

We have one on the right set 2 or 2½ feet behind the curb and the edge set in about 2 feet from the curb the other way, in this particular case approaching a major gore division between the route taking you to New York and one of the connections into Providence.

This, again, can be looked upon as a standard type treatment. You will find railing that starts down in here [indicating], on this curve, in the gore. In many of these gores, the area was relatively flat. There is some question as to whether the rail was necessary there at all.

I would also point out on this side you have a short section of rail installed around the bridge structure support, and a brief section here with no rail at all, though there is an embankment here, and then another start. So there are quite a few things in this picture to look at.

Mr. CONSTANDY. That you would consider undesirable?

Mr. PRISK. I think it could be improved, Mr. Constandy.

Mr. CONSTANDY. Thank you.

Mr. PRISK. Here is another one. Behind the curb you have a blunt end of rail. In this case these are aluminum poles which, elsewhere along on this project, are left exposed very frequently, but in this case railing is put in there. It is a little difficult, again, to see the reason for that installation.



On the left-hand side, you find the sign that might warrant some shielding, because of the fact there are concrete bases somewhat above ground and very husky upright supports, and there is no railing at that point.

Mr. CONSTANDY. Mr. Skeels?

Mr. SKEELS. I would just like to emphasize the undesirableness of mounting rail on top of curbing. Or to put it another way, to place curbing in front of the rail. This does nothing but encourage the car to get on top of the rail and make the rail ineffective.

Mr. CONSTANDY. Thank you. Mr. Wilson?