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

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FOR RELEASE THURSDAY, MAY 2, 1968

QUARTERLY REPORT ON THE FEDERAL-AID HIGHWAY PROGRAM, MARCH 31, 1968

Almost 25,900 miles of the 41,000-mile National System of Interstate and Defense Highways are now open to traffic and construction is underway on another 5,678 miles, the U.S. Department of Transportation's Federal Highway Administration announced today.

Information as of March 31, 1968 compiled by the Department's Bureau of Public Roads showed that 64 percent of the system is now open to traffic. Only 2 percent has not been advanced beyond the preliminary status.

The total mileage in use by passenger and commercial vehicles rose from 23,755 a year ago and 25,642 as of December 31, 1967, the date of the last survey, to 25,892 as of March 31. Thus mileage open to traffic was increased by 2,137 miles during the past 12 months, including 250 miles in the quarter ending March 31.

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

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

Of the 25,892 miles of the Interstate System now in use by motorists, 20,325 miles meet the standards of adequacy for future traffic and 3,262 miles are fully capable of handling current traffic but will need additional improvement to bring them up to the ultimate standards. Toll roads, bridges and tunnels incorporated in the system, as permitted by law, totaled 2,305 miles.

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

In addition to the sections open to traffic, 5,678 miles were under construction as of March 31, and engineering or right-of-way acquisition was in progress on another 8,494 miles. Thus some form of work was underway or completed on 40,064 miles of the 41,000-mile system — about 98 percent of the total.

(over)

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

The status of the Interstate System as of March 31, 1968 is shown on the accompanying map, and in detail in table I. In summary, the status is as follows:

Mileage improved and open to traffic:	
Completed to full or acceptable standards:	
With Interstate funds	20,325
Improved to standards adequate for present traffic but additional improvement needed to meet full standards:	
With Interstate funds	3,262
Toll facilities	2,305
Total mileage improved and open to traffic	25,892
Mileage under construction	5,678
Preliminary engineering or right-of-way acquisition underway	8,494
Total mileage improved or work underway	40,064

Some $32.6 billion has been put to work on the Federal-aid Interstate program since the accelerated program began in 1956. Work completed since July 1, 1956 has cost $22.93 billion, of which $18.71 billion was for construction and $4.22 billion for engineering and right-of-way acquisition. As of March 31, 1968 work estimated to cost $9.67 billion was underway or authorized, including $6.39 billion of construction, and $3.28 billion of engineering and right-of-way acquisition. Interstate financing data, by States, are reported in table II.

The continuing program of Federal assistance for the improvement of the Federal-aid primary and secondary highway systems and their urban extensions, for which $1 billion was apportioned for fiscal year 1969, has also shown considerable accomplishment, with $23.79 billion worth of work involving 236,399 miles of construction contracts completed or underway.

Construction contracts involving 221,005 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of $18.32 billion; and contracts involving 15,394 miles at a cost of $3.34 billion were underway on March 31. In addition, $1.39 billion of engineering and right-of-way acquisition work had been completed and $729 million worth of such work was underway. The primary-secondary-urban program is financed by the Federal Government and the States on an equal-share basis. Data are reported by States in table III.

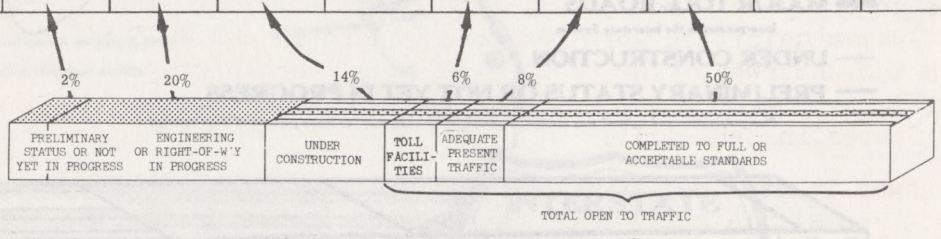
The Highway Trust Fund, source of Federal funds for the Federal-aid highway program, received $1.114 billion of tax revenue income during the three months ended March 31, about 70 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to $902 million. The status of the Trust Fund is shown in table IV.

