

I am sure that all the Scandanavian countries apparently have a very good record and are very stiff in their dealing with the drunken driver or the drinking driver.

Mr. BLATNIK. It is a great disparity, is it not, in placing importance on infractions? For instance, I know if you are caught hunting without a license, they may take away all your hunting gear, expensive rifle, and even the automobile. You can be driving the same automobile without any permit or license to be driving in the first place, with or without a rifle. They often do not do very much about it. It is very interesting to consider at this time.

Mr. CLAUSEN. Mr. Chairman.

Mr. BLATNIK. Mr. Clausen.

Mr. CLAUSEN. Thank you, Mr. Chairman. I will not prolong this very much.

In your statement, Mr. Morton, you brought out something interesting, and I would like to have a little expansion on it. You said:

It was in 1959 that the New Hampshire Department of Public Works and Highways initiated a tree removal program. Since that date over 100,000 trees in close proximity to lines of travel on the State's highway system have been removed.

This interests me. I would like to know what experience you have had, and if you have any figures on the number of lives saved? Let me say why I am asking this. We in California are somewhat on the horns of a dilemma. You have heard a little bit about the redwood controversy, and there are people that want to improve the highways, and yet we have the other side, people who want to preserve all the redwoods.

I know from personal experience that there are a number of people who are killed every year as they piled into these redwoods that are right next to the highway.

With that background, could you elaborate just a little bit on the experiences you have had in New Hampshire, how far back was your setback arrangement on highways as far as cutting of these trees and that sort of thing was concerned?

Mr. MORTON. Mr. Clausen, at the present time on our Interstate system it is standard practice in our designs to clear back 30 feet from the edge of the paved shoulder. Now on a primary and secondary road we are not able to attain anywhere near that distance.

Many of our highways are in rather heavily wooded areas, and I would say that if we are able to move the trees back maybe 10 or 15 feet from the line of travel we are doing exceptionally well.

If we have isolated trees in open areas that are in close proximity and are definite hazards, we try to remove the isolated trees first.

This program by no means is able to provide the degree of safety that we should have.

I do not have good statistical information, but I do know that a very high percentage of our fatal accidents involve single cars striking the fixed object, most usually a tree, and quite often involving a drinking driver too.

Mr. CLAUSEN. I was wondering if there would be a possibility of your providing us with some of the statistical information for the