

Mr. BLATNIK. Not to interrupt your orderly presentation, Mr. Linko—Mr. Prisk, I ask you at this point, what would be the reason for two vertical posts, the light post and the two supports for the Interstate 78 sign we see here? What would be the reason for these being two separate installations so close to each other?

Mr. PRISK. Mr. Chairman, I think it is reasonable conjecture that the lighting installation was planned by one engineer, a responsible specialist in the lighting field. The sign installation was planned by a specialist in the traffic signing field, and these two were not properly brought together, these two interests, so as to serve the total purpose, in this instance with one pole.

Mr. BLATNIK. Two different departments acting independently putting up two different sets of installations on a roadside, is that right?

Mr. PRISK. This would be my conjecture.

Mr. BLATNIK. Would there be any other sections involved? Would it be one section dealing with the speed limit or any informational signs that do not come under Highway 78?

Mr. PRISK. I think you would find all of the signs would be coordinated and presented in a reasonably consistent way along the section of highway; but the lighting very often is handled by a specialist group and it is quite possible that in this instance, this example Mr. Linko has cited, would be accounted for by two different groups dealing with this part of the highway development.

Mr. BLATNIK. Thank you. Go ahead, Mr. Linko.

Mr. LINKO. Yes. I would like to also point out here that on this particular occasion, you can eliminate everything on the right-hand side, even the lighting poles themselves. They all should have been put inside the center divider, leaving the right side clear completely.

If you look farther up, which is hard to see, the bridge abutment is not protected either.

On all of our Interstate highways, we have to go back and install guardrails at these bridge abutments. These are 60-mile-an-hour highways, and anyone getting pushed off the shoulder, anyone who gets a flat tire has no protection against the bridge abutment.

We are spending millions of dollars without installing guardrails. It will cost more when we have to go back and do the job over again.

It is more serious on these highways, because these are higher speed highways than the older highways.

I do not think we should allow the highway to open unless it is finished completely; because in the past, I have been talking to people about this, and they gave me many reasons why the highways should be open even though they are not finished, and taking everything into consideration that was told to me and, looking around and seeing what immediately happens, I feel the highway should stay closed. Even if it inconveniences some people, at least the job will be done right once and for all. Just recently this highway was opened up and they still have no protection at these bridge abutments. This calls for better coordination of all the parties involved.

This may be off the subject, but here is another sign that shows you that just by moving it 2 feet over to the right, behind the wall, it would be impossible to hit it, but here it is on the right-hand shoulder.

It could have been installed on the light pole. And you can see the light pole does not belong there either; it belongs inside the center of the median rail.