DEPARTMENT OF TRANSPORTATION NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--196

FOR RELEASE MONDAY,
JULY 1, 1968

DOT MOVES TO SAVE TREES ALONG NATION'S HIGHWAYS

The Department of Transportation today issued guidelines for preserving large trees "of special historic and scenic value" along Federal highways.

Federal Highway Administrator Lowell K. Bridwell said the Bureau of Public Roads have sent instructions to all Regional Administrators and Division Engineers urging them to "retain in their natural setting" where possible, large trees or clumps of trees of special value.

Bridwell said the move actually is an amplification of existing policy, designed to clear up "a seeming misunderstanding"of FHWA's stance on tree removals.

The Bureau of Public Roads adopted a policy two years ago calling for removal of hazardous trees with four-inch trunks and larger from an area about 30 feet from the edge of the pavements but it noted at that time that "exceptions can be made if preservation of trees is of paramount importance."

The tree removal program was designed "to promote and to preserve safety of the traveling public on the Federal-aid highways." The purpose was to give motorists leaving the roadway ample time and space for recovery.

BPR officials noted that in 1966, 18,880 persons died in crashes of vehicles which left the road and hit fixed objects. This was about 34 per cent of the entire highway toll for the year, and many of these fatalities involved roadside trees.

"The 30-foot distance for clear recovery area should not be considered a fixed single control dimension," Bridwell said. There may be safety advantages as well as aesthetics in retaining and providing some trees, shrubs and other ground cover within the recovery area, he added.

(more)

"Highway safety and highway beauty can and must be made compatible."

The primary purpose of the guidelines, Bridwell said, is "to emphasize the importance of maintaining a clear recovery area adjacent to both sides of the roadway and at the same time to preserve trees for their scenic, historic and aesthetic value." The engineer and landscape architect are urged to work jointly toward this objective, he added.

The guidelines follow:

--Research has indicated that drivers whose vehicles leave the roadway out of control can often recover without serious accident if the roadside area is unencumbered by hazardous fixed objects.

--In providing such a recovery area for uncontrolled vehicles off the pavement, reason and discretion must be used. All fixed objects likely to be hazardous should be removed but there should not be indiscriminate removal of all trees and other vegetation which do not present a hazard.

--Trees whose measurement will exceed four-inch trunk diameter at maturity shall not be planted within a reasonable distance required for recovery of a vehicle out of control. Planting of small trees and shrubs within the recovery area and the replanting of ultimately large trees beyond the recovery area are encouraged.

--Existing trees on the high or cut side of the roadway not in the likely path of an uncontrolled vehicle should be retained.

--Existing trees on the low or fill side should be retained if protected by guardrail or not likely to be hazardous to an out-of-control vehicle.

--Wherever possible large trees or clumps of trees of special historic or scenic value in the right-of-way should be retained in their natural setting. Where such trees are within the recovery area appropriate guardrail should be used.

--Large and small trees as well as shrubs in the median should be treated in the same manner as described giving due consideration to the cross-section of the median.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA -- 199

FOR IMMEDIATE RELEASE

CONTRACT IS AWARDED TO STUDY TRANSIT NEEDS OF RURAL POOR

An $84,447 contract to study the transportation needs of the rural poor and learn how they can best be met has been awarded by the Department of Transportation's Federal Highway Administration to a Bethesda, Maryland firm.

The study will be conducted in Raleigh County, West Virginia, where the U. S. Office of Economic Opportunity has initiated a program of free bus transportation in some rural areas of the county.

Through a $122,000 OEO demonstration grant, several 9-passenger mini-buses and one used 17-passenger bus were bought to transport residents from home in the "hollows" to nearby towns for employment, essential shopping, medical care and other services. The bus facilities also serve social and cultural needs by carrying people to church, meetings and community activities.

The Bethesda firm Resource Management Corporation will make the 12-month study for the Bureau of Public Roads. It will:

1. Survey and analyze all transportation services available to the poor in Raleigh County.

2. Examine the system currently being operated through the OEO grant and suggest ways to improve it, including methods of financing after OEO funds are exhausted.

3. Evaluate alternative methods of bringing together the rural poor and the goods and services they need.

4. Determine the possibility of providing transportation services to the rural poor in other areas of the country, and suggest alternative methods by which this can be accomplished.

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

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA -- 200

FOR RELEASE

DOT PROPOSES TO MAKE COMMERCIAL VEHICLE ACCIDENT REPORTS PUBLIC

The Department of Transportation announced today that it is initiating a rule-making proceeding proposing to make reports of for-hire interstate truck and bus accidents available to the public. Under current regulations, these reports are considered confidential.

The accident reports concerned are required to be filed with the Bureau of Motor Carrier Safety by for-hire interstate carriers involved in any moving accident which results in death or injury to any person or which results in property damage of $250 or more.

These reports provide the Bureau with important data on highway crashes involving commercial vehicles, and indicate trends and identify safety areas which might require new or revised safety regulations.

The Notice of Proposed Rule Making issued by Federal Highway Administrator Lowell K. Bridwell, requests industry and public comments on the proposed repeal of Section 294.1 of the Motor Carrier Safety Regulations. That section now generally requires that such accident reports be withheld from public inspection. The Notice states, however, that in light of the Secretary of Transportation's regulations and policy on the subject of freedom of public information, it appears that the repeal of Section 294.1 would be in the public interest.

Interested parties have until August 23 to comment on the Notice, which will appear in the Federal Register on July 16, 1968.

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7-15-68

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

FHWA -- 201

U.S., LA. ACT TO RID HIGHWAYS OF HAZARDS

For Immediate Release

The Federal Government and the State of Louisiana are cooperating in a $21.3 million "spot improvement" safety program aimed at eliminating high-accident locations from the State's highway system.

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

Since March 1964 when President Johnson directed the Bureau of Public Roads to use Federal-aid resources to help the States expand this type of work, Louisiana has programmed 44 such projects at a total cost of $21,314,000, split 50-50 by the State and the Federal Government.

By September 1969, the Louisiana program is expected to total 133 projects on Federal-aid highways.

Administrator Bridwell pointed out that in addition to its Federal-aid safety projects, Louisiana is making improvements on its own in this field.

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

As an example of a beneficial improvement for a small expenditure of money, he cited a State-funded project at the intersection of State Route 3032, a 4-lane divided road, and Dee Street, a 2-lane road, near Shreveport.

At a cost of $2,100, the intersection was channelized, a storage lane on the major highway was provided, direct cross-traffic on Dee Street was banned, and signs were erected. Two years before the improvement, there had been 18 crashes in which 15 persons were injured. Two years after the improvement, there were no crashes.

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

The Bureau of Public Roads reports that across the nation 13,870 "spot improvement" projects have been programmed or completed since 1964 at a cost of $1,004,854,000. Of these, about 4,000 were Federal-aid projects, accounting for $708 million of the total cost, with the Federal share fixed at $358 million. The remaining 10,000 projects were financed with State funds at a cost of $296 million.

A recent nation-wide inventory showed there are about 20,620 such locations which are proposed to be corrected at a total cost of around $2.1 billion.

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

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

ACADIA PARISH - Interstate 10 from Jefferson Davis Parish to Crowley; installation of guardrail at culverts and bridges; $100,000.

State Route 100 at railroad crossing at Lawson; installation of flashing light signals; $10,000.

ASSUMPTION PARISH - State Route 308 at railroad crossing northwest of Napoleanville; installation of automatic flashing light signals; $11,500.

BOSSIER PARISH - State Route 157 at railroad crossing in Haughton; installation of automatic flashing light signals, and installation of guardrail; $10,500.

CADDO PARISH - State Route 1 from Lucus to Shreveport; widening road to four lanes and replacing two bridges; $800,000.

CALCASIEU PARISH - Interstate 10 east of State Route 27 interchange; construction of pedestrian overpass; $125,000.

U.S. 171 at English Bayou Bridge; elimination of narrow bridge by construction of twin bridges; $739,920.

U.S. 171 over Calcasieu River near Moss Bluff; replace narrow bridge and approaches; $4,600,000.

CATAHOULA PARISH - U.S. 84 from Archie to Jonesville; pavement widening; $700,000.

State Route 84 from the LaSalle-Catahoula Parish line easterly to near the junction of State Route 28 at Archie; reconstruction and realignment of roadway, including construction of 1 bridge; $713,040.

CONCORDIA PARISH - U.S. 65 at railroad crossing in Ferriday; installation of automatic flashing light signals; $19,000.

EAST BATON ROUGE PARISH - U.S. 190 at railroad crossing, west of U.S. 61; conversion of standard flashing light signals to cantilever type, and installation of guardrail; $8,300.

State Route 67 in Baton Rouge from Government Street to Fuqua, except portion between North Boulevard and North Street; widening and construction of divided highway; $312,000.

IBERIA PARISH - State Route 3052 from State Route 85 west of Jeanerette northwest to State Route 14 west of New Iberia; improvement of intersection at State Route 14, construction of interchange; $400,000.

JEFFERSON PARISH - U.S. 90 between Causeway Boulevard and Orleans Parish line near Metairie in the New Orleans urban area; construction of left turn lanes at seven intersections; $60,000.

JEFFERSON DAVIS PARISH - State Route 101 at railroad crossing northwest of Lacassine; installation of automatic flashing light signals with short arm gates and reconstruction of grade crossing; $16,000.

State Route 395 at railroad crossing north of Roanoke; installation of automatic flashing light signals and reconstruction of grade crossing; $22,000.

LASALLE PARISH - State Route 84 from west of the junction of State Route 8 at Whitehall southeasterly to the LaSalle-Catahoula Parish line; reconstruction and realignment of roadway including construction of 2 bridges; $1,012,760.

LINCOLN PARISH - Interstate 20 at Ruston Interchanges (U.S. 167 and State Route 33); construction of interchange ramps; $240,000.

OUACHITA PARISH - U.S. 80 at railroad crossing in Monroe; conversion of flashing light signals to cantilever type; $4,600.

U.S. 165 bypass from railroad overpass in Rilla north to railroad overpass at White Street in Monroe; installation of guardrail at each bridge approach; $42,500.

U.S. Route 80 at railroad grade crossing in Monroe; preliminary engineering to convert existing standard flashing light signals to cantilever type; $5,000.

POINTE COUPEE PARISH - U.S. 190 from the east end of the Bayou Crosse Tete Bridge at Livonia, westerly to east end of Morganza Floodway Bridge; installation of guardrail along median; $224,420.

RICHLAND PARISH - State Route 137 at railroad crossings in Rayville; modification and installation of flashing light signals for new one-way streets; $22,000.

State Route 133 at railroad crossing in Start; installation of automatic flashing light signals; $10,000.

ST. CHARLES PARISH - U.S. 61 from Norco to Kenner; widening of pavement and construction of turn lanes; $80,000.

U.S. 90 at County road and local roads at Mimosa Park southeast of Tuling; construction of left turn lanes at seven intersections; $140,000.

ST. JOHN PARISH - U.S. 61 at State Route 53; construction of left turn lanes; $65,980.

ST. LANDRY PARISH - U.S. 190 from west of State Route 752 to near State Route 35 at Iatwell; widening road to 4 lanes; $170,000.

U.S. 190 from railroad crossing in Eunice to east of State Route 95 in Savoy; widening road to 4 lanes; $2,431,000.

ST. TAMMANY PARISH - State Route 1092 from U.S. 190 to Interstate 10 interchange at Slidel; widening and upgrading city section of pavement; $1,100,000.

U.S. 190 at railway crossing in Slidel; installation of cantilever type flashing light signals; $21,000.

U.S. 190 at Tchefunte River; replacement of narrow bridge and improvement of approaches; $400,000.

TANGIPAHOA PARISH - U.S. 190 at Tangipahoa River west of Robert; replacement of narrow bridge; $561,400.

State Route 38 in Kentwood at railroad crossing; modernization of existing flashing signals by addition of short-arm gates; $22,700.

TENSAS PARISH - State Route 4 at Mound Bayon; replacement of narrow bridge; $250,000.

TERREBONNE PARISH - State Route 20 at railroad south of Schriever; construction of railroad overpass and interchange; $2,120,000.

JEFFERSON DAVIS and CALCASIEU PARISH - Interstate 10 from Vinton east to Acadia Parish line; installation of guardrail at culverts and bridges; $396,900.

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

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA -- 202

FOR RELEASE

COMPUTERIZED TRAFFIC SYSTEM IS GOAL OF RESEARCH PROGRAM

The Department of Transportation today announced approval of a three-pronged research program designed to give the Nation's capital the most modern and effective motor vehicle control system in the world.

Secretary of Transportation Alan S. Boyd said the Federal Highway Administration's Bureau of Public Roads has selected traffic-plagued Washington, D. C., as the "laboratory" for a research program aimed at developing a computerized traffic system to improve the flow of motor vehicles on urban arterial streets. The system would electronically analyze traffic flow demands and adjust traffic signals to minimize delay to motorists.

Electronic traffic control, Boyd said, offers a means of making better use of the capacities of existing streets without resorting to expensive roadway reconstruction. The basic research that will be carried out in Washington should prove of value to other cities concerned with modernizing their traffic control systems, he added.

Contracts totaling over $600,000 have been awarded by the Bureau of Public Roads to two firms and a university to conduct the necessary research. They are Sperry Systems Management Division of Sperry Rand, Great Neck, New York, $320,000; TRW Inc., Houston, Texas, $210,000; and Cornell University's Operations Research Department, $75,000.

Cornell University will perform theoretical research in the mathematical formulation of traffic flow. Ultimately, the results will permit the use of a computer to make a mathematical model that will simulate traffic flow in a street network. Researchers then will be able to predict how various conditions will affect traffic, making it unnecessary to experiment with actual traffic on city streets.

TRW will develop information necessary for computerizing the city's traffic lights. Traffic conditions will be measured automatically by a complex sensing system which will feed the necessary data to an electronic "brain." The control system requires sensors to detect and measure traffic, computers to process the findings picked up by the sensors, and a transmission system by which the traffic signals receive their "commands." The firm's researchers will determine where sensors must be installed and what type of information should be gathered.

Sperry Rand will design the elements needed for the traffic control system, and will recommend the types of computers and sensors to be used. It is anticipated the installation of hardware on Washington's downtown streets will begin in about 15 months. There will be extensive research and testing before the equipment will be used to control traffic.

Boyd said the TRW and Sperry Rand contracts are scheduled to run for a year, while the Cornell University contract will be renewable for a total of three years. The research will be monitored by the Bureau of Public Roads' Office of Research and Development.

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7/16/68

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA--203

FOR IMMEDIATE RELEASE

NEW VEHICLE ANTI-THEFT STANDARD ANNOUNCED

The Department of Transportation's Federal Highway Administrator Lowell K. Bridwell today announced a Federal vehicle safety standard designed to help deter auto thefts by requiring every new passenger car to have an identification number which can be read from outside the car.

The standard requires that all passenger cars manufactured after December 31 of this year have an identification number affixed to a permanent structure of the vehicle, located inside the passenger compartment, and readable from the outside of the car without moving any part of the vehicle, by a person standing near the left windshield pillar.

