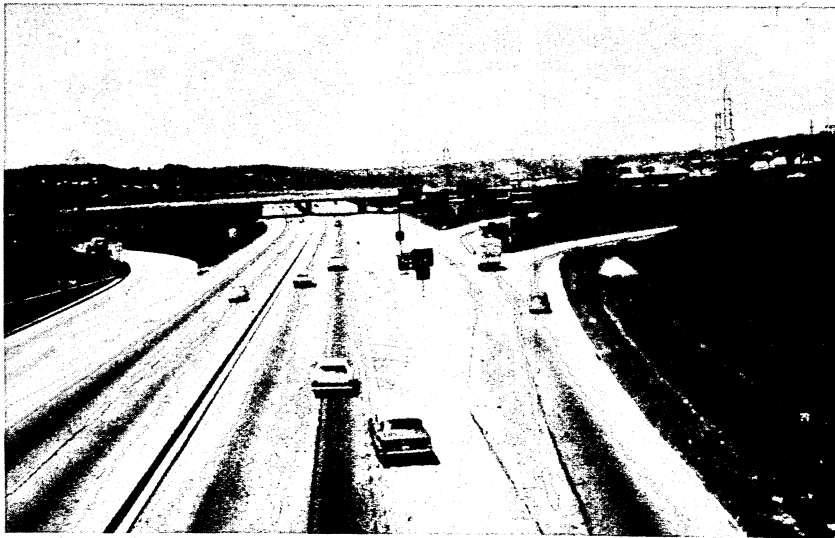


This next view is looking at the interchange with U.S. 1. If you are traveling away from where we are these right lanes are the westbound lanes as they come across the Woodrow Wilson Bridge, and at this point in the bridge there is a raised concrete barrier about 24 inches in height. This traffic on the left is heading toward Maryland. This left sign over the westbound lanes says "Through Traffic," with an arrow for this lane, and an arrow for that lane.



This sign on the right tells you that this is your exit to Route 1, and it gives the destinations for traffic which wants to turn off. Now, this right lane which the vehicle is in goes down under Washington Street, which is the overpass here; then it leaves the beltway. This is three lanes at this point. Just beyond that bridge, the beltway becomes two lanes.

This right lane then becomes a collector-distributor type road. It collects the traffic off I-495. The first exit will take you up to get on Washington Street. The second turnoff will take you into Alexandria, and beyond the overpass would be the turnoff to go south on U.S. 1.

The motorist who knows this area knows that he can stay on this road and travel through the interchange area and come back on 495 beyond this far overpass where the beltway again becomes a six-lane facility, with three lanes in each direction.

In 1966 this interchange area had 35 accidents, the majority of which occurred in this area over here on the right, according to the people I talked to in the Virginia State Police headquarters. There is a question of whether or not there would be more accidents here, because a lot of the accidents which should have been in this area took place on other crossing roads. This is a problem they are trying to resolve.

Now I would like to take you down to just about where this vehicle is crossing on the bridge.