

Mr. W. MAY. What is the recommended way of installing this guardrail?

Mr. PRISK. At the structure, the rail should be brought onto the structure and made integral with the design of the structure itself, anchored firmly to the bridge structure.

Mr. W. MAY. Anchored to the parapet itself?

Mr. PRISK. Yes, and in line with the configuration on the traffic side of the structure. This would be a rather difficult thing to do in this case perhaps with that curb there, but nevertheless could be done and is a necessary part of protection to the approach to these bridges.

Mr. W. MAY. Should the curb be there as we see it?

Mr. PRISK. No, that is not a desirable feature. That is a separate problem.

Mr. W. MAY. If the curb was not there, then you could easily bring up that guardrail and anchor it to the parapet—

Mr. PRISK. Yes, this is not difficult. It is necessary to make a pretty firm anchor because of the expansion-contraction of the guardrail itself, which tends to pull it loose or possibly break the concrete at the end of the structure if you do not put it in there with proper design. But carrying the rail onto the face of that parapet wall that you see in the picture, about 3 or 4 feet, with proper anchorage through the parapet wall would hold the rail.

Mr. O'HARA. Now this again is a Maryland sign. Again the 8-inch I-beams are anchored in concrete. There is a guardrail near the edge of the shoulder to shield a motorist from running up and striking the sign supports. The purpose of this picture, however, is to show the median.

Here are the bridge piers in the median which are unprotected where there is no guardrail to shield the motorist from running into them. The same thing is true on the shoulder side. The guardrail ends before we get to this bridge. This particular overpass is at Lincoln Road. And when I was checking the accident records of the State police

