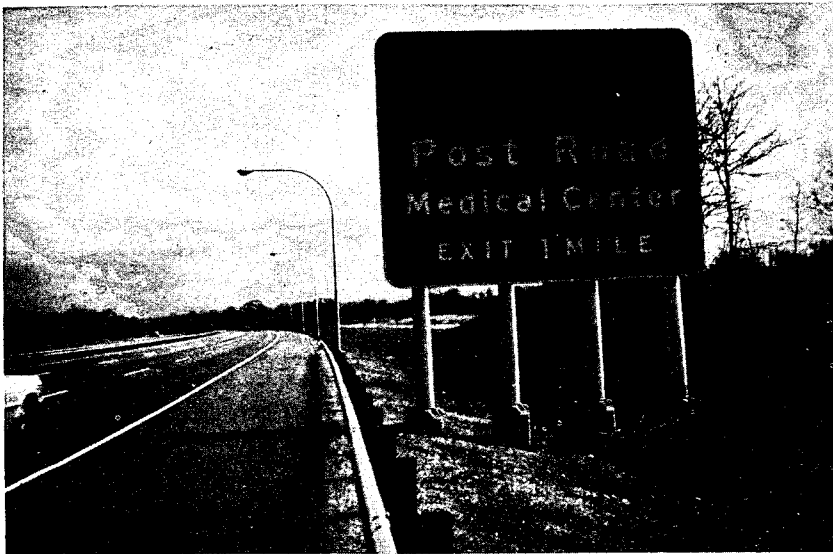


be too much—here is one with four. Again I am not too sure whether this is not more support than that sign needs. It is an extremely large sign—no question about it.

Mr. HUFF. Mr. Prisk, what is the reason for all the blank space on the top of the sign?

Mr. PRISK. That will be a future message when other exits are open, so we were advised when visiting the project. This is not a completed sign, as far as the project is concerned, because some of the exits are not yet open.



Mr. CONSTANDY. Could you show that base in the last slide? (Slide.)

In speaking with the people from the department here, they mentioned that base is frangible and the pole is aluminum. It was their opinion that if struck it would not cause the car to stop violently. However, it is also very heavy. I was not able to lift up this end of the sign. Their opinion is that the post is not as lethal as it looks.

Mr. SKEELS. Again I would suggest they run a test on this. [Slide.]

Mr. WILSON. I would like to comment on Mr. Huff's observation here on the blank space on the sign. I believe that all the message that should be on the sign is there already, as far as readability from the standpoint of the motorist, and I would hesitate to add any more to that.

I believe that the Interstate regulations would restrict you to two lines of copy in this location.

Mr. CONSTANDY. Thank you.

Mr. PRISK. Moving along, we come to the situation where there is a major division of roadways, and here again is another roadway at the left that is not yet fully signed.