

Mr. CONSTANDY. I want to thank you all for what I feel has been a most productive session, and you people certainly contributed to make it so.

We will continue on the same basis, if it is still agreeable, tomorrow.

Mr. HOWARD. Thank you, Mr. Constandy. I am very sorry that official business made it impossible for our chairman, Mr. Blatnik, to be with us in the latter part of the hearings this afternoon.

Today we have been privileged to hear expert opinion from this panel of distinguished specialists in the field of safe highway design and traffic engineering. Each of these men is outstanding and nationally known in his field, as is Mr. Charles W. Prisk of the Bureau of Public Roads, whose experience and advice has been so helpful to us in these hearings.

The continued presence and assistance of these gentlemen as we analyze and discuss the design safety of some of our newest Interstate projects around the country is greatly appreciated by the subcommittee.

It has been disquieting, although not surprising in view of earlier testimony, to learn from today's testimony that the same unsatisfactory installations of roadside appurtenances common elsewhere are to be found on new Interstate projects in various parts of the country.

There have been some encouraging signs of progress, but not nearly enough.

Many of these features are as dangerous as they are unnecessary. And it appears as late as 1967, they continue to be designed and built into our highways.

Some of these mistakes are capable of quick and sometimes inexpensive correction. Some may be much more costly to alter, while others, I am afraid, will just continue to exist for generations to come.

It will be the continuing purpose of these hearings to explore fully the problems brought about by design practices which have been the subject of testimony thus far. Certainly the observations and expert opinions of this distinguished panel can be of great help in that regard.

We look forward to your assistance when this subcommittee resumes its hearings tomorrow morning at 10 o'clock.

The subcommittee stands adjourned.

(Whereupon, at 4:35 p.m., the hearing was adjourned, to be reconvened at 10 a.m. the following day, Wednesday, June 21, 1967.)