

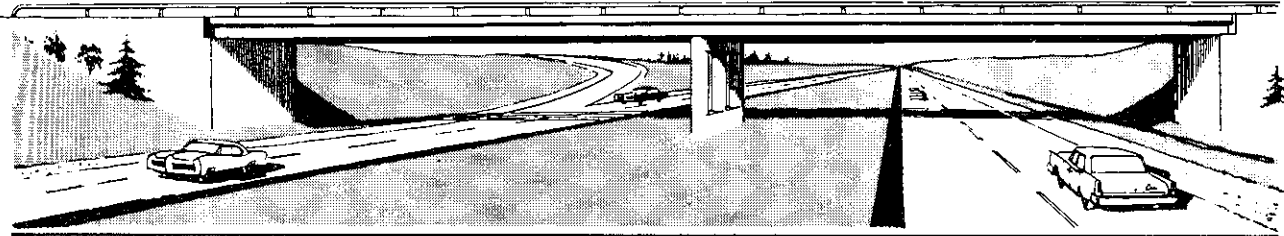
RM. 803

BUREAU OF PUBLIC ROADS
NATIONAL HIGHWAY SAFETY BUREAU
BUREAU OF MOTOR CARRIER SAFETY

ROUNDUP OF FEDERAL HIGHWAY ADMINISTRATION NEWS

No. 300. May 20, 1968

For official distribution. Do not reproduce.



U.S. DEPARTMENT OF TRANSPORTATION • Federal Highway Administration

Chicago (Ill.) News May 3, 1968

Oakland (Calif.) Tribune
April 25, 1968

Gas buggy here to stay, road chief tells editors

By Ralph Gray
Daily News Auto Writer

ROCKTON, Ill.—Mass-transit proponents are "wishful thinkers" if they seek to overthrow the automobile, a federal official said Friday.

Neis C. Turner, director of the U.S. Bureau of Public Roads, also defended the internal-combustion engine against advocates of antipollution electric or steam cars.

His explosive speech was delivered at the 11th annual Illinois Editors' Traffic Safety Seminar, sponsored by the Chicago Motor Club—AAA.

"Some of the wishful thinkers who propose mass transit as the easy and instant solution either don't know about or deliberately ignore the nature of the daily movements of our urban population.

"THE RATE mass of urban travel is separate from the commuting pattern. As much as 85 per cent of all travel in the largest cities is on trips dependent on automobiles."

"But even more to the point is the indisputable preference of the American people for transportation by cars," Turner said.

He cited surveys which showed that most people consider the auto "ideal," while public transportation was so favored by 12 per cent of those polled.

"We have a whole new breed of amateur instant experts who would do away with highways all together and force everyone to use some kind of magic that exists only in the minds of dreamers." He said most of those persons using the Eisenhower Expressway drive rather than take the median-lane rapid transit. On a 24-hour basis 71 per cent drive.

But during rush hours 57 per cent drive and about 42 per cent take the CTA, he said.

"The expectation is that in the future the growth of jobs will occur mostly in the suburban areas. The auto did not cause the flight to the suburbs but it did make it possible. For this reason mass transit—either rail or rubber-tired—cannot substitute for the private auto. There will always be an irreducible minimum of passenger car traffic," Turner said.

A MODERN steam engine or an electric car have been tried and both have failed, the federal executive declared. "I am not saying there is no future for either, but both are in the future while the need for mobility is here and now," Turner said.

Improvements in antipollu-

tion devices for gasoline engines will eventually reduce air pollution. Reduction in the range of 83 to 94 per cent in pollutants is commercially feasible, he commented.

Turner said the expected doubling of motor vehicle travel in urban area by 1975 will require new freeways, mostly in outlying areas, so there will be a minimum of dislocation. Freeways on the drawing board will require less than 3 per cent of land in cities, he said.

"In any case the opportunities that highways afford to rebuild the city far exceed the damage in dislocation that they sometimes necessarily cause," Turner said.

A highway around Boston opened in 1951 attracted more than \$137,000,000 in new plants by 1959. The net gain, excluding relocations, came to \$129,000,000, he added.

Transport Topics May 13, 1968

DOT Threatens Big Slash in Road Fund

If Congress approves a \$6 billion cut in President Johnson's budget it will mean a "drastic" freeze on federal highway construction funds, according to a high Transportation Department official.

The \$6 billion cut was agreed upon by a joint House-Senate committee last Wednesday. At the same time the committee backed a 10% tax surcharge retroactive to Apr. 1 for individuals and Jan. 1 for corporations.

The DOT official said the Transportation Department, which includes the Federal Highway Administration, could absorb its share of a \$4 billion economy cut.

But if Congress slashes \$6 billion the only place the department could economize would be in the expenditures from the \$4.1 billion highway trust fund. The move apparently is not consistent with the objectives of the congressional economy move which is to reduce the deficit in the general fund.

The Trust Fund already operating under a \$600 million freeze order issued by Mr. Johnson in January. Other sources said that if, as seems likely, Congress does approve the \$6 billion cut the result could be a 20 to 30% slowdown in highway construction, a move believed certain to touch off a storm of congressional protest.

Freeways will not solve traffic congestion in urban areas, according to a U.S. Bureau of Public Roads official.

Although freeways have helped, the arterial streets and boulevards, which carry 60 per cent of the vehicle miles in cities, are the key traffic corridors, says David M. Baldwin, chief of the operations division of the bureau's Office of Traffic Operations in Washington.

Baldwin spoke here yesterday at the Urban Arterial Traffic Workshop, one of a series of regional meetings sponsored throughout the country by the Institute of Traffic Engineers and the American Automobile Association.

To help improve existing streets, Baldwin said that federal highway funds are available to cities. The money, however, is available only for streets that are designated part of the Federal-Aid System.

The government has set up TOPICS (Traffic Operations Program to Increase Safety and Capacity) to bring more city streets into the system, Baldwin said.

Chris D. Kinzel, traffic engineer for Hayward, told the workshop that traffic signs and markings are perhaps the most inexpensive devices to improve the flow of traffic.

To be effective, he said, the signs must be easily understood, visible and consistent in placement.

Kinzel complained that mo-

torists often do not see signs because of the "jungle of blinking, revolving, pulsating commercial signs."

William Marconi, senior traffic engineer for San Francisco, urged more one-way streets. He claimed they increase traffic capacity and vehicle mobility, while reducing accidents.

He said the greater vehicle mobility helps downtown business and in non-business areas one-way streets draw traffic off minor streets which makes them more pleasant places to live.

Washington Post
May 10, 1968

Congress Eases Fund Pinch on Roads Agency

United Press International

Congress moved yesterday to ease the pinch on the Federal Highway Administration (FHA) which was running out of money to pay its highway construction bills.

The FHA was caught in a congressional fight over a \$1 billion supplemental appropriations bill which contained \$400 million for the FHA.

Since Congress failed to act, the FHA was forced to notify the states Wednesday that it could not pay its highway bill after next week.

Congress, however, cut the FHA money, which comes from the highway trust fund, from the supplemental appropriation bill, and passed it as a separate bill. The measure now goes to the Senate.

Concrete Cures For Spring Road Fever

By JOSEPH C. INGRAHAM

EVERY spring, the American motorist comes down with a bad case of road fever, an ailment curable only by having it run out of the system by exposure to miles of open road. It will be easier for the motorist to do that this year, simply because 27,000 miles, or 63 per cent, of the proposed Interstate Highway System will be at his disposal.

This does not guarantee a clean, traffic-light-free sweep from coast to coast, because much of the Interstate mileage has been completed only in bits and pieces. There are still old-fashioned two- and three-lane highways in between the smooth, rolling, grass-divided, boulevard-like Interstate segments.

There probably will not be an uninterrupted transcontinental route much before the target date for completion of the Interstate network. It is officially scheduled to be finished by the end of 1972, but even the most optimistic highway officials acknowledge that the 41,000-mile network will not be ready before 1975 at the earliest.

Urban Headaches

There are no problems in the rural areas. The headache has been, and still is, in carving highways through and around urban centers because of bickering over route alignments, changes in planning and, in some instances, just plain inertia.

The result is that, after speedy travel on the controlled-access freeways and with no forced stops except at toll gates (toll roads have been incorporated into the Interstate network), motorists sooner or later find themselves back on narrow, winding roads and contending with stoplights, stop signs and construction detours.

Controversy and cost are plaguing the Interstate System. Originally estimated to cost \$28-billion when it was started in 1956, it is now estimated that \$60-billion will have been spent before the last mile is reached.

The cora of the problem is the controversy over bulldozing roads or building bridges through ghetto areas. The outcry was loud in Washington and in a surprisingly large number of other cities—New York, Philadelphia, Baltimore, Cleveland, Chicago, New Orleans, St. Louis, San Francisco, Seattle and Nashville. Neighborhood groups have helped to halt some bulldozers and divert others.

One Fifth of Traffic

As a result, a vast rethink-

ing of highway concepts is under way at top Government levels. In the meantime, of course, the construction of roads lags.

Nevertheless, there are now long uninterrupted stretches of the Interstate System open to motor vehicles. According to the Federal Highway Administration, drivers will log a trillion miles on business and pleasure travel in 1968. Although the Interstate System comprises only 1 per cent of the nation's 3,700,000 miles of roads and streets, it will carry more than 20 per cent of all traffic.

The longest continuous stretch of the system now open runs 1,204 miles—from the New York City area to Council Bluffs, Iowa. Before the days of the Interstate, the trip took 35 hours of nonstop driving; the Bureau of Public Roads says it can be made today in 20 hours.

Eight Hours Saved

The second longest continuous stretch is from Colby, Kan., to St. Louis, a distance of 634 miles, all on Interstate 70. Driving time is 10½ hours, as compared with 18½ hours before the superhighway segment was completed.

Other long, completed stretches of the Federally aided Interstate web are 386 miles between Macon, Ga., and Tampa, Fla.; 405 miles from San Antonio, Tex., to Overbrook, Okla., and 425 miles from south of the California-Oregon border to the United States-Canadian border.

On the West Coast, Interstate 5, the major north-south route, is in excellent shape. From Vancouver, B. C., to San Diego, there are long, completed sections.

Completed Stretches

On the East Coast, Florida-bound motorists living in the Northeast have long stretches of freeway and/or toll segments available to them. From Houlton in Northern Maine to a point just north of the North Carolina line, the traveler has at his disposal completed sections of I-95 or other expressways or turnpikes. I-95, incidentally, follows the general route of old U.S. 1, but much of the Interstate road is on a new alignment.

In North Carolina, the motorist still encounters substantial stretches where construction of the Interstate web has not been started. He will have to contend with old roads through most of South Carolina and Georgia. Although a great deal of new construction is under way in those states, little or no mile-

age on I-95 is open to traffic.

According to the American Automobile Association, the Interstate route most in need of work appears to be I-10 from Jacksonville, Fla., to Phoenix, Ariz. Except for the easternmost and westernmost portions of the road, and a stretch on both sides of Houston, there is little construction under way.

Other Roads Improved

Although much work remains before the Interstate System is completed, a great deal has been done to upgrade and improve the many other miles of Federally aided highways. These are the so-called ABC roads—the primary and secondary highways and their urban extensions. Their cost is shared equally by the Federal and state governments; for the Interstate roads, the shares are 90 per cent Federal and 10 per cent state.

Since the expanded Federally aided program got under way 12 years ago, projects involving some 220,000 miles of new roads or reconstruction of old routes have been completed. Work is under way on another 15,000 miles.

A "spot improvement" program, which, according to the A.A.A., promises safer travel on older highways this year, also is being carried out vigorously by state highway departments, aided by Federal funds. More than \$800-million has been spent to rid roads of potential accident-causing conditions. The safety improvements have included the widening of bridges, traffic lanes and shoulders; the re-aligning of curves and slopes for better viewing ahead and the installation of guard rails. Still to be tackled are other hazardous conditions that will cost an estimated \$2-billion to correct.

States' Responsibility

The reason that no one will hazard a guess as to the completion date of a single transcontinental route is that, while the Federal Government foots most of the bill and must approve the routes, the actual construction and order of priorities are the states' responsibility. Under political or social pressures, states have been known to change priorities.

At the moment, the best bet is the New York-California route over Interstate highways by way of the route now open to Council Bluffs. The highway is making progress—again in bits and pieces—through Nebraska, Wyoming, Utah, Nevada and California.

