

**SAFETY PERFORMANCE EVALUATION OF  
THE STEEL-BACKED LOG RAIL**

by

Brian G. Pfeifer  
Associate Research Engineer

James C. Holloway  
Associate Research Engineer

Ronald K. Faller  
Associate Research Engineer

James K. Luedke  
Graduate Research Assistant

Midwest Roadside Safety Facility  
Civil Engineering Department  
University of Nebraska-Lincoln  
1901 "Y" St.  
P.O. Box 880601  
Lincoln, Nebraska 68588-0601  
(402) 472-6864

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Federal Highway Administration  
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21400 Ridgetop Circle  
Sterling, Virginia 22170

submitted to

Charles F. McDevitt, P.E.  
Contracting Officer's Technical Representative

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## **DISCLAIMER STATEMENT**

The contents of this report reflect the views of the authors who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration. This report does not constitute a standard, specification, or regulation.

## **ACKNOWLEDGEMENTS**

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# **1 INTRODUCTION**

## **1.1 Background**

The Coordinated Federal Lands Highways Technology Improvement Program (CTIP) was developed with the purpose of serving the immediate needs of those who design and construct Federal Lands Highways, including Indian Reservation roads, National Park roads and parkways, and forest highways. A wide assortment of guardrails, bridge rails and transitions are being used on roads under the jurisdiction of the National Park Service and other Federal agencies. These guardrails, bridge rails and transitions are intended to blend in with the roadside in order to preserve the visual integrity of the parks and parkways. However, many of them have never been crash tested (1,2). A testing program was developed in order to ensure that the safety hardware used in these areas are safe for the traveling public. The Steel Backed Log Rail was included in the second Federal Highway Administration (FHWA) testing program - Guardrail Testing Program II.

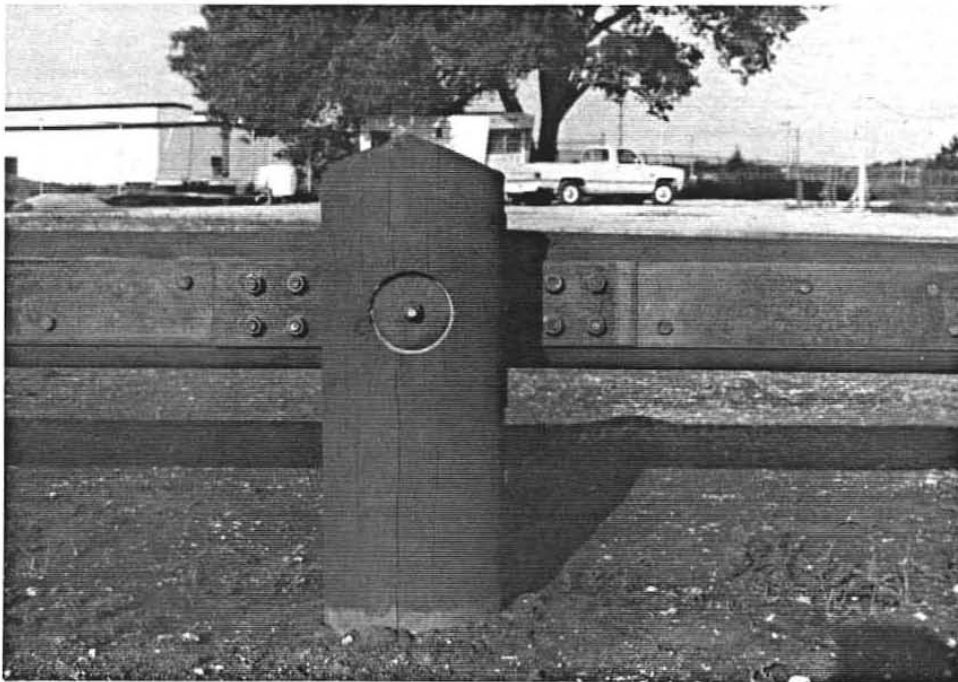
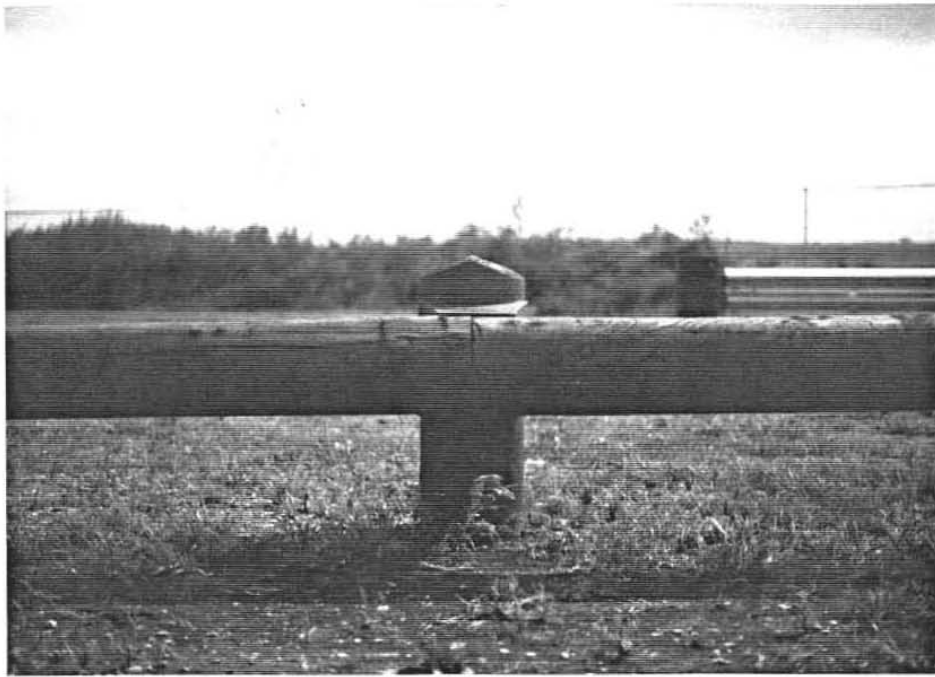
## 1.2 Test Installation

The Steel-Backed Log Rail was constructed from 10-in. diameter logs backed by 6-in. x  $\frac{3}{8}$ -in. x 9-ft 9-in. ASTM A588 steel plates. Backup plates were attached to the log rails with  $\frac{3}{8}$ -in. x 4-in. lag screws and the 10 ft long rail elements were connected with 6 in. x  $\frac{3}{8}$  in. x 2-ft. 6-in. ASTM A588 steel splice plates. The railing was mounted on 12 in. diameter round posts with cast steel blockouts placed at each splice joint. The center of the rail elements was placed at a height of 1 ft - 9 in.

Both the posts and rail elements of this 80 ft long system consisted of ponderosa pine. All fastener hardware was manufactured from steel conforming to ASTM A588. Photographs of the Steel-Backed Log Rail are shown in Figures 1 and 2. Design details are shown in Figures 3 and 4.

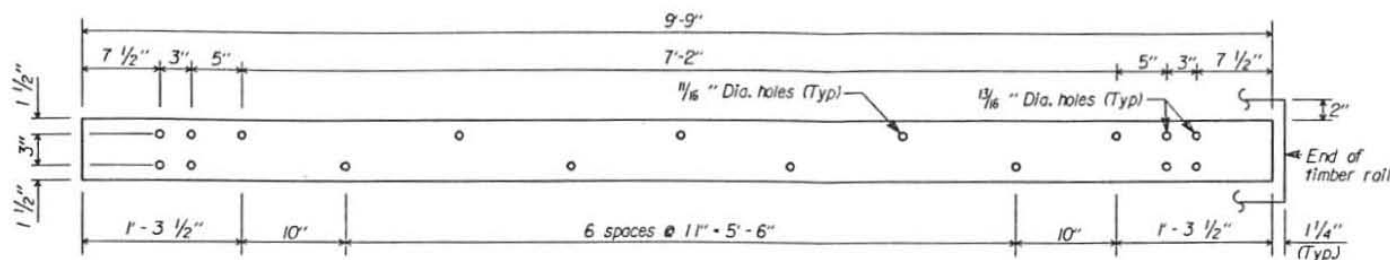


**FIGURE 1.** Photographs of the Steel-Backed Log Rail

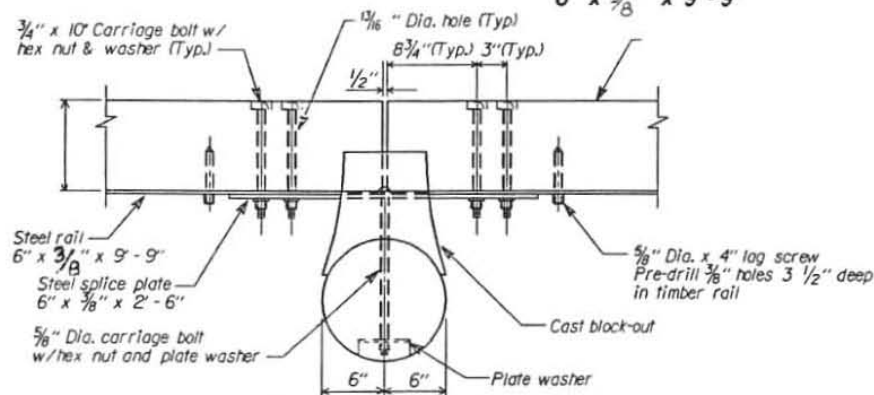


**FIGURE 2.** Photographs of the Steel-Backed Log Rail (continued)

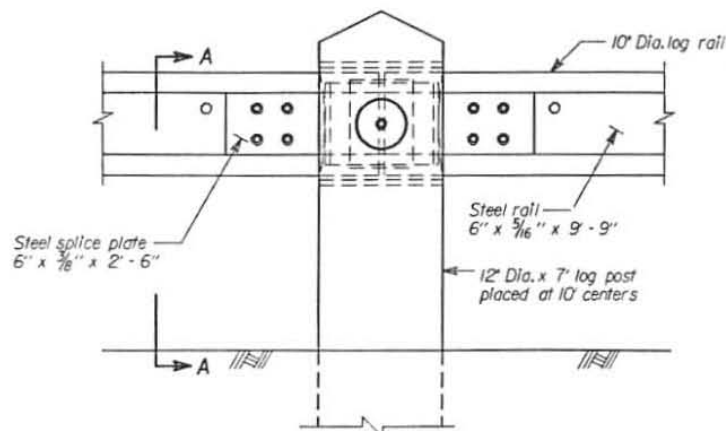
REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS



