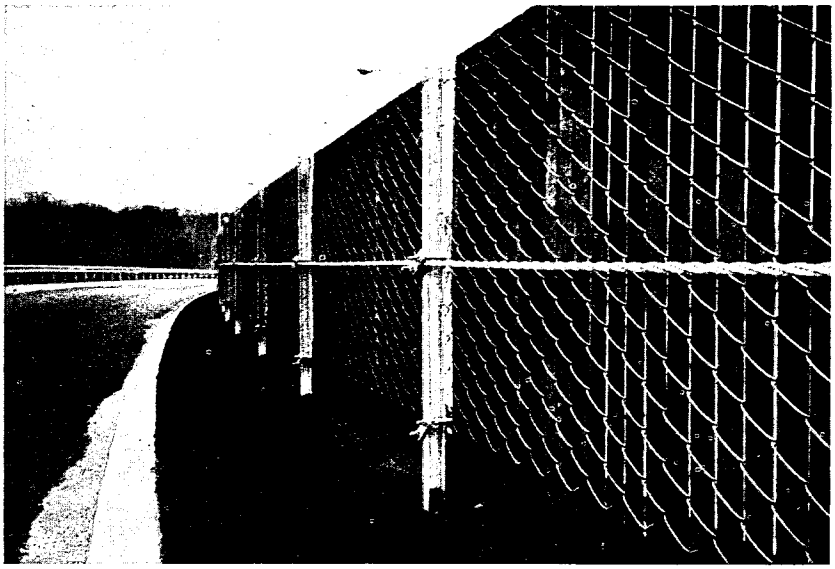

Mr. WILSON. This is even better.

The fact that you have a curb in front of this makes this barrier not perform like it ought to. It is almost essential when you use a cable barrier, because of the critical height of the cable itself, that there be a smooth path from the roadway to its contact with the cable. In this case here I am sure you are going to get enough bounce, you will either bounce over it or under it, or something.

Mr. PRISK. I think we are going to have an anticurb club here, Mr. Chairman, if this keeps up.

Here is another view. This is one of the hazards, of course, along the way on these cables; turnbuckles are pretty solid.

Mr. CONSTANDY. You have had some experience with the turnbuckles, Mr. Wilson, in California, have you not?

Mr. WILSON. Yes. They have to be designed so the vehicle will not get tangled with them. There should be as smooth a transition along the cable as possible.

I want to point out one other thing here. This has a lower cable, which originally was used to snag the vehicle and hold it into the barrier, but we no longer use that. We just use the two upper cables at about 30-inch height.

Mr. CLAUSEN. What problem did you run into to make you change that?

Mr. WILSON. Apparently it snagged the vehicle all right and I believe it had a tendency to rotate the car, and this was not desirable, because unless you are tied in with a seatbelt or something, you are liable to get thrown out of the vehicle. We no longer use it.

Mr. CONSTANDY. You have had quite a bit of experience in California with this type of median barrier. I wonder if you recollect any of the statistics?