

They do have a sign on the left, a little sign, saying "do not enter." Maybe it will be foggy and that overhead sign would be lit up there. You would be looking at the lit-up sign and go right in that area. I feel we are asking for trouble.

Mr. BLATNIK. Thank you, Mr. Linko, and thank you, Mr. Prisk. May we have the lights, please.

Mr. Linko, we are more than indebted to you for the continuation of very effective and impressive testimony, illustrated by excellent pictures. If I were to try to summarize all of your valuable testimony, it would obviously set the stage for hearings yet to come. It is obviously a very serious situation, and in some matters a grim situation. How these points could have escaped the attention of experienced and trained traffic people, safety people, engineers, is beyond me. On second thought it is perhaps not so mysterious when you realize that the average driver just takes for granted, perhaps, 80 to 90 percent of what flashes by him. I know, from my own experience, I have been unaware of this potential for impact with fixed objects.

I do believe it is the responsibility of those who design and build these roads to do so correctly. If we did not make mistakes we would not need erasers on the end of pencils but when mistakes are made, you have to learn from them.

You showed us light poles put in with concrete bases where old poles had existed, wrongly positioned.

Mr. LINKO. Correct.

Mr. BLATNIK. You have impressed me with the almost unending combination of variables and situations—a guardrail will protect one side of the pole, and the other side left exposed; it will protect correctly one side and not the other. You have a good installation at the wrong place and the wrong thing done at a needed place, and then something done where nothing should be done.

The hazardous situations can result from different combinations of installations. You have the lights, transformers, fire call boxes, telephone boxes, directional signs, conventional signs, telephone poles, and other such structures.

We thank you very much, Mr. Linko. I know I speak for the whole committee. We are deeply indebted for your contribution and will have more to say about that later on.

The testimony we have heard in these hearings to date has identified these various roadside hazards in the Greater New York, Connecticut, and New Jersey area, and in the State of Michigan.

The Chair has repeatedly emphasized that the conditions shown are by no means confined to these areas alone, but, on the contrary, are nationwide. Our staff has learned, during the course of a painstaking, in depth investigation, that the roads in every region of our country contain design deficiencies of the hazardous and lethal sort which we have seen and heard described by our witnesses over a period of several days.

There will be testimony later on concerning conditions in other areas of the country. However, we need not travel far to locate and identify built-in hazards on our highways for they exist all around us. I know from personal observation, just while driving in and around the Nation's Capital, that the sort of things Mr. Linko and other witnesses have described can be found within a very short distance from right where we sit.