

Here you see again about the same kind of situation, rather short run of rail around the sign; no consideration of the hazard presented by these side piers in this case.

Mr. CONSTANDY. Which would seem to be a more severe hazard.

Mr. PRISK. Well, these certainly have more decelerating ability than these poles. [Laughter.]

Mr. CONSTANDY. It appears a greater hazard. They are unprotected, but the sign which has four steel posts supporting it does have a guardrail in front of it.

Mr. PRISK. I think we can all see that the four concrete piers are bigger than the four steel poles.

Mr. CONSTANDY. That is right, Mr. Prisk. Note there, too, when the rail was installed for the roadway, the State followed one design standard, and by the time they came to letting the contract for installation of signs, they upgraded the design standard for the guardrail, hence we have roadway guardrail on this project not blocked out, and the guardrail protecting the motorist from the sign is of a higher design. One thing, it is blocked out.

Mr. PRISK. Yes. There is definite improvement that is installed here on this project.

Mr. CONSTANDY. So we see some improvement within the same project, even though the protection of the motorist is handled entirely separately when it involves a sign as it does here.

Mr. PRISK. True.

