



# DEPARTMENT OF TRANSPORTATION

103

# NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FOR IMMEDIATE RELEASE  
March 1, 1968

FHWA-135

The Department of Transportation has given its support to an experiment designed to encourage commuters between Falls Church and Washington to use express bus service instead of their own cars. The new service will begin Monday.

Federal Highway Administrator Lowell K. Bridwell announced today that the Bureau of Public Roads has given approval to a request by Virginia to allow the use of Interstate 66 right-of-way for two commuter parking lots in connection with express bus service to Washington. The lots will be operated by Arlington County on a rent-free basis.

Two tracts have been cleared of buildings and will be available for parking until they are needed for construction of Interstate 66, F. C. Turner, Director of Public Roads, said. One is on the northwest corner of North Fairfax Drive and Lee Highway; the other is on the east side of Lee Highway just north of Washington & Old Dominion Railroad.

The bus service will be provided by the Washington, Virginia and Maryland Coach Company. Approval of the route has been granted by the Washington Metropolitan Area Transit Commission.

After leaving the parking lots, buses will travel ~~and~~ stop over Lee Highway to Rosslyn where they will stop to discharge =- but not pick up -- passengers. They will then cross the Key Bridge to K Street and proceed to 10th Street, turn south on 10th Street to E Street, and west on E Street to the 11th Street terminus. The entire run will take 36 minutes.

Bridwell said the experiment will be watched closely in view of the continuing effort to reduce traffic congestion in urban areas. Greater use of buses in preference to individual cars would help lessen traffic tieups and would step up traffic flow, he added.

The availability of fringe parking areas coupled with improved bus transit has been advocated by the Bureau of Public Roads as one means of reducing the number of cars in urban areas. The Bureau has also urged the exclusive or preferential use of freeway lanes by buses as an inducement to commuters to leave their cars home.

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

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

FHWA-136

FOR RELEASE MARCH 7, 1968

VEHICLE SAFETY STANDARDS  
SEMINAR SCHEDULED

A one-day seminar to explain and discuss the National Traffic and Motor Vehicle Safety Act of 1966 and the Federal vehicle safety standards that have been issued under the Act will be held in Chicago, Illinois on March 22.

The meeting, announced today by the Federal Highway Administration, will be held primarily for the benefit of representatives of the recreational vehicles, truck trailers, and truck body and equipment industries. It will be conducted by personnel of the National Highway Safety Bureau.

The morning session will be devoted to a discussion of the Act and its provisions, the existing vehicle safety standards, and proposals for additional future standards. The afternoon session will consist of a question and answer discussion period.

The seminar will be held in the Great Hall of the Pick-Congress Hotel, starting at 9 a.m.



# DEPARTMENT OF TRANSPORTATION

# NEWS

FEDERAL HIGHWAY ADMINISTRATION  
WASHINGTON, D.C. 20591

FHWA-137

CITES INVESTMENT TO IMPROVE  
SAFETY ON EXISTING HIGHWAYS

FOR RELEASE FRIDAY,  
MARCH 15, 1968

The Department of Transportation's Federal Highway Administration reported today that State highway departments and the Federal Government are investing more than three-quarters of a billion dollars in spot improvements to make existing highways safer for motorists.

Federal Highway Administrator Lowell K. Bridwell said the joint effort which began in 1964 has resulted in the programming or completion of 11,000 highway safety improvement projects costing a total of \$872 million. These projects are aimed at eliminating highway conditions that are potentially dangerous or have been the scene of vehicle crashes.

About 3,500 of the "spot improvement" safety projects are Federal-aid projects which account for \$635 million of the total cost, with the Federal share estimated at \$317 million. The remaining 7,500 projects were completed with State funds alone at a cost of \$237 million.

A recent nationwide inventory showed there are about 20,600 such locations which are proposed to be corrected at a total cost of around \$2.1 billion.

A quarterly report on the status of the safety program shows that as of December 31, 1967, States were spending on it 12.5 percent of the total funds apportioned to them for improvement of Federal-aid primary, secondary, and urban highways, along with State matching funds. For the quarter ending last December, that rate rose to 25 percent.

The program involves such safety improvements as widening of 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 and protection.

(more)

Mr. Bridwell described the program as an effective attack against the high toll of traffic deaths and injuries, pointing out that in many instances the expenditure of modest amounts of money has resulted in the elimination of hazardous conditions and the enhancement of safety.

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



# DEPARTMENT OF TRANSPORTATION

# NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--127

FOR RELEASE MONDAY  
MARCH 18, 1968

UTAH SIGNS PACT TO  
CONTROL BILLBOARDS

The Department of Transportation announced today that the State of Utah has signed a billboard advertising control agreement with the Federal Highway Administration.

This brings to 14 the number of agreements reached under the tighter controls of the Highway Beautification Act of 1965. Others which have signed are: New York, Kentucky, Connecticut, Rhode Island, Vermont, Virginia, Hawaii, Maine, Minnesota, Puerto Rico, California, Maryland and the District of Columbia.

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

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

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

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

FHWA -- 138

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

For Immediate Release

The Federal Government and the State of Colorado are cooperating in a \$12.4 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, Colorado has programmed 81 such projects at a total cost of \$12,490,763, shared both by the State and the Federal Government.

By 1969, the Colorado program is expected to total 125 projects on Federal-aid highways at a cost of \$18,396,000.

Administrator Bridwell paid tribute to Colorado for the work it has done on its own in this field: "The Colorado Department of Highways since 1964 has completed 75 safety projects at a total cost of \$913,000 in State funds, 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."

The "spot improvement" program in Colorado 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 11,003 "spot improvement" projects have been programmed or completed since 1964 at a cost of \$871,879,000. Of these, 3,476 were Federal-aid projects, accounting for \$634,810,000 of the total cost, with the Federal share fixed at \$316,559,000. The remaining 7,527 projects were completed with State funds at a cost of \$237,069,000.

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 Colorado, including location, type of improvement and approximate cost, follows:

ADAMS COUNTY - U.S. 287 at 64th Avenue north of Denver; channelization of intersection; \$25,000.

U.S. 287 at State Route 382 (Denver-Boulder Turnpike); construction of bridge at interchange; \$200,000.

State Route 24 at railroad crossing in Hazeltine; installation of automatic flashing light signals with short arm gates; \$30,000.

State Route 24 at crossing of Platte River, southwest of Henderson; construction of roadway and bridge; \$96,773.

State Route 7 from the west city limits of Brighton westerly; reconstruction of roadway and replacement of two bridges; \$203,958.

ARAPAHOE COUNTY - I-25 at State Route 88 in Denver; modification of interchange; \$25,000.

State Route 1 south of Littleton, at the junction of Rapp Road; channelization of intersection; \$34,831.

BACA COUNTY - U.S. 160 at railroad crossing, two miles southeast of Springfield; installation of automatic flashing light signals; \$13,333.

BOULDER COUNTY - State Route 119 at junction with State Route 52 near Niwot; creation of four-lane divided intersection; \$80,000.

CHAFFEE COUNTY - Intersection of State Routes 4 and 8, south of Buena Vista; reconstruction of intersection including signing; \$22,000.

Intersection at the junction of U.S. Routes 285 and 50 in Poncha Springs; reconstruction of intersection; \$28,000.

CROWLEY COUNTY - State Route 71 from about 4.5 miles south of Ordway, southerly 1 mile; reconstruction of roadway; \$166,499.

DELTA COUNTY - State Route 92 at the crossing of the north fork of the Gunnison River near the south edge of Hotchkiss; construction of bridge and approaches; \$110,000.

State Route 92 from Delta east to State Route 65; widening road to four-lane divided highway; \$130,000.

State Route 135 at crossing of railroad northeast of Hotchkiss; installation of flashing light signals; \$6,000.

State Route 92 at crossing of railroad near the west city limits of Hotchkiss; installation of flashing light signals; \$6,000.

DENVER COUNTY - I-25 in Denver from Broadway to Speer Boulevard; installation of median guardrail; \$410,000.

I-70 from Logan Street in Denver south 3.8 miles; installation of guardrail; \$200,000.

State Route 2 in Denver from 48th Avenue to 52nd Avenue; construction of roadway; \$61,627.

DOUGLAS COUNTY - State Route 83 from El Paso County line north 6.7 miles; realignment of road; \$475,000.

State Route 83 from south of Franktown to El Paso County line; preliminary engineering and right-of-way for widening and realigning 10.5 miles of road and replacing two bridges; \$35,000.

State Route 67 from one mile southwest of Sedalia, southwest for five miles; widening and realignment of road; \$250,000.

EL PASO COUNTY - I-25 in Colorado Springs from Bijou Street north; replacement of hazardous curve; \$280,000.

State Route 27 about three miles southeast of Colorado Springs; reconstruction of the intersection at junction of State Route 27 and a frontage road of I-25; \$178,708.

State Route 27 crossing of the Fountain River southeast of Colorado Springs; replacement of bridge; \$218,400.

FREMONT COUNTY - State Route 9 from U.S. 50 northwest; replacement of two hazardous bridges and widening road; \$259,389.

State Route 115 at Chandler Creek west of Florence; widening of bridge and approaches; \$20,000.

State Route 115 southeast of Canon City; replacement of narrow bridge; \$25,000.

State Route 115 from junction U.S. 50 northerly; reconstruction to widen and improve alignment of hazardous stretch of road; \$250,000.

GARFIELD COUNTY - State Route 13 about 16 miles north of Rifle; realignment to eliminate sharp curve; \$75,000.

GRAND COUNTY - U.S. 40 about 7 miles north of State Route 84; realignment to eliminate sharp curve; \$50,000.

GUNNISON COUNTY = State Route 135 about three miles north of Gunnison; realignment of road and improvement of intersection; \$95,000.

U.S. 50 at 10th Street in Gunnison; redesign and channelizing intersection; \$60,000.

HUERFANO COUNTY = State Route 69 at the crossing of the Huerfano River south of Farisita; reconstruction of bridge and approaches; \$100,000.

State Route 69 at Sand Creek west of Troga; replacement of narrow bridge; \$65,000.

Two bridges on State Route 69, one east of Farisita, and the other east of Gardner; preliminary engineering and removal of the bridges; \$53,415.

JEFFERSON COUNTY = State Route 72 east of junction with State Route 93 at Indiana Street; channelization of intersection and installation of traffic signals; \$15,000.

U.S. Route 6 at the junction with Simms Street about 4 miles west of Denver; construction of a diamond type interchange; \$665,709.

State Route 121 in Denver from 92nd Avenue north 3.7 miles; construction of wider road on new alignment; \$920,000.

State Route 182 at intersection of 19th Street in Golden; construction of an interchange; \$96,000.

State Route 182 west of Simms Street in Denver; construction of a diamond type interchange; \$163,000.

LAKE COUNTY = U.S. 24 at 3 bridges southeast of Eagle County line; replacement or widening of the bridges; \$33,000.

State Route 300 at railroad crossing in Malta; installation of automatic flashing light signals; \$9,000.

LA PLATA COUNTY = U.S. 160 at junction with State Route 140; channelization of intersection; \$70,000.

