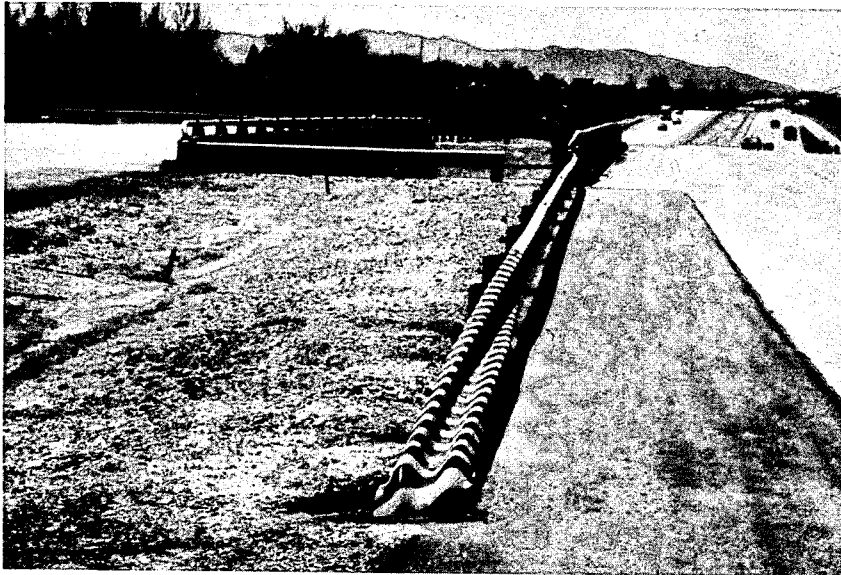


actually is. It is a very loose material, and I had the unhappy experience of getting stuck in it.

Mr. CLEVELAND. Actually, the car that would be broken down normally would pull off to the right; is that correct?

Mr. CONSTANDY. I believe that is true. In this particular instance there is an exit ramp on the right, and it seemed to be the least hazardous to put the car in a place protected by the parapets of the bridge, so any car that might go out of control had the chance of missing us because of the parapets.

Mr. PRISK. Proceeding now, looking at a bridge on Interstate 15, which is south of Salt Lake City, we find this condition. There is a little different treatment, because here a rail has been installed across in front of the open drop between the dual bridges, and in this case also, and remembering Mr. Huff's comment of a moment ago, this rail has not been flared but is buried. I think it could be said this rail is probably still all too short to do the job.



Mr. CONSTANDY. Mr. Skeels, what would your opinion be of the effectiveness of that guardrail, taking into consideration the length of it, and the fact that the automobile that might strike it is apt to be at a 90° angle in the face of it?

Mr. SKEELS. That one is rather useless as an effective guardrail. It does define the fact there is a hazard there, but, as far as deterring a car from going through it, practically any vehicle, at any speed whatsoever, would go through that rail.

I agree further that the length of the guardrail at this end of the bridge abutment is much, much too short. You have to have several hundred feet in there to effectively handle a car that may be out of control.