

This section, 50-foot section, of guardrail approaches and ends just before the concrete abutment of the bridge. It was installed initially. Thereafter the State highway department concluded this should be a longer approach section for greater protection to the motorist and added a separate 50-foot section without joining them. The car could still impact the end of the new guardrail or if it struck the face of new guardrail, would displace it and cause it to strike the same end of the old one.

I call your attention to that other end of it where it simply goes up to the concrete parapet without any transition to the bridge rail. This is a situation which not only existed on all of the nine projects we visited, but it is commonplace throughout the country. It is perhaps the most typical installation that we saw. No protection in that transition from the guardrail to the bridge parapet.

