

certainly tell you to make irregular lines. I think you can see rather clearly that the green belt does persist along the side of each of the roads.

The other elements that I could call attention to at the appropriate time, you see a ribbon of guardrail on one side; that is the width of the underground culvert, and it shows that there is no need for a wall adjoining the road itself.

Now, here are irregular tree lines, shrubs have been planted back on the right side.

Here we had to have a minor drain structure to eliminate erosion. This is an 18-percent grade that you just do not have on a public highway but these elements have been moved back far enough to eliminate the hazard.

Here we are bringing in the small shrubs and trees back away from the roadway, where they are out of the escape route of the cars. Cars have gone off this curve summer and winter with no injury.

Now among other elements, here again is an extension of a culvert. There is no headwall. The guardrail simply indicates the extreme edge of the drainage system.

Along here we have some shrubbery planted in front of the guardrail. Some people say guardrails are not pleasant. Now there are multi-flora roses hiding the guardrail. Just an experiment to see what can be done in the interest of beauty.

Here is the edge of the lake, which has an irregular shoreline, very beautiful. Here is a wooden section with the trees removed in an irregular pattern, again in the interest of beauty.

Notice the clean, uninterrupted slopes that can be had. There is no erosion. Actually in much of this area we have installed underground drainage systems. It is unnecessary to have exposed ditches in all cases.

This is one of the older roads, perhaps built back in 1924. We had to move the trees back, we had to remove the ditches, flatten them out.

Here is new shrubbery going in, a safe distance back from the road.

Generally speaking, the safe road is a beautiful road. These are young trees now but in 2 years they will be up and greatly enhance the appearance.

Proper landscaping of the slopes make for a park-like appearance.

These roads are perfectly safe. As we indicate, we have many, many cars that accidentally go off the roads at all speeds for all reasons and we have had only one temporarily disabling injury accident in some 219 cases.

There are no local distractions. It is actually the safest place in the world to drive.

(End of film.)

Mr. McCARTHY. Do you have any billboards there?

Mr. LUNDSTROM. No; I know your problem. I know your interest. I would simply say that fortunately we do not have any.

Mr. CONSTANDY. Mr. Stonex, will you tell us what you have done with the guardrail, the development of it as a safety system.

Mr. STONEX. Mr. Chairman, as Mr. Lundstrom has indicated, we did have places on the proving ground where it was impossible or not feasible at least to eliminate the obstacles. In fact, in 1958 we had something like 18 miles of guardrail. We didn't know how good it was. We searched the literature to see if we could find anything about the