

Mr. CRAMER. Is there any regulation with regard to distance from the edge of the highway to these bridge supports?

Mr. PRISK. Yes. It must be no closer than the edge of the shoulder. The shoulder is prescribed to be at least 10 feet in width.

Mr. CRAMER. We have seen a lot of instances, particularly in these depressed highways, where they are almost on the road, just a few inches from it, with no shoulders at all.

Mr. PRISK. That is correct.

Mr. CRAMER. How does that happen?

Mr. PRISK. Well, the requirement that I cited is for an open section such as you have here. Where you have a complete curbed and walled section—the lesser clearances that I mentioned earlier are the ones that apply.

Mr. CRAMER. It looks to me like people that build the wall, in those depressed highways, and the people that build the bridges just never got together.

Mr. PRISK. One thing to be said, Mr. Cramer, if I may, about the offsets of these structures, is that they are not put in without a purpose. Unlike some of the things that we have seen in the slides, these offsets do serve a purpose as support for the bridge.

They are part of the structural design—it would be necessary to lengthen the span of the bridges somewhat in order to relieve that particular problem where the sidewall juts into the face of the wall section.

Mr. CRAMER. Now, we also saw on some of those previous slides the very esthetically attractive stone, hewn stone apparently, on those depressed highways.

Mr. PRISK. Yes, sir.

Mr. CRAMER. I presume that that type of structure is approved by the Bureau, is it not?

Mr. PRISK. Upon recommendation of the State, yes.

Mr. CRAMER. It is a rather costly item, is it not?

Mr. PRISK. It is more costly than other finishes, yes.

Mr. LINKO. Yes.

Here you see a guardrail approaching bridge piers, and they stop right at the piers. I feel that this guardrail should be continued

