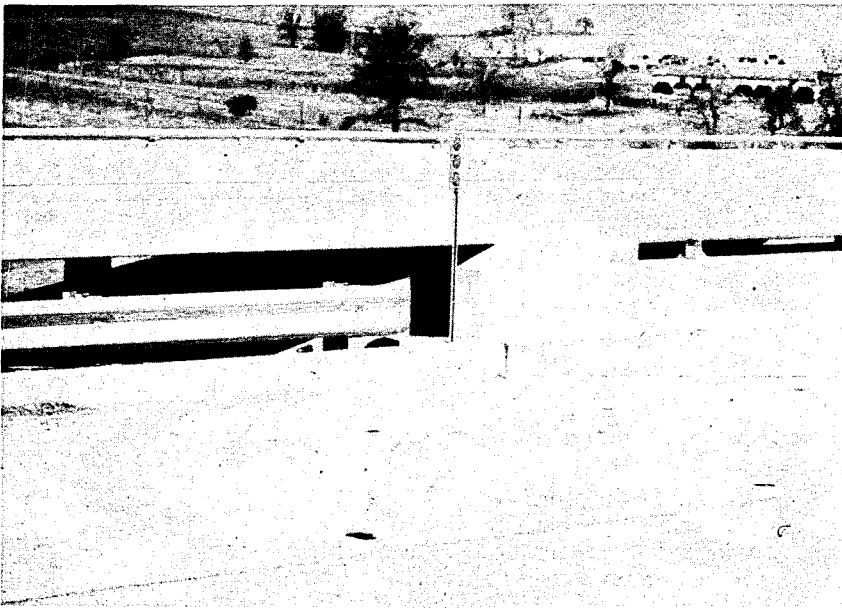


Now here is a closeup. In Missouri's treatment, it doesn't have all of the grooves in it that we found in Indiana; but essentially it is the same massive block of concrete standing between a rail here that is intended to guide traffic along the course up to this point. The rail is about 24 inches here and the top of this is about 27 or 28 inches.



Mr. CONSTANDY. Can we say that it is wrong?

Mr. PRISK. I think it is subject to most of the faults that we have just been discussing.

Mr. CONSTANDY. The same thing basically, is it not?

Mr. PRISK. Yes. The only advantage I see here is the close spacing of the rails, which will offer somewhat more support than we have previously. Otherwise, the same.