

Mr. CONSTANDY. Also undesirable, that headwall?

Mr. PRISK. It presents a very, very solid hazard.

Mr. CONSTANDY. Could we quickly go through the panel members and have your thoughts on the drainage? Mr. Wilson?

Mr. WILSON. To start out here, I think that we saw some fairly good things in some areas. The flush-top drop inlets that we saw in the earlier medians there were very good. In fact, the medians in general were good, I think—but it is very easy to destroy their quality by putting some hazard up in them.

And I saw later on, in some of these slides, that is exactly what happened.

Before we are too critical about the type of drop inlets, I think it should be pointed out here that snow and ice create such conditions, in some parts of this country, that possibly a flat drop inlet would not handle them all properly. I am not a drainage expert; I just bring this up to your attention.

Mr. CONSTANDY. I think it is worth mentioning. Is it also not true, in that type of situation, that some other design might accommodate that problem, yet at the same time not present the hazard?

Mr. WILSON. That is quite possible, yes, sir.

I would like to point out that quite often deep ditches along the side of the road can be graded to a higher elevation by merely changing the style of the drop inlet or the manner of carrying the water onward. I would also like to point out that deep ditches along the highway can often prevent early deterioration of the pavement by giving proper drainage.

So you have to compromise this thing in this area.

Mr. CONSTANDY. Thank you, Mr. Wilson. Mr. Skeels?

Mr. SKEELS. I agree we have seen some excellent examples in here and some that are not so good. It seems to point out that it is possible to do a pretty fair job on this item if it is looked at in the light of automotive safety.

I am particularly concerned with dams across medians which sometimes are very abrupt and sharp, and with the parallel drains under the bridge piers along the side. These almost invariably start out in a vertical wall which better attention should be given to, as these would be very lethal.

Mr. CONSTANDY. Thank you, Mr. Skeels. Mr. Huff?

Mr. HUFF. I agree that the protruding inlets, tops, create a hazard to traffic and I agree with what the gentlemen have just said. However, we have had some expressions from people who are well versed in drainage. The so-called grate-top inlet is not efficient for carrying water. It is particularly bad where you have a lot of trash and things that cover it and stop the flow of water.

And I would say further that I believe some studies will have to be made to develop a more efficient inlet and to avoid some of the problems of stoppage I just mentioned.

Mr. CONSTANDY. Thank you, Mr. Huff. Mr. Wilkes?

Mr. WILKES. Many of the examples we saw were quite good. However, it is pretty obvious there are some details that were not executed very well.

As Mr. Huff has mentioned, this grated inlet does tend to become clogged with trash. There have been inlets developed, though, that