No Progress

As far as New York City is

concerned, there simply has been no progress. With the exception of some work on the Bruckner Expressway in the Bronx, arterial construction is at a standstill, although several routes are in the discussion stage.

New Jersey has some of the most heavily traveled highways in the nation—five times the national average—but it spends less per capita on its roads than nearly every other state. The state's Highway Department has estimated that it would cost \$2.75-billion to modernize New Jersey's road web and bring it up to the standards of 1975.

The New Jersey Citizens Highway Committee predicts that the state's traffic will be a nightmare in a few years, although it acknowledges that New Jersey has some excellent toll roads and has managed to hold up its end of the Federally aided program.

However, the routes being constructed with Federal help, such as Interstate 80, represent only a small part of New Jersey's total highway mileage.

New York Times
May 5, 1968

ENGINEERS SIFTING BRIDGE WRECKAGE

Federal Board Seeks Cause of Collapse on the Ohio

By JOSEPH A. LOFTUS
Special to The New York Times

POINT PLEASANT, W. Va., May 4—Forty years ago today the new Silver Bridge from Point Pleasant to Gallipolis, Ohio, was crossed by its first automobile, the resident manager of the bridge at the wheel.

Today, the fractured, rusting remnants of the structure are spread on a 27-acre field alongside the swift-flowing Ohio River. They are pieces of one of the world's largest jigsaw puzzles, challenging some of the best engineering minds in the country.

A Federal board of inquiry is trying to reassemble the pieces to learn why the bridge fell last Dec. 15 at a cost of 46 lives. Four bodies have not been recovered.

It was the first major bridge collapse in the United States since the Tacoma-Narrows Bridge swayed to pieces in 1940. No lives were lost that time, and the resulting six-year investigation taught engineers a lot about aerodynamics, a combination of aerodynamics and the elastics of structural response.

Hopes to Find Cause

"We think we will find where the first break occurred here, and the cause," said Adm. Louis M. Thayer, Coast Guard, retired, as he joined the board of inquiry in an inspection of the fragments, preliminary to

three days of public hearings in Charleston, starting next Tuesday.

"If we don't, we won't be doing half of what is expected of us, which is to make recommendations to prevent recurrences," he added.

Admiral Thayer is a member of the steering committee that links the board of inquiry and the National Transportation Safety Board, an independent judicial body with broad overview of safety problems in all kinds of transportation, including pipelines. The chief investigator in this case is Capt. William Foster, Coast Guard, retired.

Admiral Thayer said that of 10 possible causes of the collapse that were first considered, five have been ruled out. These are sabotage, overloading at the time of collapse, aerodynamics as an agency of actual collapse, accidents such as displacement of tower piers by a moving river barge, and a stability or local failure on the upstream Ohio side.

Key Evidence Elusive

Many people believe that the break occurred first on the Ohio side, but the investigators have not reached a judgment on that. They have the evidence of a number of fractures, some that occurred in the general break, some in the salvage. The elusive key to the solution is the first fracture. Some critical pieces of metal are on the way to laboratories.

With respect to the possibility of overloading, Admiral Thayer said the investigators were careful not to rule out the possibility that excessive weight, with an unfavorable distribution, could have occurred sometime before the collapse, or many times, and that there was a cumulative effect.

At the time of collapse, the bridge was carrying late-afternoon commuters and Christmas shoppers, but the vehicles were not bumper-to-bumper, the investigators have determined.

Admiral Thayer would not identify the other five possibilities under consideration because, he said, they were speculative and the appropriate experts were not there to discuss them. He said the investigators needed six months more to report findings and recommendations.

Nevertheless, further questions in an open-field news conference elicited the fact that metal fatigue was being considered.

"There is such a thing as cumulative damage," said Charles F. Scheffey, a Bureau of Roads structural engineer whose name is being studied intensively.

There are in existence two structures basically like the one that collapsed. They are the St. Mary's Bridge, 90 miles upstream, and the Florianapolis Bridge in Brazil. The St. Mary's Bridge is still being studied closely, and only lighter passenger vehicles are allowed to use it.

These and a number of other bridges like them are called eye-bar chain link suspension structures. The unusual feature of three of them is that the chain, made up of 55-foot-lengths, forms the top of the truss. The cost for this suspension at the time of construction was slightly less than the cost of the cable suspension type of bridge.

"At the present time," Mr. Scheffey said, "we have no evidence that this unique feature is responsible."

OLD STATE ROUTE 50 IS NOW WESTERN PARKWAY

By Mrs. Trudy Laing

THE EVOLUTION OF HIGHWAYS from names to numbers resulted from the cooperative efforts of the American Association of State Highway Officials, the U. S. Bureau of Public Roads, and from the states themselves. An article written by former BPR district engineer D. C. Brooks appeared in the March, 1930, issue of *Kentucky Highways*, an informative magazine published by the Kentucky Highway Department.

The article, titled "The Central Highway—An Important West Kentucky Highway Under Construction," illustrates the tremendous change in highway construction in thirty-eight years.

"State and interstate roads are no longer known by name but by number all over the United States," says the Brooks article.

"Road maps of all the states show all route numbers. Signs bearing these numbers are posted all along the various routes and it is only necessary for the traveler to be equipped with a road map to be able to follow his route across a state or even entirely across the continent in either direction. This statement, of course, is based on the assumption that the traveler has the necessary transportation facilities and finds the road in passable condition. 'Hitch-hikers' are not faring so well lately though there are yet lots of them on the road.

"However, the purpose of this article was to call your attention not to 'hitch-hikers' or the markings of routes, but to an important West Kentucky highway formerly known as 'the Central Highway,' but now known and marked as State Route No. 50 from Versailles to Widdiffe."

A whole generation has grown up since district engineer Brooks wrote this article and new techniques of modern highway construction, signing, et cetera, have changed. This article with its reference to depression ridden "hitch-hikers" of the thirties seems foreign compared to the safe four-lane divided Western Kentucky Parkway which runs parallel to State Route No. 50 (now known as U. S. Route 62).

The parkway is approximately 127 miles in length, extending from Caldwell County on State Route 278 west of the City of

Mrs. Laing, who is with the Kentucky Division, U. S. Bureau of Public Roads, says that this issue of *Kentucky Highways*, March, 1930, was discovered recently when Miss Lucile Eddins, an associate in the Kentucky division, was "house cleaning." The *Scraper* has long been of the opinion that attics and closets in many old Frankfort homes could furnish a lot of "nostalgia." In our fireproof cabinet, *The Scraper* has 47 bound volumes covering the years it has been published—with only the first six mimeographed issues missing. It would be good if someone could locate these for us.

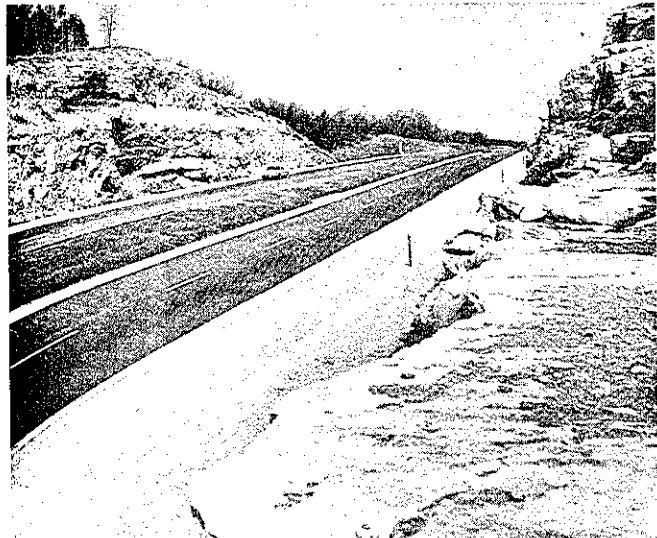
Princeton, to a point in Hardin County at the interchange with the Kentucky Turnpike and I-65 at Elizabethtown.

"People who travel now use maps for guidance instead of information obtained by questioning someone passing along the road," the 1930 Brooks article observes. "A glance at our road map will convince any traveler that No. 50 is one of the most direct routes of over 300 miles in length in this or any other state.

"While the traveling public cannot use this highway throughout its entire length for the next year or two, the close of the next biennial period will probably see its completion and that will mean the linking of Central and Western Kentucky . . ."

Kentucky has 733 miles of interstate about 50 per cent complete and the signs use a route numbering system developed by AAHSO which is a kind of code or "silent guide." When you are familiar with it, it is of great help in telling you where you are, even if you are in unfamiliar territory. Low numbers are assigned to the West and South and high numbers to the North and East. These code numbers tell you whether you are going north or south, east or west, getting you where you want to go as quickly as possible.

Thus while the numbering system has become more sophisticated with the interstate system, the 1930 Brooks article projected into the future when even a "Hitch-Hiker," rare on interstate and toll roads, could tell at a glance in what direction he would be going *even without a map*.



When D. C. Brooks was district engineer of the Federal Aid road program in Kentucky, he hardly pictured the great new Western Kentucky Parkway which takes vehicular traffic through Kentucky. His article in an old magazine told of the efforts being made to complete a through route which approximately followed the corridor of this fine facility. Picture above is of the road in Grayson County.

Chicago (Ill.) Sun-Times
May 3, 1968

Crosstown Expressway Rails Planned

By Fletcher Wilson

The Crosstown Expressway is being planned to include rapid transit, George L. DeMent said Thursday.

The Chicago Transit Authority board chairman explained that he had seen preliminary drawings showing rails running alongside the highway. This would be a departure from putting tracks in a median strip as has been done on the Eisenhower Expressway and is being done on the Kennedy and Dan Ryan expressways.

Surveys Being Made

DeMent said surveys of possible use still are being made and these will determine whether train or bus service will be placed in the Crosstown. However, he said, it appears that trains will be used.

Either way, DeMent said, the U.S. Bureau of Public Roads has given assurance that mass transit space will be provided. If the decision goes to buses, these will be given their own lanes.

The drawings he saw, DeMent said, showed the proposed \$500,000,000 expressway through the West Side split into widely separated northbound and southbound lanes.

One would run alongside—but not over—the Belt Ry. Co. tracks. The other would be on Cicero Av.

Other Proposals

Federal and state highway officials said this is one of several concepts that will be proposed by design teams. The others put the north and south lanes alongside each other in a mile-wide corridor west of the Belt Ry. tracks.

Inclusion of mass transit in a superhighway at highway expense is a new concept recently adopted at the federal level, where 50 to 90 per cent of the construction money comes from.

The City of Chicago issued bonds to buy the extra space for putting rails in the median strip of the Eisenhower (then Congress) Expressway. This was the first time rail and

auto transportation were placed on one right of way except for short stretches of railroads within cities.

The space in the Kennedy and Dan Ryan expressways for the rails now being installed was obtained early in the interstate highway program when federal officials were induced to look the other way while local engineers squeezed for room.

Later other cities, including Milwaukee, considering transit in superhighways were told tightened regulations prevented federal highway money from being used this way.

DeMent spoke in response to a question after a CTA board meeting at which a start was made on a \$6,000,000 extension of the Englewood L Line to Ashland from the present terminal at Loomis south of 63d.

The board let a \$413,840 contract for demolition of part of a storage yard in the terminal area and construction of a new car inspection shop at Racine near 63d.

The new shop will replace an outmoded building more than 60 years old, which must be removed as part of the Englewood extension.

The successful bidder was the B. R. Abbot Construction Co., 4643 S. Cottage Grove.

Planning for mass transit in the Crosstown so far encompasses only the 2½-mile stretch between the Stevenson Expressway and Midway Airport, on which a start will be made while controversy over the rest of the highway is ironed out.

DeMent said that obviously the service will be extended north to connect at the Edens junction with rails being placed in the Kennedy Expressway and south at least to the Clearing industrial area beyond Midway.

He said perhaps one day Midway and O'Hare airports will be connected by rapid transit.

Transportation Agency Vows Steps to Better Motor Carrier Safety

The Transportation Department intends to strengthen motor carrier safety regulations and to develop better ways of assuring adequate driver competence and qualifications, the Steel Carriers Conference was told here April 23.

The planned program, which had been publicized in the past, was referred to by George A. Meyer, director, Bureau of Motor Carrier Safety, Transportation Department.

Mr. Meyer also emphasized that maintenance is an important accident preventative, and, he said, an effective inspection program is the responsibility of the motor carrier.

"There is also no escaping the fact," Mr. Meyer said, "that an overwhelming number of crashes are caused by driver error, and so it is to the driver that we must look for a significant reduction in deaths and injuries."

