

median side you find that the structure is protected by this much advance guardrail—four panels, I guess it is, it would be 50 feet—and starting at this place, they have now added some more. So you have an additional protection beyond what was originally afforded on this project.

This was not joined together in any way. This is clean air between the guardrail ends.

Mr. CONSTANDY. How about that, Mr. Huff? Did you want to say anything about it?

Mr. HUFF. Did they give a reason for that? Have you thought of a reason?

Mr. PRISK. I cannot think of any reason. This is an improvement.

Mr. CONSTANDY. The area engineer, I believe, or some member of the Bureau said they realized that the section of guardrail for the bridge was too short and decided to make it longer, so they put in another section of the same length, but they did not connect it. They are sitting side by side or end to end. Is that undesirable, panel? We are all agreed on that?

Mr. SKEELS. That bridge rail appears to be extremely low.

Mr. PRISK. We are going to take that up later, too.

Here now is what you get as you get to a sign location.

You find that this block is produced. This is a 6- by 8-inch block fastened to a steel post, so that your rail actually is blocked out when you come to a sign location. This is only at sign locations.

Mr. CONSTANDY. That did not have a washer in it, Mr. Prisk?

Mr. PRISK. No. It did not.

