

Mr. CONSTANDY. Mr. Ricker.

Mr. RICKER. Mr. Prisk has not commented on the terminal section, although he should.

Mr. CONSTANDY. Would you care to comment?

Mr. RICKER. I am satisfied.

Mr. PRISK. Well, in the case of the terminal sections, the new work, as we will see in a moment, has reduced the post spacing in situations like this. In addition to making a smoother flare, and longer flare, they have tightened up the post spacings to 6 foot 3 inches in place of 12-6.

Mr. CONSTANDY. Did you want to say something further?

Mr. RICKER. I am talking about that piece of steel that is curved around the end.

Mr. PRISK. Oh, that. You mean the terminal section.

Mr. CONSTANDY. It looks like a collar on the end of the guardrail?

Mr. PRISK. What Mr. Ricker is talking about is this [indicating], and I would be glad to speak about it.

I would say it is not worth anything that I can think of. I really think that it serves no particular purpose unless it be esthetics.

Mr. CONSTANDY. You know, you see them all over the United States, that collar, is it not true?

Mr. RICKER. I think some of your other pictures have shown that they have almost no value at all in the case of a collision. They look good in, but not afterwards.

Mr. CLAUSEN. Mr. Wilson, do we have anything like this in California?

Mr. WILSON. We use the end section. We use a 10-by-10 post for the first post and 6 foot 3 spacing.

I question the round post, whether it is strong enough to withstand what it is supposed to withstand.

However, Congressman, we do use that type of cap around the end of the post.

Mr. CONSTANDY. What do you think of its value, Mr. Wilson?

Mr. WILSON. Well, the intent of it is to keep the rail itself from spearing the car, and I imagine it has some deterrent effect in that regard.

Mr. CONSTANDY. Possibly increasing G forces on the occupant, though?

Mr. WILSON. It is possible.

Mr. CONSTANDY. Mr. Skeels, do you have an opinion about that?

Mr. SKEELS. Well, it is a step in the right direction. It is an improvement over an unprotected end. However, it is completely inadequate and I am certain that technology knows how to do better.

Mr. CLAUSEN. Now, Mr. Chairman, I would like to direct this comment to counsel regarding what we are looking at in some of the photographs. Is there going to be something included in the record in the way of recommended design change by some of the panel members here to correct this problem? Would that be a permanent part of the record?

Mr. CONSTANDY. I think it would be such a massive chore. We would find it extremely difficult to ask the panel members, even as experts, to undertake it. Actually this whole process is currently involving the Bureau of Public Roads and the design sections of the 50 States. I am sure the panel members have spoken individually, as they have presented papers before the Highway Research Board and