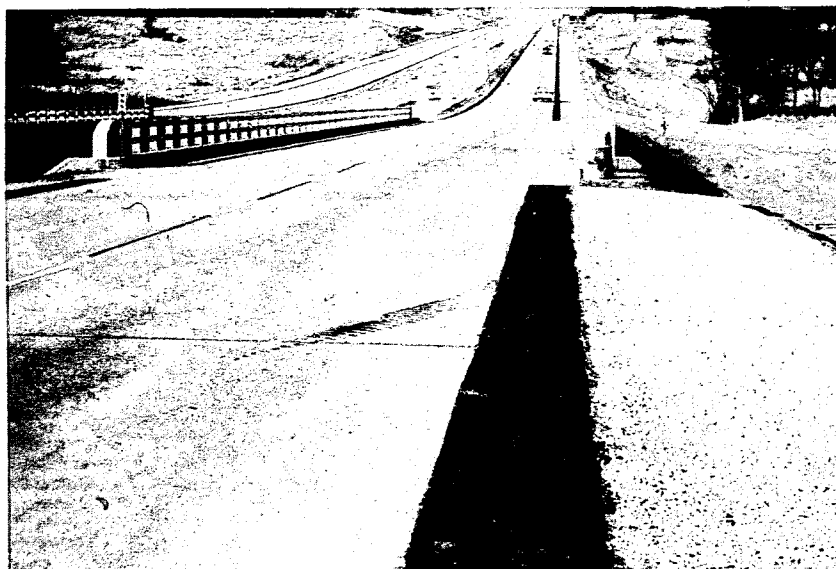


went to look, he found down in between the two bridges an automobile, the occupant lying on the ground next to it with a broken back. He had been there for some time.

We do have accidents as a result of the lack of protection on these hazardous points. But overall, the features involved in the freeway type of design have themselves reduced the total accidents in the area. It is worth bearing that in mind.

Mr. PRISK. This paralleled U.S. 66 and the heavy traffic relief evidently has benefited the overall experience.

This is a closeup of another structure just a few miles farther along the way. This is the full shoulder width. This section here, to give you some dimension to judge by, this paving, this asphalt mat is 2 feet wide. You will see that there are about 2 feet 6 inches clear to the curb, and then a steel rail behind the safety walk on this bridge.



Mr. CONSTANDY. Mr. Prisk, I notice in each of these photographs, at the end of the bridge, the approaching end, there is always a yellow barrel with a number of dents in it. What is that there for?

Mr. PRISK. I did not ask anybody what that was there for and I do not believe I can do any more than guess that it serves to reinforce this yellow delineator up here, clearance marker, or hazard marker, as you will.

Mr. CONSTANDY. Thank you. It is not one of your devices Mr. Wilson, your committee's, is it?

Mr. WILSON. No, sir.

Mr. PRISK. This structure is almost exactly the same length as the other one and does have a different curb-to-curb width. As I recall, it was 32 feet curb to curb; the other one was about 40 feet, the reason being the difference in design period, one design a little earlier than the other one.