Mr. CONSTANDY. Yes. We will see other examples.

I think, Mr. Prisk, is it not true that this is the site of a large segment of fatalities on highways?

Mr. PRISK. The most frequent thing that cars hit when they leave the road is the guardrail, and the next most frequent thing hit, after guardrail, is some component of the bridge; and this comes first on the bridge. I would classify it in the way you have mentioned, yes.

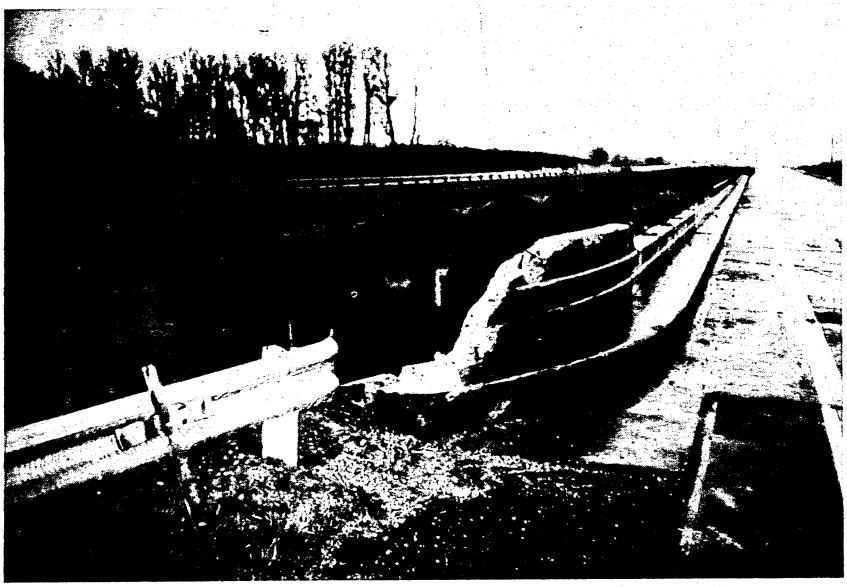
Mr. CONSTANDY. Did you want to say something further, Mr. Wilkes?

Mr. WILKES. No.

Mr. CONSTANDY. If we could go along now.

Mr. PRISK. I would like to compare, if I may, this bridge on the job which perhaps shows the curvature Mr. Wilkes spoke about a little bit better than did the accident photo, but this is the bridge on the project.

This is the bridge where the fatal accident occurred, which is very close to the project.



And this is another case. Here another fatal accident actually occurred. As you will see, this bridge was hit hard enough to take away not only a portion of that end wall, but a very considerable length of the rail running on up to the bridge.

This was obviously a very severe collision.

Another view of this same accident location. Here the rail came to an end stopping, and with that terminal section on it, flared back. This did bring the car in violent impact causing two deaths at this point.

This is another location, but a similar designed condition.

Mr. CONSTANDY. This is between the project and Indianapolis. We do not know what happend there, but perhaps we can speculate.

Mr. PRISK. Two deaths occurred.