The standard, developed by the FHWA's National Highway Safety Bureau on the basis of comments from police agencies, auto manufacturers, and other interested parties, is designed to deter auto thefts by assisting law enforcement agencies in finding stolen cars and apprehending car thieves much faster.

Bureau Director, Dr. William Haddon, Jr., said that Justice Department statistics show the accident rate for stolen vehicles is some 200 times the rate for other cars. "A reduction in auto thefts," he said, "will therefore contribute a great deal to highway safety, not only by reducing the number of injuries and deaths to those who steal cars, but also in protecting many innocent members of the public who are killed and injured by stolen cars each year."

The Justice Department estimates that some 94,000 stolen vehicles were involved in highway crashes in 1966, resulting in more than 18,000 injuries. The same study predicted that auto thefts last year would total about 650,000, and that about 100,000 of them would be involved in crashes.

Administrator Bridwell said that all law enforcement agencies that responded to the proposal for such a standard, as well as many other organizations concerned with the rising incidence of auto thefts, endorsed the concept of a vehicle identification number readable from outside the car.

The new Standard 115 is a companion to Standard 114 issued April 24, 1968, which required anti-theft devices on passenger car ignition systems effective January 1, 1970. The new standard appeared in the Federal Register on Wednesday, July 17, 1968.

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7-17-68

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FOR IMMEDIATE RELEASE FHWA-204

The Federal Highway Administrator of the Department of Transportation, Lowell K. Bridwell, today issued the following statement concerning pending legislation governing the sizes and weights of commercial vehicles on the Interstate System:

"After a careful review of the pending legislation, we continue to believe that, on balance, it represents a productive proposal. As amended by the Senate Public Works Committee at the request of the Administration, the legislation would generally reflect size and weight limitations on commercial motor vehicles first endorsed by a report of the Commerce Department (House Document No. 354) in 1964, rather than the substantially higher limitations set forth in the bill as introduced. The result will be increased economies and efficiency for freight operations on the Interstate System.

"Further, the legislation would retain provisions, now in the present law, leaving to each State the authority to determine maximum lengths of commercial vehicles operating on the Interstate System within its borders.

"In testimony on the legislation as introduced, we stressed the need for safety measures which would permit establishment of standards governing the ratio of weight to horsepower, braking performance, and adequacy of couplings on combination vehicles operating under the size-weight limitations. Although the Congress so far has declined to amend the legislation as we suggested, it is our belief that the Department now has the authority, under a combination of existing laws, to impose such safety standards on all but a small number of intrastate trucks which will operate under the proposed legislation.

"As we have testified, the legislation will doubtless speed the rate of deterioration of the Interstate System by allowing operation of

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heavier vehicles. We have urged approval by Congress of Administration proposals to provide increased user charges on trucks. We cannot direct Congress to consider and pass our user charge proposals, although we continue to believe that the need for such action will increase if the pending size-weight bill is favorably acted upon.

"In sum, we do not oppose passage of the pending bill. However, we continue to believe that its amendment to include our suggested safety provisions, and early consideration of our user charge proposals, would be desirable."

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7/19/68

DEPARTMENT OF TRANSPORTATION NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA--205

FOR RELEASE THURSDAY,
JULY 25, 1968

HIGHWAY CONSTRUCTION PRICE INDEX FOR 2ND QUARTER 1968

The cost of highway construction in the second quarter of 1968 rose 0.3 percent above the previous quarter, to 121.0 percent of the 1957-59 average, the Federal Highway Administration of the U.S. Department of Transportation announced today.

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

The increase of 0.3 percent follows a 1.2 percent increase for the previous quarter. The composite price index for the second quarter of 1968 is 7.7 percent above that for the second quarter of 1967. Highway construction costs were on a modest upward trend from mid-1960 through 1965, the average increase being about 2.8 percent per year or 0.7 percent per quarter. Since then, however, costs have taken a more pronounced upward thrust with the increase from calendar year 1966 to calendar year 1967 registering 4.0 percent.

With 1957-59 as a base period, the price index has risen from a low point of 84.0 in the second quarter of 1955 to a high of 123.0 in the third quarter of 1967, a total increase of 46.4 percent. The total increase from the same low point through the second quarter of 1968 is 44.0 percent.

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

	Price Index	Percentage Change
3rd quarter, 1966.....	115.6	+1.7
4th quarter, 1966.....	112.8	-2.5
1st quarter, 1967.....	113.2	+0.4
2nd quarter, 1967.....	112.3	-0.7
3rd quarter, 1967.....	123.0	+9.5
4th quarter, 1967.....	119.2	-3.1
1st quarter, 1968.....	120.6	+1.2
2nd quarter, 1968.....	121.0	+0.3

(more)

The price levels of the component items of the index in the second quarter of 1968, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

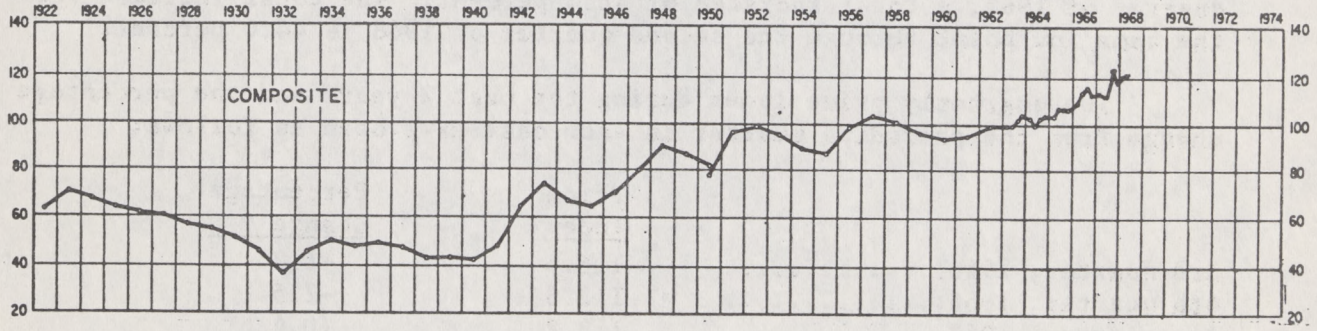
	Price index 1957-59=100			Percentage change this quarter from--	
	Second quarter 1968	First quarter 1968	Second quarter 1967	First quarter 1968	Second quarter 1967
Excavation	134.5	127.4	118.1	+5.6	+13.9
Surfacing:					
Portland cement concrete	111.0	109.3	101.1	+1.6	+9.8
Bituminous concrete . .	101.0	100.1	92.3	+0.9	+9.4
Composite surfacing . .	105.8	104.5	96.5	+1.2	+9.6
Structures:					
Reinforcing steel . . .	102.6	102.7	98.0	-0.1	+4.7
Structural steel . . .	119.2	129.4	129.7	-7.9	-8.0
Structural concrete . .	130.0	137.2	123.8	-5.3	+5.0
Composite, structures	121.6	128.5	121.0	-5.4	+0.5
Composite price index	121.0	120.6	112.3	+0.3	+7.7

The U.S. average contract unit prices for the index items in the second quarter of 1968 are:

Excavation	$0.56 per cubic yard
Portland cement concrete surface	4.86 per square yard
Bituminous concrete surface	6.72 per ton
Structural reinforcement	0.133 per pound
Structural steel	0.232 per pound
Structural concrete	70.41 per cubic yard

PRICE TRENDS FOR FEDERAL-AID HIGHWAY CONSTRUCTION

1957-1959=100



DEPARTMENT OF TRANSPORTATION NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA -- 206

FOR RELEASE WEDNESDAY,
JULY 24, 1968

AGREEMENT SIGNED BY OHIO
TO CONTROL OUTDOOR SIGNS

The signing of an outdoor advertising control agreement with the State of Ohio was announced today by the U.S. Department of Transportation's Federal Highway Administration.

This raises to 19 the number of agreements reached under the Highway Beautification Act of 1965. Others which have signed are Iowa, Pennsylvania, Utah, Alaska, New York, Kentucky, Connecticut, Delaware, Rhode Island, Vermont, Virginia, Hawaii, Maine, Minnesota, California, Maryland, Puerto Rico and the District of Columbia.

The agreement with Ohio covers spacing, size and lighting specifications for outdoor advertising on both the Interstate Highway System and the Federal-aid primary system.

Under the Beautification Act, advertising signs will be confined to zoned or unzoned commercial and industrial areas. They are prohibited in all other areas within 660 feet of Interstate and primary system highways, except for on-premise, directional and other official signs.

Provision is made in the Beautification Act for participation of Federal funds to compensate owners for the removal of non-conforming signs or owners of land on which the signs are erected.

Ohio is one of 25 States that previously had become eligible for a bonus offered by Congress in 1958 as an incentive to restrict outdoor advertising along the Interstate System.

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The Highway Beautification Act of 1965 superseded the 1958 Act but permitted the 25 States that had reached bonus agreements with the Federal Highway Administration's Bureau of Public Roads to continue to receive payments as they fulfill terms of the agreement.

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

DEPARTMENT OF TRANSPORTATION
NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA--207

FOR RELEASE FRIDAY,
JULY 26, 1968

FHWA AWARDS HIGHWAY
SAFETY RESEARCH CONTRACTS

The Department of Transportation's Federal Highway Administrator Lowell K. Bridwell today announced the award of 10 highway safety research contracts.

The contracts are with the FHWA's National Highway Safety Bureau, and include the following contractors, amounts, and scope of research.

1. Fairchild-Hiller Division of Republic Aviation Corp., Farmingdale, Long Island, N.Y.

To develop standards of safety performance and analyze the design problems of motor vehicle fuel, electrical, and exhaust systems, with primary interest in preventing or minimizing post-crash fires. $78,480.

2. Aerospace Research Associates, West Cobina, Calif.

To study guidelines for strength and shock absorbing characteristics of materials to be used as underride guards on sides and rear ends of trucks and trailers. $22,245.

3. Ordnance Engineering Associates, Des Plaines, Ill.

To study the structure of the automobile and determine the possibility of using a mild detonating cord in removing occupants from crashed vehicles. $10,000.

4. IIT Research Institute, Chicago, Ill.

To develop standards and tests for determining flammability of materials used in the interior of automobiles. $50,224.

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5. American Machine and Foundry Co., Santa Barbara, California

To study the performance of vehicle bumpers in terms of height requirements. $49,350.

6. Management Software Development Corp., Los Angeles, Calif.

To study the impact of individual Federal vehicle safety standards on the automobile industry relative to their point of introduction into the engineering and production cycle. $80,500.

7. Travelers Research Center, Hartford, Conn.

To conduct a study of the driving records of motorists convicted of driving while under the influence of alcohol, or of a moving hazardous violation where punitive action was taken or a personal appearance in court was demanded. The study is to determine what effect such actions have on future driving records. $36,443.

8. Dunlap Associates, Inc., Darien, Conn.

To test and study design characteristics of school bus interiors, including seats, seat backs, grab rails, restraints, and both normal and emergency exits and windows. $52,500.

9. Harvard College, Cambridge, Mass.

To conduct tests and establish criteria for measuring and evaluating glare in the drivers field of view. $53,796.

10. American Machine and Foundry Co., York, Penna.

To establish performance load levels for doors and door-locking devices for vehicles. $155,141.

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

FHWA--208

HIGHWAY SAFETY RESEARCH
CONTRACTS AWARDED BY FHWA

FOR RELEASE SATURDAY,
JULY 27, 1968

Fifteen new highway safety research contracts have been announced by Federal Highway Administrator Lowell K. Bridwell. The contracts are with the FHWA's National Highway Safety Bureau, and include the following contractors, amounts, and scope of research.

1. Southwest Research Institute, San Antonio, Texas

To study various policies relating to motor vehicles involved in crashes, and to identify problems posed in motor vehicle inspection of buses, trucks, trailers, motorcycles, and utility vehicles. $73,107.

2. All-American Engineering Co., Wilmington, Del.

To study the safety of bus side windows. $23,409.

3. Airborne Instruments Laboratory, Deer Park, Long Island, N.Y.

To study the protective and impact safety features of motorcycle helmets. $41,184.

4. Bolt, Beranek and Newman, Inc., Cambridge, Mass.

To evaluate the results of laboratory and field studies as to the effectiveness of improved traffic control signs and devices. $37,000.

5. Factory Mutual Research Corp., Norwood, Mass.

To develop rules and procedures to reduce the liklihood of hazardous materials carried by tank trucks and other specialized vehicles spilling or igniting in crashes or during loading and unloading at transfer points. $64,400.

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6. University of Michigan, Ann Arbor, Mich.

To conduct an in-depth study, test, and evaluate improved rear lighting systems and validate the results through laboratory and on-the-road experiments. $102,970.

7. University of California, Los Angeles, Calif.

To study vehicular rear lighting systems. $100,000.

8. Peat, Marwick, Livingston and Co., Washington, D.C.

To recommend procedures for periodic reporting by the States and local communities to the National Highway Safety Bureau on the progress of their highway safety programs. Also to analyze the financial burden involved in the State's participation in the Federal grant-in-aid program. $131,873.

9. Application Research Corp., Los Angeles, Calif.

To study driver field of view requirements, both day and night, and investigate visual cues and the importance of geometric forms in affecting drivers' field of view. $99,432.

10. John I. Thompson, Inc., Washington, D.C.

To collect and analyze data relative to the safety performance of used vehicles. $99,566.

11. Peat, Marwick, Livingston and Co., Washington, D.C.

To conduct a broad management study of State highway safety programs. $73,075.

12. Safety Management Institute, Washington, D.C.

To study the feasibility of the creation of a Vehicle News Safety Center where drivers could obtain information needed for the safe operation of vehicles. $59,303.

13. Stanford Research Institute, Menlo Park, Calif.

To study the possibility of meeting the Nation's safety manpower needs through local university centers. $100,000.

14. Harvard College, Cambridge, Mass.

To study vehicle braking and steering capabilities. $10,900.

15. Operations Research, Inc., Silver Spring, Md.

To study dealer warranty and garage repair practices to determine their effect on the safety performance of motor vehicles. $197,723.

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA — 209

FOR RELEASE MONDAY,
JULY 29, 1968

RESEARCH STUDY SEEKS TO INTEGRATE FREEWAY, ARTERIAL STREET TRAFFIC

A computerized highway surveillance and control system that will integrate freeway and arterial street traffic in the same corridor is contemplated under a research project sponsored by the Federal Highway Administration's Bureau of Public Roads.

Federal Highway Administrator Lowell K. Bridwell said an $847,000 contract has been awarded to the Texas Transportation Institute of Texas A & M University for a three-year project to be conducted along the corridor of the Central Expressway in Dallas, Texas. Both the Texas Highway Department and the City of Dallas will support the research by providing necessary equipment to be installed on the freeway and on adjacent arterial streets.

The chief objective of the study, Francis C. Turner, Director of Public Roads, explained, is to develop techniques that will make the best use of both the freeway and arterial streets. Computer programs will be developed to evaluate traffic conditions within the corridor, and then communicate to drivers, probably by means of variable message signs, information on the best routing.

The Central Expressway has for years been plagued by traffic congestion. It was constructed prior to the advent of the present Interstate System program and is not a part of that system. However, it performs a similar function in serving a heavy traffic corridor to and from the Dallas central business district. The expressway runs 10 miles from Interstate 635 to the central business district, and has 35 entrance and 35 exit ramps. For 6 of the 10 miles, traffic is stop and go during the morning and afternoon peak hours.

