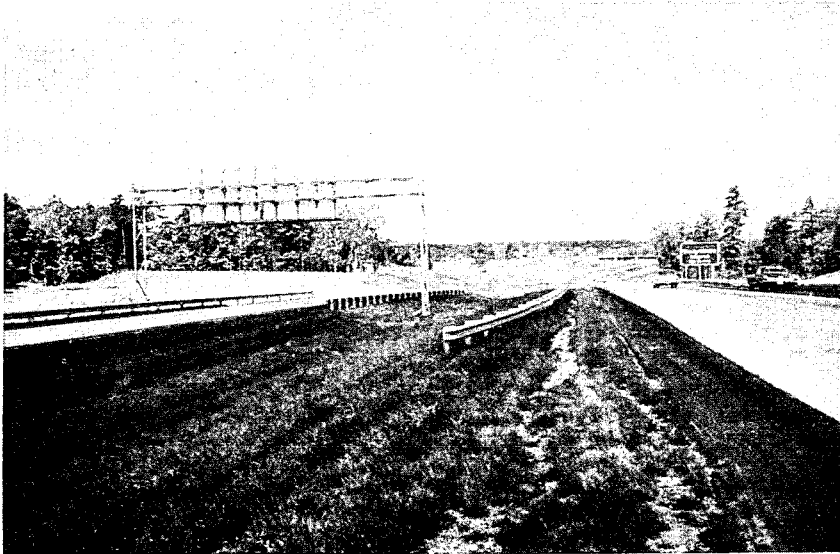


This is looking back from the structure to that rail installation. As you will see, it goes back across the median on a rather easy flare.



Here is an installation put in around a signpost, sign structure support. And here the treatment is not quite as elaborate, because this comes, oh, possibly 12 feet from the edge of the paved shoulder and does not go on out to the place where you guard that sign support in the same fashion that the bridge itself was treated, the open bridge.

Mr. CONSTANDY. That concludes the section on Georgia, does it not, Mr. Prisk?

Mr. PRISK. That is true. We go now to Rhode Island.

Mr. CONSTANDY. Yes.

Do any of the panel members care to say anything relative to the slides we have seen in Georgia? Mr. Skeels?

Mr. SKEELS. In referring to these last few slides, it looks as though they are trying to do an adequate job, but the principal criticism I would have would be the posts, the Z posts that they are using.

Mr. CONSTANDY. Do you care to throw in the washer?

Mr. PRISK. Oh, yes. The washer is always in there, or the lack of the washer.

Mr. CONSTANDY. Fine. Mr. Prisk, would you please proceed.

Mr. PRISK. All right, we will consider Rhode Island now as our next State. Here we are on a section of Interstate 95, which is partly in rural area and partly in the urban, in the Providence district. This particular section lies south of Providence.