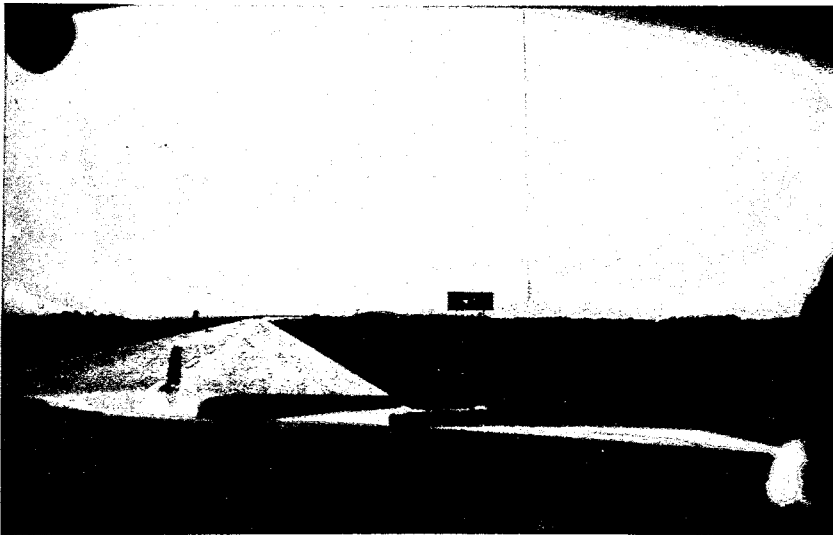


There have been three accidents. One of them was a Volkswagen that brushed the side of one of these and knocked it over. In one of them, the people were hurt seriously. They had gone on through, rolled over down an embankment, and their injury was due to the roll rather than striking the pole, because the area in which the vehicle struck—the area the vehicle had struck the pole would not indicate any major severity. The other one was a truck, and it has been satisfactory.

This picture was made on a recent trip to South Dakota. They have installed a number of signs, 55 feet from the edge of the roadway. Gentlemen, in this dimension that we are dealing with, 55 feet is fairly small. There is something else about the characteristics of the roadway.



Mr. MAY. This points up the fact we should not worship that 30 feet?

Dr. ROWAN. We should not worship any particular dimension. Let us not permit anything become holy on this. There are many things that enter into this problem. For instance, here we have a continuous down slope over to that sign. This would naturally pull the vehicle in that direction. It would take a concerted effort to redirect it. My only comment at this point is why should we consider a philosophy, that it is all right to install a fixed object at a greater distance from the roadway when we can install a safe object at that distance?

Mr. MAY. Yes. Why should we plant a tree 31 feet from the roadway instead of 30 feet?

Dr. ROWAN. That is right. There is nothing sacred about any particular distance. The happenings in an accident are so complex that no two can be depended upon to be the same. Anything can happen when a vehicle goes out of control. The only thing is, we should be real careful about our fixed figures and criteria for design. There is nothing that will surpass good commonsense and engineering judgment.