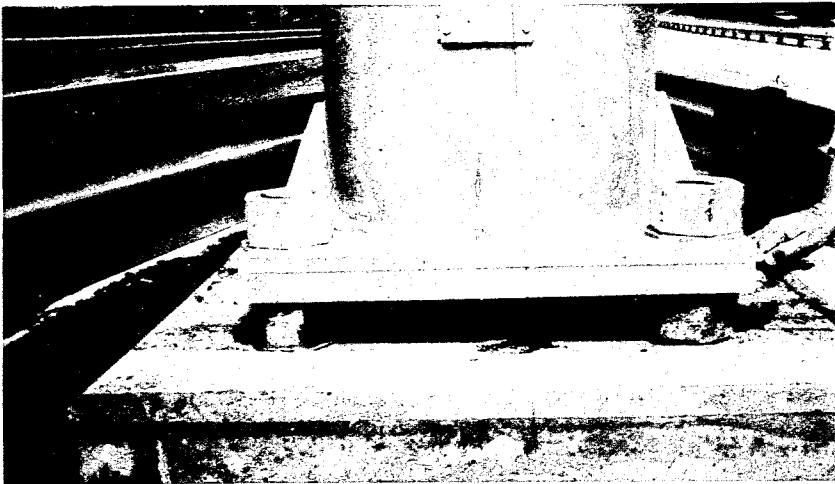


You can see here. That is the type of installation that might now be corrected?

Mr. TURNER. Yes. The correction there would be some sort of impact absorbing device, bumper or some other device in front of that post.



Mr. W. MAY. Suppose the State suggested that we move back down this way and start an overhead bridge sign, and suppose that bridge sign cost \$20,000, would the Bureau participate 90 to 10?

Mr. TURNER. We might if we did decide the bridge sign was really the necessary correction for that place.

Mr. W. MAY. And if that installation we are looking at cost \$8,000 or \$10,000, we might lose the value of that?

Mr. TURNER. I am sure that much of that material can be salvaged and used in some other location; but I believe in a typical situation of the kind you are looking at here, that we can correct it by using these impact-absorbing devices that I am talking about.

Mr. W. MAY. Have we used any of those impact-absorbing devices?

Mr. TURNER. Only on experimental basis in the laboratory.

Mr. W. MAY. Here is a twin bridge problem. That could probably be paved over, but that might be expensive now. If it is not paved over, it is hard to visualize what the correction might be. Will the Bureau participate in the paving over of that?

Mr. TURNER. I would say we would; yes.

