

We think that quite a lot of the trouble develops at night, and particularly in unlighted areas. The use of reflective markers to outline the two white lines you saw in most of these picture is certainly helpful.

Mr. CONSTANDY. Thank you.

Mr. SCHADEBERG. On the drainage, was there any study that indicated whether in the accidents that happened in the gore area, it was because they did not see the division in the road? I mean, whether they hit it straight away or were they at the point and then wanted to cross over?

Mr. WILSON. Most of them, in my opinion, are due to indecision when they reach the point. However, the more advance notice you can give that there is a split in the path for the vehicle I think is better. These markers show up in your headlights.

As far as the experimentation is concerned, we found in our studies that a signpost mounted in the gore area is four times as susceptible to being struck by a vehicle than one mounted on the right-hand shoulder. For this reason, we think the gore area should be just as clean as possible.

Mr. SCHADEBERG. Give them something to aim at?

Mr. WILSON. Well, he has to have the exit sign. I think this is an essential part. But it should be something that could be struck and not cause a lot of damage.

Mr. SCHADEBERG. I just asked one of the gentlemen here whether there was any—this probably sounds fantastic, but were there any studies made in different kinds of signs, like hard rubber that would bend but not break? Something that would not damage the car?

Mr. WILSON. Well, of course, these signs that are used are rather lightweight. Most are aluminum and some are even a kind of paper composite with a very light gage aluminum face on them.

Mr. SCHADEBERG. Yes. They would not harm the car much.

Mr. CONSTANDY. Mr. Skeels?

Mr. SKEELS. I agree with Mr. Wilson in all he says.

In the early part of Mr. Prisk's presentation, we certainly saw some gores that were very good. Some of these had been spoiled by putting signs and other hardware in there, but the grading was very good and with very little additional attention, they would have been satisfactory.

Gore signs certainly need to be eliminated to the maximum extent possible, and those remaining should be mounted on an approved type of breakaway mount.

Now I am quite sure who is going to provide the approval, but we should have some specification for the type of signs that will be allowed in gores.

A proper breakaway mount for a small sign, such as the exit sign, mounted on a proper breakaway mount, will not damage the car or its occupants.

The painting of the V area immediately in front of the gore certainly is a plus factor and I would think should be encouraged.

The curbing we find around many gores certainly should be held to a very minimum height. I do not think I object to having a very low roll curbing there where the gore is a splitting device to