

Mr. CRAMER. From these pictures, it looks as if the subject matter of the sign involves action on the right lane and the sign is on the right. Would that argue against placing those same signs in the center as he suggests? Any reason for having them on the right when the activity involved, the turnoff, and so forth, is on the right?

Mr. PRISK. No, there are no fixed requirements. This perhaps is catering to the traditional practice to place signs on the right of the roadway. If that is a limited width median, however, you could have difficulty accommodating that size base and concrete footing in the median. The windload on a sign of that size is the principal determining factor and poles cannot always be put on top of ordinary masonry walls. There has to be a substantial base to keep this size sign from being blown down.

Mr. CRAMER. How many miles an hour wind?

Mr. PRISK. Ranging up to 100 miles an hour, depending upon the sections of the country.

Mr. CRAMER. That is all.

Mr. LINKO. What I want to say at this point, I am really talking about city highways because that is where I came from, and 95 percent of the highways in my area have a very narrow median like this one [indicating]. In fact, more of the sign could be over the highway if you put it in the median than it would be if you have a full shoulder which this is not. In many places you have a full shoulder. And the sign really belongs on the left, the way I see it—I could be wrong—because you are trying to tell the drivers in the center lane and left lane to get over.

If you could remove the hazard completely, that is the point I am trying to say. I am trying to remove the hazards for every place—I am trying to figure a way, how can we get rid of that hazard?

That is why I give this particular suggestion. We have a narrow median, the guardrail is already available to protect the sign. That is my point there. To me it sounds correct.

Mr. CRAMER. Why can we not have a sign of reasonable size being placed on the light post, already a hazard in the center median?

Mr. PRISK. The light pole would have to be completely redesigned to support a sign of that size, for reasons I indicated earlier. The windload on the sign could not be taken by light standards of conventional design.

Mr. MCCARTHY. Could I ask one question?

Mr. BLATNIK. Mr. McCarthy.

Mr. MCCARTHY. Does the New York State Department of Public Works have a safety director?

Mr. PRISK. I think they have a traffic division. They have a design division, of course, and a chief engineer who is very alert to safety considerations. I am not aware that they have a safety director as such within the department of public works.

Mr. MCCARTHY. I think back to my industrial experience, we had a safety supervisor or director whose job it was to just go around and look at these hazards and he was responsible for seeing that they were either guarded or removed. I would think that this is something that we in our State department of public works should have, somebody who will do what Mr. Linko has done, to go around and spot these things and see that they are remedied.

Mr. Linko, did you bring this to the attention of the New York State Department of Public Works?