

Mr. PRISK. Here is the other side of this same bridge. It is a short bridge in fact, as you can see. And the median side, left-hand side, also has this same arrangement.

There is no physical attachment between the rail and the concrete structure, and these posts can be rather readily displaced by a colliding car, which would then be faced with that same condition we saw on the right-hand side.

Mr. CONSTANDY. Something perplexes me, Mr. Prisk. Why is it necessary that that bridge rail be higher than the height of the guardrail?

Mr. PRISK. Well, this has bothered me a long time, too. I do not know that there is a good answer for it.

There is a little more hazard certainly, mounting a bridge rail, than there is running down a slope.

Mr. CONSTANDY. If we take this view here, I am not sure you can distinguish between the result of a car going over the parapet itself or coming through this type of guardrail installation, in advance of the bridge. He is apt to suffer the same consequences.

Mr. PRISK. With this approach rail, chances are that he would fare worse hitting the approach rail than he would hitting something out here, even without this ornamental rail at the top.

Mr. CONSTANDY. That fellow in Utah survived; but we have seen a number of these bridge accidents, where the occupants of the car did not survive.

Mr. WILKES. Mr. Constandy, I might state for the record that the standards of the American Association of State Highway Officials is that a traffic rail must be a minimum height of 27 inches if there is no curb wider than 6 inches. If there is a curb wider than 6 inches, then the rail or parapet must be 27 inches measured from the top of the curb.

Mr. PRISK. That is this point [indicating].

Mr. CONSTANDY. The rail is supposed to be 27 inches.

Mr. WILKES. Right. And if it is for pedestrians, it is general practice to increase that height.

Mr. CONSTANDY. Then it would be a handrail?

Mr. WILKES. Then it would be a handrail.

Mr. PRISK. What you are looking at is, according to what Mr. Wilkes says, a standard installation in accordance with the specifications, if this rail is in fact 27 inches high, and if this parapet also is 27 inches—do I understand you correctly?

Mr. WILKES. That is correct.

Mr. PRISK. This is what we did find in Indiana.

You see other illustrations of this sort, also, in Indiana, on major structures; this is a longer bridge. These bridges were not built to include the full width of the shoulder.

The bridge shoulder amounts to about two and a half feet of clearance outside the edge of the traffic line. This short distance here.

There is a wall on the structure, as you see, and a very bulky end wall parapet, and the guardrail is curved in, sort of in a pocket fashion, to reasonably meet the alinement of the curving rail, which then straightens out directly on line with the camera.