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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA-102

FOR RELEASE JANUARY 10, 1968

4 MORE COUNTRIES INCLUDED
IN HIGHWAY RESEARCH SURVEY

Highway research and development activities in four Asian countries --Ceylon, India, Pakistan and Thailand -- will be surveyed under a new contract between the International Road Federation and the Federal Highway Administration's Bureau of Public Roads.

The contract, announced today by Federal Highway Administrator Lowell K. Bridwell, is the latest step in a pilot project begun in 1964 to enable international exchange of highway research findings. The survey is conducted by the IRF, and already embraces information about 3,500 research projects in 35 foreign countries. This information has been compiled, abstracted and stored for computer retrieval in the Highway Research Board's Highway Research Information Service.

Bridwell also announced today that resurveys will be made in the following 12 countries to update information gathered earlier: Australia, Japan, New Zealand, Philippines, Germany, Ireland, Italy, Argentina, Brazil, Mexico, Venezuela and Canada.

In addition, in-depth studies will be made of selected research projects believed to be of particular interest to the United States.

Mr. Bridwell said the inventory includes research projects recently completed, currently in progress, and planned for the immediate future, as well as areas that are in need of investigation.

The compilation of world-wide information on highway-related research, he said, avoids duplication in future research, saves both time and money, and benefits all nations. The storehouse of data, which is easily accessible to engineers and administrators, covers all phases of highway transportation planning, construction, maintenance and operation.

Other countries that have already been surveyed are Australia, Belgium, Bolivia, Chile, Colombia, Denmark, Finland, France, Greece, Israel, Lebanon, Luxembourg, Netherlands, Nigeria, Norway, Peru, Portugal, South Africa, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

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(For further information contact J. W. Perlin, Information Officer,
WO7-3271.)

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FHWA--103

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FOR RELEASE SATURDAY- AM
January 13, 1968

CAMERAS MAY REPLACE
ROADSIDE INTERVIEWS

Motorists traveling the freeways and turnpikes in and around Boston, Massachusetts, this week-end, may find themselves in the movies.

They'll be part of an experimental traffic survey which seeks to eliminate the need for roadside interviews and to reduce the cost of gathering such data.

Motion picture cameras will photograph the motorists' license plates. Computers will furnish addresses to which questionnaires will be mailed, seeking the kind of information usually gathered in roadside interviews.

The test will be conducted Sunday, January 14, by the Federal Highway Administration's Bureau of Public Roads in cooperation with the Massachusetts Registry of Motor Vehicles on Interstate 95 north and south of Boston, on Interstate 93 north of Boston, and on the Massachusetts Turnpike.

F. C. Turner, Director, Bureau of Public Roads, said such origin-destination studies provide transportation planners with valuable information on traffic movements and travel demand, and aid them in projecting future highway requirements.

"If the test in the Boston area proves successful," said Mr. Turner, "it could possibly make roadside interviews obsolete. We now have the tools which should enable us to collect information more efficiently and, we hope, at a cheaper cost."

"We would like to eliminate the inconvenience caused motorists who stop to be interviewed. We are aware it sometimes may be an imposition on their time."

(For further information contact J. W. Perlin, Information Officer, WO 7-3271).

U.S. DEPARTMENT OF TRANSPORTATION
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FHWA--105

FOR IMMEDIATE RELEASE

DRIVER LICENSE CHIEF NAMED

Federal Highway Administrator Lowell K. Bridwell today announced the appointment of Richard M. Cook as Acting Chief of the Division of Driver Licensing and Performance in the National Highway Safety Bureau.

Mr. Cook will be responsible for programs in relation to the Federal standard on driver licensing, under the Highway Safety Act of 1966. The standard will require all States to conduct periodic reexamination of all licensed drivers.

Mr. Cook formerly served as Deputy Secretary of State of Michigan and was responsible for the administration of the State's driver and vehicle service divisions. He is a former Vice-President of Region 3 of the American Association of Motor Vehicle Administrators, and is a member of the American Society of Public Administrators.

A long-time resident of Lansing, Michigan, and an alumnus of Michigan State University, Mr. Cook will now reside, with his wife, the former Elizabeth Ann Halmo, and their three children in Arlington, Virginia.

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FOR RELEASE
WEDNESDAY, JANUARY 17, 1968

SAFETY GRANTS ANNOUNCED

Twenty-one Federal highway safety grants for 13 States, totaling \$657,121, were announced today by the Department of Transportation's Federal Highway Administrator Lowell K. Bridwell.

The matching grants are approved by Dr. William Haddon, Director of the FHWA's National Highway Safety Bureau, under the Highway Safety Act of 1966, to assist the States and their local communities in developing highway safety programs to meet Federal performance standards promulgated under the Act on June 27 by Secretary of Transportation Alan S. Boyd.

Bridwell said the funds announced today bring the total grants approved to \$6,187,605, covering 105 projects. Grants have been approved for all 50 States, the District of Columbia, and Puerto Rico.

The grants announced today, the project costs, and the Federal matching share are:

CONNECTICUT -- To provide instruction in driver education. Project cost, \$28,400. Federal share, \$28,400.

FLORIDA -- For administering a periodic motor vehicle inspection program for Pinellas County. Project cost, \$15,638. Federal share, \$7,819.

For an analysis of existing traffic control devices, and to study future needs for traffic control devices in Pinellas County. Project cost, \$6,736. Federal share, \$3,368.

GEORGIA -- To survey existing traffic control devices and develop a program to up-grade them. Project cost, \$5,700. Federal share, \$5,700.

For the operation of high school driver education courses in Coweta County. Project cost, \$18,032. Federal share, \$4,668.

For the operation of an expanded high school driver education program in Wayne County. Project cost, \$8,068. Federal share, \$2,897.

To upgrade driver education programs in Cobb County. Project cost, \$26,160. Federal share, \$11,631.

To teach pedestrian safety to pre-school and primary school children. Project cost, \$3,883. Federal share, \$1,583.

To teach high school driver education courses in Pierce County. Project cost, \$3,136. Federal share, \$1,563.

To provide laboratory instruction and defray cost of vehicle operation for high school driver education training. Project cost, \$5,057. Federal share, \$2,300.

IDAHO -- To finance a study of the State's traffic records requirements. Project cost, \$12,632. Federal share, \$7,978.

MINNESOTA -- To establish a procedure to perform post-mortem tests to determine blood-alcohol content of persons killed in highway crashes. Project cost, \$5,140. Federal share, \$2,500.

MISSISSIPPI -- For planning and administration to develop a comprehensive State-wide highway safety program. Project cost, \$100,000. Federal share, \$50,000.

NEBRASKA -- To provide helicopter ambulance service to highway crash victims. Project cost, \$22,848. Federal share, \$7,500.

NEW HAMPSHIRE -- To finance inventory and survey work related to development of a milepost system for the State highway network. Project cost, \$8,625. Federal share, \$4,312.

NEW JERSEY -- To survey the State's emergency medical care facilities and their effectiveness in relation to highway collisions. Project cost, \$28,934. Federal share, \$14,467.

NEW YORK -- To provide assistance to political subdivisions in establishing accident records systems. Project cost, \$123,435. Federal share, \$61,717.

To establish a system for driver license records. Project cost, \$697,000. Federal share, \$348,500.

OKLAHOMA -- To expand and modernize State traffic recordskeeping system. Project cost, \$76,796. Federal share, \$38,398.

RHODE ISLAND -- To design automatic data processing system for driver license records. Project cost, \$48,000. Federal share, \$24,000.

SOUTH CAROLINA -- To provide driver education training for high school students in Union County. Project cost, \$55,641. Federal share, \$27,820.

U.S. DEPARTMENT OF TRANSPORTATION
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FHWA--106

FOR RELEASE - FRIDAY A.M.
January 26, 1968

INTERSTATE COST ESTIMATE
SUBMITTED TO CONGRESS

The cost of the 41,000-mile National System of Interstate and Defense Highways will be \$56.5 billion, according to "The 1968 Interstate Cost Estimate" submitted to the Congress by the Department of Transportation's Federal Highway Administration.

The new cost estimate represents an increase of \$9.7 billion over the estimate submitted in 1965. It is \$15.5 billion greater than the estimate made in 1961.

Federal Highway Administrator Lowell K. Bridwell said the major share of the increased costs represents "improvements to the highway system, itself, and an extensive upgrading of safety standards."

He said "more than \$4.4 billion of the \$9.7 billion increase represents improvements to the system to provide increased capacity, greater safety, and longer life of the highway. These changes include additional interchanges, additional lanes, heavier design of the roadway, and a wide range of safety improvements recommended by the American Association of State Highway Officials following a Nationwide survey of the Interstate and other highways."

"Increases in construction costs represent about \$1.8 billion of the increase," Mr. Bridwell added.

He listed the following principal categories involved in the increase:

- \$1.875 billion resulting from increased unit prices for construction.
- \$990 million for additional interchanges, grade separations and improvements in design of ramps and structures.
- \$675 million for added lanes and for converting from two to four lanes on some segments.
- \$1.245 billion for heavier design of roadways to accommodate increased traffic volume and increased load factors and to bring earlier segments of pavement up to these standards.
- \$555 million for additional landscaping, erosion control and roadside rest areas and facilities.

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--\$1.530 billion for additional safety features including flatter slopes, wider bridges, additional and improved guardrail, safety posts and light standards, and for bringing earlier completed sections up to these safety standards.

--\$1.275 billion for increased right of way and preliminary engineering costs.

--\$930 million for system additions and changes in alignments.

--\$155 million representing an increase in the estimate of the cost of some 31 miles of unallocated Interstate mileage held in reserve for adjustments in the system.

--\$470 million for State Highway Departments and Bureau of Public Roads planning, administration and research work.

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FHWA-107

FOR RELEASE THURSDAY,
JANUARY 25, 1968

HIGHWAY CONSTRUCTION PRICE
INDEX FOR 4TH QUARTER 1967

The cost of highway construction in the fourth quarter of 1967 was 5.7 percent above the corresponding 1966 quarter, the Department of Transportation's Federal Highway Administration announced today.

For the entire year of 1967, the price index showed a 4.0 percent gain over 1966.

Trends in highway construction costs are measured by an index of average contract prices compiled by the Department's Bureau of Public Roads from reports of Federal-aid highway construction contracts awarded by State highway departments.

Highway construction costs have been on a modest upward trend from mid-1960 through 1965, the average increase being about 2.8 percent per year or 0.7 percent per quarter. Since then, however, costs have taken a more pronounced upward thrust with the increase from calendar year 1966 to calendar year 1967 registering 4.0 percent.

With 1957-59 as a base period, the price index has risen from a low point of 84.0 in the second quarter of 1955 to a high of 123.0 in the third quarter of 1967, a total increase of 46.4 percent. The total increase from the same low point through the fourth quarter of 1967 is 41.8 percent.

The index peak of 123.0 in the third quarter of 1967 resulted from unusual but not necessarily recurring increases in excavation prices in urban areas and from increases in surfacing and structural concrete costs.

The quarterly price index during the past 2 years and the percentage changes from the preceding quarter in each case have been as follows:

	Price Index	Percentage Change
1st quarter, 1966.....	109.0	+2.3
2nd quarter, 1966.....	113.7	+4.3
3rd quarter, 1966.....	115.6	+1.7
4th quarter, 1966.....	112.8	-2.5
1st quarter, 1967.....	113.2	+0.4
2nd quarter, 1967.....	112.3	-0.7
3rd quarter, 1967.....	123.0	+9.5
4th quarter, 1967.....	119.2	-3.1

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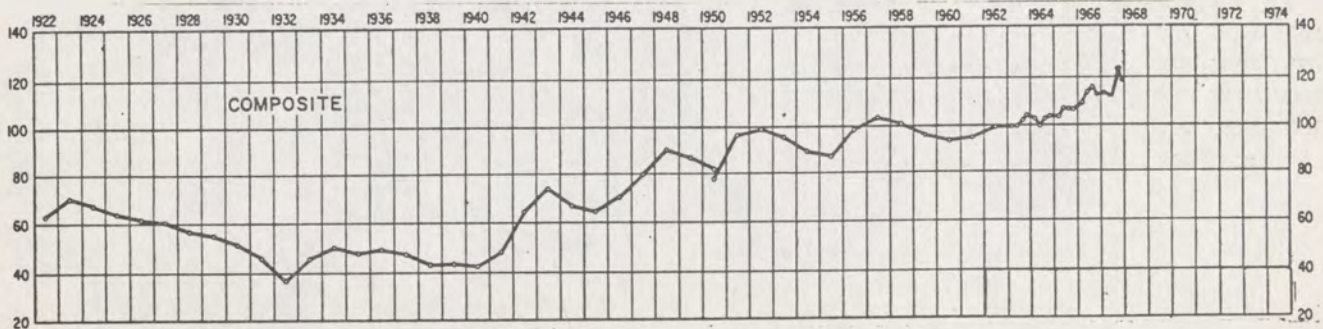
The price levels of the component items of the index in the fourth quarter of 1967, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price index 1957-59=100			Percentage change this quarter from--	
	Fourth quarter	Third quarter	Fourth quarter	Third quarter	Fourth quarter
	1967	1967	1966	1967	1966
Excavation.....	122.9	143.1	126.4	-14.1	-2.8
Surfacing:					
Portland cement concrete	105.4	106.1	101.7	- 0.7	+3.6
Bituminous concrete.....	99.0	98.8	92.4	+ 0.2	+7.1
Composite surfacing.....	102.1	102.3	96.9	- 0.3	+5.4
Structures:					
Reinforcing steel.....	106.0	102.6	97.8	+ 3.3	+8.4
Structural steel.....	125.5	121.9	115.6	+ 2.9	+8.5
Structural concrete.....	143.6	129.4	118.5	+10.9	+21.1
Composite, structures	131.0	122.2	113.9	+ 7.2	+15.1
Composite price index.....	119.2	123.0	112.8	- 3.1	+5.7

Percentage change
Average Cal. Year 1967 from
Average Cal. Year 1966

Excavation.....	+3.1
Surfacing	
Portland cement concrete	-1.8
Bituminous concrete.....	+0.9
Composite surfacing.....	-0.4
Structures	
Reinforcing steel.....	+2.2
Structural steel.....	+10.0
Structural concrete.....	+9.6
Composite, structures...	+8.6
Composite price index.....	+4.0

PRICE TRENDS FOR FEDERAL-AID HIGHWAY CONSTRUCTION 1957-1959= 100



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FHWA--106

FOR RELEASE - FRIDAY A.M.
January 26, 1968

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SUBMITTED TO CONGRESS

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He said "more than \$4.4 billion of the \$9.7 billion increase represents improvements to the system to provide increased capacity, greater safety, and longer life of the highway. These changes include additional interchanges, additional lanes, heavier design of the roadway, and a wide range of safety improvements recommended by the American Association of State Highway Officials following a Nationwide survey of the Interstate and other highways."

