rail. In this situation they have placed the guardrail there at a point between the two legs of the sign, and the sign legs I believe are 8-inch steel beams.

This is the installation that was made initially.

And thereafter there was a program to correct the deficiency. This is at a different location, but the same type of situation, wherein, under a program to bury and lead into the ground the approaching end of the guardrail, you find this type of situation. Here a motorist, striking in that area, probably has the same chance of being seriously injured or killed as he did in the preceding situation.

In other words, the corrective effort here actually did not correct anything. This is, incidentally, under a program of $800,000 to improve the existing guardrail on the circumferential route that has been open so little time.

This was the older standard used on a project in Utah with speed limit signs mounted as you see, each with two steel pipes embedded in