

road. I will not go into detail on collector-distributor roads, because this will be covered in another hearing.

Here is your gore area. This is very even, and yet the sign is in there, mounted on steel poles, while over on the shoulder—this sign could have been mounted and cantilevered over the roadway somewhat in advance of this gore area.

Just beyond this you see the merging traffic sign, again mounted on the 4- to 6-inch steel pole.



Now we are back in Maryland. This is known as a bridge sign. It is for the eastbound lane in this area. I say eastbound because actually the beltway has no direction; it goes north, south, east, and west, in completing its circumference of Washington. In this area we happen to be eastbound. There are a number of things to notice.

First of all, you have a sign, food and gas, mounted on two channel irons, a few feet off the shoulder.

Just beyond that you have a light pole with a bracket arm carrying the light over the traveled portion of the roadway. Just in back of that light pole is a piece of guard rail, which runs somewhat beyond this concrete support for this sign bridge. The guard rail could have come around in front of this light pole instead of where it is.

The bridge sign is mounted in concrete. Some of these concrete supports for bridge signs can be as much as 6 to 8 feet long, 3 feet wide and 10 feet into the ground. Notice the piers on the bridge. There are no guard rails to shield a motorist from running into them.

As you enter the Maryland beltway from Virginia, after crossing the Wilson Bridge, this is the interchange with Interstate 295. We are now looking eastbound. There are a number of things to be noted here.

First, the steel light pole. Secondly, a no parking sign mounted on a channel iron. Thirdly, a route marker, the I-beams and concrete.