Driver Problem Discussed

"Our accident investigation program and our analysis of accident reports filed by motor carriers show an alarming number of cases which point to an urgent need to deal with the driver problem," the speaker declared.

Although Federal regulations can help, Mr. Meyer said, "the motor carrier has the key role in this entire area of driver selection, training and supervision."

In steel carriage particularly, Mr. Meyer said, there is a real hazard in shifting loads.

"We are taking a look at this whole area," he said, "in the hope that something can be devised to avoid the one, two, three or more feet between the load and the header board."

Mr. Meyer referred to this space allowing momentum to build up in the case of a crash or sudden stop to such an extent that the header board may not withstand a sliding load.

Part of the problem, he said, is related to the need for better means of fastening loads with "tie-downs."

Tie-Down Problem

"Another area," the speaker said, "is the matter of protecting your vehicles against 'run-unders' by automobiles."

"This," he said, "relates to the matter of rear-end protection and also as to side protection."

Since most steel hauling vehicles are flat beds and provide a low silhouette, they are not as conspicuous as a van, especially at night or in poor weather conditions, he pointed out.

The speaker admitted he did not have the answers to all the problems he raised. "But I think the industry has the expertise to find answers," Mr. Meyer declared.

The group also was addressed by A. M. Raub, a transportation consultant who told of the need for finding means of determining the true cost of purchased transportation, such as that provided by owner-operators.

As long as the costs are not know, Mr. Raub said, "that is how long you will be harried, on the one hand by the demands of the owner-operators for an increasingly greater share of your revenues, and on the other hand, by shippers asking for proof of need of higher tariffs which you feel necessary to provide the services they seek."

Mass Transportation?

By Michael Kelly, Automotive Editor

This should hardly come as a shock, but according to a national survey the automobile is here to stay.

What does seem surprising out of this survey, however, is that a majority of the persons who participated also feel that public transportation is a complementary and not competitive model of travel to the automobile.



In the last few years there have been many arguments put forward which said that public transportation, especially mass transportation of any type, was the enemy of the motorcar and ought to be treated as such.

The survey, which took 18 months, and cost \$268,000,

was taken by two Philadelphia organizations, National Analysts, Inc., and Chilton Research Services, Inc.

IT WAS sponsored and paid for by the American Association of State Highway Officials in cooperation with the U.S. Bureau of Public Roads under the auspices of the National Cooperative Highway Research Program. The program, now six years old, was started to do research into acute problems affecting highway transportation on a national scale.

Each of the two survey groups interviewed 2,500 persons 18 years or older in various parts of the United States. The same question-

naire was used by all interviewers.

A majority of those surveyed said they consider the automobile as much closer to the ideal mode of transportation for all trips except business trips over 500 miles, for which commercial airlines were favored.

PUBLIC transportation, which for purposes of the survey included air, train, bus, rail transit and taxi, was considered closer to the ideal by only 12% of those who responded.

The automobile was used for 78% of all annual miles traveled, while 7% was by local public transportation, 4% by train, 7% by air and 4% by intercity bus.

The people surveyed who live in large metropolitan areas were more critical of highway planning and building than were those in small-

er cities and rural areas.

The people from the metropolitan areas also felt public transportation was a vital part of their way of life, and worthy of continued and accelerated emphasis. However, those surveyed did indicate their attitude toward present public transportation services and facilities were more negative than positive.

OTHER RESULTS of the survey included the fact, long held to be a basic truth by the Detroit designers and engineers, that there tends to be close "ego-involvement" with the automobile as a way of life.

Detroit has long recognized this ego idea. In fact, this is one reason why there are some many different types of cars — hard tops, convertibles, station wagons and two- and four-door sedans.

There doesn't seem to be any question of the fact that, in today's society, the automobile is the biggest single factor.

It is not only a status symbol, but the current base of our transportation system and the major factor in its reaction.

THE PEOPLE who took part in the survey also indicated there should be more emphasis on the training, testing of drivers, law enforcement and safety in carrying out highway programs.

There was also general agreement on the fact that improvements should be made in both automobile and public transportation but not one to the exclusion of the other.

Nearly 70% of those participating felt that automobiles pay their fair share of maintenance and construction of highways, while 53% felt the same way about trucks.

Participants in the survey were picked at random from all parts of the country and reached people with low middle or high incomes. The survey showed that 85% of all those surveyed owned at least one car, with 30% owned two or more.

The survey did not come up with any real startling conclusions, but did offer what many people in the industry had been saying for years.

It should add more information to the market constantly being prepared in Detroit.

New York Times May 7, 1968

State Backs Cross-Brooklyn Road

By RICHARD L. MADDEN

Special to The New York Times

WASHINGTON, May 6—Representative Edna F. Kelly charged today that Governor Rockefeller and Mayor Lindsay had reached "a secret agreement" to permit the construction of the Cross-Brooklyn Expressway.

Mrs. Kelly, a Brooklyn Democrat who opposes the proposed expressway, disclosed that the New York State Department of Transportation has requested Federal highway authorities to include the proposed expressway in the Interstate Highway System.

If the request is granted by the Federal Department of Transportation, the expressway construction cost, estimated at \$222-million, will be borne 50 per cent by the Federal Government and 10 per cent by the state. In addition Federal approval would permit the state to join with the city in a planning study of the proposed Linear City project for Brooklyn.

The cross-Brooklyn route



The New York Times May 7 1968

would run about 12 miles through central Brooklyn from the Verrazano-Narrows bridge to the new Nassau Expressway, west of Kennedy International Airport. The Lindsay Administration plans to construct a Linear City of schools, housing and other community facilities over part of the proposed expressway.

Applications Pending

Applications by the city for Federal grants to help the planning, design and construction of Linear City are still pending at the Departments of Transportation and Housing and Urban Development.

Mr. Kelly said it was "in-

credible" that the state had requested approval of the expressway project only a few weeks after the State Senate in Albany had passed a bill removing the Cross-Brooklyn Expressway from the state highway system.

The bill, which is said to face a doubtful fate in the Assembly, would block construction of the expressway.

"That the Governor and the Mayor quietly took this action [requesting Federal approval] before the New York State Assembly has had an opportunity to act on this legislation only serves to confirm the rumor that a major political accommodation has been reached between them," Mrs. Kelly said.

Spokesmen for the Governor and the Mayor declined comment. "We don't know of any secret agreement," a press aide of the Mayor said.

A spokesman for the State Department of Transportation in Albany confirmed that the state had requested the inclusion of the Cross-Brooklyn Expressway in the interstate system on April 25.

The route would be a substitute for the proposed Bushwick Expressway, which would have run across North Brooklyn, generally parallel to Bushwick Avenue, to link the Nassau Expressway with the Queens-Midtown Tunnel.

Recreation Areas Are Ready

Numerous improvements are planned for the rest areas and picnic points, maintained along the main used highways, by the State Highway Department for the coming season, with some innovations introduced last year being extended for the coming season.

Raymond Johnson, supervisor of maintenance of equipment for the Highway Department, announces completed plans for the improvements and maintenance of these areas.

Water and sanitation facilities will be placed in more of the areas, particularly at

points having the most use by the highway travelers.

Johnson's records reveal the areas equipped in this manner were greatly used last season, particularly those having playground equipment for children. He said the tables will all be overhauled and the benches will be placed in good usable condition.

Johnson said he plans to contact civic organizations, who have installed some of the equipment at certain points, about having their areas put in good shape for the season.

In connection with picnic and

rest areas, considerable interest is being displayed in the huge project for this purpose being erected by the Highway Department along Rt. 13, north of Smyrna, a project that is a part of the Federal Highway Rejuvenation program.

Earl F. Ervey, Roadside Beautification Engineer for the State Highway Department, in charge of the Smyrna project, reports construction activities are on schedule.

It is quite possible, according to Ervey, this huge rest and picnic area complex may be ready to be in service for

use by the public by the middle of the coming summer. Highway connections leading into the area are now all in place.

This huge rest area has been designed to provide for every type of transportation along the highway. Separate parking areas are provided for cars and trucks.

Complete sanitation facilities are being provided, including an ample supply of water furnished from separate wells.

A number of places are being set up for cook-outs and the picnic tables have been designed to accommodate from two to

eight persons.

A structure to be placed within the complex will provide protection in event of bad weather.

This is the only rest and picnic area of this type being provided in this state at the present time. Ervey's Division has plans for more of these places but they will have to await the allocation of more funds for this purpose.

Call
Woonsocket, R.I.
April 25, 1968

Offers Near For TOPICS Land Taking

By GEORGE R. FAERAR

State Public Works Department appraisers are expected to make offers in about three weeks to property owners whose strips of land are to be taken for implementation of TOPICS — Traffic Operations Program to Improve Capacity and Safety. At that time, according to Angelo A. Marcello, state public works director, the project will be ready for construction to advertise.

Marcello said today that his plans have been submitted to the U.S. Bureau of Public Road and that approval is expected quickly "within a matter of days," since the plans already reflect the minor revisions requested by the state and the bureau's Rhode Island representative, Robert Kirby.

Right of way condemnation plans have been turned over to the right of way section of the Department, Marcello added for appraisals to be made of the 23 parcels where striping of frontage land will be required. There are no buildings involved, he noted.

The director said appraisers have been assigned to assess the property to be condemned. This work has been divided among four appraisers in order to speed up the work he said.

There will then be a review of the appraisals made, offers prepared for property owners and condemnation plat filed with the city clerk as far as a timetable for TOPICS is concerned, Marcello said. It is on schedule and that construction will begin this spring as he had pledged.

TOPICS is being financed entirely by the state and federal governments. The estimated cost of all parts of the highway safety improvement program is \$400,000.

The City Council already has given passage to two major ordinances spelling out parking restrictions throughout the city. The new traffic signal light channelization and signing program are to be part of the contract the state will go to bid next month.

Honolulu (Hawaii) Advertiser May 3, 1968

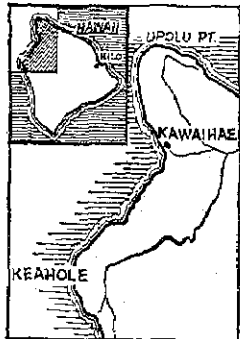
Highway Hearings Slated

By DOUGLAS BOSWELL
Advertiser Government Writer

State highway officials said yesterday they will hold hearings this summer on a \$7 million highway expected to provide a new dimension to the State's tourist industry.

The new road will spur economic development of thousands of acres of coastal and beach lands between Kawaihae and Keaheole, in the South Kona and North Kona areas of the Big Island.

Highway officials say hearings will be held in June or July on the road alignment, stretching for 25 miles along a remote coastline



which has beaches equal to Waikiki.

Construction plans are

being rushed by the State in an effort to build the road by late 1970 or early 1971.

E. Alvey Wright, deputy director of the State Department of Transportation, said the new highway may be completed in conjunction with completion of a new jet airport at Keaheole, north of the present Kailua - Kona airport.

Highway planners say the alignment of the new road has not yet been definitely set, but that it will cross the coastal slopes less than a mile from the shoreline.

Costs are expected to exceed \$300,000 a mile for a two-lane highway, in a right-of-way capable of ex-

pansion to six lanes in the future.

A second highway segment, from Kailua - Kona to the new airport site at Keaheole, is expected to be under construction this year at a cost of \$1,500,000.

The two segments will link the Kailua - Kona and Keaheole resort areas in the Kona districts with the Hapuna Beach tourist destination resort dominated by the Mauna Kea Beach Hotel near Kawaihae.

Gov. John A. Burns has said the highway will open thousands of acres in a remote region for development of hotels and resort facilities.

Oklahoma City (Okla.) Oklahoman
April 20, 1968

Speeding Crackdown Cited By Transportation Official

A federal department of transportation official said Friday the Oklahoma Highway Patrol's policy of giving no speeding warning tickets, and closer observation of persons leaving roadside taverns has reduced accidents.

E. Robert Anderson, Fort Worth, regional representative of the transportation department, made his observation to 116 military and civilian law officers attending the 16th annual Oklahoma armed forces federal traffic safety workshop at the Center for Continuing Education

at Norman. "I am convinced that enforcement and penalties have a definite effect on the accident rate," Anderson said.

He told the session Oklahoma's mandatory vehicle inspection law, which starts January 1, will "take a lot of clunkers off the road."

