

safety on the Federal-aid highway systems. A copy of my letter is submitted for the record.

This study and report, the yellow book, confirmed a policy established last year by the Bureau of Public Roads, and covered in our Instructional Memorandum 21-6-66, August 1, 1966. It also is attached to my statement for the record. The policy required that all aspects of location, design, traffic control, drainage features, and road-side appurtenances are to be examined during development of the plans, specifications and estimates beginning with the location survey, and to the maximum extent possible in the construction and postconstruction stages, to insure that hazards arising from vehicles leaving the roadway out of control will receive primary consideration.

The memorandum specifically calls for the elimination of all unnecessary sign supports, light standards, drainage structure obstructions, and other appurtenances. Where the need for such features does not permit complete elimination, they are to be located, if possible, in unexposed positions. Where this is not feasible, adequate protection for the out-of-control vehicle is to be provided in the form of impact-absorbing guardrail, special grading of the surrounding area, or other means which will reduce the severity of accidents.

In addition to the various memorandums on the subject, I have made a number of speeches to the regional associations of State highway officials and held numerous personal conferences stressing the urgency of action toward the removal of all potentially lethal road-side appurtenances.

To assist the States in expediting the correction of existing hazards as recommended in the previously described AASHO report, we have streamlined our project procedures. This is covered in the letter sent to each State highway department to which I made reference and in more detail in a following set of instructions to our field offices. A copy of those instructions is included for the record.

I believe it is important at this point to mention that in following up on the letter and the instructional memorandums, our regional highway administrators have been carrying out careful analyses of pending State plans and instructing our division engineers to work with the States toward bringing these plans into conformance with the AASHO Yellow Book.

In fact, our stand on the implementation of the AASHO Yellow Book has been so firm that there have been some protests from the highway construction industry that we are stopping the program. What minor delays are necessary will be negligible, and certainly for the best possible reason. For the most part, adjustments in design can be made which will either eliminate completely any unnecessary obstacles, or relocate those which cannot be eliminated, or protect the motorist with well-designed, impact-absorbing devices from those road-side elements which cannot be either eliminated or feasibly relocated.

For the sake of clarity and emphasis, I might spell out here that which I indicated earlier: that the AASHO recommendations will be applied to the Interstate System throughout, and will have particular application to the older sections already built. We have asked the States to calculate the cost of the additional work required to bring previously constructed sections of the Interstate System into conformity with the AASHO safety recommendations, in connection