

letter. You, Mr. McAlpin, I think, or maybe Mr. Graham, one of you referred to the directive now to do away with the short sections of guardrail.

Again, on this highway, just open last fall, there are very short sections of guardrails where there are tributaries flowing into the St. Lawrence River and in a number of these situations, some of them are so short, in my opinion, the only thing they could guard against would be a car, when it got to that bridge or culvert, doing an absolute right-angle turn. They do not guard at all if you lost control; you would go down the ravine into that gully.

This is why, Mr. Chairman, I wonder if the big problem here, when we see the wonderful work these gentlemen are doing, is the lack of communication—a problem of how this gets down to the person at the district level who is doing the job.

For example, who is thinking of safety when that warning marker is put inside of the guiderail, such as we have just seen? There just seems to be no reason why these things are done. It would appear what they are doing is with no thought at all of safety.

Mr. BLATNIK. That is a good question. One of the objectives, the end results, will be to find out why.

Mr. W. MAY. I would just like to make the physical research report on "New Highway Barriers, The Practical Application of Theoretical Design," exhibit No. 17, Mr. Chairman. This is a most comprehensive and worthwhile report and should be studied carefully by the highway officials who have responsibilities in these areas. This report and other data, may be obtained from Mr. McAlpin and Mr. Graham.

Mr. BLATNIK. No. 17. Without objection, so ordered.

(Exhibit No. 17 is retained in subcommittee files.)

Mr. W. MAY. I would like to again express the appreciation of this staff to Mr. McAlpin and Mr. Graham. Mr. Chairman, no one in this country helps this staff any more than the highway personnel of California and New York. For the past number of years, we have spent many, many hours with them and they have given freely of their time. We could not do without them.

Mr. McALPIN. Might I make just one statement, Mr. Chairman?

Mr. BLATNIK. Mr. McAlpin.

Mr. McALPIN. I know you are stressing the very difficult problems, and Congressman McEwen spoke of this matter of communications. From the research standpoint, we think of this as implementation of research findings. This is the problem; the gap between the research finding and the implementation or inclusion of these in new designs that become a reality. This is the dividend we are seeking.

I would like to say that there are instances in which this is done, we think quite successfully. The report we are handing you today is our final research report on New York's barriers. It is dated May 1967. New York is fully implementing all of the recommendations in this final research report. In many instances, we in research think of completed research being the terminal point—represented by the date of such report; that is the point at which implementation starts.

In New York, we feel we have successfully bridged this gap between research and implementation to an enormous extent. Had we elected, however, to delay implementation until all of the fine points had been worked out, such as the rail transitions which we are awfully sorry