In another talk, Lt. John Oshorn, of the highway patrol, said a patrol inspection last May of 87,000 vehicles showed 34.4 percent of the vehicles to be unsafe.

Anderson also said that emergency medical services across the country for accident victims is "disgraceful."

St. Paul (Minn.) Dispatch
April 30, 1968

Road First-Aid Project Begun

The State Health Department is developing a 10-year, \$1.5 million program of state-wide emergency medical services under provisions of the National Highway Safety Act of 1966.

Grants are provided through the U.S. Department of Transportation and Minnesota has received matching funds for the first six months.

Aims of the program include training of ambulance crews, and setting standards for types of emergency vehicles, first-aid equipment and supplies.

ALSO, the project will try to develop a standardized system for coordinating medical records and accident reports. Appropriate emergen-

cy medical services legislation will be prepared.

Another project function is to plan for types and locations of ambulance services, an area especially important in rural areas where distances between hospitals may be great.

The Minnesota Department of Highways was designated to implement the program, and that agency suggested the State Health Department apply for the grant.

FEDERAL money is matched by the State Highway Department's revolving fund for highway safety. The federal Highway Safety Act stipulates that 2 per cent of all federal highway money must be used for highway safety.

New Freeway-Safety Project Proposed

By DEE NORTON

A \$340,000 Seattle Freeway safety project is being proposed to State Highway Department officials by freeway engineers.

Don Ernst, freeway traffic engineer, said the basic pur-

pose is to lessen chances of accident injuries.

The project could include new guard railing, replacement of one type of guard rail with another, removal of curbing near ramps, break-away bases for sign posts and relocation of sign posts.

Curbing which juts to points near the ramps — called raised-nose curbing — would be removed from 40 ramps, Ernst said. The curbing would be replaced with painted stripes and "jiggle bars" to provide more room for motorists who now may have difficulty entering the ramps.

A total of two miles of new guard railing would be installed around bridge-support columns and to fill gaps in the present railing, Ernst said.

Four miles of the present railing, with posts 12 feet apart, would be replaced with railing having posts six feet apart. Ernst said this would be done in places where there is a danger of vehicles crashing through the weaker railing. Most of this would be along the North End express lanes.

The ends of these sections of railing, and of the new sections, would be buried to

lessen the hazard if they are rammed by a vehicle.

Ernst said the proposal also calls for aluminum break-away bases on 188 large sign and light posts.

Thirty posts for large signs would be moved from two feet to 30 feet away from the edge of the roadway, or to raised areas.

"The idea is to decrease the consequences of cars going out of control by reducing collision impact," Ernst said. Additionally, numerous "Wrong-Way" signs are being installed on freeway ramps.

Also under study is raising

the height of the curbing on the Freeway Bridge.

Ernst said the concrete curbing under the present railing would be increased from 15½ inches to 27½ inches.

He said several autos have ridden up onto the 15½-inch curbing, smashed through the railing and almost fallen from the bridge.

A low aluminum railing of the same type would be mounted on top of the higher curbing, Ernst said, both for appearance and the use of motorists who ignore warnings not to leave stranded vehicles.

Providence (R.I.) Bulletin May 7, 1968

A Road Repair Fund

The report from the State House that the Department of Public Works easily could spend 10 million dollars repairing all the state roads that need repair may come as a shock to many Rhode Islanders. The backlog of needed repairs grows every year, however, and the General Assembly would be wise to begin annual earmarking of substantial funds in the interest of public safety.

Angelo A. Marcello, department director, is asking for one million dollars in the budget now under legislative review. Last year, the legislature allotted \$400,000 for repair work, the first appropriation for that purpose since 1958. His record of achievement can be measured against the fact that he has sought one million dollars a year every year of his eight-year tenure.

The money is needed to do plain ordinary re-paving of plain ordinary state roads, and each year, members of the legislature get resolutions passed urging Mr. Marcello to do work that he knows ought to be done but can't do because he hasn't got the money. With last year's \$400,000,

he managed to honor only six of the requests undertaken in order of priority need.

The need for repair of the older roads is certain to grow. Sometimes, federal funds for road projects can be extended to help in such projects, but the federal government makes no formal allocations for ordinary repair of old roads. The job is the state's, and Washington won't help one state unless it can help all — a most unlikely prospect in these days of budget-cutting.

The simplest approach in Rhode Island would be the earmarking of a fixed sum annually to permit the public works department to cut down on the backlog of repair requests. When that backlog is thinned, perhaps the annual appropriation could be cut to the point where the department would be able to keep even with needs as they develop each year.

The big new expressways are fine for travel, but each year scores of thousands of Rhode Islanders and visitors travel the old and ordinary roads, and those roads ought to be kept in as safe and usable condition as is possible. But the jobs can't be done without money, and legislators who see the needs as clearly as Mr. Marcello can help him best by giving his department repair funds.

Engineering News-Record
May 2, 1968

Justice for the Displaced

Century Freeway in Los Angeles may make urban highway history. Although details of the plan are still in the making, a state commitment backed by the Department of Transportation virtually assures families displaced by the 10-lane road that they will have a comparable home in the same neighborhood (ENR 4/25 p. 30). This contrasts to the common practice of paying market value for slum properties, giving property owners less than they need to buy replacement housing.

California's fresh approach to the delicate problem of relocating Watts-Willowbrook residents who are in the path of Century Freeway (I-105) is not only smoothing the job of the highway engineers but is inspiring a community action program of neighborhood rehabilitation and renovation.

Of equal importance to the concept of replacement is the sensitivity of the Division of Highways of California's Department of Public Works in dealing with the displaced

property owners. It did not march in with an already approved alignment for the freeway, hold a perfunctory public hearing and then bulldoze the proposed route over residents' protests. Instead, it took a grass-roots approach to the problem.

Highway officials involved the residents and community organizations in planning the freeway, starting in the early stages, and generated self-help neighborhood improvement programs.

The success of the people-oriented plan is evident from the recent public hearing. Residents are cooperating with the highway division, not fighting it. And a new sense of much-needed neighborhood pride has sprung from the community-supported relocation plan.

State highway departments facing similar urban freeway problems elsewhere should take a lesson from the California approach. By working with residents from the early stages of planning, instead of taking a "we-know-what's-best-for-you" attitude, highway officials can build necessary urban freeways. But more important, they can do their part in the crucial job of rebuilding our cities.

7

Democrat
Tallahassee, Fla.
April 25, 1968

Road Bureau Dinner For Call, Sirmans

J. S. Call, retiring Division Engineer, and Gordon B. Sirmans, retiring Area Engineer for the U. S. Bureau of Public Roads, will be honored Friday night at a dinner at the Tallahassee Country Club. Some 60 bureau personnel are expected to attend.

Call has been Division Engineer for the state since 1962. A native of Pennsylvania, he graduated from Pennsylvania State College in 1923, with a B. S. in civil engineering. He worked as a consulting engineer with the Florida Road Department, and in 1924 was employed by the U. S. Department of Public Roads, in Gainesville. He was subsequently stationed in Washington, D. C., in Montgomery, Ala., and in the Georgia Division office as construction engineer, district engineer, and Division Engineer. Call is married to the former Kitty MacRae of Lakeland, they have two sons, Byard M. Call, Atlanta, Ga., and John S. Call Jr., of Palm Beach.

Sirmans has been in Tallahassee since 1946 with the Bureau of Public Roads. He graduated from the University of Georgia with a B.S. in Civil Engineering, and then spent four years with the U.S. Army in the Corps of Engineers. He is married to the former Dorothy Godfrey of Waycross, Ga.; they have one son, Lt. Commander Alar G. Sirmans, USN, now stationed in New Orleans.

Defacing S.C.'s Natural Beauty

Although compromise is an essential ingredient of the political potage, often it is needlessly added to the soup by the surplusage of cooks, eager to get on with the meal.

Such was the case in the South Carolina General Assembly's disposal of the disputatious business of billboards along interstate highways. Just because there is minority opposition, leaders of the House and Senate don't have to knuckle under because of threats of filibusters and the like.

Frankly, we like what the state of Vermont has done. Theodore M. Riehle Jr. is the man most responsible for that state's legislation, which numbers the days of billboards cluttering the roads.

When Vermont's law goes into operation, the state itself will go into the sign business. It'll place small, unobtrusive signs at convenient spots, informing motorists. Listed will be nearby motels, restaurants and service businesses. Down will come the massive, competitive billboards.

Riehle says Vermont's 500 billboards and 3,500 smaller signs constitute "scenic pollution." Right. Visitors to Vermont now will be able to view the pleasant Eastern state's landscape, uncluttered by human pop art. We look forward to the day when the visitor and native can view South Carolina the same way.

Birmingham (Ala.) Post-Herald
April 23, 1968

Highway Site Uses Is Topic

Mayor George Seibels Jr. has asked the State Highway Dept. for a meeting to discuss the joint development of land over and under interstate highways and the Red Mountain Expressway in Birmingham.

In a letter to Herman Nelson, highway director, Mayor Seibels said the new concept in interstate land use could probably be used along I-59 and the expressway—especially in the downtown area.

State Highway Dept. officials, with a representative of the U. S. Bureau of Roads, recently outlined the joint development concept to city officials.

Could Condemn Land

Under the plan, the city could purchase land, bought by the Highway Dept. for right-of-way but not used, and develop it in various ways. Or, in some cases, the city could condemn land along a proposed interstate route and sell to the Highway Dept. the amount needed for interstate construction.

Planned projects, which would require the approval of the Highway Dept., could be built in the space under the interstates or in the air space above the highways.

"This concept is in line with the objectives of the City of

Birmingham and, as you will recall, is reflected in the proposed relationship of the Civic Center complex to the space under I-59 between 19th-st. and 21st-st. n.," Seibels said.

"Also, the development of the large postal facility anticipates the use of right-of-way space for parking under the structure of the Red Mountain Expressway," he said.

"Existing projects, now under construction on land fill, limit the application of this concept to I-59," Seibels said.

"However, excellent opportunities still remain for supplemental use of right-of-way for the portion of I-59 to be constructed on piers in the downtown area and, particularly, the extension of the expressway," he said.

Wood, Field and Stream

Conservationists Get Road Builders to Go Across the River and Into the Trees

By NELSON BRYANT

"IN New York State there is a vital but not often told story of efforts to make highways compatible with conservative interests."

So begins an article in the February-March issue of the Conservationist, a magazine published by the New York State Conservation Department.

The article, written by Donald G. Pasko, supervisor of fish management for the department, says that as far back as 1956 his agency and the state's Department of Public Works (now the Department of Transportation) agreed on a set of standards to be followed by contractors when engaged in road or bridge projects involving fishing streams.

The pact produced some good results, Pasko says, but was subject to abuse through lack of interest or understanding by the individuals involved.

The entire road-building-stream problem was brought into sharp focus in 1963, when the Federal Bureau of Public Roads, after conferring with the United States Fish and Wildlife Service, said in effect that henceforth highway projects involving Federal aid in the various states in the nation would have to be reviewed by the conservation or fish and game departments of the states involved in an effort to minimize damage to streams and wildlife areas.

Although this applied only to Federal-aid highways, it stimulated a closer degree of cooperation between highway and conservation departments in New York, New Hampshire and other states on all state road projects. In New York, under a new stream-protection law, this cooperation is now moving down into the county, municipal and town

levels. The law requires authorization from the State Water Resources Commission before local work involving trout streams or navigable waters is begun.

When a new Federal or state highway project is planned in New York State, the Department of Transportation informs the Conservation Department, which then reviews the proposal to determine whether there would be a detrimental effect on fish and wildlife resources. If it is felt that damage would occur, fish and game biologists make recommendations for changes that would eliminate or minimize the damage.

There must, of course, be some giving on both sides. Highway engineers want to keep costs as low as possible and biologists want to save every natural resource they can. One group, the engineers, has safety and cost as its primary criteria; the other group, the biologists, is dealing with values that are difficult to translate into dollars and cents.

A new bridge or a highway can damage a stream in many ways. Over centuries, a delicate ecological balance is reached in such a stream—involving depth and temperature of water, rate of flow, streamside trees, shrubbery and grass, composition of the bottom, whether sand, rocks, gravel or mixed organic muck rubble.