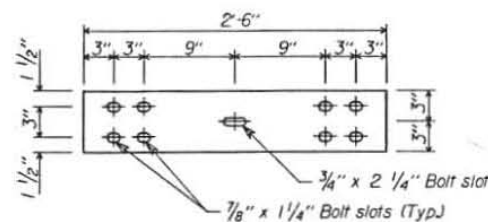
**STEEL RAIL DETAIL**  
6" x 3/8" x 9'-9"



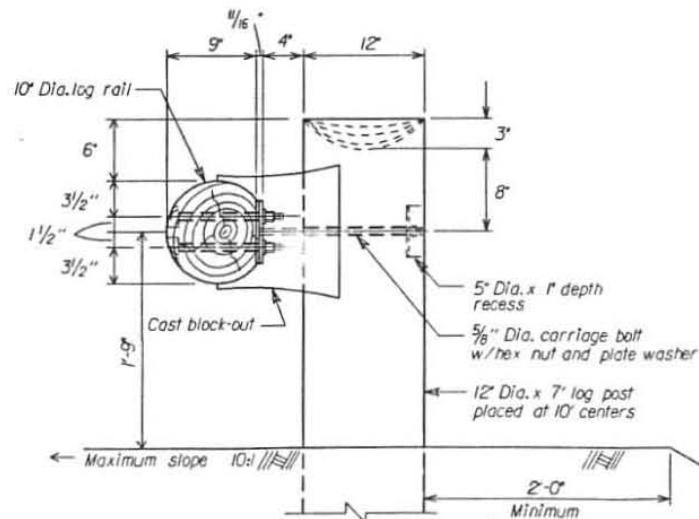
**POST CONNECTION PLAN**



**POST CONNECTION ELEVATION**



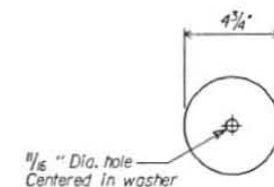
**STEEL SPLICE PLATE DETAIL**  
6" x 3/8" x 2'-6"



**SECTION A-A**

**Notes:**

1. For details of the cast block-out and general notes for the Steel-Backed Log Guardrail see STD 606-14.



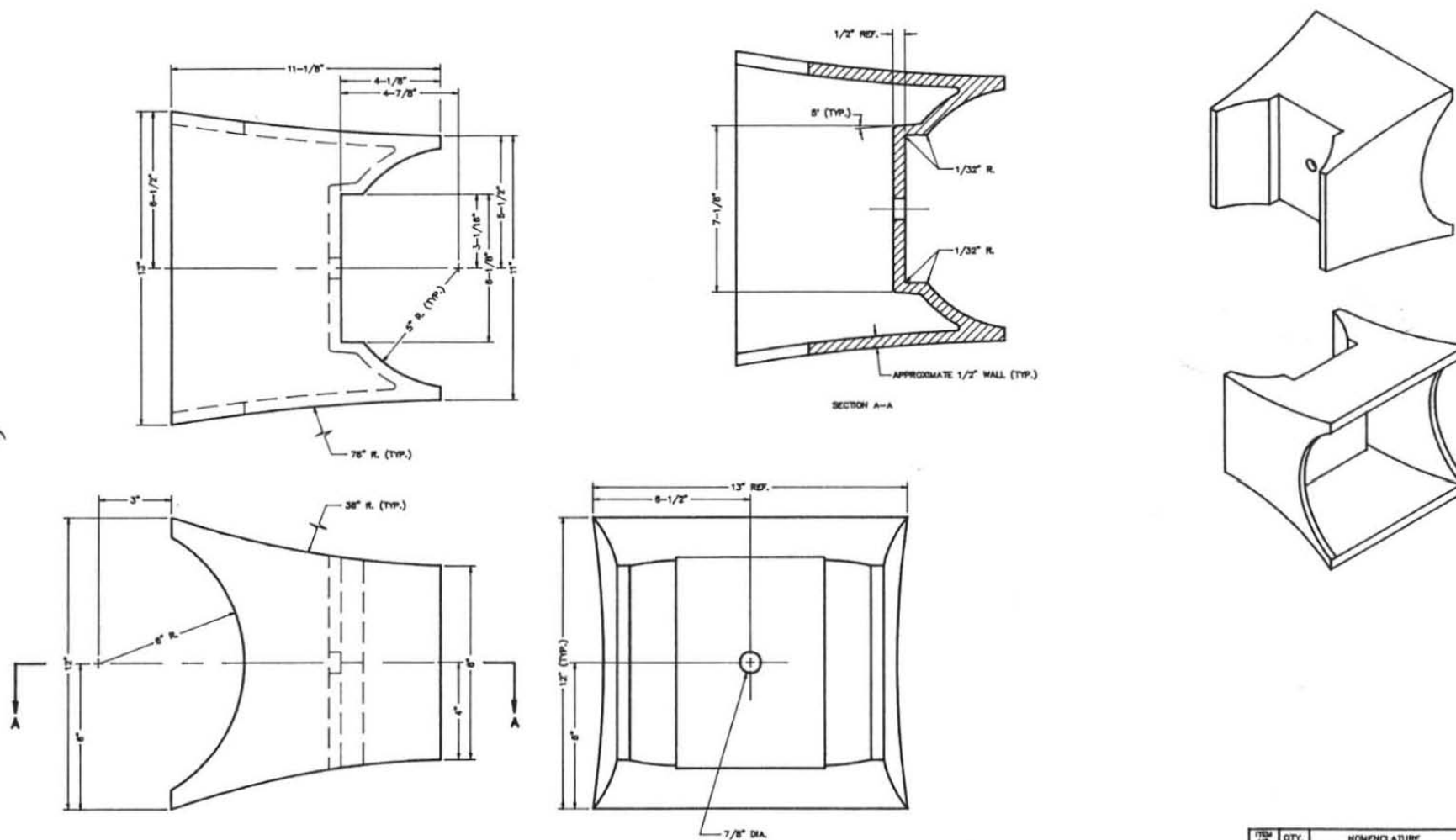
**PLATE WASHER DETAIL**  
4 3/4" Dia. x 1/4"

No Scale

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL LANDS HIGHWAY OFFICE	
<b>STANDARD STEEL-BACKED LOG GUARDRAIL</b>	
STANDARD APPROVED FOR USE XX/XX REVISED TO: DATE:	DRAWING NO. <b>606-13</b>

**FIGURE 3. Details of the Steel-Backed Log Rail System**





- NOTES:
- 1.) CAST BLOCK-OUT FITS 12" DIAMETER POSTS AND 10" DIAMETER RAILS WITH STEEL BACKING.
  - 2.) ALL EXPOSED EXTERIOR SURFACES SHALL HAVE A GOOD SAND CAST FINISH.
  - 3.) ALL STEEL SHALL CONFORM TO AASHTO M222 OR ASTM A588 (GRADE K).
  - 4.) ALL EXTERIOR RADI SHALL BE 1/32" UNLESS OTHERWISE SPECIFIED.
  - 5.) ALL INSIDE RADI SHALL BE 1/16" UNLESS OTHERWISE SPECIFIED.

ITEM NO.	QTY.	NOMENCLATURE	SPECIFICATION
OFFICE OF ENGINEERING AND HIGHWAY OPERATIONS		U.S. DEPT. OF TRANSPORTATION	
MATERIALS DIVISION		FEDERAL HIGHWAY ADMINISTRATION	
TURNER-FAIRBANKS HIGHWAY RESEARCH CENTER		RESEARCH DEVELOPMENT & TECHNOLOGY	
DRAWN	AWS	DATE	REV.
CHECKED		DATE	
APPROVED		DATE	
ORGANIZATION		DATE	
APPROVED		DATE	
SCALE		NONE	
SHEET		1 OF 1	

FIGURE 4. Details of the Cast Steel Blockout used in the Steel-Backed Log Rail System

## 2 TEST CONDITIONS

### 2.1 Test Vehicles

A 1984 Dodge Colt, shown in Figure 5, was used as a test vehicle in Test SBLR-1. As shown in Figure 6, the vehicle had a test inertial and a gross static weight of 1850 lbs and 2015 lbs, respectively.

