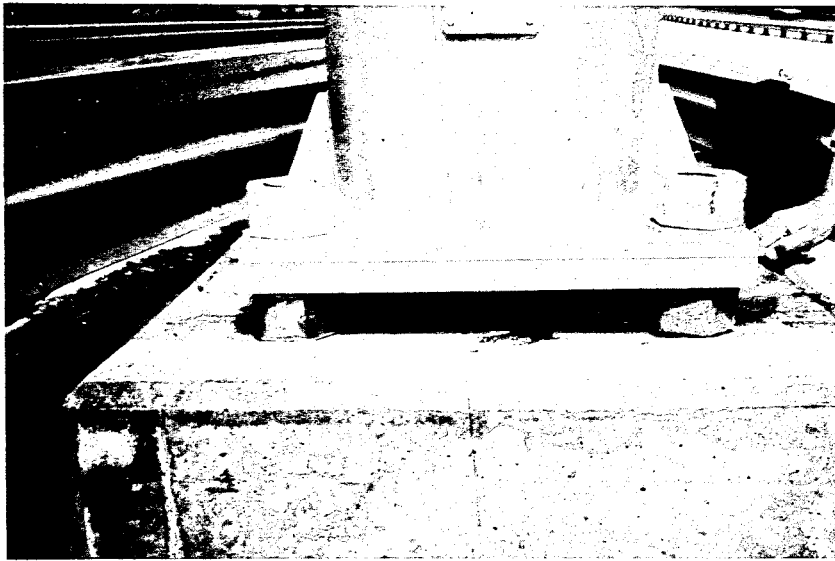


rail here, 12.5 feet either side. And then that pole in the middle. I would like to take some estimates of the audience as to how large that is.



I estimated it was 18 inches and when I measured it, I found it was 24 inches in diameter, and then measuring the base, I found that that base the pole is welded to is 32 inches by 32 inches by 3 inches thick. Those nuts that you see are 5 inches across.

This is a tremendous thing. And there it sits on a concrete base.

I don't know what it would take to move that.

Mr. CONSTANDY. It looks like a piece of locomotive.

Mr. PRISK. It is very large.

Mr. CONSTANDY. Mr. Ricker, would you care to say something?

Mr. RICKER. Yes. There is a different approach to this. On the AASHO safety tour last year, almost every time that an intersection, separation of roadways, was described as giving problems, it was noted that the signs were too far past the decision point. The type of mounting illustrated here presents exactly that case. The signs are over the roadway beyond the point of decision.

If the signs were brought out to the decision point or in advance of it, you could not use a cantilever of this type; it would have to be a full span across the highway.

So this is an unnecessary hazard in itself. Messages are in the wrong place.

Mr. CONSTANDY. Yes. Mr. Huff?

Mr. HUFF. I would like to ask the reason for the large signs. I have been told it was wind load; is that correct?

Mr. PRISK. That is what I understand, yes.

Mr. HUFF. What intensity of wind is used on such posts, Mr. Wilkes?