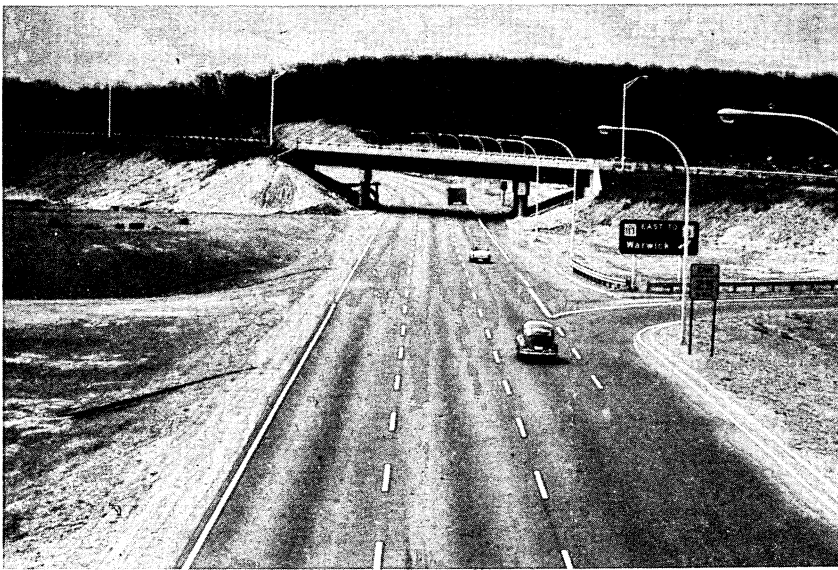


Here is still another gore where there is a very abrupt takeoff, 25-mile-an-hour curve to enter that, and there is need for additional material to fill this depression if that gore is preserved.

Mr. CONSTANDY. Mr. Prisk, is there some rule which governs what the exit speed should be?



Mr. PRISK. Desirably, exit speed should be .7 or .8 of the design speed. And design speeds—I do not know that I fully understand the concept of design speed except it is something to govern the geometrics and superelevation, curvature, by. But beyond that its meaning is a little mystic to me.

If you figure that our sections through urban areas are designed for 50 miles an hour, as is required by the Interstate standards, .7 would, of course, permit you to have a 35-mile-an-hour exit at this point. This puts this a little bit low, a little bit sharp.

Mr. CONSTANDY. On this particular roadway, the speed limit I think is 60, am I correct? This should be up to 40 or 45?

Mr. PRISK. Desirably.

Mr. CONSTANDY. Of course, we are not suggesting they change the sign to 40 or 45 miles an hour, are we?

Mr. PRISK. No. Not at all.

Mr. CONSTANDY. The design of the ramp should be one that would accommodate a car going 40 to 45 miles an hour, is that the way it is?

Mr. PRISK. That is desirable, yes.

One think that has happened here is you have a skew crossing and this roadway is coming up closer to the camera here than it is down here [indicating]; and for that reason, without a considerable amount of right-of-way here, it would be hard to get a 40-mile-an-hour takeoff.

Mr. CONSTANDY. So they have to fit this into a smaller area?

Mr. PRISK. I expect the right-of-way was a consideration.