Mr. Turner said the study will go far beyond the ramp metering now in use on the Gulf Freeway in Houston, Texas. There, access to the freeway also is computer controlled. Sensing devices along the freeway detect gaps in traffic and relay the information to the computer. When a traffic gap is detected, the computer turns an on-ramp traffic light green so a motorist will reach the freeway at the right time to merge into the gap.

While ramp metering has aided the flow of freeway traffic, it sometimes throws an extra load on already over-burdened arterial streets that are forced to carry the traffic the freeway can't accommodate during peak travel hours.

The Dallas project is expected to link control systems on arterial streets with all elements of freeway control. Overall control functions based on actual traffic conditions will be exercised by a digital computer system.

If the research project proves successful in the Dallas area, the findings will be applied to freeway corridors in other cities as part of the Federal Highway Administration's continuing effort to make more efficient use of existing urban highway transportation facilities.

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FHWA --210

RELOCATION ASSISTANCE
STAFF CHIEF IS NAMED

The appointment of Flynn M. Wells as chief of the relocation assistance staff in the Federal Highway Administration's Bureau of Public Roads was announced today by Francis C. Turner, Director of Public Roads.

He will be in charge of the Environmental Development Division's relocation program designed to aid persons and businesses displaced by highway construction.

A native of Detroit, Michigan, Mr. Wells, 42, received a Bachelor of Business Administration Degree in Accounting from the Detroit Institute of Technology. He did graduate work in personnel management at the University of Michigan and received a graduate certificate in real estate and appraising.

For 17 years he was a real estate broker and appraiser, and for the last 10 years was with the Michigan Department of State Highways as a right-of-way agent, district appraiser, and chief relocation assistance officer. He lectured on real estate and appraising for four years at the University of Michigan Extension Service.

Mr. Wells is a past president of the Detroit Chapter of the American Society of Appraisers and a former member of the Board of Directors of the Michigan Chapter of the American Right-of-Way Association.

He lives with his wife, Christine, and their three children, Kathy, Michael and Brian, at 12913 Chrisfield Road, Silver Spring, Maryland.

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7/29/68

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

FHWA -- 213

For Release

FEDERAL HIGHWAY ADMINISTRATION
INFORMATION OFFICER APPOINTED

William E. Johnson of Washington, D. C. has been named an Information Officer in the U.S. Department of Transportation's Federal Highway Administration, Albert B. Kelley, Director of Public Affairs, announced today.

A native of Montgomery, Alabama, Mr. Johnson, 50, has spent 18 years in radio and television. He was with Radio Station WUST in the nation's capital for 10 years, 6 of them as program director and the other 4 in a variety of positions, including White House correspondent.

He has been employed by Radio Station WEBB in Baltimore, Maryland, as newsman, announcer and religious director, and Radio Station WRMA in Montgomery, Alabama, as assistant manager, news director, and program director. He also has been associated with Station WCOV-TV in Montgomery.

Mr. Johnson has been an interviewer for the Voice of America and did research and writing for the National Education Association, and Billboard magazine.

In 1963 he was selected by the Association of Youth Clubs as the outstanding personality in Washington, and in 1967 received the same designation from the Civic Association of Southeast Washington.

In 1958 he was named the top radio personality in Baltimore. The selection was made by church, civic and religious organizations. Four years earlier a number of Montgomery civic organizations named him as one of four "Men of the Year."

Mr. Johnson attended Howard University, Alabama State College and Catholic University. He is a member of the NAACP, the Washington Urban League, and a number of church and civic organizations. He was associated with Dr. Martin Luther King Jr. in the early days of the civil rights movement in Montgomery.

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8-5-8

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

FHWA —214

For Release

FEDERAL HIGHWAY ADMINISTRATOR NAMES HEAD OF~EQUAL OPPORTUNITY DIVISION

Federal Highway Administrator Lowell K. Bridwell today announced the appointment of Alexander D. Gaither of Atlanta, Georgia, as chief of the Federal Highway Administration's Equal Opportunity Division.

In his new position, Mr. Gaither will be in charge of the FHWA's equal job opportunity program required by the 1964 Civil Rights Act. The program is designed to assure equal employment opportunity on Federally-aided highway projects, regardless of race, color, creed or national origin.

His division is responsible for conducting compliance reviews, investigating complaints and encouraging State highway departments and road contractors to take affirmative steps to implement the program.

In 1966, he was named Equal Opportunity Officer for the Federal Highway Administration's Region 3 which comprises the States of Tennessee, North Carolina, South Carolina, Mississippi, Alabama, Georgia and Florida.

A native of Knoxville, Tennessee, Mr. Gaither, 60, was graduated from Knoxville College in 1932 with a Bachelor of Arts Degree, and received his Master of Arts Degree in Sociology from Ohio State University in 1939. He also studied at the University of Tennessee and Tennessee State University.

He formerly was Intergroup Relations Officer of the Department of Housing and Urban Development in Atlanta. He also has been an assistant professor of sociology at Central State College in Ohio; Community Services Director of Gibbs Junior College in St. Petersburg, Florida; principal in the Jefferson City, Tennessee, public school system; Coordinator of Field Services for the Hillsboro County school system in Tampa, Florida, and director of circulation for the Pittsburgh Courier.

He is a member of the National Association of Intergroup Relations Officials.

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8-5-8

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

FHWA -- 215

For Release

NEW DIVISION ENGINEER
NAMED FOR CONNECTICUT

The promotion of Edward J. DePina to Bureau of Public Roads' Division Engineer for the State of Connecticut was announced today by Federal Highway Administrator Lowell K. Bridwell.

In his new position, he will be responsible for administering the Federal-aid highway program in Connecticut. He formerly was Construction and Maintenance Engineer for the Federal Highway Administration's Region 1 based in Delmar, New York. The region includes the States of New York, Connecticut, New Hampshire, Rhode Island, Maine, New Jersey, Vermont and Massachusetts, and Puerto Rico.

Mr. DePina, 50, was born in Norwich, Connecticut. He attended Boston University and received his Bachelor of Science Degree in Civil Engineering from Northeastern University where he also did graduate work.

Prior to joining the Bureau of Public Roads in 1965, he had been with the Massachusetts Department of Public Works, a firm of consulting engineers, and a construction company. During World War II, he was captain in the U.S. Army Corps of Engineers.

Mr. DePina succeeds Harold C. King who was transferred from Connecticut to the Bureau's Washington headquarters.

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8-5-8

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA -- 212

U.S. TO BE REPRESENTED
AT TRIBUTE TO ENGINEER

FOR RELEASE WEDNESDAY,
AUGUST 7, 1968

The United States will join 20 other member nations of the Pan American Highway Congress in paying tribute to an 82-year-old Panamanian engineer who is credited with playing a major role in planning highway facilities for Latin America.

He is Tomas Guardia, former President of the Darien Subcommittee of the Pan American Highway Congress and former chief engineer for the Panama section of the 3,152-mile Inter-American Highway. He will be honored at a testimonial to be held in Panama City on August 8.

At a meeting in Montevideo, Uruguay, last December, the Pan American Highway Congress voted unanimously to honor Mr. Guardia in recognition of his leadership in behalf of a highway link across the Darien region between Panama and Colombia. The Congress is the official unit of the Organization of American States responsible for the coordination of highway activities in the western hemisphere.

The United States will be represented by A. F. Ghiglione, Deputy Director for Operations, U.S. Bureau of Public Roads, who currently is President of the Darien Subcommittee and who has worked closely with Mr. Guardia for a number of years. The Bureau of Public Roads, an agency of the U.S. Department of Transportation's Federal Highway Administration, has supervised and helped finance the construction of the Inter-American Highway and is now giving technical assistance to steps being taken to close the Darien Gap.

Mr. Guardia was President of the Darien Subcommittee from its inception in 1955 until 1965 when he was succeeded by Mr. Ghiglione.

(more)

The Inter-American Highway, which was officially opened in 1963, runs from Laredo, Texas, to Panama City, spanning Mexico and the six Central American Republics of Guatemala, El Salvador, Honduras, Nicaragua, Costa Rica and Panama.

The United States gave its first direct financial assistance for the construction of the highway in 1930 when Congress provided $50,000 for a reconnaissance survey of a road to link the American continents. The Bureau of Public Roads, in cooperation with the Central American Republics, completed this survey from the United States border to Panama City in 1933.

Since then, the United States has authorized the expenditure of $170 million to complete the highway. The Central American Republics have spent almost $100 million in matching funds. Mexico has built its entire 1,587-mile length without financial assistance from the United States.

Although the Inter-American Highway, as such, ends at Panama City, a road extends 38 miles further east to Chepo. Beyond this lies the Darien Gap in southern Panama and Colombia, the only missing link in the Pan American Highway System. When the Darien Gap is closed, a motorist will be able to drive continuously from Fairbanks, Alaska, to Tierra del Fuego, the southernmost tip of South America.

Steeped in history and mystery, Darien, from where Balboa first sighted the Pacific and where the Spanish established the first mainland colony in the new world, has until recent years been virtually untouched and impassible, inhabited by primitive Indians of the Darien, Choco Cuna and San Blas tribes.

But now the aura of the unknown is lifting. Unlike the conquistadors of old who came to plunder and pillage in their quest for gold, a new breed of men are intent on blazing a trail for a highway that will traverse an area once thought impenetrable and unconquerable.

In 1955, the Pan-American Highway Congress set up the Darien Sub-committee to investigate feasible routes through the Darien wilderness. In 1960, the Congress recommended a 200-mile route in Panama, and a 261-mile route in Colombia.

The Colombia section, known as the Choco route, was selected, even though a shorter and less expensive route across the Atrato Swamp on the Atlantic side of the country was also considered. It was believed the swamp could be crossed only by construction of a 20-mile-long canal. Cost of the Choco or Pacific route was estimated at $155 million for a gravel surface road.

Surveys subsequently made for the Darien Subcommittee by a consultant firm disclosed that not only would the Choco route be costly, but it would be difficult to build.

In 1964, the Bureau of Public Roads undertook geophysical studies in the Atrato Swamp area that disproved the earlier assumptions about the Atrato route. Utilizing latest methods of infra-red photogrammetry, and photointerpretation, together with electro-resistivity, the Bureau learned that the highway could be built across the Atrato Swamp, thereby saving 205 miles in length, about $120 million in cost, and five years in construction time. The Bureau proved the construction problems were not insurmountable, and the 20-mile canal would not have to be built.

With the assistance of Bureau of Public Roads' geophysicists, the Darien Subcommittee is now using its own forces for survey and design work on the Atrato route.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA-- 211

FOR RELEASE THURSDAY,
AUGUST 8, 1968

QUARTERLY REPORT ON THE FEDERAL-AID HIGHWAY PROGRAM, JUNE 30, 1968

Almost 26,100 miles of the 41,000-mile National System of Interstate and Defense Highways are now open to traffic and construction is underway on another 5,989 miles, the U. S. Department of Transportation's Federal Highway Administration announced today.

Information as of June 30, 1968 compiled by the Department's Bureau of Public Roads showed that 64 percent of the system is now open to traffic. Only 2 percent has not been advanced beyond the preliminary status.

The total mileage in use by passenger and commercial vehicles rose from 24,070 a year ago and 25,892 as of March 31, 1968, the date of the last survey, to 26,091 as of June 30. Thus mileage open to traffic was increased by 2,021 miles during the past 12 months, including 199 miles in the quarter ending June 30.

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

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

Of the 26,091 miles of the Interstate System now in use by motorists, 20,536 miles meet the standards of adequacy for future traffic and 3,250 miles are fully capable of handling current traffic but will need additional improvement to bring them up to the ultimate standards. Toll roads, bridges and tunnels incorporated in the system, as permitted by law, totaled 2,305 miles.

Most of the mileage now open, exclusive of tolls, was built or improved under the Federal-aid Interstate program (90-percent Federal, 10 percent State) launched in 1956. Some of it, however, was financed before 1956, under other programs, but in many cases with Federal aid.

In addition to the sections open to traffic, 5,989 miles were under construction as of June 30, and engineering or right-of-way acquisition was in progress on another 8,099 miles. Thus some form of work was underway or completed on 40,179 miles of the 41,000-mile system -- about 98 percent of the total.

(over)

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

The status of the Interstate System as of June 30, 1968 is shown on the accompanying map, and in detail in table I. In summary, the status is as follows:

Mileage improved and open to traffic:	
Completed to full or acceptable standards:	
With Interstate funds	20,536
Improved to standards adequate for present traffic but additional improvement needed to meet full standards:	
With Interstate funds	3,250
Toll facilities	2,305
Total mileage improved and open to traffic	26,091
Mileage under construction	5,989
Preliminary engineering or right-of-way acquisition underway	8,099
Total mileage improved or work underway	40,179

Some $33.3 billion has been put to work on the Federal-aid Interstate program since the accelerated program began in 1956. Work completed since July 1, 1956 has cost $23.49 billion, of which $19.13 billion was for construction and $4.35 billion for engineering and right-of-way acquisition. As of June 30, 1968 work estimated to cost $9.86 billion was underway or authorized, including $6.62 billion of construction, and $3.24 billion of engineering and right-of-way acquisition. Interstate financing data, by States, are reported in table II.

The continuing program of Federal assistance for the improvement of the Federal-aid primary and secondary highway systems and their urban extensions, for which $1 billion was apportioned for fiscal year 1969, has also shown considerable accomplishment, with $24.26 billion worth of work involving 238,796 miles of construction contracts completed or underway.

Construction contracts involving 222,700 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of $18.57 billion; and contracts involving 16,096 miles at a cost of $3.51 billion were underway on June 30. In addition, $1.43 billion of engineering and right-of-way acquisition work had been completed and $744 million worth of such work was underway. The primary-secondary-urban program is financed by the Federal Government and the States on an equal-share basis. Data are reported by States in table III.

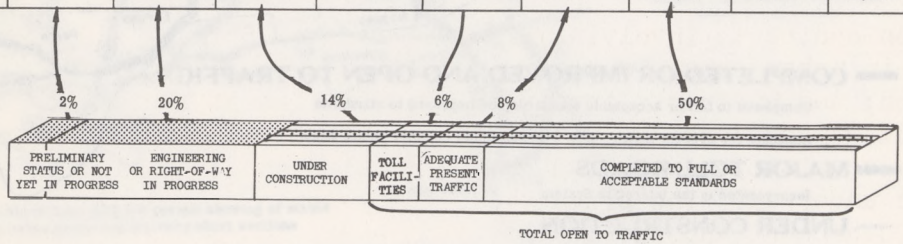
The Highway Trust Fund, source of Federal funds for the Federal-aid highway program, received $1.017 billion of tax revenue income during the three months ended June 30 about 68 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to $803 million. The status of the Trust Fund is shown in table IV.

