

**Report No. 400001-ETP2**  
**Report Date: November 2010**

**NCHRP REPORT 350 TEST 2-30 OF THE TL-2 ET-PLUS  
WITH HBA AND SYTP**

by

Roger P. Bligh, P.E.  
Research Engineer

C. Eugene Buth, P.E.  
Senior Research Fellow

and

Wanda L. Menges  
Research Specialist

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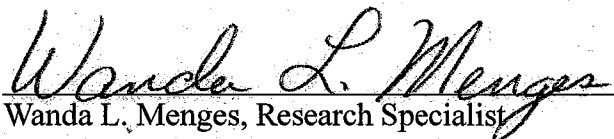
Mailing Address:  
Roadside Safety & Physical Security  
Texas A&M University System  
3135 TAMU  
College Station, TX 77843-3135

Located at:  
Texas A&M Riverside Campus  
Building 7091  
3100 State Highway 47  
Bryan, TX 77807

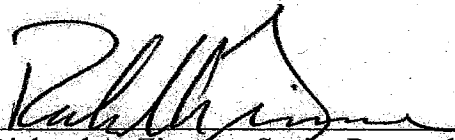


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Wanda L. Menges, Research Specialist  
Deputy Quality Manager



Richard A. Zimmer, Senior Research Specialist  
Test Facility Manager  
Quality Manager  
Technical Manager

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16. Abstract  <p>At the request of Trinity Highway Products, LLC, <i>NCHRP Report 350</i> test designation 2-30 was performed on a Test Level 2 (TL-2) ET-PLUS guardrail end treatment. This test involves an 820-kg small passenger car impacting the TL-2 ET-PLUS at a nominal impact speed and angle of 70 km/h and 0 degrees, respectively, with the vehicle quarter-point centered on the terminal.</p> <p>This report presents details of test installation, a description of the test, test results, and an evaluation of the TL-2 ET-PLUS. The TL-2 ET-PLUS with HBA and SYTP performed acceptably according to criteria set forth in <i>NCHRP Report 350</i> for test 2-30.</p>					
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# SI\* (MODERN METRIC) CONVERSION FACTORS

## APPROXIMATE CONVERSION FACTORS

Symbol	When You Know	Multiply By	To Find	Symbol
<b>LENGTH</b>				
in	inches	25.4	millimeters	mm
ft	feet	0.305	meters	m
yd	yards	0.914	meters	m
mi	miles	1.61	kilometers	km
<b>AREA</b>				
in <sup>2</sup>	square inches	645.2	square millimeters	mm <sup>2</sup>
ft <sup>2</sup>	square feet	0.093	square meters	m <sup>2</sup>
yd <sup>2</sup>	square yard	0.836	square meters	m <sup>2</sup>
ac	acres	0.405	hectares	ha
mi <sup>2</sup>	square miles	2.59	square kilometers	km <sup>2</sup>
<b>VOLUME</b>				
fl oz	fluid ounces	29.57	milliliters	mL
gal	gallons	3.785	liters	L
ft <sup>3</sup>	cubic feet	0.028	cubic meters	m <sup>3</sup>
yd <sup>3</sup>	cubic yards	0.765	cubic meters	m <sup>3</sup>
NOTE: volumes greater than 1000 L shall be shown in m <sup>3</sup>				
<b>MASS</b>				
oz	ounces	28.35	grams	g
lb	pounds	0.454	kilograms	kg
T	short tons (2000 lb)	0.907	megagrams (or "metric ton")	Mg (or "t")
<b>TEMPERATURE (exact degrees)</b>				
°F	Fahrenheit	$\frac{5}{9}(F-32)$ or $(F-32)/1.8$	Celsius	°C
<b>ILLUMINATION</b>				
fc	foot-candles	10.76	lux	lx
fl	foot-Lamberts	3.426	candela/m <sup>2</sup>	cd/m <sup>2</sup>
<b>FORCE and PRESSURE or STRESS</b>				
lbf	poundforce	4.45	newtons	N
lbf/in <sup>2</sup>	poundforce per square inch	6.89	kilopascals	kPa
<b>APPROXIMATE CONVERSION FACTORS FROM UNITS</b>				
<b>LENGTH</b>				
mm	millimeters	0.039	inches	in
m	meters	3.28	feet	ft
m	meters	1.09	yards	yd
km	kilometers	0.621	miles	mi
<b>AREA</b>				
mm <sup>2</sup>	square millimeters	0.0016	square inches	in <sup>2</sup>
m <sup>2</sup>	square meters	10.764	square feet	ft <sup>2</sup>
m <sup>2</sup>	square meters	1.196	square yards	yd <sup>2</sup>
ha	hectares	2.47	acres	ac
km <sup>2</sup>	square kilometers	0.386	square miles	mi <sup>2</sup>
<b>VOLUME</b>				
mL	milliliters	0.034	fluid ounces	fl oz
L	liters	0.264	gallons	gal
m <sup>3</sup>	cubic meters	35.314	cubic feet	ft <sup>3</sup>
m <sup>3</sup>	cubic meters	1.357	cubic yards	yd <sup>3</sup>
<b>MASS</b>				
g	grams	0.035	ounces	oz
kg	kilograms	2.202	pounds	lb
Mg (or "t")	megagrams (or "metric ton")	1.103	short tons (2000 lb)	T
<b>TEMPERATURE (exact degrees)</b>				
°C	Celsius	$1.8C+32$	Fahrenheit	°F
<b>ILLUMINATION</b>				
lx	lux	0.0929	foot-candles	fc
cd/m <sup>2</sup>	candela/m <sup>2</sup>	0.2919	foot-Lamberts	fl
<b>FORCE and PRESSURE or STRESS</b>				
N	newtons	0.225	poundforce	lbf
kPa	kilopascals	0.145	poundforce per square inch	lbf/in <sup>2</sup>