U.S. 160 from 1 mile east of U.S. 550 east; construction of climbing lane; \$150,000.

U.S. 160 at junction with State Route 172; channelization of intersection; \$75,000.

State Route 172 from about 2 miles south of the junction of State Routes 10 and 172 at Falga; reconstruction of curve; \$50,000.

LARIMER COUNTY - State Route 14 east of LaPorte at railroad crossing; installation of flashing light signals; \$9,447.

LAS ANIMAS COUNTY - U.S. 350 from Trinidad northeast; widening pavement and shoulders and easing hazardous curves; \$439,000.

U.S. 350 from east line of Trinidad northeast; widening of road and shoulders; \$300,000.

LINCOLN COUNTY - U.S. 40 2.5 miles southeast of Limon; replacement of narrow bridge and approaches; \$50,000.

MESA COUNTY - State Route 141 at railroad crossing west of Whitewater; installation of automatic flashing light signals; \$9,000.

MINERAL COUNTY - State Route 10 about 3 miles west of Wolf Creek Pass; construction of earthen mounds and earthen dams for avalanche control; \$300,000.

U.S. Route 160, about 2 miles east of Wolf Creek Pass at the Alberta Slide area; construction of snow shed and approaches; \$648,133.

MOFFAT COUNTY - State Route 2 east of Artesia at Dinosaur National Monument entrance; construction of a channelized intersection; \$50,000.

MONTEZUMA COUNTY - State Route 145 at Montezuma Plywood Company Road southwest of Dolores; channelization of intersection; \$85,000.

MONTROSE COUNTY - State Route 348 at the Uncompahgre River near the west edge of Olathe; widening of bridge, including minor approach work; \$40,000.

State Route 90 at the Uncompahgre River west of Montrose; replacement of bridge and improvement of approaches; \$60,000.

OTERO COUNTY - State Route 109 in La Junta at junction with U.S. 50; construction of intersection or interchange to eliminate short sight distance; \$50,000.

State Route 109 in La Junta from south of the junction of U.S. Route 50 at Second and Bradish Streets, north to Water and Bradish Streets; construction of a railroad separated grade crossing and approaches over the Atchison Topeka and Santa Fe Railroad and U.S. Route 50; \$404,000.

State Route 167 in Fowler at the railroad crossing; installation of railroad flashing light signals with short arm gates; \$21,700.

PITKIN COUNTY - State Route 82 at east city limits of Aspen; replacing narrow bridge with culvert; \$18,000.

PROWERS COUNTY - U.S. 287 about six miles north of junction with U.S. 50; reconstruction of dangerous curve; \$90,000.

State Route 6 at the Arkansas River north of Lamar; construction of a four-lane divided bridge and approaches; \$300,000.

PUEBLO COUNTY - I-25 from south of Pueblo northerly; installation of guardrail in median and at structures; \$50,000.

State Route 231 from the junction of State Route 96 southerly; construction of roadway and construction of bridge; \$296,882.

ROUPT COUNTY - U.S. 40 about one mile west of Hayden at the Yampa River; construction of parallel bridge to eliminate narrow hazard; \$150,000.

SUMMIT COUNTY - State Route 9 from north of Breckenridge northerly; reconstruction of roadway; \$135,000.

WASHINGTON COUNTY - State Route 61 from about 7 miles south of the Logan-Washington County line, southerly for 1 mile; construction of bridge and approaches; \$154,427.

WELD COUNTY - State Route 263 at Sand Creek and at Lohe Tree Creek east of Greeley; replacement of two narrow bridges; \$137,545.

U.S. 34 from west of Morgan County line westerly; widening bridge and improving alignment; \$150,000.

State Route 60 in Johnstown at railroad crossing; installation of flashing light signals; \$10,000.

ARAPAHOE & DOUGLAS COUNTIES - State Route 31 at two railroad crossings near the junction with U.S. 85; installation of two pair of railroad flashing light signals; \$20,000.

KIOWA & PROWERS COUNTIES - U.S. Route 287 at its junction with State Route 96 about 3 miles east of Eads and U.S. Route 287 at a point about 6 miles north of its junction with U.S. Route 50; construction of a channelized intersection at the junction of U.S. Route 287 and State Route 96; realignment of the U.S. Route 287 section, 6 miles north of its junction with U.S. Route 50; \$50,000.

MINERAL & RIO GRANDE COUNTIES - U.S. 160 from South Fork, southwesterly; widening pavement shoulders and bridges; \$285,000.

OTERO & PUEBLO COUNTIES - State Route 10 from about 4 miles west of junction of State Route 71, southwesterly for approximately 21 miles; construction of fencing; \$49,782.

DOUGLAS, ARAPAHOE & DENVER COUNTIES - I-25 from Douglas-El Paso County line, north to Evans Avenue in Denver; addition of guardrail, mileposts, delineators and signs, and adjustment of inlets and signs; \$205,000.

PUEBLO, HUERFANO, LAS ANIMAS, & OTERO COUNTIES - State Route 10 from Chucharas Creek, northeasterly to State Highway 71; construction of fencing; \$89,476.

LAS ANIMAS, HUERFANO, PUEBLO, EL PASO, ARAPAHOE, DENVER, ADAMS, DOUGLAS, LARIMER & WELD COUNTIES - I-25 from New Mexico to Wyoming; preliminary engineering for 299 miles of safety improvements (guardrail installation and modification, signing, delineators, etc.); \$10,000.

(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-139

FOR RELEASE TUESDAY  
MARCH 19, 1968

REPORT ON HIGHWAY USE TAXES  
FOR VARIOUS SIZE VEHICLES

The Department of Transportation today issued a report on road-user and property taxes levied on various sized motor vehicles in the 50 States and the District of Columbia.

The report, prepared by the Federal Highway Administration's Bureau of Public Roads, is intended as a research and planning tool for highway administrators, legislators and others interested in highway transportation.

It covers taxes paid by 14 different size vehicles, ranging from lightweight passenger cars to 76,000-pound truck combinations.

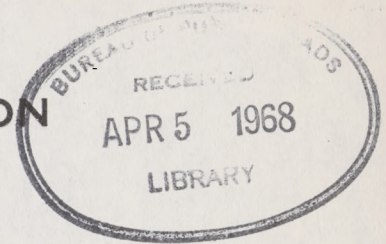
Entitled: "Road User and Property Taxes on Selected Motor Vehicles, 1968," the report may be obtained from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402. The price is 45 cents a copy.



# DEPARTMENT OF TRANSPORTATION

*Library*  
**NEWS**

FEDERAL HIGHWAY ADMINISTRATION  
WASHINGTON, D.C. 20591



FHWA--140

FOR RELEASE THURSDAY,  
MARCH 21, 1968

ADDITIONAL STATE-FEDERAL AGENCIES  
JOIN IN MOTOR CARRIER SAFETY WORK

Federal Highway Administrator Lowell K. Bridwell today announced that seven more States have agreed to enter into Cooperative Agreements to work with the Federal Government in improving enforcement of motor carrier safety regulations. This brings the total to twenty-one agreements to date. The additional States are: Idaho, Nevada, New Jersey, New Mexico, Minnesota, Texas, and Vermont. Preliminary discussions are continuing with the remaining States.

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

While there are no funding-aid provisions under the Cooperative Agreements, the furnishing of information and making investigators available as witnesses in enforcement matters on a reciprocal basis will be of mutual benefit to both Federal and State regulatory officials.

"We are gratified that the States are willing to enter into these cooperative agreements, and feel this is evidence of their continuing concern for reducing the toll of motor vehicle accidents involving the commercial vehicle sector," Bridwell said.



# DEPARTMENT OF TRANSPORTATION

*Mr. Kuse  
811 - Matome*

# NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA -- 141

FOR IMMEDIATE RELEASE  
March 22, 1968

STATE HIGHWAY SAFETY  
GRANTS ANNOUNCED

The Department of Transportation's Federal Highway Administrator Lowell K. Bridwell today announced eleven Federal highway safety grants to seven States, totaling \$737,867.

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

Bridwell said the funds announced today bring the total Federal funds obligated to \$9,205,571 since the start of the grants program in April 1967. Matching grants have been approved for 49 States, the District of Columbia, and Puerto Rico.

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

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CONNECTICUT -- To develop a State-wide accident records system and to assist in identifying high accident frequency locations, \$84,500.

GEORGIA -- To enable the city of Columbus to expand computer capabilities to record, store, and retrieve traffic accident data, \$8,607.

GEORGIA -- To enable the State to computerize motor vehicle registration data to permit rapid data retrieval, \$200,000.

GEORGIA -- To provide two teachers and related equipment for a program of driver education at the Georgia School for the Deaf in Cave Spring, \$3,225.

IDAHO -- For training high school driver education teachers, \$9,596.

LOUISIANA -- To initiate a State-wide adult driver education program, \$87,500.

LOUISIANA -- To plan and develop a State-wide electronic data processing system for traffic records, \$72,538.

MASSACHUSETTS -- To assist in the establishment of a data processing center for traffic records, \$239,500.

PUERTO RICO -- To standardize records handling procedures and computer programming of traffic records, \$20,123.

UTAH -- To expand high school driver education programs in the Granite School District of Salt Lake City, \$1,557.

UTAH -- To provide funds for implementing a motor vehicle inspection program, \$10,721.

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



# DEPARTMENT OF TRANSPORTATION

# NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--142

FOR RELEASE FRIDAY  
March 22, 1968-----

ROADS BUREAU APPOINTS CHIEF  
OF SECONDARY ROADS DIVISION

F. C. Turner, Director of the Federal Highway Administration's Bureau of Public Roads, today announced the appointment of Clifford R. Green as Chief of the Bureau's Secondary Roads Division.

Green will head the division that administers Federal financial assistance for the improvement of county-oriented roads on the Federal-Aid Secondary System. Almost 645,000 miles of secondary roads are eligible for aid in a \$300 million annual Federal program. He also will be responsible for directing the Bureau's Board of County Engineer Advisors at the national level.

He succeeds Albert C. Spann who retired recently after 40 years' service with the Bureau.

Prior to his appointment to his new position, Green was Special Assistant to the Chief of the Bureau's Highway Standards and Design Division in the Office of Engineering and Operations.

A native of Ocala, Florida, Green attended Georgia Tech and was graduated in 1948 from the University of Florida. He came to the Bureau of Public Roads that year as a junior engineer, and since then has served in North Carolina, Georgia and Alabama before joining the staff in the Washington headquarters.

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

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

FHWA-144

• FOR IMMEDIATE RELEASE

Federal Highway Administrator Lowell K. Bridwell has announced the appointment of Louis M. Blanchette as Director of the Office of Standards on Post Crash Factors in the National Highway Safety Bureau.

Bureau Director Dr. William Haddon, Jr., said Mr. Blanchette will be responsible for developing Nationwide motor-vehicle standards aimed at minimizing or preventing the serious adverse effects which often follow vehicle crashes.

Mr. Blanchette was formerly Vice-President of the American Tool Company, and prior to that was Director of Transport Dynamics, Research and Development Division in Santa Ana, California. He has been closely concerned with automotive matters since graduating from the University of Detroit in 1950. He holds an advanced engineering degree from the Chrysler Corporation, with which he was associated for 11 years.

