

over a given period of time. However, to say that the Secretary could not, with respect to an Interstate project constructed some years ago, incorporate new features of added safety, or corrective safety features pertaining to generally low cost items such as guard-rails and sign supports, based on accident experience and most recently developed techniques of design, would defeat the ultimate completion of a System designed to optimum safety. To bar the use of Interstate funds for such purposes is not believed to be the intent of the law. Furthermore it would be an anomalous situation to preclude certain portions of the System from having the latest life-saving and damage-minimizing standards while other segments of later construction may incorporate such features. Such a course would not be consistent with the concept of an integrated System built "in a manner conducive to safety."

The Bureau of Public Roads accident prevention program of Federal-aid highway improvements at specific locations which have been identified as hazardous because of a high-accident experience or because of engineering judgment has been in effect for several years. This program for highway safety improvement projects is set forth in several directives, including Policy and Procedure Memorandum 21-16. This memorandum, as modified on January 18, 1966, provides for use of Interstate funds for safety improvement projects on the Interstate System to correct features found hazardous to operating traffic. More recently, Instructional Memorandum 21-11-67, dated May 19, 1967, and a supplement thereto dated June 29, 1967, have been issued on the subject.

Such safety improvement work is being carried out within the limitations of section 109(b) of Title 23, which prescribes that the geometric and construction standards for each Interstate construction project shall be adequate for the type and volumes of traffic anticipated for the 20-year period commencing on the date of approval of the project.

By reason of the foregoing, the incorporation of additional or correctional safety features to eliminate hazards on segments of the Interstate System is considered as qualifying under the provisions of existing law and current policies and procedures governing the expenditure of Interstate funds.

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Mr. CLEVELAND. Mr. Chairman, I yield to the gentleman from Florida.

Mr. CRAMER. I want to welcome Mr. Bridwell and Mr. Turner and Dr. Haddon before the committee, and I appreciate their testimony. Of course we have been hearing this matter of safety now for a number of weeks, as I am sure they are aware. I am particularly interested in the comment already referred to by the chairman and others, in Mr. Turner's statement relating to alcoholism.

I have in hand the very fine letter, which I appreciate, from Dr. Haddon, dated June 29, in which he said:

I have been intending to drop you a note since last fall to congratulate you on your authorship of section 204 of the Highway Safety Act, providing for a thorough study of the relationship between the consumption of alcohol and its effect on highway safety and drivers. Its provisions are extremely important in my opinion. The results should help call public attention to the national situation.

And then you, Dr. Haddon, indicate that the July 1 date set out in the 1966 Safety Act, Highway Safety Act, in section 204—you are not able to conform to that specific date—is that correct? But there will be a report?

Dr. HADDON. That is correct. We will be several weeks late.

Mr. CRAMER. We can except it sometime in the month of July or early August?

Dr. HADDON. I think July would be optimistic, but we are hoping for August.