W6x8.5 posts and 12" blockouts) installed with the centerline of the posts at the slope break point of a 2:1 slope was subjected to AASHTO MASH TL-3 test conditions using a 2270P pickup truck vehicle (test designation 3-11). In test no. MGSS-1, the pickup truck impacted the system at a speed and angle of 61.6 mph and 26.2 degrees, respectively, resulting in an impact severity of 123.7 kip-ft. The system adequately contained and safely redirected the pickup truck. The occupant impact velocities and occupant ridedown accelerations were within the suggested limits provided in MASH. The maximum lateral deflection of the system and working width of the system were approximately 73 in. and 77.5 in., respectively. The test was acceptable according to the safety performance criteria of AASHTO MASH for test designation no. 3-11.

During this quarter, MwRSF submitted the draft research report to the states for comment and received edits. These edits are currently being implemented and it is anticipated that the final report will go out in the upcoming quarter. The FHWA eligibility letter and the Task Force 13 Hardware Guide drawings are also currently being completed.

Anticipated work next quarter:

In the upcoming quarter, MwRSF will finalize the research report. An FHWA eligibility submission for the system and Task Force 13 Hardware Guide drawings will be made by MwRSF.

Significant Results:

One full-scale crash test of the MGS guardrail system with 6-ft long W6x8.5 posts spaced at 75 in. on centers adjacent to a 2H:1V fill slope was completed and the results met the MASH safety requirements.

Circumstance affecting project or budget. (Please describe any challenges encountered or anticipated that might affect the completion of the project within the time, scope and fiscal constraints set forth in the agreement, along with recommended solutions to those problems).

None.

Potential Implementation:

Determination of the minimum offset for the standard MGS guardrail system adjacent to a 2H:1V fill slope will result reduced embankment earthwork required for guardrail installations on slopes and reduced state DOT hardware inventories for the MGS system. These benefits will provide for a decrease in project costs to the states while still providing a safe barrier system.