that they are stopped, and again the accident records show that this has been a factor.

There were seven accidents in 1966 where this was the result of the bridge being up, and the traffic stopped. A vehicle came up and slammed into the rear of a stopped car.

Mr. W. MAY. Do you know about how many times a year that bridge is raised?

Mr. O'HARA. This particular bridge was raised 396 times last year, an average of better than once a day.

Mr. W. MAY. Opens only certain times?

Mr. O'HARA. No, the bridge will open any time of the morning, day or night, rush hour in the morning or rush hour in the afternoon.

As a matter of fact, in 1966 there were 10 days on which this bridge was raised 47 times, so that there are some days that it is raised more than twice and some days not raised at all.

Mr. W. MAY. How long does it take for them to raise the bridge and then to have the traffic moving?

Mr. O'HARA. An average time is 10 minutes. You have to make sure the spans are even. I understand there are some problems of getting the bascule leafs straight, and then to move the barrier gates back, and have the traffic start up and start accelerating over. You can have traffic tied up when the bridge is only open for 8 to 10 minutes. Traffic may not get moving for 15 minutes. When the bridge is opened, especially during rush hour, the operators have told me that the traffic has backed up all the way over into Maryland back onto Interstate 295, into the District of Columbia. He tells me that he can see the lights all the way over in the vicinity of the naval facility over there.

We have talked about the median. Mr. Prisk is knowledgeable about what is being done about this concrete median here, and I would like for him to say a few words at this time.

Mr. PRISK. Mr. Chairman, Mr. May, I think all I might add to the discussion at this point is that there is a plan which has been approved by the three jurisdictions concerned, Virginia, Maryland, and the District of Columbia, to install a positive physical barrier protection along the top of this median. This will consist of a steel barrier that will be parabolic on each side and will raise up to a height of about 28 to 30 inches above this median as it presently stands. This will be effective, almost certainly, in the prevention of any cross-median type accidents.

This median barrier, as we see it, has not been too effective because it has been crossed on a number of occasions. Mr. O'Hara will have some pictures of some accidents involving the crossing of this particular barrier. The new barrier is not of the type that is likely to be crossed and, therefore, should at least reduce the chance of fatality from head-on collisions.

Mr. W. MAY. There is little we can do about the lack of shoulder or breakdown lanes on that bridge, is there?

Mr. PRISK. There is absolutely nothing that can be done about that without complete reconstruction. The roadway that you see is three 12-foot lanes. They are marked; a total distance of 38 feet, curb to