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BREAKAWAY STEEL GUARDRAIL POST

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Sicking et al.

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[54] **BREAKAWAY STEEL GUARDRAIL POST**

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[22] Filed: **Nov. 4, 1998**

[51] **Int. Cl.⁶** **E01F 15/00**

[52] **U.S. Cl.** **256/13.1; 256/1; 256/DIG. 5; 403/2; 52/98**

[58] **Field of Search** 256/13.1, DIG. 5; 248/900, 548; 403/2; 52/98, 170; 40/607

[56] **References Cited**

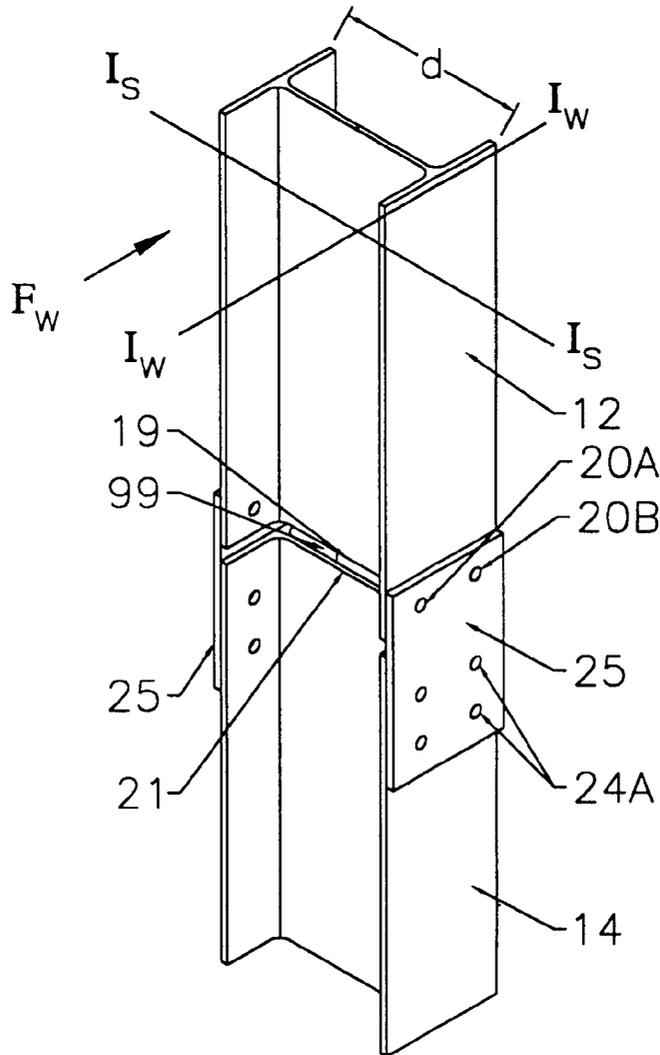
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[57] **ABSTRACT**

A breakaway guardrail post includes upper and lower post sections spaced apart but connected by a breakaway joint. The joint is attached at one end to the upper post by a first fastener set and connected at a second end by a second fastener set. The first fastener set has a failure strength less than that of the second fastener set. Upon impact forces being applied to the upper post section, the first fastener fails and the upper post section rotates downwardly.

