

Dr. HUELKE. Nothing. Thank you.

Mr. W. MAY. I want to thank you very much for your help and your cooperation.

Mr. BLATNIK. Mr. Chairman.

Mr. MCCARTHY. Mr. Blatnik.

Mr. BLATNIK. I was impressed with the testimony this morning. I would like to be recognized to make a concluding statement and an announcement for further hearings.

We conclude today the third session of public hearings on the subject of the design and operational efficiency of our highways.

The testimony to date, as the story has unfolded, has been that of widespread and serious design deficiencies that have persisted over the years and throughout the country in the construction of our highways, roads, and streets.

One aspect which especially bothers me is the great gap that has been shown to exist between what we have learned from research and experience and its practical application in the designing and building of our new roads.

The reasons for many of our accidents have been well known for a long time; yet there appears to have existed a tremendous failure to translate that knowledge into positive, corrective action.

Again and again, we have found, for reasons that seem completely unaccountable, that the findings of research and experience are simply not being fully utilized by those who design and build our roads.

These hearings to date have clearly shown that a long, hard look at the whole area of highway design is in order. It will be the work of this subcommittee to explore further these matters in future hearings.

Before we close today's hearings, the first segment, I want to pay a well-deserved tribute to a gentleman, one of our witnesses during these past 3 days, who has provided invaluable service to our subcommittee in our inquiry.

The cooperation furnished us by the Bureau of Public Roads in previous investigations has been of the highest order. It has been continued in the matter now before us. The expert, specialized knowledge gained over a period of many years by Mr. Charles W. Prisk has been made available to us in preparation for the hearings and continually during the conduct of the hearings themselves.

Mr. Prisk was introduced as a witness on the first day of our hearings last Tuesday, but I would like to have the record again show Mr. Prisk is Deputy Director of the Office of Traffic Operations, Bureau of Public Roads, U.S. Department of Transportation. An eminently qualified engineer, he is recognized and respected in highway circles throughout the country as a specialist in the field of highway safety.

Over years past, Mr. Prisk has worked long and hard in the cause of improved road design safety. He is no stranger to the conditions that have been described to us by the testimony of Mr. Linko and Dr. Huelke. On the contrary, he has been untiring in his efforts over many years to bring about reforms in highway design, the needs for which have been so dramatically established by the testimony we have heard to date.

We are indeed fortunate to have available to us the expertise, the experience, the enthusiasm, frankness, straightforwardness, and forth-