

me for this bridge, 10 people have been killed here. That is 10 out of the 77 figure I mentioned earlier.

Mr. W. MAY. Let us go back. In 1966, you say that there were 102 accidents which accounted for 107 injuries and two deaths. Mr. Prisk, you were somewhat surprised at those figures?

Mr. PRISK. Yes, I was. It seems to be a very weak spot, I would say, in the total beltway experience. Quite a concentration of accidents.

Mr. W. MAY. You were surprised at the number of injuries relating to the number of accidents also?

Mr. PRISK. Yes, it is most unusual, this particular feature of it, to find as many or more injuries than you have accidents.

Mr. W. MAY. Yes. All right, Mr. O'Hara.

Mr. BLATNIK. One point. Would that indicate, Mr. Prisk, having more injuries than accidents, would that indicate that the accidents were rather of a moderate to severe degree?

Mr. PRISK. Definitely so. Normally injuries on a facility of this sort will run about half the number of accidents, so that you would expect perhaps 50 injuries on a freeway facility that had 100 accidents. This is not abnormal.

Mr. BLATNIK. Is that over a high speed freeway?

Mr. PRISK. Yes.

Mr. BLATNIK. So it would be a normal situation?

Mr. PRISK. Somewhere about 50 or 60 injuries per hundred accidents in not abnormal.

Mr. BLATNIK. You have twice as many or about a hundred percent more injuries than would normally occur on a modern freeway system?

Mr. PRISK. Yes.

Mr. BLATNIK. On this modern bridge which is part of the beltway?

Mr. PRISK. Yes, sir. This indicates very definitely a high severity location.

Mr. BLATNIK. Thank you.

Mr. O'HARA. Mr. Chairman, before I sit down, I would like to point out these two aerial photographs.

In this aerial photograph here [indicating] this is the segment of the Capital Beltway to the interchange at 270 crossing Old Georgetown Road, Rockville Pike, over to Connecticut Avenue and finally to Georgia Avenue. We will discuss this in some detail, and we will also discuss this area which is the interchange of 270 and 495 [indicating].

This second aerial photograph is a blowup of this outlined area in this first aerial photograph [indicating].

Mr. W. MAY. You took photographs of some of the design features of the Beltway?

Mr. O'HARA. Yes, I did. In connection with my survey in learning the beltway as best I could, I took photographs of areas which I felt would be the scene of accidents. And at this point I would like to show you some of the objects and accident locations I found in reviewing the State police records.

Mr. W. MAY. Proceed.

Mr. O'HARA. Mr. Chairman, this is a picture of an Interstate route marker which you will find on the Maryland portion of the Capital