A long-time resident of Grosse Pointe, Michigan, Mr. Blanchette will now reside with his wife, the former Mary P. Bradley, and their seven children in the Washington, D. C. area.

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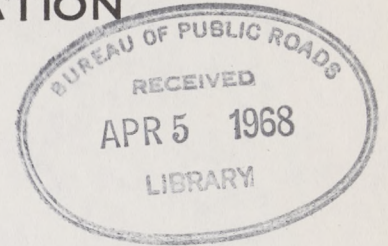


# DEPARTMENT OF TRANSPORTATION

# NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591



FOR IMMEDIATE RELEASE

Monday, April 1, 1968

FHWA--143

962-8411

Secretary of Transportation Alan S. Boyd was presented today with a summary report on the first year of activities of the National Motor Vehicle Safety Advisory Council.

The 17-member Council, whose members were announced by President Johnson in January 1967, was created by the National Traffic and Motor Vehicle Safety Act of 1966 to work with the Secretary and the Department on the development of Federal motor vehicle safety standards and other safety matters.

Council Chairman, Dr. Thomas F. Malone, Vice President and Director of Research of the Travelers Insurance Companies, in a letter to Secretary Boyd accompanying the report, said, "The members of the Council join me in applauding the Department on the initial progress made in traffic and motor vehicle safety. This progress is the result of productive cooperation with the public and industry."

Under the law, the Council is composed of representatives of the general public, of motor vehicle manufacturers, vehicle equipment manufacturers, and motor vehicle dealers. According to the report, it met 13 times during the year, and explored at first hand the current vehicle safety situation. It also visited manufacturing, testing, and research sites.

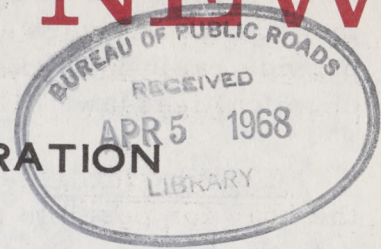


# DEPARTMENT OF TRANSPORTATION

# NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591



FHWA-145

For RELEASE TUESDAY,  
APRIL 2, 1968

HIGHWAY SAFETY GRANTS  
PASS \$10 MILLION MARK

Federal highway safety grants to the States topped the \$10 million mark with the announcement today by the Department of Transportation's Federal Highway Administrator Lowell K. Bridwell of 53 grants to 23 States, totaling \$1,402,832.

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

Bridwell said the funds announced today bring the total Federal funds obligated to \$10,608,403 since the start of the grants program in April 1967. Matching grants have been approved for all 50 States, the District of Columbia, and Puerto Rico.

The attached sheets list the grants announced today and the Federal matching share.

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ALABAMA -- To conduct tests for alcohol, drugs, and carbon monoxide on drivers and pedestrians killed in highway crashes, to provide basic information for a proposed implied consent law and chemical test law, \$12,000.

CONNECTICUT -- To compare local and State laws on rules of the road for possible conflicts, and to bring them into conformity with the Uniform Vehicle Code, \$2,500.

GEORGIA -- To establish a team of investigators and engineers to analyze and identify high accident locations on the State highway system, and to develop remedial engineering measures, \$20,505.

GEORGIA -- To finance salaries, equipment, and expenses for training and certification of mechanics under the State's Periodic Motor Vehicle Inspection program, \$61,541.

GEORGIA -- To expand the high school driver education program in Gwinnett County, \$4,589.

GEORGIA -- To upgrade driver education courses in DeKalb County, \$28,000.

GEORGIA -- To finance an expanded driver education program in McIntosh County, \$1,028.

GEORGIA -- To upgrade police traffic services and record systems in the city of Thomasville, \$2,949.

GEORGIA -- To finance purchase of equipment and pay staff salaries for Evans County driver education program, \$1,123.

GEORGIA -- To expand a driver education program in Coffee County, \$3,519.

GEORGIA -- To expand driver education programs in the community of Homer, \$932.

IDAHO -- To conduct a study and prepare a program to standardize existing traffic signs and signals in the city of Boise, \$2,123.

ILLINOIS -- To develop a state-wide program of driver education for handicapped youths of licensing age, \$15,730.

ILLINOIS -- To provide state-wide initiative for establishment of local adult driver education programs, \$125,785.

ILLINOIS -- To finance a revision of the State-wide written driver license examination, \$3,330.

ILLINOIS -- To conduct a statistical study on the extent of the drunken driver problem in the State, \$7,500.

ILLINOIS -- To convert driver license and motor vehicle registration records to a high capacity data processing system with instant retrieval capabilities, \$172,800.

ILLINOIS -- To finance an accident investigation team to investigate in depth all fatal crashes on a 50-mile section of U.S. Highway 40, \$500.

ILLINOIS -- To evaluate the State's existing driver education curriculum, \$50,000.

ILLINOIS -- To study police manpower requirements for patrolling the State's Interstate highway system, \$20,000.

ILLINOIS -- To acquire equipment and train State police in use of equipment to test drivers arrested for drunken driving, \$75,000.

ILLINOIS -- To finance a state-wide program for initiating and expanding local motorcycle driver education programs, \$15,730.

ILLINOIS -- To finance the development of the State's first comprehensive driver re-examination program, \$100,000.

ILLINOIS -- To revise State accident report forms and acquire micro-film equipment, \$27,000.

ILLINOIS -- To hold conferences and draft legislation needed to bring State laws into conformity with the Uniform Vehicle Code, \$12,650.

ILLINOIS -- To conduct an analysis of information collection problems in existing system and design a model record-keeping system, \$18,800.

KANSAS -- To purchase equipment to train driver education teachers at three State colleges, \$21,680.

KANSAS -- To purchase equipment and train officers in its use for speed enforcement devices, \$44,000.

(more)

MASSACHUSETTS -- To train 600 police officers in the use of devices for measuring alcohol content of drivers, \$99,300.

MINNESOTA -- To establish a program for licensing and regulating commercial driver schools, \$13,630.

MINNESOTA -- To purchase equipment and train personnel in connection with a State program to control drunken drivers, \$2,675.

MISSOURI -- To develop a central records storage system for motor vehicle registration and driver licensing records, \$100,926.

MONTANA -- To computerize driver licensing records, \$33,202.

NEBRASKA -- To purchase equipment to teach driver education teachers at three State colleges, \$8,865.

NEW HAMPSHIRE -- To purchase equipment and teaching devices for high school driver education courses in the community of Keene, \$18,685.

NEW JERSEY -- To expand and improve driver education programs at Vineland High School, \$1,038.

NEW JERSEY -- To expand driver education programs in Woodbridge township, \$726.

NEW YORK -- To study and evaluate the use of driving simulators and off-street driver testing, \$31,900.

NEW YORK -- To establish medical consultant committees to review medical standards and recommend revisions of medical criteria for driver licensing, \$5,000.

NEW YORK -- To provide helicopter surveillance of traffic congestion and accident scenes for New York City Police Department, \$75,000.

NEW YORK -- To inventory traffic control devices in Syracuse and bring them into conformity with the Manual on Uniform Traffic Control Devices, \$7,300.

NORTH CAROLINA -- To study and improve the State's traffic records system, \$44,750.

(more)

OHIO == To plan, develop, and administer a state-wide highway safety program, \$19,500.

OKLAHOMA == To provide staff to review the physical and mental ability to safely operate a vehicle of drivers referred to it, \$1,702.

OREGON == To conduct a state-wide program of instruction for police personnel in use of new uniform report forms, \$3,901.

SOUTH CAROLINA == To expand emergency medical services for the city of Columbia and Richmond County \$45,932.

SOUTH DAKOTA == To provide staff to administer the State's highway safety programs, \$7,571.

UTAH == To plan and design computer conversion of driver license files and make them compatible with existing data processing center records on registrations, accidents, and violations, \$15,000.

UTAH == To publish 1500 copies of the State booklet on traffic rules and regulations and distribute to local government units, \$990.

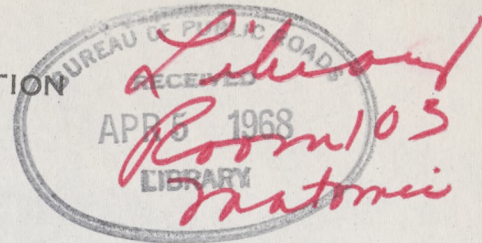
UTAH == To construct an off-street driving range in the city of Ogden, \$5,000.

VERMONT == To provide for examination and certification of mechanics participating in State periodic motor vehicle inspection program, \$2,927.

VIRGINIA == To provide full-time staff for administration of State highway safety programs, \$5,492.

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

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



FHWA - 146

For Immediate release

REGIONAL ADMINISTRATOR  
APPOINTED BY BRIDWELL

Federal Highway Administrator Lowell K. Bridwell today announced the promotion of John B. Kemp to Regional Federal Highway Administrator for Region 5 based in Kansas City, Missouri.

In his new position which he will assume on April 21, Mr. Kemp will have regional responsibility for the Bureau of Public Roads' Federal-aid highway program, the National Highway Safety Bureau, and the Bureau of Motor Carrier Safety in the seven-State region of Iowa, Nebraska, Kansas, Missouri, North Dakota, Minnesota and South Dakota.

He fills the vacancy created when Ralph M. Phillips was named Regional Federal Highway Administrator for Region 8 in Portland, Oregon.

Since May 1967, Mr. Kemp has served as Chief of the Systems and Location Division of the Bureau of Public Roads' Office of Right-of-Way and Location in Washington, D. C. From 1963 to 1967 he was the Bureau's Division Engineer for Kentucky, administering the Federal Government's highway aid program in that State.

A native of Soby, Montana, Mr. Kemp received a Bachelor of Arts Degree from Montana State University in 1940, a Bachelor of Science Degree from Iowa State College in 1947, and his Master of Science Degree from Iowa State College in 1949. He joined the Bureau of Public Roads in 1949, and prior to his Kentucky assignment was Division Engineer for North Dakota.

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

4/1/68



# DEPARTMENT OF TRANSPORTATION

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# NEWS

FEDERAL HIGHWAY ADMINISTRATION  
WASHINGTON, D.C. 20591

FHWA-146

For RELEASE TUESDAY,  
APRIL 9, 1968

ALASKA SIGNS ACCORD  
TO CONTROL BILLBOARDS

The signing of a billboard advertising control agreement with the State of Alaska was announced today by the U. S. Department of Transportation's Federal Highway Administration.

This raises to 15 the number of agreements reached under the Highway Beautification Act of 1965. Others which have signed are Utah, New York, Kentucky, Connecticut, Rhode Island, Vermont, Virginia, Hawaii, Maine, Minnesota, California, Maryland, Puerto Rico and the District of Columbia.

The agreement with Alaska covers space, size and lighting specifications for billboards on the Federal-aid primary system alone, since the State has no Interstate System highways.

Under the Beautification Act, billboards 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.

The accord provides that the maximum area for a sign shall be 650 square feet, and that on controlled access highways, no two signs shall be spaced less than 500 feet apart. On non-controlled access highways outside of villages and cities, no two signs shall be spaced less than 300 feet apart, while within villages and cities they shall not be spaced less than 100 feet apart.