"Increases in construction costs represent about \$1.8 billion of the increase," Mr. Bridwell added.

He listed the following principal categories involved in the increase:

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FHWA--109

FOR IMMEDIATE RELEASE
January 26, 1968

FHWA REQUESTS INFORMATION
ON DELAWARE BRIDGE TOLLS

The Department of Transportation today asked the Delaware River Port Authority for detailed information on toll increases on bridges in the Camden, New Jersey area.

At the same time, Federal Highway Administrator Lowell K. Bridwell announced that he had telephoned David M. Walker, Chairman of the Port Authority, asking that proposed toll increases be held up until the Department's review of the matter can be completed.

Bridwell, in a letter sent previously to the Port Authority Chairman, said he had received numerous official requests asking him "to determine whether this toll increase is reasonable and justified, and if not, to prescribe reasonable rates for transit over these bridges" -- the Walt Whitman and Benjamin Franklin bridges.

The Federal Highway Administrator's authority to prescribe reasonable tolls stems from the General Bridge Act of 1946. Formerly vested in the U. S. Army Corps of Engineers, the authority was transferred to the Department of Transportation when it came into being last April.

Bridwell's letter asked the Delaware River Port Authority to furnish the following information:

1. "Schedules showing tolls charged before and after the toll increase;
 2. "The reasons for the increase;
 3. "The amount of additional revenues expected to be realized from the increase;
 4. "Your plans for utilizing this additional revenue;
 5. "The extent to which the toll revenues will be used to finance facilities other than highways;
 6. "Projections as to future bridges to be constructed by the Authority and the extent to which tolls from the Whitman and Franklin bridges will be used to finance such additional bridges;
 7. "The approximate date upon which you anticipate that these two bridges will be free of tolls; and
 8. "Whether, and if so to what extent, the toll increase is related to any anticipated change in the Authority's debt structure."
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FOR RELEASE - A.M. WEDNESDAY
JANUARY 31, 1968

SAFETY GRANTS ANNOUNCED

Thirteen Federal highway safety grants for 10 States, totaling \$643,138 were announced today by the Department of Transportation's Federal Highway Administrator Lowell K. Bridwell.

The matching grants are approved by Dr. William Haddon, Jr., Director of the FHWA's National Highway Safety Bureau, under the Highway Safety Act of 1966, to assist the States and their local communities in developing highway safety programs to meet Federal performance standards promulgated under the Act on June 27, 1967 by Secretary of Transportation Alan S. Boyd.

Bridwell said the funds announced today bring the total Federal funds obligated to \$6,693,401 since the start of the grants program in April 1967. Matching grants have been approved for 49 States, the District of Columbia, and Puerto Rico.

The grants announced today and the Federal matching share are as follows:

CALIFORNIA -- To conduct a training course for State highway employees to detect safety features in highway design, \$163,350.

GEORGIA -- To expand the high school driver education program in Chatam county, \$ 15,324.

To survey traffic accident and violation experience in the city of Decatur, to establish a basis for improving enforcement activities, \$3,588.

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To expand the high school driver education program in Bibb county, \$22,823.

To expand the high school driver education program in Lee county, \$1,003.

MAINE -- To install 20,000 field reference markers for a highway accident location system, \$21,952.

MARYLAND -- To expand State driver education programs, \$277,717.

MINNESOTA -- For planning and development of a State program to meet the Federal standard on driver education, \$8,708.

NEW HAMPSHIRE -- To buy and equip a mobile inspection van to supplement the State periodic motor vehicle inspection program, \$10,859.

OKLAHOMA -- To establish staff capability within the State Department of Education to plan and administer a comprehensive, State-wide driver education program, \$18,541.

SOUTH CAROLINA -- To plan, administer, and operate a State-wide periodic motor vehicle inspection program, \$80,636.

SOUTH DAKOTA -- To provide a course of instruction at Northwestern University in the handling of police records data, \$637.

WISCONSIN -- To provide State consultative services in driver education to local school units, \$18,000.

(For further information, contact Bob Boaz, FHWA Public Affairs Office, 962-8527.)

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WASHINGTON, D.C. 20591

FHWA--111

FOR RELEASE WEDNESDAY,
JANUARY 31, 1968

A summary of more than a thousand highway transportation research studies, costing \$30.6 million and supported wholly or in part with Federal funds, has been compiled and published by the Federal Highway Administration's Bureau of Public Roads.

The report, "Highway Research and Development Studies - 1967," lists technical and financial information on each study in progress as of July 1, 1967.

Most of the studies are supported jointly by the Bureau of Public Roads and State highway departments. Others are financed entirely by the Bureau of Public Roads, or are sponsored jointly by the Bureau of Public Roads and the American Association of State Highway Officials, and administered by the Highway Research Board.

The research work is carried on either directly by staffs of the Bureau of Public Roads and State highway departments, or under contract with universities, industrial laboratories, consultants and other qualified research organizations. Technical supervision for contract studies is furnished by the Bureau of Public Roads, the States or the Highway Research Board.

The compilation shows the objective of each study, how it is financed, and who is doing the research. An appendix lists available research reports on studies completed in previous years.

Copies of the report are available at \$1.00 each from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402.

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA--112

FOR A.M. RELEASE - WEDNESDAY
JANUARY 31, 1968

NHSB SIGNS RESEARCH CONTRACT
WITH NEW YORK STATE AGENCY

A two-year research contract with the New York State Department of Motor Vehicles to study crash experience of at least 27 makes of passenger cars was announced today by the Department of Transportation.

Federal Highway Administrator Lowell K. Bridwell said the purpose of the research will be to evaluate the effect of design variables of passenger cars on the frequency and severity of crashes and injuries. Under the contract, the National Highway Safety Bureau will finance a study of all auto crashes in the State. Specific data would be gathered on five model years (1965-1969) of at least 27 makes of passenger cars -- 13 domestic makes and 14 foreign makes.

The research project developed as a result of correspondence and discussions growing out of a letter sent last October to all State governors by Dr. William Haddon, Jr., Director of the National Highway Safety Bureau. In that letter, Dr. Haddon requested the States to provide any information they had available on accident data by car make and model.

Dr. Haddon said the decision to enter into the contract with New York State was prompted by a unique set of circumstances. The State and its staff have great past experience in analyzing crash data, it has the large computer capacity necessary to conduct the study, and it has a large number of auto crashes, injuries, and deaths each year.

The study will consist of an analysis of vehicles and drivers involved in all crashes reported to the State in calendar year 1968, to determine and classify the vehicles involved as to make, body type, number of

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doors, weight, horsepower, engine placement, and other significant design characteristics. The analysis will determine statistically which vehicle design classifications or combinations are associated with significantly high or low crash rates. It will also provide information needed for the precise measurement of the influence of specific components required by current Federal safety standards -- such as the collapsible steering column -- on the incidence and severity of crash injuries.

Dr. Haddon said, "There has been so little research on the frequency, severity, and types of crashes of specific makes and models of cars that no sufficiently detailed and reliable information of this type is now available. However, preliminary information indicates that different vehicles have greatly different crash and fatality rates.

"Such information is greatly needed as a basis for the emphasis, direction, and content of future vehicle safety standards, and to provide information to consumers as to the safety of different vehicles. It is also needed by manufacturers for the improvement of their products.

"The data processing methods developed in this research project will also lead -- in the future -- to a knowledge of how much use consumers get from different types of passenger cars, that is, how long they remain serviceable."

The contract will be for approximately \$290,000, with the actual amount still under negotiation.

(For further information, contact B. A. Boaz, FHWA Public Affairs Office, 962-8527.)

U.S. DEPARTMENT OF TRANSPORTATION
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WASHINGTON, D.C. 20591 FHWA-116

FEBRUARY 1, 1968

FOR RELEASE IMMEDIATELY

HIGHWAY NEEDS STUDY
IS SENT TO CONGRESS

The Department of Transportation today sent to the Congress the "1968 National Highway Needs Report," a document designed to assist the legislators "in shaping the broad outlines of a likely future highway program."

The first of a series of reports which Congress has asked be made every two years, the document provides in general terms "the present condition of the Nation's highway network, the demands likely to be placed on it in the next two decades, and the nature of deficiencies now existing and anticipated," and suggests a variety of approaches to the problems for the last quarter of this century.

Federal Highway Administrator Lowell K. Bridwell emphasized that the report "should not be considered as any sort of recommendation. It is an estimate of future needs and future costs — what the costs might be if every political subdivision brought its roads and streets and highways up to desired standards."

He said recommendations on the report would be sent to Congress later, probably around April 1, 1968.

The report, assembled in cooperation with the State highway departments, predicts highway travel will soar to more than 1.5 trillion miles a year by 1985, an increase of 71 percent during the 20-year period.

It sees urban and urbanizing areas as representing "the major highway transportation problems of the next two decades," and envisions a Federal-aid metropolitan highway system following up the 41,000-mile National System of Interstate and Defense Highways which is expected to be completed in the mid-1970's.

The States have estimated that to handle traffic requirements of 1985, "additional freeway mileage at least equal to the 41,000-mile Interstate System will be needed."

Also described as "a major need," is a Nationwide functional highway classification study to include all public roads and streets, in cooperation with the State highway departments and local governments.

The estimate of highway needs, the report explains, represents "a National summary of the costs that would be required to improve deficient sections of all highways in the Nation to an engineering standard considered appropriate for each class of roadway."

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"It does not include," it added, "all costs that would be required for an extensive program of traffic engineering improvements in urban areas, or for other possible improvements such as parking facilities and special features on urban streets and highways to expedite bus movement."

The report estimates the cost of needed capital improvements all streets, roads and highways for the 1965-85 period at \$293 billion, a third of which represents local roads and streets.

It estimates that \$67.9 billion worth of this work will be accomplished by 1972, with \$225.7 billion remaining for the 1973-85 period.

Annual expenditures for the 1965-72 "current period of accomplishment" are set at \$8.4 billion, with the annual figure for the years 1973-85 set at \$17.3 billion a year, more than double.

It notes that if taxes to pay for these improvements were levied on a vehicle mile basis, they would range from 0.9 cents a vehicle mile in the 1965-72 period to 1.4 cents in the 1973-85 area.

Tables showing the needs of the various systems and the average highway maintenance and administrative costs for the 1965-85 period are attached.

Table 2.--National summary of total needs, 1965 to 1985; estimated accomplishments, 1965 to 1972 ^{1/}; and anticipated needs, 1973 to 1985

Administrative system	Cost of needed improvements			Rate of expenditure			
	Total needs, 1965-1985	Estimated accomplishments, 1965-1972	Anticipated needs, 1973-1985	Per year		Per vehicle mile	
				Estimated, 1965-1972	Needed, 1973-1985	Estimated, 1965-1972	Needed, 1973-1985
	(Million dollars)	(Million dollars)	(Million dollars)	(Million dollars)	(Million dollars)	(Cents)	(Cents)
Interstate							
Rural	14,433	12,585	1,848	1,573	142	1.733	0.100
Urban	12,787	10,914	1,873	1,364	144	1.618	0.101
Total	27,220	23,499	3,721	2,937	286	1.678	0.101
Other Federal-aid primary							
Rural	53,621	10,953	42,668	1,369	3,282	0.782	1.577
Urban	37,576	8,016	29,560	1,002	2,274	0.888	1.360
Total	91,197	18,969	72,228	2,371	5,556	0.823	1.480
Federal-aid secondary, State							
Rural	33,062	4,374	28,688	547	2,207	0.711	2.421
Urban	6,229	778	5,451	97	419	0.390	1.117
Total	39,291	5,152	34,139	644	2,626	0.632	2.041
Federal-aid secondary, local ^{2/}							
Rural	16,945	2,501	14,444	313	1,111	0.676	2.097
Urban	4,611	619	3,992	77	307	0.351	0.881
Total	21,556	3,120	18,436	390	1,418	0.571	1.615
Other State highways							
Rural	10,918	1,173	9,745	147	750	1.072	4.686
Urban	5,256	597	4,659	75	358	0.426	1.669
Total	16,174	1,770	14,404	222	1,108	0.709	2.957
Other local roads and streets ^{2/}							
Rural	36,251	5,819	30,432	727	2,341	0.921	2.688
Urban	61,996	9,620	52,376	1,203	4,029	0.568	1.438
Total	98,247	15,439	82,808	1,930	6,370	0.664	1.734
All administrative systems							
Rural	165,230	37,405	127,825	4,676	9,833	0.971	1.652
Urban	128,455	30,544	97,911	3,818	7,531	0.807	1.102
Total	293,685	67,949	225,736	8,494	17,364	0.889	1.358

^{1/} "Accomplishments" is used here to mean the level of expected expenditures on each administrative system during the period 1965-1972.

^{2/} Includes county roads under State control in Alabama, Delaware, Nevada, North Carolina, Virginia and West Virginia.

Table 4.--Highway maintenance and administration costs in
1965 and annual average projections
for 1966-72 and 1973-85
(Millions of dollars)

Year	Federal	State	County	Municipal	Total
MAINTENANCE					
1965	17	1,158	1,056	790	3,021
Annual average:					
1966-72	<u>1/</u> 23	1,443	1,174	1,001	3,641
1973-85	<u>1/</u> 39	2,501	1,584	1,654	5,778
ADMINISTRATION AND OTHER <u>2/</u>					
1965	51	1,200	282	552	2,085
Annual average:					
1966-72	67	1,423	250	512	2,252
1973-85	90	1,688	246	565	2,589

1/ Maintenance of Federal domain roads.

2/ Administration, policing, planning and research,
and debt service.

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA-113

FOR RELEASE FRIDAY,
FEBRUARY 2, 1968

STATE-FEDERAL AGENCIES JOIN
IN MOTOR CARRIER SAFETY WORK

Federal Highway Administrator Lowell K. Bridwell today announced that fourteen States have signed Cooperative Agreements to work with the Federal Government in improving enforcement of motor carrier safety regulations.

The Cooperative Agreements with the Bureau of Motor Carrier Safety are authorized by Public Law 89-170, and provide for the reciprocal exchange of compliance information on violations of motor carrier safety regulations and hazardous materials regulations which come to the attention of either agency during investigative and inspection operations.

