

inated the side pier, but they created the hazard by placing the fence along the shoulder.

We could not figure out why. It seemed the fence would be as effective if it were continued along the right-of-way line and brought to a juncture with the bridge farther up that slope.

When you approach this—we were at some distance from it—we could not figure out what that thing was ahead. When you look at that fence end-on, it appears to be something in the road. You cannot see the side portion of it, so you cannot see the connecting piece of fence. You are conscious of something just off the shoulder.

So whatever advantage was obtained from the psychological effect of driving through an open-span bridge like that was lost by the existence of the fence.

Mr. RICKER. This again is apparently recognized by the placement of warning markers along the fence.

Mr. CONSTANDY. Yes; there are several of them. Mr. Prisk.



Mr. PRISK. Moving now to our next State, which is Georgia, we find undercrossing structures of this general type.

The side pier is in here, clearing the edge of pavement by 14 feet. There is no protection in terms of any rail installed here, nor is there on the center piers.

Here is a closeup of this same side pier, showing the detail and the magnitude of the mass that is there, in case you happen to run off the road at this point.