6 Claims, 5 Drawing Sheets



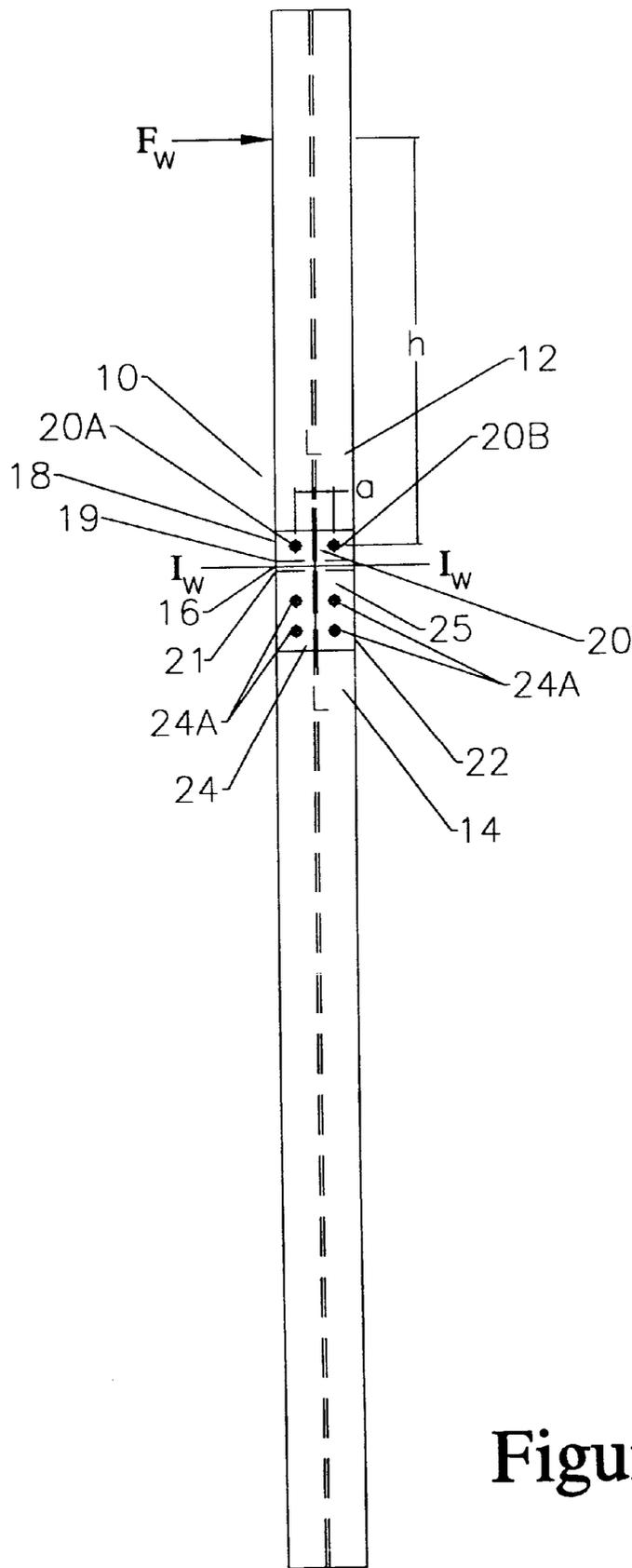


Figure 1

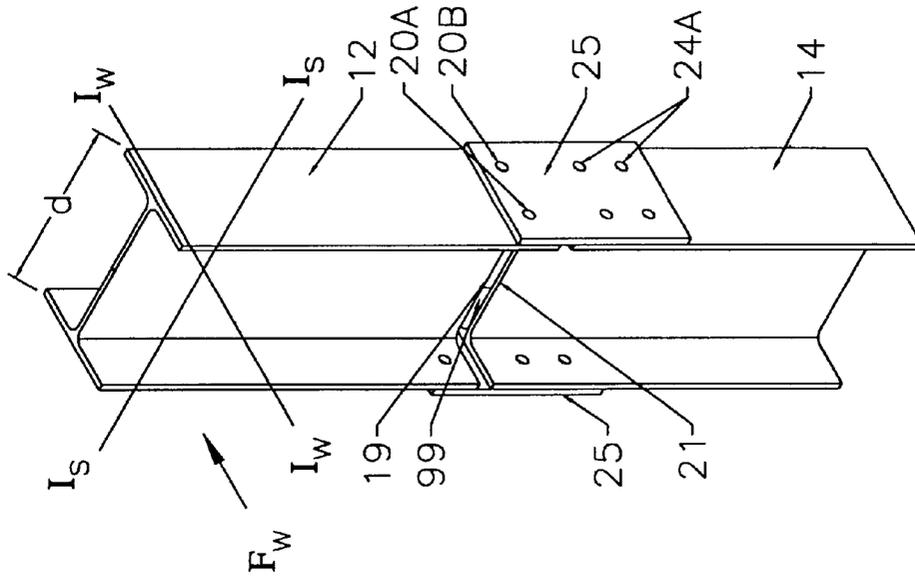


Figure 1C

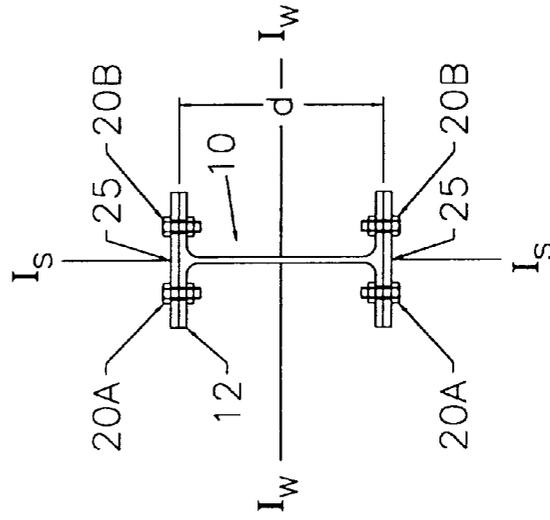


Figure 1B

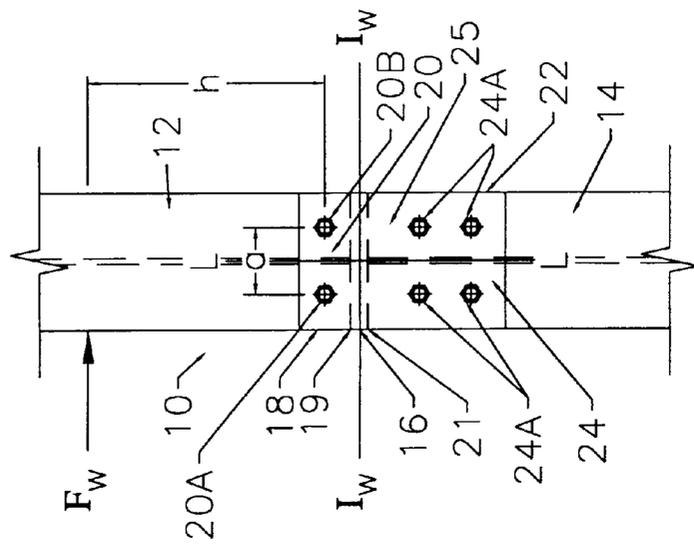


Figure 1A

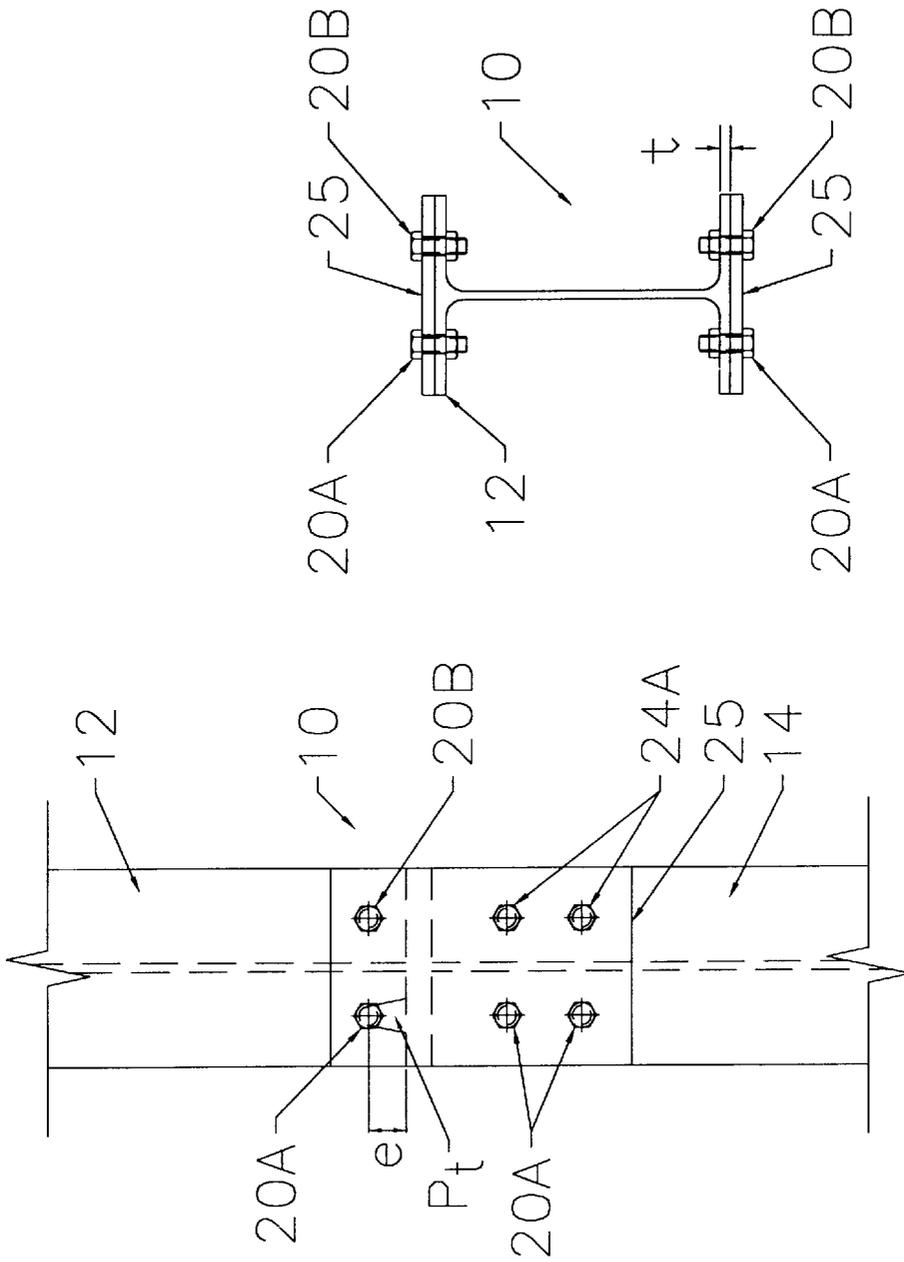


Figure 2A

Figure 2

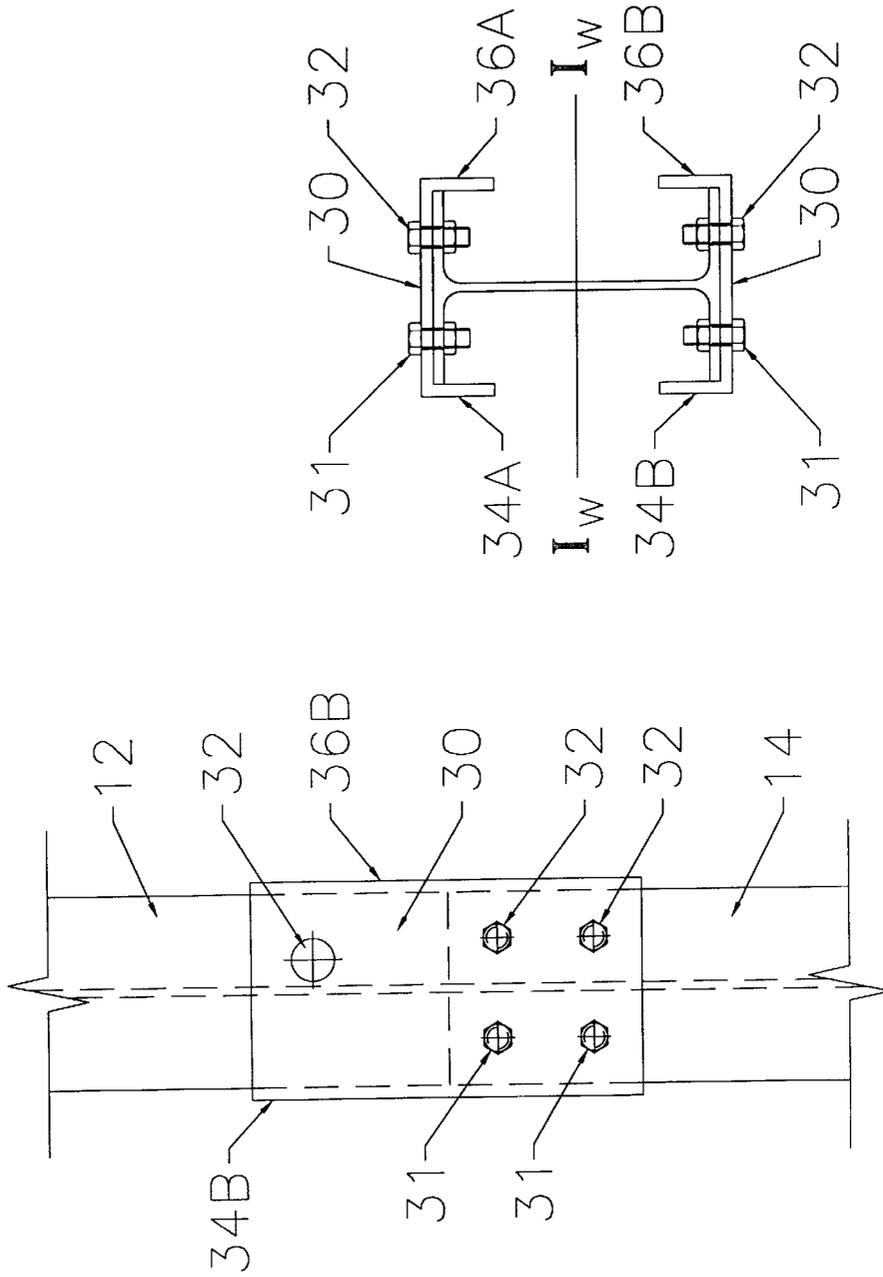


Figure 3A

Figure 3

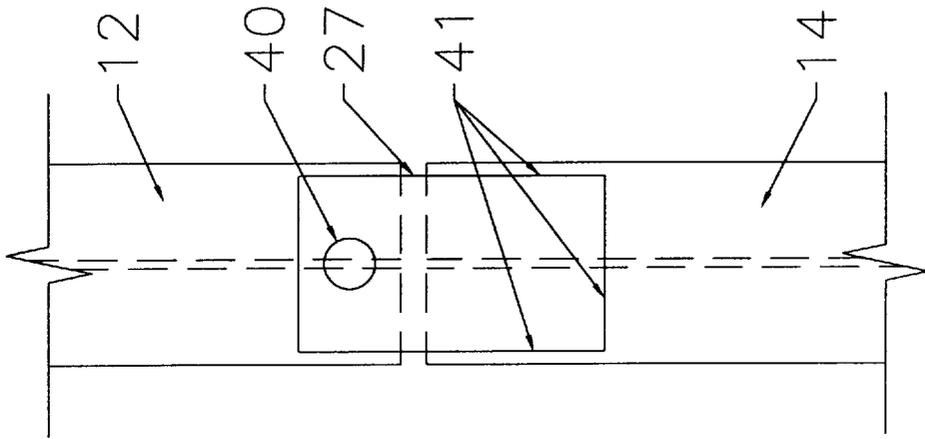


Figure 4A

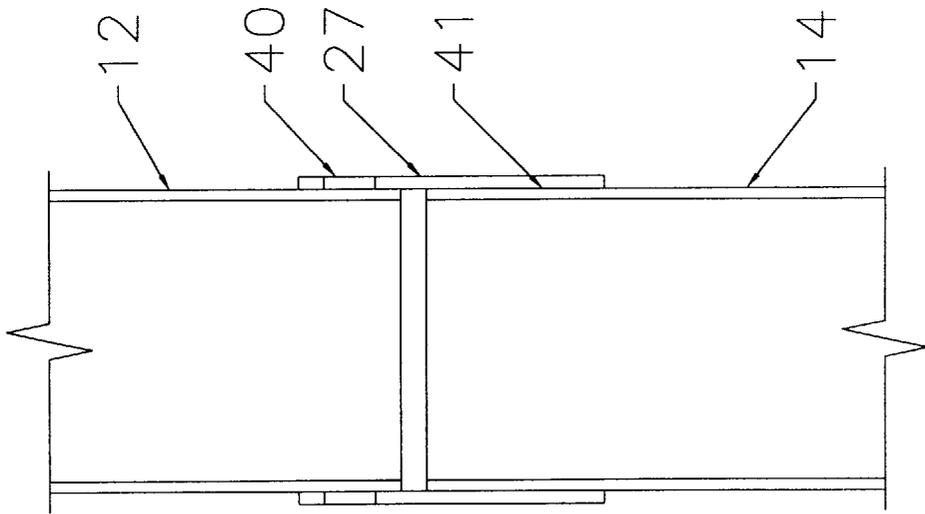


Figure 4

BREAKAWAY STEEL GUARDRAIL POST

BACKGROUND OF THE INVENTION

The present invention relates to breakaway steel posts for use with a highway guardrail end terminal system or a crash attenuation system.

Existing highway guardrail end treatment systems include: the breakaway cable terminal (BCT), the eccentric loader terminal (ELT), the modified eccentric loader terminal (MELT), the vehicle attenuating terminal (VAT), the extruder