

There are only two places like this I have seen in the whole State and I feel this is done right. But the only reason they did this was because they could not back it up. There is a sharp slope there. It was not done on purpose. [Laughter.]

Mr. BLATNIK. Do you mean it happened by accident, by circumstances, and not by planning or design?

Mr. LINKO. That is right. You can see anyone sliding along that guardrail has a chance of scraping his fender instead of wrecking his car.

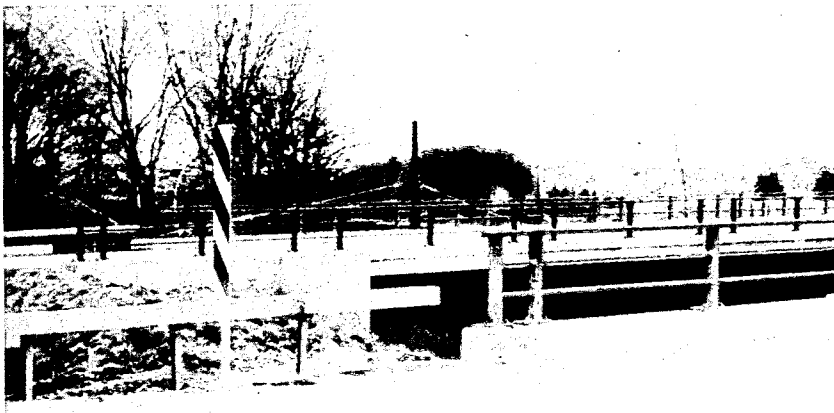
Mr. CRAMER. They avoided accidents only by accident?

Mr. LINKO. That is correct. I recommended to Mr. Prisk and Mr. Kopecky in order to prevent this misalignment of guardrails—as you see, they are doing it every day—to make it mandatory to overlap the hazard. And if you have a high curb, you should overlap the high curb also. This way you cannot make a mistake, you see. All you have to do is overlap it and fasten it and it is impossible to do the job wrong.

If you have got that mandatory clause in there, they will set it back behind the guardrail. That is a simple solution.

Even in this particular case, I do not agree this is right, you see, because this can still be pushed back because it is not fastened to the curb. But if you overlap it, then you cannot make a mistake.

A simple rule like this can prevent all this unnecessary wrong installation.



This is a brand new rail developed and one of the newest highways we have got, just opened up, this is what you will see.

The high curb is there. The rail end is not secured to the bridge railing. In fact, this type of railing, if you hit it, is designed to flip off the posts and would not serve any purpose at all. Any truck that hits this, it will just fly off, because it is not bolted actually with strong bolts. It is supposed to be anchored on both ends in order to realize the basic functions of this guardrail.