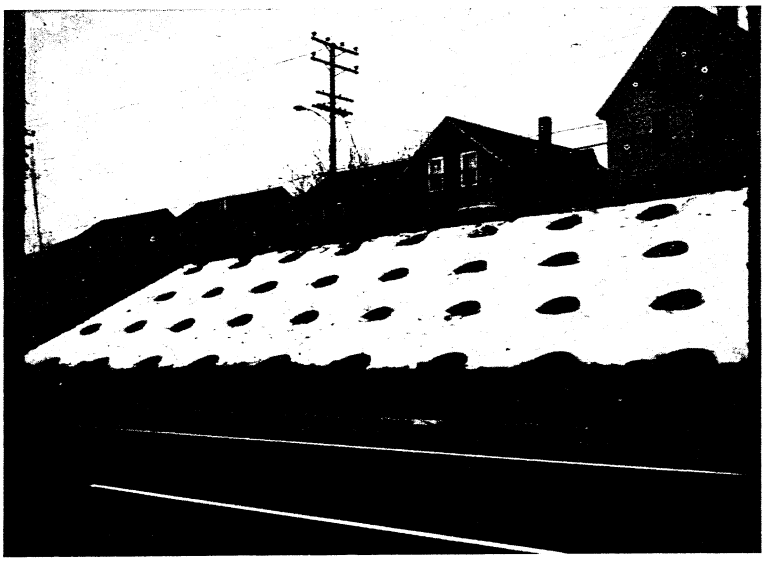
This is some landscaping that was done on the project, just north of Providence, on I-95. A great deal of money and effort went into design and construction of attractive roadside at this point.

How much attention is given to slopes, I do not know. Considerable to vegetation.



Mr. CONSTANDY. We would like a short comment from each member of the panel on these slides pertaining to slopes. Mr. Wilson?

Mr. WILSON. Here again I think we saw some evidence that we are trying to give the motorist a little bit of relief if he does have to leave the road. I do not think anyone could dispute the fact that we ought to have wider slopes and flatter slopes.

Particularly I was pleased to see some widened areas cut. Sometimes this is rather costly. Grading is a pretty costly part of the road project.

There is also another advantage here in that it helps during your snow removal operations. And I think we have to look at slopes of all kinds as a matter of economics.

The cost is not only involved in the grading of the slopes and the grading could be very costly. I notice in one of these areas, the ground was rather flat; and I imagine that the material would have to be hauled in considerable distances.

Not only that, you would have to buy additional right-of-way and it would have to be a part of the very early design or the very early planning stages of a job. That is the time when you have to lay down your limitations on slopes.

Mr. CONSTANDY. Thank you, Mr. Wilson. Mr. Skeels?

Mr. SKEELS. Well, I agree that flat slopes are good. However, the slope itself, the actual grade of the slope, is not so bad providing it does not get extreme. By extreme I am thinking of greater than 4 to 1.

The hazard is really—it really comes about at the bottom of the slope or toward the slope. Visualize a car going out of control, going