

Signing does present a problem when you have as many as four signs with that much message copy to understand.

As you come in close at that point, this is the way the actual sign base looks in the gore area. There are two posts there, actually two bridges, if you remember, one over the right road and one over the left. This is to be replaced by a single structure, single support, which will cover the entire roadway.

Mr. CONSTANDY. As Mr. Marcello mentioned, they recognize the hazard that exists here themselves, and it was his intention to have both of those sign bridges taken down and one longer one put over both roadways, and the elimination of the sign structure and the guardrail in the gore.

Mr. PRISK. At a point in advance of where it is now, which is in line with what Mr. Ricker mentioned this morning. Do you have a comment?

Mr. RICKER. I was going to ask you whether this sign was intended to separate those two streams of traffic, or make an additional separation beyond this point?

It looked to me as if they were beginning to follow a separation on each roadway.

Mr. PRISK. No. These were primarily for the two signs on each one.

Moving now to the next one, south on 95, Narragansett-New York, we see an exposed sign structure support. This is in the median. I think I showed a picture rather similar to this yesterday, or day before yesterday, as we looked at the guardrail.

