

Mr. JOHNSON. Certainly you should have staff and financing to do this job because this is the all-important job of approval of these plans prior to construction.

Now, another question: In reviewing the highway that is now in operation, do you have enough personnel to go into that in any detail to advise the various States of the Union as to what the deficiencies are; and if you have the staff and make that review, do you have the necessary financing within the trust fund to do the work?

Mr. TURNER. We will have the necessary financing for the ABC System only on the basis of taking funds from something else to do this kind of work.

In the Interstate work we will anticipate an increase in the funding for that system to cover this additional work and do the original construction as well. There will be an increased cost to the trust fund to do both of these programs on the Interstate and the ABC systems.

To go back to the first part of your question with respect to staff, again to review the plans and handle the construction, I would have to answer it the same way. We never have enough staff to go in and completely review every project. We do not organize ourselves on the basis of attempting to duplicate or redo the work that the State highway department did.

We have to take certain samples of the product that they send to us and analyze that, review a set of plans, one out of five such plan sites or one out of 10 something else. We do not have the staff to completely review every set of plans or every project that comes to us from the States.

So we have to work on the basis of using our review procedures, primarily for the establishment of policy and attempting to get that policy then executed by the State, without our having to re-do, duplicate the State's job.

If we did it by reviewing or redoing the State's work, we would have to have a staff that would be 40 or 50 times as big as the staff that we do have.

Mr. JOHNSON. As I understood you to say, you have taken one out of five, one out of 10—

Mr. TURNER. I am using that merely as an example, Mr. Johnson.

Mr. JOHNSON. I thought that all the plans, as submitted by the States, were subject to approval on the part of the Bureau of Public Roads?

Mr. TURNER. They are. And we handle each one individually, but we do not have the staff so that we could take every set of plans and review it in complete detail. We just do not have and could not get a staff of that size.

Mr. JOHNSON. I realize that you have pointed out here that construction was just one phase of the facility and what-have-you means of killing approximately a little over 50,000 a year, and I should think the Bureau of Public Roads would be funded and staffed to do a job on highway safety construction on every project in the Interstate System at least.

Mr. TURNER. It would be a desirable situation, no question about it.

Mr. JOHNSON. That is all, Mr. Chairman.

Mr. CRAMER. I have a couple of questions I would like to ask.