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. #74	**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: Redesign of Low-Tension, Cable Barrier Adjacent to Steep Slopes		
Name of Project Manager(s): Faller, Reid, Bielenberg	**Phone Number:** 402-472-9064	**E-Mail** rbielenberg2@unl.edu
Lead Agency Project ID: 2611211106001	**Other Project ID (i.e., contract #):**	**Project Start Date:** 7/1/2014
Original Project End Date: 12/31/15	**Current Project End Date:** 8/31/18	**Number of Extensions:** 2

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
$124,345	$44,782	48%

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
	$1,841	

Project Description:

Previously, the MwRSF investigated the performance of low-tension cable barrier adjacent to slopes as steep as 1.5H:1V. Full-scale crash testing of the standard, non-proprietary, cable system offset 12" from the slope breakpoint resulted in the 2000P vehicle overriding the barrier and rolling over. Subsequently, the post spacing was reduced from 16' to 4' and the barrier offset was increased to 4'. A second full-scale crash test on this modified system resulted in a successful TL-3 test with the 2000P. While the design modifications provided safe redirection, there were some drawbacks. The closely spaced posts have been difficult and costly to install, and the additional lateral offset from the slope break point can also be difficult to achieve in practice. Thus, a need exists to reconsider the cable barrier adjacent to slope design.

The objective of this study is to review the design of the low-tension cable barrier adjacent to a steep slope and determine design modifications to improve its Implementation, such as increased post spacing and reduced lateral barrier offset. Additionally, cable heights and tensions, attachment hardware, and even system posts may be altered to improve crash performance. Future full-scale vehicle crash testing according to MASH TL-3 criteria would be used to evaluate the modified system in Phase II of the project (currently unfunded)

Major Task List
1. Literature review of cable barrier on/adjacent to slopes
2. Concept Design
3. Component Testing of Post Configurations
4. LS-DYNA model development, validation, and calibration
5. LS-DYNA simulation of various cable barrier modifications
6. CAD details of proposed cable system designs
7. Preparation of research report and recommendations for future research
8. Preparation of Technical Brief for NDOR.

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

Previously, it was noted that recent research on cable median barriers has indicate that a potential exists for weak post sections with free edges to penetrate the floorboard of small car and sedan vehicles when these vehicles directly override the posts. MwRSF has previously developed a component testing setup with a simulated floorboard to investigate this concern. In order to investigate this potential, a dynamic test of a bogie vehicle with a simulated floorboard was conducted on the weak axis of the S3x5.7 posts proposed for use in the low-tension cable barrier adjacent to slope. The results of this test indicated significant floorboard tearing. This result was discussed with the TAC committee in a July 21st meeting in order to determine how the sponsors wished to proceed.

At the July 21st TAC meeting, MwRSF and the TAC members discussed several options for proceeding with the cable barrier adjacent to slope design in light of the potential for the S3x5.7 post to tear the occupant compartment floorboard.
1. Proceed with current S3x5.7 post, which posed the risk of 1100C test failure in the future.
2. Modify S3x5.7 post through the use of weakening mechanisms or a slip base.
3. Switch to modified MWP post in development as part of parallel research on cable median barrier systems. however, the design of the revised MWP post is not finalized at this time

The second and third options would likely require additional bogie testing adjacent to slope.

Discussion with the TAC members led to the selection of the third option as efforts to redesign the MWP post were alredy underway and the post would likely become a standard inventory part in the future. Currently, the MWP post was redesigned with the addition of two, 3/4" holes at the based of the post in the weak axis flanges. Component testing indicated that this will mitigate floorpan tearing.

Full-scale testing of the MWP post in test no. MWP-8 found that the modified MWP post mitigated tearing initially.

Anticipated work next quarter:

In the upcoming quarter, MwRSF will work on simulation of the original cable on slope testing (CS-1 and CS-2) to develop confidence in the cable barrier simulation model. Two additional bogie tests at a 1' offset from the slope break point will be conducted to determine proper embedment for the new tubular steel post.

Integration of a new post design into a modified cable adjacent to slope system will be required, including consideration of revised system hardware, cable tensions, cable heights, cable attachments, and anchorage. Design changes will be reviewed with the TAC members prior to determining the system configuration.

Following integration of the modified/new post with the cable barrier adjacent to slope simulation models of the modified cable system will be conducted as originally planned to evaluate the potential for the new design to meet the MASH TL-3 criteria.

Significant Results:

The literature review of all full-scale tests on cable barrier systems adjacent to or within slopes was completed and summarized in a table. A preliminary design was established, and a component testing methodology was determined. The use of the S3x5.7 post was negated due to floorboard penetration concerns and the project is currently awaiting modifications to the MWP post before proceeding. Draft reporting of the first four bogie tests was completed and is awaiting review.

Major Task List	% Complete
1. Literature review of cable barrier on/adjacent to slopes	100%
2. Concept Design	75%
3. Component Testing of Post Configurations	80%
4. LS-DYNA model development, validation, and calibration	25%
5. LS-DYNA simulation of various cable barrier modifications	0%
6. CAD details of proposed cable system designs	0%
7. Preparation of research report and recommendations for future research	15%
8. Preparation of Technical Brief for NDOR.	0%

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).

The results of the floorboard testing of the S3x5.7 posts has caused delays in the project based on parallel development of the modified MWP post. Funding for the project tasks remains, but a time extension was requested and received that extends the project completion date to 12/31/16.

Due to the continued wait for resolution of the high-tension cable median barrier post design and evaluation. An additional no-cost extension was requested and received extending the project end date to 8/31/18.

Potential Implementation:

Redesign of the low-tension cable barrier adjacent to steep slopes would provide roadway designers with a lower cost and more-easily implemented solution for shielding steep slopes that would still provide safe redirection of errant vehicles.