

Mr. CONSTANDY. It might be a bad picture. I would hate to ride down here at this point where there is no guardrail. It is kind of steep and rather high. Mr. Wilson?

Mr. WILSON. I think this is a good place to point out another thing involving the guardrail indirectly. Highway engineers over the years have been subjected to pressure to construct separated roadways, thinking these may be somewhat more beautiful, and I suppose at times some are more economical but in this case here, and I am speaking of separated roadways, separated vertically one above the other, you will notice we had to put a guardrail in here to protect either the upper roadway or protect the cars from going off into the lower roadway. I think in this case it would have been better to have kept the roadways at the same elevation and eliminated need for the guardrail as you have right here in the section in the foreground of the picture. The added hazard of going to separate roadways in my opinion is considerable.

Mr. CONSTANDY. Mr. Ricker, do you care to comment?

Mr. RICKER. I was going to make almost the same comment. Some of us wonder, if you have to have the guardrail on the upper roadway, whether there is any use in making such a wide median. If you have decided already to put the guardrail in on the upper level, the width of median is relatively unimportant.

Mr. CONSTANDY. Maybe the guardrail came at a later time than the decision to have the roadways on separate grades.

Mr. RICKER. Could be.

Mr. CONSTANDY. Mr. Prisk?

Mr. PRISK. It is quite possible, I should think.

Now I move to a structure to take a look at practices in Montana, and find the guardrail, as you will see, on both sides of the roadway in both directions, center piers and side piers, and this gives you a general view of the installation.

