

Mr. PRISK. I hoped you would ask him.

Mr. CONSTANDY. I asked you because you are chairman of that committee. I do not mean to pick on you.

Mr. WILSON. Really I am not familiar with that type of marker, although I have seen it in several of these pictures. I am not even sure it is a standard marker.

I would gather that you are to travel to the left of it, because if you will notice, the one on the right over there is sloped down the other way.

Mr. CONSTANDY. You will forgive me, Mr. Wilson. You had better travel to the right of the one on the left and travel to the left of the one on the right?

Mr. WILSON. I think there is something more basic than what we have gotten down to yet. Apparently it is a practice in some States to put in signs and traffic control devices by subsequent contracts after the highway is open to traffic. I can only speak for California in this regard; we do not open a highway until all of these devices are in. We do not think it is the right thing to do.

I think it is obvious from this picture here that at least the traffic control devices other than signs ought to be in place here.

Quite often you can have sign contracts following the major construction by the use of temporary signs, maybe a smaller variety. But in my opinion and the opinion of our State officials in California, we would not open a road like this until it has all of these devices on it.

Mr. CONSTANDY. Mr. Ricker, do you know what that panel is for, the black and white striped one? Are you familiar with it?

Mr. RICKER. It is another type of clearance marker and, as Mr. Wilson said, the slope of the lines indicates which side of it you should go. Perhaps subconsciously, not by any written explanation of it.

Mr. CONSTANDY. Is that to inform the motorist of the existence of the edge of the shoulder?

Mr. RICKER. We use a number of these on narrow bridges on secondary roads, and we place them in line with the parapet. In other words, if we were going to use that marker in this situation, we would put it nearer the highway.

Mr. CONSTANDY. Where that other-three amber reflector panel is?

Mr. RICKER. Right. But it is a clearance marker.

Mr. CONSTANDY. Thank you, Mr. Prisk.

Mr. PRISK. Yes. I will proceed now to another steel bridge and you will see, essentially, the same type of treatment.

This one has the yellow barrel back with us as an assist for marking. I do not see a black and white diagonal marker here at all. In this case the yellow reflector units are in place, however. This is the same condition we just observed, similar condition on the same project, I-35, Missouri.

This is a little closer up view showing better, perhaps, what is involved in this opening. You have a drainage structure, I mean a culvert headwall, sticking up here at a place where you might go through. This could only add to your problem, complicate your problem in getting down here safely, if you had to enter that area.

Mr. CONSTANDY. If you are lucky, you will have the accident at the headwall?