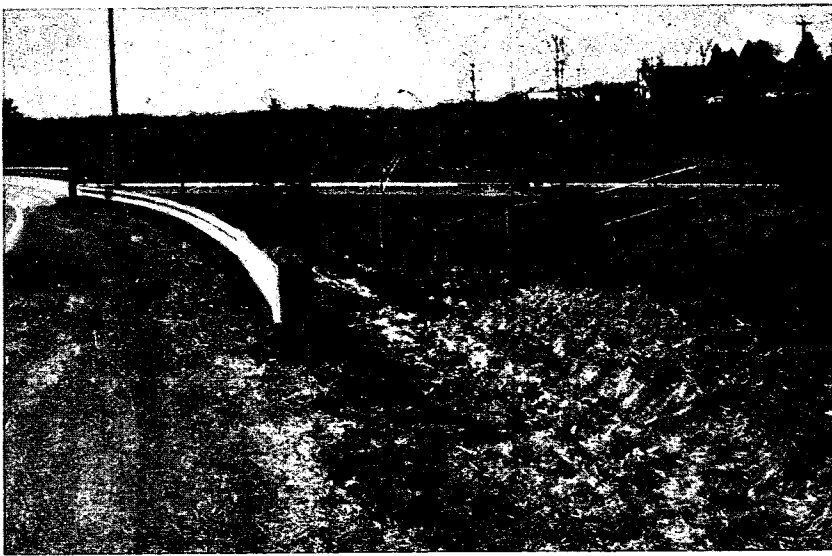


So we have a total of 28 accidents with one person killed and 13 injured, and 20 of the 28 accidents involved single vehicles which ran off the road and hit fixed objects.

Now, we will go closer to the area of the curve.



Here we are approaching it. To orient you, this is the bridge which passes over the northbound lane of I-270. This guardrail is short. It could have come back further. We are in a curve, curving gradually to the left, and it seemed to me a car could run off in here, in between the guardrail end and the light pole.

The guardrail is pointed at you and you are continuing around the curve, and I will discuss this bridge parapet in just a few seconds. First, I will discuss this guardrail.

Here off the shoulder you have a drainage ditch, with a steep back-slope. There is a concrete headwall but you cannot see it, nor can many other people. This is the problem with grasscutting equipment. They cannot get close enough to these things, to clear grass and weeds which hide the headwall.

In checking the accident records, I found that in May of 1966 a man got behind this guardrail, hit the concrete headwall, turned his car over, and it killed him.

Six months later, again 1966, same location, a man got to that guardrail, and caught the end of it. He got past the concrete headwall, and managed to get over that chain-link fence, and down into the north-