Here you have two separate hazards. There is an Interstate high way and you can see they are not even protecting the bridge abutment

Mr. W. MAY. Mr. Linko, referring to figure 1–055, if we look at th small piece of guardrail, we can recall what the manual calls fo Highway Research Bulletin 81, referring to guardrail. I think ther is always the suggestion, unless you are going to anchor the guard rail, maybe a minimum of 75 feet should be used to cause that guard rail to properly perform. But throughout your presentation, I notic we see time and time again short pieces of guardrail.

Mr. LINKO. That is right. That is 24 feet instead of 75 feet.

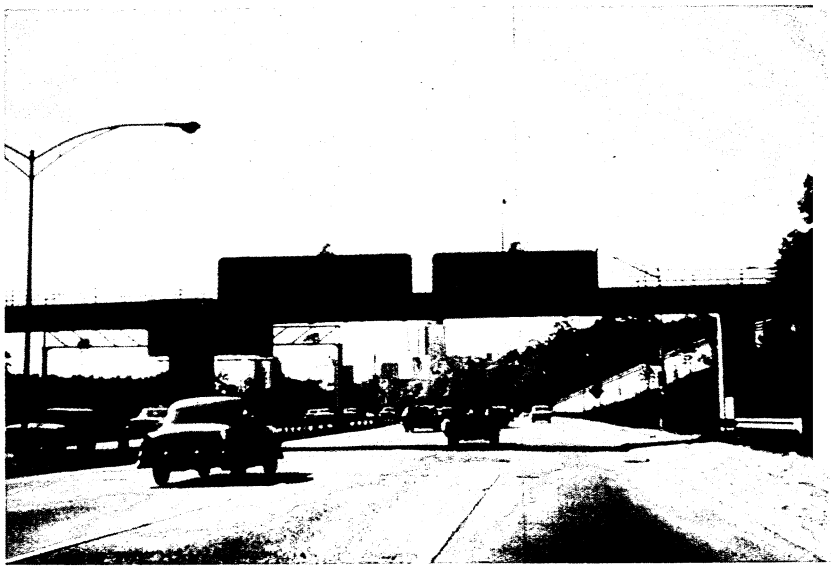
Mr. W. MAY. Mr. Prisk, what do you think of a 24-foot section o guardrail on a location like that?

Mr. PRISK. Unless the guardrail installations are 75 feet or more : length, you get bending of the rail and it is impossible to develop ten sion to give it proper strength; these short sections are not useful a a guardrail.

Mr. W. MAY. The hazard at the end of the guardrail, again, if i were struck at an abrupt angle, it would not hold up? It would no perform?

Mr. PRISK. That is correct.

Mr. LINKO. Here also you can see where they installed two signs o the top of an existing walking overpass. That shows the job can b done. And right behind, on the left, you can see they built a sig bridge for a sign.



Mr. BLATNIK. Mr. Linko, excuse me. Just so you can identify for th committee, you say to the left, you are talking about the structure o the other side of the bridge, the two red dots?

Mr. LINKO. Yes. That is a sign bridge to hold up a sign.

Mr. BLATNIK. The whole structure is just to hold up two signs?

Mr. LINKO. That is right.