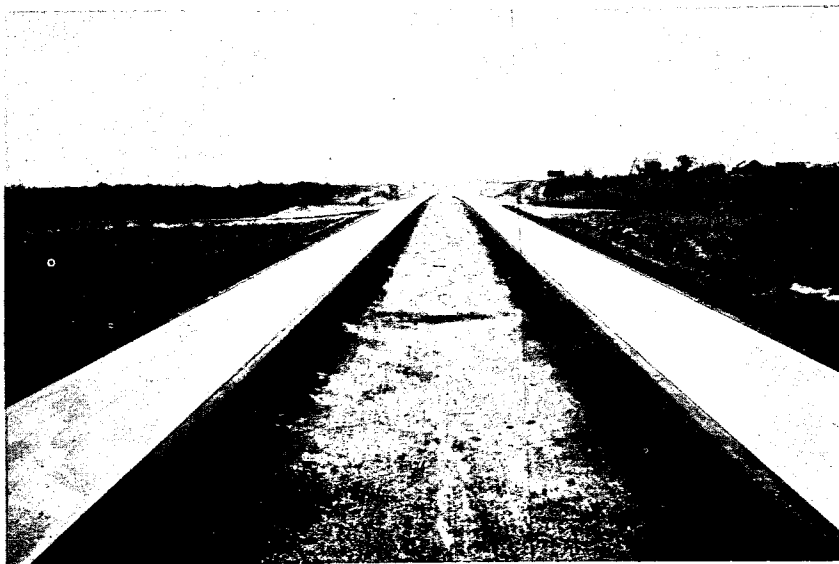


Mr. CONSTANDY. Does that suggest, Mr. Prisk, that perhaps further consideration should have been given to the layout of the interchange so that there would be an area within the gore, to run into, if the car goes out of control?

Mr. PRISK. This is certainly one thing that should be considered. There are some efforts being made to develop impact attenuation barriers to use in just such situations as this. The Bureau of Public Roads has a mockup now of a barrier that will accept a reasonable amount of impact where you have to guard against collision with some fixed object that cannot possibly be removed, or against a situation of dropping into a hole, such as you have here. But I think your point is well taken, it is time to back up and take another look if that situation does exist.



Here is a gore coming toward you, on camera, in this area, again indicating relatively flat land that lays there. Oftentimes not too much consideration has been given to filling in places of this sort; but with some consideration of that in advance, it would be possible to provide a reasonable runoff area along in this section between the two roadways.

It might be of some interest to the committee to know that Road Research Laboratory in England has come up with a series of tests very recently that have shown that gravel, about three-fourths of an inch round, laid to a depth of 18 inches will stop a car within reasonable deceleration limits and actually will hold the car in there. So that still another possibility is to load this up with a gravel runoff track that would be used for that purpose.

As an aside to that comment, they told me that it is impossible to drive out of 18 inches of gravel when you get into it, so nobody is going to run into it just for the fun of it. If they do, they have to be towed out.