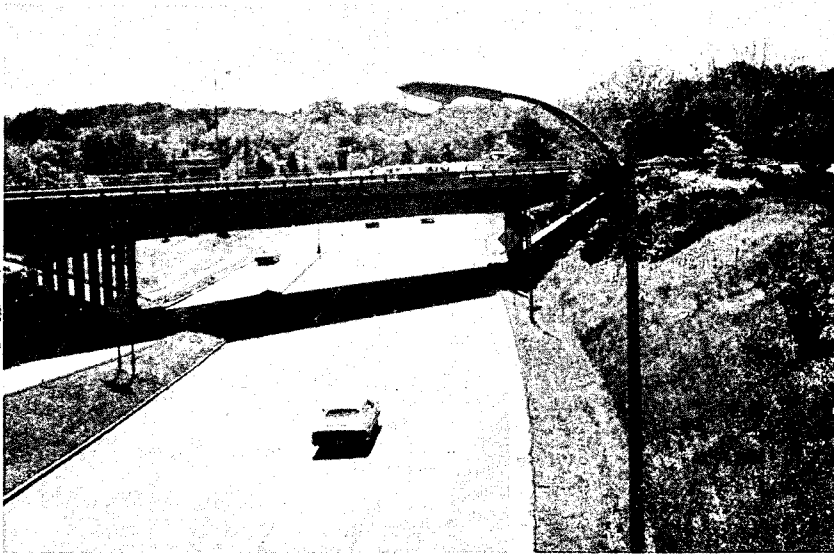




There is an opening and there is an end of the guardrail. Notice the skidmarks going into this area.

Mr. CRAMER. May I ask Mr. Prisk a question? Is there any regulation or standard with regard to six lanes going into four lanes and back to six lanes in an intersection area such as this?

Mr. PRISK. I know of no regulations. It is undesirable to have a lane drop.

Mr. CRAMER. I thought turnoffs were supposed to be outside the traveled roadway. Seemingly, this area ought to be outside the six lanes.

Mr. PRISK. That is true. There are occasions, for one circumstance or another—

Mr. CRAMER. What would be the circumstance in this area that would justify closing in the four lanes?

Mr. PRISK. One typical thing that happens is that failure to have sufficient right-of-way to permit opening up the pavement to the width—one possibility, of course, is difference in capacity, analysis, you do not figure that the traffic involved is going to be as heavy as it turns out to be.

Mr. CRAMER. Nobody can suggest that traffic in that area was not going to be heavy.

Mr. PRISK. I think that is correct.

Mr. CRAMER. Secondly, I have traveled that area quite a bit, at least to the south, and as I recall it is a swamp area.

Mr. PRISK. That is right.

Mr. CRAMER. There were not any buildings there, none to be condemned at any great value. How in the world can reducing the six lanes to four lanes be justified? I think it is obviously a traffic hazard the way it is built.

Now, does the Bureau have to approve that design?