

most honored to have an opportunity to introduce and to give you a little bit more background on Dr. Huelke.

Dr. Huelke, in previous years, had a grant from the Public Health Service to study the causes of fatal accidents. This took him throughout our own district in which he and an associate, Dr. Paul Gikas, studied on the scene the direct cause of fatal accidents over an extended period of time. He will speak of this work that grew out of not only the internal factors inside of an automobile, but the external factors in terms of road hazards that exist on our highways.

May I suggest to the members of the committee that as you hear the expert testimony of our witness this morning, we reflect on the need not only to develop more effective ways of planning and design of our highway system, but that we also look at the death traps that exist today in the current highway system that we have, and determine what remedies we may make of an intermediate nature.

It was in this regard that we became more closely associated with our witness this morning.

There was one particular stretch of an interstate highway, I-94, which Dr. Huelke and I called the "death corridor," because there was a large number of fatal accidents within a very brief section of that highway. Subsequent to calling attention to it, we did have emergency funds to erect a median barrier to alleviate the problem of crossover of the median strip.

Although the highway was scheduled for updating in 1969, there may well have been 30 to 40 additional deaths during that time.

I call the attention of the committee to this illustration because it points up the seriousness not only of our long-range planning, but the need for us to examine the present Interstate System to bring it up to more reasonable and safer standards, and to move in with intermediate programs which might be needed.

Dr. Huelke, I think, has gained national prominence in the field of highway safety and his testimony today I think will perhaps be shocking, but perhaps will be most meaningful to you as you recognize the expertise which he brings to your committee.

So, Dr. Huelke, we are very pleased to have you with us today.

Dr. HUELKE. Thank you very much.

Mr. BLATNIK. Dr. Huelke, before you proceed, I want to certainly express the genuine appreciation and thanks of the entire committee, certainly the Chair, for the splendid cooperation you have given this staff. We do feel this whole subject area is one of tremendous significance, and it is almost shocking the way this whole matter has been overlooked for the 10 years we have been engaged in the largest peacetime public works program in history, which is primarily designed to save literally thousands of lives. At least several of these thousands were needlessly lost because of miscalculations or errors or, through inadvertence, obstacles were put in places where they greatly increased the probability of contact, of impact, of automobile collisions.

Dr. Huelke, in your case, of course, as we do with all witnesses, we would ask that you take the oath. Would you please stand and raise your right hand. Do you solemnly swear that the testimony you are about to give before this subcommittee will be the truth, the whole truth, and nothing but the truth, so help you God?