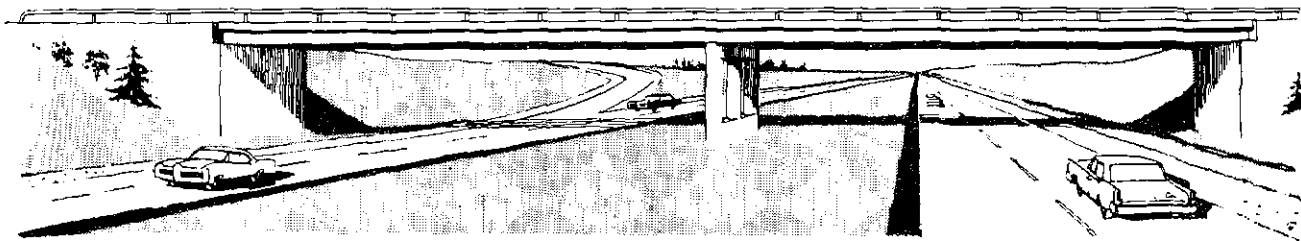
Trout, particularly brook trout, need cool water in order to survive and the water will not, in most areas of the United States, be cool unless the stream is shaded. They need pools and eddies in which to rest, and there must be areas in the stream where aquatic insects, their primary food, can live and multiply.

ROUNDUP OF FEDERAL HIGHWAY ADMINISTRATION NEWS

BUREAU OF PUBLIC ROADS
NATIONAL HIGHWAY SAFETY BUREAU
BUREAU OF MOTOR CARRIER SAFETY

No. 301. May 27, 1968

For official distribution. Do not reproduce.



U.S. DEPARTMENT OF TRANSPORTATION • Federal Highway Administration

Tulsa (Okla.) World May 11, 1968

The Auto: Here To Stay

ARE ADVOCATES of urban "mass transit" as the ultimate solution to the metropolitan traffic glut "wishful thinkers?"

To FRANCIS C. TURNER, Director of the U.S. BUREAU OF PUBLIC ROADS, the answer is a positive, "Yes."

A strong defender of the American automobile and the public's right to use it, TURNER contends that those who look hopefully to mass transit for traffic relief are shooting wide of the mark.

TURNER quite obviously is shooting at the DEPARTMENT OF TRANSPORTATION and other Federal agencies who are pressuring for a reduction in highway construction and a concentration of aid funds in building huge mass transit networks. He does not so much oppose mass transit as he warns against efforts that would ignore the auto.

The auto is here to stay, and will grow in numbers, says TURNER.

"Some of the wishful thinkers who propose mass transit as the easy and instant solution either don't know about or deliberately ignore the nature of the daily movements of the urban population. As much as 95 per cent of all travel is separate from the commanding pattern—almost 95 per cent of it is dependent upon automobiles. We have a whole new breed of amateur experts who would do away with highways altogether and force everyone to ride some kind of magic carpet."

Recent trends in urban growth tend to strongly support TURNER'S thesis that to ignore highway needs would be to compound the traffic

glut. Take the core of the modern City: it is already crowded and since World War II the movement of people has been outward, not inward. The growth in jobs is toward the suburban areas—not toward the inner core which mass transit has always served.

Contrary to the views of many planners, the automobile did not cause growth to the suburbs, but made it possible. The same is true with respect to the movement of industry toward the fringes of cities. Mass transit cannot now get workers to and from their jobs—but autos can. TURNER quite accurately contends that mass transit on rails or rubber tires cannot serve the purpose it once did when everybody worked "downtown."

Recent preliminary surveys into Tulsa's future with mass transit indicate it is neither feasible nor economic at this time. Tulsa is not yet big enough to support a massive transportation system of the type envisioned by the new DEPARTMENT OF TRANSPORTATION. Moreover, Tulsa has a high incidence of auto travel and a strong preference for it. Thus, by planning and building an artificial system for transport nobody is demanding would not seem to fit the local need.

The Tulsa City bus system is asking for more "relief" from the City. It will unquestionably get it, further reducing public transit facilities to the point of virtual non-existence.

All things considered, it seems to us that roads chief TURNER has waved a timely flag of warning against Federal pressure to change a way of life that is here to stay.

Hartford (Conn.) Times May 14, 1968

Using Air Rights Over I-84 Urged

By ALLYN HEMENWAY

A high-rise apartment on Main St. over I-84 was envisioned today by Ralph Hager, deputy commissioner of the State Highway Department.

A change in concept of the Federal Highway Administration (FHWA) makes such a structure possible Hager said.

The building would fill the gap where buildings were torn down to put I-84 under Main St.

Hager asked the State Development Commission and other state agencies for monetary and manpower help and advice to get such a project under way.

The proposal came during a discussion today at the U.S. Bureau of Public Roads office here with representatives of the state's Finance, Agriculture and National Resources, Highway, Community Affairs, Transportation, Labor, Development and Aeronautics departments present along with federal officials of the highway administration. Harold C. King, bureau of roads representative here presided.

John A. Swanson, director of right-of-way, Bureau of Public Roads, Washington, outlined the new concept of building over, under and beside highways.

"Our highways are essential to the life blood of the city," he said, "but we have had more criticism than we had before because highways haven't recognized the 'quality' of living."

Highways should be a "good neighbor of the city" he said.

He outlined such possible private uses as stores, housing, industrial plants and parking. For public use there could be

community center, libraries, fire stations, playgrounds, parks, ice skating and many other uses. * * *

He mentioned the frequently cited Hartford Library which was built over the Whitehead Highway before it became part of the Interstate system, Pan AM in New York, the Prudential Center in Boston as examples of buildings over roads.

Highways "should no longer be an intruder to the city, but a welcome component," he said.

Swanson said while the highway department now frequently buys 40 per cent of a block needed and pays 80 per cent of the cost because of damages, in the future it might buy the entire block, use 40 per cent as planned and develop the rest under the new program.

In Baltimore a school is being planned over a highway, he said, taking the place of three schools planned which would have displaced 500 families at greater cost.

Hager described arrangements made with local companies along the route for parking when I-84 land was acquired and the department had let the people park indiscriminately.

The Bureau of Roads finds this unacceptable.

Hager said there could be ground level parking all the way from Morgan St. to West Hartford but there might well be a better use.

Describing a recent tour of I-84, he said, "Conditions that exist, I've got to admit, are deplorable. There are many acres available that could be put to better use."

SCIENCE IN FOCUS: POWER BY THE POUND

Detroit Finds Recalls Of Cars With Defects Can Bring Dividends

Dealers Use Occasion to Sell
Service and Even New Cars;
'Like Chasing Ambulances'?

By TIM METZ

Staff Reporter of THE WALL STREET JOURNAL

DETROIT—When the highway safety campaign spurred auto makers to start making public announcements in 1966 about cars that needed to be returned to dealers to have possible defects remedied, many in the auto industry could see nothing ahead but embarrassing headlines and heavy outlays for free service.

But the auto makers and their dealers are finding that callbacks have a silver lining. They are helping the industry sell more service—and even new cars in some instances.

"We find that four out of every ten callback customers order extra work to be done," says Michael Tarback, a Buick-Chevrolet dealer in Calumet, Minn. Harold DeBandt, general manager of a St. Louis Pontiac dealership, says callback letters sent out by Detroit's manufacturers "have had the same effect as a good direct-mail advertising campaign," boosting his service business "by 3% to 5% over the past few months."

Dealer attitudes today are sharply different from what they were in early 1966, before the National Traffic Safety Bureau began to disclose publicly that some makers were recalling cars to check on suspected hazards. Then many dealers feared public disclosure of callbacks would result in panicky motorists clogging service departments and would scare off potential new car buyers. But these worries didn't pan out. Now the National Traffic Safety Act of 1966 requires makers to report safety callbacks to Federal officials, and manufacturers have been routinely announcing recalls publicly.

How About Some Tires?

A certain amount of discretion is needed when trying to sell extra service to callback customers, dealers say; a man who has just learned he owns a faulty product may not be in the best of moods. Frank J. Newell, owner of a Pontiac dealership in Gresham, Ore., says he is careful to "soft sell" added work.

For example, if a safety check involves the steering mechanism, says Mr. Newell, "it leaves us open to suggest a front-wheel alignment. Then we take a look at the tires." It sometimes helps, Mr. Newell adds, "when I say under my breath, 'Gee, I sure hope your wife doesn't have a blowout on the freeway with those old tires.'"

According to the National Traffic Safety Bureau, some 4.8 million cars have been called back since September 1966. One official of the agency says there is a concern that some dealers may be selling some recall customers service they don't really need. But Detroit's four major auto makers say they haven't had any unusual complaints.

Predictably, many dealers are using callbacks as an opening to try to sell new cars. Mr. DeBandt of St. Louis says he has sold "several" new autos to callback customers in recent weeks. E. M. Estes, a General Motors Corp. vice president, observes that "recalls are not without some small benefits" for new-car sales. "When a three-year-old car is involved, the owner is a prime prospect for a new one," says Mr. Estes.

A Sale a Day

In the last six months, GM has recalled 479,470 three-year-old Pontiacs and 1.6 million 1965 Chevrolets, the first recalls of any cars other than relatively new models. The move delighted the dealers involved. "We assign a

'Packaged' Electricity Used In Research Work at OSU

By TOM FENNESSY
Dispatch Science Writer

Researchers at Ohio State University have been buying electricity by the pound and using the packaged power to drive rivets and make X-rays.

The "supermarket" where the researchers shop is the Cleveland-based Clevite Corp. The merchandise should properly be called piezoelectric crystals. And the bills are paid by the Ohio Department of Highways and the U.S. Bureau of Public Roads.



Fennessy

It has been known since the late 1800s that certain crystals produce electricity when pressure is applied to them. Little had been made of the knowledge, though, until OSU researchers began working with the crystals in 1962.

WELDING ENGINEERING Prof. Robert C. McMaster said that quartz is the most common piezoelectric crystal. The crystals give off an electrical charge under mechanical pressure, and the more crystals or greater pressure, the more electricity.

The reverse is also true of the crystals, McMaster said. When electricity is put into the crystals, they vibrate, giving off mechanical energy.

OSU researchers have applied both effects of piezoelectric crystals — usually lead-zirconium-titanium crystals — to practical devices.

MERLE L. RHOTEN has used the electricity-producing feature to construct a portable (15-pound), 150,000-volt X-ray machine that can see through a one-eighth inch of steel or 2 inches of aluminum. It was designed for highway bridge weld inspection.

Charles C. Libby has put electricity into the crystals and used the resulting vibrations—about 10,000 cycles per second through 35 thousandths of an inch—to drive rivets.

Future applications predicted by Prof. Roy McCauley include battlefield or accident scene X-ray units; better highway construction cement mixers; and traffic monitors that would give electrical signals due to the vibrations of passing vehicles to allow monitoring of speed, weight, direction and density of city traffic.

Passenger Transport
April 19, 1968

BPR Man Looks to Transit

OLYMPIA, WASH.—The new Northwest Regional Administrator for the Federal Bureau of Public Roads has said that federal highway planners "would like to see some of the load picked up by mass transit."

Ralph M. Phillips, in an interview, said, "Certainly we need all the help mass transit can give us in handling the traffic in urban areas."

Phillips recently replaced retiring Baird M. French in the bureau's Portland office which supervises federal participation in highway projects in Washington, Oregon, Idaho, Montana and Alaska.

"Already the traffic load in urban areas is becoming more than highways in many areas were designed to handle," the official noted, adding that anything rapid transit can do to help is needed.

In fact, he stated, planners have figured that in areas of more than one million population, a certain percentage of the traffic would be carried by mass transit.

But even under optimum conditions, he stated, such as the proposed Bay Area system in the San Francisco area, even peak transit loads won't carry more than about 17% of the traffic, and much less on a daily basis, it was reported.

Tribune
Chicago, Ill.
May 11, 1968

STATE WARNED CRISIS LOOMS ON HIGHWAYS

2,300 Miles Needed
Expert Says

Illinois must construct at least 2,300 miles of expressways within the next 10 years or face a highway crisis, the chairman of the Illinois Tollway commission's advisory committee said yesterday.

Thomas J. Hanahan Jr., who said that expressways must be constructed with little expectation of federal aid. He and five other committee members recently returned from Washington where they examined progress of the 41,000-mile interstate highway program.

Program Is Delayed
Hanahan said he was sure that the 60 per cent completion of the highway program now scheduled to end in 1974, two years later than originally planned.

He said that costs have risen from the initial 25 billion dollars to 51 billion dollars. Completion of the interstate program will end the program, which the federal government pays 90 per cent of the cost and the states 10 per cent.

