

In this test of our design of the W section, the twelve gauge rail is anchored and bolted to light posts spaced twelve and one half feet apart. The car hit the barrier at fifty-five miles an hour and twenty-five degrees, deflected the barrier seven feet, and was returned to the roadway. Peak deceleration was less than 3 gs.

In another test, the car hit the W section at high speed and low angle to simulate a brushing accident. The barrier deflected less than one foot, provided excellent redirection, and limited deceleration to one g.

The end anchor bolted to a flared section of a recently installed W section barrier is the same anchor used with the cable barrier. It provides sufficient

