

tion Institute laboratories on a slip base. We do not know what possibilities it has. I do individually believe this is so new that we should not tie ourselves down to any one form of breakaway light bases. We should all keep working on it to improve on what we have now, which itself is a great improvement over what we had previously.

Mr. CONSTANDY. Very fine. Thank you. Mr. Wilkes?

Mr. WILKES. I agree with all the comments made by other panel members.

I have an observation that in some of those cases where the concrete base is exposed that condition could be corrected by just a small amount of mound of earth around the base.

Mr. CONSTANDY. For reasonable effort and money, they could correct what is now an undesirable situation?

Mr. WILKES. That is right. An alert maintenance man could correct this condition at practically no cost at all.

I am trying to recall from memory but I feel certain that this memorandum of Mr. Turner's that was previously introduced into the record contains the statement that on future Federal-aid projects, the lighting standards should be provided with a frangible or breakaway base. Mr. Prisk could probably check that.

Mr. PRISK. I am not sure it is in here.

Mr. CONSTANDY. Thank you, Mr. Wilkes. Mr. Ricker?

Mr. RICKER. One comment we picked up on the AASHO safety tour last year was that it is practically useless, perhaps hazardous, to put a short section of guardrail in front of a light standard. It is better to hit the light standard than it is the guardrail. The guardrail does not prevent the accident.

I might note the draft standards of the Federal Highway Safety Bureau seem to call for much more use of roadway lighting than most States have done in the past. And this will inevitably cause many more poles to be installed, so that we have to have good design for them.

At the same time, there is no money provided in that program for the installation of this lighting which means that many jurisdictions will be trying to save money and perhaps put in the short mast arms and get the poles too close to the road.

Mr. CONSTANDY. The curse of the first cost versus economics?

Mr. RICKER. Right.

Mr. CONSTANDY. Thank you very much.

Mr. Prisk, will you begin, now, with the segment that contains the signs? I would like to mention here we are concerned with the sign element purely from the standpoint of the mounting of the sign, location of it, and support for it, but we are not at this time particularly concerned with the message on the sign. We will have another segment of the hearings at some later time when we will be concerned with the message.

Improper messages are like waving a red flag to traffic engineers and I realize it. But could we just contain this to—except when you really feel you must say something about the message—the mounting and location?

Mr. PRISK. Thank you, Mr. Constandy.

I think of all the subjects that attract the interest of the public, perhaps traffic signing on the Interstate System is one of the most fascinating of all.

We have looked at signs on these sample Interstate projects as representative of conditions around the country. I would like to move in