mountainous terrain, physically impossible, going along a river edge or other topographical situation which may force you to adopt something less desirable than that. But when feasible, a lot can be said about what is feasible, 6 to 1 should be a minimum?

Mr. STONEX. This is right. We should be very careful about anything steeper than that. And we should know what is being done. Consciously.

Mr. CONSTANDY. Yes. I think that there are studies that have been made which would indicate that frequently obtaining a 6-to-1 or even 8-to-1 slope, with the price of dirt being what it is on that project, is cheaper than installation of a guardrail.

Mr. STONEX. This is right. Yes.

Mr. CONSTANDY. A preliminary study exploring that possibility could result in flatter slopes and safer roadways.

Mr. STONEX. This is right. Yes.

Mr. CONSTANDY. Do you want to present the film now?

Mr. STONEX. We have the first film, entitled "Safer Roadsides," which is self-explanatory, I think.

Mr. CONSTANDY. Mr. Chairman, the gentleman has been kind enough to furnish us with a script of the film and I would like to ask that the script of this film, "Safer Roadsides" be made exhibit No. 13 and printed in the record at this time.

Mr. MCCARTHY. So ordered.

(Script of film, "Safer Roadsides," follow as exhibit 13.)

NARRATOR.—Each year, off-road accidents claim the lives of more than 13,000 people, and account for approximately one-third of the national highway death toll. In severity and frequency, these accidents are second only to car-to-car collisions as virtually every mile of roadside in the nation is studded with obstacles that can cause serious or fatal accidents.

While many of these accidents occur on secondary and rural roads, residential streets and even our newest freeways contribute to the grim statistics, for virtually every obstacle at the roadside is a hazard that can cause a serious or fatal accident.

But perhaps the most alarming fact is that most of these accidents, and most of the more than 13,000 deaths that result, could be prevented! The validity of this statement has been proved by actual experience at the General Motors Proving Ground, where driving hazards have been systematically eliminated over the years.

Here, more than 60,000 miles are driven daily to test the performance, durability, comfort, and safety of GM cars on 75 miles of specially engineered roads that comprise a cross-section of American highways. The tests are severe, the speeds often high and the maneuvers extreme . . . yet records prove that the General Motors Proving Ground is probably the safest place in the world to drive—more than twenty-five times safer than public highways!

The principal reason is the fundamental concern for driver safety that has guided the Proving Ground since its origination in 1924—the application of one-way traffic, median dividers, grade-separated intersections, and limited access high-speed roads.

Then there's the drivers themselves. Each applicant is carefully screened, then he must pass a thorough physical examination, safety indoctrination, and several days of on-the-job training with other test drivers before he is allowed on the road system alone.

But—despite well-trained drivers and the application of all known safeguards—accidents occasionally occur. Human fallibility, slippery roads, unexpected traffic situations, and occasionally mechnical troubles are ever-present conditions that cause accidents; even under the most closely controlled conditions.

In the six years between 1952 and 1958—a period covering 65 million miles of test driving—the Proving Ground experienced property damage accidents at the rate of one every 240,000 miles.