

# Design Standards Letter

**Letter Number: G-1965-38**

**Letter Date: 07/22/1965**

**Effective Date: 07/22/1965**

**Section/Plan No.: None**

**Subject: Critical Path Scheduling Design Status Reports Urban, Primary and Supplementary Road Projects**

## Body

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ALL DIVISION, DISTRICT AND URBAN ENGINEERS AND CHIEF COUNSEL:

As discussed in Surveys and Plans' General Letter No. 14, 1965, dated Mach 24, 1965, a quarterly report is being submitted by the districts and urban office showing the status of interstate projects in relation to critical path scheduling.

In order that the design progress of all types of projects can be better analyzed and implemented, we are requesting that the districts and urban office submit Critical Path Status reports covering all projects in the five-year program.

The first such report, pertaining to urban, primary and supplementary road projects, will be due in this office on January 1, 1966, and at six-month intervals thereafter. The Intestate Status Report will still be submitted quarterly, with future Interstate Status Reports due on October 1, 1965; January 1, 1966, etc.

The "Letting Plans Status Chart," which generally includes projects for the current year, will continue to be used. Any project appearing on the "Letting Plans Status Chart: should not be listed on the Critical Path Status reports.

Under separate cover, we are mailing you four reproducible drawings of the report forms to be used, one each for interstate, urban, primary, and supplementary road projects. The Interstate Status Report Form has been revised slightly so that all forms will be identical by adding a column entitled "Actual Finish Date." The "Actual Finish Date" is to be compared with the "Critical Path Latest Finish Date:" to determine the length of time that a project is ahead or behind the critical path schedule.

If there are any questions concerning the proper manner of preparing these reports, kindly feel free to contact this office at any time.

In reviewing our records of past critical path computer data, it is noted that some districts

have a number of projects that will require computer runs, as well as many projects where revised scheduling and reruns appear to be necessary in order to maintain a current design status. It is requested that material for critical path computer processing be submitted at an early date. If a large number of computer runs are requested the last week or two prior to the due date of the status reports, it is possible that the output data will not reach the district soon enough to be included on the periodic status reports.

L. V. McLaughlin  
Engineer of Surveys and Plans

**VOID - See General Letter No. 2, 1969**