

This is the particular installation. All it says is "Exit 52," and it is an easy-knockdown sign and they have 48 feet of guardrail which cost a fortune of money. It is not serving any real purpose, and it kills the driver if he happened to run into the guardrail.



Mr. BLATNIK. This is the guardrail that was struck in the preceding picture?

Mr. LINKO. This man died because they were protecting this easy-knockdown sign.

Mr. BLATNIK. The only function this guardrail serves, Mr. Prisk, is to protect the sign which is a breakaway sign.

Mr. PRISK. I would say that is correct. There is a very curious reverse of emphasis about this word "protection." You talk about putting the guardrail in to protect the sign, where actually the guardrail should be put in to protect people that might possibly run against it. The guardrail installations only should be put in a place where they would provide more safety than would be provided if they were omitted.

I think that is a very important point to understand.

Mr. CRAMER. May I ask Mr. Prisk a question?

Mr. BLATNIK. Mr. Cramer.

Mr. CRAMER. Referring again to the report on highway design and operational practices of AASHO that was recently issued, relating to highway safety, in the subject matter of gore areas, it says:

Since the rate of accidents in the gore area is approximately four times as great as the rate of ran-off-the-road accidents at other locations, it is imperative that the gore area and the area beyond be kept free of all hazardous obstructions, so as to provide a clear recovery area for out-of-control vehicles.

Then there were other suggestions.