To date, the Cooperative Agreements with the Bureau have been signed by Alaska, Arizona, Arkansas, Colorado, Florida, Georgia, Kansas, Michigan, Mississippi, North Carolina, South Carolina, Tennessee, Utah, and Washington. The Bureau hopes to sign agreements with all States in the near future, and preliminary discussions are underway with several.

While there are no funding-aid provisions under the Cooperative Agreements, the furnishing of information and making investigators available as witnesses in enforcement matters on a reciprocal basis will be of mutual benefit to both Federal and State regulatory officials. In announcing the agreements signed so far, Mr. Bridwell acknowledged the cooperation and assistance of the National Association of Regulatory Utility Commissioners in launching this program, and cited the willingness of the States to enter into these agreements as a welcome first step in cementing a closer working partnership.

Said Mr. Bridwell, "The joining of the State and Federal enforcement capability, coupled with the voluntary cooperation of the motor carriers subject to regulation, should do much to enhance the total truck and bus safety performance record. Both industry and government at all levels must continue to seek every means at their disposal to reduce the toll of motor vehicle accidents involving the commercial vehicle sector."

4 X 6 cd

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**

WASHINGTON, D.C. 20591

FHWA--115

FOR RELEASE - SUNDAY
February 4, 1968

MAINE AND PUERTO RICO SIGN
BILLBOARD CONTROL AGREEMENTS

The Department of Transportation announced today that two of America's leading vacationlands -- Maine and Puerto Rico -- have signed billboard control agreements with the Federal Highway Administration.

This brings to 11 the number of agreements reached under the tighter controls of the Highway Beautification Act of 1965. Others which have signed are: Kentucky, New York, Connecticut, Rhode Island, Vermont, Virginia, Hawaii, Minnesota and the District of Columbia.

The agreement with Puerto Rico incorporates Puerto Rico's existing laws which ban all billboards from within 500 meters of the commonwealth's highways, excepting such signs as traffic and warning devices and on-premise advertising signs.

The agreement with Maine covers space, size and lighting specifications for billboards in zoned and unzoned commercial and industrial areas on the Federal-aid primary system. Non-commercial rural stretches of Maine's highways are not affected by the agreement, but the Beautification Act requires that these be brought under control and poses the possible penalty of 10 percent loss of Federal-aid highway funds. On these rural stretches, billboards are banned within 660 feet of the highway except for on-premise, directional and other official signs.

The Beautification Act also provides for the participation of Federal funds in compensation paid to owners of outdoor advertising signs, or owners of land on which signs have been erected and removed under the control program. The Federal share of participation is 75 percent.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--114

FOR RELEASE MONDAY
February 5, 1968

REGULATIONS AMENDED FOR
GAS-HAULING TANK TRUCKS

The Department of Transportation today announced emergency action requiring certain cargo tank motor vehicles used for the transport of compressed gases to be inspected internally for stress corrosion cracking.

Federal Highway Administrator Lowell K. Bridwell said a serious safety problem has been found to exist with respect to MC-330 and MC-331 cargo tanks constructed of quenched and tempered steel which have been used to transport anhydrous ammonia. Industry tests have established that many of these tanks have developed stress corrosion cracking which can be detected only by internal inspection. Industry tests have already resulted in the withdrawal of a large number of such tanks from service.

Because of the hazards involved, Bridwell said the Hazardous Materials Regulations have been amended to require:

1. That MC-330 and MC-331 cargo tanks which have been used to transport anhydrous ammonia not be used after March 31, 1968, for the transport of liquified petroleum gas, or after April 30, 1968, for the transport of any other flammable compressed gas or anhydrous ammonia unless they have been internally tested and repaired if necessary.
2. Any MC-330 or MC-331 cargo tank that has never been used to transport anhydrous ammonia, but has transported liquified petroleum gas, shall not be used after December 31, 1968 unless internally inspected and repaired if necessary.
3. In any future shipments of anhydrous ammonia in these MC-300 and MC-331 cargo tanks, the tank must be purged of air before loading, and the corrosive action of the anhydrous ammonia must be inhibited by the introduction of 0.2 percent water by weight.

(For further information, contact B. A. Boaz, FHWA Public Affairs Office, 962-8527.)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA -- 117

For Immediate Release
Tuesday, February 6, 1968

SAFETY GRANTS ANNOUNCED

Fifteen more Federal highway safety grants for eleven States, totaling \$708,503 were announced today by the Department of Transportation's Federal Highway Administrator Lowell K. Bridwell.

The matching grants were approved by Dr. William Haddon, Jr., Director of the FHWA's National Highway Safety Bureau, under the Highway Safety Act of 1966, to assist the States and their local communities in developing highway safety programs to meet Federal performance standards promulgated under the Act on June 27, 1967 by Secretary of Transportation Alan S. Boyd.

Bridwell said the funds announced today bring the total Federal funds obligated to \$7,403,907 since the start of the grants program in April 1967. Matching grants have been approved for 49 States, the District of Columbia, and Puerto Rico.

The grants announced today and the Federal matching share are as follows:

DELAWARE -- To carry out a program for re-examining all drivers every four years, \$13,907.

FLORIDA -- To help provide an emergency ambulance service program in Dade county, \$166,664.

To help provide an emergency ambulance service program in Manatee county, \$10,177.

GEORGIA -- To establish a state-wide training program for school bus drivers and bus mechanics, \$16,524.

To expand the high school driver education program in the city of Dalton, \$1,266.

MINNESOTA -- To establish and maintain a state-wide emergency medical services program for persons injured in highway crashes, \$16,500.

NEBRASKA -- To provide supervision and command training for law enforcement officers at the State Patrol Training Center, \$16,000.

To begin a State program to re-examine all drivers every four years, \$50,286.

NEW JERSEY -- To establish a liaison bureau within the Division of State Police to coordinate a state-wide program in police traffic services among 427 municipalities, \$33,331.

NEW YORK -- To provide grants-in-aid to teachers to enable them to take in-service driver education courses, \$120,000.

To establish staff capability in the State Department of Education to supervise and coordinate a state-wide driver education program, \$51,322.

NORTH CAROLINA -- To train ambulance attendants in a State program to improve emergency medical services to those injured in highway crashes, \$21,812.

OREGON -- To survey status of existing emergency medical services in the State and develop a master plan to improve such services, \$69,382.

RHODE ISLAND -- To carry out a program to identify high accident locations, \$10,085.

WASHINGTON -- To provide basic training for 50 new troopers for the State patrol, \$111,247.

(For further information, contact B. A. Boaz, FHWA Public Affairs Office, 962-8527.)

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591 FHWA--108

FOR RELEASE WEDNESDAY,
FEBRUARY 7, 1968

QUARTERLY REPORT ON THE APPALACHIAN
HIGHWAY PROGRAM AS OF DECEMBER 31, 1967

The Department of Transportation reported today that Federal and State funds totaling \$309.4 million were obligated through December 31, 1967 for highways and local access roads under the Appalachian Highway Program. The Federal share was \$190.9 million.

Federal Highway Administrator Lowell K. Bridwell said that as of December 31, 394 miles were completed or under construction, an increase of 14 miles since the September 30 quarterly report. Of the total, 103 miles were completed. Engineering and right-of-way acquisition were underway on 1,119 miles.

The status of development of the Appalachian Highway Program compiled by the Federal Highway Administration's Bureau of Public Roads is shown in table 1 for Appalachian development highways and in table 2 for local access roads.

As shown in table 1, construction had begun on 175 miles of 2,566 miles of development highways being considered for improvement. Preliminary engineering and right-of-way acquisition were underway on an additional 1,023 miles, centerline locations had been approved for another 296 miles, and location studies were either underway or completed on all but 151 miles.

Of the 345 miles of local access roads approved to date, (table 2), construction had begun on 116 miles, preliminary engineering and right-of-way acquisition were underway or completed on an additional 96 miles, centerline locations had been approved on 43 miles, and location studies were underway or completed on all but 28 miles.

(more)

The Appalachian Regional Development Act, passed by Congress in 1965, authorized \$840 million in Federal funds for a six-year period for the construction of 2,350 miles of development highways and 1,000 miles of local access roads. States included in the program were: Alabama, Georgia, Kentucky, Maryland, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia.

The Act was amended on October 11, 1967, and authorized an additional \$175 million in Federal funds for the construction of 350 more miles of development highways and 600 more miles of local access roads. Mississippi was added to the list of States.

The purpose of the program is to open up for possible development areas of Appalachia in which the growth of commerce and communications has been restricted because of inadequate access. ^{Am} The Appalachia Development Highway System is planned in conjunction with the Federal-State Interstate System and other Federal-aid highways. Local access roads will serve special recreational, residential, commercial, and industrial needs, and will facilitate school consolidation programs.]

The traditional partnership arrangement between the Bureau of Public Roads and the State highway departments, under which all Federal-aid highway programs are carried out, is also being employed in the Appalachian Highway Program. The highways are being designed in accordance with standards developed by the various States through the American Association of State Highway Officials, and approved by the Bureau of Public Roads.

APPALACHIAN HIGHWAY PROGRAM
STATUS OF DEVELOPMENT AS OF DECEMBER 31, 1967

TABLE 1

STATE	APPALACHIAN DEVELOPMENT HIGHWAY MILEAGE									FUNDS OBLIGATED UNDER APPALACHIAN PROGRAM	
	APPALACHIAN IMPROVEMENT COMPLETED	WORK IN PROGRESS					ROUTE LOCATION WORK NOT STARTED	CORRIDOR MILEAGE BEING CON- SIDERED FOR APPALACHIAN IMPROVEMENT 1/	TOTAL APPALACHIAN CORRIDOR MILEAGE		
		UNDER CON- STRUCTION	ENGINEERING AND RIGHT- OF-WAY	CENTER- LINE LOCATION APPROVED	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY					
Alabama	-	-	-	-	-	-	-	-	-	-	-
Georgia	-	5.3	24.3	56.8	-	86.4	-	86.4	89.0	9,979,370	5,685,491
Kentucky	40.2	26.8	239.3	13.0	96.7	375.8	-	416.0	579.3	53,945,808	37,223,872
Maryland	9.4	3.6	-	16.3	48.8	68.7	-	78.1	82.2	21,100,279	11,718,065
New York	-	19.3	180.7	-	10.5	210.5	20.0	230.5	260.0	38,949,900	20,054,937
North Carolina	11.4	9.9	130.8	8.9	28.3	177.9	11.0	200.3	201.2	20,225,596	12,788,049
Ohio	-	4.1	127.0	44.0	24.6	199.7	2.6	202.3	295.3	13,707,720	9,594,004
Pennsylvania	-	16.9	30.5	-	307.7	355.1	86.4	441.5	491.1	39,874,969	20,974,962
South Carolina	-	-	-	-	-	-	-	-	-	-	-
Tennessee	8.6	16.3	112.4	74.0	79.2	281.9	30.6	321.1	333.9	16,363,793	11,392,370
Virginia	10.5	64.7	17.5	3.3	82.4	167.9	-	178.4	203.4	50,556,395	31,917,478
West Virginia	4.2	8.3	160.2	80.2	158.9	407.6	-	411.8	421.7	28,779,448	19,164,067
Total	84.3	175.2	1,022.7	296.5	837.1	2,331.5	150.6	2,566.4	2,957.1	293,483,278	180,513,295
Percent of Total Under Consideration	3	7	40	11	33	91	6	100	-	-	-

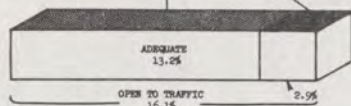
^{1/} From which not to exceed 2,700 miles is to be designated for construction under the Appalachian program.

APPALACHIAN HIGHWAY PROGRAM
STATUS OF DEVELOPMENT AS OF DECEMBER 31, 1967

TABLE 2

STATE	LOCAL ACCESS ROAD MILEAGE								FUNDS OBLIGATED UNDER APPALACHIAN PROGRAM	
	APPALACHIAN IMPROVEMENT COMPLETED	WORK IN PROGRESS					ROUTE LOCATION WORK NOT STARTED	TOTAL MILEAGE		
		UNDER CON- STRUCTION	ENGINEERING AND RIGHT- OF-WAY	CENTER- LINE LOCATION APPROVED	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY				
Alabama	1.1	95.7	31.2	=	39.5	166.4	25.5	193.0	10,031,477	6,919,771
Georgia	2.0	-	6.1	-	-	6.1	-	8.1	208,050	144,305
Kentucky	0.4	0.4	-	-	-	0.4	-	0.8	879,606	502,583
Maryland	-	-	-	-	-	-	-	-	-	-
New York	-	-	1.9	-	-	1.9	-	1.9	-	-
North Carolina	0.2	-	-	-	2.5	2.5	1.4	4.1	26,100	18,270
Ohio	3.6	6.6	11.2	-	-	17.8	-	21.4	1,752,756	803,077
Pennsylvania	-	1.7	-	8.1	0.9	10.7	-	10.7	629,100	370,430
South Carolina	-	11.4	30.3	-	-	41.7	-	41.7	1,658,957	1,161,270
Tennessee	-	-	5.6	34.6	-	40.2	1.4	41.6	158,850	111,195
Virginia	-	-	8.3	-	-	8.3	-	8.3	-	-
West Virginia	12.0	-	1.9	-	-	1.9	-	13.9	554,140	341,530
Total	19.3	115.8	96.5	42.7	42.9	297.9	28.3	345.5	15,899,036	10,372,431
Percent of Total Mileage	6	34	28	12	12	86	8	100		

STATE	TOTAL DESIGNATED SYSTEM MILEAGE	OPEN TO TRAFFIC		
		ADEQUATE SEGMENTS-NO APPALACHIAN FUNDS EXPENDED	INADEQUATE SEGMENTS-IMPROVED WITH APPALACHIAN FUNDS	TOTAL
GEORGIA	89.0	2.6	-	2.6
KENTUCKY	279.3	163.3	40.2	203.5
MARYLAND	82.2	4.1	9.4	13.5
NEW YORK	250.0	29.5	-	29.5
NORTH CAROLINA	201.2	0.9	11.4	12.3
OHIO	295.3	93.0	-	93.0
PENNSYLVANIA	491.1	49.6	-	49.6
TENNESSEE	333.9	12.8	8.6	21.4
VIRGINIA	203.4	25.0	10.5	35.5
WEST VIRGINIA	421.7	9.9	4.2	14.1
TOTAL	2,977.1	390.7	84.3	475.0

