

Mr. PRISK. Here now is still another twin bridge situation, where there is guardrail protection on the left side leading up to that division between the bridges. Still there is the same hazard, of course, that exists.



There is not quite as obvious a solution as the previous one, to pave over; yet it certainly is within range for consideration. Certainly it is much more desirable to have these areas as open and clear as possible.

Mr. CONSTANDY. In that particular instance you can see, although not too well, there are tracks across here, and you will see some denting in that buried part of the guardrail. In fact, a car did have an accident here. He drove over the guardrail and went on over into the other roadway, barely missing the bridge parapet on the end of the bridge.

This points up the possibility of a situation where you might have someone impacting on the end of the bridge in the opposing roadway.

Mr. Huff.

Mr. HUFF. I think that points up one of the dangers of flaring the rail too much. Had the rail been longer, and extended farther down the road, parallel to the roadway, that might not have happened.

Mr. CLEVELAND. May I ask whose car that is? To whom does it belong?

Mr. CONSTANDY. It belonged to Hertz, but we rented it.

Mr. CLEVELAND. I wondered if that would be a hazard, too.

Mr. CONSTANDY. In connection with that, we calculated we walked something over a hundred miles, and it would have been much longer had we not taken a car.

While you raise that point, we did have a problem. I think right there, Mr. Prisk, that is as far off the road as you can go and still get back on the highway. That median appears to be more sturdy than it