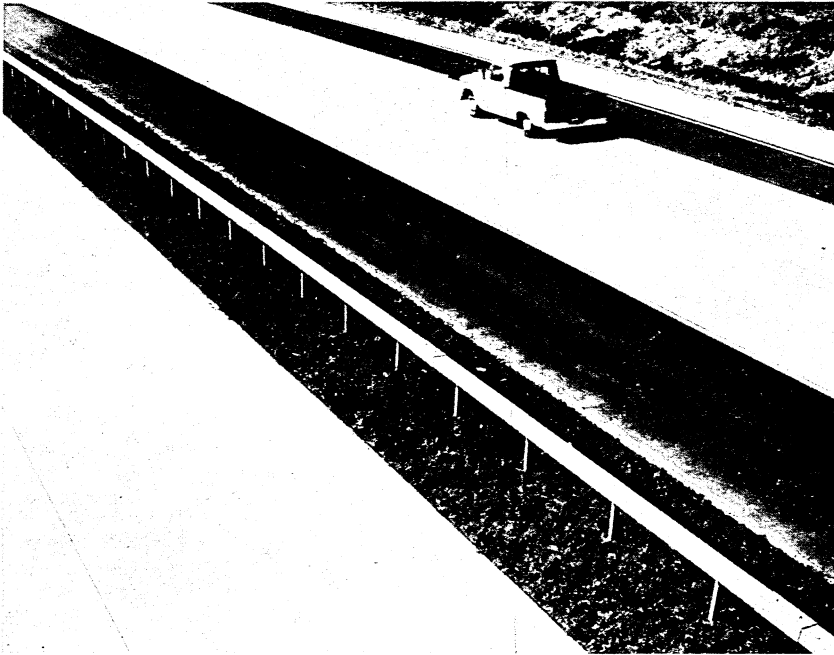


deceleration was limited to four gs. This test enabled us to verify the mathematical model of vehicle trajectory when it was extrapolated to represent a larger vehicle than a passenger car.

This box beam median barrier is the first installation of our design. It was installed along this section of an expressway two years ago, after we had made several successful tests of the box beam during the initial phases of our program. Posts have been damaged on six separate occasions, and three have been



straightened. No additional maintenance has been reported, and none of the rails has been replaced. Significantly, no collisions have been reported, indicating that there have been no serious injuries. Experience with this installation, in addition to the success of our dynamic testing, justifies the design concepts originated during the project.

As a result of this research program, the New York State Department of Public Works has adopted new standards for guiderail, median and bridge rails which we are confident will result in a marked reduction in the severity of barrier accidents.

The department is pleased to have been able to contribute so significantly to the safety of the motoring public.

Mr. W. MAY. Mr. Graham, while we have the lights off, I would like to show some photographs taken of some of the installations of this box beam in New York. I notice from the film, to function properly, it should be firmly anchored at both ends. Is that correct?

Mr. GRAHAM. No, sir; it does not need to be anchored. We are attaching the ends, since the early designs; we are now attaching the ends to the ground. But to function properly, it does not need to be anchored.

Mr. W. MAY. Would that function properly as shown here?