

It is true that most of the effort and money spent by a State highway department is for design and construction of new work and physical maintenance of old work. In spite of this, the basic role of the State highway department is not to construct highways. Highway departments are, in the final analysis, in the business of operating a physical plant of highways.

If this philosophy of an operational concept of a total system can clearly be understood, it would permit one to look at the highway in a new light and more readily identify the needs of the motorists. "Operation" means just that; it is not the twin of "maintenance."

I have the utmost confidence that there exists the imaginative professional capability to attack these problems effectively, if an attack is indeed mounted.

If the minds of as few as, let us say, 200 of the appropriate State highway department people could be imbued with the wisdom of the operational concept, the seed would be planted and could be cultivated in the tens of thousands of minds whose efforts can result in drastic reduction of highway accidents. This should be a challenge to the personnel of the Bureau of Public Roads AASHO, and the various State highway departments; their participation in the lessening of human tragedy, grief, and suffering should be exciting and gratifying.

We have the opportunity to save many lives. Inaction or delay in immediately taking full advantage of it cannot be tolerated. This matter will be closely followed by the subcommittee while in addition, during the months ahead, we continue to explore other important facets of safe highway design.

Mr. McCARTHY. The committee will stand adjourned, subject to the call of the Chair.

(Whereupon, at 12:55 p.m., the hearings were concluded.)

