

lutely no opportunity to use his reflexes or to react in his own defense, to avoid these impact points.

Simple things like drainage ditches are often too steep, and the backslope too steep.

Heavy-duty light poles we mentioned should be breakaway, snap-away. These are only a few of the deficiencies. We will have these listed by categories, and different types within categories, and have a better familiarity with the nature of the obstacles that are causing these accidents which are in so many cases, lethal ones.

Today the testimony shifted to the Washington, D.C., area. A member of our staff, John P. O'Hara, testified to an analysis made of the Capital Beltway, which as I-495, encircles Washington and much of the suburban Maryland and Virginia areas.

The Chair wants to commend Mr. O'Hara for a first-rate presentation. Here is a man well skilled in his presentation as an investigator; he is a very experienced and recognized and outstanding investigator on the staff. This man is not an engineer.

I think I am correct in saying that he would be classified in terms of a good, above-average, safety-conscious driver. But he was unaware of many, if not most of these obstacles on the highway until he, completely alone, without any technical assistance, as in the case of Joe Linko in New York, went out and just picked out instances in which he thought it looked, in his own estimation and in his personal judgment, to be a hazardous situation.

He checked back with the police records and found out that invariably these areas which just looked dangerous to him were in fact dangerous and that lethal accidents had taken place, and other accidents were continuing to take place; that in the restoring of these broken road fixtures, guardrails or whatever they may be, signposts, et cetera, they were reconstructed to be identical to the condition previously, and subsequently the same type of accidents again, quite often, took place, showing someone was not learning anything.

In connection with I-495, the Capital Beltway, it was dismaying to learn this morning that during the 2 years and 10 months since the completed beltway was opened to traffic in August of 1964, there have been more than 2,676 accidents.

In these accidents, 77 persons were killed.

The strange distribution which the Chair feels has great significance, and which has been examined and evaluated in much more thorough depth, is that of the 77 persons killed on the 66 miles of modern freeway, the Capital Beltway, 10 took place on a 1-mile span called the Woodrow Wilson Bridge.

In short, 13 percent of the fatalities took place on 1/66 of the stretch. The same hazards existing elsewhere continue to exist today. The Capital Beltway is no exception, safetywise, to what appears to be the general rule.

This concludes the statement for today. The hearings will be recessed until further call of the Chair.

Any further announcement, Mr. Counsel, before we adjourn the hearings for today?

Mr. W. MAY. No, sir.