

all four wheels down here by this parking sign [indicating]. According to the measurements, he traveled 85 feet through the air and made a 26-foot drop and walked away from his car. Local police wanted to know which way he was moving on this roadway, and he said he was not, he was up here. [Laughter.]

Mr. CONSTANDY. I think another worthwhile thing to mention is that, according to police officers, he was going within the legal speed limit at the time he had the accident.

Mr. PRISK. True.

Mr. CONSTANDY. Fifty, and the speed limit there is 60.

Mr. WILSON. Are we going to talk later about the decking of structures?

Mr. CONSTANDY. Yes. We hope to get into that when we are dealing with structures themselves.

Mr. PRISK. Just could not avoid throwing one of these in. We have more structural pictures later. Here is a very interesting collection of guardrail, I guess I would have to call it.

You see the California barrier type with the anchor fence. Here is the twisted W-beam rail which comes on out, unfortunately, almost to the edge of the pavement itself, and down here there is a bridge, so on the bridge they have elected to build a wall section and there is a concrete wall here. They have decked this bridge over. This is a twin-bridge situation again, but instead of leaving that hole like the one we just saw, and this is very close to the same location, they have decked this one over and actually built a concrete wall in that area, so we have three different types of median barriers. Here is one here of concrete. Another one is of cable, and another with a W-beam.

