

used to control drainages, is behind the guardrail. At a lot of installations I have seen in the past years, this dike appears on the front, which would have a tendency to vault people over the rail. In this one I would say this is the place to put it.

Mr. PRISK. This was characteristic of this job all the way through and we were delighted to see that.

Here is another section where the rail runs for a way on the right-hand side, discontinues, and leaves you an opportunity up in this area to get, again, into pretty rough going.

Mr. CONSTANDY. That is quite a drop, incidentally. It doesn't appear so in that photograph, but it is very similar to others we have seen; you can go between the two sections of guardrail; if you went very far you would sail out into space. It is quite a drop.

Mr. PRISK. That is a very deep ravine.

Mr. BLATNIK. Mr. Prisk, what would be the reason for this spacing or discontinuing the guardrail, picking it up not too far beyond?

Mr. PRISK. This is the slide with the deep ravine. There is a road right in here which apparently was used as a haul road by the contractor during the construction period, and now the highway patrol uses this in crossing from this roadway over to this one over here [indicating]. Otherwise, it is a long road to turnaround.

Mr. CONSTANDY. In this instance the gap serves a purpose?

Mr. PRISK. It does serve a purpose.

Mr. CONSTANDY. It is nonetheless hazardous.

Mr. PRISK. It still is. You have an opportunity to impale on this post here. This gap we have seen.

Mr. RICKER. On that previous slide, there was an example of a median barrier with the rub rail.

Mr. CONSTANDY. We will get into that. I think there are some later slides.

Mr. PRISK. We will reach that in just a minute.

