The rail is set, nominally, 2 feet behind the edge of the paved shoulder. It is 2 feet off this line. And, as you move up here to the structure, the rail is then, of course, tied into the traffic side of the parapet rail.

Mr. RICKER. Would you back up to the previous one?

Mr. PRISK. OK.

Mr. RICKER. You mentioned that is not buried, but that is a well-designed guardrail and post. Many, many of these have been installed and work very successfully. It is not the exposed end that spears the car. The only way a car can spear on that is if he goes down the bank and comes back up again, which is possible but not done very frequently.

Mr. PRISK. I think I would agree with you on that.

Mr. CONSTANDY. Is that consistent with the recommendation of Special Report 81, or do you differ from that? Do they not recommend that the end be anchored whether it is flared or not?

Mr. RICKER. I think Bulletin 81 recommends flaring and anchoring. But there are some other problems here, too; because if it is buried or brought down to the ground level, then a vehicle can get on top of it, where it cannot get on top of this one. This is not a bad design.

Mr. CONSTANDY. Does anyone differ with that? Mr. Huff?

Mr. HUFF. I would like to differ with it. That supported end there is less than 30 feet. Of course, the Bureau and the States have agreed on 30 feet as being the limit to which an obstruction should be permitted. I would disagree that it would be a good design.

Mr. CONSTANDY. All right, we will leave it at that. Mr. Prisk?

Mr. PRISK. In any event, this is a closeup of the same shot, and I think the condition is obvious.

Here we are on the median side now, with the rail flared back pretty much into the center of the unpaved median.