(more)

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. Failure to exercise control of billboards poses the possible penalty of 10 percent loss of Federal-aid highway funds.

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



# DEPARTMENT OF TRANSPORTATION

*Mr. Krause*  
*8th Malonic*  
**NEWS**

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FOR IMMEDIATE RELEASE

Monday, April 1, 1968

FHWA--143

962-8411

Secretary of Transportation Alan S. Boyd was presented today with a summary report on the first year of activities of the National Motor Vehicle Safety Advisory Council.

The 17-member Council, whose members were announced by President Johnson in January 1967, was created by the National Traffic and Motor Vehicle Safety Act of 1966 to work with the Secretary and the Department on the development of Federal motor vehicle safety standards and other safety matters.

Council Chairman, Dr. Thomas F. Malone, Vice President and Director of Research of the Travelers Insurance Companies, in a letter to Secretary Boyd accompanying the report, said, "The members of the Council join me in applauding the Department on the initial progress made in traffic and motor vehicle safety. This progress is the result of productive cooperation with the public and industry."

Under the law, the Council is composed of representatives of the general public, of motor vehicle manufacturers, vehicle equipment manufacturers, and motor vehicle dealers. According to the report, it met 13 times during the year, and explored at first hand the current vehicle safety situation. It also visited manufacturing, testing, and research sites.



# DEPARTMENT OF TRANSPORTATION

*Mr. Kuser*  
*811-atomic*

# NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA-145

For RELEASE TUESDAY,  
APRIL 2, 1968

HIGHWAY SAFETY GRANTS  
PASS \$10 MILLION MARK

Federal highway safety grants to the States topped the \$10 million mark with the announcement today by the Department of Transportation's Federal Highway Administrator Lowell K. Bridwell of 53 grants to 23 States, totaling \$1,402,832.

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

Bridwell said the funds announced today bring the total Federal funds obligated to \$10,608,403 since the start of the grants program in April 1967. Matching grants have been approved for all 50 States, the District of Columbia, and Puerto Rico.

The attached sheets list the grants announced today and the Federal matching share.

-more-

ALABAMA -- To conduct tests for alcohol, drugs, and carbon monoxide on drivers and pedestrians killed in highway crashes, to provide basic information for a proposed implied consent law and chemical test law, \$12,000.

CONNECTICUT -- To compare local and State laws on rules of the road for possible conflicts, and to bring them into conformity with the Uniform Vehicle Code, \$2,500.

GEORGIA -- To establish a team of investigators and engineers to analyze and identify high accident locations on the State highway system, and to develop remedial engineering measures, \$20,505.

GEORGIA -- To finance salaries, equipment, and expenses for training and certification of mechanics under the State's Periodic Motor Vehicle Inspection program, \$61,541.

GEORGIA -- To expand the high school driver education program in Gwinnett County, \$4,589.

GEORGIA -- To upgrade driver education courses in DeKalb County, \$28,000.

GEORGIA -- To finance an expanded driver education program in McIntosh County, \$1,028.

GEORGIA -- To upgrade police traffic services and record systems in the city of Thomasville, \$2,949.

GEORGIA -- To finance purchase of equipment and pay staff salaries for Evans County driver education program, \$1,123.

GEORGIA -- To expand a driver education program in Coffee County, \$3,519.

GEORGIA -- To expand driver education programs in the community of Homer, \$932.

IDAHO -- To conduct a study and prepare a program to standardize existing traffic signs and signals in the city of Boise, \$2,123.

ILLINOIS -- To develop a state-wide program of driver education for handicapped youths of licensing age, \$15,730.

ILLINOIS -- To provide state-wide initiative for establishment of local adult driver education programs, \$125,785.

ILLINOIS -- To finance a revision of the State-wide written driver license examination, \$3,330.

ILLINOIS -- To conduct a statistical study on the extent of the drunken driver problem in the State, \$7,500.

ILLINOIS -- To convert driver license and motor vehicle registration records to a high capacity data processing system with instant retrieval capabilities, \$172,800.

ILLINOIS -- To finance an accident investigation team to investigate in depth all fatal crashes on a 50-mile section of U.S. Highway 40, \$500.

ILLINOIS -- To evaluate the State's existing driver education curriculum, \$50,000.

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(more)

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(more)

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UTAH == To publish 1500 copies of the State booklet on traffic rules and regulations and distribute to local government units, \$990.

UTAH == To construct an off-street driving range in the city of Ogden, \$5,000.

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



# DEPARTMENT OF TRANSPORTATION

# NEWS

FEDERAL HIGHWAY ADMINISTRATION  
WASHINGTON, D.C. 20591

FHWA--147

FOR RELEASE  
Thursday, April 11, 1968

PRIVATE CARRIER REPORTS ON  
SAFETY EXPERIENCE ORDERED

The Department of Transportation's Federal Highway Administration today issued regulations requiring Private Motor Carriers engaged in hauling hazardous materials to submit annual safety reports to the Bureau of Motor Carrier Safety.

Federal Highway Administrator Lowell K. Bridwell said, "there is a lack of meaningful statistical data available to the Bureau of Motor Carrier Safety in this area." He said the new regulations would require the carriers to fill out forms listing total vehicles, mileage operated and total recorded accident fatalities, injuries, and property damage.

The first report, covering calendar year 1968, is to be filed by April 1, 1969, and the annual filing date thereafter will be April 1. For calendar year 1967, private carriers of hazardous materials were instructed to file reports in accordance with the provisions of the Hazardous Materials Regulations (Sec. 177.875) of the Department of Transportation. (These are former Interstate Commerce Commission regulations which were transferred to the Department of Transportation when it came into being a year ago.)

The FHWA first notified the industry of the proposed regulations in the Federal Register of December 19, 1967, giving interested parties an opportunity to respond by January 22, 1968.

-more-

Director George A. Meyer of the Bureau of Motor Carrier Safety said the original proposal has been amended to permit some private carriers to limit their reporting to that portion of their operation which involves only the actual transportation of hazardous materials. The carriers must file with the Director of the Bureau of Motor Carriers written requests showing good cause for such limitations.

The final version of the regulation was published in the Federal Register of April 11, 1968.

A copy of the form (MCS-51) to be filed by the private carriers is attached.

U.S. DEPARTMENT OF TRANSPORTATION  
Federal Highway Administration  
Washington, D.C. 20591

PRIVATE CARRIER ANNUAL SAFETY REPORT (§294.6(a))  
FOR THE CALENDAR YEAR, 19\_\_\_\_

Name of carrier: \_\_\_\_\_

Principal business address: \_\_\_\_\_ zip code: \_\_\_\_\_

1. Maximum number of trucks and truck tractors operated at any time during calendar year. \_\_\_\_\_
2. \*Total vehicle miles operated (Intrastate and Interstate) \_\_\_\_\_
3. Total number of recordable accidents as defined in §294.2(a) \_\_\_\_\_
  - (a) Total number of fatalities \_\_\_\_\_ Total number of injuries \_\_\_\_\_
  - (b) Total amount of property damage in dollars \_\_\_\_\_

4. \*\*Total number of trucks and truck tractors transporting hazardous materials by State of registration:

State	Trucks	Truck Tractors	State	Trucks	Truck Tractors
Total trucks and truck tractors _____					

5. Total recordable accidents involving trucks and truck tractors listed in Item 4 above. \_\_\_\_\_

By: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

\*Estimated mileage is acceptable, where accurate mileage figures are not maintained.

\*\*When a truck or truck tractor is registered in more than one State, it is to be listed only under the primary State of registration.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA-148

FOR RELEASE SUNDAY,  
APRIL 14, 1968

VEHICLE HEAD RESTRAINT  
STANDARD AMENDED

The Department of Transportation's Federal Highway Administrator Lowell K. Bridwell today announced an amendment to the Federal Motor Vehicle Safety Standard which requires protective head restraints on all passenger cars manufactured after December 31, 1968.

Bridwell announced that in response to several petitions for reconsideration of the engineering details of the standard issued last February 12, the standard is being amended to modify both dynamic and static test procedures for the restraints. Changes in the dynamic test procedure were granted to provide a closer compatibility of the head restraint strength with that required for auto seats in Standard 207 on seat anchorages.

The requirement that all passenger cars manufactured after December 31 be equipped with head restraints has been categorized by Bridwell as one of the most important Federal vehicle safety standards issued so far. The restraints -- often called head rests -- are designed to reduce the frequency and severity of "whiplash" type neck injuries in rear-end collisions.

Dr. William Haddon, Jr., Director of the National Highway Safety Bureau, which develops the vehicle standards, estimates that there are some 4-million rear-end crashes in the Nation each year, and that a substantial number of them result in "whiplash" injuries.

Federal motor vehicle safety standards are issued under authority of the National Traffic and Motor Vehicle Safety Act of 1966. The head restraint standard is designated as Standard 202.

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



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591 <sup>FHWA-152</sup>

FOR RELEASE TUESDAY,  
APRIL 16, 1968

FEDERAL TIRE AND RIM STANDARDS AMENDED

The Department of Transportation's Federal Highway Administrator Lowell K. Bridwell today announced amendments to Federal Motor Vehicle Safety Standards 109 and 110, dealing with passenger car tires and tire and rim selection.

Bridwell said that in response to various petitions for reconsideration of the standards, which were issued November 8, 1967, Standard 109 is being amended to clarify endurance test procedures, and to include a number of additional tire sizes introduced since the standard was written.

Standard 110 is being amended to list alternative rims for tire and rim combinations on new passenger cars which are not covered by the present standard.

Federal motor vehicle safety standards are issued under authority of the National Traffic and Motor Vehicle Safety Act of 1966, and are developed by the National Highway Safety Bureau.

