

and in the meantime there is no maintenance. There is a hazard there and a guardrail to begin with, and it should be maintained.

Mr. CRAMER. I see four trees planted right there. Is that part of the beautification program?

Mr. LINKO. I expect.

Mr. CRAMER. It looks like new trees.

Mr. LINKO. Somebody's idea of beautification.

Mr. CRAMER. So in effect, by planting these trees in this instance, you are creating an additional hazard. Do you have any regulations with regard to planting of trees and other obstacles within the right-of-way that might be safety hazards?

Mr. PRISK. Yes. We issued instructions that there would be no trees to be planted within the clear distance of 30 feet from the edge of the pavement. These are trees of course that would constitute hazards. At the age of those trees, it probably would not hurt anybody to run into them; but as they grow they will be a traffic hazard—maybe they will get knocked down first.

Mr. CRAMER. I presume they will get knocked down or grow up to the size where they will be a hazard, one or the other. In any event, they are contrary to the regulations which are in existence, is that correct?

Mr. PRISK. Yes; if that dimension is less than 30 feet.

Mr. CRAMER. Who in the division or otherwise, either previously or presently, under the reorganization, would have the duty to review this sort of thing?

Mr. PRISK. This is a very recent instruction, and I do not know that it has had its full impact.

Mr. CRAMER. Under present new regulations—

Mr. PRISK. As things stand today, the division engineer would review the plans and would not permit planting within that distance.

Mr. LINKO. You see here a concrete stanchion smashed into, and I feel that we have saturated this particular location. This is the worst

