

Mr. BLATNIK. If you would go over the embankment or hit the concrete abutment, either one, it would really be an emergency stop, would it not?

Mr. PRISK. It would be an emergency. True. So this is the condition that we found.

Moving on now, we find then, in the same project, a guardrail which is placed in line, and not buried.

The end, as you see here, is distinguished by the fact it is striped, black and white, for that last 12-foot, 6-inch section. But this portion of it is at the full height, and anyone who went off the roadway on that curve might have difficulty if he struck that. I am almost certain he would.

This is an installation, quite obviously, for the sign bridge. But if you look in the background of the picture, you will see a couple of sign footings here which are pretty big hazards by themselves; the rail stops short of those.

Mr. BLATNIK. Mr. Prisk, again is this the brandnew road, recently completed Interstate System?

Mr. PRISK. Yes.

Mr. BLATNIK. Where is it located in Utah?

Mr. PRISK. This is Salt Lake City.

Mr. BLATNIK. Which was completed last December 1966. So you visited this last April?

Mr. PRISK. Yes.

Mr. BLATNIK. It was about as modern and up to date and as fresh or recent as you could find?

Mr. PRISK. Yes. It is a new section, recently opened. Most recently opened. And this is just on the outskirts of Salt Lake City.

Mr. CONSTANDY. Would you move on, Mr. Prisk?

