

Perhaps Mr. Skeels could comment, since they have developed and installed a similar type structure on the bridges at the proving ground.

Mr. SKEELS. Well, that is correct; we do have bridges with this type of bridge parapet installed. It is a modification of the New Jersey style. We adopted this after looking and doing what we considered a thorough engineering job on available bridge rail designs.

We are very enthusiastic about it. It works very well, and I am sure you will see it come into more and more use.

The design is, as applied to bridge rails, relatively recent. I believe ours has been in service about 3 years. There also is a section of the same design installed on one of the Detroit expressways as a median barrier.

I would like to avoid confusion when we talk about bridge parapets or median barriers in the same breath; but they have the same basic job to perform. That is, to prevent a vehicle from penetrating and to turn the vehicle to a path roughly parallel to the road with a minimum of hazard to the occupants of the vehicle, and a more secondary objective is a minimum of damage to the vehicle itself.

This has the advantage that if you do not damage the vehicle, the driver can keep it under control, and a car can strike this parapet in a mild type of impact and go on his way.

Whereas, perhaps with other types, he might be immobilized and there will be an accident.

Mr. SCHADEBERG. Thank you.

Mr. CONSTANDY. I can attest to that. Mr. Skeels has given us the pleasure of hitting a parapet at 45 miles an hour and it is a most exhilarating experience. It was surprising that there was practically no impact at all; and the car was directed back onto the roadway.

Mr. WILKES. I might add that there are several States that have adopted this New Jersey-type parapet as a standard for their full-shoulder-width structures.

Mr. CONSTANDY. Thank you. Perhaps we will move along, Mr. Prisk.

Mr. PRISK. One other thing that might be said before we leave this slide is the fact that this rail, unlike the guardrail used at the edge of the pavement, is normally considerably higher, somewhere in the vicinity of 40 inches, as against 27 inches; and upward, possibly, on a bridge rail up as high as 50 inches, 55 inches.

This practice differs, also.

Mr. WILKES. Could I comment on the safety walk?

The purpose, one of the purposes of the safety walk would be to provide a refuge for the pedestrians that are on the structure. And I am sure that is the origin of the term, safety walk.

Mr. CONSTANDY. Isn't it true that pedestrians are uncommon, and that pedestrians are not allowed to use the Interstate?

Mr. WILKES. That is correct. Your statement that no pedestrians are allowed would apply to the Interstate, but this feature is included in bridges for all systems, primary, secondary, and urban areas of course.

The safety walk is widened to provide a sidewalk for pedestrians.

Mr. CONSTANDY. Proceed, Mr. Prisk.