

Mr. CONSTANDY. If the concrete was much higher, they would not need the pipe.

Mr. PRISK. That is true.

Mr. HUFF. Mr. Prisk, would you care to discuss the reason for building those high pedestals, or do you know?

Mr. PRISK. In some cases it is because of the necessity to meet a standard length of steel post on top of the footing. In other cases I expect it is a combination of construction practice.

Mr. HUFF. I have been involved in that recently. It is my understanding the sign message is supposed to be so high a vertical dimension above the roadway. The sign material, particularly the posts, are ordered before the exact slope and so forth of the roadway are known.

In our experience, what we are doing is to prevent the contractor from ordering his material until the final cross sections of the road have been determined.

Mr. CONSTANDY. We did hear that in one State the sign supports were ordered so much in advance that by the time they got them, the grade of the road was not what they expected it to be, they poured the concrete high enough so the sign came out to the right elevation.

It is a problem that possibly administrative processes could take care of.

Mr. HUFF. That can be remedied by a simple clause in the specification.

Mr. WILSON. I believe these two signs have the same message, have they not?

Mr. PRISK. Yes.

Mr. WILSON. Most States would combine these in one sign, located down the road about 100 feet, about where that car is, so it could be viewed from both the ramp and the mainline traffic. That is one solution of this problem.

Mr. PRISK. Thank you.

