

These tire marks very clearly show on this side, so there is enough shelf in this particular bridge, despite the undercut curb—which is a favorable design aspect of this structure—so that the wheel marks actually travel along here. Evidently the wheel is up high enough here, because these were rubber tracks.

Mr. CONSTANDY. Those tracks continue along the parapet, as a matter of fact, and there was evidence that the vehicle mounted the brush curb and stayed up on it through that curve, and hit the end of the guardrail at the other end of the bridge. It was kind of an unusual accident, but it shows this kind of thing can happen.

Mr. PRISK. This curb is wider than it is in desirable practice, somewhat wider.

Moving along again, here is an attempt to anchor the guardrail to the structure on Interstate 80.

