

Mr. PRISK. This is a distinct possibility. It is a function, in part, of the factor that I mentioned in my earlier remarks as to how long a rail section is anyway.

But you are quite correct that any rail that is taken into the ground can be used as a ramp by a vehicle.

Mr. CONSTANDY. Mr. Huff, I think you have a comment.

Mr. HUFF. I would like to comment on the flared rail.

Our experience has led us to believe the flared rail introduced too severe an impact, which is what you try to avoid in guardrail. You like as flat an angle of impact as you can. If you flare it, you do necessarily increase the impact.

Now, on our anchored rail, or buried rail, as shown on the top section, we have been putting that in line with the rail.

Mr. CONSTANDY. As the previous slide shows.

Mr. HUFF. Yes.

Mr. CONSTANDY. Same alinement as the roadway.

Mr. HUFF. Same alinement as the road and not over a 2-foot flare.

Our experience in several hundred accidents has indicated to us that if a car gets on top, the post will act as a decelerating force to the automobile that is involved.

Mr. CONSTANDY. In other words, the post that sticks up above the rail will decelerate the automobile as it hits the bottom of the automobile riding along the top of the rail.

Mr. HUFF. That is correct. The post spacings must be as close together as 6 feet 3 inches, which fits the rail.

Mr. CONSTANDY. I think we raise another issue here on the desirability of the flared and nonflared guardrail approaches.

Mr. HUFF. In our experience and studies, we find that we need a longer rail, a longer approach rail, than Special Report 81 indicates that we need. I believe 125 feet, as I remember, is your length, Mr. Skeels.

We think it ought to be upward to about 200 feet in order to accomplish—

Mr. CONSTANDY. We will see slides of some installations which are only 25 feet. Mr. Skeels, you have something further to say?

Mr. SKEELS. A couple more comments. I agree with Mr. Huff on the use of the inline approach rather than the flared approach. We do use the inline approach at General Motors.

Mr. CONSTANDY. In spite of the fact, we must recognize, Special Report 81 does prefer a flared approach?

Mr. SKEELS. That is right. I also recognize the fact that if a car does strike this, it is carried into the air; it can induce a rollover. However, a rollover is a much more preferable type of accident than being speared with the end of a guardrail. It is a matter of—

Mr. ZION. Mr. Skeels, would not this in many instances throw a car into the approaching traffic in the other lane?

Mr. SKEELS. I don't think I can say yes or no. It is a possibility. Personally, I think it is a remote one.

Usually a car that goes up on the rail, catching the rail on one wheel, does not roll. It depends on many factors, such as the angle of the slope at the end. In other words how many sections do you taper into the ground on high-speed roads? You have to use a flatter taper than would be acceptable on low-speed roads. Our conclusion