

were put together into a single 30-minute film, that was put in our film library and as indicated, has been shown to some 1,200,000 people.

Now copies of the film that you have just seen and a copy of the "Guardrail" film that we hope to be able to show in a little bit, have been donated to various organizations, among these, the Bureau of Public Roads, in sufficient quantity to send to their district offices.

Mr. CONSTANDY. Yes. The point I want to make is that basically the 1958 film is the same as this 1964 version as far as the points shown. You improved the picture itself; the basic features of the film are the same.

Mr. LUNDSTROM. Correct. I believe all of the elements were identified in the 1958 film; right.

Mr. CONSTANDY. So for 9 years this has been shown and has been available to be exhibited, showing suggested improvements in the areas that you have covered and with which this hearing has been concerned?

Mr. LUNDSTROM. Yes, correct.

Mr. CONSTANDY. The second film you have, can you explain that briefly?

Mr. LUNDSTROM. Yes. Gentlemen, obviously, one of the major problems that we have is the landscaping of a road system. We have many groups in the country rightfully concerned about the beauty of our roads. And we, too, are very conscious of this, and whenever we come to a meeting such as this, and propose removal of trees close to the roadway, we immediately have many people much against this procedure.

I have property myself, where we have tree-lined roads and so I would object to a highway department cutting trees in my front yard. The film, though, was careful to explain that we have the option of protecting the driver by use of guardrail, treating the tree hazard much the same as you would treat a deep-fill section or some other hazard that you did not see fit to remove.

But I would like to show a short film and while doing so, comment particularly on landscaping, because safe roads are really beautiful roads. I would call your attention—and many of you have driven the New Jersey Garden State Parkway—this is a road that I believe was built as a parkway, I hope that they had safety in mind, but I believe that the landscape people had an important part in the design characteristics of the roadside itself. So I believe they started with the goal of having a beautiful road and in so doing, they have a very safe road. I believe accident statistics show that that is one of the safest highways in the country.

So I would now like to show some brief recent views of the proving ground, showing how we are attempting to bring back the shrubbery and the elements that do make a beautiful road out of a safe road.

Could we have the film, please. There is no commentary on this. I will identify the scenes as they appear.

[Narrating film:] This is an overview of the proving ground. This is 4,000 acres of property, some 75 miles of road. Now this is simply to show the removal of the trees through wooded area so we do have this 100 feet of green belt along each side of the roadway.

Each of these views will show—well in this particular case, the attempt to produce irregular cut lines. There is no need to cut a straight slash through a wooded area. This is more pleasing and architects will