\*SI is the symbol for the International System of Units. Appropriate rounding should be made to comply with Section 4 of ASTM E380. (Revised March 2003)

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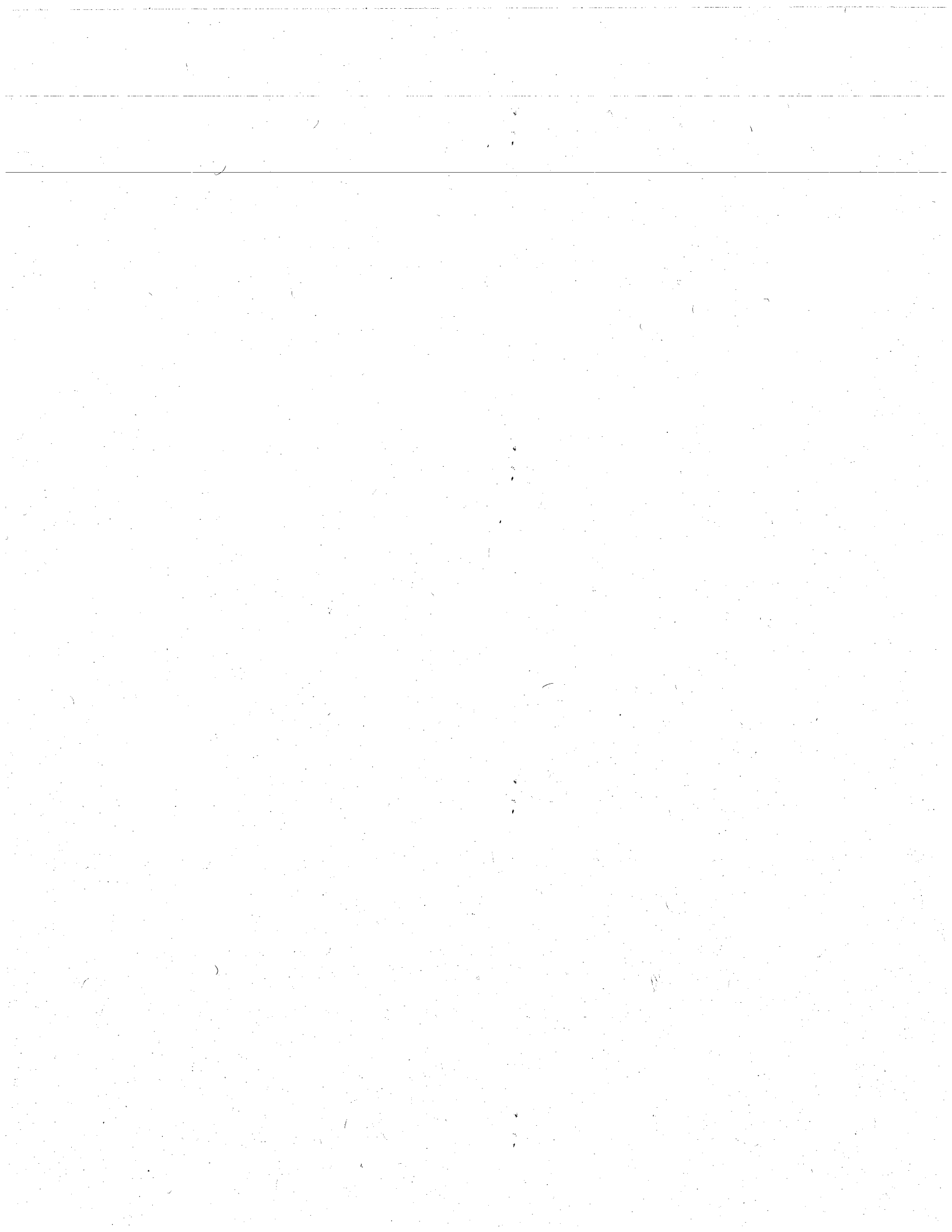
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## INTRODUCTION

