

Dr. HUELKE. Yes, I see your point. What we find is so frequently beyond that tree line, at the road edge, there is a clear field. So if the tree were not there, that the individual struck, the angle of approach to the tree would be such that he would have continued out into the open field.

Mr. CLEVELAND. Eventually slowing down?

Dr. HUELKE. Yes.

Mr. CLEVELAND. Thank you.

Dr. HUELKE. Now, there are many factors leading to automobile accidents. Alcohol has been shown to be related to automobile accidents and fatalities, specifically in probably 50 percent of the cases. But it is my feeling that up to now, although generally the highway designer has done an excellent job on these expressway systems—rounding the curves; good stable bridge piers, the bridges do not collapse; good roadways for heavy traffic—but it almost seems the philosophy has been, "Leave my paved surface, and you have to put up with whatever is there and it is your own fault."

Now, cars will leave the paved surface. Whether the man is intoxicated, or whether the individual goes to sleep, whether he is under medication, loses control because of ice, snow, or fog, or maybe another car hits him, driving him into this off-road area, I do not think that the individual should then suffer because he is not on the pavement, and that what we should do is give more concentration to the off-road areas.

This is the I-94 expressway. One day a woman, who had just picked her husband up from the airport, was at the position where this truck is [indicating]. Another truck coming in the opposite direction was pulling a trailer. The trailer hook broke, because of metal fatigue; the trailer crossed this flat 35-foot-wide median and struck the car killing the woman who had just met her husband.

