

Here is a departure and this happens to be in Switzerland. This is a picture I took earlier this year showing the attention they give to the type of marking Mr. Ricker just mentioned, in advance of the gores in Switzerland.

Mr. CONSTANDY. I think that concludes the material on gores, does it not Mr. Prisk?

Mr. PRISK. Yes.



Mr. CONSTANDY. Perhaps, Mr. Wilson, you would make some comments relative to what you have seen?

Mr. WILSON. Yes. In connection with gores, I noticed that there are quite a few of the areas that have the basic fundamentals built into the grading to make a safe gore. I think that relative to this series of slides that we looked at, probably in more than half of them, with a very modest modification in hardware, you could make a safe gore out of it. Others, of course, would need a considerable amount of grading work to be done behind the gore area to make them safe.

It is my opinion that the only thing in that gore area should be the sign, exit sign, mounted on some type of breakaway structure or post.

The lighting standard that you saw in many of these areas could be logically moved back of or ahead of the gore area and put on the right-hand side and raised to a slightly greater height to give you the illumination you need in that area.

It is my opinion that the curb that you see here is not needed probably in 95 percent of the cases.

The drainage that has to be taken care of here could be handled properly perhaps in another type of way.

One thing that I might mention in connection with the gore treatment—it has not been brought up yet—is the use of reflective markers that are now on the market to delineate the V in the gore.