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF MARCH 31, 1968

TABLE I

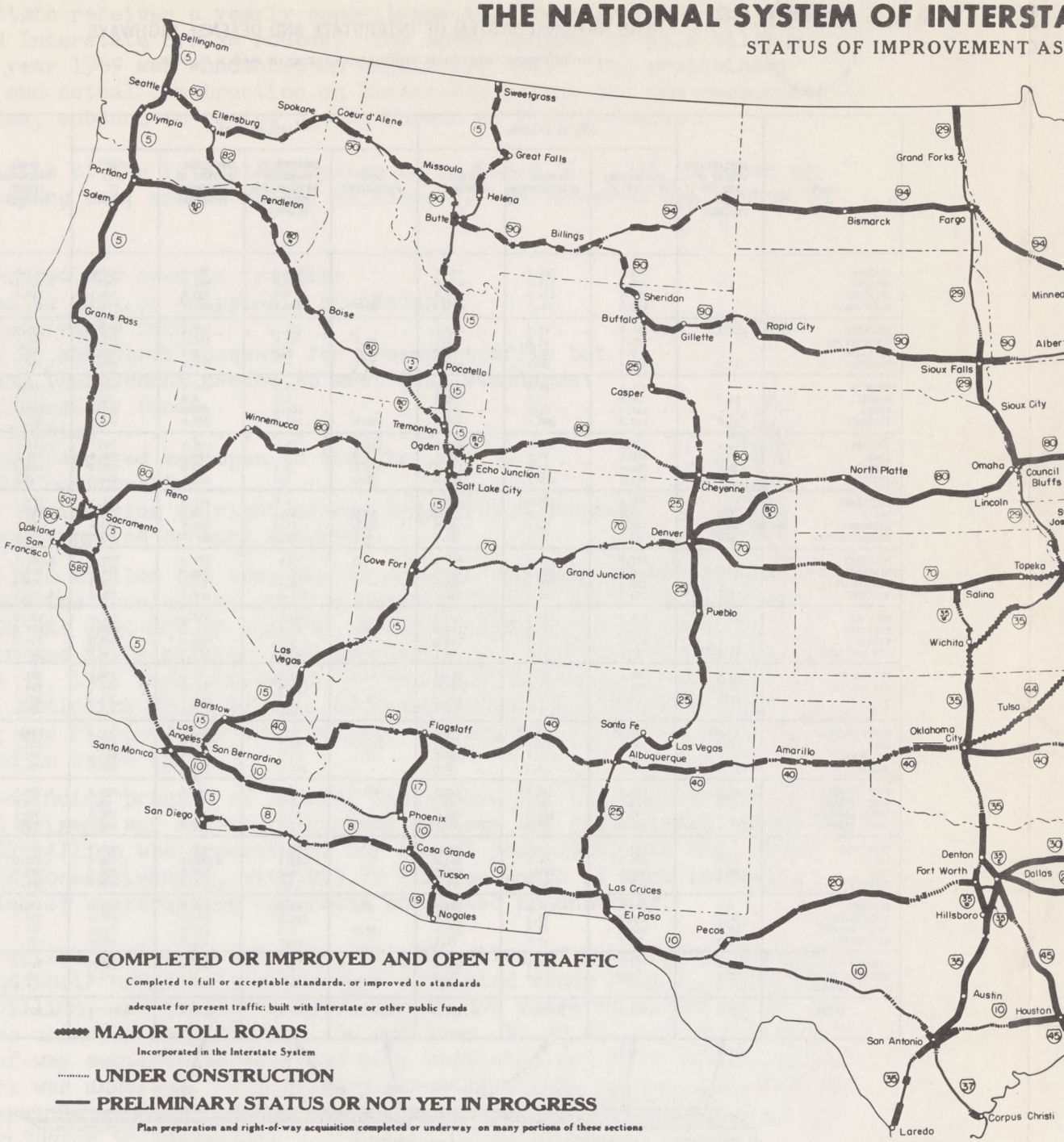
STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS: ENGINEERING OR RIGHT-OF-WAY	WORK IN PROGRESS: UNDER CONSTRUCTION	WORK IN PROGRESS: TOTAL UNDERWAY	OPEN TO TRAFFIC: TOLL FACILITIES	OPEN TO TRAFFIC: IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	OPEN TO TRAFFIC: COMPLETED TO FULL OR ACCEPTABLE STANDARDS	OPEN TO TRAFFIC: TOTAL OPEN TO TRAFFIC	TOTAL DESIGNATED SYSTEM MILEAGE	STATE
ALABAMA	-	219.5	200.7	420.2	-	136.2	321.0	457.2	877.4	ALABAMA
ARIZONA	1.0	198.4	234.2	432.6	-	263.8	469.9	733.7	1,167.3	ARIZONA
ARKANSAS	-	58.9	134.9	193.8	-	4.3	320.8	325.1	518.9	ARKANSAS
CALIFORNIA	-	469.6	344.7	814.3	10.2	309.1	1,031.7	1,351.0	2,165.3 2/	CALIFORNIA
COLORADO	119.1	127.5	75.6	203.1	-	115.3	497.5	612.8	935.0	COLORADO
CONNECTICUT	-	23.1	11.2	34.3	16.4	47.4	197.3	261.1	295.4	CONNECTICUT
DELAWARE	-	9.4	10.4	19.8	14.3	1.0	5.5	20.8	40.6	DELAWARE
FLORIDA	17.2	351.7	98.1	449.8	44.8	-	644.7	689.5	1,156.5	FLORIDA
GEORGIA	-	334.4	211.6	546.0	-	15.5	546.7	562.2	1,108.2	GEORGIA
HAWAII	11.6	24.9	3.8	28.7	-	1.6	9.9	11.5	51.8	HAWAII
IDAHO	-	134.9	81.5	216.4	-	102.6	289.3	391.9	608.3	IDAHO
ILLINOIS	38.8	410.8	208.1	618.9	156.0	143.0	685.0	984.0	1,641.7	ILLINOIS
INDIANA	-	236.8	215.6	452.4	156.9	15.4	490.4	662.7	1,115.1	INDIANA
IOWA	-	148.6	57.5	206.1	3.6	-	499.1	502.7	708.8	IOWA
KANSAS	0.1	101.2	73.6	174.8	185.9	0.3	439.8	626.0	800.9	KANSAS
KENTUCKY	-	154.2	169.7	323.9	39.2	4.2	371.3	414.7	738.6	KENTUCKY
LOUISIANA	-	225.2	167.0	392.2	-	1.8	279.3	281.1	673.3	LOUISIANA
MAINE	1.8	33.8	0.8	34.6	58.0	99.4	118.3	275.7	312.1	MAINE
MARYLAND	19.2	26.7	31.8	58.5	53.0	70.9	152.5	276.4	354.1	MARYLAND
MASSACHUSETTS	4.4	36.2	51.4	87.6	135.8	27.3	196.0	359.1	451.1	MASSACHUSETTS
MICHIGAN	-	172.0	72.3	244.3	4.8	44.4	787.9	837.1	1,081.4	MICHIGAN
MINNESOTA	-	288.4	211.1	499.5	-	42.3	362.2	404.5	904.0	MINNESOTA
MISSISSIPPI	-	125.6	160.2	285.8	-	8.9	383.6	392.5	678.3	MISSISSIPPI
