

Now, some of my colleagues may argue with that—I know some who are not here will—but in my opinion, they should not be built.

Now, another thing that was not mentioned; for night operations, it is my opinion that two or three light standards, luminaires around these so-called conflict points of both exit and entrance ramps does help night operations, particularly for people who may not be accustomed to the particular installation.

Mr. CONSTANDY. Very good. Thank you, Mr. Huff.

Two of the points you mentioned, the left-hand exit and the tapering of the ramps, will be part of the material to be presented some time later relative to the design features. There is a relationship. Mr. Wilkes?

Mr. WILKES. From what we have seen today, certainly more careful attention needs to be given to the location of the overhead sign bridges.

I would agree with the rest of the panel that we should clean up the gore area and have as maximum the simple exit sign.

The problem of the gore obstruction will be greatly reduced when we start building our structures with full width shoulders, because that removes this prow a considerable distance from the main lane of traffic. I think that will produce a considerable improvement.

Mr. CONSTANDY. Thank you, Mr. Wilkes. Mr. Ricker?

Mr. RICKER. I agree with what the other fellows have said.

I would point out that gores are a necessary item on the highway. Every place we have an exit ramp, there is a gore.

From looking at these pictures and others, it would seem to me that this is an area where we could go back on existing freeways and make corrections relatively cheaper and gain a lot of savings.

Mr. CONSTANDY. Yes. Thank you.

Mr. SCHADEBERG. Would you gentlemen suggest that safety could be enhanced if you had a longer approach to the point of decision?

What did you call that pavement, rumble pavement, Mr. Huff?

Mr. HUFF. Beg your pardon?

Mr. SCHADEBERG. Did you call this rumble pavement? Is that the pavement that makes a noise?

Mr. HUFF. Someone else may have mentioned it, but rumble pavement I believe is a common name given to it.

Mr. SCHADEBERG. This has nothing to do with the gore area, but maybe one of you might suggest, are there any indications of how many accidents involving cars that go off on the shoulder are the result of the driver going to sleep, or just losing control?

Mr. HUFF. We do not have any statistics on that, sir.

Mr. SCHADEBERG. The reason I asked is I wonder if it would be of any value safetywise to put some rumble pavement in the shoulder occasionally so it would at least warn the driver?

Mr. HUFF. We have used that on our bridges in our large metropolitan areas where we have large traffic volumes, on bridges particularly.

Mr. CONSTANDY. Thank you, Mr. Chairman.

I would like to continue with this, taking up as another element of the design which contributes to the roadside hazard problem, curbs and shoulders, if you are prepared to give that, Mr. Prisk.