

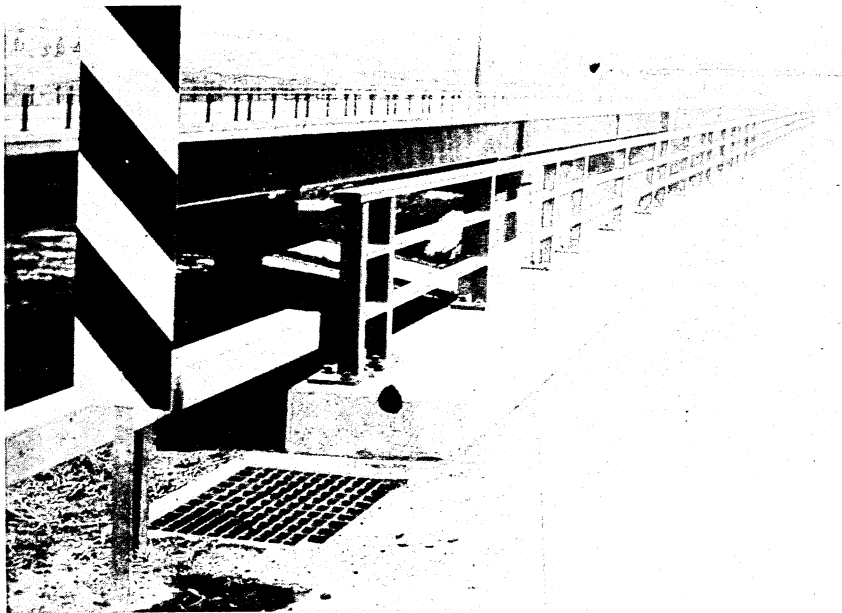
Mr. GRAHAM. Is the red spot symbolic?

Mr. W. MAY. Well, I suppose. It seems that we could make a better transition from the end of this box beam.

Mr. GRAHAM. Yes, sir; we have a transition section.

Mr. W. MAY. Yes. And that curb also presents problems.

Mr. GRAHAM. We are now sweeping the curb away on a shallow angle and it passes under the approach barrier.



Mr. McEWEN. Mr. Chairman, I would like to ask Mr. Graham a question. Should that reflector post be located inside of the traveled portion of the highway and inside of that guardrail?

Mr. GRAHAM. I believe it would be preferable, sir, to put it on the opposite side. It is lightweight and would probably not present a particular hazard, but I would say it should be on the other side of the rail.

Mr. McEWEN. In your work in the Bureau of of Physical Research, you test these materials. Do you develop also the standards for applying them and how they are to be installed?

Mr. GRAHAM. Yes, sir; we assisted with the standard section, standard design sections, for these barriers.

Mr. McEWEN. Now, are there any directives in regard to a situation like that, whether that reflector should be inside or outside of the guardrail?

Mr. GRAHAM. May I refer the question to Mr. McAlpin? I do not know.

Mr. McALPIN. I do not believe that there are instructions that are that specific for this particular installation. I would not agree that there should not be, but as existing today, I do not believe there is.

Mr. McEWEN. Mr. McAlpin, you would agree there is some degree of a hazard to that inside the box beam?