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF JUNE 30, 1968

TABLE I

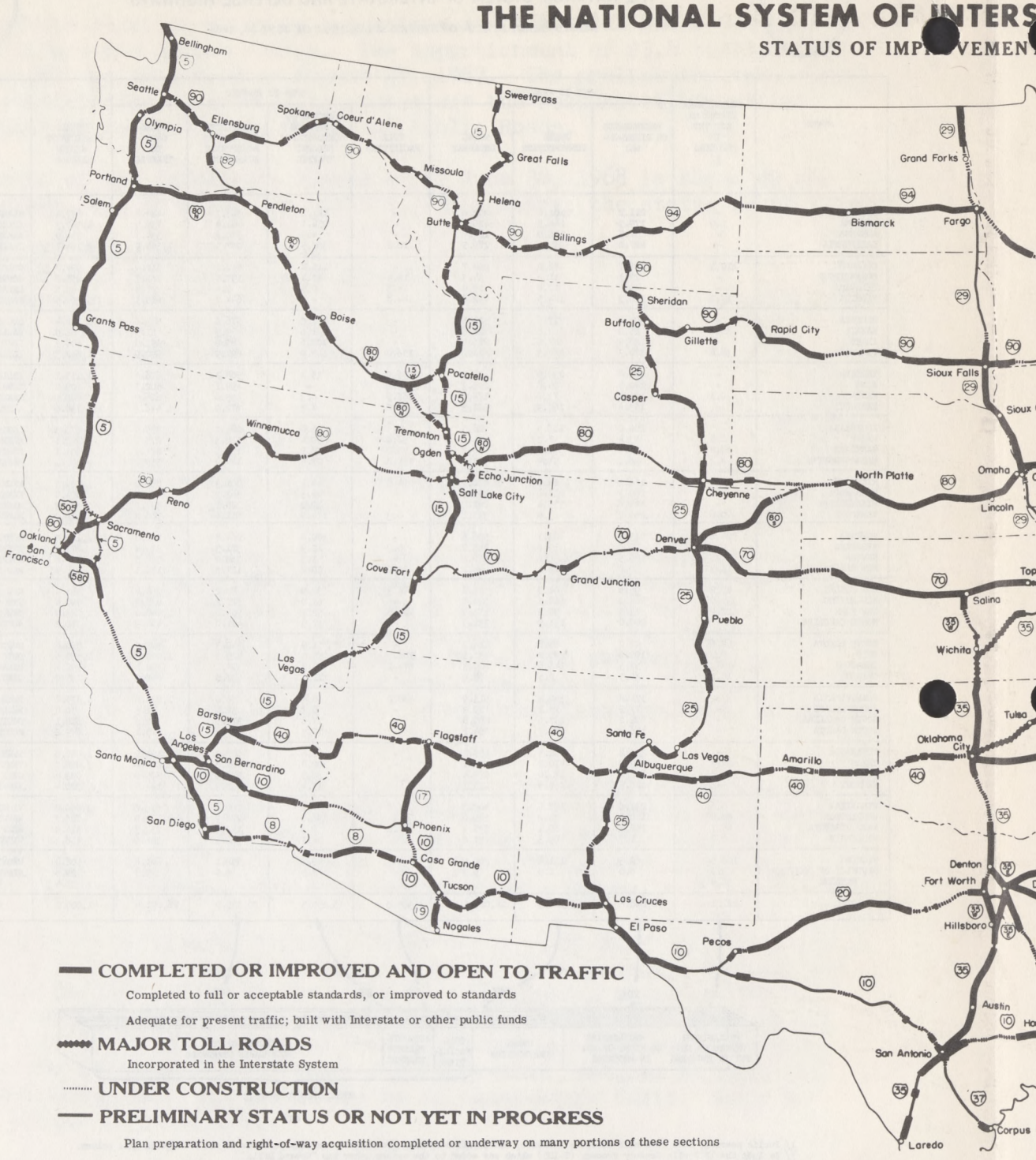
STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS			OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	COMPLETED TO FULL OR ACCEPTABLE STANDARDS	TOTAL OPEN TO TRAFFIC		
ALABAMA	-	211.2	181.4	392.6	-	141.1	343.7	484.8	877.4	ALABAMA
ARIZONA	1.0	179.9	246.9	426.8	-	258.1	481.4	739.5	1,167.3	ARIZONA
ARKANSAS	-	57.5	126.9	184.4	-	4.3	330.2	334.5	518.9	ARKANSAS
CALIFORNIA	"	427.0	352.5	779.5	10.2	307.5	1,067.5	1,385.2	2,164.7 2/	CALIFORNIA
COLORADO	119.1	126.7	76.0	202.7	-	115.8	497.1	612.9	934.7 3/	COLORADO
CONNECTICUT	"	23.1	11.2	34.3	16.4	47.4	197.5	261.3	295.6 "	CONNECTICUT
DELAWARE	-	9.4	10.4	19.8	14.3	0.9	5.6	20.8	40.6	DELAWARE
FLORIDA	14.2	328.3	124.5	452.8	44.8	-	644.7	689.5	1,156.5	FLORIDA
GEORGIA	-	307.2	217.6	524.8	-	7.0	576.6	583.6	1,108.4	GEORGIA
HAWAII	11.6	25.0	3.8	28.8	-	1.6	9.9	11.5	51.9	HAWAII
IDAHO	-	128.9	87.6	216.5	-	102.6	289.2	391.8	608.3	IDAHO
ILLINOIS	38.8	370.3	242.3	612.6	156.0	143.0	691.9	990.9	1,642.3	ILLINOIS
INDIANA	-	207.8	230.9	438.7	156.9	15.4	504.1	676.4	1,115.1	INDIANA
IOWA	"	140.5	65.8	206.3	3.6	"	499.1	502.7	709.0	IOWA
KANSAS	0.1	101.2	73.6	174.8	185.9	0.3	439.8	626.0	800.9	KANSAS
KENTUCKY	-	153.4	168.9	322.3	39.2	4.2	372.9	416.3	738.6	KENTUCKY
LOUISIANA	-	202.0	186.3	388.3	-	1.8	283.2	285.0	673.3	LOUISIANA
MAINE	1.8	33.4	1.2	34.6	58.0	99.4	118.3	275.7	312.1	MAINE
MARYLAND	19.2	26.7	31.8	58.5	53.0	70.9	152.5	276.4	354.1	MARYLAND
MASSACHUSETTS	4.3	36.2	51.4	87.6	135.8	27.4	196.0	359.2	451.1	MASSACHUSETTS
MICHIGAN	-	166.1	64.6	230.7	4.8	44.4	801.3	850.5	1,081.2	MICHIGAN
MINNESOTA	"	280.9	218.6	499.5	-	42.3	362.2	404.5	904.0	MINNESOTA
MISSISSIPPI	"	125.6	155.4	281.0	-	19.2	378.1	397.3	678.3	MISSISSIPPI
MISSOURI	0.6	269.2	63.9	333.1	0.3	174.5	611.4	786.2	1,119.9	MISSOURI
MONTANA	24.6	513.5	83.1	596.6	-	300.4	264.4	564.8	1,186.0	MONTANA
NEBRAKSA	"	92.6	50.6	143.2	0.2	12.9	321.3	334.4	477.6	NEBRASKA
NEVADA	"	129.5	36.6	166.1	-	5.3	363.2	368.5	534.6	NEVADA
NEW HAMPSHIRE	11.3	30.0	14.1	44.1	22.0	20.2	117.3	159.5	214.9	NEW HAMPSHIRE
NEW JERSEY	49.2	98.9	64.9	163.8	46.3	32.9	89.2	168.4	381.4 4/	NEW JERSEY
NEW MEXICO	37.5	204.2	118.5	322.7	-	61.0	577.2	638.2	998.4	NEW MEXICO
NEW YORK	22.4	63.3	90.2	153.5	491.8	52.2	504.0	1,048.0	1,223.9	NEW YORK
NORTH CAROLINA	"	200.0	131.9	331.9	"	17.3	421.0	438.3	770.2	NORTH CAROLINA
NORTH DAKOTA	62.6	47.2	68.8	116.0	-	51.9	340.3	392.2	570.8	NORTH DAKOTA
OHIO	8.8	190.9	240.2	431.1	206.4	55.0	829.3	1,090.7	1,530.6	OHIO
OKLAHOMA	"	58.5	146.8	205.3	174.1	23.3	394.7	592.1	797.4	OKLAHOMA
OREGON	18.1	65.5	2.5	68.0	"	111.1	537.8	648.9	735.0	OREGON
PENNSYLVANIA	37.2	171.8	342.1	513.9	360.2	8.4	656.0	1,024.6	1,575.7	PENNSYLVANIA
RHODE ISLAND	"	11.2	18.1	29.3	-	8.7	32.8	41.5	70.8	RHODE ISLAND
SOUTH CAROLINA	"	92.2	197.6	289.8	-	17.8	374.5	392.3	682.1	SOUTH CAROLINA
SOUTH DAKOTA	"	176.4	87.7	264.1	-	77.5	337.6	415.1	679.2	SOUTH DAKOTA
TENNESSEE	-	313.2	142.5	455.7	-	92.6	502.3	594.9	1,050.6	TENNESSEE
TEXAS	23.3	589.9	410.2	1,000.1	-	302.8	1,701.8	2,004.6	3,028.0	TEXAS
UTAH	50.8	402.4	171.0	573.4	-	36.3	273.3	309.6	933.8	UTAH
VERMONT	-	116.2	59.5	175.7	-	13.4	131.3	144.7	320.4	VERMONT
VIRGINIA	0.6	237.6	168.4	406.0	37.6	47.2	568.8	653.6	1,060.2	VIRGINIA
WASHINGTON	64.8	110.8	78.2	189.0	-	196.0	276.9	472.9	726.7	WASHINGTON
WEST VIRGINIA	45.7	166.3	69.1	235.4	87.2	0.3	145.8	233.3	514.4	WEST VIRGINIA
WISCONSIN	0.7	1.7	69.3	71.0	-	24.7	361.9	386.6	458.3	WISCONSIN
WYOMING	106.5	69.3	131.6	200.9	-	49.3	552.1	601.4	908.8	WYOMING
DISTRICT OF COLUMBIA	9.9	8.0	1.9	9.9	-	2.9	6.9	9.8	29.6	DISTRICT OF COLUMBIA
PENDING	36.4 5/								36.4 5/	PENDING
TOTAL	821.1	8,098.6	5,988.9	14,087.5	2,305.0	3,250.5	20,535.9	26,091.4	41,000.0	TOTAL



1/ Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.
2/ Exclude the 17.2 mile Century Freeway (I-105) which was added to the system under the "Howard Bill."
3/ Excludes a 10.8 mile increase resulting from a major relocation of I-70, approved July 18, 1968. This increase will reduce the miles pending to 25.6 miles.
4/ Excludes the 34.4 mile Trenton-Asbury Park Spur (I-I95) which was added to the system under the "Howard Bill" but includes that portion of I-278 mileage (7.0) deleted under the same bill.
5/ Consists of mileage which has not been assigned to any specific route and is a reserve for final measurement of the system.

THE NATIONAL SYSTEM OF INTERS

STATUS OF IMP VEMEN



COMPLETED OR IMPROVED AND OPEN TO TRAFFIC

Completed to full or acceptable standards, or improved to standards

Adequate for present traffic; built with Interstate or other public funds

MAJOR TOLL ROADS

Incorporated in the Interstate System

UNDER CONSTRUCTION

PRELIMINARY STATUS OR NOT YET IN PROGRESS

Plan preparation and right-of-way acquisition completed or underway on many portions of these sections

Preliminary Status or Not Yet in Progress	Engineering and Right-of-Way in Progress	Under Construction
821 Miles	8,099 Miles	5,989 Miles

