

I think perhaps the bridge would look better, and you could view the thing better if the sign were attached to it.

We will go into the subject of gores—this area we have heard so much about, being such a critical point from the standpoint of the motorist.

Mr. PRISK. Yes. This is, perhaps, certainly the most frequent place, where the motorist overruns his normal path and gets away. You are always faced with the decision to steer right or left, or to continue straight ahead, and it is at these places where people, particularly those not entirely familiar with the highway locations, or inattentive, because both of these things enter into it—you may be familiar with the location and still get in trouble in the gore. You may be unfamiliar and be in trouble as well.

We do have a series of pictures taken on the nine Interstate projects that I would like next to show, which relate specifically to that problem, and what may be done about it.

I am going to start with a fairly good location. I would say this is one of the best gores we saw. This is on Ohio Interstate 80-S. You see out here that the curbing that is introduced in the gore is extremely moderate, coming down to as little as an inch at this point, rising up here to perhaps 3 inches, and this distance from here back to here is about 30 feet, which does stand out as a target area for dividing traffic that would leave by this roadway or the through traffic that would go down here.

It just so happens this particular section right in here is not yet in use. The Interstate project includes this but is operative only from this structure away from the camera.

Mr. CONSTANDY. Mr. Ricker.

Mr. RICKER. Could I comment there? There have been suggestions that the exit sign be removed from the gore. I think this picture illustrates why it should not, particularly on the gore visibility condi-

