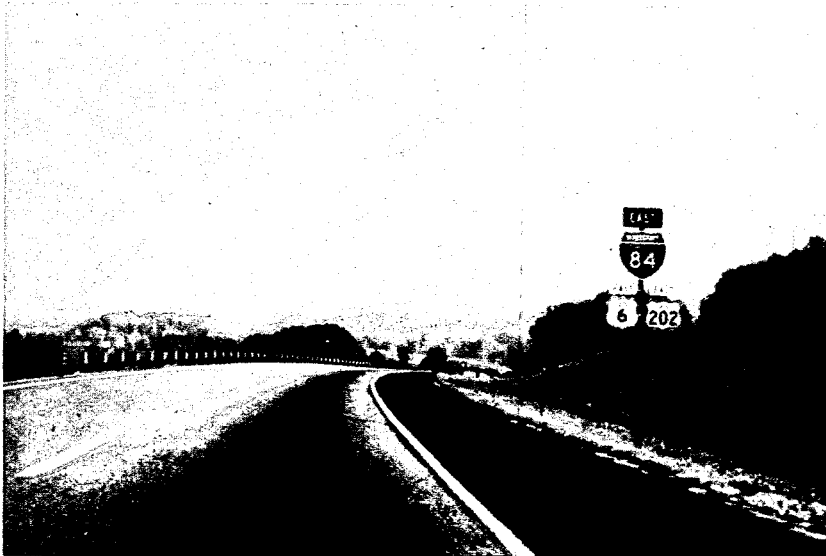


Mr. LINKO. Yes.

In this particular case (figure 1-234), this is a perfect job of design engineering there. There is no grading needed here at all. I feel the motorist has a break if he makes a mistake; there is no ditch, it is a nice slope, he can recover his car.

I am even against this small sign. You might think I am picking on it, but even a sign like this is a hazard. You could be traveling along at 50 miles an hour and one of your tires might get in that ditch there. The average person approaching a small sign, or any kind of sign does not know if it is an easily knocked down sign. He will swing away and lose control of his car at 50 miles an hour, so that sign is considered a hazard.



Mr. W. MAY. Mr. Prisk, would you agree with that?

Mr. PRISK. It might be considered a hazard, but certainly not in the class with the I-beam structures. This appears to be a U-frame support. But there is a degree of hazard associated with it; yes, sir.

Mr. W. MAY. Yes. A very simple move is to place that sign behind the existing guardrail which is up ahead.

Mr. PRISK. And, of course, another possibility is to move it farther away from the roadway.

Mr. W. MAY. Yes.

Mr. LINKO. In this particular case you do have a guardrail to put it behind. It does not have any mileage on it. What is the difference if you put it here or a few feet farther? It only tells you 84, 6, and 202.

You have to take into consideration these signs are constantly being knocked down. It cost a lot of money to maintain them. Behind the rail you would not have the maintenance.