

Mr. PRISK. Yes. The Bureau has to approve that.

Mr. CRAMER. Did you ever see that design?

Mr. PRISK. No, sir.

Mr. CRAMER. Who would see it?

Mr. PRISK. The Bureau's division engineer for the State of Virginia, in Richmond.

Mr. CRAMER. I just cannot understand why a design like that can get by the division engineer in the first place, even if it is recommended by a State, in an area where there appears to be no justification for not making an additional turnoff area available, or turnoff lane. I just do not understand it.

Mr. PRISK. I am afraid I cannot help you.

Mr. CRAMER. I hope somebody can help the situation in the future.

Mr. PRISK. These are the kind of things certainly that we need to do a great deal more about than have been done. I think the lack of review of some of the details has been one of the principal weaknesses, particularly in large interchanges that are complex, where there are several existing ramps, as is the case here.

You have a certain amount of directional interchange between the routes that are involved, and we have the important U.S. 1 route, and we are also attempting to serve the city of Alexandria.

There are a good many considerations here. And I think oftentimes this may come, and perhaps this is not fair to the people that plan the structures, but I think structure design crusades are over with in some cases.

Mr. CRAMER. I notice over on Shirley Highway, Route 7, which is where I turn off to go home, they are sure doing a lot of interchanging around there. I hope somebody has looked at that before it got under construction, from a safety standpoint. I cannot quite figure out what they are doing yet. But I do know they were demolishing the bridge that was there, that looked like it was in pretty good shape. And putting another bridge exactly where it was. I do not understand that, unless it is for esthetics.

And I admit the old bridge was not as pretty as the new one but it looked to me like it was in pretty good shape. They took a crane and big steel ball on the end of a chain and knocked it down and built another one right where it was. That is along Route 7.

I would like to know something about that, Mr. Prisk.

Mr. PRISK. I dare say we could develop some material for the committee, to inform you about that situation. I do not have it here now, I am sorry.

Mr. CRAMER. That is all I have.

Mr. O'HARA. One other thing I would like to point out in this scene is that the lane in which I am traveling, behind this truck, ends just beyond this overpass, and this becomes a two-lane highway at that point. And the only advance warning you have is a small sign behind that truck, which is a few hundred feet from the turnoff, and the road then becomes a two-lane highway; and as you get to the foot of the