

Mr. WILKES. Mr. Constandy, the original specifications were developed for overhead sign bridges and experience will prove the ground-mounted signs could have a reduction in the wind load application and this 0.8 reduction is a standard for all ground-mounted signs. And that is permitted by the specification.

Mr. CONSTANDY. So it does allow for going below the 100-mile winds for such signs?

Mr. WILKES. For ground-mounted signs.

Mr. CONSTANDY. Is this a ground-mounted sign?

Mr. WILKES. No, this would be considered an overhead bridge, for which there would be no reduction in the wind velocity or wind pressures.

Mr. CONSTANDY. You probably would not have to worry about this one.

Mr. WILKES. I think I could safely say it is a safe——

Mr. CONSTANDY. Only from the standpoint of the wind.

Mr. WILKES. Only from the standpoint of the wind. [Laughter.]

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

Mr. RICKER. No.

Mr. CONSTANDY. I think at this point, with your permission, Mr. Chairman, we will recess.

(Whereupon, at 12:27 p.m., the subcommittee recessed to reconvene at 2 p.m., the same day.)

AFTERNOON SESSION

Present: Messrs. McEwen (presiding), and Schadeberg.

Staff present: Same as heretofore noted.

Mr. McEWEN. The committee hearings will resume. Mr. Constandy.

Mr. CONSTANDY. We might just as well begin where we left off, Mr. Prisk, if you will continue the slides of sign mountings and placements.

We had begun to show the slides on Montana, is that correct?

Mr. PRISK. Yes. This is Montana, Interstate 90, just outside of Missoula, west of Missoula, a project that was opened in December 1966.

This particular sign structure, I recall, is one we photographed because of the very large column, 24-inch column, supporting the two cantilevered signs on this exit.

This column is supported on a steel base that measures 32 inches by 32 inches. It seems remarkable that those nuts are 5 inches across, but they are, from one side to the other. From here to here it is 5 inches.

It is very heavy construction and of course is on a concrete platform, raised above the roadway itself.

I think the best point that was made in summary of this situation is the fact that it need not be there at all and would better serve the motorists if it were mounted at a position a couple hundred feet upstream, back toward the camera, so the drivers would have that information somewhat earlier, and that this gore itself could actually be fully clear.

We move along on the Montana project, going west, getting into a more rural section. We find the exit sign for Reserve Street the next installation. This is mounted on two I-beams, as they are shown here.