

Mr. CLEVELAND. In other words, the answer to my question is the curb no longer is recognized as performing a useful function?

Mr. PRISK. The wide curb—on a freeway facility; yes, sir.

Mr. CLEVELAND. Thank you.

Mr. BLATNIK. Mr. Linko, when did you first observe this? (Fig. 1-87.)

Mr. LINKO. I took this 8 months prior to the accident.

Mr. BLATNIK. In 1965 you noticed this and said this is a dangerous spot?

Mr. LINKO. That is right. It had been chipped off. I noticed the hazard there. It had been hit many times.

Mr. BLATNIK. You had no record of previous accidents, but there were scar marks?

Mr. LINKO. Right.

Mr. BLATNIK. What did you learn about any accidents subsequent to noting this as a potential hazard?

Mr. LINKO. You mean after I noted this?

Mr. BLATNIK. Yes.

Mr. LINKO. Right here—three people died here one day.

Mr. BLATNIK. That was when, last October, was it not?

Mr. LINKO. That is right.

Mr. BLATNIK. Was that a mother and little children who were killed?

Mr. LINKO. That is right. They ran into that abutment and wiped out everybody in the car. And 4 days later, at this same location, another person killed.

Mr. BLATNIK. Four days later?

Mr. LINKO. That is right. Another person got killed at this point.

Mr. BLATNIK. What happened to the other passengers? Three more were hospitalized?

Mr. LINKO. That is correct. It is a serious hazard.

Mr. CLEVELAND. For the record, can we be told where this particular bridge is located?

Mr. LINKO. Yes. This happens to be—if you are traveling west on Interstate 287, this is the entrance ramp to the New York State Thruway, and it is a sharp turn. A lot of people never get past this particular place.

If this guardrail were installed properly and secured to the bridge abutment, a car would slide by, and continue on its way. But when you touch this guardrail, the way it is, it just moves back and you hit the abutment head on. That is because they failed to install the guardrail properly.

I would like to say again, all our guardrails are like this. This is not an isolated thing. On the New England Thruway, New York Thruway, and all the brandnew highways we are building today, they are exactly the same.

Mr. W. MAY. Here is a location where you have had several deaths, a series of accidents, and they finally make a correction and they put some cold mix there in front of the curb, tapering the curb. Now they make this kind of attachment to the bridge end post. Mr. Prisk, is that a proper installation? (Fig. 1-92.)

Mr. PRISK. No; this is not a full correction, certainly. It is an improvement over what you saw in the early picture, but it is not a proper correction.