

exploring the idea of erecting these without supporting pillars. You know of nobody who is at least experimenting with it?

Mr. PRISK. That is correct. But I again must qualify that reply by saying that I am not a structural engineer. I do not work actively on problems of the supporting of structures. As far as their function and their general configurations are concerned and their effect on traffic, this has been the subject of some study on my part.

As to what it would take to hold up a structure of this sort, I am not qualified. I might suggest that the committee may want to get a qualified bridge engineer to talk about this matter of center piers if you wish to discuss that.

Mr. McCARTHY. One final point. There is money available for research on new concepts of highway safety; is that not correct?

Mr. PRISK. Yes, sir.

Mr. McCARTHY. Under whose direction is this research conducted?

Mr. PRISK. There are funds available through the Federal-aid highway program for research such as you suggest.

Mr. McCARTHY. By the States?

Mr. PRISK. By the States or by qualified investigators in the private domain.

Mr. McCARTHY. So that the money is available. It just occurs to me that this would be an area worthy of research anyway. We have new concepts. Could they be utilized? When you think of how many persons have been killed by hitting those median pillars or the side pillars—and this is a major area where people have been killed—I would think this would be at least worth exploring.

Mr. BLATNIK. Could we get more information on that, Mr. Prisk? We would be interested in having more information on what is being done by way of research and what can be done.

I do not mean to interrupt the gentleman, but time is running out. I believe we have a question from Mr. McDonald, from Michigan.

Mr. McDONALD. Mr. Prisk, when a highway is designed, I assume that we have engineers to design the concrete roadway portion and bridge engineers to design our bridges and lighting engineers and sign engineers, too.

Do we have any such people as safety engineers, for instance, to coordinate the efforts of all these other people and keeping in mind at all times the safety of the driver on the highway?

Mr. PRISK. Work that is done to bring together the interest of these several groups usually takes the form of a review team, which actually is composed of members of these groups that get together and discuss the overriding and interlocking requirements of each of their own responsibilities related to the final highway improvement.

Mr. McDONALD. Mr. Prisk, do you think it would be a good idea to have an overall safety engineer on these projects to look at the highway only from the aspect of safety for the driver, and then to coordinate or help coordinate the activities of the other people involved in design?

Mr. PRISK. Mr. McDonald, I would like to agree with you that that function be performed. As to whether or not it would be performed through a person who perhaps serves as the assistant to the chief engineer or something of this sort, I do not know as I would care to comment. I think the function should be performed.