

2. Heavy sign bridge supports located in the gore at the junction with I-295 will be eliminated by moving the sign bridge to an advance location.

3. Curb and guardrail will be eliminated from gores and these areas will be graded with flatter slopes.

*Region Two—Ohio Interstate 80S*

1. The present temporary signing on this project will be replaced with permanent signs of modern design as the next stage of improvement.

*Region Three—Georgia Interstate 75*

1. Guardrail on this project will be revised to incorporate the safety refinements outlined by recent research. Posts will be spaced closer to increase stability. The ends of the guardrail exposed to traffic will be anchored at ground level.

2. Frangible bases will be employed, replacing the steel bases now supporting light standards wherever these are in exposed positions.

3. Traffic signs will be moved back at least 30 feet from the traveled way wherever possible.

4. Median inlets will be improved so not to be an obstruction to traffic inadvertently entering the median.

*Region Four—Indiana Interstate 69*

1. Guardrail revisions will be made to include the anchorage of approach ends at ground level and shorter post spacing at points where maximum protection is required.

2. Drainage facilities will be made less of an obstacle by elimination of headwalls and with extension of present culverts.

3. Consideration is being given lighting requirements at interchanges and other points of need.

*Region Five—Missouri Interstate 35*

1. Improvements will be made to medium drains and ditch blocks.

2. Break-away signs and light supports will be installed.

3. The installation of additional guardrail at points of special hazard will be undertaken and guardrail design will be improved to accord with latest safety standards.

*Region Six—Oklahoma Interstate 40*

1. Improvements are being made in the anchorage of guardrail to bridge structures.

2. Improved guardrail designs are to be installed.

*Region Seven—Nevada Interstate 80*

1. Traffic signs will be relocated at a further distance away from the roadway. They are presently 2 feet beyond the edge of the shoulder.

2. Additional guardrail installations will be made to protect motorists against the hazard of running off high embankments and some embankment slopes will be flattened.

*Region Eight—Montana Interstate 90*

1. The guardrail on this project will be blocked out throughout its length and shorter post spacing will be used to guard against penetration at locations of special hazard.

2. Improvements in the signing will include installation of breakaway design supports.

*Region Nine—Utah Interstate 80*

1. Some signs will be relocated to a position on overhead bridges so as to eliminate the hazard of ground structures.

2. Breakaway type signs will be installed throughout the project.

3. Better design will be used for the protection of motorists who strike the approach ends of guardrail.

4. The design of Exit and Entrance ramp terminals will be improved to reduce the fixed object hazards at these locations.

Mr. CONSTANDY. We have looked at the various roadside elements in the nine States which we believe to be representative of interstate projects completed in the latter part of 1966 and the beginning of 1967. It would be most pertinent at this point if each of the members of the panel were to evaluate what it is that they have seen.