

Mr. CONSTANDY. Do any of the members of the panel have anything they would like to say about the notched-out post?

Mr. SKEELS. Well, it certainly weakens the post and it is going to break right at the bottom of that notch as soon as a car hits it, and leave stub post sticking up there. It is not going to perform properly.

Mr. CONSTANDY. Thank you.

Mr. PRISK. I am informed that the median width has now been moved to 10 feet instead of the 8 that is here, so that part has been recovered.

Here is an approach to a dual structure in Montana where there is a flare carried well down into the median area.

Mr. CONSTANDY. Before you get to this slide, Mr. Prisk—Mr. Ricker, you made a comment on the project in Ohio relative to the same thing. Could you look at this slide and perhaps tell us something about it, as to the swale?

Mr. RICKER. I think it would be desirable to take some of that swale out at the locality where this guardrail begins, to avoid this not-too-good effective section of rail, where you are going down the slope and hitting the rail at the same time. You wedge in there.

Mr. CONSTANDY. Apparently there is good reason to flare the guardrail on the left, as it is, to prevent the motorist from meeting the hazard between the bridges, but there is a like hazard on the right side. This seems to be followed in many places, the median side is considerably flared and the guardrail on the right-hand side is not. I wonder if someone would care to comment on that. It perplexes me.

Mr. RICKER. I would like to comment on this median side a little more.

Mr. CONSTANDY. Go ahead.

Mr. RICKER. I notice in the picture there is an embankment down near the actual opening which provides a second line of defense for somebody who does happen to get in there. That is as good a place to