ITERSTATE AND DEFENSE HIGHWAYS

VEMENTS OF JUNE 30, 1968

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

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

INTERSTATE

TOTAL

41,000

MILES

Open to Traffic

26,091 Miles

32,080 Miles

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS

AS OF JUNE 30, 1968

/MILLIONS OF DOLLARS/ TABLE II

STATE	PROJECTS UNDERWAY OR AUTHORIZED						PROJECTS COMPLETED JULY 1, 1956 TO DATE					
	CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL		CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	$103.2	$92.8	$116.6	$105.0	$219.8	$197.8	$356.5	$315.3	$52.6	$45.9	$409.1	$361.2
ALASKA												
ARIZONA	59.2	56.2	29.0	27.5	88.2	83.7	310.9	287.6	43.9	40.8	354.8	328.4
ARKANSAS	60.5	54.4	14.5	13.1	75.0	67.5	242.2	215.7	34.2	29.5	276.4	245.2
CALIFORNIA	559.3	492.4	499.1	425.7	1,058.4	918.1	1,568.5	1,377.6	528.7	444.8	2,097.2	1,822.4
COLORADO	109.9	77.6	30.8	28.2	140.7	105.8	253.9	225.5	36.8	31.6	290.7	257.1
CONNECTICUT	61.2	49.4	61.5	54.4	122.7	103.8	308.9	267.0	78.4	69.7	387.3	336.7
DELAWARE	22.1	19.8	30.4	26.5	52.5	46.3	60.5	53.4	1.4	1.1	61.9	54.5
FLORIDA	114.3	102.8	25.5	22.9	139.8	125.7	420.3	369.6	161.1	142.1	581.4	511.7
GEORGIA	198.6	178.7	77.9	70.1	276.5	248.8	344.0	303.4	41.0	36.3	385.0	339.7
HAWAII	60.5	52.6	30.4	27.2	90.9	79.8	25.1	21.8	24.8	22.2	49.9	44.0
IDAHO	58.2	53.9	14.0	12.9	72.2	66.8	118.6	107.8	19.3	16.5	137.9	124.3
ILLINOIS	323.8	279.8	54.0	48.1	377.8	327.9	1,136.5	980.1	260.2	228.4	1,396.7	1,208.5
INDIANA	181.5	163.4	71.3	64.1	252.8	227.5	477.6	425.7	96.7	86.9	574.3	512.6
IOWA	65.4	58.7	17.0	15.2	82.4	73.9	319.6	284.5	42.7	37.1	362.3	321.6
KANSAS	48.9	43.8	21.7	19.5	70.6	63.3	227.5	200.3	31.9	28.3	259.4	228.6
KENTUCKY	145.7	130.6	58.6	52.6	204.3	183.2	417.6	372.5	62.6	51.7	480.2	424.2
LOUISIANA	218.5	193.9	180.4	159.7	398.9	353.6	438.7	391.6	13.7	12.3	452.4	403.9
MAINE	7.2	6.4	9.9	8.8	17.1	15.2	149.4	132.3	12.4	10.7	161.8	143.0
MARYLAND	102.0	88.5	72.0	64.8	174.0	153.3	269.2	230.3	37.4	32.8	306.6	263.1
MASSACHUSETTS	193.7	170.7	98.9	88.7	292.6	259.4	391.3	343.8	117.4	105.2	508.7	449.0
MICHIGAN	190.7	168.4	169.7	152.7	360.4	321.1	698.4	599.4	195.1	166.3	893.5	765.7
MINNESOTA	166.9	151.0	68.7	60.1	235.6	211.1	374.7	336.2	163.5	146.0	538.2	482.2
MISSISSIPPI	74.6	64.9	32.4	28.9	107.0	93.8	277.9	248.4	21.1	18.0	299.0	266.4
MISSOURI	130.3	117.4	67.5	60.1	197.8	177.5	510.3	456.3	166.0	147.5	676.3	603.8
MONTANA	66.5	61.1	42.1	38.4	108.6	99.5	208.2	188.8	17.8	15.9	226.0	204.7
NEBRASKA	26.4	23.8	16.8	15.2	43.2	39.0	165.4	147.4	37.8	33.6	203.2	181.0
NEVADA	27.3	25.9	42.7	40.5	70.0	66.4	120.1	112.4	9.7	8.8	129.8	121.2
NEW HAMPSHIRE	28.0	24.7	4.9	4.3	32.9	29.0	122.1	106.7	13.0	11.1	135.1	117.8
NEW JERSEY	184.4	162.1	180.5	161.6	364.9	323.7	362.5	321.8	77.1	66.0	439.6	387.8
NEW MEXICO	45.7	42.4	10.4	9.6	56.1	52.0	270.5	248.6	40.1	35.7	310.6	284.3
NEW YORK	478.8	421.1	100.2	87.8	579.0	508.9	1,033.4	882.1	255.2	216.1	1,288.6	1,098.2
NORTH CAROLINA	56.2	50.5	45.1	40.6	101.3	91.1	241.4	211.2	25.4	22.1	266.8	233.3
NORTH DAKOTA	19.1	17.2	4.9	4.3	24.0	21.5	154.3	139.4	10.5	9.2	164.8	148.6
OHIO	410.7	363.6	42.3	36.7	453.0	400.3	1,099.4	962.8	531.6	472.1	1,631.0	1,434.9
OKLAHOMA	70.5	63.2	68.0	61.2	138.5	124.4	252.4	221.5	16.7	14.5	269.1	236.0
OREGON	77.2	71.1	48.8	44.8	126.0	115.9	375.9	326.5	56.7	51.2	432.6	377.7
PENNSYLVANIA	540.2	478.3	186.1	165.4	726.3	643.7	753.3	661.4	121.1	104.9	874.4	766.3
RHODE ISLAND	41.4	35.9	8.8	7.6	50.2	43.5	71.1	61.3	54.2	47.0	125.3	108.3
SOUTH CAROLINA	72.5	65.3	8.7	7.8	81.2	73.1	194.0	173.0	30.7	27.2	224.7	200.2
SOUTH DAKOTA	44.6	40.6	4.9	4.5	49.5	45.1	184.9	166.3	14.2	12.7	199.1	179.0
TENNESSEE	110.6	99.2	94.1	84.4	204.7	183.6	515.1	463.2	122.0	106.1	637.1	569.3
TEXAS	310.8	276.9	3.8	3.4	314.6	280.3	1,034.4	916.5	277.8	249.8	1,312.2	1,166.3
UTAH	80.4	75.9	59.1	56.0	139.5	131.9	220.5	207.1	29.8	27.6	250.3	234.7
VERMONT	43.1	38.7	13.1	11.8	56.2	50.5	172.3	153.2	17.9	14.9	190.2	168.1
VIRGINIA	213.0	191.3	108.4	97.6	321.4	288.9	598.6	533.1	122.9	109.1	721.5	642.2
WASHINGTON	119.4	108.2	59.4	53.8	178.8	162.0	406.3	351.5	104.3	92.2	510.6	443.7
WEST VIRGINIA	136.3	122.5	95.1	85.5	231.4	208.0	231.8	207.4	35.9	31.1	267.7	238.5
WISCONSIN	22.4	20.0	40.8	35.6	63.2	55.6	289.2	257.1	44.5	38.6	333.7	295.7
WYOMING	49.0	45.3	11.6	10.8	60.6	56.1	245.0	225.5	11.5	10.4	256.5	235.9
DIST. OF COL.	85.0	64.7	89.0	79.5	174.0	144.2	112.3	98.5	32.0	27.8	144.3	126.3
PUERTO RICO												
TOTAL	6,615.8	5,857.5	3,241.3	2,885.3	9,857.1	8,742.8	19,132.8	16,890.4	4,353.0	3,807.5	23,485.8	20,697.9

FEDERAL-AID PRIMARY AND SECONDARY HIGHWAY SYSTEMS

ACTIVE AND COMPLETED PROJECTS FINANCED WITH PRIMARY, SECONDARY AND URBAN FUNDS

AS OF JUNE 30, 1968

/MILLIONS OF DOLLARS/

TABLE III

STATE	PROJECTS UNDERWAY OR AUTHORIZED							PROJECTS COMPLETED JULY 1, 1956 TO DATE						
	CONSTRUCTION			ENGINEERING AND ROW		TOTAL		CONSTRUCTION			ENGINEERING AND ROW		TOTAL	
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	$56.2	$29.5	359.8	$20.2	$10.1	$76.4	$39.6	$380.4	$190.9	7,047.3	$35.1	$17.3	$415.5	$208.2
ALASKA	44.4	41.8	176.2	31.2	29.5	75.6	71.3	259.4	240.5	2,244.9	29.1	27.5	288.5	268.0
ARIZONA	22.6	16.2	99.2	.4	.3	23.0	16.5	196.1	136.2	1,743.2	4.5	3.0	200.6	139.2
ARKANSAS	49.9	23.4	376.2	12.9	6.5	62.8	29.9	264.3	133.6	4,786.1	17.9	8.7	282.2	142.3
CALIFORNIA	199.2	104.8	252.9	3.1	1.7	202.3	106.5	1,168.9	612.3	3,260.2	7.6	4.4	1,176.5	616.7
COLORADO	32.0	18.3	293.2	12.3	7.0	44.3	25.3	277.2	148.9	3,276.5	36.4	19.6	313.6	168.5
CONNECTICUT	27.7	13.2	11.0	.3	.2	28.0	13.4	177.1	86.7	240.8	31.8	15.7	208.9	102.4
DELAWARE	12.6	6.9	35.8	3.3	1.7	15.9	8.6	72.9	35.5	457.0	6.1	3.1	79.0	38.6
FLORIDA	69.2	34.8	214.9	11.7	5.9	80.9	40.7	399.4	185.1	3,250.9	3.8	1.8	403.2	186.9
GEORGIA	113.8	57.5	661.5	43.4	21.7	157.2	79.2	394.0	195.0	5,148.9	34.3	16.9	428.3	211.9
HAWAII	12.7	6.1	19.7	7.7	3.8	20.4	9.9	58.1	28.6	130.4	16.4	8.1	74.5	36.7
IDAHO	30.0	20.2	253.6	9.0	5.7	39.0	25.9	132.4	83.7	2,125.6	13.9	7.7	146.3	91.4
ILLINOIS	138.2	70.0	427.6	8.2	4.1	146.4	74.1	889.0	456.7	7,316.1	43.2	21.4	932.2	478.1
INDIANA	96.6	48.4	186.2	15.3	7.6	111.9	56.0	447.9	231.0	3,273.6	67.0	31.7	514.9	262.7
IOWA	58.1	29.5	911.5	1.5	.7	59.6	30.2	411.0	212.3	10,462.4	12.9	6.4	423.9	218.7
KANSAS	63.7	32.2	907.2	7.7	3.9	71.4	36.1	385.0	193.8	12,246.5	30.9	15.6	415.9	209.4
KENTUCKY	56.1	27.8	110.2	15.9	8.0	72.0	35.8	283.2	143.0	2,272.6	50.9	24.9	334.1	167.9
LOUISIANA	69.7	36.0	205.4	26.0	13.0	95.7	49.0	320.6	154.9	2,640.9	10.5	5.2	331.1	160.1
MAINE	24.2	11.9	97.7	2.6	1.3	26.8	13.2	130.7	65.3	878.3	18.2	8.5	148.9	73.8
MARYLAND	44.5	20.9	126.9	8.9	4.4	53.4	25.3	216.7	108.6	1,378.9	4.6	2.3	221.3	110.9
MASSACHUSETTS	50.1	25.7	46.5	39.7	19.7	89.8	45.4	311.6	153.0	401.2	46.0	22.8	357.6	175.8
MICHIGAN	119.3	59.6	435.4	37.1	18.6	156.4	78.2	724.5	348.4	8,749.0	33.8	15.9	758.3	364.3
MINNESOTA	103.3	49.2	1,054.4	5.3	2.7	108.6	51.9	471.0	240.4	13,956.7	18.5	9.4	489.5	249.8
MISSISSIPPI	44.0	21.5	507.2	16.3	8.2	60.3	29.7	297.8	146.2	7,123.1	28.3	14.2	326.1	160.4
MISSOURI	112.3	56.9	399.1	13.5	7.2	125.8	64.1	454.9	232.1	9,533.5	99.5	48.0	554.4	280.1
MONTANA	36.6	21.0	303.8	9.6	5.6	46.2	26.6	248.9	150.1	4,240.8	26.3	14.6	275.2	164.7
NEBRASKA	26.8	13.6	404.5	6.6	3.3	33.4	16.9	329.5	169.5	7,485.4	28.8	14.2	358.3	183.7
NEVADA	8.4	7.4	24.5	8.8	7.9	17.2	15.3	104.7	89.0	1,748.9	11.6	9.5	116.3	98.5
NEW HAMPSHIRE	11.1	5.3	20.4	.9	.4	12.0	5.7	98.1	48.6	424.7	2.9	1.4	101.0	50.0
NEW JERSEY	120.9	54.4	81.8	109.8	53.2	230.7	107.6	259.2	129.2	461.6	25.3	12.7	284.5	141.9
NEW MEXICO	25.4	17.3	136.4	2.3	1.5	27.7	18.8	187.8	122.2	2,244.3	17.3	10.2	205.1	132.4
NEW YORK	315.9	137.1	218.6	3.9	2.0	319.8	139.1	1,453.1	678.7	3,270.5	23.9	11.4	1,477.0	690.1
NORTH CAROLINA	77.8	38.4	166.5	61.3	30.6	139.1	69.0	404.4	202.8	4,773.5	60.5	30.0	464.9	232.8
NORTH DAKOTA	29.0	14.2	1,201.5	.7	.3	29.7	14.5	222.7	113.8	12,413.7	13.3	6.7	236.0	120.5
OHIO	172.3	84.0	234.0	3.5	1.7	175.8	85.7	710.1	373.4	2,562.6	104.0	51.5	814.1	424.9
OKLAHOMA	55.4	27.5	409.6	7.1	3.5	62.5	31.0	396.1	198.1	5,852.2	14.4	6.9	410.5	205.0
OREGON	26.9	17.0	59.5	6.6	4.1	33.5	21.1	253.9	144.6	2,065.5	18.8	10.9	272.7	155.5
PENNSYLVANIA	202.6	98.2	210.8	56.8	28.3	259.4	126.5	760.1	374.8	1,917.2	64.0	30.0	824.1	404.8
RHODE ISLAND	13.3	6.6	9.5	5.6	2.7	18.9	9.3	93.6	46.4	237.2	28.9	14.4	122.5	60.8
SOUTH CAROLINA	60.1	28.6	923.6	.1		60.2	28.6	236.2	119.5	6,635.9	20.7	10.4	256.9	129.9
SOUTH DAKOTA	25.4	14.2	570.5	.4	.3	25.8	14.5	241.0	132.9	8,789.4	3.3	1.9	244.3	134.8
TENNESSEE	54.4	26.6	404.3	15.8	7.9	70.2	34.5	382.5	192.8	6,764.5	50.7	23.7	433.2	216.5
TEXAS	262.6	135.0	1,423.9			262.6	135.0	1,170.2	603.6	17,736.5	4.8	2.6	1,175.0	606.2
UTAH	13.5	10.3	78.4	8.3	6.4	21.8	16.7	136.0	96.5	1,476.9	9.5	6.7	145.5	103.2
VERMONT	12.3	6.1	23.8	2.1	1.1	14.4	7.2	81.9	40.9	497.5	12.1	5.5	94.0	46.4
VIRGINIA	80.8	41.8	257.1	6.3	3.1	87.1	44.9	382.1	187.1	3,608.1	48.6	23.4	430.7	210.5
WASHINGTON	23.2	12.2	118.1	9.9	5.2	33.1	17.4	340.2	166.9	3,704.6	18.6	9.7	358.8	176.6
WEST VIRGINIA	62.6	31.9	48.9	23.8	11.9	86.4	43.8	149.5	74.4	1,085.5	39.9	19.8	189.4	94.2
WISCONSIN	57.4	28.2	409.9	28.1	14.1	85.5	42.3	442.8	220.6	6,201.8	43.2	21.2	486.0	241.8
WYOMING	14.6	9.6	132.9	3.4	2.2	18.0	11.8	153.4	100.5	2,194.4	6.3	4.1	159.7	104.6
DIST. OF COL.	26.8	16.6	10.7	6.7	3.5	33.5	20.1	86.7	43.6	68.2	7.7	3.7	94.4	47.3
PUERTO RICO	39.1	19.2	43.3	2.0	1.0	41.1	20.2	124.6	56.6	294.2	26.3	10.8	150.9	67.4
TOTAL	3,505.5	1,784.7	16,096.2	743.5	395.3	4,249.0	2,180.0	18,573.4	9,640.1	222,700.1	1,432.7	727.9	20,006.1	10,368.0

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV

	THREE MONTHS ENDED JUNE 30, 1968	FISCAL YEAR 7-1-67 TO 6-30-68
Balance at beginning of period	$738,333	$725,196
Income:		
Tax revenue:		
Motor-fuel taxes (net after refunds)	689,515	3,125,949
Less motorboat fuel revenue 1/	3,600	30,000
Net for highways	685,915	3,095,949
Trucks, buses, and trailers	147,503	509,958
Tires, tubes and tread rubber	146,943	512,250
Vehicle use	10,853	98,495
Parts and accessories, trucks and buses	14,734	80,520
Lubricating oil (net after refunds)	11,228	81,713
Total excise revenues	1,017,176	4,378,885
Interest earned	14,532	33,503
Reimbursement from General Fund	15,098	15,098
Total income	1,046,806	4,427,486
Disbursements:		
For highways	803,418	4,170,961
Interest on advances from General Fund	-	-
Total Disbursements	803,418	4,170,961
Balance at end of period	981,721	981,721

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

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

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

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

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

FHWA --217

For Release

COLLEGE PROFESSOR IS NAMED
HIGHWAY SAFETY SPECIALIST

The appointment of Dr. LeRoy W. Dunn as highway safety management specialist with the Federal Highway Administration's National Highway Safety Bureau was announced today by Dr. William Haddon Jr., Bureau director.

In his new position, Dr. Dunn will be responsible for assisting States in the development of driver education and training programs that will meet performance standards due to be established by the National Highway Safety Bureau.

Before joining the Bureau, Dr. Dunn was with State University College in Oswego, New York, for six years as director of safety and transportation, and professor of driver and traffic safety education. For three prior years he taught driver and traffic safety education at Michigan State University. Before that, he taught driver education and coached football, basketball and track at the Iowa Training School for Boys in Eldora.

A native of Manly, Iowa, Dr. Dunn, 35, received a Bachelor of Arts Degree from Iowa State Teachers College in 1956. In 1960 he was awarded a master's degree and in 1963 a doctorate by Michigan State University in the area of driver and traffic safety education.

Dr. Dunn was voted one of New York State's 10 outstanding Jaycees in 1965. He was chairman of the National Safety Council's campus safety committee and a member of the American Driver and Traffic Safety Education Association.