The amendments announced today will be published in the Federal Register on Tuesday, April 16, 1968.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION WASHINGTON, D.C. 20591

FOR RELEASE WEDNESDAY,  
APRIL 17, 1968

### HIGHWAY CONSTRUCTION PRICE INDEX FOR 1ST QUARTER 1968

FHWA-149

The cost of highway construction in the first quarter of 1968 rose 1.2 percent above the previous quarter, to 120.6 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 1.2 percent follows a 3.1 percent decrease for the previous quarter. The composite price index for the first quarter of 1968 is 6.5 percent above that for the first 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 first quarter of 1968 is 43.5 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:

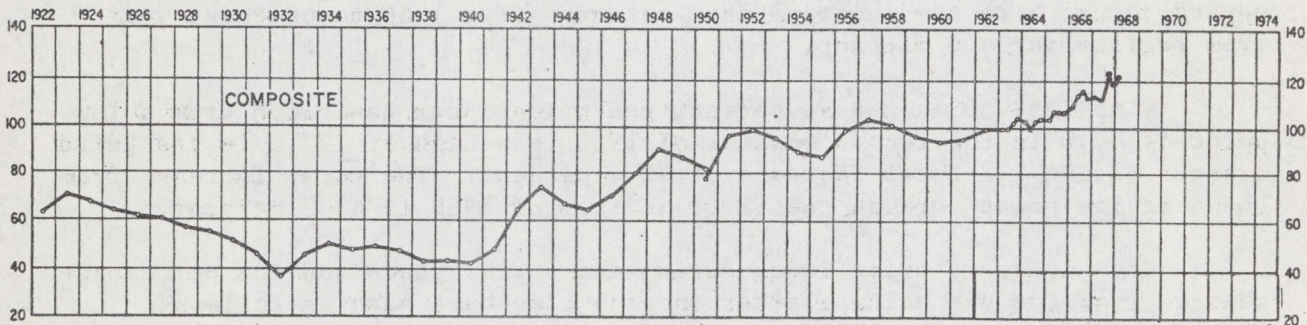
	<u>Price Index</u>	<u>Percentage Change</u>
2nd quarter, 1966.....	113.7	+4.3
3rd quarter, 1966.....	115.6	+1.7
4th quarter, 1966.....	112.8	-2.5
1st quarter, 1967.....	113.2	+0.4
2nd quarter, 1967.....	112.3	-0.7
3rd quarter, 1967.....	123.0	+9.5
4th quarter, 1967.....	119.2	-3.1
1st quarter, 1968.....	120.6	+1.2

(more)

The price levels of the component items of the index in the first 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--	
	First quarter 1968	Fourth quarter 1967	First quarter 1967	Fourth quarter 1967	First quarter 1967
	Excavation . . . . .	127.4	122.9	119.5	+3.7
Surfacing:					
Portland cement concrete	109.3	105.4	101.3	+3.8	+8.0
Bituminous concrete . .	100.1	99.0	95.4	+1.0	+5.1
Composite surfacing . .	104.5	102.1	98.3	+2.4	+6.5
Structures:					
Reinforcing steel . . .	102.7	106.0	95.8	-3.1	+7.4
Structural steel . . .	129.4	125.5	130.6	+3.2	-1.0
Structural concrete . .	137.2	143.6	123.2	-4.4	+11.4
Composite, structures	128.5	131.0	120.6	-1.9	+6.5
Composite price index	120.6	119.2	113.2	+1.2	+6.5

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





# DEPARTMENT OF TRANSPORTATION

# NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA-151

For RELEASE THURSDAY,  
APRIL 18, 1968

FHWA ANNOUNCES  
SAFETY GRANTS

Seventeen Federal highway safety grants for 11 States, totaling \$582,212 were announced today by the Department of Transportation's Federal Highway Administrator Lowell K. Bridwell.

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

Bridwell said the funds announced today bring the total Federal funds obligated to \$11,194,890 since the start of the grants program in April 1967. Matching grants have been approved for all 50 States, the District of Columbia, and Puerto Rico.

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

COLORADO -- To upgrade a county court procedural manual and to draft and publish a municipal court procedural manual to establish uniform court procedures and expedite traffic court cases, \$10,000.

FLORIDA -- To provide full-time ambulance emergency services for Volusia County, \$31,185.

GEORGIA -- To expand driver education programs in the community of Woodbine, \$1,475.

GEORGIA -- To conduct surveys and draft plans for the upgrading and maintenance of traffic signs, signals, and pavement markings in Atlanta, \$24,405.

IDAHO -- To evaluate the status of the State's driver licensing program and develop recommendations for its improvement, \$20,135.

ILLINOIS -- To develop practical and effective licensing tests for motorcyclists, and to hire and train examiners to give such tests, \$36,000.

ILLINOIS -- To continue an inventory of estimated costs to upgrade all State traffic control devices to bring them into conformity with Federal standards, \$14,000.

ILLINOIS -- To develop and initiate a driver education program for physically and mentally handicapped youth, \$15,730.

LOUISIANA -- To hire an administrator and to formulate a State-wide emergency medical program, including an emergency communication system, \$66,428.

NEW MEXICO -- To permit the State Attorney General's office to provide counsel and guidance to local communities in prosecuting violations of the State's newly passed legislation relating to alcohol and highway safety, \$6,800.

NEW YORK -- To convert motor vehicle registration data for use on a direct access computer system, \$234,500.

NEW YORK -- To expand current pedestrian and driver safety education programs in New York City, \$87,040.

NEW YORK -- To create a film, film strip, and slide library on traffic safety education for the New York City Police Department, \$6,528.

NEW YORK -- For the purchase of audio-visual equipment for a public education traffic safety program conducted by New York City police department, \$7,525.

OKLAHOMA -- To hire and train personnel in the State Department of Health to conduct a comprehensive State-wide study of emergency medical services and systems, \$4,490.

UTAH -- To assist in the development of a State-wide emergency medical service plan, \$11,967.

VERMONT -- To plan, develop, and implement a program for training and licensing school bus drivers in the State, \$4,004.

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



# DEPARTMENT OF TRANSPORTATION

*Library*  
*103-Blatonic*  
**NEWS**

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA-153

FOR RELEASE AT 11 A.M.  
FRIDAY, APRIL 19, 1968

DOT APPROVES I-40 ROUTE FOR  
MEMPHIS' OVERTON PARK

The Department of Transportation today reconfirmed Federal approval of a proposal to route Interstate 40 through Overton Park in Memphis, Tennessee.

Federal Highway Administrator Lowell K. Bridwell said the action follows an April 5 resolution by the Memphis City Council which found the park route "feasible and prudent," thus ending years of dispute over the location.

Bridwell said today's decision affects only the location of the route. "In the actual design stage", he said "we will try to minimize as much as possible the impact of the highways on the park facility."

The location of the highway through Overton Park was first approved August 2, 1947. Bureau of Public Roads records show its approval was reaffirmed on January 17, 1966. The Memphis City Council, a month before its April 5 resolution, had voted against the park route. Much of the right-of-way leading up to the park already has been purchased.

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

FHWA -- 154

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

For Immediate Release

The Federal Government and the State of Kansas are cooperating in a \$24.5 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, Kansas has programmed 252 such projects at a total cost of \$24,542,451, split 50-50 by the State and the Federal Government.

By 1970, the Kansas program is expected to total 848 projects on Federal-aid highways at a cost of \$55,054,000.

Administrator Bridwell paid tribute to Kansas for the work it has done on its own in this field: "The Kansas State Highway Commission since 1964 has completed 63 safety projects at a total cost of \$1,049,000 in State funds, 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 State-funded project in Johnson County at the east junction of U.S. 56 and Kansas 7. Four-way stop signs and an overhead flashing beacon were installed, and minor grading was done at a cost of \$1,750. For three years prior to the improvement, the junction was the scene of 17 accidents and 4 fatalities. In four and a half years after the improvement, accidents fell to 7 and there were no fatalities.

The "spot improvement" program in Kansas 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 11,000 "spot improvement" projects have been programmed or completed since 1964 at a cost of \$871,879,000. Of these, 3,476 were Federal-aid projects, accounting for \$634,810,000 of the total cost, with the Federal share fixed at \$316,559,000. The remaining 7,527 projects were completed with State funds at a cost of \$237,069,000.

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 Kansas, including location, type of improvement and approximate cost, follows:

ALLEN COUNTY - County road six miles north of Iola; replacement of sub-standard bridge, and sight distance and alignment corrections; \$160,500.

County road five miles east of Humboldt; increase capacity of bridge to two lanes; \$41,000.

U.S. 54 from east of 1st Street in Iola to east of 11th Street; realignment of roadway; \$274,178.

ANDERSON COUNTY - County road north of Westphalia; replacement of two bridges and correction of approaches; \$134,000.

County road south of Kincaid; replacement of narrow bridge and improvement of approaches; \$51,500.

ATCHINSON COUNTY - County road from Kansas 9 at Muscotch, south; replacement of hazardous bridge and correction of sight distances; \$50,500.

BARBER COUNTY - U.S. 281 at railroad crossing on Iliff Street in Medicine Lodge; installation of automatic flashing light signals; \$18,184.

County road south and west of Medicine Lodge; improvement of grades and alignment; \$132,000.

County road west of Hardtner; realignment of road and replacement of bridge; \$78,000.

County road east and south of Sun City; replacement of narrow bridge and realigning road; \$198,000.

BARTON COUNTY - U.S. 281 north of junction of U.S. Route 281 alternate; reconstruction of roadway, including construction of creeper lane; \$224,910.

BOURBON COUNTY - County road at railroad crossing south of Ft. Scott; installation of automatic flashing light signals with short arm gates; \$14,400.

County road south and east of Fulton; grade and alignment corrections; \$116,000.

County road west and south of Ft. Scott; reconstruction of roadway including widening of bridge; \$242,000.

BUTLER COUNTY - County road south of Rose Hill; replace eight narrow structures with full roadway width structures; \$46,000.

County road south of Andover; replacement of bridge; \$62,000.

CHASE COUNTY - County road east of Cottonwood Falls; improvement of vertical alignment and replacement of narrow bridge; \$147,000.

County road at railroad crossing east of Strong City; installation of automatic flashing light signals; \$11,000.

County road east of Strong City; realignment of road to eliminate 90 degree curves; \$22,000.

U.S. 50, at county road east of Strong City; realignment and replacement of bridge; \$91,000.

State Route 177 at Bazaar junction; realigning roadway; \$49,742.

CHAUTAUQUA COUNTY - County road east of Sedan; replacement of narrow bridge; \$50,000.

County road south of Chautauqua; replacement of narrow bridge; \$25,000.

CHEROKEE COUNTY - County road west of Baxter Springs; replacement of narrow bridge with culvert; \$22,000.

County road north of Columbus; replacement of narrow bridge and realignment of approaches; \$66,000.

County road east of Baxter Springs; replacement of narrow bridge; \$48,000.

County road east and south of Baxter Springs; replacement of narrow bridge and improvement of approaches; \$48,000.

County road east of Weit; replacement of narrow bridge; \$95,000.

CHEYENNE COUNTY - County road from State Route 161, 15 miles north of Bird City; replacement of two narrow bridges and improvement of approaches; \$134,400.

CLARK COUNTY - County road from south edge of Ashland; replacement of narrow bridge; \$60,000.

CLAY COUNTY - County road south of Clay Center; elimination of four substandard curves and pavement widening; \$68,000.

County road south of Wakefield; pavement widening, realignment, and culvert widening; \$111,000.

County road at railroad crossing at the southern edge of Clifton; installation of automatic flashing light signals; \$10,000.

CLOUD COUNTY - County road north of Clyde; realignment of road and replacement of bridge; \$103,000.

COFFEY COUNTY - County road from LeRoy, south 3.25 miles; realignment of road and replacement of two narrow bridges; \$228,400.

County road four miles south of Lebo; correction of grades and replacement of bridge; \$102,895.

COMANCHE COUNTY - County road in vicinity of Coldwater; replacement of substandard bridges; \$49,000.

County road south of Coldwater; reconstruction of roadway including construction of bridge; \$34,000.

County road east of Coldwater; construction of bridge; \$10,000.

A bridge location 13.5 miles south and 5 miles west of Coldwater and a bridge location 14.5 miles south and 4.75 miles east of Coldwater; construction of a box culvert and bridge; \$32,000.

COWLEY COUNTY - County road from U.S. 160 west of Burden; widening of road, clearing of sight distances, and widening bridges; \$114,000.