MISSOURI	0.6	269.2	68.6	337.8	0.3	174.5	606.7	781.5	1,119.9	MISSOURI
MONTANA	24.6	534.7	65.5	600.2	-	300.4	260.8	561.2	1,186.0	MONTANA
NEBRASKA	-	99.3	43.9	143.2	0.2	12.9	321.3	334.4	477.6	NEBRASKA
NEVADA	-	129.5	36.6	166.1	-	5.3	363.2	368.5	534.6	NEVADA
NEW HAMPSHIRE	11.3	30.4	13.7	44.1	22.0	20.2	117.3	159.5	214.9	NEW HAMPSHIRE
NEW JERSEY	59.5	89.5	64.0	153.5	46.3	32.9	89.2	168.4	381.4 3/	NEW JERSEY
NEW MEXICO	51.6	208.6	115.1	323.7	-	70.9	552.2	623.1	998.4	NEW MEXICO
NEW YORK	22.4	88.2	66.7	154.9	491.8	51.9	504.2	1,047.9	1,225.2	NEW YORK
NORTH CAROLINA	15.2	185.3	131.4	316.7	-	20.1	418.2	438.3	770.2	NORTH CAROLINA
NORTH DAKOTA	62.6	95.5	20.5	116.0	-	51.9	340.3	392.2	570.8	NORTH DAKOTA
OHIO	8.8	202.5	228.6	431.1	206.4	53.7	830.3	1,090.4	1,530.3	OHIO
OKLAHOMA	-	65.6	139.8	205.4	174.1	23.3	394.7	592.1	797.5	OKLAHOMA
OREGON	18.1	65.5	2.5	68.0	-	111.2	537.7	648.9	735.0	OREGON
PENNSYLVANIA	23.8	189.6	338.1	527.7	360.2	2.2	666.6	1,029.0	1,580.5	PENNSYLVANIA
RHODE ISLAND	-	11.2	18.1	29.3	-	8.7	32.8	41.5	70.8	RHODE ISLAND
SOUTH CAROLINA	-	97.3	195.0	292.3	-	20.3	369.5	389.8	682.1	SOUTH CAROLINA
SOUTH DAKOTA	"	191.2	72.9	264.1	-	77.5	337.6	415.1	679.2	SOUTH DAKOTA
TENNESSEE	-	313.3	142.4	455.7	-	92.6	502.3	594.9	1,050.6	TENNESSEE
TEXAS	54.6	589.8	394.0	983.8	-	299.1	1,690.5	1,989.6	3,028.0	TEXAS
UTAH	106.8	354.5	174.3	528.8	-	42.2	256.0	298.2	933.8	UTAH
VERMONT	-	122.3	53.4	175.7	-	13.5	131.2	144.7	320.4	VERMONT
VIRGINIA	0.6	273.4	134.5	407.9	38.3	49.0	564.5	651.8	1,060.3	VIRGINIA
WASHINGTON	64.8	110.8	78.2	189.0	-	195.9	277.0	472.9	726.7	WASHINGTON
WEST VIRGINIA	45.7	166.6	68.8	235.4	87.2	0.3	145.8	233.3	514.4	WEST VIRGINIA
WISCONSIN	0.7	13.7	57.4	71.1	-	24.7	361.9	386.6	458.4	WISCONSIN
WYOMING	113.2	76.4	126.4	202.8	-	49.3	546.1	595.4	911.4	WYOMING
DISTRICT OF COLUMBIA	9.9	8.0	1.9	9.9	-	2.9	6.9	9.8	29.6	DISTRICT OF COLUMBIA
PENDING	27.9 4/								27.9 4/	PENDING
TOTAL	935.9	8,493.7	5,678.1	14,171.8	2,305.7	3,262.1	20,324.5	25,892.3	41,000.0	TOTAL



