

Mr. RICKER. I believe the picture you showed this morning showed there was a drainage structure in there.

Mr. PRISK. Perhaps that is what is there. In any event, it outlines the gore and would prevent you getting in there too far.

This gore in Salt Lake City is the kind of situation that also is met in some urban areas where walls exist. This is the prow design. I think someone mentioned this a day or so ago. This is shaped like the hull of a ship almost, upside down, and laid up here, and gradually increasing slope—little block of concrete that will stop you if you do not stop on that slope. Some of these work reasonably well. Under high speed they are not too effective.



The thing I would point out here, too, is the relationship to this system's concept that I mentioned earlier. You have South 15, East 80; North 15, and West 80. I do not know how that strikes most non-Utah residents, but it is a little difficult sometimes for drivers to distinguish between South 15 and North 15 when they are separated like this.

I have been puzzling over an alternate possibility. I think there probably are other solutions to that problem, but that is a signing problem.

This is in here principally to show you the gore problem and, as I say, when you are in an elevated section or up on a high embankment, these rails and walls cause serious difficulties in the gore.

Mr. SCHADEBERG (presiding). What would you say the structure costs to put the signs on?

Mr. PRISK. Overhead sign structure?

Mr. SCHADEBERG. Yes.

Mr. PRISK. I would say \$11,000 to \$12,000, something like that. Perhaps one of these gentlemen could make a better estimate, Jack?

Mr. WILKES. I would guess \$10,000.