Mr. WILSON. It appears as if, in this picture here, it is a policy to erect a rail on the outside of the curvature. I want to point out we found that quite often rails on the inside of the curves are necessary and it looks to me like one ought to be combined with this to protect the traffic from the sign post, and also the slopes that exist over there. And I question whether the one on the right here is needed at all, because it appears as if there are flat slopes here.

Mr. SKEELS. I might add to that, at the proving ground, we found that we get five cars off on the inside of the curves where there will be one on the outside, in spite of the fact people's normal intuition is that a car would go off on the outside.

Mr. CONSTANDY. Five times?

Mr. PRISK. If you lose control and go into a spin, it very commonly goes off on the inside of a curve.

Mr. CONSTANDY. Five times as often?

Mr. SKEELS. It is pretty hard to predict, right.

Mr. CONSTANDY. Of course, we may recognize that your employees using the proving ground are professional drivers, who perhaps are less inclined to go out of control on the outside.

Mr. SKEELS. I do not want to elaborate on the point, but they are not professional drivers; they are farm boys we hire for six months at a time. Normal people. They are also good drivers, but not professionals.

Mr. CONSTANDY. Thank you. Mr. Huff?

Mr. HUFF. Our traffic experts report the same thing. I do not know about the 5-to-1 ratio, but for some unknown reason, more than normal go off on the inside of a curve.

Mr. CONSTANDY. That is surprising.

Mr. PRISK. Moving on here to still another type of gore on the urban section, this is in the connection from 117 to 115, taking Route 117 off Interstate 95.

Here is a head-on section, which is extremely short, for one thing, and which has no protection at all. If there is any tendency to run off the inside, I would say this has the prospect of being hit.