Mr. McDONALD. Well, let me ask the question again. Do you think each State should be required to have such a division or a safety engineer look over these plans? And do you feel, then, at the Bureau of Public Roads division level, we should have a safety division or safety engineers looking at the overall plan of highway design, keeping in mind safety only, coordinating the efforts of the other engineers?

Mr. PRISK. Part of this, I think, is perhaps a little more complex a task than seems to be evident on the surface, because there are so many different things that contribute to safety. I think that you need the wisdom of bridge engineers, for example, and some of the background from their discipline to get a fully safe highway.

We need some contribution from the maintenance engineer, who sees the highway in day-to-day use, and you certainly need the advice of the traffic engineer, who is concerned primarily with operating problems and the skills of the design engineer.

Whether you could wrap this all up in one man or one division, and have such a unit function in every State highway department and require that as a part of ongoing operations, I think perhaps would take a little more study. But I do agree that it is highly important that it be done, that we get on with the task of finding out how best to accomplish that particular job.

Mr. McDONALD. Mr. Prisk, it seems to me we have not done too good a job, from the testimony we have seen and heard today and that we have seen before, in our highway design, as far as the safety of vehicle and driver is concerned. I think we need someone at the State level to police this highway design.

Certainly, we can build very good bridges. We can see that in these photos, but unfortunately we have not given very much thought to what happens to a driver when we have these piers so close to the highway. I think we need some group or some people at the State or Federal level to police this safety when we design our highways.

Mr. PRISK. I agree.

Mr. McDONALD. Thank you, Mr. Chairman.

Mr. W. MAY. Doctor, you may resume.

Dr. HUELKE. Thank you. It is interesting to me that several laws specify that the automobile industry must show compliance, that their vehicles are safe and meet the law.

But we do not have anything about safety compliance, as such, for impact purposes on the design of bridge rails, guardrails, and other things of that sort. It is an idea.

This is the area where this car, as I was saying, went through. He got behind the guardrail, hit the first bridge here (arrow) then the car skidded up into that triangular area and out beyond, and then rolled over.

You cannot tell which end is which here, actually, the car was so badly deformed, but this is the left rear tire [indicating]. When a car strikes something like a bridge column or another relatively immovable object, the car deforms and usually what happens is collapse and compromise of the occupant space, and this is what kills the individuals.

This is a very interesting signing on I–94. You are driving along, you are a stranger, you never have been here before, and now all of a sudden you come up to this area. You are doing 70 miles an hour to keep up with traffic. And here it says "Huron River Drive Exit, 1