

Mr. HUFF. That is my slide, is it not?

Mr. PRISK. Yes.

Mr. CONSTANDY. Certainly is.

Mr. HUFF. Of course, there is enough approach rail here to develop the full strength before you get to the bridge and if you get to the rail anywhere between there and the bridge or on the bridge, you should have enough strength to withstand it.

Now, I believe—I am not sure whether those posts are spaced 12-6 or 6-3. Our standard now is 6-3, on the entire length to develop vertical strength as well as lateral strength. Because if a car does run up on the rail, he needs a 6-foot 3 spacing in order to avoid pocket.

Mr. CONSTANDY. That is fine. I think this makes a very good contrast from the one we had before.

Mr. HUFF. Incidentally, one remark I might make, that does not have a block in it. We don't believe the block out would add a whole lot to the design.

Mr. CONSTANDY. Yes; we had that discussion. Let's go back to the bridge in Montana. If you had done this, you would have carried the same approach guard rail across the bridge.

Mr. Prisk?

Mr. PRISK. Yes. Moving on farther to the west, now, we see the treatment at this interchange structure.

You will note particularly the position of the side piers. I think there is 14 feet of clearance from the edge of pavement on the right-hand side.

Mr. CONSTANDY. As Mr. Wilkes mentioned yesterday on that same bridge, the cap on the piers is askew. I guess that concludes Montana.

Mr. PRISK. That is right.

Mr. GRAY. The Chair desires to announce that we have one very important piece of legislation on the floor this afternoon. Also we