CRAWFORD COUNTY - County road east of McCune; replacement of bridge and correction of alignment; \$55,925.

DECATUR COUNTY - County road north of Oberlin; realignment of road and replacement of bridge; \$134,000.

County road east and north of Oberlin; replacing bridges and realigning road; \$113,850. -----

DICKINSON COUNTY - County road south of Wakefield; realignment of road; \$7,000.

County road north of Chapman; replacement of narrow, substandard bridge and improvement of approaches; \$78,000.

County road east of Abilene; improvement of vertical sight distances and replacement of narrow bridge; \$47,200.

U.S. 56 south of Herington; replacing two bridges and realignment of road; \$106,000.

County road from Interstate 70 east of Abilene, north; reconstruction to eliminate substandard grades and ditches; \$64,000.

DONIPHAN COUNTY = County road south of Highland; realignment of road and replacement of bridge; \$94,000.

County road on southwest edge of Wathena; replacement of narrow bridge and improvement of approaches; \$55,000.

County road at railroad crossing in Wathena; installation of automatic flashing light signals; \$9,700.

County road south of Troy; reconstruction of roadway including construction of bridge; \$99,173.

County road east of FAS 825; correction of hazardous grade and sight distance conditions, and replacement of narrow culvert; \$36,000.

DOUGLAS COUNTY = County road from U.S. Route 56, 11 miles west of Baldwin; reconstruction of roadway; \$130,000.

County road from U.S. 59, 7 miles south of Lawrence; improvement of vertical alignment and sight distance; \$14,160.

EDWARDS COUNTY = County road south of Belpre; improvement of vertical alignment and sight distance; \$6,250.

EIK COUNTY = County road south of Longton; replace two bridges, and fix approaches; \$126,000.

FINNEY COUNTY = U.S. 50 west of Garden City; roadway-railway crossing signals, flashing light type; \$9,200.

U.S. 156 northeast of Garden City; preliminary engineering and right-of-way for proposed realignment of highway to reduce flooding; \$25,000.

FRANKLIN COUNTY = County road from U.S. 59 in Ottawa, east; widening road and replacing narrow bridge; \$218,000.

GEARY COUNTY = I-70 from west county line to east county line; preliminary engineering for sign support modification to breakaway type; \$3,370.

GOVE COUNTY - County road south of Gove; widening of bridge; \$47,856.

County road south of Gove; replacement of narrow bridge; \$81,155.

GRAHAM COUNTY - County road east of Hill City; grading and realignment of road; \$67,000.

County road east of Hill City; preliminary engineering and construction of bridge and approaches; \$36,000.

County road west of Morland; replacement of narrow bridge and improvement of grade and alignment of road; \$114,500.

GRAY COUNTY - State Route 23 at railroad crossing in Cimarron; installation of flashing light signals with short arm gates; \$28,290.

GREELEY COUNTY - County road east of Tribune; replacement of bridge and raising approaches; \$85,400.

GREENWOOD COUNTY - County road south of Virgil; reconstruction of roadway, including construction of bridge; \$50,800.

County road south of Eureka; replacement of narrow bridge and widening and raising approaches; \$62,700.

County road near Virgil; reconstruction of roadway; \$230,000.

County road west of Eureka; realignment of road; \$15,220.

HAMILTON COUNTY - County road south of Syracuse; reconstruction of roadway approaches and replacement of bridge; \$15,000.

HARPER COUNTY - County road north of Attica; widening road; \$394,000.

County road north of Attica; realignment to eliminate substandard vertical curves and two sharp horizontal curves and replacement of narrow bridge; \$194,000.

State Route 2 west of Anthony; replacement of hazardous narrow railroad bridge and approaches; \$335,534.

County road west of Bluff City; grading and replacement of narrow bridge; \$118,000.

County road north of Harper; reconstruction of roadway including construction of bridge; \$41,400.

State Route 2 east of West Harper County line; widening of two bridges; \$67,951.

HARVEY COUNTY - County road at railroad crossing in Newton; installation of automatic flashing light signals; \$9,500.

County road at railroad crossing west of Walton; preliminary engineering for installation of automatic flashing light signals with gates; \$400.

County road at railroad crossing northeast of Walton; installation of automatic flashing lights and short arm gates; \$19,300.

HODGEMAN COUNTY - County road north of Jetmore; realignment of road and replacement of narrow bridge; \$114,000.

County road southwest of Hanston; replacement of three narrow bridges and improving approaches; \$109,000.

JACKSON COUNTY - County road east of Netawaka; replacement of narrow bridge; \$91,950.

County road south of Holton; replacement of substandard bridge; \$16,000.

County road near Mayetta; replacement of narrow bridge and realignment of road; \$100,000.

County road west of Holton; widening of road; \$90,000.

JEFFERSON COUNTY - U.S. 59 from Oskaloosa north to Nortonville; surfacing and widening, including relocation of road; \$785,870.

County road from U.S. 59 at Oskaloosa east; realignment of substandard curves, easing of grades, and widening of bridges; \$96,000.

U.S. 59 from Oskaloosa north to Nortonville; grading, draining, elimination of sharp curves and grades and improve sight distances; \$1,397,546.

JEWELL COUNTY - County road from Jewell, west; replacement of narrow bridge; \$63,000.

County road north of Mankato; replacement of bridge; \$56,000.

County road south of Formosa; construction of two bridges and approaches; \$86,500.

County road east of Burr Oak; replacement of narrow bridge; \$17,874.

County road north and east of Burr Oak; reconstruction of roadway including construction of bridge; \$40,000.

County road west of Jewell; reconstruction of roadway including construction of bridge; \$20,000.

County road southeast of Webber; correction of horizontal alignment and sight distances; \$10,000.

JOHNSON COUNTY - County road from 95th to 84th Terrace in Leawood; widening of road; \$300,000.

County road at railroad crossing south of Olathe; installation of automatic flashing light signals with short arm gates; \$23,000.

State Route 10 from western Kansas City urban limit, east; right-of-way and creation of divided expressway; \$567,000.

Kansas 10 from north of junction with Kansas 7 east to Kansas City urban limit; right-of-way for realigning road and bridges; \$141,000.

U.S. 69 from Interstate 435 at Metcalf, southwest and south to State Route 150; relocation of hazardous portion of roadway; \$929,388.

State Route 10 from Nieman Road in Shawnee, easterly; right-of-way acquisition for utilities adjustments, and widening of bridge and approaches; \$253,000.

KINGMAN COUNTY - County road north of Nashville; replacement of narrow bridge; \$40,000.

County road north of Zenda; replacement of two narrow bridges over Chikaskia River and Peters Creek and raising grade on approaches; \$138,000.

LABETTE COUNTY - County road at railroad crossing in Mound Valley; installation of automatic flashing light signals; \$10,000.

State Route 96 east of Mound Valley; realigning road and replacing three bridges; \$274,266.

County road east of Parsons; realignment and rebuilding of bridge; \$102,600.

LANE COUNTY - County road at railroad crossing at Shields; automatic flashing light signals installed; \$8,500.

County road west of Dighton; realignment of road and replacement of bridge; \$70,000.

County road east of Dighton; replacement of substandard bridge and widening approaches; \$32,000.

County road south of Dighton; grading to correct alignment for sight distance; \$52,000.

LEAVENWORTH COUNTY - County road at railroad crossing west of Linwood; installation of automatic flashing light signals with short arm gates; \$30,000.

LINCOLN COUNTY = County road from Kansas 14, 5.5 miles west of Barnard; widening road, eliminating seven substandard sight distance locations, and flattening grades; \$91,000.

County road east of Sylvan Grove; replacement of narrow bridge; \$98,000.

LINN COUNTY = County road north of Centerville; revision of railroad grade separation structure; \$36,500.

County road north of Centerville; preliminary engineering and revision of railroad grade separation structure; \$25,548.

LOGAN COUNTY = County road 10 miles west of Russell Springs; replacement of narrow bridge and improvement of approaches; \$81,000.

LYON COUNTY = County road at U.S. 50, one mile west of Emporia; widening bridges; \$66,000.

County road west of Hartford; replacement of narrow bridge and realignment of hazardous sections of road; \$40,000.

County road south of Emporia; correction of poor alignment and sight distance and replacement of narrow bridge; \$120,000.

MARION COUNTY = County road south of Hillsboro; reconstruction of roadway including construction of three bridges; \$244,000.

County road north of Marion; replacement of narrow bridge and grading of approaches; \$101,900.

County road south of Hillsboro; replacement of three bridges and improving road alignment and width; \$397,425.

State Route 15-north of U.S. 56; widening of three bridges; \$98,506.

MARSHALL COUNTY = County road from U.S. 36 1.5 miles east of Marysville; widening and alignment corrections; \$20,400.

County road from State Route 99, 4.5 miles south of Beattie; reconstruction of roadway including construction of three bridges; \$350,000.

MEADE COUNTY = U.S. Route 54 near east city limit of Meade; widening of intersection; \$419,046.

MIAMI COUNTY = County road at railroad crossing in Osawatomie; installation of automatic flashing light signals with short arm gates; \$28,000.

County road at railroad crossing at Bucyrus; installation of automatic flashing light signals with short arm gates; \$28,000.

County road west of Louisburg; correction of curves and widening; \$82,000.

County road at railroad crossing south of Spring Hill; installation of automatic flashing light signals; \$10,000.

County road south of Louisburg; replacement of narrow bridge and improvement of approaches; \$69,000.

County road south of Fontana; replacement of bridge; \$90,000.

County road east of Paola; grading and widening of road; \$65,000.

MITCHELL COUNTY - County road from Kansas 14 two miles south of Beloit; surfacing of realignment; \$14,000.

County road west of Simpson; widening bridge and realigning road; \$51,500.

County road south Beloit; grading and replacement of substandard bridge; \$62,000.

MONTGOMERY COUNTY - County road north of Dearing; widening road and improving sight distance; \$136,000.

County road north of Dearing; widening road and improving grade for sight distance; \$88,000.

MORRIS COUNTY - County road west of White City; widening of road and replacement of narrow bridge; \$68,900.

County road north of Council Grove; widening and realignment of road; \$207,400.

NEMAHA COUNTY - County road south of Wetmore; widening of road; \$104,000.

County road west of Bern; replacing of bridge; \$72,000.

County road west of Centralia; realignment of road; \$97,768.

NEOSHO COUNTY - County road north of Erie; replacement of narrow bridge; \$50,000.

County road at Turkey Creek, 2.5 miles south of Chanute; replacement of bridges and culverts and correction of grades; \$44,500.

County road west of Galesburg; reconstruction of roadway and construction of three bridges; \$71,720.

County road east of Erie; grading and replacement of narrow bridge; \$90,400.

NESS COUNTY - County road west of Ness City; replacement of three bridges; \$112,000.

County road near Walnut Creek, Bazine, and Alexander Dry Creek; construction of two bridges and approaches; \$96,000.

NORTON COUNTY - County road from State Route 9 to vicinity of Edmond; replacement of narrow bridge and improvement of road alignment; \$71,000.