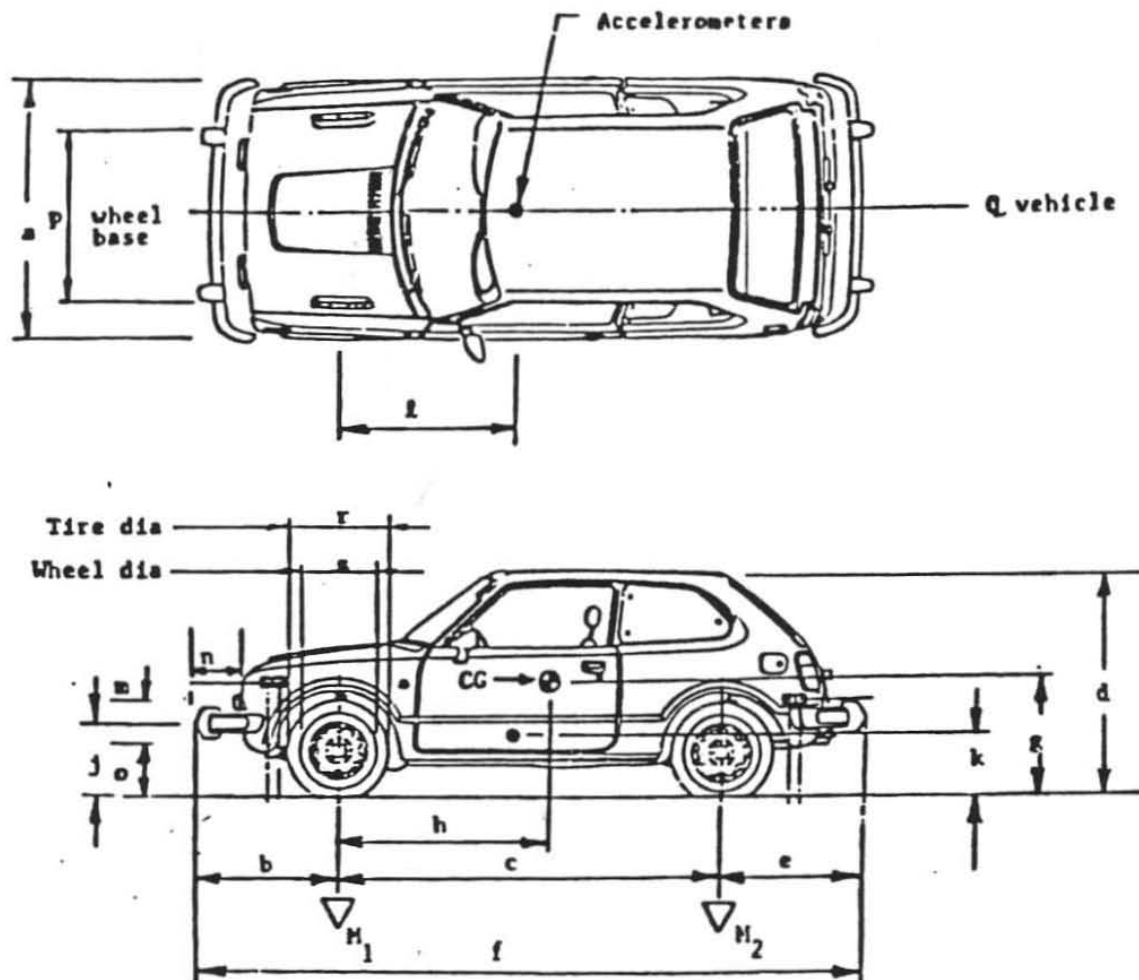
A 1986 3/4 ton Chevrolet pickup, shown in Figure 7, was used as a test vehicle in Test SBLR-2. This vehicle had test inertial and gross static weights of 5400 lbs and 5565 lbs, respectively. Vehicle weights and dimensions are shown in Figure 8.

Center of gravity heights for both vehicles were determined using the suspension method (3). This method is based on the principle that the center of gravity of any freely suspended body is in the vertical plane through the point of suspension. Each vehicle was suspended in three positions, and the respective planes containing the center of gravity were established. The intersection of these planes pinpointed the location of the center of gravity. The longitudinal location of the center of gravity was confirmed by using the axle weights of the vehicles.

Black and white-checkered targets were placed on the vehicle for high-speed film analysis. Two targets were located on the center of gravity, one on the top and one on the driver's side of the test vehicle. Additional targets, visible from all three high speed cameras, were located for reference. The front wheels of the test vehicle were aligned for camber, caster, and toe-in values of zero so that the vehicle would track properly along the guide cable. Two 5B flash bulbs, fired by a pressure tape switch on the front bumper, were mounted on the roof of each vehicle to establish the time of impact on the high-speed film.



**FIGURE 5.** Test Vehicle, Test SBLR-1



Geometry - in.

a	62.0	d	52.0	j	18.0	m	5.0	p	54.0
b	33.5	e	32.0	k	17.0	n	6.25	r	22.5
c	90.0	f	155.5	l	46.5	o	15.5	s	14.0

<u>Mass - lb</u>	<u>Curb</u>	<u>Test Inertial*</u>	<u>Gross Static**</u>
M <sub>1</sub>	1107	1205	1290
M <sub>2</sub>	552	645	725
M <sub>T</sub>	1659	1850	2015
h - in. (m)	31.75	31.75	31.75
g - in. (m)	21.0	21.0	21.0

Vehicle Type  
1984 Dodge Colt

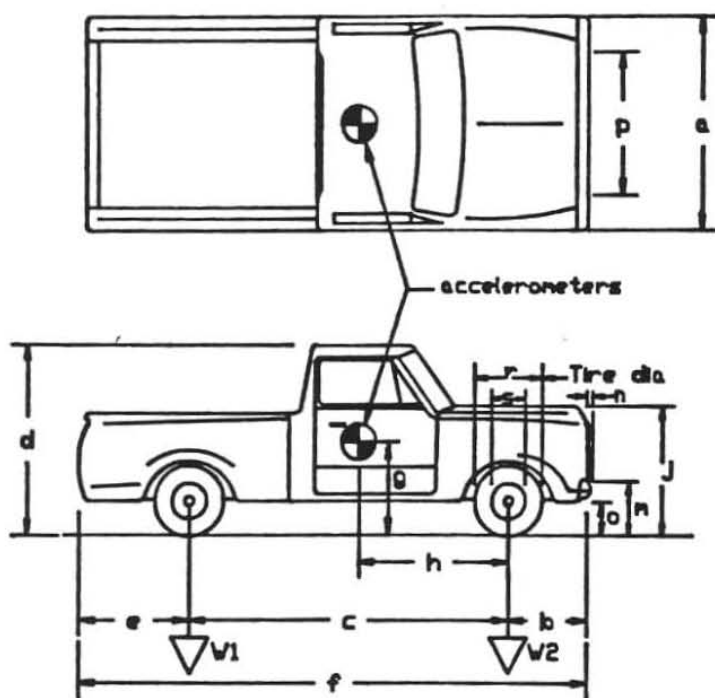
- \* Ready for test but excludes passenger/cargo payload  
 \*\* Gross ready for test including passenger/cargo payload

FIGURE 6. Vehicle Dimensions, Test SBLR-1



**FIGURE 7.** Test Vehicle, Test SBLR-2

Date: 7/29/92 Test No: SBLR-2 Vehicle ID. #: 1GC6C24M31116120  
 Make: Chevrolet Model: Custom Deluxe 20 Year: 1986 Odometer:         
 Tire Size: 7.5 16LT



#### Vehicle Geometry - inches

a	<u>78</u>	b	<u>31.5</u>
c	<u>132</u>	d	<u>72</u>
e	<u>52</u>	f	<u>215.5</u>
g	<u>27</u>	h	<u>67</u>
i	<u>--</u>	j	<u>45</u>
k	<u>--</u>	l	<u>--</u>
m	<u>27</u>	n	<u>3</u>
o	<u>18.5</u>	p	<u>66</u>
r	<u>30.5</u>	s	<u>17</u>

Engine Type: V8  
 Engine Size: 350 cu. in.

4 - wheel weight: lf        rf        lr        rr       

Weight - pounds	Curb	Test Inertial	Gross Static
W1	<u>2600</u>	<u>2760</u>	<u>2840</u>
W2	<u>2000</u>	<u>2640</u>	<u>2725</u>
Wtotal	<u>4600</u>	<u>5400</u>	<u>5565</u>

Transmission Type:

Automatic or Manual

FWD or RWD or 4WD

Note any damage prior to test: None

FIGURE 8. Vehicle Dimensions, Test SBLR-2

## 2.2 Data Acquisition Systems

### 2.2.1 Accelerometers

Two triaxial piezoresistive accelerometer systems with a range of  $\pm 200$  g's (Endevco Model 7264) were used to measure vehicle accelerations. The accelerometers were rigidly attached to a metal block mounted near the vehicle's center of gravity. Accelerometer signals were received and conditioned by an onboard Series 300 Multiplexed FM Data System built by Metraplex Corporation. The multiplexed signal was then transmitted to a Honeywell 101 Analog Tape Recorder. "Computerscope" computer software was used to digitize accelerometer data and transfer it to a Cyclone 386/16 Mhz computer with a high-speed data acquisition board. "DSP" computer software was then used to analyze and plot the data on a PC Brand 486/33 Mhz computer.

