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)*	**Transportation Pooled Fund Program - Report Period:**
TPF-5(193) Suppl. #76	☐ 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:		
Development of a TL-3 Transition between Temporary Free-Standing, F-Shape 12.5' Concrete Protection Barrier and Guar		
Name of Project Manager(s):	**Phone Number:**	**E-Mail**
Ron Faller, Bob Bielenberg, John Reid	402-472-9064	rbielenberg2@unl.edu
Lead Agency Project ID:	**Other Project ID (i.e., contract #):**	**Project Start Date:**
2611211108001	RHE-11	7/1/2014
Original Project End Date:	**Current Project End Date:**	**Number of Extensions:**
12/31/15	12/31/16	1

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
$213,677.00	$135,277.00	85%

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
	$6,489.00	

Project Description:

The objective of this research is to evaluate the safety performance of the transition between guardrail and free-standing F-shape TCB developed in Phase I of the research effort. The safety performance evaluation is to be conducted according to the TL-3 impact safety standards published in MASH.

The research effort for Phase II would consist of final design, fabrication, and testing of the TL-3 transition between temporary concrete barrier and guardrail selected by the sponsor from Phase I. Design details of the proposed transition would be fully developed in three-dimensional CAD software. Next, fabrication and installation of the transition system would be completed at the MwRSF's full-scale crash test facility. It is anticipated that three full-scale crash tests would be required to fully evaluate the transition system. These tests would include MASH test designation nos. 3-20 and 3-21 which are tests to evaluate the design of the barrier transition with 1100C small car and 2270P pickup truck vehicles. In addition, it is anticipated that a reverse direction impact of test designation no. 3-21 with the 2270P vehicle would be required for evaluation of the transition for installations that require two-way traffic adjacent to the barrier. Following the completion of the full-scale crash testing, a summary report will be completed detailing the evaluation effort as well as providing guidance for implementation of the new transition design. MwRSF will also prepare a technical brief and a PowerPoint presentation of the research results to NDOR at the completion of the project.

Major Task List:

1. Project planning and correspondence
2. Development of design details in 3D CAD and review by TAC
3. Fabrication of hardware and installation at MwRSF test site.
4. Three full-scale crash tests according to TL-3 of MASH.
a. MASH test no. 3-20 with the 1100C small car

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

Previously, MwRSF conducted all three of the full-scale crash tests for evaluation of the MASH TL-3 guardrail to PCB transition system. The test matrix is listed below.

1. MGSPCB-1 - Test no. 3-21 - Impact of the 2270P vehicle on the centerline of the fifth guardrail post upstream from the end-shoe attachment at a speed of 62 mph and an angle of 25 degrees.
2. MGSPCB-2 - Test no. 3-21R - Reverse direction impact of the 2270P vehicle 12 ft – 6 in. upstream from the end-shoe attachment at a speed of 62 mph and an angle of 25 degrees.
3. MGSPCB-3 - Test no. 3-20 - Impact of the 1100C vehicle on the critical impact point of the guardrail to PCB transition at a speed of 62 mph and an angle of 25 degrees. MASH procedures and engineering analysis will be used to determine the critical impact point.

All three of the full-scale crash tests successfully met the MASH TL-3 criteria. Thus, the system evaluation was completely successful. Currently, MwRSF is in the process of compiling the test report and recommendations for the implementation of the design. MwRSF was unable to complete the summary report prior to the original project end date of 12/31/15. Thus, a no-cost project extension was requested and granted.

A TAC meeting was held on 10-15-15 to update the project status and review the full-scale crash test results.

During this quarter, MwRSF has continued to compile the research report evaluating the three successful crash tests. The initial draft of the report was reviewed and edited by the PI this quarter and secondary edits are in progress. Guidance for implementation of the new system were also developed and added to the report. Submission of a TRB paper for the 2017 meeting was completed.

Anticipated work next quarter:

In the upcoming quarter, MwRSF will continue efforts to complete the research report summarizing the testing and evaluation of the guardrail to PCB transition. Additionally, the project team will prepare a technical brief as well as a summary presentation of the research results for the TAC.

Significant Results:

The guardrail to PCB transition design was successfully tested and evaluated to MASH TL-3.

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).

Due to having insufficient time to complete the summary report, MwRSF was not able to complete the research project within the original time frame. Funding for the project tasks remains, but a time extension was requested and received this quarter that extends the project completion date to 12/31/16.

Potential Implementation:

The research study is directed toward improving the safety by minimizing the risk for the motoring public traveling within our nation's work-zones and on our highways and roadways. Since W-beam guardrail has proven to provide better safety performance than temporary concrete barriers, the development of an effective transition between the two can help preserve guardrails outside the immediate work-zone area, thus providing an overall higher level of safety for motorists. The new transition would also eliminate the use of an unproven connection between guardrail and temporary barriers. Further, limiting the use of temporary concrete barriers strictly to the work zone area will also minimize the traffic disruption that these barriers can create to motorists passing in work zones.

MwRSF will work closely with NDOR engineers and the TAC committee throughout the concept development of a MASH TL-3 transition design between TCBs and the MGS in order to ensure that the system is practical, able to be constructed, and cost efficient. This should ensure that the system is viable for NDOR as well as state DOT's across the country.

The dissemination of the research results will be made through the use of a final report describing the transition development and recommendation for full-scale crash testing and publication of a paper in a refereed journal, if warranted. Following the completion of the study, results from this study will be disseminated by MwRSF personnel in future NDOR transportation presentations given to State DOTs and to participants of technical engineering conferences, industry meetings, trade shows, and conventions so that dissemination and distribution of the final research results will provide the most significant impact in terms of safety benefit for the motoring public.