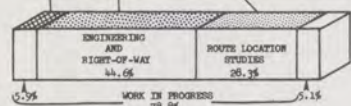


APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

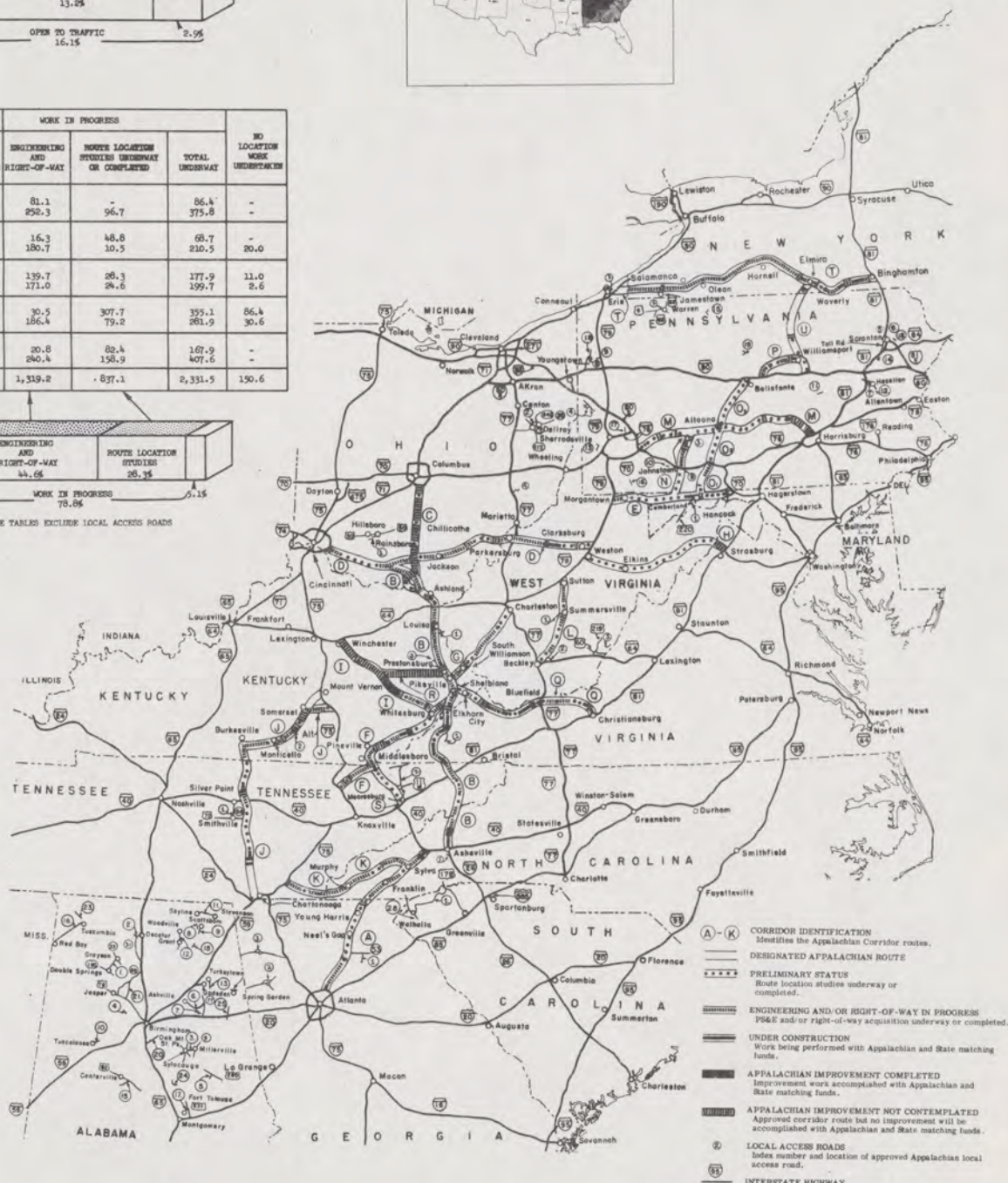
STATUS OF IMPROVEMENT AS OF DECEMBER 31, 1967



STATE	UNDER CONSTRUCTION	WORK IN PROGRESS		TOTAL UNDERWAY	NO LOCATION WORK UNDERWAY
		ENGINEERING AND RIGHT-OF-WAY	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED		
GEORGIA	5.3	81.1	-	86.4	-
KENTUCKY	26.8	252.3	96.7	375.8	-
MARYLAND	3.6	16.3	48.8	68.7	-
NEW YORK	19.3	180.7	10.5	210.5	20.0
NORTH CAROLINA	9.9	139.7	28.3	177.9	11.0
OHIO	4.1	171.0	24.6	199.7	2.6
PENNSYLVANIA	16.9	30.5	307.7	355.1	86.4
TENNESSEE	16.3	186.4	79.2	281.9	30.6
VIRGINIA	64.7	20.8	82.4	167.9	-
WEST VIRGINIA	8.3	240.4	150.9	409.6	-
TOTAL	175.2	1,319.2	877.1	2,331.5	150.6



ABOVE TABLES EXCLUDE LOCAL ACCESS ROADS



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591 FHWA-118

FOR RELEASE WEDNESDAY,
FEBRUARY 14, 1968

QUARTERLY REPORT ON THE FEDERAL-AID
HIGHWAY PROGRAM, DECEMBER 31, 1967

Almost 25,650 miles of the 41,000-mile National System of Interstate and Defense Highways are now open to traffic and construction is underway on another 5,490 miles, the U. S. Department of Transportation's Federal Highway Administration announced today.

Information as of December 31, 1967 compiled by the Department's Bureau of Public Roads showed that 63 percent of the system is now open to traffic. Only 3 percent has not been advanced beyond the preliminary status.

The total mileage in use by passenger and commercial vehicles rose from 23,476 a year ago and 24,595 as of September 30, 1967, the date of the last survey, to 25,642 as of December 31. Thus mileage open to traffic was increased by 2,166 miles during the past 12 months, including 1,047 miles in the quarter ending December 31.

The Interstate System will be the Nation's key highway network, serving both civilian and defense needs, and carrying over 20 percent of all traffic. Congress has required that projects be planned to accommodate adequately the traffic anticipated 20 years beyond their design period.

All Federal funds for the Interstate program and the Federal-aid primary and secondary programs come from Federal excise taxes levied on highway users and channeled through the Highway Trust Fund.

Of the 25,642 miles of the Interstate System now in use by motorists, 19,985 miles meet the standards of adequacy for future traffic and 3,354 miles are fully capable of handling current traffic but will need additional improvement to bring them up to the ultimate standards. Toll roads, bridges and tunnels incorporated in the system, as permitted by law, totaled 2,303 miles.

Of the total mileage open to traffic 22,115 miles (86 percent) has been built or improved under the Federal-aid Interstate program, most of it in the 90-percent Federal, 10-percent State sharing program launched in 1956. Work on the remaining 1,224 miles (other than toll facilities) was financed by the States and localities, mostly before 1956, under other programs — in many cases with Federal aid.

In addition to the sections open to traffic, 5,490 miles were under construction as of December 31, and engineering or right-of-way acquisition was in progress on another 8,805 miles. Thus some form of work was underway or completed on 39,937 miles of the 41,000-mile system — about 97 percent of the total.

(over)

Under the controlling Federal legislation, each State receives a yearly apportionment of Federal Interstate funds for work on approved Interstate System routes. The apportionment of \$3.8 billion for fiscal year 1969 was announced on August 29, 1967. The scheduling of preliminary steps and actual construction on the Interstate routes are the responsibility of the States, subject to approval and control by the Bureau of Public Roads.

The status of the Interstate System as of December 31, 1967 is shown on the accompanying map, and in detail in table I. In summary, the status is as follows:

Mileage improved and open to traffic:

Completed to full or acceptable standards:		
With Interstate funds	19,643	
With other public funds	<u>342</u>	19,985
Improved to standards adequate for present traffic but additional improvement needed to meet full standards:		
With Interstate funds	2,472	
With other public funds	<u>882</u>	3,354
Toll facilities		<u>2,303</u>
Total mileage improved and open to traffic		25,642
Mileage under construction		5,490
Preliminary engineering or right-of-way acquisition underway		<u>8,805</u>
Total mileage improved or work underway		39,937

Some \$31.7 billion has been put to work on the Federal-aid Interstate program since the accelerated program began in 1956. Work completed since July 1, 1956 has cost \$22.40 billion, of which \$18.33 billion was for construction and \$4.07 billion for engineering and right-of-way acquisition. As of December 31, 1967, work estimated to cost \$9.33 billion was underway or authorized, including \$6.09 billion of construction, and \$3.24 billion of engineering and right-of-way acquisition. Interstate financing data, by States, are reported in table II.

The continuing program of Federal assistance for the improvement of the Federal-aid primary and secondary highway systems and their urban extensions, for which \$1 billion was apportioned for fiscal year 1969, has also shown considerable accomplishment, with \$23.37 billion worth of work involving 234,028 miles of construction contracts completed or underway.

Construction contracts involving 219,087 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of \$18.07 billion; and contracts involving 14,941 miles at a cost of \$3.20 billion were underway on December 31. In addition, \$1.37 billion of engineering and right-of-way acquisition work had been completed and \$726 million worth of such work was underway. The primary-secondary-urban program is financed by the Federal Government and the States on an equal-share basis. Data are reported by States in table III.

The Highway Trust Fund, source of Federal funds for the Federal-aid highway program, received \$1.065 billion of tax revenue income during the three months ended December 31, about 75 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to \$1.268 billion. The status of the Trust Fund is shown in table IV.



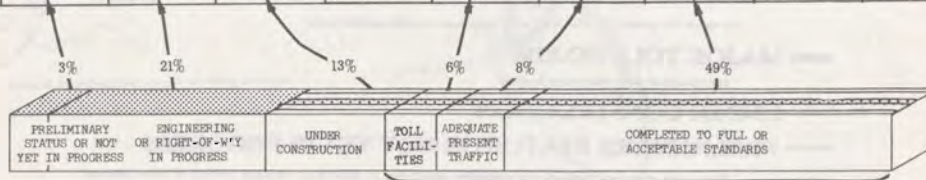
THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF DECEMBER 31, 1967



TABLE I

STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS			OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	COMPLETED TO FULL OR ACCEPTABLE STANDARDS	TOTAL OPEN TO TRAFFIC		
ALABAMA	-	236.6	191.3	427.9	-	141.3	311.2	452.5	880.4	ALABAMA
ARIZONA	1.0	198.3	235.7	434.0	-	268.2	464.1	732.3	1,167.3	ARIZONA
ARKANSAS	-	634.0	130.8	764.8	-	4.3	320.8	325.1	518.9	ARKANSAS
CALIFORNIA	-	531.3	282.6	813.9	10.2	317.3	1,023.9	1,351.4	2,165.3	CALIFORNIA
COLORADO	119.1	127.5	75.6	203.1	-	118.4	494.3	612.7	934.9	COLORADO
CONNECTICUT	-	24.2	10.1	34.3	16.4	47.4	197.3	261.1	295.4	CONNECTICUT
DELAWARE	-	9.4	10.8	20.2	14.3	0.9	5.2	20.4	40.6	DELAWARE
FLORIDA	55.1	332.0	103.1	435.1	44.8	-	621.5	666.3	1,156.5	FLORIDA
GEORGIA	-	342.6	244.3	586.9	-	15.5	505.8	521.3	1,106.2	GEORGIA
HAWAII	11.6	24.9	3.8	28.7	-	1.6	9.9	11.5	51.8	HAWAII
IDaho	-	172.3	44.1	216.4	-	102.6	289.3	391.9	606.3	IDaho
ILLINOIS	38.8	425.4	223.0	648.4	156.0	143.0	655.6	954.6	1,641.8	ILLINOIS
INDIANA	-	248.9	219.0	467.9	156.9	41.1	448.9	646.9	1,114.8	INDIANA
IOWA	-	165.1	44.0	209.1	0.6	-	499.1	499.7	708.8	IOWA
KANSAS	0.1	114.8	51.6	166.4	185.9	9.6	438.9	634.4	800.9	KANSAS
KENTUCKY	-	161.2	179.1	340.3	39.2	4.2	354.9	398.3	738.6	KENTUCKY
LOUISIANA	-	234.4	160.4	394.8	-	1.8	276.7	278.5	673.3	LOUISIANA
MAINE	1.8	33.8	0.8	34.6	58.0	99.1	118.6	275.7	312.1	MAINE
MARYLAND	19.2	26.7	31.8	58.5	53.0	70.9	152.5	276.4	354.1	MARYLAND
MASSACHUSETTS	4.4	53.7	50.9	104.6	135.8	27.3	179.0	342.1	451.1	MASSACHUSETTS
MICHIGAN	-	172.0	72.3	244.3	4.8	44.4	787.9	837.1	1,081.4	MICHIGAN
MINNESOTA	-	290.5	209.0	499.5	-	42.3	362.2	404.5	904.0	MINNESOTA
MISSISSIPPI	-	124.9	168.7	293.6	-	31.3	352.9	384.2	677.8	MISSISSIPPI
MISSOURI	12.3	259.5	66.6	326.1	0.3	174.5	606.7	781.5	1,139.9	MISSOURI
MONTANA	29.6	536.2	59.0	595.2	-	300.4	260.8	561.2	1,186.0	MONTANA
NEBRASKA	-	99.3	43.9	143.2	0.2	12.9	321.3	334.4	477.6	NEBRASKA
NEVADA	-	136.5	29.6	166.1	-	5.3	363.2	368.5	534.6	NEVADA
NEW HAMPSHIRE	11.3	31.3	12.9	44.2	22.0	20.2	117.3	159.5	215.0	NEW HAMPSHIRE
NEW JERSEY	63.9	85.3	63.8	149.1	46.3	32.9	89.2	168.4	381.4	NEW JERSEY
NEW MEXICO	64.1	211.7	99.5	311.2	-	70.9	552.2	623.1	994.0	NEW MEXICO
NEW YORK	21.7	90.0	72.6	162.6	492.4	51.9	494.6	1,038.9	1,223.2	NEW YORK
NORTH CAROLINA	15.3	193.8	112.1	305.9	-	30.8	418.2	449.0	770.2	NORTH CAROLINA
NORTH DAKOTA	62.6	95.5	20.5	116.0	-	51.9	340.3	392.2	570.8	NORTH DAKOTA
OHIO	8.8	226.1	217.0	443.1	206.4	53.7	818.3	1,078.4	1,530.3	OHIO
OKLAHOMA	-	72.8	132.6	205.4	174.1	23.3	394.7	592.1	797.5	OKLAHOMA
OREGON	16.9	66.9	1.3	68.2	-	135.2	513.5	648.7	733.8	OREGON
PENNSYLVANIA	23.8	211.2	330.3	541.5	360.2	2.2	653.0	1,015.4	1,580.7	PENNSYLVANIA
RHODE ISLAND	-	15.8	13.5	29.3	-	8.7	32.8	41.5	70.8	RHODE ISLAND
SOUTH CAROLINA	-	107.9	184.4	292.3	-	20.3	369.5	389.8	682.1	SOUTH CAROLINA
SOUTH DAKOTA	-	191.2	72.9	264.1	-	77.5	337.6	415.1	679.2	SOUTH DAKOTA
TENNESSEE	-	315.9	141.2	457.1	-	92.6	500.9	593.5	1,050.6	TENNESSEE
TEXAS	54.6	617.1	391.2	1,008.3	-	285.9	1,679.3	1,965.2	3,028.1	TEXAS
UTAH	145.9	315.3	182.0	497.3	-	34.6	256.0	290.6	933.8	UTAH
VERMONT	-	122.3	53.4	175.7	-	13.5	131.2	144.7	320.4	VERMONT
VIRGINIA	0.6	283.5	124.4	407.9	38.3	49.0	564.5	651.8	1,060.3	VIRGINIA
WASHINGTON	64.8	122.8	68.5	191.3	-	215.8	254.8	470.6	725.7	WASHINGTON
WEST VIRGINIA	45.7	166.7	77.1	243.8	87.2	0.3	137.4	224.9	514.4	WEST VIRGINIA
WISCONSIN	0.7	39.9	31.2	71.1	-	24.7	361.9	386.6	458.4	WISCONSIN
WYOMING	129.0	68.7	144.7	213.4	-	29.8	537.0	566.8	909.2	WYOMING
DISTRICT OF COLUMBIA	9.7	8.3	1.2	9.5	-	2.9	7.7	10.6	29.8	DISTRICT OF COLUMBIA
PENDING	30.5 2/	-	-	-	-	-	-	-	30.5 2/	PENDING
TOTAL	1,062.9	8,805.0	5,490.2	14,295.2	2,303.3	3,354.2	19,984.4	25,641.9	41,000.0	TOTAL