U.S. 383 from Clayton northeast to Dellvale; reconstruction of roadway and widening of two narrow bridges; \$456,892.

OSAGE COUNTY - County road from 4 miles south of Quenemo, south; replacement of narrow bridge and improvement of approaches; \$77,000.

County road near Quenemo; realignment of road, eliminating two railroad crossings and four sharp curves, and replacement of a narrow bridge; \$180,000.

County road from Melvern, east; correction of alignment and replacement of narrow bridge; \$91,900.

County road at railroad crossing in Melvern; installation of automatic flashing light signals with short arm gates; \$26,000.

OSBORNE COUNTY - County road in vicinity of Natoma; reconstruction of roadway including construction of two bridges; \$106,000.

County road near Downs; realigning road and replacing bridge; \$45,335.

County road west of Osborne; replacing bridge; \$36,310.

County road east of Downs; construction of four culverts and four bridges; \$77,000.

OTTAWA COUNTY - County road from Bennington; north; widening of road and bridge; \$143,000.

PHILLIPS COUNTY - County road from Speed, south; replacement of four narrow bridges; \$109,000.

County road from Kirwin, north; realignment of road and replacement of bridge; \$164,000.

U.S. Route 36 from the west city limits of Phillipsburg, northwesterly; reconstruction of roadway including replacement of bridge; \$407,730.

POTTAWATOMIE COUNTY - County road west of Westmoreland; replacement of narrow bridge; \$52,100.

County road north of Wamego; reconstruction of roadway including replacing of a narrow bridge; \$128,000.

PRATT COUNTY = County road north of Byers; realignment of hazardous curve; \$17,000.

County road east of Pratt; correction of vertical sight distances; \$23,000.

County road north of Byers; realignment of curve and improvement of sight distance; \$11,000.

County road at railroad crossing three miles east-of Pratt; installation of automatic flashing light signals; \$14,000.

County road east of Pratt; replacement of Ninnescah River bridge and approaches; \$74,000.

County road from Kansas 61, 1 3/4 miles north and 3.6 miles east of Preston; realignment of dangerous curve and sight distance correction; \$8,400.

RAWLINS COUNTY = County road south of Atwood; replacement of narrow bridge and correction of sight distance near approaches; \$33,000.

RENO COUNTY = County road at two railroad crossings; installation of automatic flashing light signals at each crossing; \$40,200.

County road at railroad crossing west of Plevna; installation of automatic flashing light signals with short arm gates; \$22,500.

County road from Haven south and west; replacement of five narrow bridges and improvement-of road; \$158,000.

County road south of Hutchinson; replacement of substandard, narrow bridge; \$173,950.

County road at railroad crossing west of Turon; preliminary engineering for automatic flashing light signals with gates; \$400.

County road at two railroad crossings-at south and southeast edges of Haven; preliminary engineering for automatic flashing light signals; \$600.

State Route 61 at three locations between Ianglon and Arlington; replacement of three narrow bridges; \$79,318.

REPUBLIC COUNTY = County road at railroad crossing south of Scandia; installation of automatic flashing light signals; \$13,000.

County road at railroad crossing west of Narka; installation of flashing light signals; \$13,000.

County road at railroad crossing at northeast corner of Narka; installation of flashing light signals; \$13,000.

County road east of Munden; grading, widening, and surfacing, including widening of bridge; \$72,000.

County road north of Scandia; widening of road and bridge; \$93,000.

County road east of Munden; reconstruction of roadway including construction of one bridge; \$26,000.

RICE COUNTY - County road north of Chase; replacement and realignment of narrow bridge; \$110,000.

State Route 4 from .5 miles west of K-14 east for 1.1 miles; channelization of intersection; \$174,400.

RILEY COUNTY - County road south of Clay Center; realignment to eliminate two sharp curves and ease vertical alignment, and replacement of narrow bridge; \$178,000.

County road south of Manhattan; rebuilding portion of road and replacing unsafe bridge; \$95,000.

County road north of Randolph; replacement of narrow bridge; \$49,700.

County road at railroad crossing at south edge of Manhattan; installation of flashing light signals; \$11,000.

County road at railroad crossing at the south edge of Manhattan; installation of automatic flashing light signals; \$9,000.

County road north of Randolph; widening of bridge and realigning road; \$96,250.

I-70 from west county line to east county line; preliminary engineering for modification of sign placement and installation of breakaway supports where needed; \$230.

ROOKS COUNTY - U.S. 183 from south 9th Street in Stockton, southwesterly; reconstruction of roadway including construction of two bridges; \$602,734.

RUSSELL COUNTY - County road from Paradise, south and west; realignment and grade corrections; \$42,000.

State Route 918 at intersection with State Park Road in Wilson Reservoir area; widening and channelization of existing roadway; \$6,600.

County road from Kansas 232 3.5 miles south and .5 miles east of Lucas; replacement of narrow bridge and improvement of alignment; \$68,210.

SALINE COUNTY - County road at railroad crossing near New Cambria; installation of flashing light signals; \$8,800.

County road at railroad crossing one mile east of Salina; installation of automatic flashing light signals; \$12,250.

U.S. 81 at Saline River; widening of bridge; \$124,208.

County road at railroad crossing, three miles west of Salina; installation of automatic flashing light signals; \$9,500.

SEDGWICK COUNTY - Kansas 15 from Derby northwest to vicinity of McArthur Road in Wichita; adding lanes and median to create divided highway; \$1,730,010.

County road north of Wichita on Oliver Street; widening road, realignment, and construction of a railroad overpass; \$273,827.

County road at Kansas 42 north of Viola; 11 miles of stabilized shoulder; \$380,000.

SEWARD COUNTY - U.S. 54 from the south end of the Cimarron River Bridge, southwesterly 5 miles; realignment of roadway; \$125,200.

SHAWNEE COUNTY - Interstate 70 at 10th Street, Topeka; right-of-way for revision of southwest ramp of interchange; \$90,250.

County road south of Forbes Air Force Base; replacing of two bridges; \$84,000.

County road at railroad crossing near Silver Lake; installation of flashing lights and gates; \$31,000.

I-70 from west county line east to East Turnpike interchange; preliminary engineering for modification of signs and supports, guardrail, etc., to provide safer roadside; \$5,060.

County road at railroad crossing at north edge of Silver Lake; installation of automatic flashing light signals; \$32,000.

County road near U.S. 75, north of Topeka; widening of bridge and roadway; \$230,000.

U.S. 75 from the Kansas Turnpike, north through 29th Street in Topeka; right-of-way acquisition and reconstruction of roadway; \$517,934.

SHERIDAN COUNTY - County road in area of Hoxie; replacement of two narrow, substandard bridges; \$95,730.

County road near Sheldon; correction of sight distances and bridge widening; \$84,000.

SHERMAN COUNTY - County road near Goodland; replacement of narrow bridge; \$15,000.

County road in vicinity of Kanorado; replacement of bridge and improvement of approaches; \$98,000.

SMITH COUNTY - County road south of Gaylord; replacement of narrow bridge and correction of grades for sight distance; \$80,500.

County road near Lebanon; replacement of narrow bridge; \$44,000.

County road south of Gaylord; realignment of two sharp curves; \$57,000.

County road north of Smith Center; replacement of narrow bridge; \$31,000.

STAFFORD COUNTY - County road at railroad crossing in Macksville; installation of automatic flashing light signals; \$25,000.

STANTON COUNTY - County road in area of Johnson; replacement of two narrow bridges; \$62,000.

STEVENS COUNTY - County road west of Hugoton; replacement of bridge and realignment of approaches; \$212,000.

SUMNER COUNTY - State Route 2 at State Route 42 east of Norwich; channelization of intersection; \$103,396.

County road at Cicero; replace railroad bridge; \$83,000.

County road south of Argonia; widening bridge and approaches; \$55,000.

U.S. 160 and U.S. 81 in Wellington; relocation of three bridges over railroad and hazardous intersection; \$735,178-

THOMAS COUNTY - County road at intermittent stream crossings in area of Colby; construction of four bridges; \$90,000.

TREGO COUNTY - County road west of Wakeeney; replacement of narrow bridge and approaches; \$48,000.

WABAUNSEE COUNTY - County road near Alta Vista; alignment correction with replacement of narrow bridge; \$76,000.

County road east of Alta Vista; grading and replacement of bridges; \$102,000.

I-70 from west county line to east county line; sign support modifications to breakaway type; \$107,500.

WALLACE COUNTY = County road north of Sharon Springs; replacement of narrow bridge; \$15,000.

WASHINGTON COUNTY = County road west of Hanover; alignment corrections and replacement of two bridges; \$196,800.

WICHITA COUNTY = County road north of Leoti; widening of bridge; \$74,000.

WILSON COUNTY = County road from Kansas 39 south of Buffalo; replacement of narrow bridge over Buffalo Creek; \$72,200.

Kansas 39 from Kansas 96 north of Fredonia, south .3 miles; preliminary engineering for reconstruction of intersection; \$5,450.

U.S. 75 south of Kansas 47 at Altoona; grading, drainage, and construction of bridge to improve sharp horizontal curves and sight distance; \$466,326.

County road south of Fredonia; grading, and surfacing roadway, including widening of two bridges; \$216,000.

WOODSON COUNTY = County road south of Yates Center; replacement of narrow bridge and improvement of approaches; \$65,000.

WYANDOTTE COUNTY = County road north of Edwardsville; widening road to four lanes; \$220,000.

U.S. 24 from 36th Street in Kansas City, west; right-of-way to widen narrow pavement; \$140,000.

GRAHAM AND TREGO COUNTIES = County road in area of Wakeeney; replacement of narrow bridge; \$62,000.

County road at county line near Wakeeney; replacement of narrow bridge; \$29,000.

WICHITA AND SCOTT COUNTIES = County road from Scott-Wichita county line 11.5 miles west of Scott City to 11.45 miles south; replacement of narrow bridges at six locations; \$195,000.

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



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--155

FOR IMMEDIATE RELEASE

April 23, 1968

STUDY RELEASED ON

FUEL-FED AUTO FIRES

The findings of a \$48,000 research study of fuel-fed fires as a result of automobile crashes were reported today by the Department of Transportation's Federal Highway Administrator Lowell K. Bridwell.

The study was conducted by Fairchild-Hiller, Republic Aviation Division under a contract with the FHWA's National Highway Safety Bureau, directed by Dr. William Haddon, Jr. It shows that while auto crash fires are statistically rare -- occurring in less than 0.5 percent of crashes -- when fires do occur, the chances of exposed occupants being fatally burned are nearly one in four. About 23 percent of all exposed occupants are fatally burned when a crash is followed by a fuel-fed fire. Trucks seem to have a greater rate of crash-fire incidence than passenger cars.

Traditionally, says the report, the rear-end collision has been blamed for the most severe fire damage or fire fatalities; however, it is actually the rollover type of crash which is worse in terms of fire fatalities. Rear-end crashes rank second in fatalities, but they occur more frequently than rollovers.

The difference between front and rear-engine fire incidence rates is apparently insignificant according to the study. However, the difference in the severity of such fires points up an opportunity to save lives through redesign of fuel tank location and connection systems.