### 2.2.2 High Speed Photography

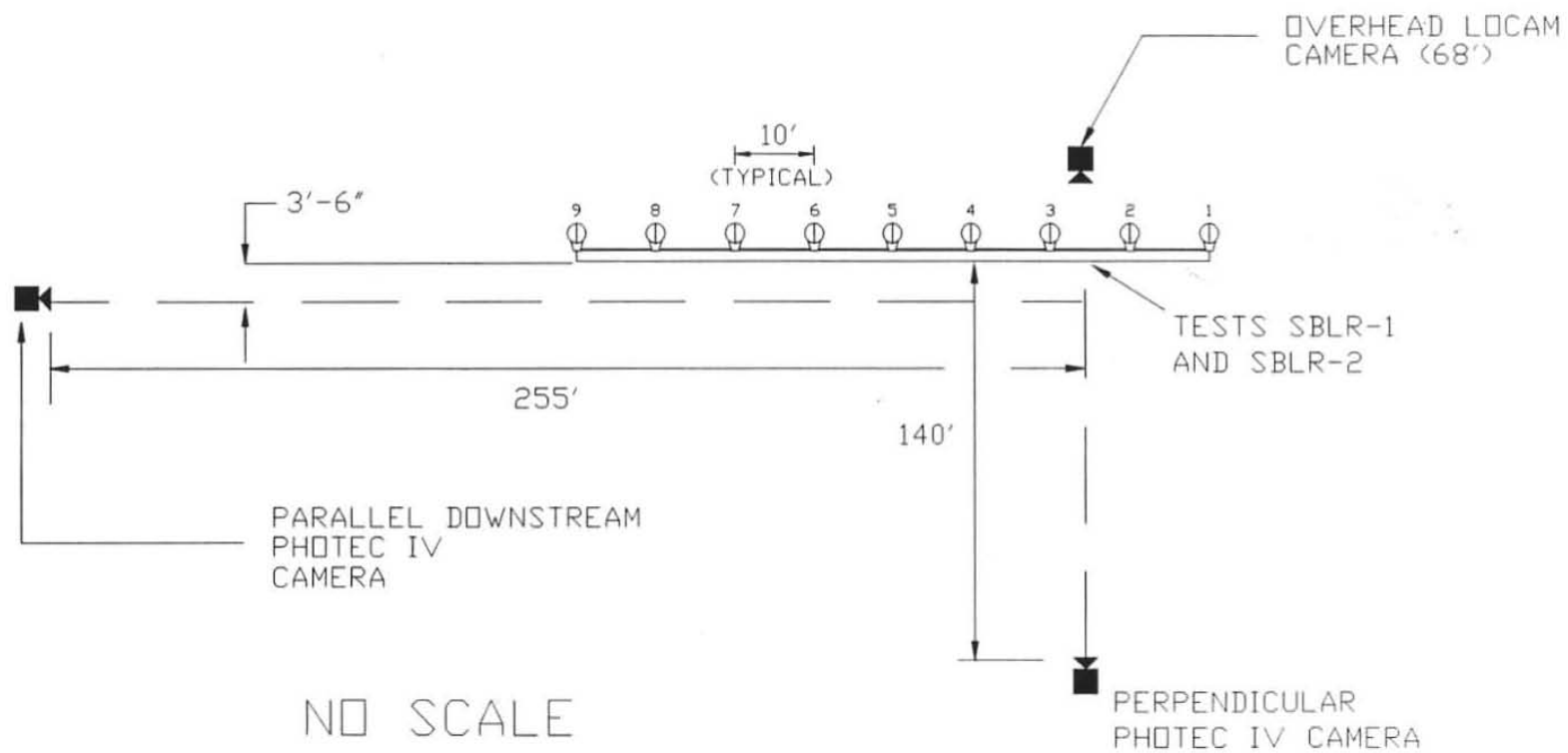
Four high-speed 16-mm cameras, with operating speeds of approximately 500 frames/sec were used to film the crash tests. A Red Lake Locam with a 12.5 mm lens was placed above the test installation to provide a field of view perpendicular to the ground. A Photec IV, with an 80-mm lens, was placed downstream from the impact point and had a field of view parallel to the barrier. A second Photec IV, with a 55-mm lens, was placed on the traffic side of the bridge rail and had a field of view perpendicular to the barrier. Another Red Lake Locam with a 5.7-mm lens was placed onboard the vehicle to record dummy motions during the test. A schematic of the camera locations for each test is shown in Figure 9. A white-colored backboard with a 2-ft by 2-ft grid was placed behind the rail in view of the overhead camera. This backboard provided a visible reference system to use in the analysis of the overhead high-speed film. The film was analyzed using a Vanguard Motion Analyzer.

### 2.2.3 Speed Trap

Eight tape pressure switches spaced at 5-ft intervals were used to determine the speed of the vehicle before and after impact. Each tape switch fired a strobe light and sent an electronic timing mark to the data acquisition system as the left front tire of the test vehicle passed over it. Test vehicle speeds were determined from electronic timing mark data recorded on the analog tape. Strobe lights and high speed film analysis are used only as a backup in the event that vehicle speeds cannot be determined from the electronic data.



**FIGURE 9.** Layout of High-Speed Cameras



### 3 TEST RESULTS

#### 3.1 Test SBLR-1 (1850 lbs, 50.6 mph, 19.2 deg)

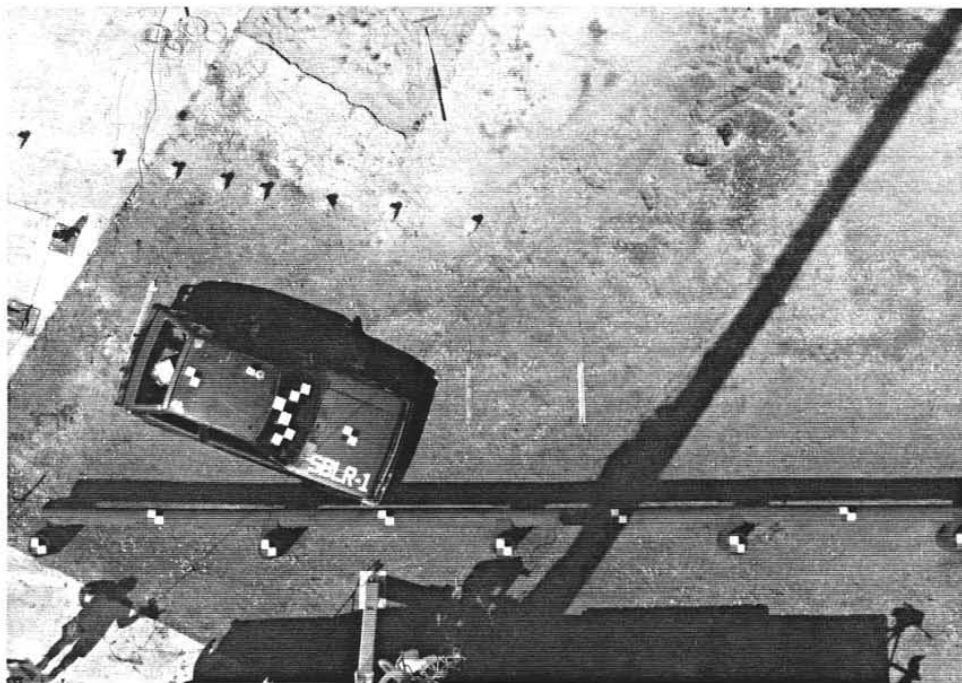
The 1984 Dodge Colt was directed into the Steel-Backed Log Rail using a reverse tow and cable guidance system (4). The vehicle was released from the tow cable and guidance system and was free wheeling at impact. The speed of the vehicle at impact was 50.6 mph and the angle of impact was 19.2 degrees. The impact point, shown in Figure 10, was located midspan between Post Nos. 2 and 3, or 15 ft from the upstream end of the installation. A summary of the test results and sequential photographs is shown in Figure 11. Additional sequential photographs are shown in Figures 12 through 14.

Upon impact with the log rail, the front bumper slipped under the rail, and the front right corner of the vehicle began to crush inward. The vehicle slid along the log rail and reached Post No. 3 approximately 64 ms after impact. 216 ms after impact the vehicle reached Post No. 4 and became parallel to the rail at approximately 352 ms. The vehicle exited the rail at an angle of 2 degrees approximately 503 ms after impact. After exiting the rail, the vehicle continued to travel downstream and to the left, coming to a rest 240 ft downstream from impact and 153 ft to the left of a line parallel to the railing face. This vehicle trajectory is shown in Figure 15.

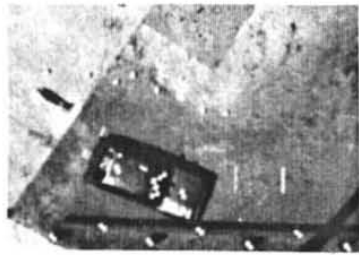
Test vehicle damage was relatively minor and was largely limited to the right-front quarter panel and passenger door, as shown in Figure 16. There was no intrusion or deformation of the occupant compartment. Vehicle crush measurements are shown in Figure 17.

Damage to the Log Rail consisted of minor scrapes on the surface of the rail and a maximum permanent deflection of  $2\frac{1}{16}$  in. at the first post after impact. This damage can be seen in Figure 18. The effective coefficient of friction was found to be 1.02 and would be classified as "marginal" according to the AASHTO Guide Specifications for Bridge Railings (5).

The longitudinal and lateral occupant impact velocities as determined from accelerometer data were 24.3 fps and 21.1 fps, respectively. The highest 10-ms average occupant ridedown decelerations were 3.9 g's (longitudinal) and 4.8 g's (lateral). Accelerometer traces from Test SBLR-1 are shown in Appendix A.



