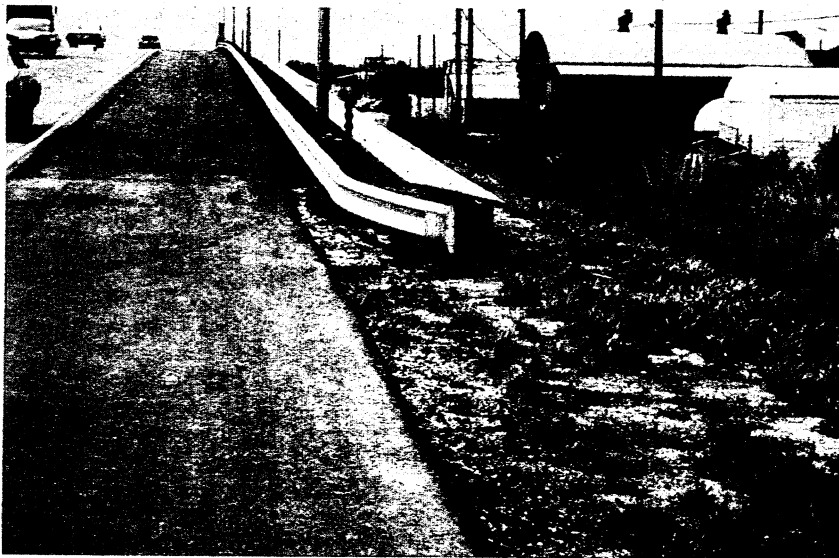


Moving along to the actual application, you see this rather abruptly curved transition into a guardrail section. This is in advance of a slope condition.

Mr. CONSTANDY. Is that type of flare sufficient, Mr. Prisk?

Mr. PRISK. This appears to be an extremely short flare, and the treatment here certainly is a rather abrupt flare and is not buried, as you can see.



Mr. CONSTANDY. I notice that there is one post on the end, and by the next post the guardrail is back on a tangent, so the length of that flare is generally 12 feet.

Mr. PRISK. That is about right.

Mr. CLAUSEN. May I ask a question?

Mr. HOWARD. Mr. Clausen.

Mr. CLAUSEN. Did I understand you correctly, Mr. Prisk, that you feel this particular design could be altered so as to improve safety?

Mr. PRISK. I think that it should be. This is a very abrupt flare, for one thing, and the end of the post, the end of the rail was exposed to traffic at a rather close point as far as the shoulder is concerned, only 3 or 4 feet away.

Mr. CONSTANDY. I think, Congressman, the slides taken on the new contiguous project would suggest they think so, too; because on the new work, they have increased the degree of the offset from the end post to the shoulder, and so, in effect, have increased the flare.

Mr. CLAUSEN. My immediate reaction, again as a layman, is that it offers no protection. If a person were to skid off and hit that rail there, certainly there would be no deflecting tendencies on the part of what you have there.

Mr. CONSTANDY. In addition, as Mr. Prisk pointed out, these particular installations do not have a blocked-out section. Neither do they have in all cases—am I correct, Mr. Prisk, they do not always have washers?

Mr. PRISK. That is right.