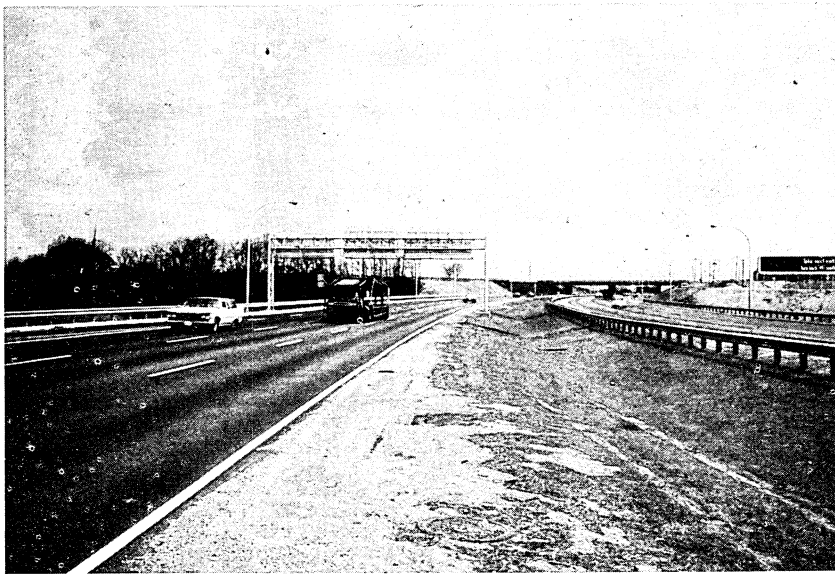


Mr. PRISK. Here is a case where they did not go out and pick up the signpost. This is right in the same vicinity. And there is a sign bridge, the same type we just looked at. Here is a double beam, blocked-out rail, median barrier installed along one edge of the median instead of down the middle, so this is too far away to go.



Mr. CONSTANDY. Does anyone on the panel have any suggestion?

Mr. WILKES. This looks like an exercise of judgment here. They wanted to protect the outside of the curve so they located the beam closer to the right-hand lane, the lane that is going away farthest.

Mr. CONSTANDY. How about extending this bridge, does it begin to reach a point where it is no longer feasible, or could that have been extended so the support could have gone within the guardrail, the median barrier?

Mr. WILKES. That would require an extension of, it looks like 15 or 20 feet, so that would be a substantial increase in the size of that structure.

Mr. CONSTANDY. We do not have to let this remain this way? This is not desirable, is it? The legs of the sign bridge are just a few feet off the traveled way and they are unprotected. Do you care to comment, Mr. Skeels?

Mr. SKEELS. I would cross the median barrier, pick up the sign on the other side, and then cross back again. If you could drift the barrier across the median, pick up the sign leg, without lengthening the sign. Another solution, and one that has been used on I-94 in Michigan, is to bring a barrier in from the other direction, just past the sign. In other words, bring in especially a guardrail that ties into the barrier, into the median barrier, and bring it toward the sign in the direction of travel, and just past the sign. In other words, put a third leg in there, if I make myself clear.