**FIGURE 10.** Vehicle Impact Location, Test SBLR-1



Impact



105 ms



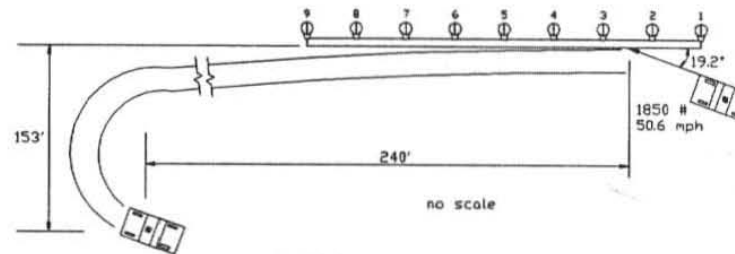
209 ms



314 ms



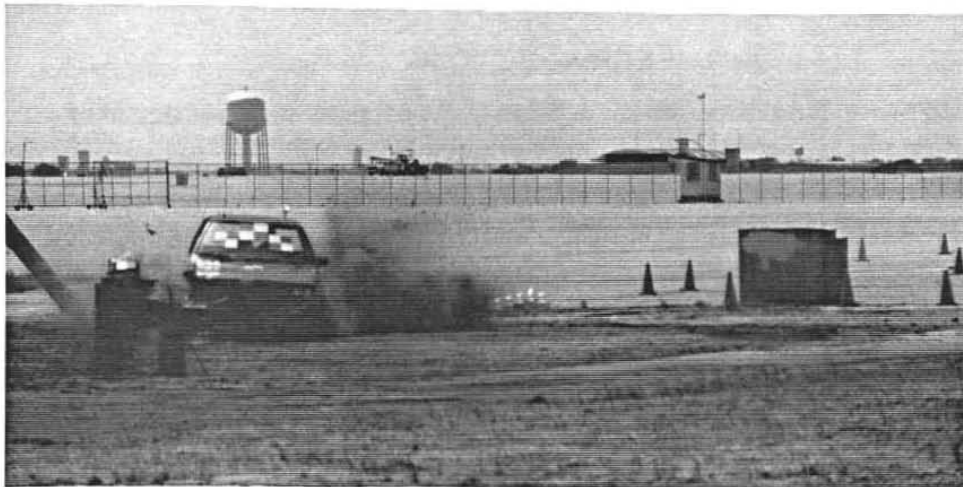
418 ms



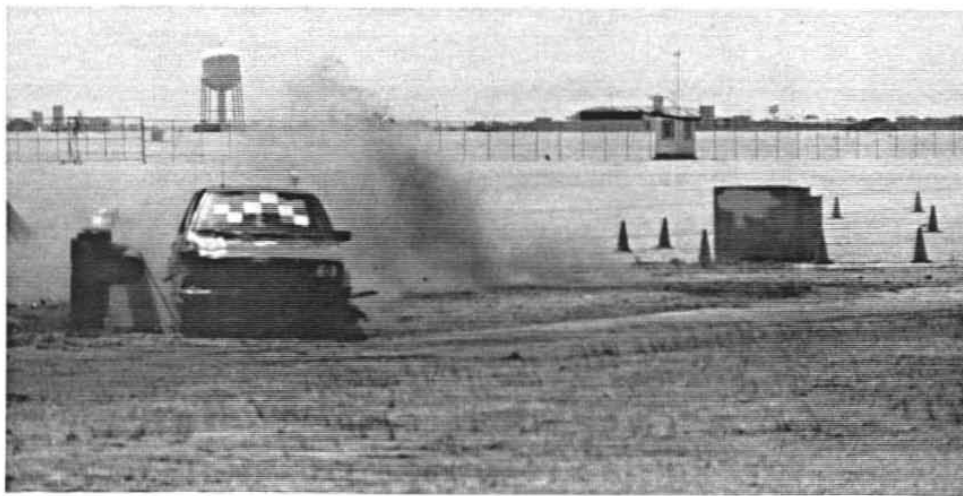
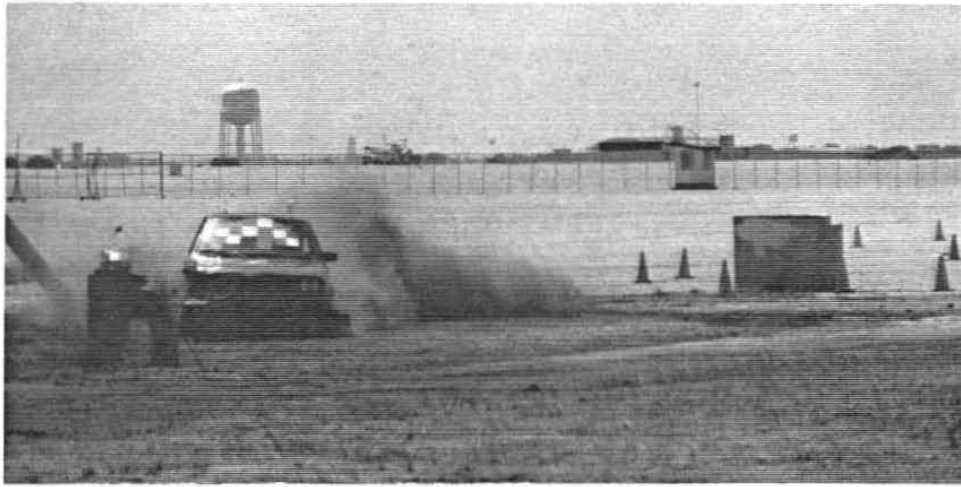
Test Number . . . . . SBLR-1  
 Date . . . . . 6/18/92  
 Installation . . . . . Steel Backed Log Guardrail  
 Installation Length . . . . . 80 ft  
 Post  
     Material . . . . . Ponderosa Pine  
     Diameter . . . . . 12 in.  
     Length . . . . . 7 ft  
 Rail Sections  
     Material . . . . . Ponderosa Pine  
     Diameter . . . . . 10 in.  
     Length . . . . . 10 ft  
 Backup Plate  
     Material . . . . . ASTM A588 Steel  
     Dimensions . . . . . 6 in. x 3/8 in. x 9 ft-9 in.  
 Splice Plate  
     Material . . . . . ASTM A 588 Steel  
     Dimensions . . . . . 6 in. x 3/8 in. x 30 in.  
 Cast Blockout  
     Material . . . . . ASTM A588 Steel

Test Vehicle . . . . . 1984 Dodge Colt  
 Weight  
     Test Inertial . . . . . 1850 lbs  
     Gross Static . . . . . 2015 lbs  
 Impact Speed . . . . . 50.6 mph  
 Impact Angle . . . . . 19.2 deg  
 Exit Speed . . . . . 28.2 mph  
 Exit Angle . . . . . 2 deg  
 Occupant Impact Velocity  
     Longitudinal . . . . . 24.3 fps  
     Lateral . . . . . 21.1 fps  
 Occupant Ridedown Deceleration  
     Longitudinal . . . . . 3.9 g's  
     Lateral . . . . . 4.8 g's  
 Vehicle Damage  
     TAD . . . . . 1-RFQ-4  
     VDI . . . . . 01RYES2  
 Vehicle Rebound Distance . . . . . 6 ft-11 in. @ 113 ft  
 Coefficient of Friction . . . . . 1.02

