

going to snag some car, and you have a low curb there which allows this to be very possible.

Mr. CRAMER. May I refer back to figure 134. Now, Mr. Prisk, assuming this is a Federal-aid project, do we have regulations relating to distance between the road and fixed objects? Do you have regulations for distances?

Mr. PRISK. There are standard clearances that are required; yes, sir.

Mr. CRAMER. What are they? How many feet from the traveled road?

Mr. PRISK. On the edge of the travel roadway, $4\frac{1}{2}$ feet is normally accepted as minimum on the left and 8 feet is the minimum standard on the right.

Mr. CRAMER. The point I am making, if they wanted to build a wall, which they have done here, and at the same time wanted to accomplish safety, I presume one method would be to bring that wall out on a plane to the edge of the bridge there. It would keep you from hitting the bridge abutment. Could they do it under your distance regulation? Would that prevent them from doing so?

Mr. PRISK. It is a little hard for me to understand the situation we have here. This could be an old structure conceivably and the roadway forced through there with substandard clearances.

Mr. LINKO. This is brand new, the whole works.

Mr. PRISK. The whole thing is new?

Mr. LINKO. New roads, new bridge, new everything.

Mr. CRAMER. Regardless of whether it is or is not, if you are going to build that wall, do your regulations prevent them from bringing that wall out on a plane to the wall of the bridge?

Mr. PRISK. So as to have smooth transition?

Mr. CRAMER. Yes.

Mr. PRISK. No.

Mr. CRAMER. Do some States, maybe, construe your distance regulations that way?

Mr. PRISK. It is quite possible. There are a variety of interpretations.

Mr. CRAMER. From two or three of these slides—for instance, the killers in the bridge five or six slides back, where they put the concrete wall (fig. 1-126) between the pillars and not to the road edge of the pillars, but they put them in between the pillars—it seems to me that somebody apparently thinks they have to put the fences a certain distance from the road.

Your answer, apparently, concedes that, maybe, some States are so construing it. Certainly they should be advised, it seems to me, that they have some latitude in consideration of safety features. Have they been so advised?

Mr. PRISK. I think you are familiar with the instructional memos that have been sent out by Public Roads with respect to clearances and dimensions for structures and particularly on points such as we are discussing. The Bureau of Public Roads works jointly with committees of the American Association of State Highway Officials and fundamentally follows the experience and judgment of those officials in their determination of the standards. And, of course, move from that to enforce those standards on the States.