



The box beam guiderail is shown in these scenes. An end treatment that provides additional protection sweeps up to the roadway. In this test the car hit the box beam guiderail at fifty miles an hour and twenty-five degrees. The rail remains at the same elevation as it is released by connecting bolts. Deceleration was limited to six gs, a reasonable force within the allowable deflection. The car was redirected at thirty-two miles an hour and eleven degrees, then brushed against the barrier and stopped. After impact and redirection, the car was driven away.

The closely spaced posts and splicing arrangement of this newly installed box beam guide rail can be seen. The design allows deflection of up to four feet. (See figure 6-6). On this same roadway, there are some interesting features that show the versatility of the box beam. It has been welded and shaped to