FIGURE 11. Test SBLR-1 Summary

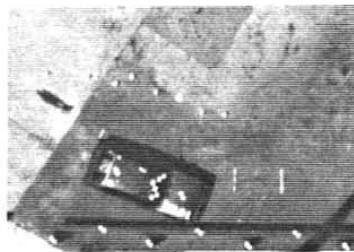


**FIGURE 12.** Downstream Sequential Photographs, Test SBLR-1

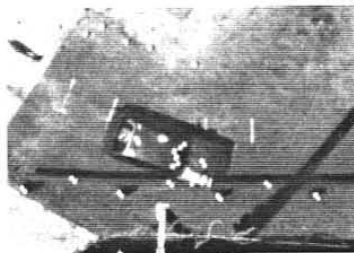


**FIGURE 13.** Downstream Sequential Photographs, Test SBLR-1 (continued)





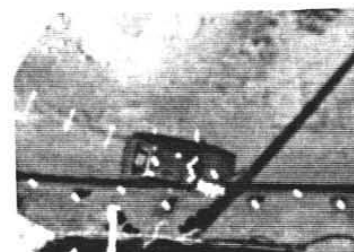
Impact



52 msec



105 msec



157 msec



209 msec



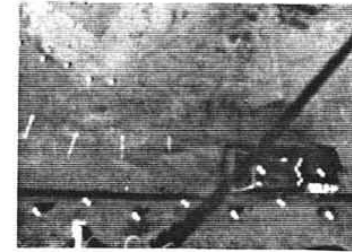
261 msec



314 msec



366 msec



418 msec



470 msec

**FIGURE 14.** Overhead Sequential Photographs, Test SBLR-1



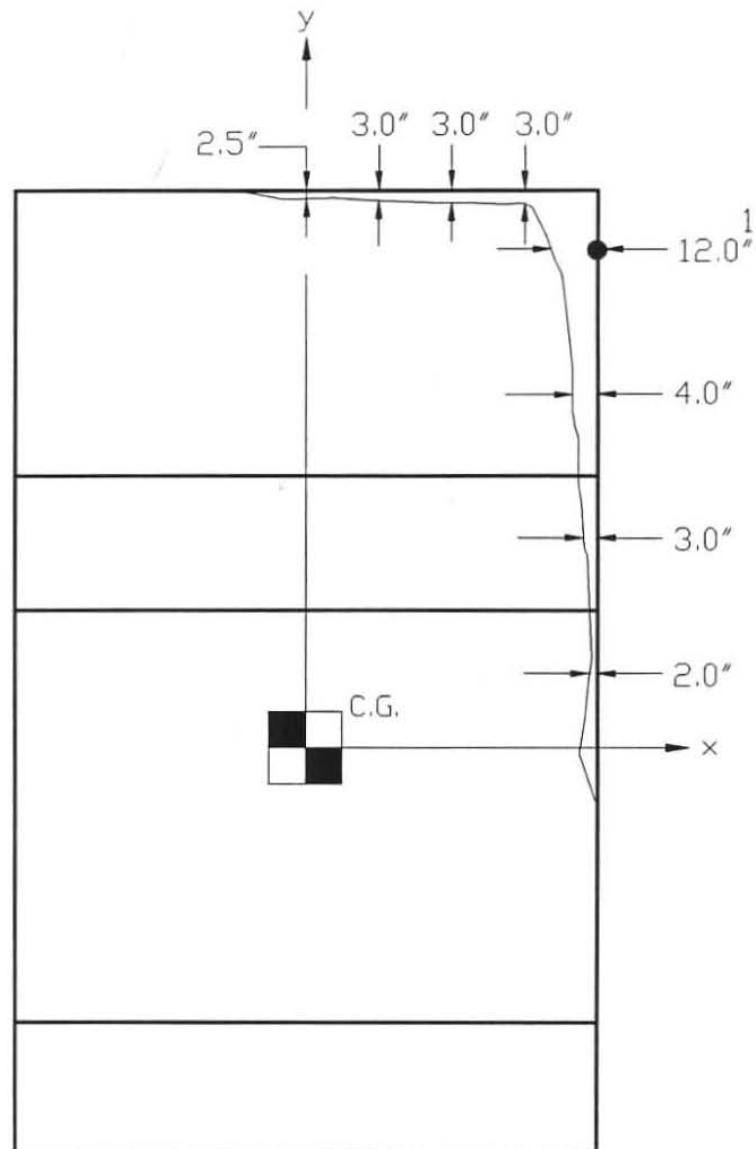


**FIGURE 15.** Vehicle Trajectory, Test SBLR-1



**FIGURE 16.** Vehicle Damage, Test SBLR-1

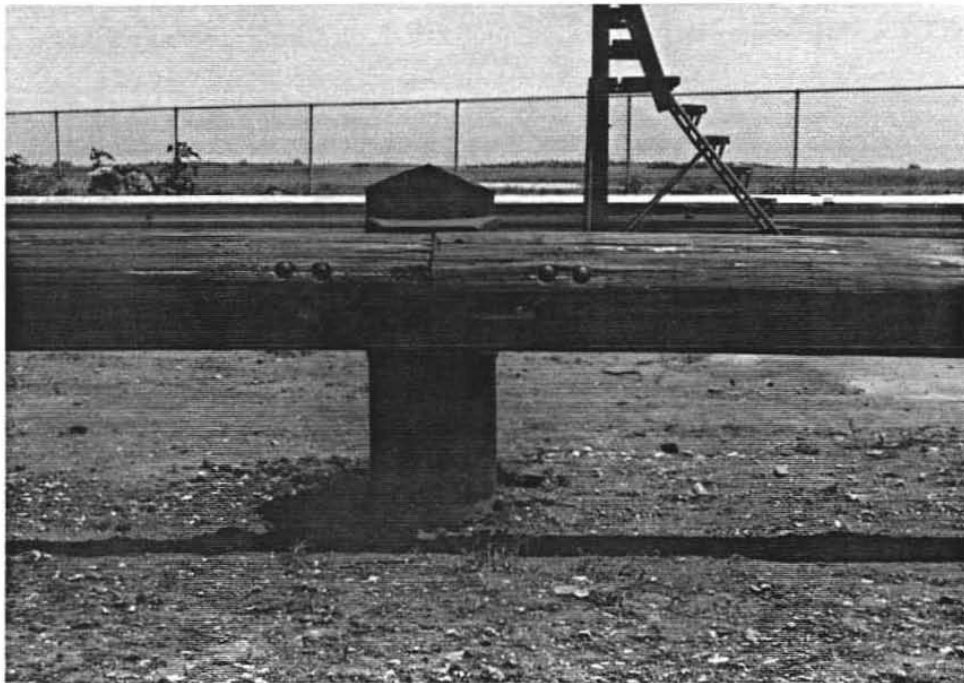
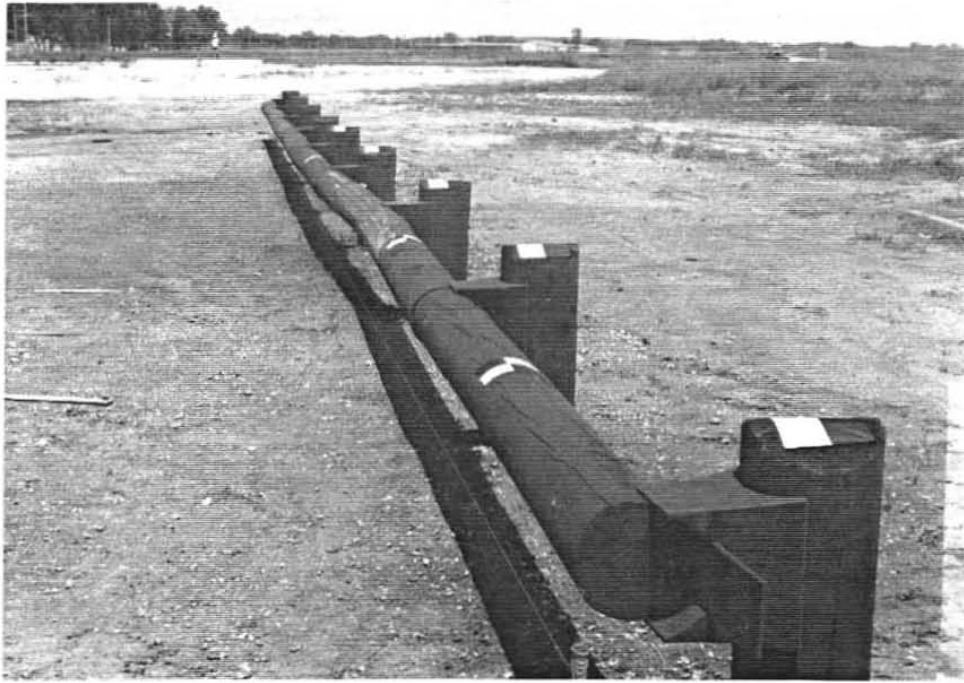
Vehicle: 1984 Dodge Colt



No scale

<sup>1</sup> - Maximum static crush distance of 12" occurred at (24", 54") marked by the point.

**FIGURE 17. Vehicle Crush Measurements, Test SBLR-1**



**FIGURE 18.** Log Rail Damage, Test SBLR-1

### 3.2 Test SBLR-2 (5400 lbs, 46.1 mph, 20.9 deg)

A 1986 3/4 ton Chevrolet Pickup was directed into the steel-backed log rail using a reverse tow and cable guidance system (4). The vehicle was released from the tow cable and guidance system and was free wheeling at impact. The speed of the vehicle at impact was 46.1 mph and the angle of impact was 20.9 degrees. The impact point, shown in Figure 19, was located midspan between Post Nos. 2 and 3, or 15 ft from the upstream end of the rail. A summary of the test results and sequential photographs is shown in Figure 20. Additional sequential photographs are shown in Figures 21 and 22.

Upon impact, the bumper of the test vehicle began to ride up onto the log rail. The vehicle traveled along the top of the log rail until it reached Post No. 5 approximately 448 ms after impact. After impacting Post No. 5, the vehicle began to rotate clockwise, coming to rest perpendicular to the rail, 45 ft downstream from impact. The vehicle trajectory is shown in Figure 23.

Test vehicle damage, shown in Figure 24, was limited to the undercarriage on the right-front corner and along the right side. Vehicle crush measurements are shown in Figure 25. The vehicle remained upright both during and after the test, and there was no intrusion of the occupant compartment.

Damage to the log rail consisted of scrapes and gouges along the traffic face and at some of the posts. A maximum permanent deflection of 9 1/8 in. was measured at Post No. 3. The damaged barrier is shown in Figure 26.

As a result of technical problems incurred during this test, the accelerometer data was not available. Therefore, the high speed film was analyzed to obtain longitudinal and lateral occupant impact velocities of 14.8 fps and 12.8 fps, respectively. The highest occupant

ridedown decelerations in the longitudinal and lateral directions were 13.1 g's and -13.4 g's, respectively.



