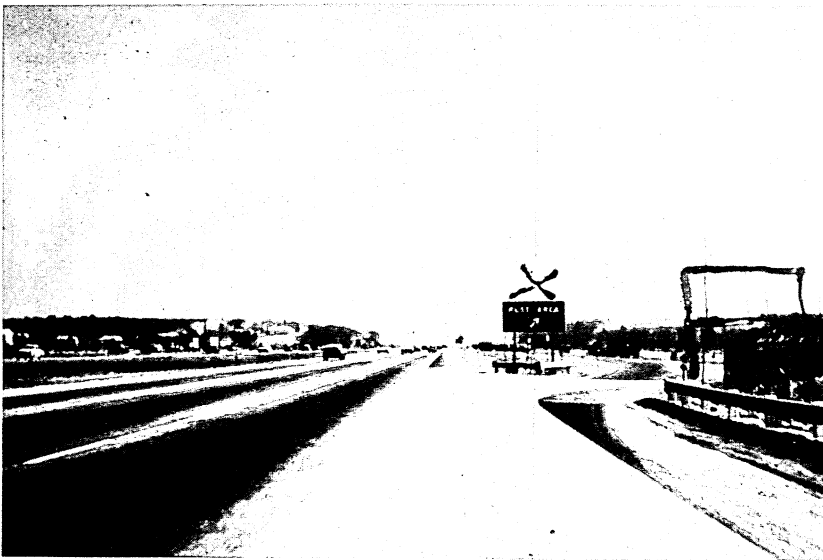


Here it says "Rest Area," and the sign could have been put on the righthand side of the guardrail. There are two concrete blocks right beneath that guardrail. If you hit that, you will really be put to rest.



Mr. BLATNIK. Mr. Linko, I thank you for appearing, and you will be appearing again in future hearings.

To summarize briefly, we have seen what an alert and intelligent layman was able to observe in the way of unnecessary hazards and poor design in his native area. I am impressed by the acuteness and the validity of what he has evaluated. To be frank, in all the years I have been driving, I thought I was fairly safety conscious, about as much as the average good driver. I must confess that I was missing over 80 or 90 percent of these hazards and unaware of them. The tragedy and pity is that we have these deadly and lethal obstacles all around us, especially in the gore areas which you described.

You see what they do to the unsuspecting motorist, who is unaware of the deadliness of these obstacles. It has been astonishing to learn that these hazards are as widespread as they are dangerous. These hazards exist from coast to coast. Further, evidence that something is tragically wrong in the design area is the testimony we have heard to the effect that mistakes of the past have been carried over, repeatedly and consistently, to even our newest roads.

Many of the hazards Mr. Linko has pointed out exist on new or recently opened segments of the modern Interstate System itself. It has been shown that not only would it not have cost more to construct some of these projects safely but in many cases they could have been built more safely for much less money.

Is that not true, Mr. Linko?

Mr. LINKO. That is right; 90 percent of my program points out that it could have been done at the same cost or less.