

Mr. BLATNIK. With that, the hearings for today are adjourned. We thank you, Mr. O'Hara, and we again thank you, Mr. Prisk. (The statement of Representative Gilbert Gude follows:)

STATEMENT OF REPRESENTATIVE GILBERT GUDE

Mr. Chairman, early last month after a review of accident reports for the Capital Beltway (Maryland Portion), I-495, based on the Maryland State Police accident data, I pointed out the high rate of accidents on a limited section of the Beltway between Georgia Avenue and Wisconsin Avenue in Montgomery County.

While this hearing is concerned with safety, design, and operational efficiency of the highways, I think it is important that the Committee have the report and recommendations of the Maryland State Roads Commission after their own evaluation of the above-mentioned section. The attached resolution lists the immediate order for interim action by establishment of a reduced speed limit on the affected section. Further corrective action by the Commission, in the immediate future will undoubtedly involve lighting, marking and "signing".

Excerpt from minutes of meeting of the State roads commission, Wednesday, June 7, 1967:

"On recommendation of assistant Chief Engineer Traffic—Lewis, and as the first step resulting from studies being conducted to improve safety on the Capital Beltway, the Commission adopted the following regulation in Montgomery County:

"Resolved, and it is hereby ordered, that the speed limit on (I-495) be lowered from 60 miles per hour to 50 miles per hour, from a point 1500 feet west of the end of the concrete surfacing at Georgia Ave. (Md. 97) to a point 3700 feet west of the end of the center line of old Georgetown Road (Md. 187), a distance of 4.14 miles."

The work of this committee is extremely valuable in assessing the progress of the Interstate and Federal-aid highway systems, and the extent to which this system provides the safest possible means of travel for all the citizens. The members and staff are to be commended for their valuable research.

We must be assured without any doubt that we have complete compliance with the design standards required in the Federal Highway Act, meaning the building to the design characteristics required according to the best known traffic projections developed by the responsible authorities. To do otherwise, is to short-change the public in the most costly fashion, in the tragic loss of life and limb.

(Whereupon, at 12:50 p.m., the subcommittee was adjourned, subject to the call of the Chair.)