

Mr. BLATNIK: One quick comment. It is incredible that we saw, a few slides back, a deep ravine with gaps between two rails, with no reason for a gap. Now referring to where the road was and where the ravine was, we needed a guardrail badly to keep from going over into a deep ravine, and they had no guardrail, and you have it here. Now, this is a rather simple observation, and does not require any complicated, computerized, sophisticated engineering, how to differentiate whether you need a guardrail or do not need it.

How come they do not have it where they need it, and have it where they do not need it, and have it in this very well placed—

Mr. PRISK. I like to think of engineering as being commonsense, Mr. Chairman. That is what you are talking about now, and I think that there are certainly cases where the amount of engineering that is put into developing the design and the application of guardrail is proportional to its costing as it relates to the total cost of the project. The Interstate System is costing more than \$1 million a mile to build but the guardrail at \$3 per foot is only \$15,000 a mile, and I think it is getting, disproportionately, about that much engineering attention, and I think this probably accounts for some of the difficulties that we find in guardrail applications.

This again is what would appear to be an unnecessary installation of rail. This is an entrance ramp coming from the right, main line here on the left of the picture, all of this rail not really in front of anything, except this sign which has a concrete footing on it. I would hate to strike that, but if you discount that particular thing, the terrain does not seem to call for rail at that point.

Mr. BLATNIK. The only real hazard there is a concrete plaque which has been engineered and put in by engineers, is that correct?

Mr. PRISK. True.

Mr. CONSTANDY. We would not want to suggest that the guardrail there is to protect the sign. There are a number of signs that have the same legend, "merging traffic," mounted on pedestals that do project above grade, and they are unprotected. It is just a chance that this sign is in a place where it was otherwise necessary to install guardrail. We will see others later that have a sign, the same type, with none.

Mr. PRISK. Right.

Mr. BLATNIK. Mr. Cramer.