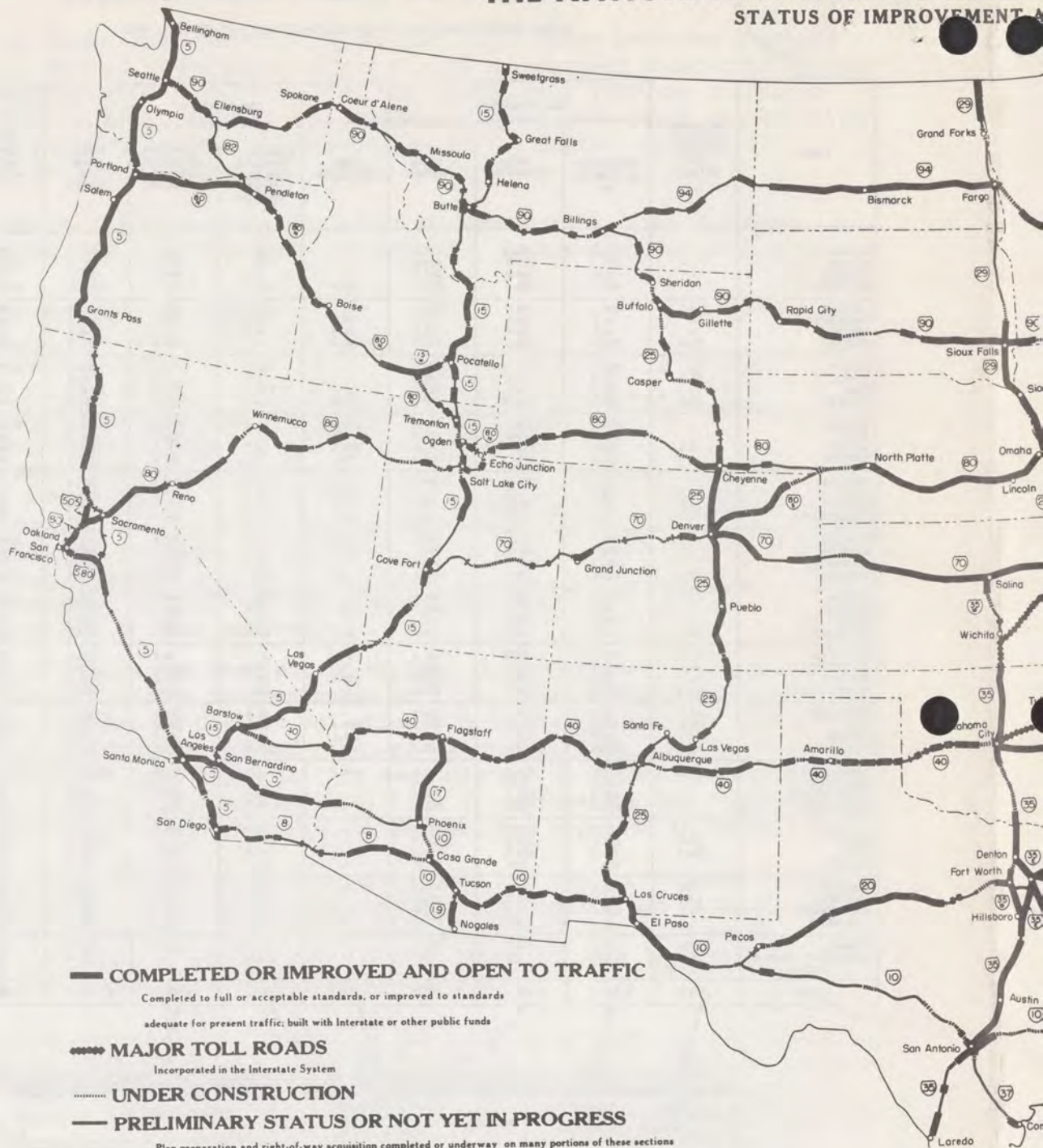


1/ Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.

2/ Consists of mileage which has not been assigned to any specific route and is a reserve for final measurement of the system.

THE NATIONAL SYSTEM OF INTERSTATE HIGHWAYS

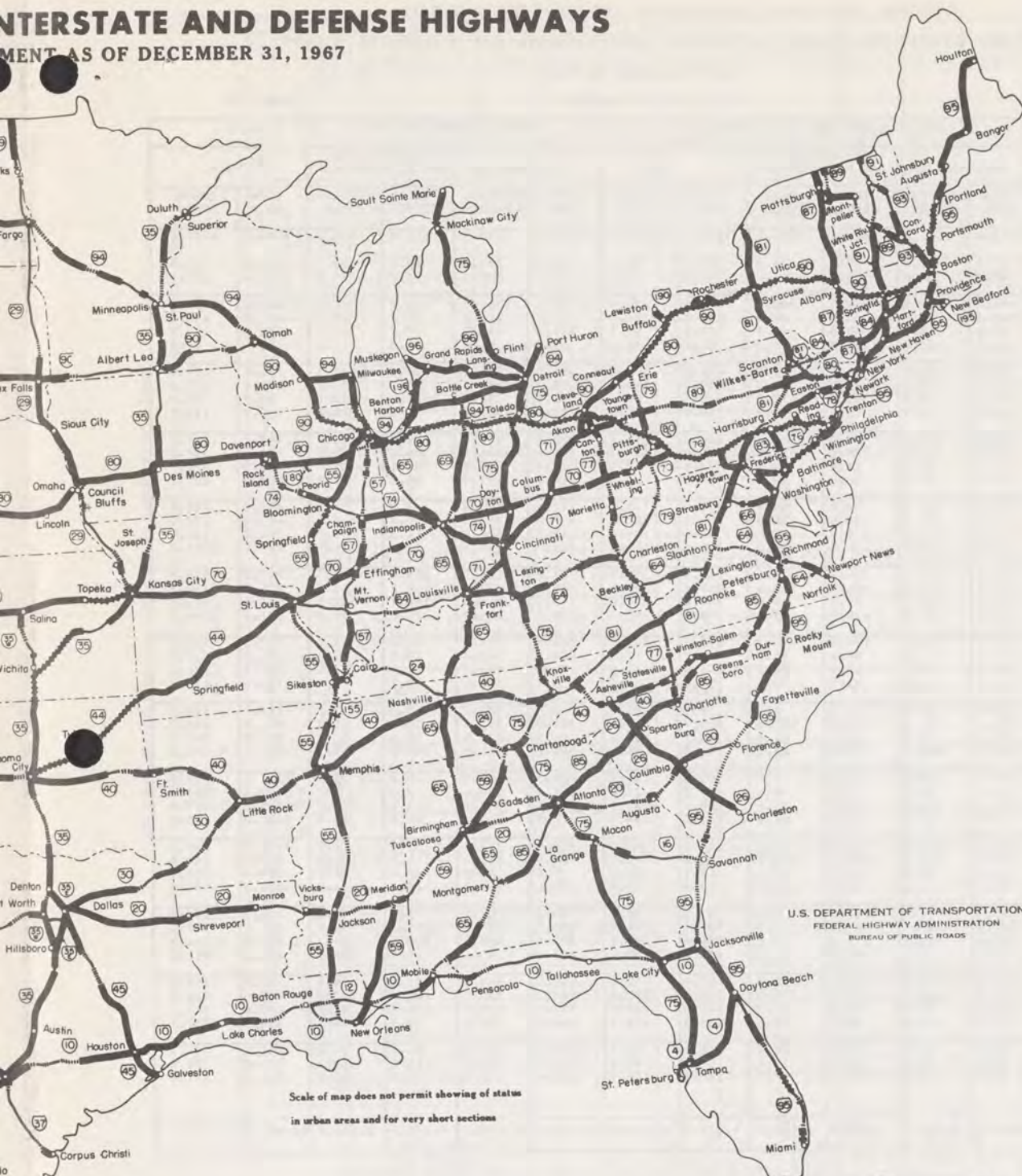
STATUS OF IMPROVEMENT



Preliminary Status or Not Yet in Progress	Engineering and Right-of-Way in Progress	Under Construction	
1,063 Miles	8,805 Miles	5,490 Miles	

INTERSTATE AND DEFENSE HIGHWAYS

AS OF DECEMBER 31, 1967



Scale of map does not permit showing of status
in urban areas and for very short sections

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Open to Traffic
25,642 Miles

31,132 Miles



NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS
ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS

AS OF DECEMBER 31, 1967

/MILLIONS OF DOLLARS/

TABLE II

STATE	PROJECTS UNDERWAY OR AUTHORIZED						PROJECTS COMPLETED JULY 1, 1956 TO DATE					
	CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL		CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	\$113.4	\$102.0	\$113.2	\$101.9	\$226.6	\$203.9	\$329.1	\$290.7	\$51.9	\$45.3	\$381.0	\$336.0
ALASKA												
ARIZONA	57.2	54.2	27.8	26.3	85.0	80.5	295.5	273.6	42.6	39.7	338.1	313.3
ARKANSAS	63.8	57.4	14.0	12.6	77.8	70.0	231.2	205.8	34.2	29.5	265.4	235.3
CALIFORNIA	496.3	439.9	459.3	390.5	955.6	830.4	1,505.4	1,321.0	516.8	437.6	2,022.2	1,758.6
COLORADO	108.3	73.7	30.0	27.4	138.3	101.1	236.7	210.1	34.3	29.3	271.0	239.4
CONNECTICUT	60.6	48.9	50.0	44.3	110.6	93.2	281.1	244.5	77.5	69.2	358.6	313.7
DELAWARE	26.3	23.6	28.9	25.3	55.2	48.9	53.0	46.6	1.4	1.1	54.4	47.7
FLORIDA	92.5	83.1	22.4	20.2	114.9	103.3	408.7	359.7	167.8	149.3	576.5	509.0
GEORGIA	200.2	180.2	77.4	69.7	277.6	249.9	322.7	284.6	40.7	36.0	363.4	320.6
HAWAII	50.1	43.4	25.8	23.2	75.9	66.6	25.9	22.3	23.0	20.7	48.9	43.0
IDAHO	53.1	49.1	13.5	12.5	66.6	61.6	113.9	103.5	19.0	16.2	132.9	119.7
ILLINOIS	278.8	242.3	55.4	49.4	334.2	291.7	1,098.6	946.8	243.6	213.8	1,342.2	1,160.6
INDIANA	168.3	151.2	69.8	62.9	238.1	214.1	453.8	404.1	94.0	84.5	547.8	488.6
IOWA	61.0	54.5	17.4	15.6	78.4	70.1	310.9	276.8	41.1	35.7	352.0	312.5
KANSAS	39.8	35.6	20.8	18.8	60.6	54.4	224.5	197.8	30.8	27.3	255.3	225.1
KENTUCKY	141.0	126.1	59.0	53.1	200.0	179.2	382.9	341.6	61.0	50.3	443.9	391.9
LOUISIANA	220.3	195.7	174.4	154.3	394.7	350.0	407.2	363.3	10.7	9.6	417.9	372.9
MAINE	9.9	8.9	8.8	7.9	18.7	16.8	142.3	126.0	10.4	9.0	152.7	135.0
MARYLAND	74.2	65.2	64.4	58.0	138.6	123.2	252.2	215.2	37.0	32.5	289.2	247.7
MASSACHUSETTS	166.6	146.7	101.7	91.2	268.3	237.9	383.0	336.3	114.5	102.5	497.5	438.8
MICHIGAN	183.3	162.0	186.3	167.6	369.6	329.6	665.5	572.4	169.2	143.8	834.7	716.2
MINNESOTA	163.3	147.7	81.3	69.9	244.6	217.6	347.2	311.6	148.1	132.3	495.3	443.9
MISSISSIPPI	68.9	59.7	30.9	27.6	99.8	87.3	275.5	246.3	21.6	18.5	297.1	264.8
MISSOURI	115.7	104.4	158.5	140.7	274.2	245.1	500.4	447.5	70.8	63.3	571.2	510.8
MONTANA	50.4	46.4	34.3	31.2	84.7	77.6	208.5	189.6	23.5	21.2	232.0	210.8
NEBRASKA	26.1	23.3	15.8	14.2	41.9	37.5	159.9	142.6	37.8	33.6	197.7	176.2
NEVADA	31.9	30.2	41.5	39.4	73.4	69.6	109.5	102.4	9.1	8.3	118.6	110.7
NEW HAMPSHIRE	23.8	20.9	4.7	4.1	28.5	25.0	120.5	105.2	12.8	11.0	133.3	116.2
NEW JERSEY	184.1	161.8	171.6	153.6	355.7	315.4	341.0	303.1	76.9	65.9	417.9	369.0
NEW MEXICO	50.5	46.9	12.7	11.5	63.2	58.4	256.3	235.3	36.6	32.7	292.9	268.0
NEW YORK	420.0	369.3	83.5	75.1	503.5	444.4	1,025.2	861.5	245.0	207.5	1,270.2	1,069.0
NORTH CAROLINA	56.6	50.9	44.4	39.9	101.0	90.8	224.3	196.1	25.8	22.4	250.1	218.5
NORTH DAKOTA	12.3	11.3	6.9	6.1	19.2	17.4	151.4	136.6	8.4	7.3	159.8	143.9
OHIO	356.6	317.8	73.2	64.4	429.8	382.2	1,072.0	938.7	483.2	429.0	1,555.2	1,367.7
OKLAHOMA	64.5	57.8	68.6	61.8	133.1	119.6	240.9	211.3	16.1	13.9	257.0	225.2
OREGON	59.6	54.9	42.3	38.8	101.9	93.7	374.7	325.4	57.2	51.7	431.9	377.1
PENNSYLVANIA	505.5	447.8	175.3	155.7	680.8	603.5	724.4	635.6	116.7	102.3	841.1	737.9
RHODE ISLAND	34.1	29.8	13.7	12.1	47.8	41.9	70.6	61.0	48.4	42.1	119.0	103.1
SOUTH CAROLINA	71.4	64.3	8.8	7.9	80.2	72.2	178.4	158.7	29.4	26.0	207.8	184.7
SOUTH DAKOTA	37.9	34.5	4.2	3.8	42.1	38.3	180.4	162.1	13.9	12.5	194.3	174.6
TENNESSEE	102.9	92.3	88.2	79.2	191.1	171.5	490.7	441.3	121.5	105.7	612.2	547.0
TEXAS	288.4	256.7	6.0	5.4	294.4	262.1	995.9	882.0	260.5	234.3	1,256.4	1,116.3
UTAH	83.4	79.0	54.8	52.0	138.2	131.0	202.4	190.1	28.5	26.5	230.9	216.6
VERMONT	45.3	40.7	12.1	10.8	57.4	51.5	158.6	140.9	16.9	14.1	175.5	155.0
VIRGINIA	182.2	163.8	105.5	95.0	287.7	258.8	584.2	520.5	120.8	107.6	705.0	628.1
WASHINGTON	108.9	98.7	51.1	46.2	160.0	144.9	389.1	335.9	104.3	92.2	493.4	428.1
WEST VIRGINIA	133.6	119.9	95.2	85.6	228.8	205.5	204.2	182.5	34.3	29.7	238.5	212.2
WISCONSIN	27.2	24.4	41.3	36.0	68.5	60.4	274.3	243.6	44.0	38.1	318.3	281.7
WYOMING	45.5	42.1	11.1	10.3	56.6	52.4	233.0	214.4	11.2	10.1	244.2	224.5
DIST. OF COL.	71.0	54.1	82.9	74.0	153.9	128.1	109.4	96.0	31.8	27.8	141.2	123.8
PUERTO RICO												
TOTAL	6,086.7	5,395.0	3,240.5	2,884.5	9,327.2	8,279.5	18,326.9	16,160.6	4,076.9	3,570.6	22,403.8	19,731.2

