

Mr. STONEX. By the time of the 39th annual meeting of the Highway Research Board in January of 1960, we had advanced the development of the roadsides at the proving ground to the point where we could report a theoretical analysis and validation by experiments, which makes it possible to predict the severity of operation through ditch cross sections. We also related the characteristics of the automobile, such as tread width and center of gravity height, to the effect of increasing the steepness of the slope on fill sections toward inducing car rollover.

Now, we recognize that it would not be possible to submit these points of view and concepts to the highway engineering profession without an engineering approach. And this paper does develop this. It appears in the paper and we won't proceed to discuss it at the moment.

However, another thing we felt would be necessary would be to get some practical estimate of the width of the traversable roadside which would be required.

I have a slide which summarized the distribution of the distances from the edge of the pavement that we have found on our proving ground roadside system.

If I may go over, Mr. Chairman, I can describe it a little more accurately.

This covers 211 cases where drivers had left our roads from 1958 to the conclusion of 1966.

This curvature shows 10-mile distribution, distance from the edge of the road. You will note at about 100 feet we had probably about one incident of the driver going as far as 100 feet from the edge of the road. And as we go back closer to the road, we accumulate just a few more, two or three more cases probably.

HAZARD CURVE 211 GM PROVING GROUND ACCIDENTS

211 CASES

