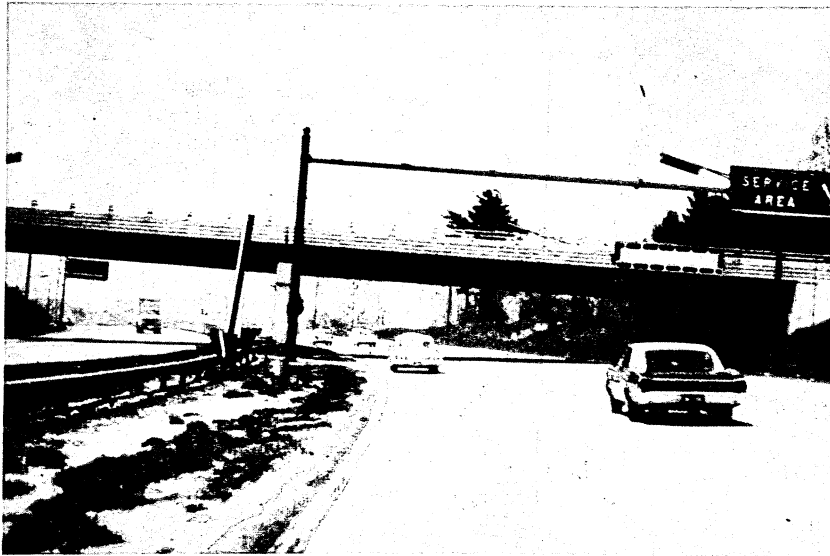


Here you can see the rusty pole sticking up about where the arrow is. Someone ran right through this area and knocked down the pole and they replaced it with a rusty one.

I am trying to bring out the point it is a different color post from the crossbar, showing it was knocked down and someone went through there. The old one is on the ground, where the arrow points.



By the way, the center rail was a new rail. It was recently installed and they failed to protect these hazards. The least they could have done was install a few more feet of guardrail and phase it into the center rails.

I rode up this road and practically every one of these signs are not inside the center divide; they are away from it, sometimes 2 feet, sometimes 3 feet. I feel they should get something done there also.

In fact, in this one here, you could tear it out and put the sign on top of the overpass.

Mr. BLATNIK. Mr. Howard.

Mr. HOWARD. Thank you, Mr. Chairman. In a setup like this, could it be said or thought that possibly we are building these guardrails, these small ones, to protect the poles, rather than the people?

Mr. LINKO. The small section guardrail?

Mr. HOWARD. Yes.

Mr. LINKO. Well, it is true, they are trying to lessen the crash. As a simple solution, I would rip it up and put the sign on the top. But just in case somebody wanted the sign here, I would put it inside the center divider. Until they have done that, I would put 75 feet of guardrail and angle it off and bolt it right into that center divide, so that you have your sliding action.

Well, here they realized there were hazards.