

Mr. BLATNIK. Cost how much?

Mr. LINKO. \$15,000 to \$30,000.

Mr. BLATNIK. Would that be an approximate rough estimate of the cost of this structure, Mr. Prisk?

Mr. PRISK. Probably closer to the low end of that range, as close to \$15,000 to \$20,000.

Mr. BLATNIK. \$15,000 to \$20,000?

Mr. PRISK. Yes.

Mr. BLATNIK. Mr. Cramer.

Mr. CRAMER. Do you have a requirement relating to the distance between an interchange and an interchange notice sign?

Mr. PRISK. Yes, there is a requirement for a warning such as you see here, a half mile. This is approximately a half mile, but not to the nearest foot.

Mr. CRAMER. Do your regulations prevent it from being located on the bridge because of the distance requirement?

Mr. PRISK. No.

Mr. CRAMER. If you have it on the bridge, can it be just an approximation, such as "exit one-third of a mile," or whatever it is? You do not have to have exactly 1 mile, half mile, and so forth, do you?

Mr. PRISK. For the benefit of the motorist, we give attention to driver reactions and the limits of human behavior and performance. We try to give major interchanges a 2-mile notice, a 1-mile notice, and a third advance notice sign about a half or quarter of a mile ahead. So there is no reason for distance considerations that that this sign could not be on the bridge.

Mr. CRAMER. Could this sign be on the bridge under your present regulations?

Mr. PRISK. Yes.

Mr. CRAMER. I understand maybe some highway departments consider bridges esthetically beautiful, and therefore should not be marred with signs; is that true?

Mr. PRISK. That is true. And probably is real also, besides being true. It is an attitude that the bridge engineer reflects also in such details as that offset you see in the right abutment [indicating]. The wall is brought out and set back.

This is not entirely a structural consideration. You find much interest in the esthetics for bridges, and I expect that those in charge of the esthetics of a bridge would not welcome a sign on the bridge.

Mr. CRAMER. Then we are talking about beautification. We are sacrificing safety for beauty, then. Do you think that is justified?

Mr. PRISK. I place safety ahead of beauty.

Mr. CRAMER. I have been doing it for a long time.

Mr. CLAUSEN. Mr. Prisk, I would like to develop this point just a little bit. Could you answer whether or not any of the States, to your knowledge, have someone in a position of a safety engineer overseeing all the plans and specifications prior to being submitted for bid and the responsibility to review and approve them as they relate to safety specifically?

Mr. PRISK. I can positively state that all the highway departments do not have such a person, and I think that to the best of my knowledge there is no highway department that has a safety engineer by that