

slides here and testimony relating to this. We found, and I noticed myself, that in many of the photographs we have had, you can say the abutments are esthetically rather attractive. There are three or four levels tiered up. I said earlier in these hearings, personally going by at 65 miles an hour on an Interstate highway, the esthetics escaped me until I saw it captured on a still slide on this screen. We have seen photos of a number of accidents, where vehicles have either freely gone into the abutment or have been guided there by guardrail. Is there thought being given to eliminating these large ornamental concrete abutments?

Mr. GOODMAN. Right. Traditionally many years ago when a bridge was built it had to have some sort of elaborate monument to dedicate it to someone or something. To my knowledge those have not been built in a long time; and even the most conventional bridge abutments are being replaced with just a flare turned down, so there is a straight line to get in the bridge and not have to come in and meet some sort of obstruction.

Mr. McEWEN. One other feature on bridges has concerned some of us, and that is, I believe, commonly referred to as the safety walk.

Mr. GOODMAN. We have differences of opinion about the safety walk. In my statement I said in general that we are trying to eliminate the 18-inch safety walk and merely have a flush curb. There are some engineers who feel that the 18-inch curb is important on long bridges for the benefit of maintenance people who are out there trying to fix joints and such as that and paint the strip, as a place of refuge. And then in some of the States, in spite of all our warnings and precautionary measures, there are some pedestrians. And although we would like to keep them off of there, some bridge engineers feel that the 18-inch walk is a good idea.

I would say in general that most States have eliminated it and are going to the flush curb. I would like to offer this comment.

I failed to say that another activity of the bridge committee is that for 2 years we have been studying—both in the United States and abroad—these large, wide joints in the bridge. We have had reports of some of the small cars and motorcycles dropping down in these joints and having some fatalities. We have had that on our agenda for 2 straight years, and we are trying to work out some series of expansion device that would not require that kind of a joint.

Mr. McCARTHY. Thank you.

Mr. CLEVELAND. Mr. Chairman, this is not really a question, but it is a comment and an observation. I have noticed in New Hampshire, and I am sure this is true in other parts of the country, when a rain comes up, sudden rain, summer thunderstorm, under these bridges you will find congregated various motorcycles and motorbike people. It strikes me that this is an observation worth reminding ourselves of because there is a great deal of talk here about keeping these wide lanes under the bridges free of any obstruction, and there you have the human element.

I have seen as many as 20 or 30 motorcycles crowded under there to get out of the weather.

Mr. GOODMAN. True.

Mr. CLEVELAND. I do not blame you for the designing of bridges on there. It does show the human element does creep in despite the best thought anybody can give.