



This is what happened. I feel this is really unnecessary because this pole could have been out of the shoulder area and on top of the wall.

This shows the terrific damage, unnecessary damage that is caused on your highways because of making simple mistakes.

Mr. CRAMER. It also indicates, does it not, that they made sure they put a post in there that an automobile could not destroy. It might destroy the automobile, but the automobile could not destroy it.

Mr. LINKO. That is right.

Mr. CRAMER. To support a sign.

Mr. LINKO. Sometime they might put up money to back these things up so it can be cleared from the shoulder. In this particular case, that is just a little stretch, about 3 or 4 feet. Why are they permitted to saturate the shoulders? If you have a shoulder area, these stanchions are supposed to be 2 feet off the shoulder area.

Mr. W. MAY. As I recall the sequence, the first picture was taken in 1965, and then in February of 1966 somebody had wiped out the guardrail, and the last accident happened about September of 1966?

Mr. LINKO. Yes. I have tried for 21½ years; they never even bother to replace them.

Here is another location. This is a shoulder area also. You can see that this guardrail is not installed to let you slide by, which could have been done. First let's get things straight. This sign does not belong in the shoulder area. But in case there was no other place to put it, it would be very easy to build it closer to the wall and phase it out with the proper guardrail of about 100 feet or 150 feet and taper it right into the wall. This guardrail is designed to lessen your impact not to prevent it, but to do that it must be installed right.