terminal (ET), the slotted rail terminal (SRT), the sequential kinking terminal (SKT), and the flared energy absorbing terminal (FLEAT).

In all of these systems, breakaway wooden posts, either inserted in foundation tubes (known as BCT breakaway post) or directly installed in the ground (known as controlled release terminal CRT post), are used to facilitate proper breaking of the posts to minimize the potential for snagging on the posts and excessive decelerations on the vehicles in end-on impacts with the terminals. Holes are drilled into the wooden post at and/or below ground level to reduce the cross-sectional area of the post, thus reducing the force required to break the post. Steel breakaway posts based on the slip-base concept have also been developed, but did not receive widespread acceptance due to maintenance problems and higher initial costs.

However, there are situations in which a transportation agency may choose not to use completely wooden posts for environmental concerns or as a matter of policy. In such situations, breakaway steel post would be an alternative. The present invention relates to various conceptual designs for breakaway posts suitable for use with highway guardrail and end terminal systems. These designs have a predictable breakaway force threshold when impacted along the weak axis (in the direction of end-on impacts with the terminal system) while maintaining a sufficiently high bending force in the strong axis (perpendicular to the weak axis in the direction of side impacts) to provide the required lateral stiffness to the terminal system for side impacts.

SUMMARY OF THE INVENTION

The breakaway guardrail post of the present invention includes upper and lower post sections which are connected by a specially designed breakaway joint. The joint is attached at