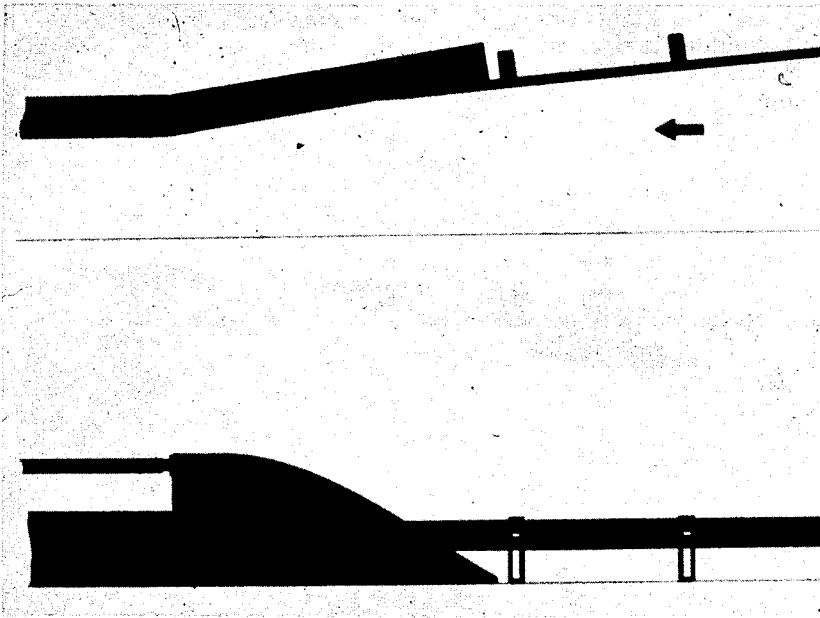


Mr. PRISK. This is an indication of how the approach rail and bridge railing might be handled as a means of taking care of this condition that you have in the vicinity of the transition from roadway which is



back here to the bridge which is up here. The roadway barrier, edge barrier, as I mentioned, normally is mounted at about 27 inches.

This rail may run as high as 50 or 55 inches, or at least twice the height of this rail. And this is one way that you will see that some of the States are beginning to come, as a means of smoothing out the transition from the approach to the structure itself.

Up here in the top photo, this is an airplane view looking down, where your approach rail is flared into the structure itself and made integral with that end wall.

This is not necessarily offered as a desirable solution at all. It is simply something that some of the States are trying in an effort to solve that problem.

Mr. CONSTANDY. Mr. Huff.

Mr. HUFF. My department has adopted the standard which carries the rail continuously across the bridge.

Mr. CONSTANDY. At some point we will show some slides showing that and contrasting it with another State which has attempted to do the same thing, done it a different way, perhaps less desirably.

Mr. PRISK. Now we move in the State-by-State illustrations of what we found in this area of bridge structures.