

At this point, Mr. Chairman, I would like to take you into another area where I did a study of accidents. This is the section known as Rock Creek Park, Capital Beltway, beginning here at Pooks Hill interchange and traveling in an easterly direction 3.8 miles to Georgia Avenue. This section, No. 4, is a section legend used by the State police. The State police reported 219 accidents in this 3.8 miles, with four fatalities and 128 people injured.

Mr. W. MAY. When was that, 1966?

Mr. O'HARA. Yes, sir.

Mr. W. MAY. Thank you.

Mr. O'HARA. This curving alinement came about as a result of an agreement between the State Roads Commission of Maryland, the Maryland National Park and Planning Commission, and the National Capital Planning Commission, and this will be the subject of future consideration.

Now, to orient you with where this slide is, this is the area around Pooks Hill. I am standing in the southbound lane of Wisconsin Avenue. This lane, this lane and this lane [indicating], are the three traffic lanes of 495. This fourth lane on the left is for traffic coming in from Interstate 70-S, in the vicinity of Rockville and Frederick.

This fifth lane up on the left is the merging traffic lane from Rockville Pike, Maryland Route 355, and the overpass is the northbound lane of Wisconsin Avenue.

There are a number of things to notice here. We have a merging traffic sign, a steel light pole of the kind that we discussed. On this side another steel light pole, a drainage ditch, and a fairly steep backslope.

Over on the right is a concrete drain. And I will have something to say about this in a few minutes.

Another steel light pole, a reflector, and here a triangular-shaped sign, with two dark lines, and then the dotted lines in the middle. The

