

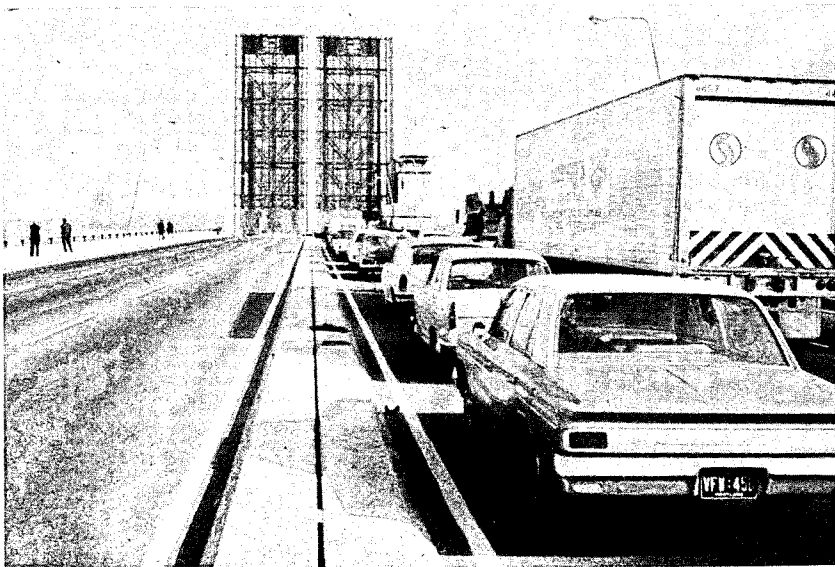
Mr. W. MAY. Would you refer back to figure 3-88?

There are no shoulders, braking lanes, on this bridge.

Mr. O'HARA. That is correct. I was going to point that out shortly.

Mr. W. MAY. Go ahead.

Mr. O'HARA. This picture was taken after a snowfall. You can see we have lost some of that right lane because the snow has taken part of it, and that truck which is in front of us is riding in the inside, in the middle lane, so we have lost some of that lane also.



If you are driving on the bridge and the drawspan opens, this is what you see. And here I would like to make several comments.

First of all, up toward the tower, that little dark patch which you see at the left of the tower is the traffic light. You cannot see the barrier gate, but it is in front of those cars. There are no lights on the bascule leafs, except at the top where we have lights as required by the CAB.

Now, I took this photograph standing on this 4-foot concrete median, which is 9 inches in height, and you can see that it is beveled; so if a car hits it, it has an excellent chance of crossing into the opposing lane of traffic, as borne out by the accident records.

Another thing to notice is that when the bascule leaf is up, look at all the drivers over on the side of the bridge. They know they are going to be there for a time. They have gone over to watch the river traffic. This is the daytime, so their lights are not on. And of all the cars that were on here, nobody had emergency flashing lights on.

Picture yourself coming up this bridge at night. There are no lights on the bascule leaf except at the very top for aircraft. You do not know that it is up. Chances are you may not see that traffic light, and for sure you will not see that barrier with the three flashing lights. Here are cars stopped, and if the drivers have gotten out to look at the ship, all you are going to see are their taillights. There is no indication