He is married and the father of two children.

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8/8/68

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

FHWA-216

FOR RELEASE FRIDAY,
AUGUST 9, 1968

RESEARCH SEEKS TO IMPROVE TRAFFIC SENSING TECHNIQUES

The improvement of sensors that gather traffic flow information essential for the operation of advanced traffic control systems is anticipated in a research project sponsored by the U. S. Department of Transportation's Federal Highway Administration.

A contract has been awarded by the Department's Bureau of Public Roads to Texas Instruments Inc., of Dallas, Texas, for a 14-month project that will strive to develop better traffic sensors than those now in use. At present, sensors are buried in the roadway, and are expensive to install and maintain.

Cost of the research will be shared by the Bureau and the Texas firm under a cooperative arrangement, with the Bureau providing $108,993 or 60 percent of the cost, and the firm furnishing the remaining 40 percent.

Francis C. Turner, Director of Public Roads, said there have been no significant improvements in the detection devices in the last 15 years, despite advances in equipment with which they are used. A number of traffic control systems under development are dependent on efficient sensors to gather essential traffic flow data, he added.

Some of the Bureau's research and development programs now in progress which require improved sensors are an electronic guidance system to communicate highway routing information to drivers; a computerized system to control traffic signal systems in cities; a passing control system to inform drivers when it is safe to pass vehicles on two-lane highways; and a freeway entrance ramp control system to direct motorists safely into the freeway traffic stream.

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DEPARTMENT OF TRANSPORTATION
NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA -- 218

FOR RELEASE FRIDAY,
AUGUST 9, 1968

QUARTERLY REPORT ON THE APPALACHIAN HIGHWAY PROGRAM AS OF JUNE 30, 1968

The Department of Transportation reported today that Federal and State funds totaling $543 million were obligated through June 30, 1968 for highways and local access roads under the Appalachian Highway Program. The Federal share was $318 million.

Federal Highway Administrator Lowell K. Bridwell said that as of the end of March, 591 miles were completed or under construction, an increase of 127 miles since the March 31, 1968 quarterly report. Of the total, 148 miles were completed. Engineering and right-of-way acquisition were underway on 1,306 miles.

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

As shown in table 1, construction had begun on 329 miles of 2,555 miles of development highways being considered for improvement. Preliminary engineering and right-of-way acquisition were underway on an additional 1,160 miles, centerline locations had been approved for another 222 miles, and location studies were either underway or completed on all but 64 miles.

Of the 406 miles of local access roads approved to date, (table 2), construction had begun on 114 miles, preliminary engineering and right-of-way acquisition were underway or completed on an additional 146 miles, centerline locations had been approved on 11 miles, and location studies were underway or completed on all but 27 miles.

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

The Act as amended on October 11, 1967, authorized an additional $175 million in Federal funds for the construction of 350 more miles of development highways and 600 more miles of local access roads, and Mississippi became eligible for Appalachian funds.

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

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

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APPALACHIAN HIGHWAY PROGRAM
STATUS OF DEVELOPMENT AS OF JUNE 30, 1968

TABLE 1

STATE	APPALACHIAN DEVELOPMENT HIGHWAY MILEAGE									FUNDS OBLIGATED UNDER APPALACHIAN PROGRESS	
	APPALACHIAN IMPROVEMENT COMPLETED	WORK IN PROGRESS					ROUTE LOCATION WORK NOT STARTED	CORRIDOR MILEAGE BEING CONSIDERED FOR APPALACHIAN IMPROVEMENT 1/	TOTAL APPALACHIAN CORRIDOR MILEAGE	TOTAL COST	FEDERAL FUNDS
		UNDER CONSTRUCTION	ENGINEERING AND RIGHT-OF-WAY	CENTER-LINE LOCATION APPROVED	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY					
Alabama	-	-	-	-	-	-	-	-	-	-	-
Georgia	-	14.2	15.4	56.8	-	86.4	-	86.4	89.0	17,235,050	9,314,531
Kentucky	40.2	63.4	250.8	6.2	55.7	376.1	-	416.3	579.6	95,583,383	63,602,964
Maryland	9.4	3.6	-	37.6	27.5	68.7	-	78.1	82.2	21,478,018	11,982,481
Mississippi	-	-	-	-	-	-	-	-	-	-	-
New York	-	33.2	166.8	-	10.5	210.5	20.0	230.5	260.0	63,250,090	30,691,107
North Carolina	11.4	30.0	124.3	8.9	12.5	175.7	11.0	198.1	199.0	29,232,600	17,600,000
Ohio	-	20.4	148.2	6.5	24.6	199.7	2.6	202.3	295.3	33,650,228	20,202,485
Pennsylvania	3.1	25.8	157.3	-	246.2	429.3	-	432.4	490.5	70,373,759	36,673,162
South Carolina	-	-	-	-	-	-	-	-	-	-	-
Tennessee	8.6	39.9	105.8	63.0	72.6	281.3	30.6	320.5	333.3	38,832,744	23,871,000
Virginia	10.5	67.7	17.6	1.7	81.3	168.3	-	178.8	203.8	59,576,065	36,585,606
West Virginia	6.8	31.2	173.4	41.5	158.9	405.0	-	411.8	421.7	82,796,210	47,825,294
Total	90.0	329.4	1,159.6	222.2	689.8	2,401.0	64.2	2,555.2	2,954.4	512,008,147	298,348,630
Percent of Total Under Consideration	4	13	45	9	27	94	2	100			

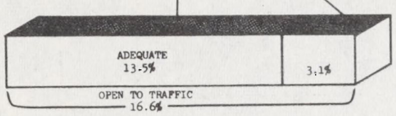
1/ From which not to exceed 2,350 miles is to be designated for construction under the Appalachian program.

APPALACHIAN HIGHWAY PROGRAM
STATUS OF DEVELOPMENT AS OF JUNE 30, 1968

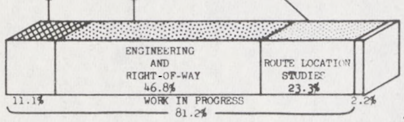
TABLE 2

STATE	LOCAL ACCESS ROAD MILEAGE								FUNDS OBLIGATED UNDER APPALACHIAN PROGRAM	
	APPALACHIAN IMPROVEMENT COMPLETED	WORK IN PROGRESS					ROUTE LOCATION WORK NOT STARTED	TOTAL MILEAGE	TOTAL COST	FEDERAL FUNDS
		UNDER CONSTRUCTION	ENGINEERING AND RIGHT-OF-WAY	CENTER-LINE LOCATION APPROVED	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY				
Alabama	39.5	67.0	24.4	-	36.7	128.1	25.5	193.1	13,635,697	8,837,846
Georgia	2.0	-	6.1	-	2.9	9.0	-	11.0	209,550	145,305
Kentucky	0.4	0.4	25.9	-	-	26.3	-	26.7	999,624	586,596
Maryland	-	-	-	-	-	-	-	-	778,097	260,000
Mississippi	-	-	-	-	1.8	1.8	-	1.8	167,105	116,973
New York	-	-	1.9	-	-	1.9	-	1.9	-	-
North Carolina	0.2	-	4.1	-	8.2	12.3	-	12.5	76,100	53,270
Ohio	3.6	7.1	11.2	-	-	18.3	-	21.9	3,002,106	1,491,000
Pennsylvania	-	2.1	4.6	2.6	0.9	10.2	-	10.2	1,781,910	1,105,433
South Carolina	-	27.4	33.2	-	-	60.6	-	60.6	5,118,270	3,582,187
Tennessee	-	-	31.3	8.9	-	40.2	1.4	41.6	991,570	694,098
Virginia	-	9.6	-	-	-	9.6	-	9.6	947,484	644,008
West Virginia	12.0	-	3.1	-	-	3.1	-	15.1	3,272,102	1,683,280
Total	57.7	113.6	145.8	11.5	50.5	321.4	26.9	406.0	30,979,615	19,199,996
Percent of Total Mileage	14	28	36	3	12	79	7	100		

STATE	TOTAL DESIGNATED SYSTEM MILEAGE	OPEN TO TRAFFIC		
		ADEQUATE SEGMENTS-NO APPALACHIA FUNDS EXPENDED	INADEQUATE SEGMENTS-IMPROVED WITH APPALACHIA FUNDS	TOTAL
GEORGIA	89.0	2.6	-	2.6
KENTUCKY	579.6	163.3	40.2	203.5
MARYLAND	82.2	4.1	9.4	13.5
NEW YORK	260.0	29.5	-	29.5
NORTH CAROLINA	199.0	0.9	11.4	12.3
OHIO	295.3	93.0	-	93.0
PENNSYLVANIA	490.5	58.1	3.1	61.2
TENNESSEE	333.3	12.8	8.6	21.4
VIRGINIA	203.8	25.0	10.5	35.5
WEST VIRGINIA	421.7	9.9	6.8	16.7
TOTAL	2954.4	399.2	90.0	489.2



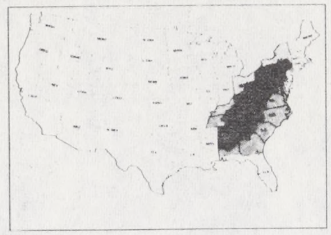
STATE	WORK IN PROGRESS				NO LOCATION WORK UNDERTAKEN
	UNDER CONSTRUCTION	ENGINEERING AND RIGHT-OF-WAY	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY	
GEORGIA	14.2	72.2	-	86.4	-
KENTUCKY	63.4	257.0	55.7	376.1	-
MARYLAND	3.6	37.6	27.5	68.7	-
NEW YORK	33.2	166.8	10.5	210.5	20.0
NORTH CAROLINA	30.0	133.2	12.5	175.7	11.0
OHIO	20.4	154.7	24.6	199.7	2.6
PENNSYLVANIA	25.8	157.3	246.2	429.3	-
TENNESSEE	39.9	168.8	72.6	281.3	30.6
VIRGINIA	67.7	19.3	81.3	168.3	-
WEST VIRGINIA	31.2	214.9	158.9	405.0	-
TOTAL	329.4	1381.8	689.8	2401.0	64.2

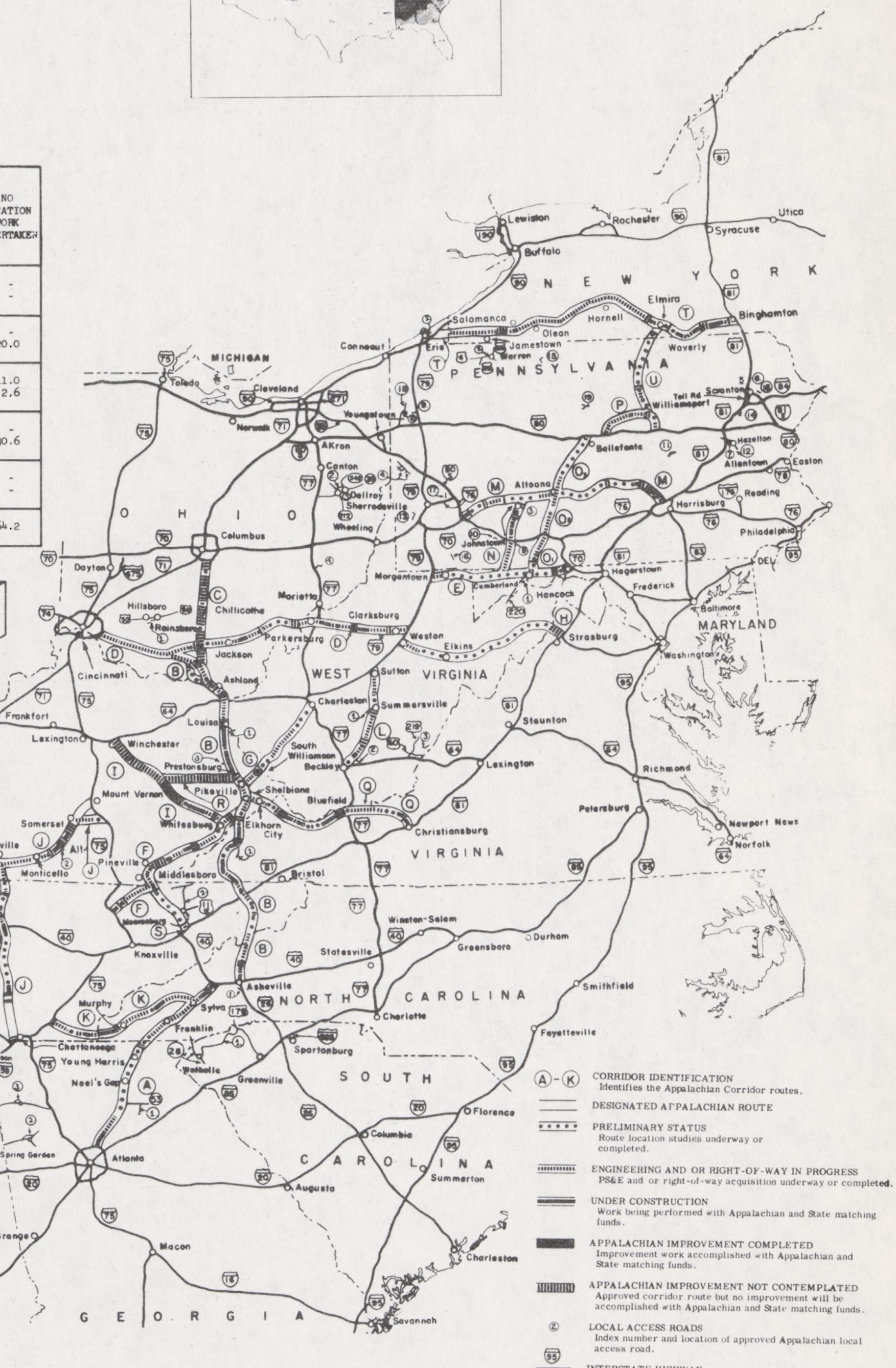


ABOVE TABLES EXCLUDE LOCAL ACCESS ROADS

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF JUNE 30, 1968





DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA--219

FOR RELEASE THURSDAY,
AUGUST 15, 1968

The Federal Highway Administration today asked for comment from interested parties on whether the Federal motor vehicle safety standards should apply to mobile homes.

Federal Highway Administrator Lowell K. Bridwell said that comments should be received by September 10 and will be considered by FHWA in establishing regulations either to exclude mobile homes from the safety standards or to classify them as a separate category of vehicle subject to FHWA regulations.

The lighting safety standard (No. 108) already applies to mobile homes in their present category as trailers. New or revised standards which might be applied include standards for glazing materials and fire retardant materials for interiors of mobile homes.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA-220

FOR SUNDAY RELEASE
August 18, 1968

WINDSHIELD MOUNTING
STANDARD ANNOUNCED

The Department of Transportation today announced a standard for passenger car windshield mountings which Federal Highway Administrator Lowell K. Bridwell described as another step toward the widely accepted safety goal of keeping occupants within the confines of the passenger compartment during a crash.

The new standard, effective January 1, 1970, sets forth windshield mounting retention requirements.

Bridwell said a major advance in occupant containment was brought about by the use of an improved laminated windshield glass now required on all new passenger cars by Federal motor vehicle safety standard No. 205. Its use has resulted in a marked reduction in serious head injury to occupants known to have struck the windshield.

