

Mr. SKEELS. We all have seen many examples of tracks that do go directly across the median like this. As you go down, if the car is out of control, it tends to steer to the left, and after it starts up the other side it tends to steer to the right; so the effective path is merely raised.

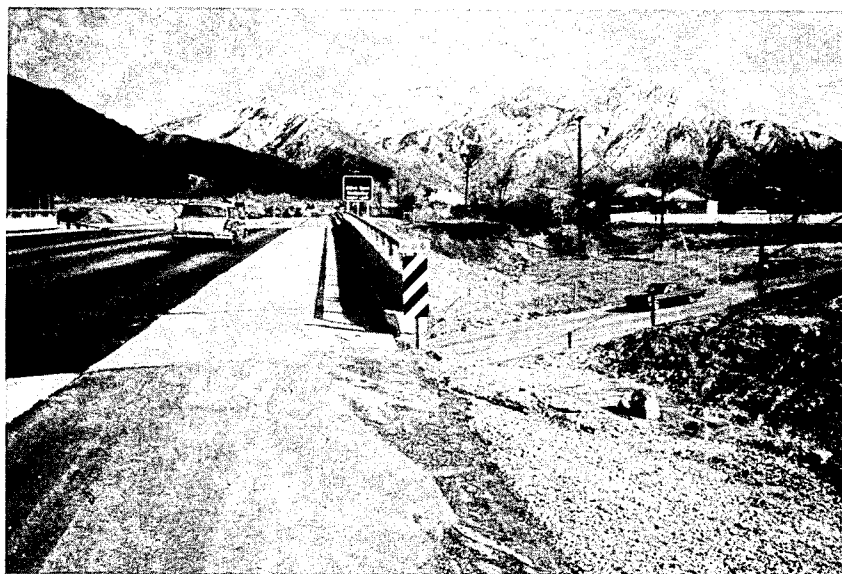
If you have a raised one, it does tend to steer back in the lane you came from; however, depending on the slope and the amount of rise that you can get, it would determine whether or not it would actually steer back into the correct lane before topping the rail.

If it topped the rise, then it would go down the other side, which would be much worse.

Mr. CONSTANDY. We will have a good example on one of the projects that is open in Ohio. Mr. Prisk?

Mr. PRISK. Let us move along here.

You have seen a picture of this before. I do not think we need to spend time on it, but this is that bridge on Interstate 80 at Salt Lake City where there is complete exposure of this end rail, the end of the parapet.



The possibility of a drop down here is of course nothing very healthy, either, but the full shoulder is carried across. Traffic normally would be moving in this lane, but any emergency use of the shoulder would very quickly get you into this parapet end.

Mr. CONSTANDY. Mr. Skeels?

Mr. SKEELS. I have just one comment on this. This bridge rail looks pretty good, and I do not think we should condemn the bridge designer for not matching the rail into it. Rather, it is failure, really, to recognize the highway as one system, the system consisting of the roads plus the structures, and the system has to be designed so that the vehicle can operate effectively on all portions of it.