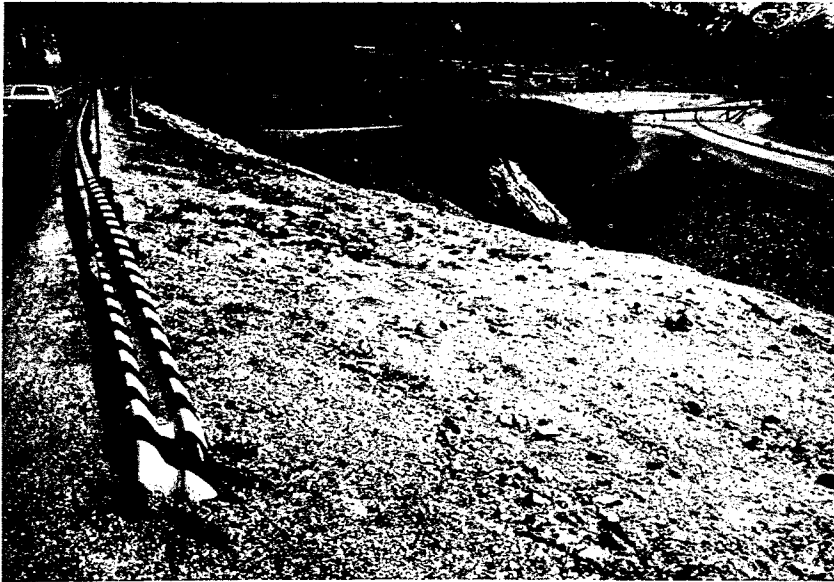


This is about the way this looks in the field. You can see there a slight flare away from the edge of the shoulder, 3 or 4 feet. The rail is, as you approach it, smooth, essentially with the ground level, then rises and twists through a length of about 25 feet. And then it carries on along about 1 foot off the edge of the shoulder.

I think the thing to point out here is something that has been mentioned a couple of times already; this appears to be too short, and in field review you can very easily imagine the car going down into this deep ravine. This is fairly rough country. And it would be possible for a car to pass the end of this rail and drop down into this area on his approach.

I was glad to hear the comments a moment ago about the longer rail. Certainly it would apply here.

Here is another section, which is rather typical of what you find on this project on Interstate 80; this again I would remind you is the most recently completed and opened section in Utah.



The rail here is not blocked out but rather mounted directly on 8 by 8 wood posts. This is just a view of the general design, the way rail is used at that point.

Mr. CONSTANDY. What was the post spacing?

Mr. PRISK. Post spacing here is 12 feet, 6 inches. There are some variations in this at some places but 12 feet 6 is the nominal standard.

Here, now, is another application of rail as it approaches a bridge structure. In this case we have the twin bridge problem, with the open space, so there is a protective rail, again a 12-foot-6 spacing, somewhat more than seems desirable in a place like this where you can cut down the possibility of penetration and riding down in between these bridges.

The rail is blocked to the edge of the bridge structure in the traffic face of the parapet wall.