The retention requirements in the new Standard, No. 212, are intended to take advantage of this feature and further reduce the likelihood of occupants being thrown from the vehicle during a crash.

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TITLE 23 - HIGHWAYS AND VEHICLES

CHAPTER II - VEHICLE AND HIGHWAY SAFETY

[Docket No. 2-8]

Part 255 - Federal Motor Vehicle Safety Standards

Standard No. 212

Windshield Mounting - Passenger Cars

A proposal to amend Part 255 of the Federal Motor Vehicle Safety Standards by adding a Standard No. 212, Windshield Mounting - Passenger Cars, was published as an advance notice of proposed rule making on October 14, 1967 (32 F.R. 14281) and a notice of proposed rule making on December 28, 1967 (32 F.R. 20866).

Interested persons have been given the opportunity to participate in the making of this amendment, and careful consideration has been given to all relevant matter presented.

This new standard requires that, when tested as prescribed, each passenger car windshield mounting must retain either: (1) not less than 75% of the windshield periphery; or (2) not less than 50% of that portion of the windshield periphery on each side of the vehicle longitudinal centerline, if an unrestrained 95th percentile adult male manikin is seated in each outboard front seating position.

Several comments objected to the proposed standard and in some cases urged that more research should be done before any type of windshield mounting is required. The standard is, however, part of an integrated program aimed at accomplishing the widely accepted safety goal of keeping

occupants within the confines of the passenger compartment during a crash. One major step in this program is the utilization of the laminated glazing material prescribed in Federal motor vehicle safety standard No. 205, which has resulted in a marked reduction in serious head injury to occupants known to have struck the windshield. The windshield mounting retention requirement prescribed in this standard takes advantage of this improved glazing material and will further minimize the likelihood of occupants being thrown from the vehicle during a crash.

Several comments requested reduction of the 75% retention requirement to 50%. The Administrator concludes that, as an alternative, 50% retention is acceptable if: (1) an unrestrained 95% percentile adult male manikin is seated in each outboard front seating position when the test procedure is performed, and (2) at least 50% of that portion of the windshield periphery on each side of the vehicle longitudinal centerline is retained.

Several comments requested that the phrase "or approved equivalent" be added to the "Demonstration procedures" provision. §255.11 of the Federal motor vehicle safety standards provides that "an approved equivalent may be substituted for any required destructive demonstration procedure." Consequently, inclusion of the phrase requested is not necessary.

In consideration of the foregoing, §255.21 of Part 255 of the Federal motor vehicle safety standards is amended by adding Standard No. 212, "Windshield Mounting - Passenger Cars," as set forth below, effective January 1, 1970.

This rule making action is taken under the authority of sections 103 and 119 of the National Traffic and Motor Vehicle Safety Act of 1966 (P.L. 89-563, 15 U.S.C. §§ 1392 and 1407) and the delegation of authority contained in part 1 of the Regulations of the Office of the Secretary of Transportation (49 CFR Part 1).

Issued in Washington, D. C. on August 13, 1968

John R. Jamieson, Deputy
Federal Highway Administrator

[Docket No. 2-8]

MOTOR VEHICLE SAFETY STANDARD NO. 212

Windshield Mounting - Passenger Cars

S1. Purpose and scope. This standard establishes windshield retention requirements for windshield mountings.

S2. Application. This standard applies to passenger cars.

S3. Requirements. When tested in accordance with S4, each windshield mounting must retain either--

(a) Not less than 75% of the windshield periphery; or

(b) Not less than 50% of that portion of the windshield periphery on each side of the vehicle longitudinal centerline, if an unrestrained 95th percentile adult male manikin is seated in each outboard front seating position.

S4. Demonstration procedures. Compliance with S3 shall be demonstrated by a front end longitudinal barrier collision test conducted in accordance with Society of Automotive Engineers Recommended Practice J850, "Barrier Collision Tests," February 1963, at not less than 30 mph.

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

FHWA -- 221

U.S., GA. ACT TO RID HIGHWAYS OF HAZARDS

For Immediate Release

The Federal Government and Georgia are cooperating in a $7.3 million "spot improvement" safety program aimed at eliminating high-accident locations from the State's highway system.

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

Since March 1964 when President Johnson directed the Bureau of Public Roads to use Federal-aid resources to help the States expand this type of work, Georgia has programmed 86 such projects at a total cost of $7,392,952, split 50-50 by the State and the Federal Government.

By September 1969, the Georgia program is expected to total 213 projects on Federal-aid highways at a cost of $24,311,000, financed by Federal-aid and 100 percent State funds.

Administrator Bridwell paid tribute to Georgia for the work it has done on its own in this field: "The Georgia State Highway Department has let to contract or has completed with its own forces 78 projects on its roads since 1964 at a cost of $3.3 million, a very commendable achievement."

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

As an example, he cited a project on Interstate 20E about four miles west of Atlanta where 2.1 miles of roadway were re-grooved to permit the run-off of water which had been causing cars to skid.

During a five-month period from January 1 to June 1, 1966, that stretch of roadway was the scene of 14 accidents in which three persons were killed and 15 injured. Five cars crossed the median.

At a cost of $12,000 in State funds, the pavement was scored to reduce the hydroplaning effect. In a six-month period following the improvement, the number of accidents remained the same but there were no fatalities. Injuries dropped to three. The injury rate fell from 70.8 per 100 million vehicle miles to 9.9. The fatality rate dropped from 14.1 to zero. Only one car crossed the median.

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

The Bureau of Public Roads reports that across the nation 17,580 spot improvement projects have been programmed or completed since 1964 at a cost of $1,176,563,000. Of these, about 4,200 were Federal-aid projects, accounting for $771 million of the total cost with the Federal share fixed at $394 million. The remaining 13,380 projects were financed with State funds alone at a cost of $406 million.

A recent nation-wide inventory showed there are about 20,620 such locations which are proposed to be corrected at a total cost of around $2.1 billion.

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

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

APPLING COUNTY - U.S. 341 at Sweetwater Creek northwest of Baxter; replacement of narrow bridge with culvert and widening approaches; $77,900.

BARROW COUNTY - Railroad crossing in Auburn; installation of automatic gate protection; $18,000.

State Route 211 from south of Cedar Creek to north of Thompson's Mill; preliminary engineering for relocation and widening of pavement and three bridges to eliminate poor alignment; $12,000.

BIBB COUNTY - U.S. 129 from north side of interchange with Interstate 16, north past Seaboard Air Line Railroad; construction of railroad overpass; $140,600.

State Route 87 from south of Interstate 75 northwest 1.2 miles; addition of two lanes of pavement; $170,000.

U.S. 5 from east side of intersection of Jefferson Highway southeast to junction with Emery Highway; construction of median curb and gutter; $304,100.

CAMDEN COUNTY - Railroad crossing on Secondary Route 1673 in St. Marys; installation of automatic flashing light signals with gates; $18,000.

State Route 40 at railroad crossing on Osborn Street, St. Marys; installation of automatic flashing light signals; $18,000.

CARROLL COUNTY - County road at Indian Creek near northwest city limits of Bowdon; construction of two-lane bridge and approaches; $137,520.

CATOOSA COUNTY - U.S. 41 from State Route 146 north to State line; preliminary engineering for divided 4-lane highway; $8,000.

CHATTAHOOCHEE COUNTY - U.S. 27 at Little Hitchitee Creek about 3 miles south of Cusseta; preliminary engineering for replacement of narrow bridge; $3,000.

CHATTOOGA COUNTY - County road through Sublinga to east of West Armuchee Creek bridge; preliminary engineering for widening and correcting poor sight distance; $10,000.

Sublingo-Shiloh Church Road from Secondary Route 1028 in Sublingo to junction with Secondary Route 1030; preliminary engineering for realignment and widening of roadway; $5,000.

COBB COUNTY - U.S. 41 from northwest end of Chatahoochee River bridge northwest for 9.6 miles; preliminary engineering for widening and construction of climbing lanes in divided highway; $20,000.

County road from junction of State Routes 293 and 92 in Acworth northeast to State Route 1684; preliminary engineering for railroad grade separation structure; $8,000.

Railroad crossing at Floyd's Station; installation of automatic flashing lights, bells and gates; $18,000.

Lower Roswell Road at Sope Creek Bridge; preliminary engineering for construction of bridge and approaches; $2,000.

COOK COUNTY - County road at Brushy Creek northeast of Adel; preliminary engineering for replacement of narrow bridge; $2,000.

DADE COUNTY - U.S. 11 from State Route 299, northeast; lowering grades to increase sight distance at intersections of State Routes 299 and 58; $36,000.

DECATUR COUNTY - State Route 241 at railroad crossing in Laingkat; installation of automatic flashing light signals; $11,600.

DEKALB COUNTY - North Druid Hills Road in Atlanta from south of Sylvan Circle north to Peachtree Road; preliminary engineering for construction of railroad overpass; $2,000.

Cooledge Road at railroad crossing southwest of Tucker; construction of railroad grade separation; $107,880.

Winters Chapel Road at railroad crossing in Doraville; installation of automatic flashing light, bell and gate crossing protection; $18,000.

Railroad crossing at Flowers Drive in Doraville; installation of automatic flashing lights, bells and gates; $24,000.

Dresden Drive in Atlanta near Apple Valley Road and Peachtree Road; paving of roadway and reconstruction of railroad underpass; $376,920.

Interstate 20 from southeast of Fayetteville Road to Columbia Drive in Atlanta; installation of median guardrail; $114,000.

State Routes 10 and 154 from U.S. 278 northeast toward Stone Mountain; reconstruction of roadway; $1,194,000.

DAWSON COUNTY - State Route 53 at Shoal Creek west of Dawsonville; preliminary engineering and right-of-way for replacement of narrow, substandard bridge; $12,000.

DOUGHERTY COUNTY - State Route 50 from South Broadway easterly to State Route 257 in Albany; preliminary engineering and installation of median guardrail; $62,900.

FULTON COUNTY - County road at railroad crossing near Red Oak; modernization of flashing light signals with gates; $5,500.

State Route 154 at railroad crossing in Atlanta; preliminary engineering for railroad overpass structure eliminating grade crossing; $12,000.

GLYNN COUNTY - County road at railroad on L Street in Brunswick; installation of automatic flashing light signals, and gates; $28,000.

State Route 27 at railroad crossing in Brunswick; installation of automatic flashing light signals with gates; $9,650.

GORDON COUNTY - State Route 3 over the Oostanaula River Bridge south of Resaca; preliminary engineering for construction of bridge and approaches; $7,000.

State Route 143 from the south end of the Oostanaula River Bridge northwest .5 miles on a new location; construction of bridge and approaches; $348,754.

GREENE COUNTY - State Route 15 at Richland Creek in Greensboro; widening and surfacing bridge; $176,000.

GWINNETT COUNTY - U.S. 29 at Jackson and Beaver Ruin Creeks and Yellow River; preliminary engineering for widening and resurfacing bridges and approaches and improve alignment; $4,000.

State Route 10 over Yellow River Bridge west of Snellville; preliminary engineering and right-of-way for reconstruction of roadway and replacement of bridge; $78,000.

HABERSHAM COUNTY - County road in Demarest; preliminary engineering for future two lane bridge and approaches at Little Hazel Creek; $1,000.

State Route 15 at Hazel Creek Bridge in Demarest; preliminary engineering for future widening of Arch Bridge; $3,000.

HALL COUNTY - State Route 13 near the southwest city limits of Lula; preliminary engineering and right-of-way for construction of a railroad overhead bridge and approaches; $38,000.

HARALSON COUNTY - U.S. 78 at railroad bridge west of Tallapoosa; preliminary engineering and right-of-way for replacement of bridge; $7,300.

County road at Tallapoosa River; preliminary engineering for replacement of bridge; $500.

HENRY COUNTY - State Route 155 near McDonough; widening and relocating road and railroad overpass; $308,500.

LAURENS COUNTY - State Route 338 at railroad crossing in Dudley; installation of automatic flashing light signals with gates; $25,560.

LOWNDES COUNTY - County road at railroad crossing in Valdosta; installation of automatic flashing light signals; $15,500.

MERIWETHER COUNTY - U.S. 27 alternate at railroad crossing northwest of Warm Springs; preliminary engineering for railroad overpass; $2,000.

State Route 85 spur in Manchester; preliminary engineering for construction of railroad grade separation; $6,000.

MILLER COUNTY - Aycock Creek five miles west of Colquitt; construction of two-lane bridge; $97,260.

MUSCOGEE COUNTY - U.S. 27 in Columbus from junction with U.S. 26 northwest to 10th Avenue; preliminary engineering for widening and left turn lanes; $7,000.

State Route 103 north of Roaring Creek; 1.5-mile section to be relocated and widened; $478,394.

State Route 85 from its interchange with Lindsey Creek bypass easterly to the northeast side of the intersection at Gentian Boulevard in Columbus; preliminary engineering and right-of-way for conversion of existing 4-lane roadway to limited access highway; $940,000.

State Route 1 in Columbus from the traffic circle at Fort Benning Road northwest; preliminary engineering for future addition of lanes and widening of bridge; $45,000.

POLK COUNTY - Two creeks north of U.S. Route 278 and west of Rockmart; construction of two bridges; $139,740.

County road at Cedar Creek near southwest city line of Cedartown; preliminary engineering for bridge on new location; $6,000.

County road at railroad crossing west of Rockmart city limits; preliminary engineering for future railroad bridge; $3,000.

PULASKI COUNTY - State Route 27 from Limestone Creek 3.5 miles southeast of Hawkinsville; preliminary engineering and right-of-way for replacement of bridge at new location; $10,800.

PUTNAM COUNTY - State Route 44 5 miles south of Eatonton and 8 miles south of Eatonton; construction of two bridges and roadway; $280,000.

RABUN COUNTY - State Route 246 at Little Tennessee River; preliminary engineering for widening of bridge; $4,000.

TIFT COUNTY - County road at Little River northeast of Ty Ty; replacement of narrow bridge; $104,480.

WARE COUNTY - Bladeshear Avenue at railroad crossing in Waycross; installation of automatic flashing light signals with gates; $21,700.

Railroad crossing on Jenkins Street in Waycross; installation of automatic flashing lights, bells and gates; $28,500.

WASHINGTON COUNTY - State Route 242 at railroad crossing in Sandersville; installation of automatic flashing lights and bells; $15,000.

WAYNE COUNTY - U.S. 301 at railroad crossing in Jesup; installation of automatic flashing light signals with gates; $27,600.

UNION COUNTY - State Route 2 at Coosa Creek southwest of Blairsville; preliminary engineering for construction of a bridge and approaches; $12,000.

BIBB AND MONROE COUNTIES - Interstate 475 from Interstate 75 south of Macon northwest to Interstate 75 west of Bolingbroke; preliminary engineering for modification of signs and adding guardrail; $5,000.

CLAYTON AND FULTON COUNTIES - Interstate 85 from Coweta County line northeast to Interstate 75 in Atlanta; preliminary engineering for modification of signs and adding guardrail; $5,000.

CRAWFORD AND PEACH COUNTIES - State Route 96 near Nakomis; preliminary engineering for realignment of road; $5,000.