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At the request of Trinity Highway Products, LLC, National Cooperative Highway Research Program (NCHRP) *Report 350* test designation 2-30 was performed on a Test Level 2 (TL-2) ET-PLUS guardrail end treatment. This test involves an 820 kg 1808-lb) small passenger car impacting the TL-2 ET-PLUS at a nominal impact speed and angle of 70 km/h (43.5 mi/h) and 0 degrees, respectively, with the vehicle quarter-point centered on the terminal.

This report presents details of test installation, a description of the test, test results, and an evaluation of the TL-2 ET-PLUS based on relevant criteria recommended in *NCHRP Report 350*.





## TECHNICAL DISCUSSION

### TEST PARAMETERS

#### Test Facility

The full-scale crash test was performed at Texas Transportation Institute's (TTI) Proving Ground. TTI Proving Ground is an ISO 17025 accredited laboratory with American Association for Laboratory Accreditation (A2LA) mechanical testing certificate 2821.01. The crash test was performed according to quality procedures developed for ISO 17025 accreditation and according to the *NCHRP Report 350* guidelines and standards.

The test facilities at the TTI Proving Ground consist of an 809 hectare (2000-acre) complex of research and training facilities situated 16 km northwest of the main campus of Texas A&M University. The site, formerly an Air Force Base, has large expanses of concrete runways and parking aprons well suited for experimental research and testing in the areas of vehicle performance and handling, vehicle-roadway interaction, durability and efficacy of highway pavements, and safety evaluation of roadside safety hardware. The site selected for the placement of the ET-PLUS with HBA and SYTP was off the edge of a wide out-of-service apron. The apron consists of an unreinforced jointed concrete pavement in 3.8 m by 4.6 m (12.5 ft by 15 ft) blocks nominally 203-305 mm (8-12 inches) deep. The apron is about 50 years old and the joints have some displacement, but are otherwise flat and level.

#### Test Article – Design and Construction

The installation consisted of a 7.62-m (25-ft long) ET-PLUS end terminal attached to a W-beam guardrail installation. Post number 1 was a hinged breakaway (HBA) post (see figure 1). A standard ET-PLUS anchor cable and cable anchor bracket were used to anchor the W-beam rail at post 1. The bearing plate at HBA post number 1 had two tabs designed to engage the top portion of the post, as shown in figure 1. Posts 2 through 4 were steel yielding terminal posts (SYTPs) fabricated from W150×13 (W6×8.5) structural steel shapes (refer to figure 2). These posts were 1829 mm (72 inches) in length and had two 13-mm (0.5 inch) diameter holes drilled in each flange. These holes were located 727 mm (28.6 inches) from the top of the posts, which corresponds to the approximate ground line location once the posts are installed. The holes are incorporated to enhance the performance of the terminal in end-on impacts, and also serve as attachment points for the 76×76×5 mm (3×3×1/4 inch) steel angle ground strut connected on the field side of the terminal between post 1 and post 2. The posts in the guardrail length of need were standard W150×13 (W6×8.5) steel guardrail posts.