Allotted 250 Million
Illinois has been allotted 250 million dollars for fiscal 1968 with 215 million dollars specified for interstate construction on the 90-10 percent basis. The balance of 35 million dollars is to be spent for secondary roads.

"This means that Illinois must have to solve its future highway crisis and the need for 2,300 miles of new roads on its own," said Hanahan.

He explained that although the federal transportation department and the U.S. Highway Administration see no other solution, Illinois to implement its highway building plan.

I-40 Dispute Eased by Talk

By ROB ELDER

It led to no immediate agreement on anything, but a meeting at the State Highway Department here yesterday may have rounded a significant curve in the route public officials are following in their relationship with Nashville's Negro community. The subject was Interstate Highway 40—center of a controversy since last fall, when Negroes, joined by an increasing number of sympathetic whites, went to court to oppose the road's routing through North Nashville.

PARTICIPANTS in yesterday's meeting included not only the local, state and federal officials concerned with roadbuilding, but also representatives of the I-40 Steering Committee, the group which has led the protest against the route.

"Perhaps most significant, the public officials in effect told them, 'We can't change some things, but we are here to solicit your thinking on some things we can change.'" Ray Moredock of the State Highway Department described the meeting as a "joint effort" of that department, the U.S. Bureau of Public Roads, and Metro Model City and Public Works officials.

"THE IDEA," he said, "is to try to develop a plan which will overcome the objections of the local community and be compatible with everyone's desires."

The I-40 committee, sending representatives, was not indicating it is in favor of the current location of the highway, said its attorney, Avon Williams. But spokesmen for the group said they will take several of the matters explored yesterday to the full committee at its next meeting at 5 p.m. Monday.

Later discussion yesterday was both the segment of the highway now under construction between 18th and 46th avenues, north, and the planned portion which will take the road from 18th to the Cumberland River. The committee lost its court fight for relocation of the road, but won several modifications of the route between 46th and 18th avenues.

"As we move past 18th, we are interested in your ideas," explained Herschel Bryant, assistant division engineer for the Bureau of Public Roads.

SPECIFICALLY, the steering committee representatives were asked whether they would prefer that local traffic around the interstate at 12th Avenue be handled by a frontage road connecting local

streets, or by a connector which would link Jefferson Street with 12th Avenue on the north, and the south terminal of which would be Jefferson at 14th Avenue.

"We're not committed to either one," said Moredock, explaining that engineering requirements require a choice of one alternative or the other, but rule out construction of both.

Yale Rabin of Philadelphia, planning consultant to the steering committee, indicated that both possibilities relate to the group's concern that local traffic in and out of North Nashville not be blocked by the highway.

"It would be nice to have both," he said.

MOREDOCK SAID letting of contracts for construction from 18th to the river is tentatively scheduled for next month, but that this deadline may be delayed.

The discussion of the part of the highway already under contract centered on the five modifications required by Federal Highway Administrator Lowell Birdwell when he approved the route from 46th to 18th.

Birdwell called for the cut for the highway at 18th Avenue to be designed so that air space over the road could be used for construction of a shopping center or other facilities.

RABIN TOLD the road officials yesterday, however, that the cost would be prohibitive to Negro businesses unless the federal government pays for the deck on which such a center might be built.

"Discussion of air rights structures without a deck to put the structures on is meaningless," agreed Dr. Flournoy Coles, chairman of the steering committee.

The highway engineers, despite Rabin's insistence that "the Department of Transportation is paying for cover on roads in other areas," said they have no funds for anything but the retaining walls to support the structure. But, they said, they are trying to design the grade so that such a structure could be built over the highway, even four or five years from now.

METRO Councilman Harold Lowe told the road officials that opposition to displacement of homes by the South Street connector which will pass under I-40 just east of the Tennessee Central railroad has led to formation of protest group which could lead to "another I-40 controversy on the local level."

* * *

Record \$211 Million Allotted For Virginia Road Projects

By ALEX R. PRESTON
Star Staff Writer

RICHMOND—A record spending program for Virginia's Interstate, primary and urban road systems will be launched on July 1 by the State Highway Commission.

Formal approval of allocations, totaling \$211 million for the next fiscal year, was voted at a commission meeting here yesterday. The sum is about \$6 million more than is being spent currently.

The Culpeper Construction District, which embraces Northern Virginia, will receive about \$45 million—by far the largest amount of any of the eight construction districts—but about half this money will be spent in the Charlottesville area to advance work on Interstate Route 64.

Nevertheless \$4.3 million was designated to supplement previous funds to continue widening of Shirley Highway (Interstate 95) between Washington and Woodbridge. In recent years, most of the Culpeper District's allocations have been earmarked for this Washington suburban corridor.

Despite a holdup in construction of Interstate Route 66 by court action involving the right-

of-way of the Washington & Old Dominion Railroad, the commission allotted \$1 million more to this project.

The State Highway Department has plans to construct Route 66 from the Capital Beltway into Washington through Fairfax County, Falls Church and Arlington, if it obtains a favorable court decision on the railroad right-of-way and there is a settlement of the Three Sisters Bridge controversy.

In addition to the \$211 million in allocations approved yesterday, the commission earlier had allocated \$61.7 million for the secondary, or so-called farm-to-market system.

Route 1 Overpass

Yesterday's action came after commission members turned down several pleas from various localities for specific road projects not included in its plans for next year.

Clifton G. Stoneburner, Arlington County's highway engineer, led a delegation making a bid for immediate action on a proposed overpass on U.S. Route 1 at South 18th Street to help the circulation of traffic in the rapidly developing Crystal City area.

Barnes Lawson, an attorney representing the Charles Smith Co., said the access facility was needed for about 35,000 persons now in the apartment-office building complex, and he estimated that the number of persons involved in the Crystal City area would be doubled by the year 1985. He said his company would contribute \$10,000 toward construction to relieve the situation in the immediate future.

Commissioner Douglas B. Fugate admitted that the overpass is closely connected with the department's future plans and said, "If you don't see any allocation at this time, don't be discouraged." Fugate indicated that a solution may be worked out possibly with the help of federal funds.

Included among allocations approved were projects to extend the four-lane dividing of Route 7 west of Tyson's Corner in Fairfax County, \$2 million; to continue work on the Route 7 bypass of Leesburg, \$16,500; to widen Route 1 from four to six lanes in the Penn Daw area south of Alexandria, \$500,000; to continue four-lanes of Columbia Pike between Bailey's Crossroads and Annandale, \$200,000.

HOW TRANSIT CAN COMPETE WITH THE MOTOR CAR

SOME transportation planners, appalled by a future expressway needs to cope with swarms of motor vehicles, are turning almost frantically in their thinking to various modes of mass transit. Yet mass transit—whether busses, subways, elevated monorails or whatever—cannot be a total, easy or instant answer. This is so, the director of the federal Bureau of Public Roads, Francis C. Turner, pointed out last week, because such an approach ignores the way most people want to travel—in their own cars.

The motor car is very much here to stay. Its unfettered mobility, the driver's privacy and freedom of choice on departure and arrival times are considerations which public transit cannot match. Transit can compete to a degree on long-haul commuting trips to suburbia if it offers substantially greater speed by having its own right of way, and if its equipment is comfortable and attractive. As a fundamental principle, it can compete better as the private motor vehicle becomes less efficient, as overcrowding makes the traffic battle and the search for a parking place ever more painful.

These considerations are basic to Kansas City's current transit situation. In the 1970s when the big 500-passenger planes start landing at Kansas City International airport, an intolerable traffic jam would result if all the airport-city movement had to be in motor vehicles along I-29 or other routes proposed but not yet built. So the Kansas City Area Transportation Authority is firm in its intention to build a mass transit system to the airport. Consultants have recommended high-speed turbine busses over a private right of way initially, with a monorail as a later

possibility.

THE bistate agency's other, and primary, project—to buy Kansas City Transit, Inc., and the other privately owned bus companies in the 7-county metropolitan area—is moving more uncertainly. Purchase negotiations with the big Kansas City company are dragging. Even when a price is agreed on, the authority must wait for a federal aid grant and then raise a substantial part of the money needed from local governmental agencies.

This last could be the toughest goal of all, at least until there is more public sense of urgency in Kansas City as to the basic need for public transit in a major modern community.

Yet Kansas City has an excellent expressway system, most of which is completed: Southeast and North Midtown freeways, Southwest trafficway, three sides of the downtown loop, Muncie and Eighteenth street on the Kansas side. Next year the I-35 connection to Johnson County will be ready and the circumferential highway moves ahead, link by link. The South Midtown freeway is the last major unit yet to be started. Dozens of downtown parking projects have been built, with another large one recently under way.

So long as this fine trafficway network enables Kansas Citians to move back and forth to the central city in comparative ease, public transit here will have limited opportunities. Yet in every city are many thousands of persons who cannot or do not drive their own cars—people who must have transit. The tough immediate task of the transportation authority is to create an improved public bus system to care for these individuals. With the exclusive transit right-of-way principle extended to much more than just the airport run, and that is the plan, the transit system's chances for future growth will improve just as congestion on the streets and freeways worsens in the years ahead.

Removal Of Trees From Roadside Brings Outcry

Proposed Highway Safety Measure Scored

By PAT SHERLOCK
A highway safety measure proposed by the U.S. Bureau of Public Roads has brought forth an outcry of disapproval from Grantee State conservationists.

The cutting of these trees has been termed by one conservationist as "destructive, arbitrary" and a crime against America's beauty.

The report, which was published by the AASHO's Traffic Safety Committee, is entitled "Highway Design and Operational Practices Related to Highway Safety." It was endorsed by the U.S. Bureau of Public Roads in June, 1967.

Comstock said roadside hazards had been thoroughly reviewed in an effort to reduce highway fatalities. In addition to trees, the proposal also calls for the removal of roadside signs, rocks, boulders and ledge formations from the 30-foot area.

The storm centers around the theory that fatal off-the-road accidents could be considerably reduced by removal of all fixed objects within a distance of 30 feet from the edge of the road and center median strips. This includes trees.

Corrective Programs
The section dealing with the "recovery area" reads, in part: "Corrective programs should be undertaken at once to eliminate

from the roadside or to relocate to protected positions, such as hazardous fixed objects as trees, drainage structures, massive sign supports, utility poles, and other ground mounted obstructions that are now exposed to traffic."

New Construction
This will apply to all new construction of federally aided roads and highways with speeds of 50 miles per hour or greater. Road markers, directional signs and utility poles on these

Montgomery (Calif.) Peninsula Herald April 9, 1968

Fred Farr Visits

Beautification Progress Noted

Fred Farr, Monterey County's representative in the California State Senate from 1955 to 1967, was a Peninsula visitor over the weekend.

Farr, still a legal resident of Carmel, currently lives in Washington D.C. where he serves as coordinator of highway beautification for the Federal Highway Administration, Bureau of Public Roads.

He was appointed to the federal post a little over a year ago following his defeat by State Sen. Donald L. Grunsky (R-Watsonville).

Looking trim and fit, Farr, in an interview at The Herald, spoke enthusiastically of his new job. He said his office is primarily concerned with control of outdoor advertising, screening of junk yards and enhancement of highways through preservation of scenic corridors.

Junk Screened

Good progress toward the goals of these programs is being made, Farr said. He pointed out that in the few years the highway beautification program has been in existence, more than 1,400 junk yards have been screened across the U.S. and more than 5,000 scenic easements donated.

Farr lauded the pioneering Monterey County has done over the years in highway beautification.

"As I travel, I get a lot

of inspiration out of what has been done in Monterey County in many of these programs.

"People around the country talk a lot about scenic easements and corridor protection and much mention is made of Monterey County."

Billboard control legislation at present is slowed up by lack of funds, Farr said, mainly because of the war in Vietnam.

Contagious

Looking past the war, however, Farr sees a bright future for the overall beautification effort. It is a contagious thing, he said, something which sells itself and is relatively inexpensive. "The total cost is only 1 per cent of the money spent on state and local levels on highway building in the United States."

Farr travels a great deal in promoting beautification. He and members of his staff address conferences on beautification, talk to highway commissions, highway engineers and state legislators.

He also works with other federal agencies having programs leading to highway beautification.

Two specific programs now occupying his attention, he said, include beautification of roads leading into Mexico on a joint venture basis with Mexico



FRED FARR

(Herald photo)

... sees bright future for program.

and development of highway information centers in California.

Phase Out

Farr said he anticipates that California will phase out its agricultural inspection stations in the near future. These facilities could then be converted into information centers, he declared.

