

Up to this very day on the brand new Interstate highway they just recently opened up, they had the same conditions, even though I brought this to the attention of the State officials and I showed some of his material to the Bureau of Public Roads, to the Office of Highway Safety. And I saw the memorandums that they sent out regarding this, but no one seemed to pay attention, even though they were sent out.

Mr. W. MAY. Do you recall when you first made your presentation to the Bureau of Public Roads representative?

Mr. LINKO. Yes.

Mr. W. MAY. Do you remember what month it was?

Mr. LINKO. No; I do not remember that. It was during the AASHO meeting.

Mr. W. MAY. October 1965?

Mr. LINKO. Yes.

Mr. W. MAY. After that, you saw some of the directives that were issued from the Bureau of Public Roads in Washington out to the States?

Mr. LINKO. Yes. I pointed out the unnecessary hazards in the gore areas. I noticed that in the manual they were recommending to put them there. Then I also read some IM reports and these said that they should not be installed there in massive concrete foundations. But our State has ignored that and they are still building them today.

Mr. W. MAY. You are concerned because you saw these directives being issued from Washington in late 1965 and during 1966? And yet recently, in the past week or so, you still see them being built on the highway; is that correct?

Mr. LINKO. That is correct, on the brand new highways.

Mr. W. MAY. I think now we might continue with your slides.

Mr. BLATNIK. Before we get into the presentation of slides, we welcome the additional students from Broome Junior High School.

Before we turn all the lights out, we also have another distinguished guest, a Member of Parliament from the United Kingdom, from London, Mr. Dayell. Mr. Dayell has traveled in a good many parts of the world. He has been in the United States on previous occasions, and has just come down from Expo 67 in Montreal, Canada. Mr. Dayell is a member of the Committee on Technology in his legislative body—and we welcome him.

Mr. DAYELL. Thank you very much.

Mr. BLATNIK. Mr. May, will you proceed with your presentation?

Mr. SCHADEBERG. Mr. Chairman, I wonder, before we start, if I might ask a question?

Mr. LINKO was talking about obstructions on the right shoulder. Has any study been made as to whether the obstructions on the right shoulder are involved in more difficulty, causing more danger to the river, than obstructions in the median strip, or on the left shoulder?

Mr. BLATNIK. Mr. Prisk, with your many years of experience, what would be your response to that question?

Mr. PRISK. I think on the freeway type facility, Mr. Chairman, that approximately the same number of vehicles run off either side of the pavement. It is within a few percent of being even.

Mr. BLATNIK. Would it be correct to further state, Mr. Prisk, that we perhaps have more latitude about doing something, moving ob-