



U.S. DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
WASHINGTON, D.C. 20235

October 6, 1965

CIRCULAR MEMORANDUM TO: Regional and Division Engineers

FROM: *David W. Scarborough*  
James K. Williams, Director  
47-40 Office of Highway Safety, Washington, D. C.

SUBJECT: Wrong-way ramp movements - surveillance

Wrong-way movements on exit ramps are continuing with tragic consequences. The summary of fatal accidents occurring over the Labor Day weekend showed that 25 percent of the fatalities on the Interstate System involved vehicles traveling adverse to traffic.

In a Circular Memorandum, dated August 21, 1964, on the subject, "Wrong-way movements on exit ramps," you were advised that some research was underway and you would be informed of the results at a later date. However, we have had as yet no substantive reports on this work.

Because this critical situation persists and may even be increasing in severity, you are urged to reexamine the August 21, 1964, Circular Memorandum, and apply the suggestions made therein for signing and marking. An additional step is strongly recommended; namely, that the States establish an operational surveillance team to conduct on-the-spot inspections of locations having a history of recurring wrong-way movements. A team composed of State traffic, design, maintenance, and BPR engineers, plus a representative from the appropriate enforcement agency is suggested.

The on-the-spot inspection should include observations of traffic operations and an evaluation of existing design, signing, and pavement markings, from which would come objective recommendations for correction.

At recent liaison conferences, representatives from AASHO, AAMVA, IACP, BPR, and ITE discussed operational problems, and this approach toward evaluating "trouble spots" was received with enthusiasm. The Office of Highway Safety would be willing to assist the States in organizing a surveillance team as well as assisting in the development of evaluation techniques.

We believe this is a fine opportunity for the Bureau to take the initiative in attacking a serious problem, the solution of which will be a major step forward in improving the operational safety of our highways and particularly in achieving the low rate which we know is possible on freeways.