



Looking now at a brand new project, not yet opened, and also at this same critical point of junction of approach guardrail on the roadway and the railing and structure of the bridge, we find this condition. This is a new project just outside Indianapolis on Interstate 70.

You will see that the shoulder is carried through on the normal width on this side. This is the lefthand shoulder.

You will see the absence of that wide walk. This again, the weak point is the lack of attachment of this rail to the structure.

Mr. CONSTANDY. What Interstate?

Mr. PRISK. Interstate 70.

Mr. CONSTANDY. Just east of Indianapolis?

Mr. PRISK. Right. About 15 miles.

Mr. ZION. Do you have any figure on the number of deaths on I-69 in Indiana from June of last year when it was opened to traffic?

Mr. PRISK. We do not have the accident data for any of these projects specifically summed up. It would be possible to get that for the record if the committee would like it.

Mr. CONSTANDY. Congressman, it was my suggestion that we did not. Some of these projects have been so recently opened that they have not had the opportunity for sufficient traffic to make these statistics meaningful.

Mr. CONSTANDY. This particular project is not completed and is not open, but being completed to this extent, could we say that this is wrong, Mr. Prisk?

Mr. PRISK. I think it has a weakness that we spoke of before, certainly the lack of any considerable transition between the roadway and the structure.

Mr. CONSTANDY. Mr. Huff.

Mr. HUFF. I believe it should be said somewhere in this discussion that the basic fault is not having full shoulders completely across the bridge, and I think we will all remember that there were national