

Mr. CONSTANDY. Would you consider that adequate?

Mr. PRISK. These apparently are not working out too well because this is not a sufficiently strong anchorage to forestall the contraction and expansion stresses that develop in the rail itself. Some of these, as we saw, pulled away or cracked the end of the concrete here.

Mr. CONSTANDY. There are several bridges on this project. For some reason, this is the only one treated in this fashion. The others were built as we have seen, with the guardrail not connected to the bridge. Perhaps we can move on.

Mr. GRAY. Just one moment, if I may. What purpose does the fence serve at all, in the center, except to obstruct the view?

Mr. PRISK. It prevents a little headlight glare. It has this disadvantage at this point of introducing that top rail.

Another use, of course, is pedestrians are prevented from promiscuously crossing the roadway if they get up on there.

Mr. GRAY. That would probably be considered the main purpose, would it not?

Mr. PRISK. I suspect so.

Mr. GRAY. All right, you may proceed.

Mr. PRISK. This particular structure that we found with these anchorage points on it, this gives the detail of what has been done here.

