

terrific cost to the taxpayer to replace. That is, if it does not kill someone.

I would like to say again this should be off limits, especially a clear gore area like this, where a guy should get a second chance after he makes a little mistake. He is not going to get a second chance here.

Notice the guardrail is not protecting the concrete stanchion base where the dot is. This is a widespread practice.

Mr. HOWARD. Would you say there is little chance of the transformers being bothered because nobody will get past the big concrete stanchion?

Mr. LINKO. He more than likely would not.

Mr. BLATNIK. Mr. Prisk, let me ask you about this slide. Why could those transformers not be to the right of the exit lane, behind the embankment, and out of the way? Can you think of any reason why the transformer could not be a few feet to the right?

Mr. PRISK. No, Mr. Chairman. I think that there generally is a great deal of room at interchanges to locate necessary transformers, such as these are, in a place where they will not be vulnerable or likely to be struck. The one argument for having them where they are perhaps is they are easily accessible for servicing.

Mr. LINKO. I would like to point out, they really need a lot of service if they are there, because they are going to be hit. I do not think they realize this is a danger zone. I think that is why they put it there.

I hope, since I am spotlighting this particular area as a danger zone, they will make it off limits to anything. In fact, require special permission to put anything there. That will discourage them.

Here are a few slides on trees growing alongside the highway.

This is a good design on your right. You can see tire marks where a truck ran through there. He pulled over to the right-hand side, and that is the best place for him when he loses control of his truck or car. He recovered and had a second chance.