one end to the upper post by a first fastener and connected at a second end by a second fastener. The first fastener has a failure strength less than that of the second fastener. The failure or yield is at a predictable force threshold when impacted along the weak axis while maintaining a sufficiently high bending force in the strong axis to provide the required lateral stiffness to the terminal system for side or strong axis impacts.

The present invention discloses several breakaway alternatives for breakaway posts used with a highway guardrail or crash attenuation system. All breakaway alternatives involve joining of two sections (upper and lower) of structural steel shape (e.g., I-beam) posts in such a manner that the joint will fail or yield at a predictable force threshold when impacted along the weak axis while maintaining a sufficiently high bending force in the strong axis to provide the required lateral stiffness to the terminal system for side impacts. The lower section of the post is installed in the ground by either means of driving or drill and backfill. The rail element for the guardrail or crash attenuation system is attached to the upper portion of the post.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 illustrates a side elevation view of the present invention.

FIG. 1A shows a detailed side view of the joint of the present invention.

FIG. 1B is a top view of the present invention illustrating the strong and weak axes.

FIG. 1C is a perspective view of the present invention.

FIG. 2 illustrates an alternative embodiment of the joint of the present invention.

FIG. 2A is a top view of the post of the present invention.

FIG. 3 shows a partial side elevation view of yet another embodiment of the present invention.

FIG. 3A is a top view of the embodiment of FIG. 3.

