

Mr. CONSTANDY. Fine. We will follow the same procedure as yesterday.

Following that, time allowing, we will get into another element, perhaps lighting or slopes. If you will begin, then, Mr. Prisk.

Mr. PRISK. Yes, Mr. Constandy. Gentlemen, Mr. Chairman, I think in contrast to what we saw yesterday, looking at guardrails, which is a relatively low-cost item on highway sections of the Interstate System, we are concerned today with a high-cost item, a structure crossing another highway, crossing a river or undercrossing, crossing a railroad.

In other words, affording a grade separation in absence of intersection friction which is responsible for accidents and hazards on our conventional-type highways.

Looking at structures on the Interstate System during the course of the observations in the nine States, I think the things that we are concerned with included the matter of the uniformity of the roadway width, as it crossed the structure, or went through the structure, as that relates to the approach width of the roadway.

We are concerned with the clearances to abutments, to the edges of medians, piers, and other elements of the structure.

We are interested in the heights of curbs on structures and the rail heights that were used on structures, the connection between the element that we spoke of yesterday, guardrail on the approach sections of roadway and the bridge railing, and the structure itself.

These are the kind of things that I think we will be stressing in the presentation today as we proceed with this pictorial review of the nine interstate projects reviewed during April. May I have the first slide, please?

Mr. CONSTANDY. Mr. Prisk, before you begin, I think the record should reflect that we are again honored to have the distinguished members of the panel who were very helpful to us yesterday; and I am sure will be so today and throughout the hearing.

I would also, Mr. Prisk, just run down the order in which we have the slides prepared by States.

We will begin with Indiana, then Missouri, Oklahoma, Nevada, Rhode Island, Montana, Ohio, Utah, and finally Georgia. So go ahead, Mr. Prisk.

Mr. PRISK. When this slide was drawn, the intent was simply to define some of the elements that we shall be talking about. These are all bridge rails and parapets of rather common vintage.

On the left you will see a vertical parapet. This is the roadway side out here. This parapet rises directly from the roadway surface and is topped by a metal rail. This area here is concrete.

Over here is about the same kind of a structure with the addition of a brush curb. This dimension here is the critical one [indicating], usually running 4 or 5 inches, something of that sort.

Over here we have again the same backup structure with a safety walk in front of it. The safety walk has been thought of as something that probably has been misnamed in the past.

Mr. CONSTANDY. You feel it perhaps is not a safety walk after all?

Mr. PRISK. I would prefer to call it a so-called safety walk.

Mr. CONSTANDY. Mr. Prisk, is it true that the vertical parapet and the brush curb are more apt to be used on projects where the shoulder