Many other states use such centers, he noted. Frequently tied in with a roadside rest area, they provide maps and information on hotels and motels and camping to the traveler.

The ex-senator left yesterday afternoon for San Francisco and the first leg of a return trip to Washington.

He said he can't say how

long he will remain in Washington. "I want to get back to Carmel some day."

Fargo (N.D.) Forum May 10, 1968

Federal Highway Grant Released

By THE ASSOCIATED PRESS
Sen. Quentin Burdick, D-N.D., announced Thursday the Federal Highway Administration has issued a grant for \$29,200 for planning and administration of the state highway safety program.

The grant was made under the National Highway Safety

Program. The money will be administered by the North Dakota state Highway commissioner.

Commissioner Walter Hjelle said the money would go to the provisions of the National Highway Safety Act into effect in North Dakota.



Official Tells Newsmen About A Big Bridge Fragment

Charles Scheffey, Bureau of Public Roads representative, on committee

Decision On Bridge Collapse Is Expected In Six Months

By TOM D. MILLER
HENDERSON — Federal investigators "walked" the Silver Bridge here Thursday morning in advance of public hearings on the five-month-old tragedy and said it would be six more months before it can be said what caused the collapse.

Members of the National Transportation Safety Board Committee toured the re-assembled wreckage of the bridge, strung out in an open field here within site of the concrete piers up river which once carried the bridge from Point Pleasant to Kanauga, Ohio.

The public hearings begin at 9 a. m. Tuesday at Charleston House in Charleston and some 35 eyewitnesses and survivors of the Dec. 15 disaster which claimed 46 lives will be interviewed first, according to a spokesman for the committee.

Retired Coast Guard Adm. L. M. Thayer, chairman of

the NTSB committee, told reporters after the tour of the wreckage that five of the 19 possible causes have been eliminated and "six months after the end of the public hearing (May 19), we should have the answer."

He listed the five possibilities that have now been eliminated but refused to name the possible causes still under study. He said a report on preliminary findings will be made at the public hearing next week.

Newsmen were shown nine pieces of the bridge structure which have been selected for particular attention. These will be shipped to the U. S. Bureau of Standards in Washington for laboratory analysis, according to Charles Scheffey, a member of the committee from the U. S. Bureau of Public Roads.

William Domico, West Virginia Road Commission engineer in charge of the re-assembly of the 3,600 tons of steel salvaged from the river and the Ohio shore, said the

work of trying to reconstruct the bridge steel framework is "finished except for about 70 per cent of the stiffening trusses." He estimated this would be finished in two months.

The hour-long tour Thursday covered the entire re-assembly in the 20-acre field with Mr. Thayer, Mr. Scheffey and Mr. Domico explaining the various connections and breaks in the steel along the way.

At an informal press conference following the tour, Mr. Thayer and Mr. Scheffey said the "unique blending of eyebar chain with stiffening trusses" apparently was used in only three bridges (here, at St. Marys, W. Va., and in Brazil) because it wasn't "as economical as they first thought."

Mr. Scheffey said he believes this is why only three such bridges were built.

"We have no judgment yet as to whether the unique feature of the bridge design contributed to the collapse," he

said. He also said sometimes it is "impossible to detect metal fatigue while a bridge is still standing."

more
The five possibilities which have now been eliminated, according to Mr. Thayer, are:

—Instability or local failure on the upstream leg of the Ohio tower.

—Overload at the time of collapse.

—Sabotage.

—Aerodynamic pressures such as caused the collapse of "Galloping Gertie," the Tacoma Narrows bridge.

—Accidents such as a collision of a barge with one of the river piers.

Mr. Scheffey said the nine selected pieces of metal are "only the first to be pinpointed and we hope to analyze more bridge members later."

The committee said the task now is to "find the airtight logic to prove where the first break occurred and why."

'69 Starting Date Set For Rt. 81 Interchange

Billboard Rules Studied

LANSING (UPI) — Federal and state highway officials have agreed to work with outdoor advertising representatives to write stiffer billboard control regulations that protect advertising interests without risking loss of Federal highway aid.

The informal agreement among the three parties was reached at a legislative hearing Wednesday called by Senate and House committees to give Federal officials a chance to explain objections to previously drafted Michigan rules.

"We're not really too far apart in Michigan," said George MacInturff, chief of outdoor advertising control for the U.S. Bureau of Public Roads.

He denied Michigan was in any immediate danger of losing Federal highway funds for failure to agree to a tighter set of regulations restricting outdoor advertising along Federally funded highways.

The proposed agreement, written by the Outdoor Advertising Association of Michigan, was the basis for two bills changing Michigan's billboard regulation act of 1965. Both bills

passed in legislative committees. Specifically, the Transportation Department objected to a loose definition of a commercial zone in which freer use of signs is permitted; allowing signs within 3,500 feet of a business (the department prefers a 300-foot limit outside municipalities), and the spacing intervals for signs along interstate and primary state routes.

The rejected state rules proposed that billboards by 350 feet apart unless separated by a building or other obstruction.

Construction of the Rt. 81 interchange with Front and Second streets in Susquehanna Twp. is expected to be started early in 1969.

The State Highways Department yesterday released the approximate target date, basing it on final design plans which are about 70 per cent complete.

The layout, with its proposed ramps and traffic patterns, has been approved by the federal

government. The interchange is part of a design contract for a section of Rt. 81 from the Susquehanna River

Bridge which will link Susquehanna Twp. to the eastern border of the Penn Central Railroad's Lucknow Yards.

The entire section is being designed by Gannett, Fleming, Corddry and Carpenter, Harrisburg consulting engineers. Final specifications must win approval from the department and the U.S. Bureau of Public Roads.

Meanwhile, work is progressing on the remainder of the Rt. 81 project in Dauphin County. The department will open bids May 24 on pier construction for a six-lane bridge across the Susquehanna River.

The Lycoming Construction Co. currently is working on a \$5.8 million section of Rt. 81 from Colonial Road to Kohn Road. The project includes a closed interchange with Interstate Rt. 83, a spur south to existing interchanges with Rt. 83 and another three-level interchange of Rt. 81 with N. Progress Avenue.

A sketch for the Susquehanna Twp. interchange shows construction due from Edwin Avenue to Parkway Road, which will produce a rotary traffic pattern.

Northbound traffic on Front Street would turn east on Edwin and then proceed along Second Street to go on Rt. 81 or to continue north, rejoining Front at Parkway Road.

Southbound traffic could enter the interchange by going under Rt. 81, then turning onto Edwin and Second to reach the six-lane interstate roadway. Through traffic would continue south on Front Street.

Traffic would exit Rt. 81 on ramps leading to Second of Front streets.

Green, Third, Logan, Susquehanna and Fourth streets would be blocked off by the interchange but joined together by an access road to North Sixth Street. The access road would go under Rt. 81.

Heister Road would be channeled into a loop made by Great Street and Durham Road to the north of the interchange complex.

Kansas City (Mo.) Star May 10, 1968

MANY SAFETY CHANGES IN TODAY'S MOTOR CARS

THE federal government has come fast and far in its campaign to require safer motor vehicles. In just 20 months since President Johnson signed the national traffic and motor vehicle safety act of 1966, the new National Highway Safety bureau has promulgated 32 standards. Twenty of them took effect last January 1. Most of the others will be effective next January 1, with an anti-theft key device, required in 1970.

Most of the key safety features—seat and shoulder belts, protective windshields and impact-absorbing steering columns—already are incorporated in the new models and doing a statistically demonstrable job of saving lives. The latest set of six standards (three are revisions of earlier ones) illustrate that the program already is getting down to some of the finer points.

The five new devices which will be mandatory on 1969 model cars include improved safety latches on doors (to prevent children from falling out or occupants from being thrown out in a crash), double hood latches to prevent hoods from flying up, and more efficient windshield wiping and defogging systems.

The 1970 standard, for a device which warns a driver when he is leaving his key in a parked car and provides a lock position to immobilize either the car's steering or mobility, would seem at first to have only a remote link with actual driving safety. But as the federal bureau points out, of about 650,000 cars stolen annually, 100,000 are involved in crashes—200 times the normal accident rate.

THE emphasis has not been just on new safety features; the manufacturers have been encouraged to be zealous in recalling any new models with suspected defects of any kind. And 4,800,000 vehicles have been so checked since the new federal law took effect.

Compliance has been a strain on Detroit. The car makers pleaded that, with the required lead time on new model design, they could not possibly meet the deadlines on some standards, such as one for interior padding. The government relented at some points, but only slightly, what with Ralph Nader and other industry critics continuing to shout "Sock it to 'em."

By now the worst period of stress is over. The manufacturers have accepted the necessity of meeting the government requirements and have sharpened their knack for creating the features demanded. The next striking, visible change in motor cars will be the mandatory head rests next January. After that it should be largely a matter of further refinements. Then time will be the healer as the older cars, lacking the many safety features, slowly disappear from the streets.

Some of the safer-car items are designed to prevent accidents, but the major ones seek to limit death or injury when a crash occurs. The federal safety people mean to cover all bases—and soon—in the effort to save lives in traffic.

Hokubei Mainichi San Francisco, Calif. May 1, 1968

John Yoshino Named Director of U.S. Youth Summer Jobs

WASHINGTON — John Y. Yoshino, assistant chief of the Equal Opportunity Division, Federal Highway Administration, has been named executive secretary of the Department of Transportation's Summer Youth Opportunity campaign committee.

In announcing the appointment, J. Oliva Huot, director of DOT's local liaison office and chairman of the committee, said that Yoshino "has had considerable experience in working with Federal and state officials and business and industry leaders throughout the country in stimulating interest and support for programs in behalf of disadvantaged youths. I think that he will be of great assistance to the Department in carrying out this year's campaign."

The DOT is planning to accelerate its program to provide summer jobs for disadvantaged young people. Every effort will be made to meet a goal of hiring one such youngster (between 16 and 21 years of age) for every 40 full-time employees.

These appointments would be made in addition to the regular summer program of hiring young people through Civil Service examinations. The summer employment period will cover four and one-half months, from May 13 to Sept. 30.

The Department is also urging the support of all groups working with DOT and all elements of the transportation industry.

Washington Star May 15, 1968

Study for Expressway East of 70S Unveiled

The Maryland State Roads Commission has formally unveiled a consultant's controversial study calling for construction of a limited access expressway between Montgomery County and Frederick east of existing Interstate 70S.

The study, compiled by Wilbur Smith and Associates, a consulting engineer's firm, also suggests that by 1990 an arterial highway to the west of 70S also will be needed. This road basically would be an extension of the George Washington Memorial Parkway.

The report also states that the existing 70S should be widened immediately to six lanes to accommodate the increasing traffic burden which already has overcrowded much of this key artery. Eventually, it adds, eight lanes will be needed between North Bethesda and Gaithersburg.

A report submitted to the Montgomery County Council, was made public yesterday in Rockville. Much of its contents has been reported previously.

The eastern route would begin at 70S just north of the Montgomery-Frederick line, then swing south to a point near Hyattstown. It would continue a mile east of Clarksburg, move to a point three and a half miles east of the 70S Germantown interchange, then four and a half miles east of Gaithersburg to a

junction with the proposed Northern Parkway, about one and a half miles south of Ashter and above the proposed Outer Beltway.

The consultant recommends that the Outer Beltway be located north of Rockville.

The cost of the 23-mile road way would be approximately \$2 million. The northern portion would be four lanes and the southern segment six lanes.

The route for the western arterial — which also was considered as a possible expressway — would be from the 70S interchange north of the county line heading south and paralleling the existing route with an average separation of three miles. The road would diverge somewhat at the southern end to reach the proposed extension of the George Washington Memorial Parkway near River Road.

The State Roads Commission last winter released a related toll road study by the SMI firm which also called for an eastern toll route to Frederick.

This proposal stirred up criticism from the county planning board which favors a western route parallel to 70S as from civic groups which claim the eastern route would destroy one of the major wedges of open space shown on the Suburban Maryland General Plan for the Upper Rock Creek-Olden area.

Western States Unite for Action On Road Safety

Governors' highway safety aides from 13 Western states formed an association yesterday to plan uniform action among federal, state and local governments in enacting highway safety measures.

Formation of the new organization, named the Western Association of Governors' Highway Safety Representatives, was announced at a meeting of the American Association of Motor Vehicle Administrators at Hotel Stanford Ho.

