

much more expensive it would be if the supporting piers on the right were eliminated? Can you answer that?

Mr. BLATNIK. Mr. Prisk.

Mr. PRISK. Estimates have been made on recent construction for situations like this and the cost of moving that side pier completely out of the picture would run in the nature of 10 to 20 percent increase in the cost of that span. In some shorter spans there was no—

Mr. CLEVELAND. Excuse me just a minute. You are making this unclear to me.

I am not talking about the cost of taking those piers out; I am talking about the original cost of having designed that bridge so those piers never would have been put in in the first place. It must have cost something to put those piers in.

Mr. PRISK. This is the same thing I am talking about. I am sorry to be unclear. If this bridge had been built without the side piers in it, it could have cost in the neighborhood of 10 to 20 percent more than it did cost. Does that answer your question?

Mr. CLEVELAND. Thank you.

Mr. MCCARTHY. Mr. Chairman.

Mr. BLATNIK. May I make one comment, then I will recognize the gentleman from New York. Of course, there is limitation as to how long a span can be?

Mr. PRISK. Yes.

Mr. BLATNIK. There is a point of no return, at which point you have to have supporting piers as you have here.

Even at that, would not a guardrail or some other protective device around the piers be very helpful, rather than having a head-on impact into a square or circular concrete structure? Would a guardrail be of any protection in this case?

Mr. PRISK. It would be my judgment that a guardrail for the side piers is desirable in this situation.

Mr. BLATNIK. One last comment about "what is wrong with this picture," the title given to this picture by the gentleman from Florida, Mr. Cramer, is that after your attention is called to these obstructions, these hazards, you really do not have to be an engineer or specialist in safety. An average citizen or an average motorist, when his attention is called to it, can find these things out for himself. The question is, How did this escape the attention of so many people in the highway department who are daily concentrating their efforts to all aspects of the highway program, which include safety and design features? It would not be lack of attention; is it lack of coordination?

Mr. PRISK. I think, as I attempted to suggest earlier with respect to the lighting, the separate concerns of bridge engineers against the roadway design engineers, traffic engineers, and others probably have not been sufficiently coordinated. On the other hand, the relative hazards they present are an area in which we do not have very much information.

You should not overlook the fact that little research is available today to quantify the relative hazards. This is why it appears to the layman and to the engineer, too, as an apparent hazard. But we cannot attach a specific quantitative value to any one or more of these five or six items that have been identified in the picture. This, again, is another reason why things get overlooked.