1/ Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.
2/ Excludes the 17.2 mile Century Freeway (I-105) which was added to the system under the "Howard Bill."
3/ Excludes the 34.4 mile Trenton-Asbury Park Spur (I-195) which was added to the system under the "Howard Bill" but includes that portion of I-278 mileage (7.0) deleted under the same bill.
4/ Consists of mileage which has not been assigned to any specific route and is a reserve for final measurement of the system.

THE NATIONAL SYSTEM OF INTERSTA

STATUS OF IMPROVEMENT AS



COMPLETED OR IMPROVED AND OPEN TO TRAFFIC

Completed to full or acceptable standards, or improved to standards adequate for present traffic; built with Interstate or other public funds

MAJOR TOLL ROADS

Incorporated in the Interstate System

UNDER CONSTRUCTION

PRELIMINARY STATUS OR NOT YET IN PROGRESS

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

Preliminary Status or Not Yet in Progress	Engineering and Right-of-Way in Progress	Under Construction	Ope
936 Miles	8,494 Miles	5,678 Miles	25

31,570 M

ERSTATE AND DEFENSE HIGHWAYS

ENT AS OF MARCH 31, 1968

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

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

Open to Traffic

25,892 Miles

31,570 Miles

INTERSTATE

TOTAL

41,000

MILES

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS

AS OF MARCH 31, 1968

/MILLIONS OF DOLLARS/

TABLE II

STATE	PROJECTS UNDERWAY OR AUTHORIZED						PROJECTS COMPLETED JULY 1, 1956 TO DATE					
	CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL		CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	$114.2	$102.6	$112.8	$101.5	$227.0	$204.1	$338.3	$298.8	$52.6	$45.9	$390.9	$344.7
ALASKA												
ARIZONA	60.7	57.4	29.3	27.7	90.0	85.1	298.2	276.0	43.3	40.3	341.5	316.3
ARKANSAS	59.9	53.8	14.3	12.9	74.2	66.7	235.8	209.9	34.2	29.5	270.0	239.4
CALIFORNIA	554.7	490.5	504.2	429.4	1,058.9	919.9	1,526.2	1,339.6	526.0	442.5	2,052.2	1,782.1
COLORADO	97.8	64.2	30.9	28.2	128.7	92.4	249.0	221.1	34.5	29.5	283.5	250.6
CONNECTICUT	62.3	50.3	61.3	54.3	123.6	104.6	294.3	256.2	78.3	69.6	372.6	325.8
DELAWARE	24.1	21.6	30.4	26.5	54.5	48.1	57.4	50.6	1.4	1.1	58.8	51.7
FLORIDA	105.9	95.1	25.7	23.2	131.6	118.3	412.8	363.4	169.2	149.6	582.0	513.0
