

the rank and file of these States that were shown are making improvements.

Mr. CONSTANDY. Yes. I think that is something we should bear in mind, Mr. Huff, being very careful to recognize this in looking at old work.

When we went to the newer projects you could see there had been some upgrading in standards.

I think we might reflect on how long it has taken, and the fact that the improvement frequently still overlooked something that should have been obvious to someone who had a complete understanding of the problem before they made the change. Mr. Huff?

Mr. HUFF. I have one more comment I would like to make. I missed it.

I certainly agree with tests and research. Observation of roads under operation is very important in this matter. I think that each State should spend somewhat more than it is now spending on testing and research, which consists of, I might say, plant research or observation of installations on the highways themselves.

Mr. CONSTANDY. Thank you. Mr. Wilkes?

Mr. WILKES. My comments are as follows, Mr. Constandy. I think I could say without any reservation that all of those bridges shown in the photographs, although they appear to be deficient in certain respects, were designed in accordance with existing AASHO bridge specifications, and that the designer was principally concerned with the structural adequacy of the elements that he has included in his design.

Mr. CONSTANDY. In the design of a bridge that stands up?

Mr. WILKES. Correct.

Mr. CONSTANDY. I think that should be recognized. Actually the area that we are concerned with here is whether you have a bridge that will satisfy the needs of traffic, and whether we have done as much as is possible to be done to provide the greatest degree of safety to the persons using it.

Mr. WILKES. That is correct, and if there are deficiencies, we should recognize them as early as possible, and revise our bridge specifications.

The second is, many bridge engineers, being men of strong convictions, do not agree that safety walks are dangerous. On the contrary, they believe that the restricted-width bridges should have safety walks.

However, in the light of the strong recommendation made by the AASHO Special Safety Committee, the majority of all States have revised bridge specifications now under construction to the extent possible to eliminate the safety curbs. Almost without exception the States have agreed to eliminate the wide curbs from the future designs.

Mr. CONSTANDY. If I understood the first part of what you said, relative to the safety walk, the bridge engineers have strong convictions they are desirable, but the new requirement in the yellow book will demand elimination in most areas?

Mr. WILKES. That is correct. They feel this finding of the safety committee is still an opinion; that they have not seen the evidence that it does constitute a hazard, and neither can they supply evidence that they are, in reality, safety walks. They are bowing to the will of