

Here you can see where the sign could have been mounted on top of the overpass or back up where the guardrail is, where the marks are.



Mr. W. MAY. You mentioned, I believe, at the hearings last time that you might recommend a crash program on the part of the Bureau of Public Roads, No. 1, to get out there and remove unnecessary guardrails?

Mr. LINKO. That is right. Especially in the Greater New York area, there are hundreds of places, maybe thousands, where there is guardrail protecting easily knocked down signs, or there are concrete stanchions laying alongside the roadway doing nothing at all. I feel this does not even involve any money. The local highway department could go along and rip out this material.

Mr. W. MAY. This (figure 1-234) would be an example of where you consider a guardrail could be removed and you end up with a safer roadway?

Mr. LINKO. That is right. Somebody is bound to go through there sooner or later, because it is an exit. They are going to rip up their car for no good reason at all.

Mr. W. MAY. Mr. Prisk, how do you react to that?

Mr. PRISK. I think this is the kind of location, Mr. May, where that could be seriously considered. From what I see of the terrain there, I also fail to see the reason for the guardrail. It would seem to me that they probably had more guardrail than they need.

Mr. W. MAY. Yes. If they went into a crash program to remove this type of guardrail, unnecessary guardrail, they might consider, sometime, even regarding an area to make it more safe and then remove the guardrail; right?

Mr. PRISK. Yes, this would be an important adjunct of taking the guardrail out.

Mr. W. MAY. Proceed, Mr. Linko.