

job back here on the approach [indicating], and a wall up here [indicating]. Conceivably I think you might theorize at least that you could select one barrier, any one of these three barriers, and carry it straight through on a median line and possibly get a superior job. I have a little difficulty seeing why three types are used at that point.

Mr. CONSTANDY. Paving that space between the twin bridges avoided the other hazard we have just seen.

Mr. PRISK. They get credit for that; yes, sir.

Mr. CONSTANDY. Had they used only the chain link fence cable barrier, it would have been good.

Mr. PRISK. Yes.

Mr. CONSTANDY. It would not have been necessary to protect the motorist from the transition between the chain link fence and the bridge structure, is that not true?

Mr. PRISK. That is the place you have to watch, of course, that anchor point and the exposed end of the wall.

Mr. CONSTANDY. Might this have come about because two different groups of people designed their own relative speciality? You have roadway engineers designing and specifying chainlink fence and the bridge engineer, at the same time, doing a complete design of the bridge?

Mr. PRISK. I have seen that happen but whether that is the case here is difficult to say; impossible for me to say.

Mr. CONSTANDY. Do you want to say something, Mr. Wilson?

Mr. WILSON. I was going to say, Mr. Chairman, this can be overcome. We have devised a continuation of this kind of a chainlink cable across the deck of a bridge by the design of a proper post well for it, and that could be overcome.

Mr. CONSTANDY. You would have omitted the concrete parapet?

Mr. WILSON. Yes; we would have omitted that and, I think in this case, I might even have taken the risk of leaving out this piece of rail entirely. It may be slightly more hazardous than letting a fellow ride along that fence and hit that rail because it is so close to traffic. You notice it is about 2 feet away from the travelway.

Mr. PRISK. Hardly that.