FEDERAL-AID PRIMARY AND SECONDARY HIGHWAY SYSTEMS
ACTIVE AND COMPLETED PROJECTS FINANCED WITH PRIMARY, SECONDARY AND URBAN FUNDS

AS OF DECEMBER 31, 1967

/MILLIONS OF DOLLARS/

TABLE III

STATE	PROJECTS UNDERWAY OR AUTHORIZED							PROJECTS COMPLETED JULY 1, 1956 TO DATE						
	CONSTRUCTION			ENGINEERING AND ROW		TOTAL		CONSTRUCTION			ENGINEERING AND ROW		TOTAL	
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	\$51.1	\$26.8	347.6	\$19.4	\$9.7	\$70.5	\$36.5	\$367.2	\$184.2	6,946.1	\$34.2	\$16.9	\$401.4	\$201.1
ALASKA	37.9	35.9	142.7	29.2	27.7	67.1	63.6	236.9	236.9	2,229.7	26.9	25.3	282.4	262.2
ARIZONA	17.0	11.6	74.3	.4	.3	17.4	11.9	189.4	132.3	1,709.3	4.4	2.9	193.8	135.2
ARKANSAS	40.0	20.1	361.4	9.9	4.9	49.9	25.0	256.7	129.8	4,674.4	17.9	8.7	274.6	138.5
CALIFORNIA	235.6	125.6	281.4	1.9	1.1	237.5	126.7	1,109.9	580.4	3,163.5	7.6	4.4	1,117.5	584.8
COLORADO	21.0	12.0	172.7	10.5	6.0	31.5	18.0	271.9	146.2	3,238.2	34.7	18.7	306.6	164.9
CONNECTICUT	29.5	14.0	12.3	.8	.4	30.3	14.4	175.5	86.0	239.5	30.6	15.2	206.1	101.2
DELAWARE	15.5	8.3	47.8	4.1	2.1	19.6	10.4	70.5	34.2	452.4	5.4	2.7	75.9	36.9
FLORIDA	63.6	32.0	210.6	8.1	4.1	71.7	36.1	377.0	175.1	3,154.7	3.8	1.8	380.8	176.9
GEORGIA	110.0	55.8	675.9	36.1	18.1	146.1	73.9	384.9	190.6	5,028.0	31.9	15.7	416.8	206.3
HAWAII	13.7	6.6	19.5	6.2	3.1	19.9	9.7	56.9	28.0	130.2	16.3	8.0	73.2	36.0
IDAHO	29.1	19.5	241.5	8.7	5.5	37.8	25.0	126.3	79.9	2,064.6	13.4	7.4	139.7	87.3
ILLINOIS	122.7	63.3	342.9	17.6	8.7	140.3	72.0	872.7	448.7	7,256.0	33.5	16.6	906.2	465.3
INDIANA	73.6	36.9	170.8	20.5	10.3	94.1	47.2	442.4	228.2	3,247.2	67.3	31.8	509.7	260.0
IOWA	46.8	23.9	764.9	1.4	.7	48.2	24.6	403.1	208.4	10,302.7	12.9	6.3	416.0	214.7
KANSAS	58.2	29.5	840.5	6.7	3.4	64.9	32.9	372.2	187.4	12,037.4	30.2	15.2	402.4	202.6
KENTUCKY	40.5	20.1	96.6	14.7	7.3	55.2	27.4	281.7	142.3	2,267.9	50.8	24.8	332.5	167.1
LOUISIANA	60.5	31.5	191.0	26.1	13.0	86.6	44.5	314.4	152.0	2,620.1	9.6	4.8	324.0	156.8
MAINE	22.5	11.1	96.3	2.3	1.2	24.8	12.3	129.2	64.6	872.6	17.6	8.3	146.8	72.9
MARYLAND	41.1	19.5	122.9	8.0	4.0	49.1	23.5	207.9	104.5	1,360.8	4.5	2.3	212.4	106.8
MASSACHUSETTS	57.1	28.8	46.4	25.8	12.8	82.9	41.6	294.8	144.6	390.3	45.3	22.5	340.1	167.1
MICHIGAN	93.2	46.9	369.7	37.2	18.6	130.4	65.5	707.3	339.9	8,630.2	32.9	15.5	740.2	355.4
MINNESOTA	89.5	43.1	941.0	5.3	2.7	94.8	45.8	456.7	234.2	13,492.4	18.0	9.1	474.7	243.3
MISSISSIPPI	41.4	20.0	534.0	14.4	7.3	55.8	27.3	290.1	142.9	6,960.6	28.3	14.2	318.4	157.1
MISSOURI	95.1	48.4	339.5	26.3	13.4	121.4	61.8	448.7	229.0	9,514.6	88.5	42.9	537.2	271.9
MONTANA	34.0	19.6	332.2	8.7	5.0	42.7	24.6	245.5	148.2	4,222.1	25.4	14.1	270.9	162.3
NEBRASKA	24.3	12.5	399.0	6.7	3.4	31.0	15.9	322.4	165.9	7,368.0	27.5	13.6	349.9	179.5
NEVADA	5.2	4.5	6.9	10.9	9.8	16.1	14.3	103.0	87.5	1,745.1	9.0	7.3	112.0	94.8
NEW HAMPSHIRE	8.9	4.4	16.9	.4	.2	9.3	4.6	95.2	47.2	417.3	2.9	1.4	98.1	48.6
NEW JERSEY	110.7	50.3	78.5	85.8	41.2	196.5	91.5	248.8	124.1	457.0	25.2	12.6	274.0	136.7
NEW MEXICO	10.8	7.3	57.2	2.8	1.8	13.6	9.1	186.3	121.2	2,240.9	16.6	9.7	202.9	130.9
NEW YORK	306.5	134.0	221.5	8.3	4.2	314.8	138.2	1,425.8	668.7	3,252.7	19.1	9.3	1,444.9	678.0
NORTH CAROLINA	78.2	39.1	177.2	59.4	29.7	137.6	68.8	388.4	195.0	4,723.8	59.0	29.3	447.4	224.3
NORTH DAKOTA	30.9	15.4	1,153.1	.8	.4	31.7	15.8	214.9	109.9	12,107.0	12.9	6.6	227.8	116.5
OHIO	153.5	74.6	223.4	3.5	1.7	157.0	76.3	694.5	366.0	2,522.1	103.9	51.5	798.4	417.5
OKLAHOMA	51.5	26.0	466.8	7.3	3.6	58.8	29.6	387.2	193.9	5,724.4	14.3	6.8	401.5	200.7
OREGON	23.0	14.6	56.5	7.0	4.3	30.0	18.9	247.5	140.8	2,040.8	18.2	10.7	265.7	151.5
PENNSYLVANIA	160.1	78.3	188.2	73.3	36.3	233.4	114.6	743.5	367.8	1,896.6	62.4	29.4	805.9	397.2
RHODE ISLAND	16.3	8.1	17.0	13.4	6.7	29.7	14.8	87.0	43.1	227.5	20.0	10.0	107.0	53.1
SOUTH CAROLINA	59.3	28.2	940.6	.1	.1	59.4	28.3	226.5	114.6	6,452.9	21.0	10.5	247.5	125.1
SOUTH DAKOTA	22.1	12.4	414.4	.2	.1	22.3	12.5	237.5	131.2	8,684.4	3.3	1.9	240.8	133.1
TENNESSEE	52.5	25.6	350.9	15.2	7.6	67.7	33.2	373.8	188.6	6,687.2	50.9	23.8	424.7	212.4
TEXAS	235.6	121.6	1,385.4	7.8	6.0	235.6	121.6	1,148.7	592.5	17,471.2	4.8	2.6	1,153.5	595.1
UTAH	7.7	5.9	45.0	7.8	6.0	15.5	11.9	134.2	95.5	1,470.9	9.3	6.5	143.5	102.0
VERMONT	9.0	4.5	17.8	2.2	1.1	11.2	5.6	80.5	40.2	495.1	11.1	5.0	91.6	45.2
VIRGINIA	82.2	42.4	298.5	7.4	3.7	89.6	46.1	363.2	178.6	3,510.7	47.3	22.7	410.5	201.3
WASHINGTON	22.5	11.9	106.1	9.0	4.7	31.5	16.6	330.5	162.0	3,659.5	18.5	9.7	349.0	171.7
WEST VIRGINIA	61.5	31.3	73.6	23.9	12.0	85.4	43.3	143.1	71.2	1,061.2	39.8	19.8	182.9	91.0
WISCONSIN	45.1	22.5	271.1	18.8	9.4	63.9	31.9	435.7	216.9	6,154.7	43.1	21.2	478.8	238.1
WYOMING	14.8	9.8	142.9	3.4	2.3	18.2	12.1	150.4	98.6	2,162.4	5.9	3.9	156.3	102.5
DIST. OF COL.	29.5	18.0	9.6	6.6	3.4	36.1	21.4	81.0	40.8	64.2	7.4	3.7	88.4	44.5
PUERTO RICO	34.3	16.9	46.3	2.1	1.0	36.4	17.9	115.7	52.5	284.3	26.4	11.0	142.1	63.5
TOTAL	3,195.8	1,630.6	14,940.8	726.4	386.0	3,922.2	2,016.6	18,073.8	9,393.1	219,087.4	1,371.6	696.6	19,445.4	10,089.7

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV

	THREE MONTHS ENDED DECEMBER 31, 1967	FISCAL YEAR 7-1-67 TO 12-31-67
Balance at beginning of period (Revised) . . .	\$714,826	\$725,196
Income:		
Tax revenue:		
Motor-fuel taxes (net after refunds) . . .	782,593	1,651,295
Less motorboat fuel revenue ^{1/}	6,100	24,800
Net for highways	776,493	1,626,495
Trucks, buses, and trailers	114,660	228,602
Tires, tubes and tread rubber	124,724	245,548
Vehicle use	13,379	72,111
Parts and accessories, trucks and buses. .	15,490	32,883
Lubricating oil (net after refunds). . . .	20,208	41,787
Total excise revenues	1,064,954	2,247,426
Interest earned	9,530	14,668
Advances from General Fund	-	-
Less repayment of advances	-	-
Total Income	1,074,484	2,262,094
Disbursements:		
For highways	1,267,534	2,465,514
Interest on advances from General Fund . .	-	-
Total Disbursements	1,267,534	2,465,514
Balance at end of period	521,776	521,776

^{1/} Transferred to the Land and Water Conservation Fund pursuant to Title II, Sec. 202, Public Law 88-578, effective January 1, 1965.

The Federal share of the Federal-aid highway program is wholly financed by highway users on a pay-as-you-build basis. The Highway Revenue Act of 1956 (as since amended) levied or increased certain Federal excise taxes on motor fuel and automotive products, and earmarked their revenue specifically to a Highway Trust Fund, which is the source of money for Federal highway aid to the States both for the Interstate and the primary-secondary-urban programs. The taxes earmarked to the Trust Fund and their rates (until October 1, 1972) are:

- Motor fuel: 4 cents per gallon.
- New trucks, buses, and trailers: 10 percent on the manufacturer's whole-sale price.
- Highway vehicle tires and tubes: 10 cents per pound.
- Other tires, and tread rubber: 5 cents per pound.
- Heavy vehicle use: \$3.00 per 1,000 pounds annually on the total gross weight of vehicles rated at more than 26,000 pounds gross weight.
- Parts and accessories: 8 percent on the manufacturer's wholesale price of truck and bus parts and accessories.
- Lubricating oil: 6 cents per gallon, if used for highway purposes.