**FIGURE 19.** Vehicle Impact Location, Test SBLR-2



Impact



183 ms



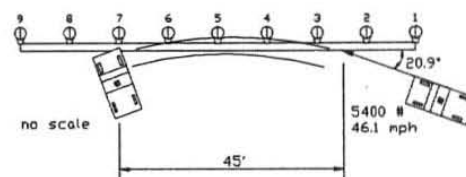
396 ms



711 ms



1137 ms

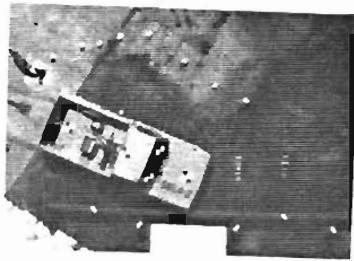


Test Number . . . . . SBLR-2  
 Date . . . . . 7/29/92  
 Installation . . . . . Steel Backed Log Guardrail  
 Installation Length . . . . . 80 ft  
 Post  
     Material . . . . . Ponderosa Pine  
     Diameter . . . . . 12 in.  
     Length . . . . . 7 ft  
 Rail Sections  
     Material . . . . . Ponderosa Pine  
     Diameter . . . . . 10 in.  
     Length . . . . . 10 ft  
 Backup Plate  
     Material . . . . . ASTM A588 Steel  
     Dimensions . . . . . 6 in. x 3/8 in. x 9 ft-9 in.  
 Splice Plate  
     Material . . . . . ASTM A 588 Steel  
     Dimensions . . . . . 6 in. x 3/8 in. x 30 in.  
 Cast Blockout  
     Material . . . . . ASTM A588 Steel

Test Vehicle . . . . . 1986 Chevy 3/4 ton pickup  
 Weight  
     Test Inertial . . . . . 5,400 lbs  
     Gross Static . . . . . 5,565 lbs  
 Impact Speed . . . . . 46.1 mph  
 Impact Angle . . . . . 20.9 deg  
 Exit Speed . . . . . NA  
 Exit Angle . . . . . NA  
 Occupant Impact Velocity  
     Longitudinal . . . . . 14.8 fps  
     Lateral . . . . . 12.8 fps  
 Occupant Ridedown Deceleration  
     Longitudinal . . . . . 13.1 g's  
     Lateral . . . . . -13.4 g's  
 Vehicle Damage  
     TAD . . . . . 1-RD-5  
     VDI . . . . . 01RDES2  
 Vehicle Rebound Distance . . . . . 0 ft  
 Coefficient of Friction . . . . . NA

FIGURE 20. Test SBLR-2 Summary





Impact



274 msec



55 msec



328 msec



109 msec



383 msec



164 msec



438 msec

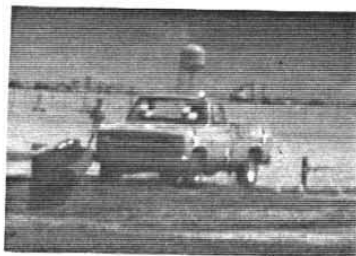


219 msec

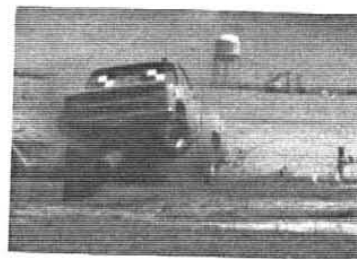


492 msec

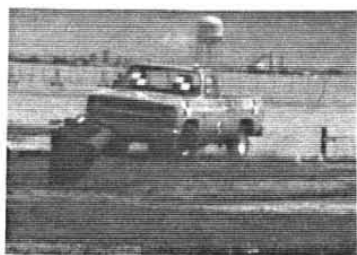
**FIGURE 21.** Overhead Sequential Photographs, Test SBLR-2



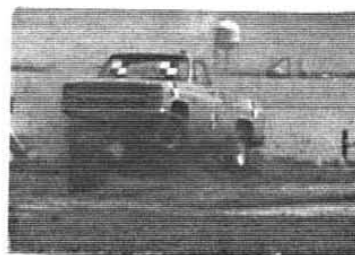
Impact



548 msec



91 msec



711 msec



183 msec



914 msec



284 msec



1137 msec



396 msec



1625 msec

**FIGURE 22.** Downstream Sequential Photographs, Test SBLR-2

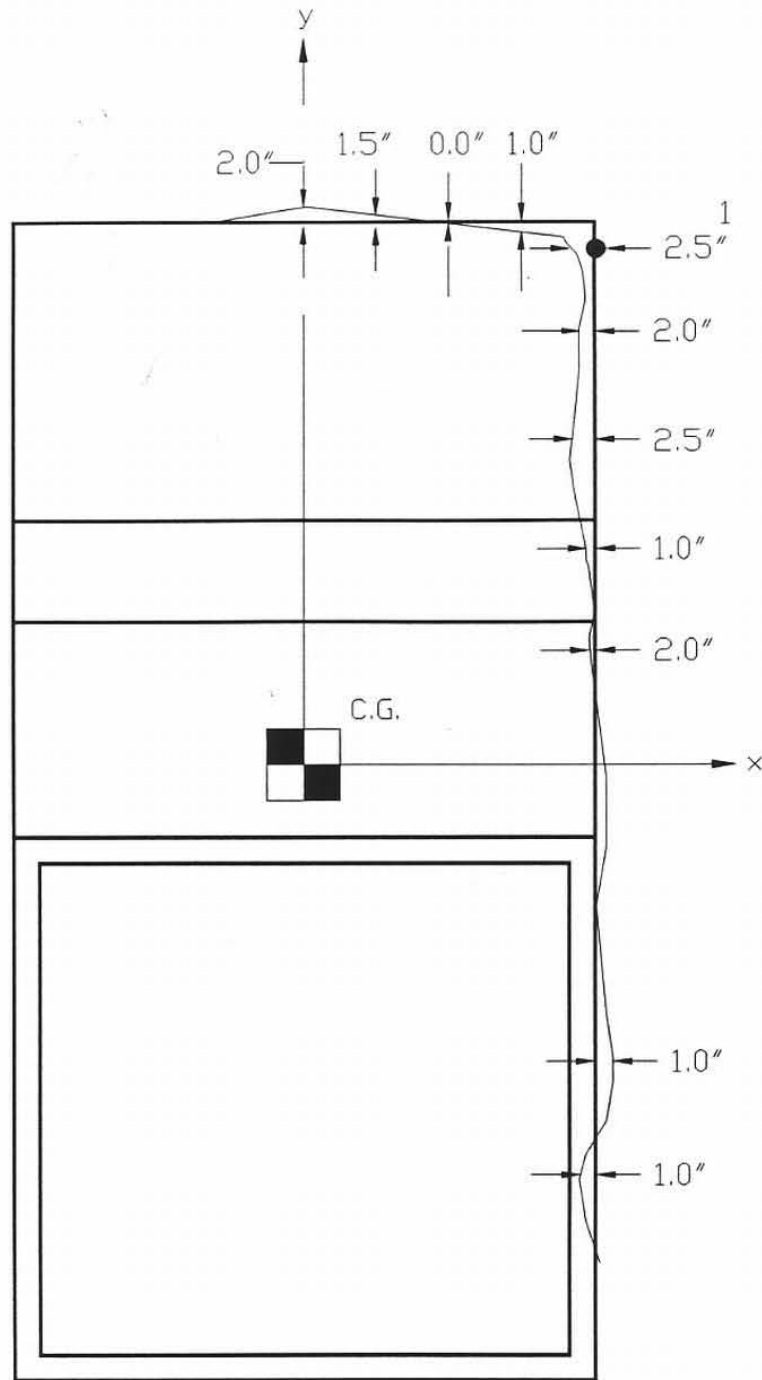


**FIGURE 23.** Vehicle Trajectory, Test SBLR-2



**FIGURE 24.** Vehicle Damage, Test SBLR-2

Vehicle: 1986 Chevrolet  
Custom Deluxe 20



No scale

<sup>1</sup>-Maximum static crush distance of 2.5" occurred at (36",96") marked by the point.

**FIGURE 25. Vehicle Crush Measurements, Test SBLR-2**



**FIGURE 26.** Log Rail Damage, Test SBLR-2

#### 4 CONCLUSIONS

Both the AASHTO Guide Specifications for Bridge Rails (5) and NCHRP Report 230 (6) provide specific criteria for evaluating the performance of PL-1 bridge rails. Table 3 summarizes all of the relevant evaluation criteria from these two reports, as well as the findings from the two tests reported herein. As shown in this table, the Steel-Backed Log Rail successfully passed all requirements for performance level 1 bridge rails.

Table 3. Summary of Safety Performance Results

Evaluation Criteria	Results	
	SBLR-1	SBLR-2
3.a. The test article shall contain the vehicle; neither the vehicle nor its cargo shall penetrate or go over the installation. Controlled lateral deflection of the test article is acceptable.	S	S
3.b. Detached elements, fragments, or other debris from the test article shall not penetrate or show potential for penetrating the passenger compartment or present undue hazard to other traffic.	S	S
3.c. Integrity of the passenger compartment must be maintained with no intrusion and essentially no deformation.	S	S
3.d. The vehicle shall remain upright during and after collision.	S	S
3.e. The test article shall smoothly redirect the vehicle. A redirection is deemed smooth if the rear of the vehicle does not yaw more than 5 degrees away from the railing from time of impact until the vehicle separates from the railing.	S	S
3.f. The smoothness of the vehicle-railing interaction is further assessed by the effective coefficient of friction $\mu$ , where $\mu = (\cos\theta - V_p/V)/\sin\theta$ .  <div style="display: flex; justify-content: space-around;"> <div> <math>\mu</math>              0.0 - 0.25              0.26 - 0.35              &gt; 0.35           </div> <div> <u>Assessment</u>              Good              Fair              Marginal           </div> </div>	M ( $\mu = 1.02$ )	NA



Table 3. Summary of Safety Performance Results (continued)

Evaluation Criteria	Results			
	SBLR-1		SBLR-2	
3.g. The impact velocity of a hypothetical front-seat passenger against the vehicle interior, calculated from vehicle accelerations and 2.0-ft longitudinal and 1.0-ft lateral displacements, shall be less than:  <u>Occupant Impact Velocity - fps</u> <u>Longitudinal</u> <u>Lateral</u> 30                      25  and for the vehicle highest 10-ms average accelerations subsequent to the instant of hypothetical passenger impact should be less than:  <u>Occupant ridedown Accelerations - g's</u> <u>Longitudinal</u> <u>Lateral</u> 15                      15	Occupant Impact Velocity (fps)			
	Longitudinal	Lateral	Longitudinal	Lateral
	S (24.3)	S (21.1)	S (14.8)	S (12.8)
	Occupant Ridedown Accelerations (g's)			
	Longitudinal	Lateral	Longitudinal	Lateral
	S (3.9)	S (4.8)	S (13.1)	S (-13.4)
3.h. Vehicle exit angle from the barrier shall not be more than 12 degrees. Within 100 ft plus the length of the test vehicle from the point of initial impact with the railing, the railing side of the vehicle shall move no more than 20 ft from the line of the traffic face of the railing.	S (2.0 deg)		NA	
	U		S	

