

Mr. PRISK. Yes.

Mr. CRAMER. Someone had to give them permission to put them there, did they not?

Mr. PRISK. Yes, sir.

Mr. CRAMER. Nobody has the right to go on the right-of-way without permission, do they—this is government-owned property?

Mr. PRISK. This is under control of the State, yes.

Mr. CRAMER. Whoever is responsible—that other picture—Figure 1-147—seems to be a private fence, I don't know how it could be placed there.

Mr. LINKO. That is the boundary mark of the county, sir.

Mr. CRAMER. County mark?

Mr. LINKO. Yes, sir.

Mr. CRAMER. They had to get permission to put that there, I presume, along the right-of-way. Does your division engineer review such requests?

Mr. PRISK. I think it would be impossible for me to say whether they had been reviewed or not.

Mr. CRAMER. Do you have any right under the law, or do you exercise it, to review such requests after a highway is built?

Mr. PRISK. Yes, we do, under provisions relating to proper maintenance of projects. Some of these things are informally put in, and subsequently discovered during our maintenance inspections.

Mr. CRAMER. Do your division engineers in fact review such requests?

Mr. PRISK. Yes.

Mr. CRAMER. Apparently they have to give their approval. That is all.

Mr. LINKO. Here you see the curb is tapered.

Another thing I want to point out is that we are now spending millions going back on these highways. I do not feel we should leave that highway this way, because it took 30 years to get a center barrier in that highway, and we failed to phase out other existing hazards on

