

Mr. CONSTANDY. I am sorry. This is a very unusual picture, although the condition isn't, because several gores in that circumferential around Indianapolis are treated in the same fashion generally, which would be—I have forgotten the size of the supports for the sign, but they are enormous and they straddle the guardrail.

Mr. PRISK. This car over here gives an indication of the flatness of the land.

But the guardrail actually projected before the improvement started between the posts here, the I-beam supports, which if I recall correctly are 8-inch I-beams. And so you ran a chance of being impaled on the guardrail or hitting the I-beam, either one or both.

Now this is what has been done as a part of a multi—I was going to say multimillion-dollar project. It is not quite that much money.

Mr. CONSTANDY. The project for a number of improvements relating to guardrail is approximately \$800,000.

Mr. PRISK. Thank you.



Mr. CONSTANDY. Some 24 miles of this circumferential. It includes treating the ends as well as the installation of some new guardrail and installation of guardrail leading to the bridges.

Mr. PRISK. This is a part of a major improvement and this is precisely what has been done at such a location as we saw in the previous slide. This has been pulled down so that you have a buried rail here at this point and your choice now is only running into these 8-inch I-beams.

Mr. CONSTANDY. More than the rail is going to be buried there.

Mr. PRISK. That is right.

Mr. CONSTANDY. Could you back up again so we could fully savor this? [Slide.]

This is the before. [Slide.]