

Mr. W. MAY. Perhaps since we have heard from Mr. Morton, Mr. Snider, did you have some comments on some of those features that we just saw, and give us your observations as to how we can assure ourselves that this type of feature will not be included in our new projects.

Mr. SNIDER. I must say first that the pictures are very convincing that we have not been going all out on the safety features. I will say this, that in most of the States that I know of, most of these features or the design, at least, have been changed; and I will have to confess that although you did not name my State, I saw one picture that I recognized—the foundations for the signs were high. That has been discontinued. It has been some time ago. Probably should have been discontinued sooner.

There are some of these features that are questionable in our minds at least. However, we are going on the guardrail in particular. The buried end of the guardrail, I think, could possibly cause a different type of accident, maybe not as serious. To my knowledge, we have not had a case where the driver of an automobile has run directly into the end of the rail.

However, we are burying our rails, and making the transition, flaring it. We are doing it on construction jobs.

I think it is worthwhile so that the accident may not be as serious.

Now, going back to guardrails, we think that more flaring and longer guardrails probably might be safer. We do not know. We do not have figures on that yet, but we are trying to find out.

Now, I want to comment just very briefly on those rocks in the backslope. We have some of that. That did not happen to be in our State. It has made the biggest hit with the public of anything that I know of in the way of esthetics. We received a letter—

Mr. W. MAY. Did you say hit?

Mr. SNIDER. Yes, sir. We have received a letter just very recently on a job on Route I-44, down the south part of the State, where we had left some of those rocks out in the backslope. And I must say they do look nice.

This lady said that "you have a heart of beauty. I do not see why you do not do more of it."

Now, I do not know that that is a good description. That is what she said.

I was down there after we had been going over these safety items, I was in that particular district recently, and I made mention to the district engineer that it looked like we were going to have to quit that and take such rocks as that out of the slope. And he let that word out, some way or another, and well, I have had a lot of criticism on it since. So it is a matter of education, I think. So are a lot of these items.

I think we can do a better job, and I assure you we are going to do a better job.

Mr. W. MAY. Thank you very much.

Mr. Goodman?

Mr. GOODMAN. Thank you. I would like to tell you how much I appreciate being here. Being chairman of a bridge committee, it puts a severe responsibility on one's extra curricular duties.

The bridge committee not only covers bridges per se, but we also have the responsibility for the design of the sign supports, light sup-