

HIGHWAY SAFETY, DESIGN AND OPERATIONS

Roadside Hazards

TUESDAY, MAY 23, 1967

HOUSE OF REPRESENTATIVES,
SPECIAL SUBCOMMITTEE ON THE FEDERAL-AID HIGHWAY
PROGRAM OF THE COMMITTEE ON PUBLIC WORKS,
Washington, D.C.

The subcommittee met, pursuant to notice, at 10:15 a.m., in room 2167, Rayburn Building, Hon. John A. Blatnik, chairman, presiding.

Present: Messrs. Fallon (chairman), Blatnik (subcommittee chairman), Wright, Johnson, McCarthy, Howard, Cramer, Cleveland, Clausen, Duncan, Schadeberg, Zion, McDonald, and Denny.

Also present: Walter R. May, chief counsel; Robert L. May, minority counsel; George M. Kopecky, chief investigator; Robert G. Lawrence, associate counsel; Salvatore J. D'Amico; Paul R. S. Yates, minority professional staff member; Stuart M. Harrison, staff assistant; Mrs. Mildred Rupert, staff assistant; Miss Agnes GaNun, staff assistant; Mrs. Shirley Knighten, staff assistant; and Mrs. Kathryn Keeney, chief clerk.

Staff, Committee on Public Works: Richard J. Sullivan, chief counsel, and Clifton W. Enfield, minority counsel.

Bureau of Public Roads: Charles Harrell, visual information specialist.

Mr. BLATNIK. The Special Subcommittee on the Federal-Aid Highway Program of the House Committee on Public Works will please come to order.

The significance of the testimony which you are about to hear in these series of public hearings beginning today and its important bearing on the lives and futures of millions of our citizens and the graphic material presented will make itself clear as the record unfolds.

Now I have an introductory statement to read at this point, which we usually do at the beginning of these hearings, and the minority leader will be recognized immediately following that for any statement or comments which he deems appropriate, which usually are very pertinent and to the point.

We begin today a series of hearings to inquire into certain questions bearing upon the design and operational efficiency of our highways.

In the carrying out of our ambitious highway program under the terms and spirit of the Federal-Aid Highway Act of 1956, it is absolutely essential that every aspect of the program be performed in such a way as to preserve the confidence of Congress and of the American people.

At the present time, we are spending more than \$4 billion—these are Federal funds—a year out of the highway trust fund for our Federal-