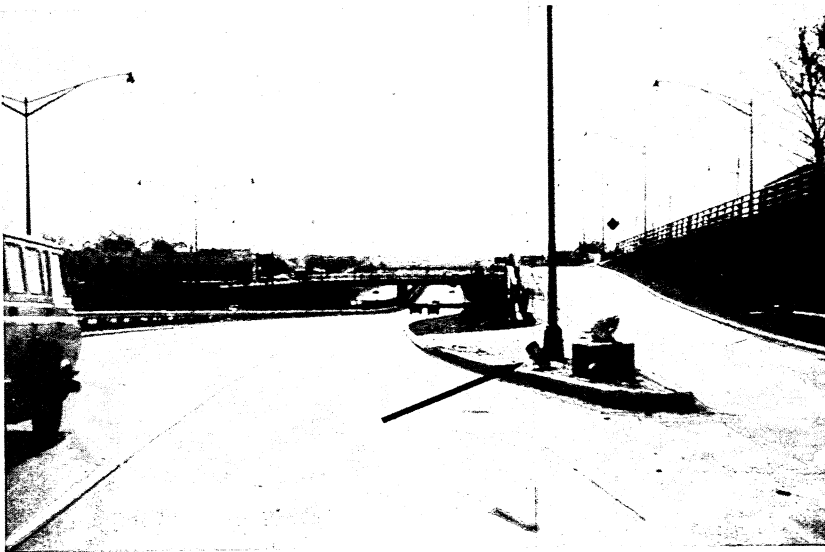


Here also you can see this sign could be up on the bridge. Everywhere we look, we have failed to take into consideration these extra hazards.



Here is a sign that was knocked down. It has been like that for 2 years. They had an exit sign that should not have been there. Once knocked down, it should have been removed, but nobody wants to take the responsibility of removing it. Now this is a killer.

Mr. W. MAY. Is that the knocked down sign that we see to the right of the picture?

Mr. LINKO. That is right, lying on the side. All it says is "exit." After 2 years, this concrete stanchion is still there to wipe out anybody who makes a little mistake, you see. And that is one of the things I am pointing out. We are failing to maintain our highways or to clear the unnecessary hazards.

Mr. W. MAY. Were you suggesting yesterday the Bureau and States should run a crash program to go back and remove that type of obstacle? Get that concrete out of there?

Mr. LINKO. Not only that type, but every other unnecessary hazard. Even that curve is a hazard. Most cars run that at high speeds. If you clear that area and taper the curb, and if the car goes over it, he can still go right or left. Once he hits the curb, his tire will blow out and it can throw him into the stream of traffic and he can involve three or four cars.

Mr. W. MAY. Is that a breakaway light pole?

Mr. LINKO. Right. I have not got the picture, but the sign that was originally on that big heavy concrete stanchion is on the light pole now saying "exit," showing we did not even need it to begin with.

Another thing I notice is the installation of guardrail which I feel is wrong. They had the material to do the job, but they failed to install it in a proper manner. Here you see a tapered curb and anyone that