

title and by that title alone, who has the type of function that you mention.

There are highway departments that have persons identified as traffic and safety engineers or planning and safety engineers, possibly. But this straight title of a clear safety function, a single-minded function, looking toward safety of the highway is not a thing that I know has been identified in the highway departments up to this time.

Mr. CLAUSEN. Do they have anyone that is specifically assigned the responsibility of approving these projects with the consideration given to the safety factor involved—anyone?

Mr. PRISK. Yes, when you come right down to it, the chief engineer or the chief administrative official, of course, is responsible for the approval; but these reviews of project plans go through a series of approvals. They are passed to the traffic engineer for review on the level of service that the project will provide in terms of traffic capacity.

Mr. CLAUSEN. Why has this not been done, if there is someone who is supposed to be looking after it?

Mr. PRISK. I daresay that some of these reviews that have been done in tandem have come up to the top and rejection of traffic and safety considerations has sometimes occurred.

Mr. CLAUSEN. Do you, in your opinion, feel that the States should have someone who oversees these project recommendations with the safety consideration primarily in mind?

Mr. PRISK. Yes; and we have suggested the establishment of surveillance teams on existing highways to learn something about the operation of these highways, so that this function that you mention for new projects could be performed.

Mr. CLAUSEN. Is the Bureau of Public Roads—now, they should have possibly someone in their divisions overseeing the State program on safety—

Mr. PRISK. I do not know if I quite have your question. Would you mind saying that again?

Mr. CLAUSEN. Have someone in the Bureau division offices review the project recommendations that are coming from the State from a safety standpoint because after all, where we have the Federal-aid highway program as well as the Interstate highway program, we do have an interest, and it would seem to be logical that the Bureau of Public Roads would have someone overseeing this. As you know, some of the people in the various States and their departments become victims of bureaucracy and thereby are inhibited in making the recommendations that we think would add to highway safety.

Mr. PRISK. The design engineer has that responsibility in our field organization, to examine plans for safety and capacity. So we really do have a person in the organization now who is charged with that consideration.

Mr. CLAUSEN. But do they have in mind principally the safety measures?

Mr. PRISK. It would be pretty hard to get them to admit that they do not.

Mr. CLAUSEN. From these pictures, would you not say somebody should be looking at it?

Mr. PRISK. I would say so.