

Finally we go back, we find that at 30 feet we had 20 percent of the drivers who had gone more than 30 feet. Actually about 28 feet. And so we conclude that if in our modern highway designs we had a traversable corridor beside the road 30 feet or so, that at least 80 percent of the accidents would be eliminated.

Mr. CONSTANDY. Mr. Stonex, these people did not hit anything, did they?

Mr. STONEX. No. This is traversable roadside.

Mr. CONSTANDY. Frequently you hear a comment that the man who hit the tree at 20 feet off the road would have hit something else if the tree had not been there.

Mr. STONEX. On our roadside, no.

Now I would like to show the distribution on several highways where they did hit things.

Mr. CONSTANDY. Before you leave that, that 30 feet is the distance from the edge of the pavement?

Mr. STONEX. This is the distance from the edge of the pavement.

Mr. CONSTANDY. When you say "pavement," is that the traveled way or the shoulder?

Mr. STONEX. This is the traveled way. In some cases this is the traveled road, but it is the edge of the traveled way. Pavement on a paved road; on the gravel road it is the portion on which the man is supposed to ride.

Mr. CONSTANDY. Eighty percent of the cars did not go more than 20 feet from the edge of the shoulder?

Mr. STONEX. This is right.

The next slide repeats the proving ground history. We have here an example of a small number of cases from the Cornell automotive en-

COMPARISON OF PROVING GROUND HUTCHINSON, CORNELL, AND ROUTE 66 "HAZARD" CURVES

211 CASES

