

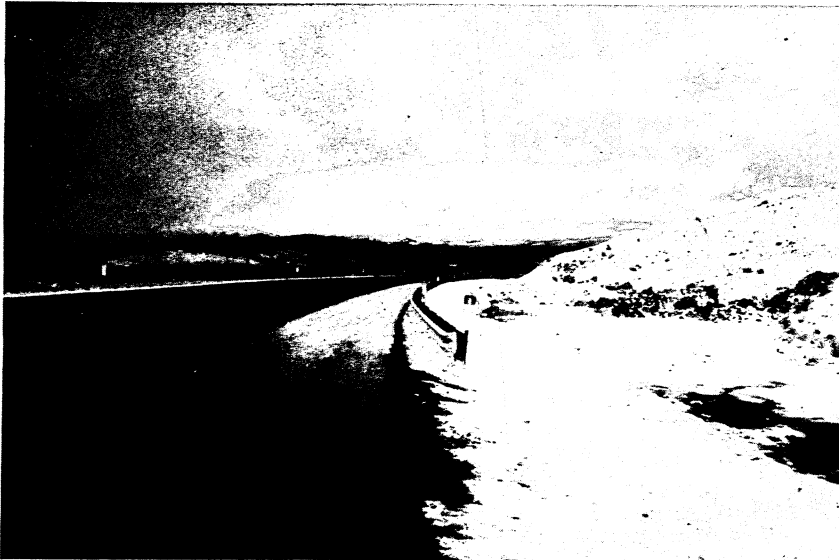
[indicating] and there is one on the other roadway, but none on the approach side at the right-hand side.

Mr. CONSTANDY. I believe there is none leaving the bridge on the right side either, Mr. Prisk,

Mr. PRISK. I believe you are correct. There is some here on the left, but none on the right.

Mr. CONSTANDY. Does not the correspondence we received from them since then indicate they have either installed this guardrail or they are about to?

Mr. PRISK. A few days ago we had word—that is correct—that the rail was being installed by maintenance forces. It had been inadvertently omitted.



This shot—one thing shows—again this slight flare that is used, the rail is not buried but left exposed. You do see, as an incidental by-product of this photograph, a very good contrast between the surface of the shoulder and the surface of the roadway itself. That contrast was evident both under poor conditions and good conditions.

Mr. HOWARD. Now, Mr. Prisk, on that photograph, the previous one, what is the necessity for guardrail? You have fairly level land if the car should leave the roadway. It could be, as we were talking about before with Mr. Clausen, this idea of trying to keep the land as level and clear as possible off the road, that if an automobile does go off the road, the driver could very well have enough time to regain control of the car or bring it to a halt. But if he hits that guardrail, he is in trouble right there. I wonder what the purpose of that piece of guardrail is? There does not seem to be that much danger.