

Mr. TURNER. You are talking about the Interstate only. I am referring also to the A-B-C system, in which they put up 50 percent of the money.

Mr. McCARTHY. Let's just for this specific point stay with Interstate where the Federal Government puts up 90 percent of the funds, and the States can still, if they wish, ignore your recommendations?

Mr. TURNER. No; they cannot ignore them if we choose to disagree with their judgment. But we have to give respect to their views on these matters, too. They may be right in some of their judgments, just the same as we think we are.

I think we have to work jointly in achieving this objective. We have to recognize that they have some responsibility and some integrity in the program, just as we do.

We do not have the authority nor the right, and I am not sure that we should have it, to impose our will on the States regardless of their feelings in the matter.

The program does not operate that way.

Mr. McCARTHY. Mr. May.

Mr. W. MAY. In the final analysis you are faced with a problem where the Bureau differs with the State as to hazardousness of a particular item. Whose judgment must prevail?

Mr. TURNER. If they get the Federal-aid money, ours does.

Mr. W. MAY. If we reach a situation where in the Bureau's judgment a project is not safe enough to be opened to traffic, if a State desires to open it, are they allowed to open it?

Mr. TURNER. I am sure in a situation like that we could convey our feelings to the State and ask that they not open it. And I am quite sure the State would comply with that request. Ordinarily we do not enter into the question about opening dates of projects.

Mr. W. MAY. Mr. Chairman, may we make those publications that I mentioned exhibits 19-A, B, C, and D, in the order that I mentioned?

Mr. McCARTHY. Without objection, so ordered.

(Publications were marked exhibits 19-A through D and are retained in subcommittee files.)

Mr. W. MAY. We have some representative slides showing deficiencies as they existed on some of these interstate projects analyzed by Mr. Prisk and the staff. I would like to show those. Mr. Bridwell and Mr. Turner, perhaps you can help us in explaining what type of correction the Bureau will anticipate.

There is a guardrail that we have had explained to us. It is on steel supports, no washer. Experts would suggest there should be washers. It is not blocked out. It should be blocked out. No transition was made overlapping the bridge pier, and it is too short.

Mr. Turner, is that the type of installation that would be corrected on existing Interstate projects?

Mr. TURNER. Yes.

Mr. W. MAY. And if it calls for extending that rail and overlapping properly, the Bureau would participate 90 to 10?

Mr. TURNER. That is correct, on the Interstate.

Mr. W. MAY. You are concerned that the Bureau has already paid for that installation and you are going to lose some of the work?