Mr. SKEELS. I just have one comment. It would appear that the posts that hold the W-type rail on the bridge are of a weaker-type post than the ones that hold the same rail where it is used as a guardrail.

Mr. CONSTANDY. The guardrail being wooden, I think, 8 by 8 and the bridge rail being steel I-beams.

Mr. SKEELS. Of course, I do not know the size of the I-beams but the normal I-beams that are used are about, oh, a fifth to a quarter as strong as that wood post.

Mr. CONSTANDY. Mr. Huff, I would expect this bridge would develop some comments from you inasmuch as it begins to be similar to the type you people in Texas have developed.

Mr. HUFF. I believe I have no comment on this bridge.

Mr. CONSTANDY. With your permission, you were kind enough to bring a couple of photographs, and I think it would be helpful to the committee to be able to look at them in contrast.

Show the next slide first, though.

Mr. PRISK. This is simply a view of the right side of the bridge. You were previously looking along the left side.

Mr. CONSTANDY. At this point then would you take that carousel along a few slides to those that Mr. Huff was kind enough to bring in.

Mr. HUFF. I would be happy to have the most caustic criticisms that I can get from my colleagues on this.

Mr. PRISK. This is Mr. Huff's design. I would suggest you go ahead and describe it, Mr. Huff.

Mr. HUFF. You will note the bridge has a full shoulder going across the bridge. The rail is continuous from the approach roadway across the bridge. One fault that we think we have on that, and I would be glad to hear other criticisms, probably where we attached