

Mr. McALPIN. Inasmuch as it is a fixed object, it could be considered a hazard. There is some disadvantage for an installation of this type, where we still have the butt end of the curb there. This is being revised on our new standards, and as a matter of fact we have a remedial program to fix up these situations. You might, however, say it is in an advantageous place here because of the delineation it affords. This shows the extent the motorist should go before he perhaps would collide with the butt end of that existing curb. So I would say that this is an area where it might be preferable to put it outside, from the fixed object point of view. Certainly within the realm of our current knowledge, we should require engineering judgment for localized installations.

Mr. McCARTHY. Mr. Chairman.

Mr. BLATNIK. Mr. McCarthy.

Mr. McCARTHY. Gentlemen, I see by your report here that in New York State between 700 and 800 people had been killed in collisions with fixed objects. You mention your new guidelines, as a result of your research, which I think is very valuable. Now, since we have been mainly concerned here with the Interstate System, I assume these deaths are on all highways in our State; is that correct?

Mr. McALPIN. That is correct, Congressman.

Mr. McCARTHY. My question is, has the New York Thruway Authority adopted your new standard?

Mr. McALPIN. The thruway authority has recently, as perhaps you are aware, undertaken a major contract for the installation of median barriers. Mr. Graham and his group worked very closely with the thruway in the design of these, and they have fully adopted our new concept for these installations.

This does not mean that they have gone back and changed all existing guardrails on the entire 500 miles of the thruway system. But in their new installations and medians, they have fully adopted our concept.

Mr. W. MAY. Mr. McAlpin, I understand New York has underway a program for guiderail alterations amounting to \$15 million. As I understand, that is underway at the present time. Do you know about that, Mr. McAlpin?

Mr. McALPIN. You are speaking of a remedial program that is a program designed to make corrections in existing installations?

Mr. W. MAY. Yes, sir.

Mr. McALPIN. I apologize, I cannot frame this exactly in the \$15 million category. We have issued directives to each of our districts, to survey all locations in which the extent of protection currently being provided by guiderail is considered inadequate. There has been a tendency through the years to install guiderail and stop it too soon for adequate protection of a fixed object or other hazard. Instructions have been issued that all such cases should be fixed.

We have also issued instructions that we will afford remedial work on the end sections of all existing guiderails at hazardous points in the State. These will be flared, grounded, and anchored in accordance with our new concepts, even though the remaining portion of the existing guiderail would remain under the old standards. The total cost of this is somewhere in the vicinity of a \$15 million program, although I believe this perhaps includes our bridge rail program in addition.