The study points out that fuel spill may be reduced by relocating or redesigning the fuel system, using non-traditional materials such as plastics, rubber bladder liners used now in some racing cars, self-sealing systems, honeycomb tank structures, or foam fillers within the tank itself.

The report also suggests fail-safe devices to cut off ignition systems on impact and putting a flame arrestor in the fuel tank at the filler pipe inlet to prevent the fuel tank from exploding when the fire source is external.

(more)

Control of fuel spillage is called mandatory. Some of the fire safety practices of the aerospace age are said to be applicable to vehicle-passenger fire safety. Suggested ways to lessen the toll of people trapped inside vehicles after crashes might include push-out windshields or safety escape panels in the vehicle roof.

The Fairchild-Hiller report, titled "Investigation of Motor Vehicle Performance Standards for Fuel Tank Protection," may be purchased for \$3.00 per copy by writing to the Clearinghouse for Federal Scientific and Technical Information (CFSTI), Springfield, Virginia 22151. Ask for Document Number 177690.



# DEPARTMENT OF TRANSPORTATION

# NEWS

FEDERAL HIGHWAY ADMINISTRATION  
WASHINGTON, D.C. 20591

FOR RELEASE WEDNESDAY,  
APRIL 24, 1968

FHWA-156  
RESEARCH CONTRACT AWARDED  
FOR SCHOOL BUS ACCIDENT DATA

A four-month research contract for \$14,500 for a statistical study of school bus crashes was announced today by the Department of Transportation's Federal Highway Administrator Lowell K. Bridwell. The study will be conducted by the Southwest Research Institute of San Antonio, Texas.

The project calls for a broad-based study of school bus crash data which have been and are being gathered by various States to help define the dimensions of the school bus safety problem.

The study will look into the causes of bus crashes, including such items as driver violations, vehicle conditions, driver condition, and speed.

Environmental circumstances will also be noted, including weather, light conditions, roadway conditions, roadway type, traffic density, and time of day.

The study will be conducted for the National Highway Safety Bureau under the direction of Dr. William Haddon, Jr. Dr. Haddon said, "This contract is only one step in a series of actions we have taken in the last year to gather badly needed information about school bus safety. This

information will assist us and the States and their communities in ensuring that the lives and health of the 16.5 million school children who ride in school buses every day are protected to the greatest feasible extent."

The following items will be tabulated for each school bus crash: Fatalities and injuries. Number of children involved. Was the bus standing or moving? If standing, were children entering or leaving the bus? Did the bus strike another vehicle or object? Did another vehicle strike the bus? What was the direction of impact? Estimated speed preceding a moving crash.

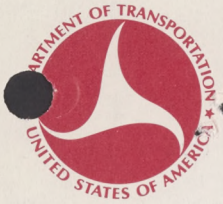
Post crash events will also be examined, such as emergency services available to the injured, fire or fire hazards, traffic delays, and chain reaction crashes.

The Institute already has crash records on file from California, Kansas, Texas, Utah, and Wyoming. Similar computer stored records from Michigan, Pennsylvania, Florida, and Illinois will be reviewed to obtain a better geographical distribution. Total registration in the nine States in 1965 was 55,870 school buses.

The Institute will review additional information not available on present computerized records from California, Florida, Illinois, Michigan, New York, North Carolina, Ohio, Pennsylvania, Texas, and Washington. These States had 24 percent of all school bus registration in 1965.

Related data in several large cities, including (tentatively) Los Angeles, Chicago, New York, Detroit, Houston, Dallas, San Francisco, and Atlanta, will be included in the review. Pertinent information from the School Bus Manufacturer's Institute and selected State Directors of School Transportation will also be included.

All of the data obtained from these various sources will be summarized to provide information on accident rates, driver violations, vehicle defects, vehicle hazards to other traffic, and emergency programs to care for the injured and clear the roadway.



# DEPARTMENT OF TRANSPORTATION

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# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA -- 158

For Release Thursday, April 25, 1968

PENNSYLVANIA SIGNS ACCORD  
TO CONTROL OUTDOOR SIGNS

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

This raises to 16 the number of agreements reached under the Highway Beautification Act of 1965. Others which have signed are Utah, Alaska, New York, Kentucky, Connecticut, Rhode Island, Vermont, Virginia, Hawaii, Maine, Minnesota, California, Maryland, Puerto Rico and the District of Columbia.

The agreement with Pennsylvania 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. Failure to exercise control of signs poses the possible penalty of 10 percent loss of Federal-aid highway funds.

Pennsylvania recently received a bonus of \$115,185 for controlling outdoor advertising adjacent to the Interstate Highway System. Provision for incentive bonuses was made by Congress in 1958 to encourage States to restrict outdoor advertising to prevent the Interstate System from becoming cluttered with signs.

The Highway Beautification Act of 1965 superseded the 1958 Act but permitted 25 States that had previously 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.

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



# DEPARTMENT OF TRANSPORTATION

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**NEWS**

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA-159

For Release Friday, April 26,  
1968

COMPLIANCE WITH AUTO SAFETY  
STANDARDS IS UNDER REVIEW

The Department of Transportation's National Highway Safety Bureau has under consideration a pair of research reports on how to make certain that automobile manufacturers comply with the Federal motor vehicle safety standards.

Bureau director Dr. William Haddon, Jr., said one report points out that the government "does not have, and cannot quickly obtain, the resources needed in order to end up with certification." It suggests, however, that "vehicle manufacturers have direct, free and timely access to needed data and information," and therefore, should have the responsibility for certification at this time. The Highway Safety Act of 1966 specifically places the responsibility for certification on the manufacturer. The report suggests, however, that the Federal government will, in the future, have to provide assurance that standards are being met.

The second report suggests that safety demands of the public itself could perhaps make auto makers comply more swiftly and effectively than government regulation, and that the auto buying public should demand

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more factual information about new cars instead of "implied promises of instant happiness, increased prestige and virility."

The studies were conducted by the firms of Barnes and Reinecke of Chicago, Illinois and Booz-Allen and Hamilton of Washington, D. C.

The Barnes and Reinecke report, which sees the free market place as the final arbiter, points to the safety record of the aircraft and aerospace industries, and asks the question:

"Can the United States remain aloof from concern with a system of design, manufacture, and selling which perpetuates a mishap rate that shows it remains 10 times as dangerous per passenger mile to drive as it is to fly?"

The report says the public has a right to know the "safe use time" of parts and tires on the vehicles it buys. More factual information (such as tire performance limits, fan belt wear-out rates, and impact cushioning qualities of the padded dashboard at 55 miles per hour) should not only be made available, but should be emphasized in lieu of the appealing curvature of the trunklid or other such esoteric claims, it adds.

The same report points out that auto insurers could also contribute to the "free market" compliance pressure if they lowered insurance rates on "safe cars" as some of the already do for "safe drivers."

The Booz-Allen and Hamilton report points up the difficulty of formulating compliance checking procedures by noting that there are some 5,000 auto parts plants, 1,500 parts manufacturing companies, and 46 vehicle assembly plants in this country alone.

The report also notes that on the average, 19 percent of the cars produced in the United States in the years 1960-1966 were subjected to voluntary recall campaigns by the manufacturers. One year, however, one manufacturer recalled 54 percent of its output. Of the 8 million vehicles recalled by all American manufacturers during that period, the report says 90 percent were recalled for faulty systems in which the safety implications were disturbing.

The two reports are available from the Clearinghouse for Federal Scientific and Technical Information (CFSTI), Springfield, Virginia 22151, for \$3.00 each. Their titles are:

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Compliance Procedures Study by Barnes and Reinecke; Document  
Number PB 177 705.

Compliance Procedures Study by Booz-Allen and Hamilton, Document  
Number PB 177 704.

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



# DEPARTMENT OF TRANSPORTATION

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# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--160

FOR RELEASE SUNDAY, APRIL 28, 1968

### SIX FEDERAL VEHICLE SAFETY STANDARDS ANNOUNCED

The Department of Transportation's Federal Highway Administrator Lowell K. Bridwell today issued three new Federal motor vehicle safety standards and three amendments to existing standards. Of the six, five apply to vehicles manufactured after December 31, 1968, and one becomes effective January 1, 1970.

Vehicle standards are developed by the National Highway Safety Bureau, under the National Traffic and Motor Vehicle Safety Act of 1966. The standards announced today are in addition to 22 already issued and in effect on current model vehicles and equipment, and one issued earlier to be effective December 31, 1968.

The new standards include:

Standard 112 -- Headlamp Concealment Devices -- Passenger Cars,  
Multipurpose Passenger Vehicles, Trucks, Buses, and Motorcycles.

This standard is directed at preventing accidents which might result from failure of such devices, and inadvertent blacking out of headlamps while in use. The standard does not require such devices, but establishes performance criteria for them when included on vehicles, including a requirement that if any loss of power or malfunction occurs when lights are in use, the devices must fail in an open position.

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Standard 113 -- Hood Latch Systems -- Passenger Cars, Multipurpose Passenger Vehicles, Trucks, and Buses.

This new standard requires that all vehicles to which it is applicable be equipped with a hood latch system, and in those instances of front opening hoods, it requires a second latch position or a second latch to prevent inadvertent opening.

Standard 114 -- Theft Protection -- Passenger Cars.

Dr. William Haddon, Jr., Director of the National Highway Safety Bureau, points out that the Justice Department predicted that about 650,000 vehicles would be stolen in the United States in 1967, and that some 100,000 of those would be involved in crashes, many resulting in injuries and deaths. The crash rate for stolen cars is estimated at some 200 times the rate for other vehicles. Therefore, any vehicle standard that reduces the incidence of auto theft would be a significant contribution to the reduction of highway deaths and injuries.

The new standard requires each passenger car to have a device connected to the key locking system that warns the driver when his door is opened, if he has left the key in the locking system. It requires that when the key is removed it must prevent normal activation of the car's engine or other main source of motive power, and either or both the steering or self mobility of the car.

The standard also requires each manufacturer to have at least 1,000 different combinations of key locking systems. This standard will be effective on vehicles manufactured after January 1, 1970.

The three amendments to existing standards are:

Standard 103 -- Windshield Defrosting and Defogging Systems.

The purpose of this amendment is to add test conditions and performance requirements for defrosting and defogging systems on passenger cars, to broaden the standard's application to cover trucks and buses, which were not subject to the initial standards, and to clarify some standard language.

Standard 104 -- Windshield Wiping and Washing Systems.

The primary purpose of this amendment is to broaden the application of the initial standard to cover smaller passenger cars, multipurpose passenger vehicles, trucks, and buses not covered previously.

Standard 206 -- Door Latches, Hinges, and Locks.

This amendment establishes performance requirements for passenger car door locks. It requires that each front door have a lock mechanism that when engaged renders inoperative the outside door handle. It also requires that rear doors have a lock mechanism that when engaged renders inoperative both the outside and inside door handles.

These requirements will reduce unintentional opening of doors, will furnish additional means of retaining occupants in the vehicle in crashes, and, in the case of the rear door locks, will serve as a child protection device by reducing the probability of accidental opening of the rear doors from the inside.

These standards and amendments will be published in the Federal Register of Saturday, April 27.

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