

I think it is true, Mr. Prisk, statistics show where there are full shoulders carried across the bridge there are fewer accidents on the bridge.

Mr. PRISK. That is right. You could reasonably infer from that three lanes would be safer than two.

Mr. GRAY. That is the point I was trying to make. Thank you very much.

Mr. PRISK. Here again is another view along the roadway approaching that same gore, or decision point up here.



In this case there was a little cheating done on the bridge width, if I may call it that, because the deceleration lane began to take off and this is the edge line for the deceleration lane and the structure itself was not fitted to match the deceleration lane. It was simply carried straight ahead. I suppose there are reasons for that.

Here is the departure point beyond the end of the bridge at that same gore, which is to the left of the photograph. And you will see

