

Mr. TURNER. Probably is low.

Mr. W. MAY. And that included 607 circular memos and an unknown number of other temporary memorandums containing directive type information or instructions.

Mr. TURNER. Mr. May, a great many of those are really revisions and reissues of the old memorandums, though, and should not be construed that the picture is as bad as that would imply.

Mr. W. MAY. When they come into the office, somebody has to take a look at them, because they may be very important or they may be a little less important.

Mr. TURNER. That is right. And it is so indicated, and those that are merely rephrasings, new issues, new dates, things of that nature, we indicate on the cover sheet the items that have been revised.

Mr. W. MAY. Yes. I think it is apparent from the evidence that these memoranda and directives are not always completely effective. Back in December 1965, December 22, you, Mr. Turner, sent out a circular memorandum to your regional and division engineers, setting forth the latest thinking relative to design and construction concerning sign foundations, overhead signs, information signs, exit signs, unnecessary signs, signs on guardrail installations, lighting standards, roadside design, and, toward the latter part of your memo, you said, "I urge each of you to discuss these safety considerations with the highway department for incorporating not only the designs being prepared for future contracts, but wherever feasible on existing construction contracts."

Again, August 1, 1966, you sent out another instructional memorandum relating to safety provisions for roadside features and appurtenances, and again you mentioned clear roadside cross sections and elimination of nonessential supports and appurtenances, placement of these supports and appurtenances, design of supports and protection for out-of-control vehicles, provision for protective guardrail. And again you said, "On all new work every P.S. & E. shall be carefully checked prior to approval of the four areas of concern identified in paragraphs A, B, C, and D above. Current projects which are not completed shall be similarly examined and field changes made to conform wherever practical."

And yet when Mr. Prisk and Mr. Constandy went out and analyzed projects opened after December of 1965 and August of 1966, they found many, many features that could have been corrected during construction.

Speaking of communication, we are faced with this fact. In 1960 the Red Book [indicating]—this is the report of the Special Freeway Study and Analysis Committee to the executive committee of AASHO, published February 1960.

This came about in a fashion not too dissimilar to the new Yellow Book.

Mr. TURNER. It is the other way around. The "Yellow Book" came into being as a revision of the "Red Book" procedure.

Mr. W. MAY. Yes. The evidence would suggest that the "Red Book" was not followed to a sufficient extent over the last few years.

There was a black book in 1961, and that was "Freeway Operations" prepared by the Institute of Traffic Engineers, published in 1961, and was available to the highway builder.