

The curb, of course, and the safety walk are still a very considerable hazard and remain unprotected.

Mr. CONSTANDY. Mr. Skeels.

Mr. SKEELS. One brief comment. This will certainly provide a big improvement over the original arrangement that they had. However, we have to realize that when a car strikes a guardrail, the guardrail does not stay put. It moves in the direction the car was going, that is it moves away. This commonly produces a condition known as pocketing.

When you run into a guardrail just short of an immovable object, such as we can assume the end of this bridge is, this happens. It will help the situation, but what you really need to do is put in a much stronger section of guardrail adjacent to your very strong bridge structure.

More posts is a way of doing it, putting in more frequent posts right adjacent to the bridge structure. In other words, there are ways to handle this that are still better than we see in this picture.

Mr. McCARTHY. I wonder if we could clarify a point, Mr. Prisk. Pedestrians are not permitted on the Interstate System, is that correct?

Mr. PRISK. Not normally, that is correct. It is usually a matter of State law.

Mr. McCARTHY. State law?

Mr. PRISK. State law.

Mr. McCARTHY. But all States have them?

Mr. PRISK. I cannot answer in that respect, but, most commonly, pedestrians are prohibited from the Interstate.

Mr. McCARTHY. Well, then why the safety walk on an Interstate highway?

Mr. PRISK. This is a carryover from the tradition that Mr. Wilkes mentioned, and I think the safety walk has been regarded in the past as an important aid to maintenance workers who come to the bridge, so that they have a place to get across the structure without being in the traffic lane.

Mr. WILKES. Could I reply to that?

Mr. GRAY. Mr. Wilkes.

Mr. WILKES. There is a requirement in the AASHO specification for Interstate highways that tunnels and long bridges on which the shoulder is not carried across the structure must be provided with safety walks.

Mr. CONSTANDY. That is in the current Interstate standards?

Mr. WILKES. That is correct.

Mr. CONSTANDY. Would you consider this a long bridge, Mr. Wilkes?

Mr. WILKES. Well, it does not have the full shoulders carried across. And one interpretation that has been made on this specification requirement is that when you do not have the full shoulders, then it is necessary to provide safety walks.

Mr. CONSTANDY. So that the critical fact is whether you carry the full shoulder, rather than the length of the bridge. You might have a short bridge.

Mr. WILKES. The specification has both parts of that statement. The long bridge on which the full—long spans on which the full shoulder is not carried.