

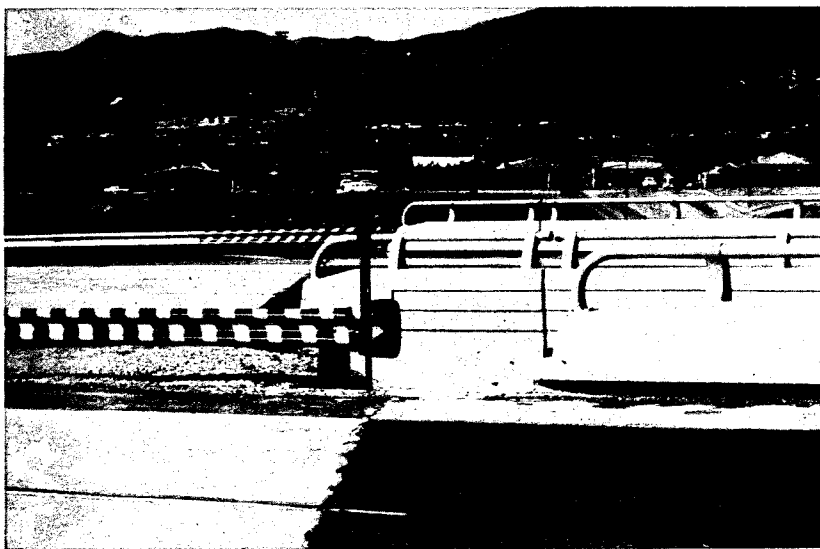
In other words, the guardrail and the bridge rail, and the shoulders—everything—have to be considered as they work together and connect together.

Mr. CONSTANDY. It points up the necessity of coordinating the design by the different groups involved. Mr. Prisk?

Mr. PRISK. Yes. Yes, very definitely.

Here again I will not spend any great time with this, because we have seen this open section, undesirably so, between the railing and the beginning of the structure. The opportunity is obviously here to pave over between the two bridges that are rather close together.

Mr. CONSTANDY. This is the eighth State in which we have seen this?



Mr. PRISK. That is true.

Mr. WILSON. May I make a comment? We should perhaps give the State here credit for utilizing the brush curb design that was developed from research performed in California, in which they undercut the curb. The theory is that that would catch the tire underneath the curb and help prevent the vehicle from rising up and going over the parapet.

Is that not correct, Mr. Wilkes?

Mr. WILKES. I think you have expressed it very well, yes.

Mr. PRISK. May we move along to this bridge on Interstate 80.