

In the 2-year period since we installed the new design barrier, it has been hit at least six times in major collisions but no personal injuries at all have been reported. In three of these collisions one post was removed each time and required replacement. In another, one post had to be straightened. No maintenance has been required to the box-beam rail itself.

On a State parkway, we have a 2-mile section of the box-beam median that has been in service since 1966. Accidents on this section during the period 1961-65, prior to the barrier installation, accounted for four fatalities, 14 injuries, and seven property damage connected with cross-median accidents. In all, six people were killed and 42 were injured. During the rather short period of the survey of 3 months since the installation of the new barrier, there have been reported six sizable accidents, and in none of these cases has there been any injuries, except a reported bloody nose in one particular case.

In one accident of this group, there is a report from the operator of the car, to this extent: He stated he was driving south at approximately 45 miles an hour, lost control of the vehicle, crossed the passing lane, struck the center divider rail with the left front of the vehicle, then brought the vehicle under control and continued south.

This type of performance we think verifies our rather substantial research in this area. The general conclusion on the subject—we would say that New York's experience to date, with limited survey information available, does not suggest excessive maintenance on any of these types of barriers, and is a very pleasing and pleasant reaction in regard to the severity of injuries to occupants.

Mr. W. MAY. Very good. Thank you. Mr. Chairman, we on the staff are personally aware of how adequate the New York Department of Public Works has been in the highway safety field in the past several months. There is great activity there. It has some very fine programs and symbolic of their programs appears to be this letter of June 8, 1967, sent out by B. A. Lefevre, deputy chief engineer, to all of the district engineers.

He refers here to the new way in which they will give attention to guiderails, signs, light standards, utility poles, medians, interchanges, piers, abutments, walls, rock cuts, trees, bridges, exit ramps, headwalls, drop inlets, culverts and slopes.

I ask permission to have it printed in the record at this point.

Mr. BLATNIK. Without objection, so ordered.

(Letter of June 8, 1967, from deputy chief engineer to all district engineers, follows:)

DEPUTY CHIEF ENGINEER GENERAL LETTER 67-55

SAFETY IMPROVEMENTS ON GOING PROJECTS

To All District Engineers:

We have been working on these safety improvements long enough so that by now we should not be permitting jobs to progress with some of the recognized hazards still being included. This is not only undesirable but it is costly. We'll have to come along and correct them in the very near future.

So I'm asking you to once again look over going jobs as well as those going to contract with old plans on old standards and to initiate changes *now* to bring these jobs up to a reasonable standard of safety. The following things are to be reviewed and done!