

require blocking it out. Subsequently, when they got a contract for the sign, and that included the guardrail, the standards had been improved and, consequently, when they joined the two sections together, they were protecting the motorist from the sign, which has the added feature of the blocked-out beam. As you get away from it, you find this, the older standard without the blocked-out section.

Mr. RICKER. Just out of curiosity, do you know what the shiny cap is on the standout block?

Mr. PRISK. That is a piece of very thin sheet metal that is tacked on the top of the block. I would say it is a piece of aluminum sheeting.

Mr. RICKER. To protect it from weather?

Mr. PRISK. Yes.

Mr. RICKER. Thank you.

Mr. CONSTANDY. There is one other point here, in connection to the two different design standards. The new installation has a steel I-beam post and the other, not being blocked out, has the same—is that a Z-post?

Mr. PRISK. Z-post.

Mr. CONSTANDY. I just cannot imagine what might happen to an automobile, as it came down sliding along the guardrail at the new portion of the installation and then slid into the older portion—does anyone care to speculate?

They are quite a bit different, are they not? And they probably would perform differently.

Mr. PRISK. Here is another installation that was carried out the same way; blocks on the rail up to the point of the sign and then you fade back into the rail mounted directly on the post going into the structure.

Mr. WILSON. I know we are not talking about signs right now, but if that sign were moved about 100 feet ahead, just beyond the end of the bridge rail or just at the end of the bridge rail, then all this protection on this end would be unnecessary and the sign itself would not be able to be hit.

Mr. CONSTANDY. Of course, without a guardrail installation, it would be possible for an automobile to go behind.