Under the Excise Tax Reduction Act of 1965 certain trucks and trailers were exempted from the truck excise after June 21, 1965.

W. H. Rantlin
803 Matome

FWA -- 119

FOR IMMEDIATE RELEASE

U.S. ARK. ACT TO RED
HIGHWAYS OF HAZARDS

The Federal Government and Arkansas are cooperating in a \$6.7 million "spot improvement" safety program aimed at eliminating high-accident locations from the State's highway system.

Federal Highway Administrator Lowell K. Bridwell says "the spot improvement program represents an immediate opportunity -- with fast pay-off -- in the job of reducing the mounting toll of traffic deaths and injuries."

Since March 1964 when President Johnson directed the Bureau of Public Roads to use Federal-aid resources to help the States expand this type of work, Arkansas has programmed 23 such projects at a total cost of \$6,772,690, split 50-50 by the State and the Federal Government.

By 1969, the Arkansas program is expected to accelerate to 625 such projects on Federal-aid highways.

Administrator Bridwell paid tribute to Arkansas for the work it has done on its own in this field: "The Arkansas State Highway Department since 1964 has completed 94 safety projects at a cost of \$600,000, a commendable achievement.

"Some of these spot improvements," he explained, "are comparatively small jobs, not involving huge sums of money, but they bring almost immediate results."

As an example of an improvement which produced excellent results for a modest expenditure, he cited a project financed entirely by State funds at the intersection of U. S. 67 and State Route 355 in Fulton, Hempstead County.

One year prior to the improvement, four crashes costing four lives occurred at the intersection. For an expenditure of \$972, more adequate stop and advance warning signs, traffic islands and a right-turn lane were installed at the intersection. One year after the improvement, the intersection was the scene of one crash and no lives were lost.

The spot improvement program in Arkansas and the other States involves such improvements as widening bridges, traffic lanes and shoulders; realigning curves and slopes for better sight distances; reconstruction and channelization of intersections; installing uniform control devices; installation of guard rails; and railroad grade crossing elimination or protection.

The Bureau of Public Roads reports that across the nation there are 3,400 Federally aided spot improvement projects programmed at a cost of approximately \$620,000,000. A recent nation-wide inventory showed there are 20,619 such locations which could be corrected at a total cost of around \$2.1 billion.

Mr. Bridwell noted, too, that the Congress in 1966 enacted into law "the greatest and most comprehensive attack on highway crashes in the history of automotive transportation -- a program setting performance standards for motor vehicles and offering grants for States and local communities to expand and improve their own highway safety program."

A list of the Federal-aid spot improvement projects programmed thus far in Arkansas, including location, type of improvement and approximate cost, follows:

ARKANSAS COUNTY - State Route 152 at railroad crossing near Humphrey; installation of automatic flashing light signals with short arm gates; \$18,000.

ASHLEY COUNTY - U. S. 82 at railroad crossing in Crossett; installation of automatic flashing light signals; \$12,000.

U. S. 82 at railroad crossings in Crossett; installation of interconnected automatic flashing light signals for two railroads; \$12,000.

BENTON COUNTY - State Route 12 from northeast urban limit of Rogers east for 1 mile; widening with alignment and grade corrections; \$205,930.

State Route 68 from the Osage Creek Bridge west; preliminary engineering for reconstruction of road; \$10,000.

State Route 12 from junction with old U. S. Route 62 east in Rogers urban area; widening pavement and alignment and grade corrections; \$93,520.

State Route 264 at railroad crossing east of Vogel; installation of automatic flashing light signals; \$8,000.

CHICOT COUNTY - U. S. 65 at junction State Route 35 south to junction U. S. Route 82; widen five bridges and roadway, and high type surfacing; \$1,130,640.

CONWAY COUNTY - U. S. 64 at Point Remove Canal; widening of bridges and approaches; \$175,000.

CRAIGHEAD COUNTY - U. S. 63-C at crossing in Jonesboro; installation of automatic flashing light signals; \$8,000.

CROSS COUNTY - State Route 42 at railroad crossing near Hickory Ridge; installation of automatic flashing light signals with short arm gates; \$16,000.

DESHA COUNTY - State Route 4 from west of U. S. 65 to northwest in McGhee; relocation to eliminate poor alignment of railroad overpass; \$426,490.

JACKSON COUNTY - U. S. 67 from south end of White River bridge in Newport, east and north; channelization and traffic signals at several intersections as part of larger construction project; \$30,470.

LONOKE COUNTY - I-40 from Pulaski County line to White River bridge; modification of drainage structures to eliminate roadside hazards, installation of guardrail and addition of emergency crossovers; \$728,000.

POPE COUNTY - U. S. 64 from railroad crossing southeast to Russellville; widening roadway and railroad overpass; \$126,000.

PULASKI COUNTY - I-40 from North Terminal interchange to the Lonoke County line in North Little Rock; modification of drainage structures to eliminate roadside hazards, installation of guardrail, and addition of emergency crossovers; \$110,000.

I-30 from South Terminal interchange to Washington Avenue in North Little Rock; additional bridge railing on all structures in South Terminal interchange, railroad overpass and Washington Street overpass, and median and curb railing on Arkansas River bridge; \$100,000.

SEBASTIAN COUNTY - U. S. 64 from Waldron Road to the Arkansas River Relief Bridge; widening and channelization of intersection at Waldron Road and section of U. S. 64 to Arkansas River bridge; \$85,000.

WASHINGTON COUNTY - From the junction of State Route 74 at Winslow, north; reconstruction of roadway including construction of bridges; \$1,532,000.

State Route 265 at railroad crossing in Fayetteville; installation of automatic flashing light signals with short arm gates; \$18,000.

U. S. Route 71 in Springdale at railroad underpass; right-of-way acquisition and widening of underpass, including construction of temporary by-pass structure; \$429,700.

WHITE COUNTY - State Route 305 from State Routes 36 to 31; replacement of 5 narrow bridges; \$72,170.

CRAIGHEAD AND MISSISSIPPI COUNTIES - State Route 18 from junction of State Route 119 to 5.2 miles west; widening of road and replacement of narrow bridges; \$831,410.

N E W S R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FHWA - 120

FOR RELEASE Wednesday
February 14, 1968

703,000 BRIDGES
TO BE ANALYZED

The Department of Transportation today announced a comprehensive program to analyze the safety of some 703,000 highway and railroad bridges across the nation.

The national survey is one of the major responsibilities assigned to President Johnson's Task Force on Bridge Safety. The Task Force, headed by Secretary of Transportation Alan S. Boyd, was formed after the collapse last Dec. 15 of the Silver Bridge over the Ohio River at Point Pleasant, West Virginia. Forty-six persons were killed and four remain missing.

Federal Highway Administrator Lowell K. Bridwell, chairman of the Task Force Committee assigned to analyze procedures and standards used to insure the safety of bridges, said:

"Some 511,000 bridges on state highway systems and 192,000 railroad bridges are included in the initial nationwide survey now underway. Bridges on county and city roads may be included later.

"We are giving first priority to those bridges built before 1935 which are carrying highway traffic and those which pass over deep ravines or water where a collapse might result in catastrophic loss of life and property."

The less critical bridges and those built after 1935 will be checked in the second phase of the study. Procedures are being established to assure a review of all bridges at least once every five years, he said.

Those participating in the nationwide bridge analysis include the American Association of State Highway Officials, the Association of American Railroads, the Federal Highway Administration's Bureau of Public Roads, the Army Corps of Engineers, and state highway department officials.

(more)

The Association of American Railroads is circulating questionnaires to some 450 railroads and expects to report on its findings by March 1. The American Association of State Highway Officials has cooperated in the development of criteria and guides for use by the various public highway officials in their highway bridge inspection programs.

In addition to the bridge safety survey, Bridwell's committee also has been assigned to develop recommendations to assure bridge safety in the future.

Other committees on the President's Task Force have been assigned to:

-- "Investigate, in coordination with officials of West Virginia and Ohio, the collapse of the bridge connecting Point Pleasant, West Virginia, and Gallipolis, Ohio," and

-- "Conduct an analysis of what Federal action can be taken to accelerate the construction of another bridge in that area."

(For further information contact Don Stull, FHWA Public Affairs Office, 962-8411.)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA --122

FOR IMMEDIATE RELEASE

U.S. HIGHWAY OFFICIAL
SHIFTED TO NEW REGION

Federal Highway Administrator Lowell K. Bridwell today announced the transfer of Ralph M. Phillips as Regional Federal Highway Administrator from Region 5 to Region 8. The transfer is effective March 10, 1968.

Mr. Phillips will succeed Baird M. French who retired at the end of the year. He will have regional responsibility for the Bureau of Public Roads' Federal-aid highway program, and for the National Highway Safety Bureau, and the Bureau of Motor Carrier Safety for the States of Alaska, Idaho, Montana, Oregon, and Washington.

As head of Region 5, he was in charge of the program for Iowa, Nebraska, Kansas, North Dakota, Minnesota, South Dakota and Missouri.

Roger P. Turner, Assistant Regional Engineer, is being designated as Acting Regional Administrator for Region 5 by Mr. Bridwell.

A native of Petersburg, Indiana, Mr. Phillips was graduated from Purdue University in 1931 and joined the Bureau of Public Roads that year as a junior highway engineer.

He has held various engineering posts in Texas, Arizona, and California, and was placed in charge of Region 5 in 1965. In 1963 he was awarded the U.S. Department of Commerce Silver Medal for meritorious service.

(For further information contact J. W. Perlin, Information Officer, 967-3271).

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2/14/68

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA --123

FOR IMMEDIATE RELEASE

ROADS BUREAU REASSIGNS
TWO DIVISION ENGINEERS

F. C. Turner, Director of the Federal Highway Administration's Bureau of Public Roads, has reassigned two division engineers who will be responsible for administering the Federal-aid highway program in the States of Oregon and Michigan.

Robert E. Simpson, now Division Engineer for Iowa, will fill the Oregon position, succeeding Albert Parsons who will retire on March 1 after 35 years of Federal service.

Daniel Watt, currently Division Engineer for Utah, was assigned to Michigan to succeed Neil E. MacDougall who retired at the end of 1967 after 38 years with the Federal Government.

Mr. Simpson, a native of Grouse Creek, Utah, was graduated from Utah State University in 1939 and joined the Bureau of Public Roads as a junior engineer the next year. He formerly served the Bureau in various capacities in Utah, California, Idaho and Alaska. In 1967 he was awarded the Department of Commerce Silver Medal for meritorious service.

Mr. Watt, a graduate of the University of Oklahoma, joined the Bureau of Public Roads as a junior highway engineer in 1953. He served in Louisiana, Texas and Arkansas before he was named Division Engineer for Utah in 1966. He will assume his new duties in Michigan on April 7.

(For further information contact J. W. Perlin, Information Officer, 967-3271).

2/14/68

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA--124

FOR IMMEDIATE RELEASE

REGIONAL ADMINISTRATOR
APPOINTED~BY BRIDWELL~

The promotion of John A. Hanson, U. S. Bureau of Public Roads Division Engineer for the State of New York, to Regional Federal Highway Administrator was announced today by Federal Highway Administrator Lowell K. Bridwell.

As administrator for Region 1, Mr. Hanson will have regional responsibility for the Bureau of Public Roads' Federal-aid highway program, the National Highway Safety Bureau and the Bureau of Motor Carrier Safety for Connecticut, New Hampshire, Rhode Island, Maine, New Jersey, Vermont, Massachusetts, New York and Puerto Rico.

Mr. Hanson fills the vacancy created when John A. Swanson, former Regional Administrator, was appointed Associate Director of Right-of-Way and Location in the Bureau of Public Roads' Washington headquarters.

Prior to his appointment as Division Engineer for New York, Mr. Hanson was Division Engineer for Massachusetts. George R. Turner has been designated Acting Division Engineer for New York.

A native of Fargo, North Dakota, Mr. Hanson was graduated from North Dakota State University and joined the Bureau of Public Roads in 1949. He has also served the Bureau in Iowa, Nebraska and Washington, D. C.

(For further information contact J. W. Perlin, Information Officer, 967-3271)

2/14/68

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20591

FHWA -- 121

FOR RELEASE THURSDAY AM's
FEBRUARY 15, 1968

HEAD RESTRAINTS TO BE
REQUIRED ON PASSENGER CARS

The Department of Transportation today announced a new motor vehicle safety standard which will require protective head restraints on all passenger cars manufactured after Dec. 31, 1968.

Federal Highway Administrator Lowell K. Bridwell described the new standard as "one of the most important issued to date under the National Traffic and Motor Vehicle Safety Act of 1966."

Bridwell said that the head restraints or "head rests" are designed to reduce frequency and severity of "whiplash" type neck injuries in rear-end collisions.

"The need for protective head restraints" Bridwell said, "is strikingly apparent in that about four million rear-end crashes occur in the United States each year -- about one out of every four auto crashes are of this type -- and a substantial number of these crashes produce 'whiplash' neck injuries to car occupants."

National Safety Council statistics show that 27 percent of all vehicle crashes are rear-end crashes. Similar figures have been produced in special studies in various States. Further, it is estimated that three-fourths of all neck injuries treated by doctors are due to rear-end auto collisions.

The new standard, number 202, requires that the driver's seat and the right front seat of passenger cars be equipped with head restraints. It also establishes safety performance requirements and test procedures for insuring that the restraints work properly. It permits manufacturers to use either a high-back seat or an add-on cushion type -- both of which are already in use on some current models -- or any other device which will meet the safety performance requirements.

The standard grew out of a notice published in the Federal Register, Dec. 28, 1967. It was developed on the basis of crash injury research findings, highway statistics, comments, recommendations, and data received from interested parties, and technical discussions, over a period of more than one year.

Motor vehicle safety standards are developed by the Federal Highway Administration's National Highway Safety Bureau, under the National Traffic and Motor Vehicle Safety Act of 1966. Bureau Director Dr. William Haddon, Jr. said, "When a car is hit from the rear, even at low speeds, the driver and passengers of the car that is hit are pushed violently forward, causing their heads to snap backwards like the end of a whip, often producing injury. This snapping action is reduced greatly when a proper head restraint is in place. The disabilities caused by 'whiplash' injuries to the neck tend to be lengthy and painful."

