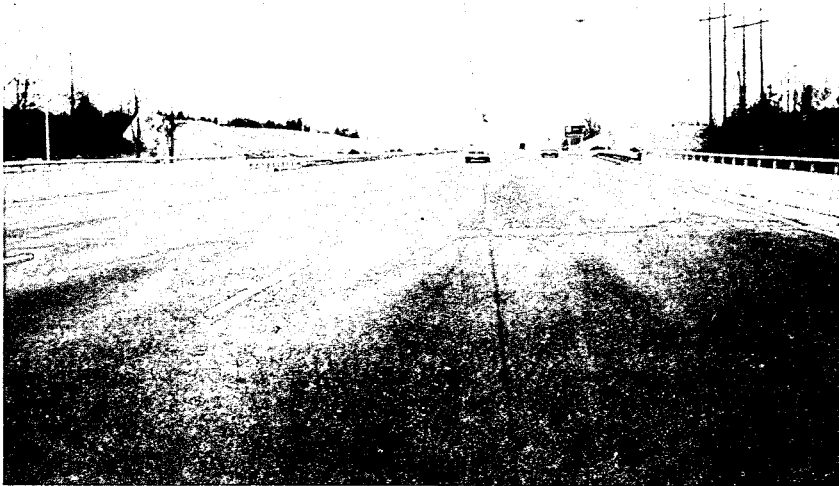


Still another section on I-95 showing full width bridge at this point; just in advance of a gore or decision point area up here where you see the sign [indicating].

There are light poles installed; this is fully illuminated, this urban section.

Mr. GRAY. Do you have any statistics at all to show down at the Bureau whether or not the accident rate is less where you have at least a three-lane bridge, say, as compared to a two-lane bridge? You have more room; you have less people running into the guardrail? Do you have any idea?



Mr. PRISK. I am afraid we don't have that. As far as highways are concerned, carrying the same volume, you are safer with three lanes than two lanes. Perhaps that would be obvious, but it has been borne out by studies, too.

Mr. GRAY. You don't have any statistics on that, whether or not if a bridge is much wider, you are less apt to have a collision with the railing?

Mr. CONSTANDY. The extra width would be carrying a full shoulder across the span?

Mr. GRAY. Yes. Well, not necessarily in that context. What I had reference to was, say, someone was driving down the road, the tire blows out, this is certainly an invitation to hit this guardrail. Say for example this is two-lane traffic here, but say you have three lanes compared to two, I was just wondering whether, if the bridges were wider, this might not alleviate some of the problem instead of having to go to the safety lane.

Mr. PRISK. This one-way traffic, all of this is all one way.

Mr. GRAY. So that would be at least three lane—or it looks like four.

Mr. PRISK. There are actually five lanes. There is one over here, here, here, and one coming in. [Indicating.]

Mr. CONSTANDY. Four traffic plus shoulder.