FIG. 4 illustrates a front view from the weak axis direction of a plug weld embodiment of the present invention.

FIG. 4A shows a side elevation view of the plug weld embodiment of the present invention.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

Turning to the drawings, it may be seen in FIG. 1 that the breakaway post 10 of the present invention has an upper post member 12 and a lower post member 14. They are joined by connecting joint 16. The upper end 18 of joint 16 is attached to post member 12 by a first set of fasteners 20 while the lower end 22 of the joint 16 is attached to the lower post 14 by a second set of fasteners 24. As may be seen in FIGS. 1A and 1C the ends 19 and 21 of upper post 12 and lower post 14 are slightly spaced apart when the posts are joined by joint 16 yielding a slight gap 99 between the ends 19 and 21.

In FIGS. 1 and 1A, joint 16 is formed by steel plates 25 on opposite sides of the post 10. The lower post member 14 is rigidly attached to the plates 25 by four or more bolts 24A (or welding) on each side (flange) of the post 14. While FIG. 1B illustrates the post 10 as constructed from steel I-beam other material compositions and composites may be used.

The upper post member 12 is attached to the plates 25 by two through bolts 20A and 20B. Other connectors such as pins, rods, welds and the like may be used.

As shown in the embodiment of FIGS. 1-1C, when impact forces are applied in the weak axis direction I_w , one of the two through bolts 20A or 20B breaks and the upper post 12 rotates downwardly. The fracture force in the weak direction is:

$$F_w = \frac{2aV_b}{h}$$

where,

F_w =static force required to fail one through bolt about the weak axis.

a=distance between the through bolts.

h=height of F_w above the through bolts.

V_b =shear strength of through bolts.

The force required to fail the connection in the strong direction is then

$$F_d = \frac{2dV_b}{h}$$

where

F_d =static force required to fail through bolts when loaded about strong axis.

d=post depth (shown in FIG. 1).

The ratio between these two failure forces R_f is shown below. Thus, the post strengths in each direction can be controlled by selecting the bolt size to control V_b and the appropriate radio d/a .

$$R_f = \frac{d}{a}$$

Thus, the connecting joint member or plate **25** is connected to upper post **12** at the upper end **18** by first fasteners **20A** and **20B** to lower post **14** with the lower end **22** attached by a second fastener **24A**. The first fasteners have a failure strength less than the failure strength of the second fasteners. When the impact face strikes the upper post member **12** along the direction of the weak axis I_w , one of the first fasteners **20A** or **20B** fails and the upper post **12** rotates downwardly about the other **20A** or **20B** of the first fasteners.

In the second embodiment shown in FIG. 2, a very similar concept is employed except that the failure mechanism is in tearing out a portion P_t of the upper post **12**. The two failure forces, F_w and F_d , and the ratio R_p are changed very little for this situation.

$$F_w = \frac{2aV_t}{h} \quad F_d = \frac{2dV_t}{h} \quad R_f = \frac{d}{a}$$

where,

V_t =force required to tear one bolt through the post flange.

The bolt tear-out force, V_t , is controlled by the bolt hole edge distance, e , post flange thickness, t , and the strength of the post material.

Thus, in the FIG. 2 embodiment the upper post **12** has a tear-out portion P_t adjacent the first connector member **20A** of the first fastener set such that upon an impact force being applied along the weak impact axis I_w , the first connector member **20A** pulls through the tear-out portion P_t of the upper post **12** and the upper post **12** rotates downwardly about the second connector member **20B** of the first fastener set.

As shown in FIGS. 3, 3A, and 3B, the upper **12** and lower **14** sections of the post assembly **10** are joined by two U- or channel-shaped steel plates **30**, one on each flange. The lower section **14** of post **10** is rigidly attached to the steel channels **30** by welding or multiple bolts **31** on each flange of the post **10**. The upper section **12** of the post **10** is attached to the steel channels **30** with one large-diameter through bolt **32** that serves as a pin about which the upper section **12** of the post **10** can rotate.

