with the new estimate of cost of completing the system due to be presented to Congress and this committee next January, so that this work will be included in our report to you at that time along with the request for its financing.

Another Federal-State effort which has important applications in the field of highway safety is the work of the so-called design review teams which the Bureau of Public Roads has been promoting. I am including for the record copies of memorandums we have issued on this subject. In recent years a number of States have established functioning committees or teams to review completed projects and make recommendations as to their safety and other design features. These teams function under various names, such as operational surveillance teams, freeway operation review committees, design review teams, and others, but all have the same purpose—to insure the utilization of proven superior design practices and the elimination or correction of those which have proven unsatisfactory.

The Bureau of Public Roads has urged the establishment of these teams in all States along with effective review and reporting procedures to accomplish their purpose. To date 36 States have reported the establishment of such review teams, with others in prospect in four additional States. The typical team consists of several members, including representatives from such disciplines as design, construction, maintenance, traffic operations, police, and Bureau of Public Roads.

The findings and recommendations of existing teams have been consistent with those outlined in the AASHO Yellow Book. Our planned design manual, already referred to and described by Mr. Bridwell, will add considerably to this consistency.

We have underway an intensive amount of research and investigation into various highway safety matters, including the development in as short a time as possible of new structural systems to replace or eliminate fixed objects along the roadway. The program also includes the development of several new devices for vehicle impact cushioning and deflection to prevent or reduce the severity of "run off the road" type accidents. The guardrail now available and in general use is not entirely satisfactory because the guardrail itself is often a formidable obstacle and actually creates a roadside obstruction while providing protection from some other hazard.

Devices such as a "bumper" in front of fixed roadside hazards are flowing from the research effort, which is in addition to our continuing effort and longer range research and development activities in the areas of traffic operations and communications, all of which also have strong highway safety connotations. The types of research and investigation I have mentioned are indicative of what is underway but it is important to remember that a great deal of study and leadtime is necessary before any new design developments can be actually incorporated into a highway construction project.

The Bureau also has recently engaged in a number of activities designed to provide and to assist in the development of basic information on the scope of the traffic accident problem. In July 1966 we completed arrangements for obtaining copies of police investigation reports on fatal accidents which occur on completed sections of the Interstate System.