

vehicle would be the same as if the car would strike the bridge pier. These earthen embankments are serious.

Mr. W. MAY. Is it an interstate highway?

Dr. HUELKE. Yes; the bypass around Ann Arbor.

Mr. W. MAY. Mr. Prisk, this is a situation that should have been given attention. We are supposed to have controlled-access highways. When we allow temporary roads like this to remain in existence——

Mr. PRISK. Yes; it could be a violation of access. It appears from Dr. Huelke's photograph that there is a drainage culvert under that roadway also. I would expect that that entire slope could be graded to a safe section, safe cross section, with a little effort.

Mr. W. MAY. Thank you.



Dr. HUELKE. As we proceed farther on the roadway, we see that here the trees are fairly well cleared back. This is going back maybe 50 feet or so, but only a few hundred yards farther down the roadway, we see that the trees are very, very close to the road area. So here we have differences on the clearance of the trees; and these trees are, as I have shown before, quite hazardous.

Here, again, we have a very clear offroad area, but look at that lone tree sitting out there, and that tree measures at least 28 feet from the edge of the road.

Mr. W. MAY. Mr. Prisk, that water we see, does that present a problem?

Mr. PRISK. Yes. A vehicle would not go through very much water without turning over or otherwise going through an abrupt deceleration, which could cause injury, at least.

Mr. W. MAY. Thank you.

Dr. HUELKE. Now here the road clearance—there are no trees, but notice the high earthen embankment that is less than 20 feet from