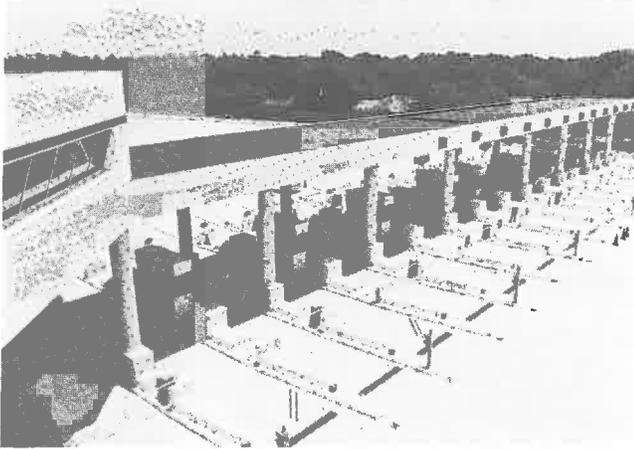


Harris County, TX, Authority Opens Two New Toll Sections



The south mainline toll plaza on the Sam Houston Tollway.

Houston, Texas was the scene of double-header openings of two new toll road sections on June 28 and 29, as the Harris County Toll Authority opened the remaining 8.4-mile section of the Hardy Toll Road on the 28th, and the initial 8.6-mile section of the Sam Houston Tollway on the 29th.

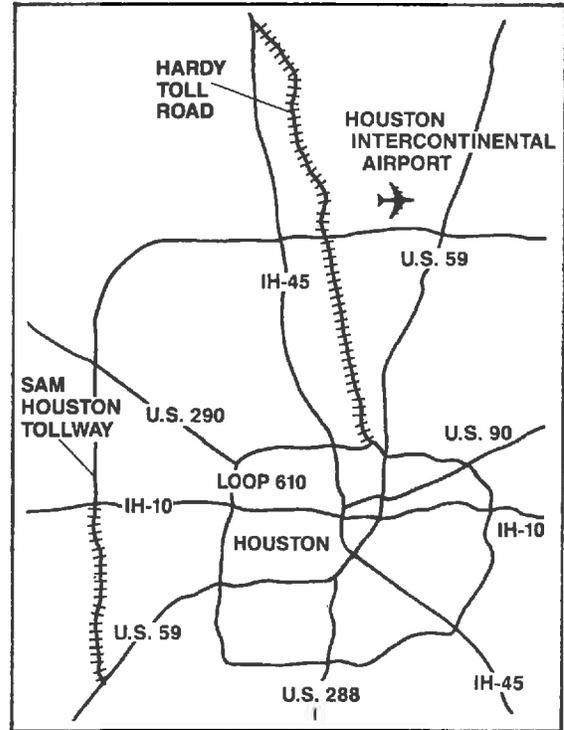
"We now have approximately 30.3 miles of roadway in operation to relieve congestion within the northern and southern areas of Houston, . . . facilities that offer definite time savings for motorists," said Harris County Judge Jon Lindsay, chairman of the Toll Authority.

In addition to traffic relief, Judge Lindsay pointed out the stimulation of Houston's lagging construction and engineering industry by the projects. The Authority issued 73 construction contracts and anticipates letting 26 more to complete the 28-mile Sam Houston Tollway by July 1990. The two toll roads are being built with proceeds of a \$900 million bond issue authorized by area voters in 1983.

The Hardy Toll Road runs in a north-south direction from Loop 610, Houston's inner beltway. The northern portion opened in September, 1987, ten months ahead of schedule. The southern section, from the north belt to Loop 610, was opened last month. (See map this page).

The 21.7-mile Hardy Toll road has eleven major interchanges.

The Sam Houston Tollway runs north from U.S. 59 on the southwest edge of Houston and is complete to Interstate



Location of Houston's new toll roads is shown on this map. Cross-hatched lines show completions to date.

10 west of the city. It will head further north, turn east and connect with the North Freeway and Houston Intercontinental Airport directly north of the city. It presently has ten partial or full access ramps and will have ten more at completion. Estimates are that the roads will be built for less than original engineering estimates. The Hardy Road, for instance, cost \$322 million, \$35 million under original budget.

On the Sam Houston, construction is also taking place on a frontage road system with unlimited access to adjacent property, being built simultaneously by the Texas Department of Highways and Transportation.

Toll for a normal passenger vehicle on the Hardy Toll Road for the full distance is \$2.00. Toll on the present length of the Sam Houston Tollway is 75¢. Another 8-mile section is due to open next July.

Penn Turnpike to Introduce New Road Shoulder Safety Feature

The Pennsylvania Turnpike Commission on Friday, July 15, completed field testing of several Sonic Nap Alert Patterns at the Commission's Safety Testing and Research (STAR) Facility near Breezewood, in Bedford County.

A Sonic Nap Alert Pattern (SNAP) is a roadway shoulder pavement configuration. The SNAP chosen will be part of a safety improvement project planned for construction this fall.

When driven over by a vehicle, the SNAP causes a sound and steering wheel vibration which it is hoped will alert the inattentive and dozing driver. It is the Commission's belief that up to one-half of the Turnpike drift-off-road accidents may be prevented by this safety system.

"Roads & Bridges" Sponsors Rehab/Maintenance Meeting

The second annual International Road and Bridge Maintenance-Rehabilitation Conference and Exposition will be held October 12-14, 1988 at the Westin Peachtree Plaza Hotel in Atlanta, Georgia.

The conference will focus on the maintenance needs of the road and bridge industry, and will explore bridge structures and decks, flexible pavement, pavement management, rigid pavement, soils and drainage, and erosion control.

The conference is produced by 4R Symposia & Expositions, a division of *Roads & Bridges Magazine*, in cooperation with various industry associations. IBTTA is represented on an International Technical Advisory Board, which will participate in the speaker selection process.