S - Satisfactory  
M - Marginal  
U - Unsatisfactory  
NA - Not Available

## 5 REFERENCES

1. Hancock, K.L., Hansen, A.G., Mayer, J.B., *Aesthetic Bridge Rails, Transitions, and Terminals for Park Roads and Parkways*, Federal Highway Administration, Report No. FHWA-RD-90-052, May 1990.
2. Stout, D., Hinch, J., Sawyer, D., *Guardrail Testing Program*, Federal Highway Administration, Report No. FHWA-RD-90-087, June 1990.
3. *Center of Gravity Test Code - SAE J874 March 1981*, SAE Handbook Vol. 4, Society of Automotive Engineers, Inc., Warrendale, Penn., 1986
4. Hinch, J., Yang, T-L, and Owings, R., *Guidance Systems for Vehicle Testing*, ENSCO, Inc., Springfield, VA, 1986.
5. *Guide Specifications for Bridge Railings*, American Association of State Highway and Transportation Officials, Washington, D.C., 1989.
6. *Recommended Procedures for the Safety Performance Evaluation of Highway Appurtenances*, National Cooperative Highway Research Program Report No. 230, Transportation Research Board, Washington, D.C., March 1981.

**APPENDIX A.**

**ACCELEROMETER DATA, TEST SBLR-1**

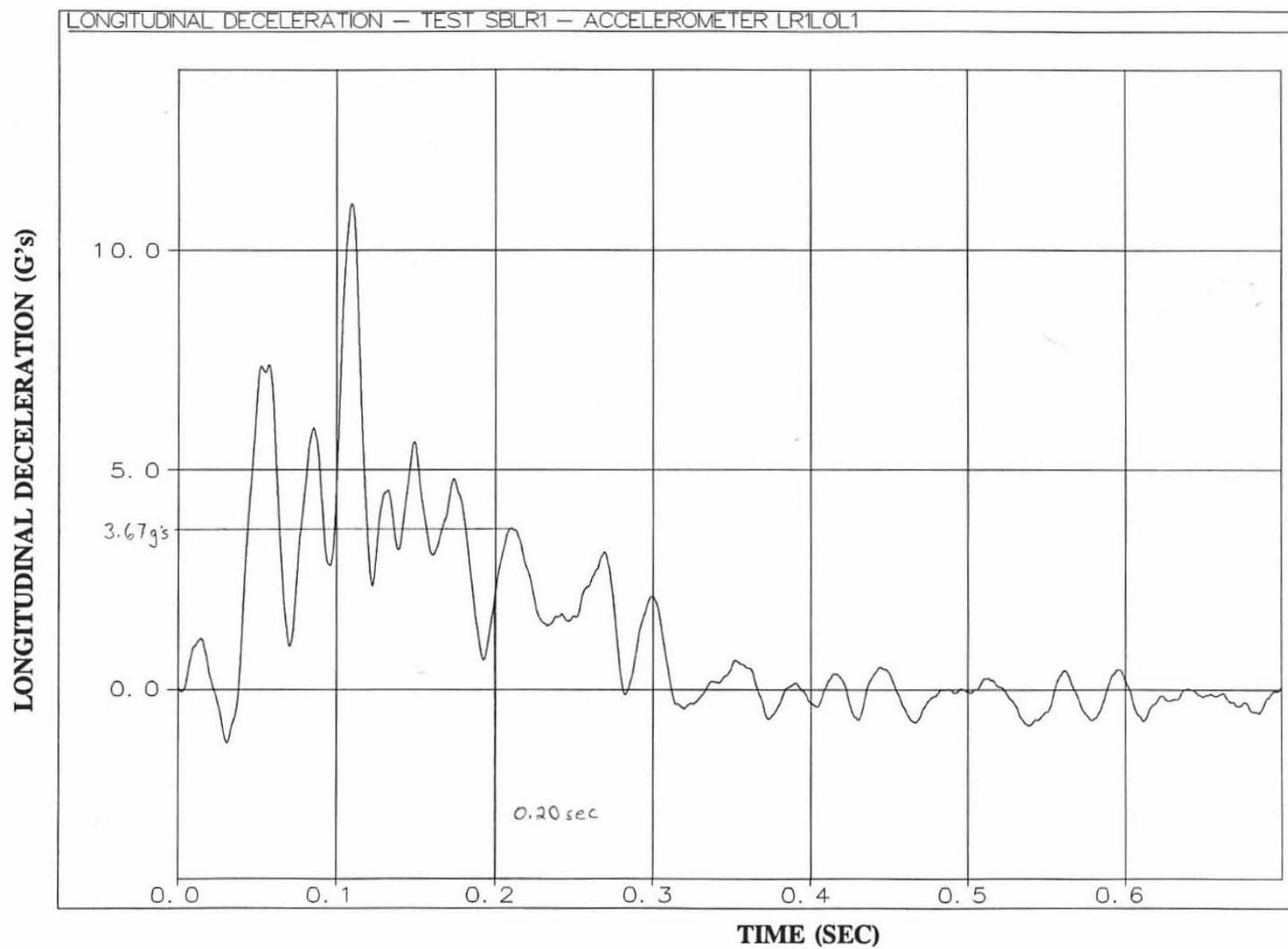


Figure A-1 Graph of Longitudinal Deceleration, Acc. #1

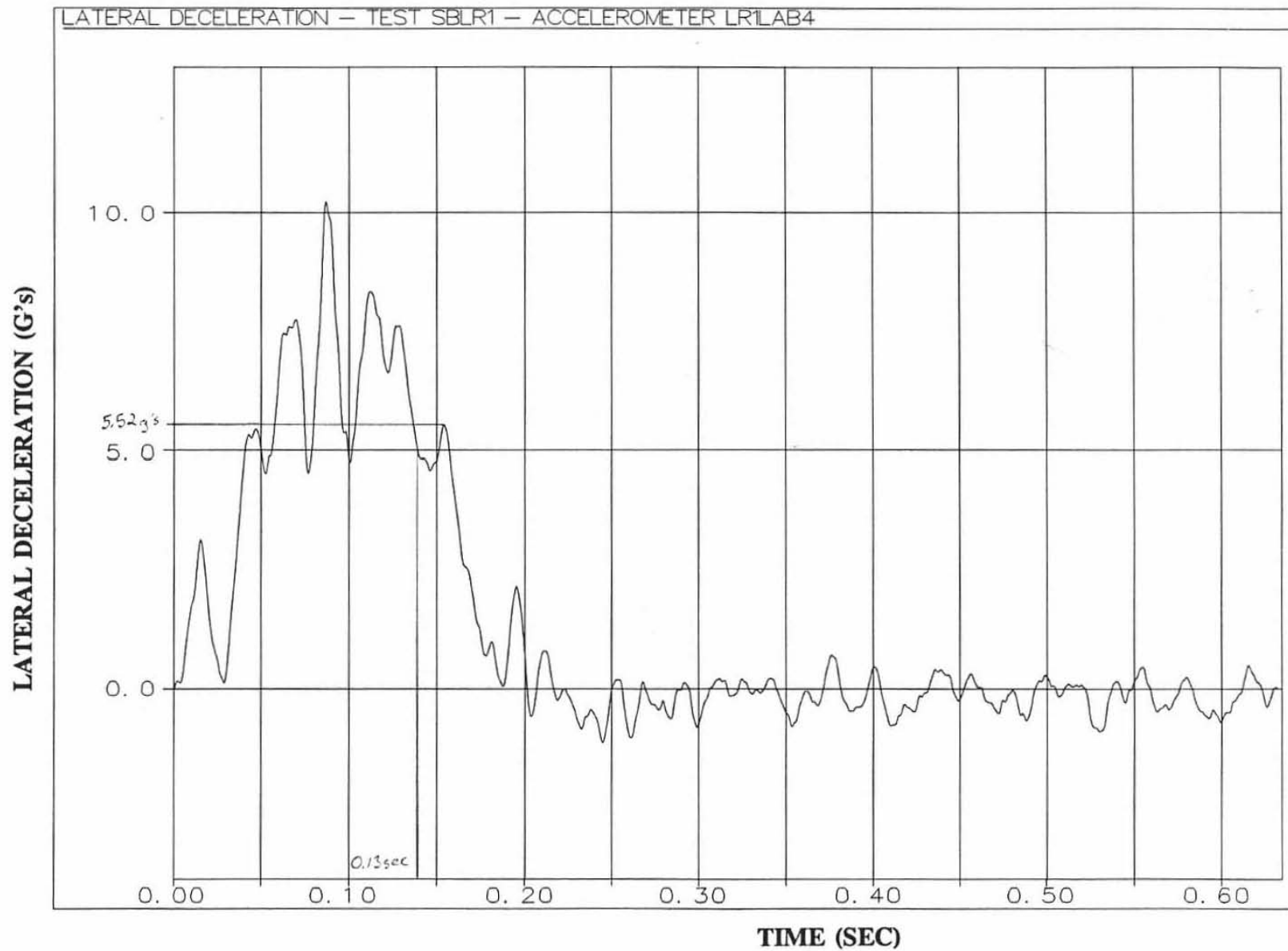


Figure A-2 Graph of Lateral Deceleration, Acc. #3