

highway engineering. It has been stated that the bridge engineer goes here and the road engineer starts and goes the rest of the way. Now, wherever that correlation is not being done, I strongly recommend that it be brought into play as quickly as possible.

I might say that in our own State we have jointly—the divisions handling bridges and roads together with the traffic engineer—we have joined together and think that we have the best solution that we know how to make on transition from a road rail to a bridge rail. I am not sure that it is best, but we think it is the best that we have been able to find.

Of course we need also to inform ourselves as to what we should do to correct some of the deficiencies that we have seen here, and we all know—although my State is not represented in these pictures—we do have the same kind of deficiencies as were depicted here.

We need to establish priorities on the worst and the most dangerous deficiencies and get to work on them. I believe that the States should get to the job as fast as possible.

Now, we are not going to be able to do all of them at one time.

Another comment I would like to make would be—and this I hope is constructive criticism—I am a little bit afraid that this committee has tried to give too many answers to the deficiencies.

We are a group of six engineers here. We have our opinions, but you might get six other engineers somewhere else and say, well, and start picking holes.

I think rather than us trying to give the ideas here before this distinguished committee, we should develop through AASHO, which I think is the most capable organization to do it, standards based upon the great mass of research that has been accumulated during the last 10 years since the standards were developed and base our designs on that.

I believe somebody should say some good things about our Interstate System because I know that in our State, and I have been in many other States, the people like it.

They can go a great distance and at great ease, and I think one time we thought—and I was in our department in my same position before the interstate program was initiated—some of us thought that we were building too plush a highway, were just gold-plating and gilt-edging a special system here; and many of us thought the people would rebel against that.

I think we should be gratified that they are with us and are willing and anxious and almost make it mandatory that we make it even better than we have made it in the past.

Mr. CONSTANDY. Thank you, Mr. Huff, for your very pertinent remarks.

Mr. Chairman, Mr. Huff on June 5 delivered a paper to the AASHO Operating Committee on Design for Region 3, at Indianapolis, Ind. The title of it is "Highway Safety as Related to Design Involving Fixed Objects."

I would like to ask to make that exhibit No. 9 and with permission, to print it in the record, providing the size of the transcript will allow it. It is a very pertinent paper. I think it will add a great deal to the records that we have here.

Mr. McCARTHY. Without objection, it is so ordered.