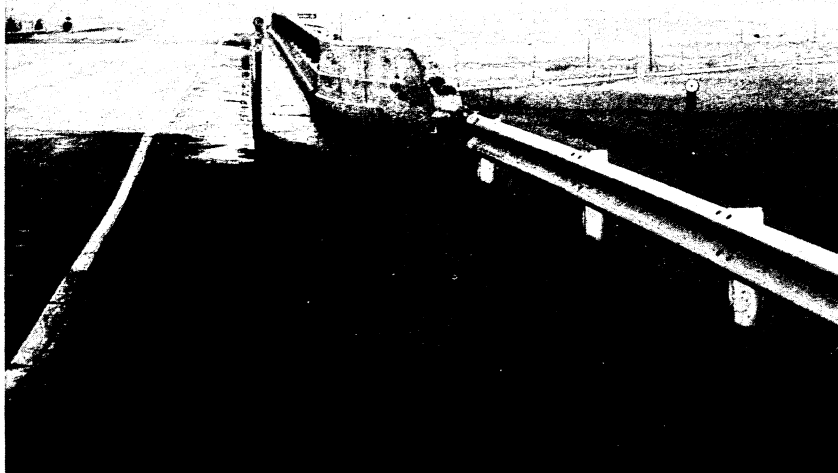




As we move on into this condition, this is the scene of a fatal accident on this type of condition, where a car in fact did strike the approach section of the rail and stopped, with fatal results, on this heavy mass of concrete here at the end of this relatively long structure.

Mr. CONSTANDY. We became familiar with this particular accident. It did not happen on the project, it happened on a project contiguous to the one we looked at. You will notice the similarity of this structure to the preceding one.

The man was driving a pickup truck loaded with furniture, moving from Michigan to a new job in Missouri, and was being followed by his wife and little kiddies in a car directly behind. This pickup for some reason—they never did find out why—went out of control, struck the guardrail and slammed into the parapet. He was killed, and the furniture was destroyed by flames.

Can you tell us about that massive piece of concrete? We see them all over the United States. It is a very common thing; what function does it serve?

Mr. PRISK. This has no function according to all the information I have been able to get. Perhaps Mr. Wilkes will have a better explanation for it.

Mr. WILKES. Well, this is standard practice, design practice, for most highway departments. This wing wall can be seen in all States, or a similar wing wall. One of the purposes is to retain the embankment of the approach roadway—this would be from the ground level on down.

Mr. CONSTANDY. Could you talk about the ground level on up?

Mr. WILKES. A little background would be helpful. From the roadway down, something must be devised to slope the earth from the roadway surface down to the bottom of the structure.

That is the ground line down.