

Mr. CONSTANDY. Is there anyone on the panel who would question whether to consider that wrong?

Mr. WILSON. I would question it; there is no way of telling here how much additional strength that end post might have. I do not subscribe to the fact that it is 2 and 3 feet away from this concrete abutment; but we have made an attempt to strengthen the end of the rail by using a 10 by 10 post in lieu of an 8 by 8 and putting it into the ground at a considerable greater depth; recognizing that it is a critical area.

Mr. CONSTANDY. It would be desirable, would it not, to carry the guardrail across the face of that parapet so that there is no break in the continuity in this area across which the car is sliding?

Mr. WILSON. I would have to agree with that.

Mr. CONSTANDY. Mr. Skeels?

Mr. SKEELS. One additional comment. If they had carried that section on down to grade level, they would have eliminated that vertical space which is the primary problem here, and then leaving the rail about where it is it would have been in front of the wall, and could have been anchored to it.

My point is that with really minor changes, this could be a reasonably good design. I note also that they do have the post at a 6 foot 3 inch spacing at that location.

Mr. CONSTANDY. Mr. Prisk, what is that stick with three amber reflectors on it?

Mr. PRISK. Delineators.

Mr. CONSTANDY. What does it mean?

Mr. PRISK. It is a marking for the end of the bridge, essentially indicating to the motorist under nighttime driving conditions where the edge of the roadway is or the presence in this case of a hazard.

Mr. CONSTANDY. The sign indicates the presence of a hazard?

Mr. PRISK. Yes.

Mr. CONSTANDY. In other words, this would otherwise be a single white reflector, is that true?

Mr. PRISK. Normal delineation is carried by a single white reflector, yes. This is a hazard marker.

Mr. CONSTANDY. It is paradoxical, they just finished building the bridge, and then they put up an indicator that they considered it a hazard. I think we will see this on some of the others. Mr. Wilson, this comes within your committee, does it not?

Mr. WILSON. Mr. Constandy, we sometimes call that a clearance marker. Normally you would see that on the right along the deceleration lanes or acceleration lanes of a facility like this and it merely tells you that—stay on one side or the other, depending on which side you happen to be.

It is not necessarily a hazard marker. It is a clearance marker.

Mr. CONSTANDY. Mr. Prisk.

Mr. PRISK. I will proceed.

Then here is another structure that we next reach showing no rail in place at all. Essentially the same type of structure with no rail in place.