

Mr. McDONALD. From what I have seen so far, from what we have seen before in our session, it would seem to me that this could be a whole field of its own, just safety engineering related to protecting the driver. I think that this one person should have authority in the final determination of how the highway is to be designed and constructed.

Mr. PRISK. I fully agree with your concept.

Mr. McDONALD. Thank you.

Mr. BLATNIK. Mr. Clausen.

Mr. CLAUSEN. Thank you, Mr. Chairman. Certainly I believe Mr. McDonald has demonstrated why I believe he will be a valuable addition to our committee. I think that he has touched on something that may well be a recommendation coming out of these hearings. Certainly some of the State engineering establishments, if I can use that term, may be just a part of the total operation within the State and thus may be somewhat inhibited. I would think this committee might take a good look at making a recommendation along the lines Mr. McDonald made, and I want to compliment him for it.

If I could ask the expert witness, the sign "Bradley Avenue," as it is located is suspended from the post. Is it feasible to place that particular sign on the bridge itself; and if you cannot, why not?

Mr. PRISK. This sign is of the type and of the dimension that I would believe it feasible to place it on the structure. There have been some unfavorable experiences with the use of signs on structures where there is vandalism or breaking of the luminaries that light the sign and things of this sort. And in this case, fences have had to be erected to prevent people, youngsters particularly, from getting at the sign. But in most circumstances with a sign of those proportions, it would be entirely practicable to mount it on the structure.

Mr. CLAUSEN. I can fully realize that they have to design a size of the sign keeping in mind the distance between the sign location and the actual turnoff point; but I would imagine that could be engineered in such a way so as to take care of the point of concern. Would you agree with this?

Mr. PRISK. Yes, sir. If this had to state "Exit $\frac{1}{5}$ mile" instead of " $\frac{1}{4}$," that is not critical.

Mr. CLAUSEN. Yes, sir. Now, the final question, the red dot to the far right, is that a transformer?

Mr. PRISK. Perhaps Mr. Linko would have better information than I on that; but I have seen these types of installations on highways, on Interstate highways, unfortunately, and this is a control box for the lighting circuit.

Mr. CLAUSEN. Well, again, would there be any reason why, for instance, that that particular control box could not have been placed on the bridge to serve the signs located on the bridge?

Mr. PRISK. The box probably controls the entire lighting on the highway, perhaps as much as a half mile either side of the box, up and down the highway.

It would seem to me that the most reasonable thing to do would be to move that box up the slope, or it could be put behind, possibly closer to the structure, on the far side so that it would be downstream from the structure and thereby enjoy the protection that is afforded by those side piers, as long as they stay in there. These are some possible solutions.