

Now, when you come to a structure, this is one of the treatments that we see on this I-95 job. Starting at this point here, you break away from the post [indicating] and install separately blocked-out sections that flare out and go around the pier, and then return to this head on, down in the middle, double section, double backed-out section.

When you look at this, I think you get an impression that cars can easily be thrown off this area here across the roadway itself. The transition is perhaps a little bit more abrupt than desirable.

Mr. SKEELS. My comment would be that it would seem to me that this flare is much too much. It is not necessary to clear that pier that much. You might flare the two rails enough to give maybe a 2- or 3-foot clearance to the bridge piers, but not to get clear out to the edge of the road.

Mr. PRISK. Right.

Mr. SKEELS. It looks to me like they made a real attempt to do it properly, but I question their approach.

Mr. CLAUSEN. Mr. Skeels, I am going to have to try to figure out what is the line of communication between yourself and myself; because you anticipated the very question I was going to ask.

