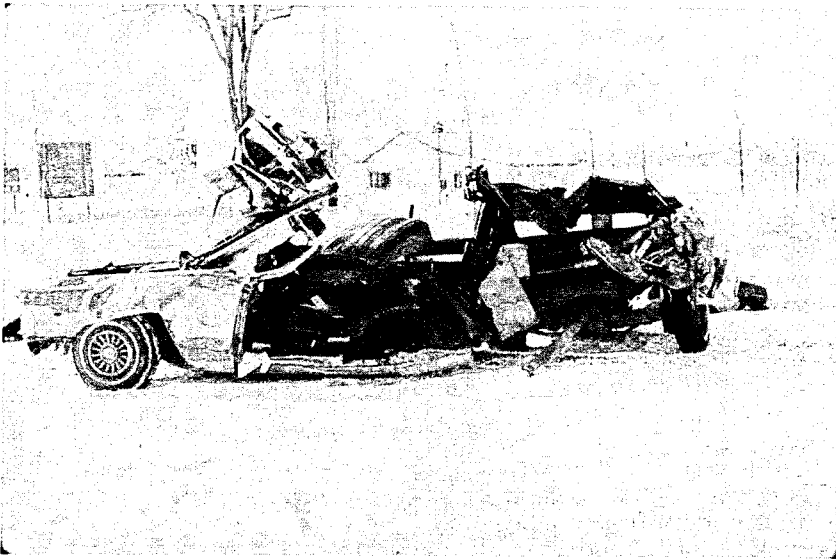


And here is his car, almost completely ripped in half. He was killed. The guardrail has been replaced in the identical manner as it was before the accident. This would have been a proper time to extend the guardrail for an adequate length, to bury the end of the guardrail, and to do a good job at the time of repair and replacement.



Mr. CLEVELAND. Mr. Chairman, may I inquire of the witness?

Mr. KLUCZYNSKI. The gentleman from New Hampshire.

Mr. CLEVELAND. Doctor, have you formed any opinion as you study these accidents as to how many of them would have been avoided had the design been proper, proper in your opinion? In other words, apparently a lot of these accidents involved high speed or involved going to sleep, or other driver error.

Dr. HUELKE. And alcohol.

Mr. CLEVELAND. Did you evolve any tentative hypothesis as to how many would have been avoided if these safety devices had been proper?

Dr. HUELKE. On the roadway only. I am just talking about the roadway safety factors, rather than car safety factors, or alcohol.

If we just talk about roadway clearance, in our area, a significant number of these people would not have hit these obstacles. But in the report which I will submit that we published in the Highway Research Board proceedings, the figure is estimated at about 15,000 to 16,000 lives a year that could possibly be saved if we would get rid of these types of obstacles.

Mr. CLEVELAND. My question is, you showed us a slide of that car that hit the tree stump; now, if that tree stump had not been there, the picture did not show, but there might have been another tree farther on. Would he have been going fast enough to hit the other tree? Or there might have been a ditch, and he might have rolled over. There might have been a fatality, anyway. This is all conjecture.