

Mr. CONSTANDY. As Mr. Ricker brought up the other day, there is the undesirability of having the entire road lined with guardrail and, considering the spacing of the bridges on the roadway, you might have that if you install just sufficient length at the bridges and the approaches.

This further suggests the desirability of having paved open spaces between the two bridges. It introduces an element of cost; in other words, if this median did add some extra cost because of the width of the paving between the structures, you would want also to calculate the saving in the guardrail to properly protect the structure, and by the time you have done that you may find the cost of providing the safer facility, with the paved space between the bridges, is actually less.

Mr. ZION. Mr. Prisk, we were discussing on Tuesday the desirability of flaring plus burying the ends of this rail. Is this not another example of where a car could easily run up on the rail and perhaps be turned over into the highway?

Mr. PRISK. I think that is correct, and I think this is an alternate possibility that you need to consider with the use of this type of rail.

I think it is well to keep in mind, however, that running up here is unlikely to have the violent effect an exposed rail would have, say, if it were cut off at this point, and if you were to hit that squarely.

Mr. ZION. Would it not be more desirable to eliminate both possibilities by flaring and burying?

Mr. PRISK. In the previous view we had a picture of a section that was flared down here, and this does go down to a lower level elevation. There is a chance, unless this is quite long, that this again, with a car on the downgrade, could top that section of rail.

Mr. CONSTANDY. These are patchwork solutions, but ideally would it not have been preferable to pave the entire median between the twin structures?

Mr. PRISK. I think every one of my colleagues on the panel would agree that if this section were paved it would not be necessary to have this as low as it presently is, which is another feature in the dynamics of the accident.

Mr. SKEELS. I have another comment on the guardrail approaching the parapet there. If a car does go on this at the slope they have used, it is unlikely the car would be tipped over. We have run many tests, and rarely does a car tip over when it goes up a slope of this nature. However, due to the extreme shortness of this section, the car will keep going, and will be guided directly into the bridge parapet on the end. It cannot get off of it once it is on it. It will go on and hit whatever is at the end.

It does not look as if that would be very good.

Mr. ZION. This V-shaped median, as someone suggested in the past, there is a tendency, of course, to leave the highway, say it is going away from us here in the right lane, but gets into the V; there might be a tendency to throw it across into the approaching traffic on the other side.

Are you suggesting the desirability of having a raised median rather than a lower one, Mr. Skeels?