

time, the demands for drainage are considered to be sufficiently significant so that we basically are staying with this.

Mr. McCARTHY. Now, do you have an overseer of the plans of bridge engineers? Is approval of your department required before construction?

Mr. McALPIN. In our department?

Mr. McCARTHY. From the safety point of view.

Mr. McALPIN. If I understood the question, do I personally have review and approval authority over bridge design?

Mr. McCARTHY. The department.

Mr. McALPIN. The answer is "No." Our group is a technical service group. Under the staff type of functioning, in many of these areas we work extremely close with the bridge group. We have no authority or veto power over their designs. However, I would say that it would be a rare occasion where, if we had a firm and substantial recommendation, it would be ignored.

Mr. McCARTHY. Thank you.

Mr. McEWEN. Mr. Chairman.

Mr. BLATNIK. Mr. McEWEN.

Mr. McEWEN. It appears, looking at this photograph, that a vehicle which collided with that guiderail would be guided into that concrete curb where the red dot is. Is there any reason why—you mention retention of water—that that could not be sloped, rather than a sheer abutment for the vehicle to strike?

Mr. McALPIN. None whatsoever. As a matter of fact, this is exactly the way we are doing it. The curb is being extended from the end of the bridge and curved around so that it continues in behind the rail. And the rail itself is being connected to the bridge rail. This gives continuity in case of impact. The curb would be there, but it will be flared around so it would not be the obstacle that it presents in this case.

Mr. McEWEN. Now as to the determination to use this type of rail, rather than the parapet which we say that was developed by New Jersey and shown in Mr. Beaton's films. Was this rail selected from the safety or esthetic standpoint?

Mr. McALPIN. I do not really know. You are out of my area. If you ask it another way, whether this rail is providing adequate safety, the answer is "Yes."

We elected to do this because of the possible distraction of the attention of the driver, and I am certain this would be a consideration. I believe we are rather open aired in New York, and like the opportunity for vision through rails rather than confinement. Thus, on major high-level structures, we are using parapets. To give additional assurance to drivers, or for the psychological feeling of security, we are using parapets.

(At this point Mr. McCarthy assumed the chair.)

Mr. McEWEN. Do you consider this as safe as a concrete parapet, from the deflection standpoint?

Mr. McALPIN. Yes.

Mr. McEWEN. Thank you.

Mr. McCARTHY. One more question on this approval from a safety point of view. Does the New York State Department of Public Works have a director of safety or someone of that type of capacity, who