

This, again, is a general view showing the median section, separate line and grade, installation of rail here, evidently at a fill height which corresponds to the Georgia standards. This fill here, of course, is not as high, but it apparently meets the height here [indicating]. So meeting the standards here, that section is in. The same thing over on that side.

Mr. CONSTANDY. Mr. Prisk, is that long enough to protect the motorist from the dropoff, that slope?

Mr. PRISK. Well, there is, of course, the danger of approaching through this area.

Mr. CONSTANDY. I mean on the right side.

Mr. PRISK. On the right side? No, I think, as I recall that location, that it is quite a dangerous drop at that point.

Mr. CONSTANDY. Would it have been more desirable here to eliminate the guardrail from the median and use that material?

Mr. PRISK. I should think this could be considered certainly as an opportunity to regrade the median at that point.

Mr. HUFF. Is that a drainage structure this side of the barrier?

Mr. PRISK. Yes, it is. There is a minor drainage structure right there at the trees, right in this area [indicating].

Mr. CONSTANDY. I think with the trees there, the drainage structure might not present a great problem.

Mr. SKEELS. I was going to add, the trees give you far more hazard than the slope up where the guardrail is. The guardrail really ought to be down there protecting motorists against the trees, rather than against the slope up above. That slope, in the slide anyway, does not look lethal.

Mr. CONSTANDY. We could cut the trees down, too.

Mr. PRISK. OK, we move along to a very unusual situation here, which is a sign of progress. Maybe this is encouraging, because on the

