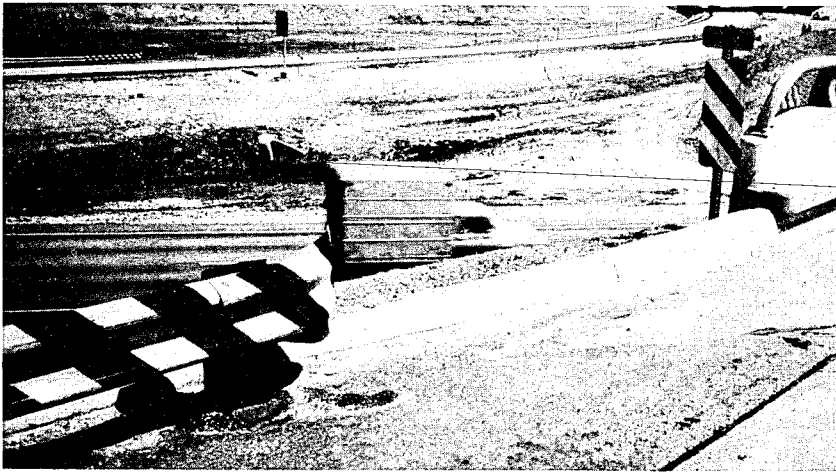


Mr. TURNER. That is the kind of items that we are promoting in the States. And this is the kind of treatment that in many cases will suffice, and this is why I say the cost of correction on the Interstate System in my opinion will be relatively small in amount.

Mr. W. MAY. One of the real primary reasons why we selected the roadside hazard phase as the first phase of this continuing inquiry was the fact that immediate change could be brought about so it wouldn't be incorporated into new projects, and it would be relatively inexpensive to go back and correct some of the existing projects.

A better transition of the rail could be made to the bridge here.



This is a culvert headwall. What could be done with this?

Mr. TURNER. Knock off the headwall and put a grate over the open space there.

Mr. W. MAY. Relatively simple matter to correct?

Mr. TURNER. Take some work and a little bit of material; yes, sir.

