

curb. There is a sidewalk on the side, and I think sometimes it is a little bit ironic to reserve lateral space on a structure for sidewalk when this seems to be the principal use for it: You stop for ship traffic and you get out there on the sidewalk and watch the goings-on on the river.

Mr. W. MAY. Pedestrians are not allowed to walk on those sidewalks?

Mr. PRISK. I am not certain whether there is complete regulation or prohibition of pedestrians on the sidewalks; but I know it is not used by pedestrians, except in this way, for the most part.

Mr. W. MAY. Thank you.

Mr. O'HARA. I might add, in connection with the sidewalk, Mr. May, that the people who operate the drawspan and work in the tower reach the tower by means of a catwalk under the bridge. They do not use the sidewalk.

Mr. W. MAY. All right.

Mr. PRISK. I might add, Mr. May, that we know from experience there will be frequent breakdowns on a bridge crossing of this sort. Somewhere around once every 20,000 miles of travel, you can depend on the car breaking down. For every 20,000 cars that this bridge carries across, you can be fairly sure that one of those 20,000 is going to break down. This bridge is about a mile long, I would say.

About once every 20,000 vehicle miles you can expect a breakdown. So that presents a very important hazard. It is truly a fixed object and a most unexpected one, if I may say so, when it occurs in a normal moving lane.

Mr. W. MAY. Do you have something to add to that, Mr. O'Hara?

Mr. O'HARA. In talking to the State police a couple of the troopers remarked to me that, in addition to vehicles breaking down, they have had a number of vehicles running out of gas on the Wilson Bridge. And this is also a problem. There are no service stations close to that bridge. We computed the distance, and it is about 250 miles from the New York City area to the middle of the Woodrow Wilson Bridge, and in some cars that is about the average distance they can get on a tank of gas.

Mr. W. MAY. If they do not stop and get gas on the toll portions of I-95, they probably cannot get gas prior to arriving in the middle of the Woodrow Wilson Bridge.

Mr. O'HARA. A trooper may have it with him.

Mr. W. MAY. What is the traffic volume on the bridge?

Mr. O'HARA. The traffic volume has increased 30 percent in the last 2 years. The average daily traffic count, which was made sometime prior to September of last year, was 62,400 vehicles a day, and in 1964 it had been 47,000. The design capacity is 100,000 vehicles a day.

Mr. W. MAY. Using your figures, Mr. Prisk, would we expect three cars to break down on that bridge each day?

Mr. PRISK. That is right; that is about what it would be. The figure I referred to includes running out of gas as well as flats and so on.

Mr. W. MAY. Yes. When you get up to 100,000, you would get five a day?

Mr. PRISK. That is right.