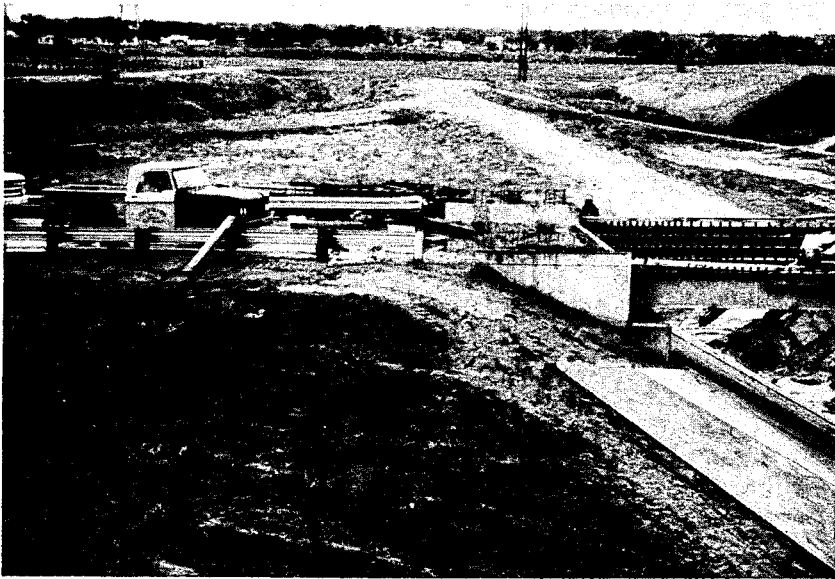




This is a very interesting picture, because in contrast with what we saw in Missouri a few minutes ago, where there was almost no rail in place, they are just starting to put the rail up ahead of some of the structures that have been open 6 or 8 months. Here they built the rail and finished it off before they even got a floor on the bridge. So this is 186° opposite, apparently, in their thinking.

There is no—I would point out, this bridge is under construction today; there is no connection at all between these. [Indicating.]

Mr. CRAMER. When was that picture taken, Mr. Prisk?

Mr. PRISK. Mid-April.

Mr. CRAMER. Mid-April?

Mr. PRISK. Mid-April.

Mr. CRAMER. Had you adopted these AASHO standards at that time?

Mr. PRISK. Just about at that time, yes. I think the States had not been advised by that time. It was a few weeks later.

Mr. CONSTANDY. The picture certainly suggests that two different groups of people design and construct the elements which are to work together and function together to afford safety to the motorist. The guardrail is installed and finished ready to be open to traffic and the parapet at the end of the bridge has not even been built yet.

Mr. CRAMER. Well, Mr. Prisk, I understand the AASHO design standards which you indicate were adopted about that time provide, on page 29, as follows:

To afford maximum protection and to develop the full strength, the rail—

Meaning the guardrails—

on the approaches to structures must be attached securely to the structure and provide a relatively smooth configuration on the traffic side.

This would be in violation of that regulation over AASHO standards at the present time; would it not?