Here is another structure on this project where there is quite a mass of concrete here, with clearance from that point to the end of the bridge rail, and, of course, plenty of clearance here.

Mr. CONSTANDY. How does this one strike you, Mr. Wilkes? Forgive me for putting it in those words.

Mr. WILKES. I think that you can see that this is the longer wingwall, and I would surmise that this superstructure would be a deep beam rather than shallow, because there is a relationship to the length of the wingwall and depth of the superstructure support. So I would say had the approach guardrail been fastened to that wingwall, that would have been an acceptable design.

Mr. CONSTANDY. Mr. Prisk?

Mr. PRISK. I expect the point Mr. Skeels said earlier about taking this down to ground level at this point would apply equally well here, if that rail could be brought into this wall.

Here is what you find at an exit point where essentially the same thing only doubled up, back-to-back walls. There is a hazard marker. I think I miscalculated the other one. This one is.

Mr. CONSTANDY. This is an extremely difficult type of situation; is it not?

Mr. PRISK. Yes, it is. It is an elevated roadway and this is the exit ramp that you see the car on. The entire thing is in an urban area. There is a narrow walkway along most of the main line section.

Mr. CONSTANDY. What possibly could be done to that—what do you call that big concrete end?

Mr. PRISK. That is an end wall.

Mr. CONSTANDY. Is that a parapet, too?

Mr. PRISK. End wall. It is almost in the shape of a cowl here, I guess.