Here is a closeup running through the bridge on the median side.

Now, here for some unexplainable reason you find that this guardrail is buried in line at the very edge of the pavement and runs through the structure, but there is essentially no real protection for that angle of departure from the roadway insofar as that center pier is concerned.

Mr. CONSTANDY. This is the same bridge we looked at in the preceding——

Mr. PRISK. That is right.

Mr. CONSTANDY. Just looking at it from another angle, they improved the length of the guardrail but we see it is still possible to go behind it and strike the median piers.

Mr. WILSON. I do not know how the other members of the panel might feel but in this particular installation, I would rather see the rail nearer the center piers, not to the point where if they happen to bend over slightly, they would hit those piers, but I think giving extra maneuvering room to traffic is extremely important here, and I would move that over about 10 feet.

Mr. CONSTANDY. That is from the left shoulder closer to the median piers.

Mr. HUFF. I agree with that.

Mr. CONSTANDY. You agree, Mr. Huff?

Mr. HUFF. I do; yes.

Mr. CONSTANDY. Mr. Skeels?

Mr. SKEELS. I would agree.

Mr. CONSTANDY. How about you, Mr. Ricker?

Mr. RICKER. I would agree.

Mr. CONSTANDY. Mr. Wilkes?

Mr. WILKES. Yes, I would agree.

Mr. CONSTANDY. We have unanimity.

Mr. PRISK. That is remarkable.

Mr. CONSTANDY. Yes.