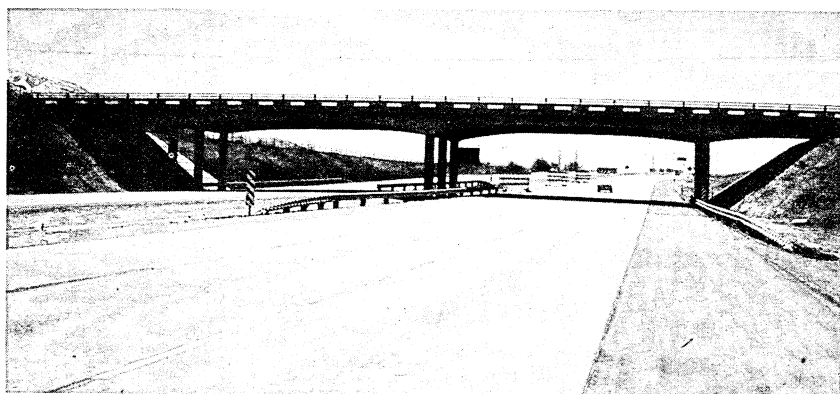


Now here again is a somewhat newer section we had the opportunity to see while we were in the State Lake City area. This is on I-15, and in this case there is a much longer guardrail, buried as you see desirably and carried right on through, past the median piers in this case; and also the same thing on the margin of the roadway. So there is evidence on this particular project of picking up what appears to be a more desirable practice.



Mr. CONSTANDY. So a third step in the evolution for improvement of guardrails is what you see?

Mr. PRISK. That is right.

Mr. CONSTANDY. I would like to say that this project was opened about the same day as the other Interstate project, although this one has higher design standard as far as guardrails go. Mr. Huff?

Mr. HUFF. I would like to remark there is a fourth evolution that should be on there. It should be anchoring the downstream end of the rail as well as the upstream rail.

Mr. CONSTANDY. For what purpose, Mr. Huff? To strengthen the guardrail?

Mr. HUFF. Yes, that is correct. Our latest designs are incorporating that.

Mr. PRISK. This is another case where the rail is flared and carried through the structure.

