

Mr. SKEELS. Well, of course, it needs the washer. The steel post is probably not strong enough. And that height is a bit low all right.

Mr. CONSTANDY. By about 5 inches would you say?

Mr. SKEELS. Yes. About 27 inches is about right.

Mr. PRISK. As I say, this height varied quite a bit in Indiana. I have guardrail measurements here up to 30 inches, so some of them are quite high and some of them were as low as 22 inches.

Mr. CONSTANDY. You cannot say it averages out.

Mr. PRISK. On the average it looks pretty good.



Here is a fairly short section of rail installed at the outer edge of the shoulder, and it is a recently completed and opened project, early this year now. I think we continually have to remind ourselves that these are very new projects; quite short.

You will see the reason for the rail. There is an extremely large pipe that goes all the way under the roadway here that is part of the irrigation system, of the drainage system, for the surrounding land. But in the process of protecting motorists from getting down here to that hazard and the headwall that you see here, a fairly short rail was installed.

I think you can conjecture, possibly, that this slope is a traversable-type slope and perhaps this introduces more hazard than it is worth.

Mr. SKEELS. I would agree; the pipe goes under the road.

Mr. PRISK. Yes.

Mr. SKEELS. It could have been carried out another 20 feet and eliminated the hazard for all time without the guardrail. The guardrail is certainly contributing more hazard than it is remedying in this case.

Mr. CONSTANDY. You gentlemen would agree the slopes are relatively flat?

Mr. SKEELS. That slope looks real good.