The head restraint standard is the second of a group of vehicle safety standards to be issued for 1969 model passenger cars. A standard on lighting and reflective devices for passenger cars was issued Dec. 15, 1967. In addition, 20 vehicle standards and two tire standards are in effect for 1968 model vehicles.

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(For further information, contact B.A. Boaz, FHWA Public Affairs Office, 962-8527).

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA -- 128

ROADS DIRECTOR NAMES
ALA. DIVISION ENGINEER

For Release

F. C. Turner, Director of the Federal Highway Administration's Bureau of Public Roads, today announced the appointment of Richard B. Gillette III as division engineer for the State of Alabama.

In his new position, which becomes effective April 21, Mr. Gillette will be in charge of administering the Federal-aid highway program in Alabama.

Presently structural engineer for the Federal Highway Administration's Region 3 with headquarters in Atlanta, Georgia, Mr. Gillette joined the Bureau of Public Roads in 1949, two years after he was graduated from the University of Texas. He has served as bridge engineer in the Texas and Kentucky divisions, and regional structural engineer for Region 1 in Delmar, New York.

He will fill the vacancy that will be created when the current Alabama division engineer, John S. Logan Jr. is reassigned as division engineer for the State of New York.

2/20/68

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA --129

For Release

R.I. DIVISION ENGINEER
IS TRANSFERRED TO UTAH

For Release

Robert E. Kirby, U.S. Bureau of Public Roads division engineer for Rhode Island, will become division engineer for the State of Utah, it was announced today by F. C. Turner, Director of Public Roads.

A division engineer has the responsibility for administering the Federal-aid highway program in a State.

Mr. Kirby joined the Bureau of Public Roads in 1949 after his graduation from Northeastern University. Since his completion of the Bureau's highway engineering training program in 1952, he has served in various capacities, including district engineer in New York and assistant division engineer in Massachusetts. He was named division engineer for Rhode Island in 1966.

As division engineer for Utah, he will replace Daniel Watt who has been named division engineer for Michigan. Mr. Kirby will take over his new post on April 21.

on April 21.

2/20/68

2/20/68

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA -- 130

ALA. DIVISION ENGINEER
REASSIGNED TO NEW YORK

For Release

F. C. Turner, Director of the Federal Highway Administration's Bureau of Public Roads, today announced the transfer of John S. Logan Jr. from division engineer for Alabama to division engineer for New York.

A division engineer is in charge of administering the Federal-aid highway program in a State.

A graduate of Oklahoma State University, Mr. Logan first received a bachelor's degree in physical science in 1943 and a bachelor's degree in mechanical engineering in 1954.

He joined the Bureau of Public Roads in 1946 as an area engineer in the Oklahoma division. He has also served as planning and research engineer in the Texas and Louisiana divisions. He was named division engineer for Alabama in 1964.

Mr. Logan, whose reassignment is effective on April 21, will replace John A. Hanson who has been appointed Regional Federal Highway Administrator with headquarters in Delmar, New York.

2/20/68

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA -- 131

For Release

DIVISION ENGINEER
FOR IOWA APPOINTED

The appointment of A. Jay Medford as U.S. Bureau of Public Roads division engineer for the State of Iowa was announced today by F. C. Turner, Director of Public Roads.

In his new position, which is effective March 3, Mr. Medford will be responsible for administering the Federal-aid highway program in Iowa.

Currently right-of-way staff officer in the Federal Highway Administration's Region 4 with headquarters in Homewood, Illinois, Mr. Medford is a graduate of the University of Arizona. He joined the Bureau of Public Roads in 1942 but since then has served two tours with the U.S. Navy Construction Battalion, and three years with the Arizona Highway Department.

He will fill the vacancy that will be created when Robert E. Simpson, presently division engineer for Iowa is reassigned to Oregon.

2/20/68



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA -- 132

FOR RELEASE THURSDAY AM's
FEBRUARY 22, 1968

NHSB TO FINANCE VEHICLE TESTING FOR SAFETY STANDARD COMPLIANCE

The Department of Transportation today announced that it will seek the help of private industry and university experts in enforcing the Federal motor vehicle safety standards which became effective January 1.

Federal Highway Administrator Lowell K. Bridwell said the National Highway Safety Bureau has sent invitations to 49 companies, research organizations, and universities, asking them to submit proposals for testing vehicles and equipment to make certain they comply with the law.

Dr. William Haddon, Jr., Director of the National Highway Safety Bureau, said it was necessary to turn to private sources for help "because the Safety Bureau simply doesn't have the personnel and equipment required for a task of this magnitude, and we want to get the compliance procedures established as soon as possible."

The National Traffic and Motor Vehicle Safety Act of 1966 requires that motor vehicles introduced into Interstate Commerce after the first of this year meet certain established safety performance standards. It provides for penalties of \$1,000 for each violation with a maximum penalty of \$400,000.

Under the arrangements proposed for working with private industry in checking the new vehicles, the National Highway Safety Bureau would purchase the vehicles and equipment to be tested on a random basis.

The testing contractors would furnish all labor, materials, equipment, and facilities required for testing and evaluating conformance to Federal standards.

Dr. Haddon, said the list of potential bidders for the testing contracts was developed in a Bureau survey to determine who had the existing expertise and facilities for carrying on a job of such magnitude. He said any firm or institution that might have been overlooked should feel free to submit proposals.

The request for proposals asks for cost estimates, assuming the use by the bidders for current capabilities with no expansion of facilities, or equipment.

Those who submit bid proposals will be invited to a pre-bidding conference to be held February 29, at FHWA headquarters in Washington, D.C. The invited list of bidders is attached.

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(For further information contact B. A. Boaz, FHWA Public Affairs Office, 962-8527).

All American Engineering Company
Box 1247, Lancaster Pike and Centre Road
Wilmington, Delaware 19899

Ampower Corporation
Fifty Broad Street
New York, New York 10004

Application Research Corporation
9010 Belanca Avenue
Los Angeles California 90045
Attn: Mr. Paul O'Shea

Arine Research Corporation
2551 Riva Road
Annapolis, Maryland 21401

Associated Testing Laboratories
Route 46
Wayne, New Jersey 07470

Auto - Air Engineering Company
16514 Trinity Street
Detroit, Michigan 48219

Automotive Proving Grounds
P.O. Box 109
Pecos, Texas 79772
Attn: Mr. Frank Harper

Automotive Research Associates
5404 Bandera Road
San Antonio, Texas 78238
Attn: Mr. N. Penfold

Automotive Research Bureau
Daytona Beach, Florida 32014
Attn: Mr. Joe Epton

Auto Research Laboratories
6947 West 59th Street
Chicago, Illinois 60638
Attn: Mr. R. Barton

Bendix Corporation
Automotive Development Corporation
South Bend, Indiana
Attn: Mr. Henry F. Janus

Beech Aircraft Corporation
Boulder Division
Box 631
Boulder, Colorado

University of California - ITTE
Los Angeles, California

University of California, Berkeley
1301 South 46th Street
Richmond, California 94804

Cornell Aeronautical Laboratory, Inc.
P.O. Box 235
Buffalo, New York 14221

Detroit Testing Lab.
12,800 Northend Avenue
Oak Park
Detroit, Michigan 48237
Attn: John A. Delaney

Development and Proof Services
Aberdeen Proving Ground, Maryland
Attn: STEAP - DS - TU

Dynatech Corporation
17 Tudor Street
Cambridge, Massachusetts

Eaton Manufacturing Company
Automotive Products Division
Auto Research Center
24275 Northwestern Highway
Southfield, Michigan 48076
Attn: Mr. Martin

Electrical Testing Laboratories
2 East End Avenue
New York, New York 10011

Fairchild Hiller
Republic Division
Farmingdale, New York

Gaynes Testing Laboratories
1642 West Fulton Street
Chicago, Illinois 60612
Attn: Mr. Chester Gaynes

General Electric Co.
777 14th Street, N. W.
Washington, D. C.

Cox Instrument Division
Lynch Corporation
15300 Fullerton Avenue
Detroit, Michigan 48227

Management Technology Inc.
1900 L Street, N. W. Suite 309
Washington, D. C. 20036

University of Michigan
Institute of Science and Technology
City Center Building, Third Floor
220 East Huron
Ann Arbor, Michigan 48108

Nevada Automotive Test Center
P. O. Box 234
Carson City, Nevada 89701
Attn: Mr. H. C. Hodges

University of North Carolina
Chapel Hill, North Carolina

Northrop Corporate Laboratories
3401 West Broadway
Hawthorne, California

Ogden Technology Laboratories, Inc.
Comac Road, Deer Park
Long Island, New York 11729

Ogden Technology Laboratories, Inc.
573 Monterey Pass Road
Monterey Park, California 91754

The Ohio State University
156 West 19th Avenue
Columbus, Ohio 43210

Packer Engineering Associates
190 East Fifth
Box 353
Naperville, Illinois 60540

Patzig Testing Laboratories, Inc.
2215 Ingersoll Avenue
Des Moines, Iowa 50312
Attn: Mr. Marks

H. K. Porter Company, Inc.
Porter Building
601 Grant Street
Pittsburg, Pennsylvania 15219

Pioneer Engineering and Manufacturing Company
2500 East Nine Mile Road
Warren, Michigan 48091
Attn: Lou Blanchette

Scott Research Laboratory
Perkasie, Pennsylvania 18944
Attn: William Scott

Scott Research Laboratories, Inc.
P.O. Box 2416
San Bernardino, California 92406

Society of Automotive Engineers, Inc.
485 Lexington Avenue
New York, New York 10017

Southwest Research Institute
8500 Culebra Road
San Antonio, Texas 78209
Attn: Mr. Henry Korp

Standard Electronics Company
1611 West 63rd Street
Chicago, Illinois 60636
Atten: Mr. Carl L. Scherman

Stanford Research Institute
Menlo Park, California 94025

Ralph Stone and Company, Inc., Engineers
10954 Santa Monica Boulevard
Los Angeles, California 90025

Texas A&M College
Texas Transportation Institute
College Station, Texas
Attn: Dr. Charles Wootan

Three - T - Fleet
P.O. Box 12308
El Paso, Texas 79912
Attn: Mr. Laurence R. Sperberg

United Technical Industries
839 Mitten Road
Suite 128
Burlingame, California 94010

U.S. Testing Company, Inc.
1941 Park Avenue
Hoboken, New Jersey
Attn: Mr. C. Van Orden

Wyle Laboratories
Testing Division Huntsville Facility
7800 Governors Drive West
Huntsville, Alabama

York Research Corporation
4 Research Drive
Stanford, Connecticut 06904
Attn: Mr. Warren C. Hyer



DEPARTMENT OF TRANSPORTATION

*February
103-Mat*
NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA - 126

FOR SUNDAY RELEASE
February 25, 1968

STATE OF CALIFORNIA SIGNS
BILLBOARD CONTROL AGREEMENT

California has signed an agreement with the Federal Government to control billboards along its 9,200-mile Federal-aid primary highway system.

The Department of Transportation said that California's signing brings to 12 the number of agreements signed to date by the States and territories and the District of Columbia of the United States.

Federal Highway Administrator Lowell K. Bridwell said "the California agreement is in keeping with the State's leadership in providing more beautiful highways for the State's 10 million motorists."

He noted that California in 1963 became the first State to establish a statutory system of 5,000 miles of scenic highways.

"The agreement," Mr. Bridwell added, "contains criteria by which California will implement provisions of the Highway Beautification Act of 1965 relating to control of outdoor advertising."

"The intent of the Act is that erection and maintenance of outdoor advertising signs, displays, and devices in areas adjacent to the Interstate and Primary highway systems should be controlled in order to protect the public investment in highways, to promote the safety and recreational value of public travel, and to preserve natural beauty."

The agreement with California covers space, size, location, and lighting specifications for billboards along the Federal-aid primary system. The Beautification Act requires that these be brought under control and poses the possible penalty of 10 percent loss of Federal-aid highway funds. It also provides for participation of Federal funds in compensation paid to owners of outdoor advertising signs, or owners of land on which signs have been erected and removed under the control program. The Federal share of such participation is 75 percent.

Others which have signed agreements with the Federal Highway Administration are: Kentucky, New York, Connecticut, Rhode Island, Vermont, Virginia, Hawaii, Minnesota, Maine, Puerto Rico and the District of Columbia.

(For further details contact Don Stull, FHWA Public Affairs 962-8411)



DEPARTMENT OF TRANSPORTATION

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STATE HIGHWAY SAFETY
GRANTS ANNOUNCED

Eleven Federal highway safety grants for eight states, totaling \$343,799, were announced today by the Department of Transportation's Federal Highway Administrator Lowell K. Bridwell.

The matching grants were approved by Dr. William Haddon, Jr., Director of the FHWA's National Highway Safety Bureau, under the Highway Safety Act of 1966. The funds will assist the states and their local communities in developing highway safety programs to meet Federal performance standards promulgated under the Act last June 27.

Bridwell said the grants bring the total Federal funds obligated to \$8,497,706 since the start of the program last April. Matching grants have been approved for 49 states, the District of Columbia, and Puerto Rico.

The Federal grants, which will be matched by the states, follow:

ARKANSAS -- To provide staff and equipment necessary to plan and coordinate a state-wide emergency medical services program, \$50,000.

DELAWARE -- To print and distribute a teacher guide on traffic and pedestrian safety, \$987.

FLORIDA -- To plan and carry out a periodic motor vehicle inspection system in Volusia county, \$8,316.

(more)

FLORIDA -- To plan and carry out a periodic motor vehicle inspection system in Manatee county, \$4,819.

FLORIDA -- To help provide an emergency ambulance service program in Martin county, \$2,625.

MISSOURI -- To provide professional staff necessary to expand the state's driver education program, \$9,350.

NEW JERSEY -- For planning and administering a state-wide highway safety program, \$35,175.

NEW YORK -- To defray expense of 14 additional state troopers for intensified traffic control effort in Columbia county, \$86,428.

NEW YORK -- To plan a comprehensive inventory of traffic signs, signals, and pavement markings, \$99,800.

OREGON -- To survey the state's traffic courts with a view toward achieving uniformity in procedures and administration, \$15,300.

SOUTH CAROLINA -- To expand the driver education program in Anderson county, \$31,000.

(For further information, contact B. A. Boaz, FHWA Public Affairs Office, 962-8527).