

Mr. PRISK. This would appear to be a very hazardous omission of guardrail.

Mr. W. MAY. Thank you.

Mr. O'HARA. Before I go to the next slide, I might add that below here is your sign on the beltway. Again a 4- to 6-inch steel pole, "Emergency Stopping Only."

Mr. CRAMER. Is this the George Washington Parkway?

Mr. PRISK. Yes, the upper structure is on the George Washington Memorial Parkway, Virginia.

Mr. CRAMER. That parkway is a totally Federal project, is it not?

Mr. PRISK. That is true.

Mr. CRAMER. So nobody can suggest that the State had any responsibility relating to this structure. This is engineered, paid for by the Federal Government, and engineered and supervised by the Bureau of Public Roads; is that correct?

Mr. PRISK. This is correct. There is of course an agreement between the Bureau of Public Roads and the National Park Service concerning their facilities. This structure, at the same time, is just one of many that spans Interstate 495 and was built at the same time that Interstate 495 was built.

Mr. CRAMER. The point I am making is, there was nothing in that agreement with the Park Service that suggested that highways should be built by the Bureau of Public Roads and at 100-percent Federal cost in this particular fashion, was there? Nothing prevented them from putting the guardrail up there?

Mr. PRISK. Oh, no, not at all.

Mr. CRAMER. Well, this seems to be a clear example of where there was entirely Federal responsibility and the traffic hazards were built into it.

Mr. PRISK. I think that must be admitted.

Mr. CRAMER. Yes, thank you.

Mr. O'HARA. This is a typical Maryland gore area, which you will find on the Capital Beltway. This happens to be an interchange at River Road in Maryland. We are now looking southbound. This lane

