

Mr. SKEELS. Maybe we have telepathy.

Mr. CONSTANDY. Maybe you could say this was too much of a good thing.

Mr. SKEELS. They tried, but they did look at it. When they looked at it on paper, it did not look like this.

Mr. CLAUSEN. How would you alter the design in this specific instance?

Mr. SKEELS. How would I do it? I would bring the railing closer to those piers. I would clear them by perhaps 2 or 3 feet, bring them in. And then of course I would not use this type of post and I would use more of them.

Mr. CONSTANDY. What do you think of that, Mr. Ricker?

Mr. RICKER. I certainly agree it is flared out too much. If you come in within 2 or 3 feet of the piers, that would be adequate.

I am not quite sure of Mr. Skeels' comment about the kind of post or more posts, because I think this is 6-foot-3-inch spacing.

Mr. PRISK. It is.

Mr. SKEELS. I stand corrected. I thought it was 12. I would use 6 feet 3 inches.

Mr. PRISK. Here is a closeup of the same installation, same location.

Another attraction that they have here is that the curb, which runs along outside the rail, just under the structure itself is a disturbing feature. We are going to talk about curbs later.

Mr. CONSTANDY. Is that curb serving any purpose?

Mr. PRISK. It cannot serve any useful purpose at that location.

This is the same location we looked at a moment ago.

