

to incorporating this in whatever kind of document leaves this subcommittee.

Mr. CONSTANDY. Mr. Prisk.

Mr. PRISK. We proceed here to look at another installation of guardrail. This is as you leave a structure with the sidewalk on it in this urban section. You find that the guardrail is directly in your line of path, presumably put in there partly for protection of the light standard, which is a steel light standard behind the guardrail. Anyone going off through this area certainly would not find himself in very good shape, hitting the end of that rail.

Up in the decisionpoint, the gore area, you find the same treatment we just looked at a moment ago.

Mr. CONSTANDY. Would this strike you members of the panel as being an undesirable feature?

Mr. SKEELS. On that guardrail on the gore up there, it appears to me, from looking at the slide, that it is unnecessary to start at the point where it starts.

The gore area is very critical. It is frequently invaded. There has been placed there an obstacle that certainly is not necessary.

Mr. CONSTANDY. How about this piece right here [indicating]? Assuming an automobile was sliding along the bridge rail and has managed to get up here.

Mr. SKEELS. This is, I think, obvious even to a layman. A car coming along the bridge is going to hit not only the guardrail, but is going to hit the light pole.

Mr. CONSTANDY. We are agreed on that. Mr. Wilson?

Mr. WILSON. I would like to comment on the gore area. We recently have taken steps to clean that area out. As Mr. Skeels says, that is often invaded, due to the fact you are often making a decision in that area.

It is not exactly the subject of the hearing now, but the curb there is also a matter that would throw a car out of control.

Mr. CONSTANDY. We will later have an element in these discussions that deals both with gore areas and curbing.