FULTON AND COBB COUNTIES - Johnson Ferry Road at Chattahoochee River; construction of two-lane bridge and approaches; $215,792.

FULTON AND DEKALB COUNTIES - Interstate 20 in Atlanta from Capitol Avenue east to a point southeast of Fayetteville Road; median guardrail installation; $94,000.

GRADY AND THOMAS COUNTIES - U.S. 84 at Little Tired Creek and at Ochlocknee River; peliminary engineering for replacement of two substandard bridges; $10,000.

HART COUNTY, GEORGIA, AND ANDERSON COUNTY, SOUTH CAROLINA - Savannah River Bridge on State Route 181 southwest of Starr; construction of barrier curb on bridge; $8,039, for Georgia half of project.

PIERCE AND BRANTLEY COUNTIES - State Route 32 at Little Satilla River; widening of seven overflow bridges; $227,000.

WARE AND BACON COUNTIES - U.S. 1 from south of Satilla River bridge north 9.2 miles; preliminary engineering for realignment of road and improvement of sight distances, including replacement of a railroad overpass; $4,000.

COBB, DOUGLAS AND FULTON COUNTIES - Interstate 20 from State Route 5, south of Douglasville east to Interstate 75 in Atlanta; preliminary engineering for modification of signs and addition of guardrail; $8,000.

COBB, DEKALB, CLAYTON AND FULTON COUNTIES - Interstate 285 (Atlanta Beltway) around Atlanta; preliminary engineering for modification of signs and addition of guardrail; $10,000.

DEKALB, FULTON, NEWTON AND ROCKDALE COUNTIES - Interstate 20 from Interstate 75 east to Newton-Walton County line; preliminary engineering for modification of signs and addition of guardrail; $12,000.

FULTON, COBB, GORDON, WHITFIELD AND CATOOSA COUNTIES - Interstate 75 from Interstate 85 in Atlanta northwest to Tennessee State line; preliminary engineering for modification of signs and addition of guardrail; $20,000.

BANKS, FULTON, DEKALB, GWINNET, BARROW, JACKSON, FRANKLIN AND HART COUNTIES - Interstate 85 from Interstate 75 in Atlanta northeast to South Carolina State line; preliminary engineering for modification of signs and addition of guardrail; $20,000.

BIBB, BUTTS, MONROE, LAMAR, SPALDING, HENRY, CLAYTON AND FULTON COUNTIES - Interstate 75 from Interstate 16 in Macon to Interstate 85 in Atlanta; preliminary engineering for modification of signs and addition and modification of guardrail; $20,000.

BIBB, COOK, LOWNDES, TIFT, TURNER, CRISP, DOOLY, HOUSTON, PEACH AND CRAWFORD COUNTIES - Interstate 75 from Florida State line north to Interstate 475 south of Macon; preliminary engineering for modification of signs and addition of guardrail; $40,000.

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA-222

FOR IMMEDIATE RELEASE

FHWA AWARDS 15 HIGHWAY SAFETY RESEARCH CONTRACTS

The award of 15 highway safety research contracts was announced today by the Department of Transportation's Federal Highway Administrator Lowell K. Bridwell.

The contracts are with the FHWA's National Highway Safety Bureau, and include the following contractors, amounts, and scope of research.

1. Franklin Institute, Philadelphia, Pa.

   To develop and compile information pertinent to the nature and cause of knee injuries incurred in vehicle crashes, and identify the injury factors to make it possible for future engineers to do a better job of preventive design. $39,702.

2. University of Vermont, Burlington, Vt.

   To investigate the medical and behavioral aspects of the effects of alcohol and therapeutic drugs on driver performance and driving safety. $148,400.

3. General Testing Co., Springfield, Va.

   To test component parts of new automobiles to determine if they meet National Highway Safety Bureau safety standards. To indicate if present methods for compliance testing are adequate or revisions needed. $7,817.

(more)

4. Institute for Educational Development, New York, N.Y.

   To identify the principles of driver licensing functions and develop plans for evaluating the effectiveness of driver licensing programs. To study sources of more disciplinary assistance to driver license administration. $125,000.

5. Automobile Club of Missouri, St. Louis, Mo.

   To test and compile data through their diagnostic center on the condition of vehicles up to 5 years old, and evaluate the decline in serviceability of automobiles regarding such functions as age, mileage, and type of service. $60,000.

6. Century Research Corp., Arlington, Va.

   To develop and test methods for determining the effectiveness of special reflector and surface materials on motor vehicles under all driving conditions as a safety requirement. To establish technical information to serve as a basis for these requirements to be met on all motor vehicles. $37,316.

7. University of Michigan, Ann Arbor, Mich.

   To study, improve, and expand the safety features in seat belt design through simulated laboratory experiments using human form and volunteers. $180,539.

8. Cornell Aeronautical Labs., Buffalo, N.Y.

   To study and develop performance requirements based on limit of human tolerance to impact for vehicle interior and exterior designs and recommend test procedures to demonstrate compliance. $231,324.

(more)

9. Dunlap and Associates, Inc., Darien, Conn.

To investigate and evaluate pedestrian protection ordinances relative to their composition, enforcement, and effectiveness. $50,000.

10. International Association of Chiefs of Police, Washington, D.C.

To define the functions involved in traffic responsibilities of police departments and evaluate them. To develop a formula for determining the distribution of adequate police manpower to those functions. $123,312

11. Dunlap and Associates, Santa Monica, Calif.

To test and study rearview mirror system. To develop criteria for standards and recommend locations for rearview mirrors on all vehicles. $78,215.

12. U.C.L.A., Los Angeles, Calif.

To determine the necessary changes in school bus interiors that would result in improved driver and passenger safety and recommend criteria for improved safety standards. $125,000.

13. Bendix Corp., Southfield, Mich.

To study, improve, and define a set of standards for vehicle handling. To identify driver skill level demands for safer driving. $95,906.

(more)

14. T. R. W., Redondo Beach, Calif.

To assess the decline in parts of the braking system in terms of wear, deterioration and failure, and to establish criteria for improved safety standards in this area. $190,619.

15. Transportation Research and Consultation Services (Division of International Textbook) Scranton, Pa.

To make a study of motor vehicle owner maintenance practices and their attitude toward preserving vehicle safety and the means employed to provide adequate maintenance. $182,357.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591
FHWA-223

FOR IMMEDIATE RELEASE

FHWA AWARDS HIGHWAY SAFETY RESEARCH CONTRACTS

The Department of Transportation's Federal Highway Administrator Lowell K. Bridwell today announced the award of 15 highway safety research contracts.

The contracts are with the FHWA's National Highway Safety Bureau, and include the following contractors, amounts, and scope of research.

1. Travelers Research Center, Hartford, Conn.

   To establish an accident reporting system that accepts data from all the States. To develop and design a new police investigation form and procedural manual. To be used in investigating traffic collisions. $107,000.

2. Man Factors Inc., San Diego, Calif.

   To evaluate data relative to the existing safety standard on location and identification of vehicle controls and, develop additional information to assist in the development of improved standards. $83,800.

(more)

3. National Academy of Sciences, Washington, D.C.

   To provide literature pertaining to highway and vehicle safety performance and to furnish monthly reports of current research related to highway and vehicle safety. $10,000.

4. National Safety Council, Chicago, Ill.

   To provide scientific and technical safety information pertaining to highway and vehicle safety performance. $10,000.

5. University of Michigan, Ann Arbor, Mich.

   To determine the degree of effectiveness of current participation of local communities in vehicle highway safety programs. $58,652

6. Battelle Memorial Inst., Columbus, Ohio.

   To conduct a study of top speed limiting devices on motor vehicles to determine cost, effectiveness, and reliability. $24,950.

7. Northern Research and Engineering, Cambridge, Mass.

   To study and develop windshield defrosting requirements and institute test procedures for compliance. $96,000.

8. University of Denver, Denver, Colo.

   To evaluate present motorcycle safety protection of head and eyes, and recommend criteria for improved safety standards that will reduce injuries and fatalities to motorcycle users. $14,970.

(more)

9. Cornell Aeronautical Labs., Buffalo, N.Y.

   To make a detailed structual analysis of motor vehicles to obtain a frame structure that will give maximum protection to occupants from serious injuries incurred in crashes. $258,273.

10. Midwest Research Inst., Kansas City, Mo.

    To test the minimum and high acceleration capabilities of motor vehicles and develop criteria for written speed maintenance standards. $68,300.

11. T. R. W., Redondo Beach, Calif.

    To collect, organize, and analyze selected data taken from motor vehicles relative to their make, model, usuage, and climate to determine what influence these factors have on wear, deterioration, and failure. $337,320.

12. Century Research Corp., Arlington, Va.

    To examine the role and effectiveness of local community involvement into the implementation of the Federal Highway Safety Programs. $50,000.

13. Operations Research Inc., Silver Spring, Md.

    To gather and organize a systematic body of information and apply techniques necessary to develop standards and policies relative to the safe operation of used motor vehicles on the Nation's streets and highways and to periodic vehicle inspection of used cars. $148,435.

(more)

14. Operations Research Inc., Silver Spring, Md.

To assist the National Highway Safety Bureau in the study and evaluation on the international aspects of Highway Safety Programs. To analyze the technical progress of other major countries in meeting their highway safety problems, and suggest means for an improved flow of information. $22,630.

15. University of California, Los Angeles, Calif.

To study the possibility of incorporating a basic computerized visual simulation subsystem into a driving simulation laboratory. To develop technical approaches and prepare conceptual design and performance specifications. $90,000.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591
FHWA -224

For Immediate Release

VW GAS CAP
PROBE ANNOUNCED

The Federal Highway Administration of the Department of Transportation today announced an investigation to determine whether Volkswagen gas caps on models prior to 1968 present a fire hazard in crashes.

All cars manufactured on or after January 1, 1968, for sale in the United States must meet a Department of Transportation standard for safety performance of fuel tanks and fittings in collisions.

Dr. William Haddon, Jr., Director of the Federal Highway Administration's National Highway Safety Bureau, said the investigation is based on information that gas caps on Volkswagen automobiles in Sweden have been replaced due to reports of undue fire hazard from fuel spillage in collisions.

"On July 19, I wrote to Dr. Bertil Aldman, Director of the Medical Research Laboratory on Road Safety Research, seeking information on the preliminary information, including clippings from the Swedish press concerning the incidence of fires related to front end collisions by Volkswagens in that country, I wrote on August 16 to Mr. J. Stuart Perkins, President of Volkswagen of America, Inc., requesting all relevant information concerning the Swedish situations.

"On August 23, at Mr. Perkins' request, my staff and I met in my office with representatives of Volkswagen. They contended, on the basis of data which we are not evaluating, that the gas cap

offered as standard equipment on Volkswagens sold in the United States prior to the 1968 model year does not present a risk of fire during collisions any greater than on other cars sold or manufactured in this country."

Dr. Haddon said that his office is gathering information on the incidence and severity of crash-related fires in Volkswagens equipped with the gas cap, in comparison with other kinds of cars. On the basis of the investigation, he said, the Bureau will determine whether the gas cap represents a safety defect within the meaning of the safety defect notification provisions of the National Traffic and Motor Vehicle Safety Act of 1966.

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA -- 225

For Immediate Release

ALMOST $1.2 BILLION INVESTED FOR SAFETY ON EXISTING HIGHWAYS

Almost $1.2 billion has been invested in the last four years by the Federal Government and state highway departments in spot improvements to make existing highways safer for motorists, the Department of Transportation announced today.

Federal Highway Administrator Lowell K. Bridwell said the joint effort which began in April 1964, at the direction of President Johnson, is aimed at correcting highway conditions where crashes have occurred or which are considered to be potentially dangerous.

A quarterly status report issued by the Federal Highway Administration's Bureau of Public Roads discloses that as of June 30, 1968, 17,580 safety improvement projects costing a total of $1,176,563,000 have been completed or programmed since the program started.

Almost 4,200 of the spot improvement safety projects are Federal-aid projects which account for $771 million of the total cost, with the Federal share estimated at $394 million. The remaining 13,380 projects are financed with state funds alone at a cost of $406 million.

Francis C. Turner, Director of Public Roads, said a nationwide inventory showed there are about 20,620 locations which are proposed to be corrected as rapidly as can be financed at a total cost of around $2.1 billion.

Turner said the safety program involves such improvements as widening of bridges, traffic lanes and shoulders; realigning curves and slopes for better sight distances; reconstruction and channelization of intersections; installation of uniform control devices; installation of guardrails; and railroad grade crossing elimination or protection.

The Bureau of Public Roads has given high priority to the program, he stated, because it is an effective assault against the appalling toll of traffic deaths and injuries.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA -- 226

FOR TUESDAY A.M.'s RELEASE
August 27, 1968

MUSTANG SUSPENSION STRUT FOUND NOT DEFECTIVE

The Director of the Federal Highway Administration's National Highway Safety Bureau, Dr. William Haddon, Jr., today announced the results of an investigation showing no evidence of a safety defect in a component of the front suspension system of the 1967 Ford Mustang.

Dr. Haddon said his staff has conducted a thorough and comprehensive investigation into allegations that such a defect exists, and that he has informed the Ford Motor Co. of the findings by letter. He also informed Mr. Ralph Nader, who questioned the safety of the component.

The allegation was based on a report by Byron Bloch, an independent consultant on human factors engineering. It was contended that a faulty design of the front suspension drag struts resulted in warping, metal fractures, and fatigue failure of the drag struts, which in turn impaired the vehicles' directional stability and steering control and caused crashes.

The Ford company, at its request, met with the Bureau and presented extensive and detailed evidence in support of its contention that the strut damage in crashes was a result of severe impact, not fatigue failure contributing to such crashes.

On July 24, the National Highway Safety Bureau's Office of Performance Analysis began its investigation of the allegations. A staff of 17 men conducted a field survey during which they inspected, on a random basis, 844 Mustangs in use, including 564 of the 1967 model, in 72 cities across the country. The metropolitan areas

from which the samples were drawn accounted for approximately 60 percent of the total sales of the 1967 Mustang. For comparison purposes, 1965, 1966, and 1968 models were also examined for possible strut failure.

In addition, an on-site examination and evaluation of the manufacturing process and quality control procedures of the sole supplier of the drag struts, the Columbus Bolt and Forging Co., was made at the firm's Columbus, Ohio plant.

At the Bureau's request and under its coordination, the Ford Motor Co. conducted a failure analysis, including controlled laboratory tests, to determine whether the struts failed as a result of metal fatigue or as the result of the forces produced in crashes. These tests were conducted on both the 1967 and 1968 Mustang suspension systems. This analysis refuted the fatigue-failure hypothesis.

Further, a warranty and service investigation by the company disclosed only 12 reported strut problems, none of which was identified as related to fatigue, against a production volume of 464,585 Mustangs in the 1967 model year -- or about one-thousandth of one percent. This degree of component reliability was substantiated by the Bureau's own field survey, which found no indication of fatigue failure in the 564 vehicles of the 1967 model that were examined.

On the basis of these studies and investigations, Dr. Haddon said, the Bureau found no evidence to indicate that such a defect exists, and no basis for a recall campaign. Therefore, he said, the Bureau plans no further action in this matter.

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