

Mr. WILKES. Without moving the abutment back.

Mr. PRISK. That is right.

Mr. WILKES. The abutment is too close.

Mr. PRISK. Unless you are going to change the structure.

You are faced with the fact you have a fixed object very close to the edge of the paved way and this is put in here as a steel beam along these steel posts in order to keep some of them from hitting the end of the structure.

Mr. CLAUSEN. Maybe it would be more expensive, but the thought that occurred to me was if you were to extend this landscaping on down like this [indicating], it may not require the utilization of the guardrail. Let's move it up to where the bridge is and I will show you what I mean.

Right over in here, to have the same effect here [indicating].

Mr. PRISK. Yes, if you could recess the wall as this is done, certainly. Absolutely. This is very desirable.

We shall be talking about structures tomorrow and you will see a number of examples of this type. I think that should be applauded.

Mr. CLAUSEN. Would the expense of that type of landscaping be similar?

Mr. CONSTANDY. It is not a matter of landscaping.

Mr. PRISK. It is a matter of lengthening the bridge structure.

I misunderstood you, because you spoke of landscaping. You have to increase the span from this point here on out to this point [indicating] in order to accomplish what you are speaking of, I believe.

Mr. CLAUSEN. Yes.

Mr. PRISK. Jack, do you want to talk about this?

Mr. WILKES. I agree, the big expense would be lengthening the span, or lengthening the structure, a greater expense there than would be the landscaping itself.

Mr. CONSTANDY. Now we have moved on to Missouri, have we not, Mr. Prisk?

Mr. PRISK. We have some pictures from Missouri that are very interesting. We do not have very many for the simple reason Missouri has not made hardly any use of guardrail on this particular project. This is Interstate 35, north of Kansas City, a rather long job, but with hardly any guardrail on it.

Mr. CONSTANDY. Yes. In 28 miles, the only portion of the project having guardrails at the time we visited it was the guardrail protection at this first bridge at the southern end of the project. I think they were beginning to install it on a second bridge a mile or so above this.