Mr. CONSTANDY. Mr. Huff.

Mr. HUFF. Of course, the design speed can be lowered by providing a long deceleration lane up the road. It appears they did not in this case; they used the shoulder as best I can tell.

Mr. PRISK. They did use the shoulder.

Mr. CONSTANDY. We are actually one lane too short here then, are we not?

Mr. HUFF. Yes.

Mr. CONSTANDY. The roadway is three lanes and there should be a 10-foot shoulder to the right of it?

Mr. HUFF. Yes.

Mr. CONSTANDY. We can either say there is not a shoulder here or there is no deceleration lane?

Mr. PRISK. You can take your pick. It is one or the other.

Mr. CONSTANDY. Mr. Ricker.

Mr. RICKER. There is another approach to this, or perhaps several. One is to redesign the sign so that it does not have so much message and, therefore, can be carried on a breakaway post and do away with the guardrail.

Another would be to put a sign on a cantilever mounted on the right side of the road.

Mr. CONSTANDY. More in advance of the exit?

Mr. PRISK. We cannot see all the geometry of the interchange, so we cannot suggest a specific answer to this one.

Mr. CONSTANDY. I see.

Mr. RICKER. But there are ways of getting a big sign out of the gore.

Mr. CONSTANDY. Mr. Wilkes.

Mr. WILKES. I would expect that that exit sign would obscure most of the message on the message sign because of its position.

Mr. CONSTANDY. It would seem to.

Mr. PRISK. From the decelerating lane. There is one advantage to bridges such as the one where this picture was taken; you can read the exit signs down below.

Mr. MCEWEN. Mr. Prisk, in your answer to Mr. Constandy, the last part I did not understand.

Why is that exit ramp such a sharp curve? It appears in this picture it is out in the country, is it not, and not in a heavily built-up area?

Mr. PRISK. This is just a short way south of Providence. I suggested the degree of the sharpness of this curvature might very well have been restricted by reason of the right-of-way limitations that existed in here. [Indicating.]

Mr. MCEWEN. The intersecting highways come in quite close proximity?

Mr. PRISK. Yes. This is coming over closer to us, coming up on this roadway. You get into a tight angle situation unless you have a very wide right-of-way on both roadways.

Mr. MCEWEN. Would not it have been better in this case if the exit ramp had been located farther from the overhead structure? In other words at a point where the two highways were a greater distance apart?

Mr. PRISK. That would permit a flatter curve, yes. Sometimes that is possible; sometimes it is costly.