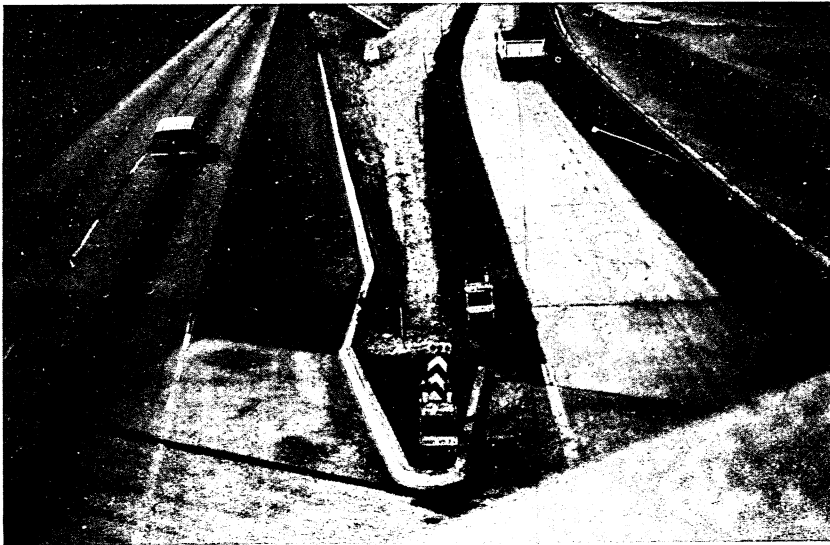


Going on ahead, here another one comes up on that shoulder in the same fashion as the first shot we saw. Watch his progress.

He comes on up the shoulder. You see what happens to the shoulder here. It narrows down at the structure and if he were to continue on the shoulder, he would find himself in some trouble.

As you go immediately under the structure where those pictures were taken, this is the condition that you run into: curb gore at this point not too traversable down through here. [Indicating.] That is the off-ramp and this is I-15 straight north. That concludes this series.



Mr. CONSTANDY. Let me ask the members of the panel their observations. Mr. Wilson?

Mr. WILSON. I would like to make about three points here in connection with shoulders.

If there is any place where vehicles need maneuvering room, it is in the vicinity of exit or the vicinity of entrance to limited access facility.

There is sometimes a great deal of hesitancy taking place on the part of drivers, not knowing exactly what to do or where to go; and you see some strange maneuvers take place, which is all the more reason why, not only should you give them a full shoulder, but you should give them every other available chance to get off the road if they do reach an emergency as well.

I would like to agree with Mr. Prisk on the desirability of using contrast treatment between shoulders and main line traffic lanes, particularly where you can use a concrete pavement with a black asphalt shoulder.

However, this can be accomplished in other ways as well by use of open graded mixes which have a different surface texture, and you can also use asphalt. It can also be done by using edge lines; and as I mentioned yesterday, it is desirable to carry this contrast treatment across structures, where the structure may be all white surface.