EARL F. CAMPBELL of Washington was elected president of the new group. Other officers are Frank Hicks of Wyoming, first vice president; Cordell Smith of Colorado, second vice president, and David Dehlin of Idaho, secretary-treasurer.

Other states represented at the four-day conference are Alaska, Arizona, California, Hawaii, Montana, Nevada, New Mexico, Oregon and Utah. A number of Midwestern and Southern states sent observers.

Campbell said the new organization has:

-STIMULATE and encourage safety consciousness on the part of the general public.

-Encourage traffic safety educational activities.

-Promote coordination of traffic safety efforts on local, state, national and international levels.

-Cooperate with other organizations in exchange of traffic safety ideas.

-Foster and promote appropriate safety measures.

CAMPBELL said formation of the 13-state organization was a step toward a national association.

Boyd H. Gibbons Jr., Arizona's highway safety representative, said the new association is an outgrowth of the passage of the federal Highway Safety Act of 1966. The 1966 act included a 17-point program and state governors were given until Dec. 31, 1968, to find means to implement it, Gibbons said.

AS AN EXAMPLE of the type of activity the association will foster, Gibbons cited the 20 traffic survival schools to begin in Arizona July 1.

Attendance at a school will be mandatory for certain traffic violators. Gibbons said it is hoped many persons will volunteer for the 10-hour course. By charging \$10 per person to take the

course, the schools will be self-supporting, he noted.

A hoped-for side effect of the schooling is an eventual reduction of auto insurance costs, Gibbons said.

EARLIER, Gov. Williams, commenting on the relationship to be expected between the states and the federal government on highway matters, said, "Cooperation with the federal government does not have to mean 'let's do it my way.'"

But, Williams indicated, the federal government is saying "let's do it my way" when it threatens to penalize the states 10 per cent of their federal highway funds if they fail to comply with federal regulations on highway beautification and an additional 10 per cent if they fail to meet federal goals on highway safety.

"Cooperation means nothing unless it is based on an understanding — an appreciation — of the problems and responsibilities of each of the levels of government," he said.

Deseret News
Salt Lake City, Utah
April 29, 1968

New Engineer

Robert E. Kirby, the new division engineer for the U.S. Bureau of Public Roads for Utah, was on the job today in his new office in the Federal Building.

He comes to Utah from Rhode Island where he had been division engineer for two years. He is a native of Massachusetts and a graduate of Northeastern University, Boston, in civil engineering.

Mr. Kirby has purchased a home in Bountiful where his wife, son and daughter now are living with him.

He will meet with the Utah Road Commission for the first time at its next meeting May 10 in Moab.

Mr. Kirby succeeds **Daniel Watt**, who left Utah last month to become division engineer for the Bureau in Michigan.

State Road Budget 'Highest in History'

The Colorado Highway Commission met Monday to approve a state highway budget for the fiscal year beginning July 1.

Charles E. Shumate, chief highway engineer, said the budget will be "just about \$100 million"—the highest in the state's history.

The exact total budget will be made public Tuesday, but specific items won't be announced until Gov. John Love approves the budget this month.

Schumate said the budget for the current year is about \$97.8 million. The reason for the increase, he said, is primarily that more federal money is available for interstate highway construction. The federal government provides 90 per cent of construction money for interstate highways; the state the other 10 per cent.

About \$76 million of the new budget will

be for road construction, **Shumate** said. The rest of the money will be used for maintenance, administration, debt service, traffic planning and research.

About \$25 million of the construction money is for the Straight Creek Tunnel project, involving twin bores under the Continental Divide to carry Interstate 70 traffic. **Shumate** said the largest part of the three-year project will be completed during the next fiscal year.

Besides the interstate highways, the Highway Commission also is considering requests from cities and counties for nearly \$200 million in road building projects on primary, secondary and urban highways.

The state has only about \$28 million available for these roads.

Pittsburgh (Pa.) Press May 5, 1968

Ancient Cemetery Law Spooks Highway Dept.

By **L. R. LINDGREN**
Harrisburg Correspondent

HARRISBURG—A 119-year-old cemetery law is haunting the State Highways Dept. —slowing its work and delaying a \$6 million road project in Allegheny County.

But a bill is on the Senate calendar to enable the department to acquire lands needed for highway construction.

If passed, it will clear up about 10 "problem areas," including one in the County, the department says.

The 1849 law bans "the opening of streets or public roads through burial grounds for the protection of cemeteries and graveyards."

The department says it does not build roads through graveyards, but in certain cases land owned by cemeteries for future expansion is urgently needed for highway projects.

Under the senate bill—S.B. 347—authorization is sought to give the department and other state agencies the right to acquire this expansion land.

The bill's importance is underscored by an 11th hour decision to hold up construction bids on a \$6 million section of the Allegheny Expressway near the Pennsylvania Turnpike.

The work involves two miles of the expressway and seven bridges in **Harmar, Springdale and Frazer** townships.

The job was to have been bid for by contractors 10 days ago, but when legal complications developed between the non-profit Deer Creek Cemetery Assn. and the Highway Dept. the project was "reluctantly" taken off the bid list.

Other areas affected by the old law are in **Bedford, Blair, Indiana, Lancaster, Lycoming and Columbia** counties. Previous cemetery problems recently delayed road construction in **Bucks, Philadelphia, Dauphin, Delaware and Butler** counties.

The Senate bill has strong sponsorship. It is being pushed by **Sen. Marvin V. Keller**, Newton Republican, chairman of the Senate Highways Committee and **Sen. George N. Wade**, Camp Hill Republican, a former chairman of the same panel.

Both senators also are members of the State Highway Commission.

Oklahoma City (Okla.) Times
May 3, 1968

Safety Grants Awarded

The Federal Highway Administration announced two highway safety project grants for two Oklahoma departments Friday.

The state department of education will receive \$21,200 for driver education for teachers. The department of public safety will receive a \$19,690.20 grant to study accidents relating to alcohol to consider the establishment of a unit to supervise alcohol highway safety standards.

MAYOR IS SEEKING TO REROUTE ROAD

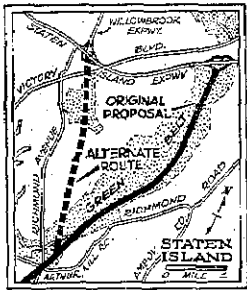
Alternate to Greenbelt Plan on Staten Island Urged

By CHARLES G. BENNETT

Mayor Lindsay moved yesterday to win tristate backing for his plan to reroute the \$84-million Richmond Parkway away from Staten Island's greenbelt parkways and streams.

The Mayor sought to overcome strong support among some Federal and state officials for the so-called greenbelt section of the parkway, and to win backing for his proposal to move a section of the parkway route to the west.

Mr. Lindsay asked Donald H. Elliott, chairman of the City Planning Commission, to reaffirm the Mayor's support for the alternate route at a meeting today of the Tri-State Transportation Commission. Mr. Elliott is the New York



The New York Times May 9, 1968

City representative on the New York-New Jersey-Connecticut agency.

The question of routing the controversial section of the parkway will come before the commission as it meets at its offices, 100 Church Street. This agency acts as the official planning body for the three-state agency.

Last night a group of 23 civic organizations with educational, conservation, social, cultural, recreational and other interests made public a 12-page letter to Governor Rockefeller strongly supporting the view to be ex-

Voters To Have Say

Delay Hits Road Relocation Decision

By STAN FEDERMAN
Staff Writer, The Oregonian

The three-year-old controversy over the possible relocation of U.S. Highway 101 across the Nestucca Sandspit in Pacific City appears to be a dead issue — at least until July 4.

That's the deadline for the collection of 48,000 signatures necessary to place State Treasurer Robert W. Straub's beach initiative measure on the November ballot.

If Straub and his beach group meet the deadline, any action on the highway relocation issue will have to await the November election outcome.

The Straub measure's basic aim is to preserve the ocean beaches for public recreation. It would use a 1-cent per gallon gasoline tax for four years to raise up to \$30 million to retire any bonds used to buy portions of the beach not now owned by the public.

A less-publicized item in the measure is its proposal that no highways shall be built on any beaches or sandspit areas.

It is this part of the measure which would directly affect the relocation of U.S. 101 in Pacific City.

If Straub fails to get his measure on the ballot or if it is defeated in November, the highway still could be built on the Nestucca Sandspit.

But if the measure passes,

it automatically would cause state and federal highway engineers to select an alternate relocation route farther inland from the beach area.

Besides the spit alignment, the State Highway Department and U.S. Bureau of Public Roads are currently studying four such "inland" route alternatives.

Straub and Willamette Valley beachgoers have long attacked the proposed spit route as destroying the recreational values of the sandspit area.

However, Pacific residents and businessmen support the spit route. They feel it would open up the area to increased tourism besides providing better access to largely unused beaches.

State and federal officials have maintained a "status quo" silence over the sandspit issue since last November when a hearing was held in Tillamook to consider four of the five proposed routes.

Normally after such a hearing, a route would be selected within a month or so by the State Highway Commission

following its study of the hearing transcript.

But six months have elapsed since the hearing and no state decision has yet been made.

Recently, state highway officials have claimed the sandspit issue is currently "tied up" with the Bureau of Public Roads in Washington, D.C. Bureau spokesmen in Oregon have confirmed this.

Because of Straub's beach initiative, highway officials have been stymied on their selection of a U.S. 101 relocation route.

State highway engineers have favored the spit route. The Bureau of Public Roads people have searched for a "compromise."

Now it appears the voters of Oregon will have a say.

ter, cost and other factors.

Greenbelt in Question

Mr. Heckscher called the report "a rational method for examining environmental factors as aspects of highway planning." He added: "I hope it can make an effective contribution to the process of decision-making."

The parkway route opposed by Mayor Lindsay would run along La Tourette Park and other greenbelt areas. The Lindsay-backed alternative would swing west in a route generally adjacent to Willowbrook State School and Willowbrook Park.

The United States Bureau of roads held up action on the route after Mayor Lindsay took office in 1966. A year ago, a study ordered by Federal officials contended that the original route of the parkway would not destroy Staten Island's greenbelt, but would make it more accessible to visitors.

After Mr. Elliott's plea for Alternate 4 is presented today, it is possible that the Tri-State Transportation Commission will hold a public hearing on Staten Island. Its findings would be forwarded to the Federal Government.

pressed today by Mr. Elliott in opposition to the greenbelt route and in favor of the Lindsay alternate.

Conservation Cited

"We are certain you share our belief," the group told the Governor, "that New York State's historic role as a leader in the national conservation movement — a role dating to the 'forever-wild' clause of our Constitution — should not be compromised at this late date by a highway."

Yesterday, Mayor Lindsay made public a 22-page report, commissioned by August Heck-

sch, head of the Recreation and Cultural Affairs Administration, backing the Mayor's contention that the best route for the controversial parkway section is so-called Alternate 4, the Lindsay-backed route west of the greenbelt.

The study, which the Mayor said, "applied scientific techniques never before used in an urban area" was made by the Philadelphia architectural and planning concern of Wallace, McHarg, Roberts & Todd. The report was titled "The Least Social Cost Corridor for Richmond Parkway."

Mr. Lindsay said the report would be presented by Mr. Elliott today to the Tri-State Transportation Commission in support of the Alternate 4 route.

The comprehensive route selection method used in the report employs a series of map overlays. Each map depicts an aspect of the environment, such as slope, surface drainage, soil foundation, historic values, wa-

O. K. TO STATE ROAD PROGRAM

Dispute Between Kansas City and St. Louis Settled

OVER RIGHT OF WAY

Highway Commission Agrees to Pay Total Cost for Cities

Jefferson City (AP)—The State highway commission reported yesterday it had given final approval to an improvement program suggested last January and, hopefully, had ended a squabble about whether the Kansas City or the St. Louis area was getting more highway money.

The decision would restore the January program and eliminate a reduced program suggested March. The latter plan would have cut or delayed improvements in the Kansas City area by an estimated 44 million dollars.

The change in programs was recommended because the commission agreed, at the request of officials from the cities, to bear the entire cost of right-of-way on urban highway jobs.

In the past, urban projects were not started until the commission was assured the city involved was able and willing to pay its share of right of way.

Jack Stapleton, Sr., of St. Louis, Mo., commission chairman, said the agency realized the cities were in financial difficulty and he believed they still were suffering, despite elimination of the right of way cost.

With the commission paying the full cost, however, amount of money that can be spent for construction was lessened.