

Wilson Bridge, the acceleration lane of U.S. 1 becomes the right lane of the beltway.

Mr. CRAMER. May I make another observation relating to this decreasing number of lanes at interchanges? It was just a year or so ago that action was taken because Interstate 4 going through Tampa and St. Petersburg, in Florida, was decreased in lanes to one lane going west, right to the middle of Tampa, and it decreased to one lane. Rather reluctantly, and after a few accidents and a considerable period of time, it was agreed to do something about it and make it two lanes.

There is another instance.

I just cannot imagine how a division engineer would ever approve such a construction as that. Do you understand how that could happen?

Here is an Interstate, limited-access highway, going through Tampa, and it was reduced to one lane going west. You may be familiar with it; but I just cannot understand that.

Mr. PRISK. I have seen a situation such as you describe also in South Carolina, so I do not think it is unique to Florida. But unfortunately these things are seen after they get hardened in the concrete, reinforcing rods, and it is pretty difficult without using a wrecking ball, as you mentioned, to make any remedy.

I think we have cautioned, in the yellow book which you are familiar with, which has been endorsed now as policy by the Bureau of Public Roads, and it calls attention to the necessity in the future of carefully considering all lane drops. That is what this is. This is a dropping of the lanes going into an interchange.

Mr. CRAMER. Up to this point there has been no regulation, no requirement regarding lane drops, going into an interchange?

Mr. PRISK. No regulation that I am aware of. It has been recognized as an undesirable design practice.

Mr. CRAMER. Who recognizes it as undesirable?

Mr. PRISK. It is generally regarded as undesirable design practice.

Mr. CRAMER. Do the engineers who design these highways not know it? They get paid pretty well. Design engineers get paid pretty well.

Mr. PRISK. They get paid pretty well.

Mr. CRAMER. Consulting engineers sometimes get a percentage of project costs?

Mr. PRISK. If you are talking about consulting engineers, yes.

Mr. CRAMER. That is part of the cost of the project, if the State decided to use consulting engineers?

Mr. PRISK. Right.

Mr. CRAMER. That is all.

Mr. HOWARD. Continue.

Mr. O'HARA. In connection with the accidents in Virginia, I did make a study. They reported 501 accidents in 1966; 166 of the 501, or 33 percent, were single vehicle accidents; 111 of those 166 ran off the road and struck a fixed object, or 67 percent.

Also, 23 more of the 166 ran off and overturned. I could not determine from the accident report whether they hit a bank or ditch or other object; it was impossible to do so.