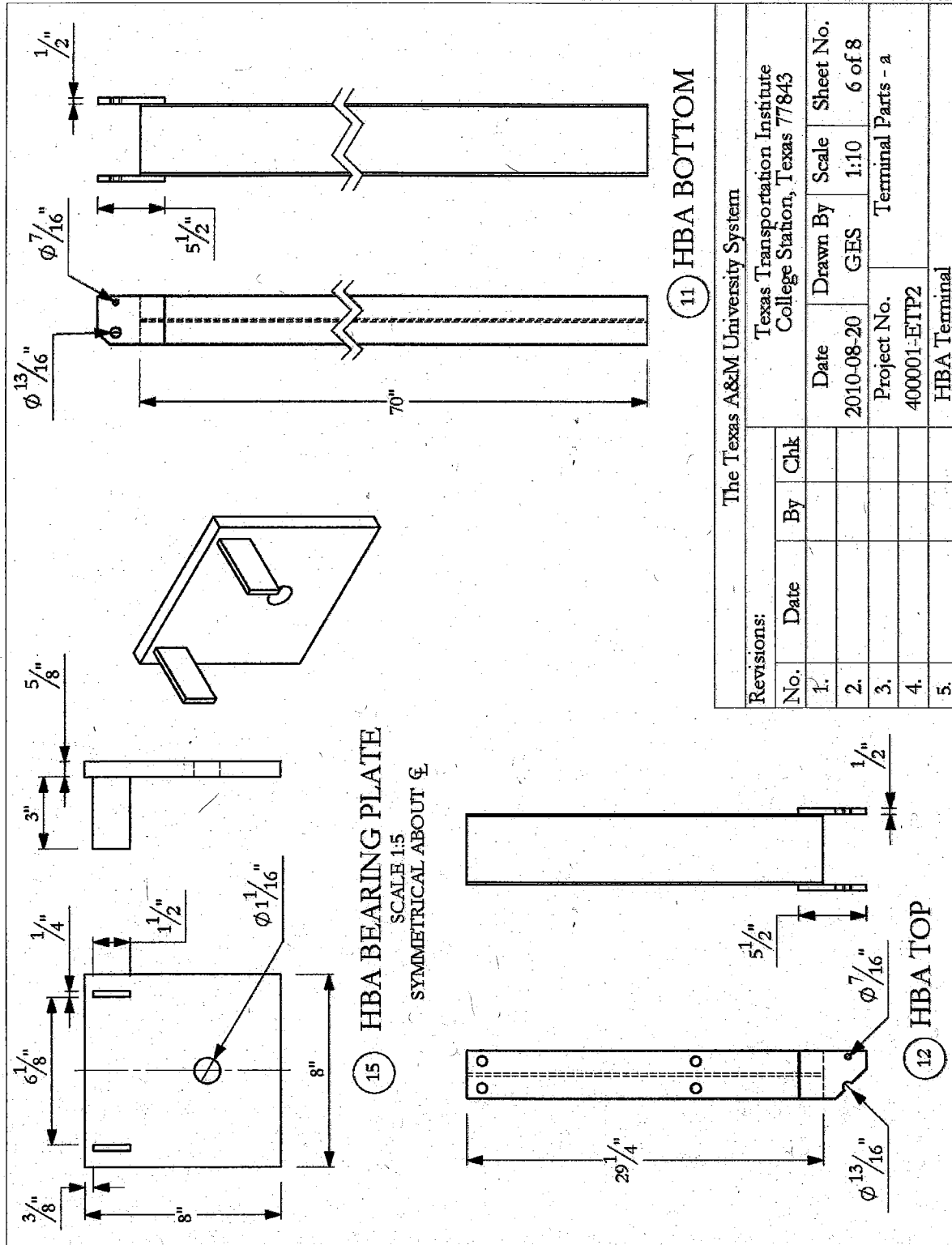


Figure 1. Details of the HBA Post.