

So in the gore this presents really a double hazard.

You have these two 6-inch I-beams on the exit sign. Following the practice in this State you also have the additional hazard of the hole between the bridges. This is in Montana, I should say.



Another gore with a non-break-away sign support, otherwise quite easily traversable up here for several hundred feet if you do run off.

This is the advance to still another one. I think many of these things have to be considered as a system, just as we regard the total traffic accident as a system of interrelationships between the highway, the vehicle and the driver. So, too, you have to consider the gore really as a function of the total design, and the abrupt departure of the deceleration ramp along this line puts more pressure on traffic to run into this gore.

More signing does the same thing, so these are all interrelated factors we are talking about.