

Here we find the curb outside the guardrail, in there, of course for a drainage function.

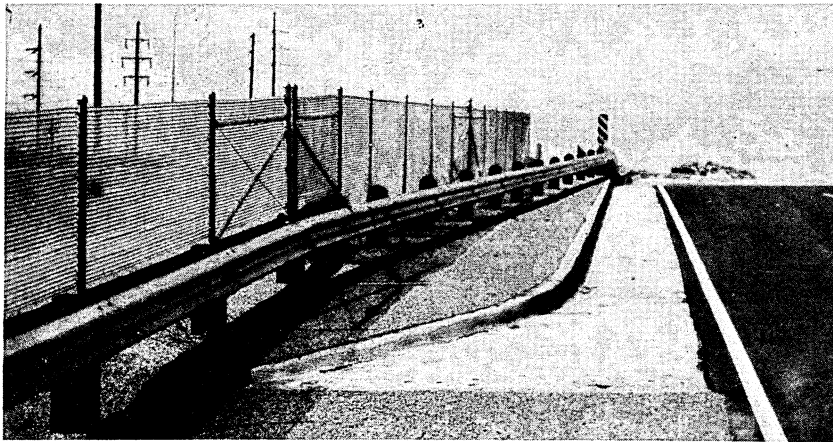
Mr. CONSTANDY. This is in Oklahoma, Mr. Prisk?

Mr. PRISK. This is in Oklahoma, excuse me—I-80.

And desirably this curb would be better if it were like the Utah situation—behind the rail, or at least back in line with the face of the rail. This entire area could be flat.

Mr. CONSTANDY. I cannot help thinking, looking at this, that we are really beginning now to figure how we could improve something that is there. But actually the real improvement would have been to pave between bridges and avoid the whole problem.

Mr. PRISK. It would have been, yes. The dual bridges are up here [indicating].



Here again is a dual bridge situation and the curb here about 4 or 5 inches wide, and entirely satisfactory as far as collision conditions are concerned. It lines up reasonably well with the approach

