

to the vehicle and start correlating the crushed chest with the steering wheel, or ejection from the vehicle.

It became all too apparent to me many of these people were striking the immovable objects along the edge of the road, which not necessarily needed to be there, or which should have been protected in some way by adequate protective means.

One of the things that I did notice, as Congressman Esch mentioned, is on I-94, around Ann Arbor. In a 4-year period, we had 20 percent of all deaths on this I-94 expressway with 10 percent of the deaths due to cross-median accidents; in other words, one vehicle crossing the grassy stretch separating the two lanes of traffic.

It was a year ago in Lansing that I testified to this point, and Congressman Esch was there and he was forceful enough in convincing Governor Romney and Mr. Hill, head of the highway department, that this is truly an emergency situation, a true death corridor; it has just been the last month that 7 miles of guardrail have been installed on this expressway. And since the installation, there have been repeated hits on this guardrail of vehicles out of control, attempting to cross the median, but who have not succeeded because of this guardrail situation.

I think it is going to be a lifesaver. I think we are going to save between five and 10 lives a year on the 7-mile strip of highway because of the guardrail installation.

Mr. W. MAY. How far away from your home base did you go to analyze these accidents?

Dr. HUELKE. Wherever the police asked me to go from our area. Now, I am on call with the Ann Arbor Police, with the Sheriff's Department of Washtenaw County, and the State police at Ypsilanti. The State police do obviously cross county lines. In travel time, the farthest accident to the scene when I was called was 45 minutes away at night by expressway, so this did put us out a considerable distance from what you might say "home base."

Mr. W. MAY. Would you proceed.

Dr. HUELKE. What I would like to do, then, this morning is to talk about the problem of the highway in terms of collision experience that we have had, and not necessarily talk only the Federal-aid program, but show you the same sorts of things in secondary areas, as well. I would like to develop this theme, then, of the immovable objects, the obstacles, and the lack of protection which has killed many people in our State.

So if I may have the lights out and the projector on, we could get to the first case.

This is a police photo from an on-scene accident. The vehicle seen in the ditch was traveling toward us.

This is a secondary road. It is not paved. It is a gravel surface. But the night before, it had rained and it came down as sleet, and then it froze, so the highway was very slippery. Even the gravel road here