

HIGHWAY SAFETY, DESIGN AND OPERATIONS

Roadside Hazards

THURSDAY, JUNE 22, 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 adjournment, at 10:10 a.m., in room 2167, Rayburn Building, Hon. John A. Blatnik (chairman) presiding.

Present: Messrs. Blatnik, Clark, Cleveland, and Zion.

Staff present: Same as previous days.

Mr. CLARK. The Special Subcommittee on the Federal-Aid Highway Program will please come to order.

We resume public hearings on the design, operation, and efficiency of our highways, roads and streets. As we continue to review and analyze some of the most recently opened Interstate projects selected from around the country, we are privileged to have the benefit of the comments and observations of a panel of nationally recognized experts in the field of highway engineering.

The continued assistance of these gentlemen is greatly appreciated by the subcommittee.

Mr. CONSTANDY. Mr. Chairman, yesterday we were doing bridges in the nine States, and we had concluded with Montana. We have remaining with that subject, Ohio, Utah, and Georgia.

Mr. PRISK, if you could begin, we will see if we cannot complete the bridges and get on with signing.

Mr. PRISK. Yes, Mr. Constandy.

Mr. Chairman and gentlemen of the committee, we begin today with Ohio, looking at bridges on Interstate 80-S.

This, you will see, is a full-width structure, again; one of two twin bridges on this particular route, typical of the design that we find. There is no anchorage of the approach rail here or there.

