

This is a concrete parapet wall in the median. We saw the other day the way the guardrail treatment was applied, and you will remember that the metal W-beam rail is flared out at this point, and at the end of the concrete wall going this way, and also in the foreground, back here where the camera was, is the cable-type barrier.

This simply is an illustration of the design on the structure itself. You will see the narrow curb that projects from the wall of the median parapet.

Mr. RICKER. This is the twin bridges situation where it has been paved between.

Mr. CONSTANDY. Yes. On this particular stretch of highway, which is 5.7 miles, there is a series of bridges on the portions of the section closest to the intersection with Interstate 15. Not counting the first one we saw, they paved the space between the bridges, and, in addition, poured a concrete median barrier.

At points farther along the highway the treatment is different, the median is not paved, and the bridges are not paved between, either. Neither is there a median barrier, although the median appears to be the same width.

Mr. WILSON. One of the objectives of highway construction I think is to give the motorist a feeling that he is not even approaching a structure, and this can be accomplished by giving it full shoulder width and making all the approaching things as inconspicuous as possible.

But I did want to point out one thing here. In the moderate-length bridges we found it quite valuable, from the standpoint of delineation, to use a contrast treatment on the shoulders. You will notice here you come off the travelway, and you have a white travelway there, and when you reach the bridge you have a white shoulder.

We have found in the past that it has been desirable to coat that with some kind of material that is similar to the shoulder color, black lacquer or some type of asphalt compound that will give you a contrast treatment. This will help your delineation.

Mr. CONSTANDY. Thank you. Mr. Skeels?

Mr. SKEELS. I had one comment. I assume the median barrier on the bridge approach is the chain-link type?

Mr. PRISK. Yes.

Mr. SKEELS. Really, there is no excuse for changing that, as you go over the bridge. All you do is create the problem where the chain-link ends and the concrete begins. Either is fine, but there is no excuse for changing from one to the other.

Mr. CONSTANDY. It again suggests there is no coordination between the bridge designers and the roadway designers. Mr. Prisk?

Mr. PRISK. Looking now at an undercrossing, at the end of the shoulder again, it is without protection at this point. The median piers are protected.

Here you will see a median pier unprotected, and in this case the side pier is removed so that you are way back up here before you have any lateral obstruction at all.

Mr. CONSTANDY. So far that is very good? That is more desirable than a previous picture we saw?

Mr. PRISK. Definitely.