at a higher point than would be desirable. There should be a lack—I mean a clear surface from the roadway onto the guardrail.

Mr. CONSTANDY. I notice in this bridge, compared to the one you made reference to a few minutes ago, Mr. Wilkes, it just ends without that parapet or wingwall extended above the grade. There is a difference in design; is there not?

Mr. WILKES. Obviously there is. In this case I think the preferred end treatment would be to bring the metal rail down to the top of the parapet wall.

Mr. CONSTANDY. And even then, of course, carrying the guardrail across the face of the parapet?

Mr. WILKES. Correct.

Mr. CONSTANDY. Mr. Ricker.

Mr. RICKER. The AASHO Safety Committee made a tour last year and wrote a report which I think the committee knows as the yellow book.

Mr. CONSTANDY. Yes.

Mr. RICKER. One of the points in there is that the space between twin bridges be covered over, if it is narrow enough to be 20 or 28 feet. I would suggest in a case like this bridging that opening would be better than constructing a parapet.

Mr. CONSTANDY. Thus eliminating the hazard of the parapet on the left side in each case?

Mr. RICKER. Right

Mr. CONSTANDY. And also permit continuity of the median barrier across the bridges.

Mr. Wilson, I know your State has had considerable experience in doing that and you do have a design practice wherein you will bridge the space where the span is up to—what—20 feet?

Mr. WILSON. In years past we have been decking them over if they are 22 feet or narrower. It is based on that—that was picked pretty much on the basis of economics because you can deck it over just about as cheap as you can build the walls and build all the accessory hardware you need to protect the walls.

Mr. CONSTANDY. So when the median is 22 feet, at the same cost you can have a vastly improved facility.

Mr. WILSON. Yes. We have recently widened our base to 30 feet and intend to deck these over.

Mr. CONSTANDY. Do you have any approximation of the additional cost to deck them over on a 30-foot median?

Mr. WILSON. No, I don't; but any traffic or maintenance engineer would certainly subscribe to it even if there is a modest additional cost.

Mr. CONSTANDY. The additional cost for 30 feet would be modest?

Mr. WILSON. In comparison to the total cost of the structures, I would say so. I am not a bridge engineer and I cannot——

Mr. CONSTANDY. But there would be additional savings on maintenance, to say nothing of the reduction in hazard.

Mr. WILSON. Oh, I am sure there would.

Mr. CONSTANDY. Mr. Wilkes, would you care to comment?

Mr. WILKES. If you would like for me to guess. I would say for a normal short span bridge, the additional cost would be in the neighborhood of $120 to $150 per foot of bridge to—this is additional