

In this case, as in many others, intuitive design is not always proper. The design has to withstand a dynamic situation of a car impacting it at a considerable angle—I use the word “car”; I should use the word “vehicle”—and the designs do not always respond as the designer thought they would.

Hence, the only way to really appraise this is to run tests on them and evaluate designs. This approach should be encouraged, instead of allowing a designer to put in anything he thinks happens to look good.

Mr. CONSTANDY. Thank you. I think there is a great deal of merit to what you suggest in the testing of designs before incorporating into the projects. I think there might also be something to be said for the fact that there is already some knowledge which has been derived as a result of research done by several people in California, Texas, and yourself, to confine it to the group here.

But we repeatedly see there is a failure of appreciation of the significance of what has been learned from the research that has been done already. You do not see it being applied, even those things already known.

Mr. ZION. Mr. Skeels, we have no standards or criteria established by which these designs could be compared? No standards or criteria have been established?

Mr. SKEELS. I do not know exactly what you mean, I guess. We have evaluated them—

Mr. ZION. I thought your concept of testing was certainly a valuable one, but would it not be preferable to establish some sort of standard by which these things could be compared initially?

In other words, rather than having each State participate in its own design testing and establishing criteria, would it not be wise if we could make some federally recommended criteria for design?

Mr. SKEELS. It would be good to have a performance standard available, which they should meet. There obviously are many designs that would be adequate, but they all have the same function to perform. If a performance standard could be developed, this would be good. As far as I know, there is no performance standard for many of these items.

Mr. CONSTANDY. Is it not true they are in the process of being developed? Is this work not being done by the new agency in the promulgation of standards?

Mr. PRISK, is this not one of the things that will be done by the new safety agency?

Mr. PRISK. This is the responsibility assigned by the legislation passed by the Congress last year, to develop performance standards for safety in highway design; yes, sir.

Mr. CONSTANDY. They will begin to come out the first of July; is that not true?

Mr. PRISK. Initial standards will, yes.

Mr. CONSTANDY. Mr. Huff.

Mr. HUFF. My back vision is always 20/20. I do not have quite that good vision looking ahead.

I have listened with great interest to the discussions and views of the pictures of bridges during the last half day. As I have noted down here, they consist of bad connections of rails to bridge ends, massive