

Mr. PRISK. Moving along, this again is a far view taken 400 or 500 feet in advance of the structure. I think you can still see these same points stand out rather prominently and suggest that perhaps there has been a bit too little guardrail used at this point.

Mr. CONSTANDY. That concludes the slides on Montana, Mr. Chairman. If we can this afternoon begin with Oklahoma, Missouri, Nevada, we will.

Mr. McCARTHY. The committee will stand in recess until 2 p.m.

(Whereupon, at 12:30 p.m., the committee was recessed, to reconvene at 2 p.m. the same day.)

AFTERNOON SESSION

Present: Messrs. Blatnik (subcommittee chairman), Howard (acting chairman), Cramer, and Clausen.

Also present: Staff as heretofore noted.

Mr. HOWARD. The subcommittee will please come to order. The Chair recognizes Mr. Constandy.

Mr. CONSTANDY. Mr. Chairman, there is one thing I would like to clarify. It was referred to this morning. We have selected nine States; one in each region of Public Roads. We have, roughly, 10 different elements which relate to roadside hazards in the design and construction of the highway. We propose to go through each of the nine States looking at each of these elements, one at a time. We hope to conclude guardrails this afternoon. Tomorrow we will deal with bridges, and so on, through the 10. But each day we will be discussing a different element, or maybe more than one each day; in each case as it relates to each of the nine States.

I think the next slides we have depict conditions we found in Oklahoma. The project here is I-40, located in Oklahoma City. It was opened to traffic in January 1967 and is a 2-mile urban section.

While we were concerned with that particular project the next project contiguous to it was under construction and we took several slides of the work on the new project.

Members of the panel, we still solicit your comments on each of these elements. Even though it is apt to begin to appear repetitive, it is not as it relates to that particular State.

I would assume that silence concerning Mr. Prisk's comments would suggest agreement by each of you with what he says. If you differ with anything he says, raise your hand and we will clarify that. Unless you do differ, I will assume you agree with his comment. Mr. Prisk.

Mr. PRISK. This concerns Interstate 40 in Oklahoma City, an urban area project. This is a closeup shot of their guardrail section and guardrail design. Here again you see round posts, bolts with no washers.