The breakaway force threshold is controlled by the length, thickness and yielding strength (material grade) of the steel channels **30**. Upon impact in the direction of the weak axis I_w , the upper section **12** of the post will rotate about the pin **32**. The rotation will be resisted by the flanges **34A**, **34B**, **36A** and **36B** of the steel channels **30** until the force is sufficient to yield these flanges. Thereafter the upper section **12** of the post **10** will be free to rotate downward and away from the impacting vehicle. For impacts in the direction of the strong axis, the large diameter steel pin **32** provides the necessary bending strength to the post. Since the strong and weak axis forces are controlled by entirely different failure mechanisms, this concept allows larger ratios between the two forces than the other concepts.

Yet another embodiment shown in FIGS. 4 and 4A relies on weld failures to control the strength of the post **10** in the two directions. This embodiment (FIG. 4) involves joining

the upper **12** and lower sections **14** of the post **10** with steel plates **27** similar to that used in the first embodiment of FIG. 1. The steel plates **27** are rigidly welded at welds **41** to the lower section **14** of the post **10** on each flange of the post **10** (FIG. 4A). The upper section **12** of the post **10** is attached to the steel plates **27** with a single weld **40** near the neutral axis A_n for bending in the weak direction I_w . The breakaway force threshold is controlled by the length, size, and shape of the weld. Upon impact in the direction of the weak axis, the single weld **40** on each of the two plates **22** is loaded in torsion. When torsional stresses reach the shear strength of the weld material, the weld **40** will fail and allow the upper section **12** of the post **10** to break away from the lower section **14** of the post **10**. For impacts in the direction of the strong axis I_s , the welds **40** are loaded in direct shear and provide much greater strength. For circular plug welds, the failure forces and their ratio become,

$$F_w = \frac{0.577\sigma_y\pi r^3}{2h} \quad F_s = \frac{0.577\sigma_y\pi r^2 d}{h} \quad R_f = \frac{2d}{r}$$

where,

r =radius of plug weld.

In this case the connection can be completely controlled by selecting the yield strength of the weld material, the size of the post, and the radius of the plug weld. Other weld shapes, including single or multiple line welds, can also provide the necessary post behavior.

Although the invention has been described with reference to a specific embodiment, this description is not meant to be construed in a limiting sense. On the contrary, various modifications of the disclosed embodiments will become apparent to those skilled in the art upon reference to the description of the invention. It is therefore contemplated that the appended claims will cover such modifications, alternatives, and equivalents that fall within the true spirit and scope of the invention.

We claim:

1. A breakaway guardrail post for highway crash control systems comprising:

an upper post member having a weak impact axis and a strong impact axis;

a lower post member disposed beneath and spaced apart from said upper post member;

a connecting joint member having a first end and a second end, said first end of said joint connected at said first end by a first fastener to said upper post member and connected at said second end by a second fastener to said lower post member, said first fastener having a first failure strength less than a second failure strength of said second fastener.

2. The post of claim 1 wherein said first fastener further comprises: a first connector having a first failure strength, and a second connector having a second failure strength, said first failure strength greater than said second failure strength such that upon an impact force being applied along said weak impact axis, said second connector fails and said upper post rotates about said first connector.

3. The post of claim 1 wherein said upper post further comprises: a tear-out portion adjacent said first fastener such that upon an impact force being applied along said weak impact axis, a first section of said first fastener pulls through said tear-out portion of said upper post and said upper post rotates about a second section of said first fastener.

4. The post of claim 1 wherein said connecting joint further comprises: a U-shaped channel having first and

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second legs, said legs overlaying opposite sides of said upper post, said first fastener comprising a connector extending through said U-shaped channel and into said upper post, said connector having a failure strength greater than said legs of said channel, such that upon an impact force being applied along said weak impact axis, said legs fail and said upper post rotates about said connector.

5. The post of claim **1** wherein said first fastener further comprises: a weld seam having a failure strength less than said second strength.

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6. The post of claim **5** wherein said first fastener further comprises: a plug weld extending through said first end of said connecting joint and said upper post, said plug weld having a torsional failure strength less than said weld seam such that upon an impact force being applied along said weak impact axis, said weld plug fails and said upper post rotates about said weld plug.

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