

Enclosed is a copy of a letter I have sent to the top administrative officials of each State highway department offering our full cooperation and assistance in applying the findings of the report to the existing Federal-aid systems beginning as soon as possible in 1967 and continuing on a large scale for as long as is necessary to provide the highest possible level of roadway safety.

The February 1967 Report confirms the provisions of IM 21-6-66, and the policy therein established is reaffirmed concerning PS&E approvals for new projects and change orders on projects now under construction. *It is expected that the plans for all projects on high-speed highways yet to be advanced to contract will incorporate the features of added safety as are presented in the February 1967 Report.* Where a check of the plans for projects underway reveals that features of added safety were not incorporated in the approved plans, contractual change orders to modify the applicable features in a manner which will incorporate the safer design features or extra work orders to add the safer design features are to be issued by the State highway department whenever practicable. For application of the cited safety features, high-speed highways include all projects on the Interstate System and all projects on the remaining Federal-aid Primary and the Secondary Systems where the design speed is 50 mph or more. To the extent practicable and feasible, an approved order of safety design should be utilized on Primary and Secondary projects with a lesser design speed.

On completed Federal-aid highways each State highway department is asked to establish an active corrective program to apply the findings of the February 1967 Report. Public Roads requests that all features of geometric, structure dimension and roadside element design that can effect safety of the motorist who strays from the roadway be given careful consideration by the State. Each State should evaluate the seriousness of the existing condition as measured by the more safe conditions recommended by AASHO in the new report and prepare its program for corrective work on previously constructed highways on the several Federal-aid systems. The most serious existing conditions should be assigned highest priority for correction. Corrections should provide the safer condition to the degree as outlined by the AASHO Report, with careful attention to not overcorrect the situation, especially when large costs would be occasioned. Attention is to be given the details of all proposed corrective work to insure that the new work does not retain a latent hazard to the motorist. Public Roads Division Engineers are to take a broad and liberal viewpoint with regard to approving programs proposed by the State highway department for work of the types described in the February 1967 Report.

As pointed out in my letter to the State highway departments, many items of the corrective work are of a nature that can be readily and economically performed by State forces. To assist in the expeditious handling and completion of this undertaking, the following procedures are established for corrective projects:

Where proposed by the State, Public Roads hereby finds it to be in the public interest to accomplish this work by use of State forces.

Projects can cover sizable lengths of highway and may cover several or all types of roadside features. For example, a project might include relocation or adjustment of signs, installation or modification of guardrail, removal of and/or protection from the varied hazardous roadside elements, etc., on as long a section of highway as may be proposed by the State.

Projects are to be programmed and authorized in the usual manner.

Project plans can be minimal, sufficient to identify the work to be accomplished and the method of its accomplishment. Prior construction plans marked to identify the work to be performed would be adequate for this purpose.

The project cost can be established on the basis of an approved State's estimate made up from agreed unit prices for the elements involved. Final payment on the basis of actual costs also is satisfactory if such a method is preferred by the State.

Projects may be constructed under the contract method administered in the usual way.

Federal-aid participation will be the usual pro-rata amount applicable for the system involved.

In carrying out the work it is of paramount importance that all of the safety provisions for performing construction under traffic be rigidly observed lest more hazard is created than is being eliminated.

F. C. TURNER,
Director of Public Roads.
 LOWELL K. BRIDWELL,
Federal Highway Administrator.