

That is the rumble strip and there is a sign; and if you go up in the gore area on the right there is another rumble strip there. There is a steel signpost. There is a road going out to the right to Washington Street from the deceleration lane. There is a speed sign on a 6-inch steel pole. There is no shoulder.

The next exit lane does the same thing, and beyond that, in the second gore area there is another steel pole and another sign right in the gore area.

Now we are at that first gore area and this is the rumble strip that I was referring to, which is directly in front of this sign support. This is a steel pole supporting a sign. There is a guardrail in front of it.

Mr. W. MAY. Mr. Prisk, does that rumble strip make any sense?

Mr. PRISK. At that location, I fail to see that it has any value. It is too close, too short, too close to the hazard.

Mr. W. MAY. By the time you get the noise of the rumble strip you would have gotten—

Mr. PRISK. You would be rumbling when you hit the pole, that is right.

Mr. O'HARA. Now we are approaching the same interchange from the west. We are now facing east. We are in a slow lane of 495. Again a number of things here.

There is a steel pole supporting the sign, and a guardrail in front of it, the guardrail ending beyond it, and then the guardrail beginning again just shortly beyond that, shielding a vehicle from these bridge piers in the median.

There is another gore area just beyond where this truck is. Here is another gore area. This is a deceleration lane. This is the guardrail in front of that steel pole, just a short section of guardrail. It ends and then it picks up again.

