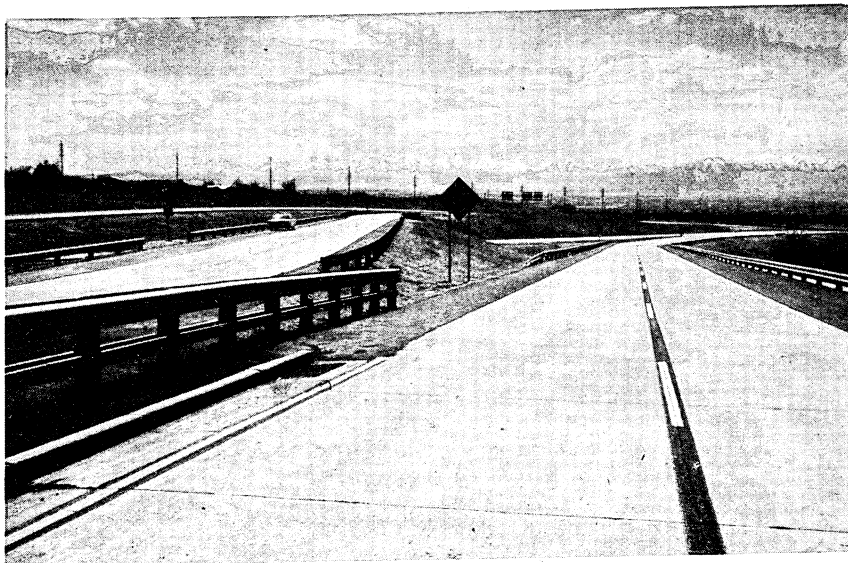




Mr. CONSTANDY. Before you begin this, do any members of the panel have something they would like to say about the impressions they have from the slides taken in Utah? Mr. Skeels?

Mr. SKEELS. I have just one comment on the last median barrier which I noticed was not blocked out. It did have the lower rub rail, but the upper one was not blocked out. This seems inconsistent with recommendations that I have heard. I agree with all your comments about the gaps. These are unexplainable. In this picture also you will note there is a curb back in front of the barrier at the left. I kind of assume perhaps this is a bridge, but this might be a good point to bring out the fact that, in general, all that curbs in front of guardrails do is help cars to get over them.

Mr. CONSTANDY. Do any other members of the panel have comments?

Mr. RICKER. I think there is a hazard here. We sometimes look at guardrail installations, and we say we must have a longer approach rail on this particular section, and we connect the two sections to avoid the opening between. We may overdo it and finally line the whole road with guardrail. I do not think this is what we are really intending when we buy right-of-way and flatten slopes, and so on. We should remember a guardrail is a crutch we use, and we should avoid a continuous line of guardrails for the whole job.

Mr. CONSTANDY. Yes, that is a good point. Of the pictures we have seen, do you agree some of the gaps should have been avoided, however?

Mr. RICKER. I think gaps should be avoided, yes.

Mr. CONSTANDY. Mr. Wilson.

Mr. WILSON. During my tenure in design and construction, placement of guardrail was in fact—this was a number of years ago—was based on pretty subjective analysis. You take a look at it and make some judgments. However, recently there has been some work done in