GEORGIA	200.9	180.8	77.7	69.9	278.6	250.7	333.4	294.0	40.7	36.0	374.1	330.0
HAWAII	48.7	42.0	25.4	22.7	74.1	64.7	24.9	21.7	24.8	22.2	49.7	43.9
IDAHO	52.1	48.3	13.7	12.6	65.8	60.9	115.4	104.8	19.2	16.4	134.6	121.2
ILLINOIS	313.2	272.8	58.3	52.0	371.5	324.8	1,104.6	952.0	250.3	219.6	1,354.9	1,171.6
INDIANA	176.5	158.6	74.4	67.0	250.9	225.6	460.1	409.8	95.0	85.4	555.1	495.2
IOWA	60.2	53.7	18.9	16.9	79.1	70.6	317.6	282.7	43.4	37.7	361.0	320.4
KANSAS	45.4	40.6	20.8	18.8	66.2	59.4	224.6	197.8	31.4	27.9	256.0	225.7
KENTUCKY	157.6	141.0	59.1	53.1	216.7	194.1	404.1	360.7	61.1	50.4	465.2	411.1
LOUISIANA	197.8	175.4	179.1	158.5	376.9	333.9	438.0	391.0	13.7	12.3	451.7	403.3
MAINE	8.0	7.1	9.2	8.2	17.2	15.3	147.1	130.2	11.4	9.9	158.5	140.1
MARYLAND	74.5	65.5	69.8	62.8	144.3	128.3	258.6	220.7	37.4	32.8	296.0	253.5
MASSACHUSETTS	183.8	162.1	98.7	88.5	282.5	250.6	390.8	343.3	116.0	103.9	506.8	447.2
MICHIGAN	195.8	173.2	167.8	151.1	363.6	324.3	677.0	581.5	186.9	159.3	863.9	740.8
MINNESOTA	166.9	150.9	67.6	59.1	234.5	210.0	356.3	319.8	163.5	146.0	519.8	465.8
MISSISSIPPI	73.0	63.4	31.5	28.1	104.5	91.5	277.4	248.0	21.6	18.5	299.0	266.5
MISSOURI	119.4	108.0	159.7	142.0	279.1	250.0	504.3	450.9	73.1	65.1	577.4	516.0
MONTANA	54.2	49.9	36.0	32.7	90.2	82.6	211.1	192.0	23.5	21.2	234.6	213.2
NEBRASKA	30.4	27.3	15.9	14.3	46.3	41.6	159.9	142.6	37.8	33.7	197.7	176.3
NEVADA	30.8	29.2	41.5	39.4	72.3	68.6	117.3	109.6	9.7	8.8	127.0	118.4
NEW HAMPSHIRE	26.7	23.5	4.9	4.3	31.6	27.8	120.6	105.4	12.9	11.1	133.5	116.5
NEW JERSEY	182.5	159.9	177.4	158.8	359.9	318.7	348.5	309.7	77.0	65.9	425.5	375.6
NEW MEXICO	51.3	47.5	10.1	9.4	61.4	56.9	261.8	240.5	39.8	35.4	301.6	275.9
NEW YORK	456.3	401.8	88.5	79.5	544.8	481.3	1,021.2	871.6	249.6	211.5	1,270.8	1,083.1
NORTH CAROLINA	60.8	54.6	44.2	39.8	105.0	94.4	231.2	202.2	25.4	22.1	256.6	224.3
NORTH DAKOTA	19.3	17.5	7.6	6.7	26.9	24.2	151.6	136.9	7.8	6.7	159.4	143.6
OHIO	405.3	359.1	48.1	41.8	453.4	400.9	1,077.8	943.7	522.4	464.2	1,600.2	1,407.9
OKLAHOMA	67.5	60.5	68.7	61.8	136.2	122.3	244.6	214.5	16.1	13.9	260.7	228.4
OREGON	63.8	58.8	45.5	41.8	109.3	100.6	374.9	325.6	56.3	50.8	431.2	376.4
PENNSYLVANIA	521.3	462.0	181.0	160.8	702.3	622.8	748.2	655.9	119.1	104.4	867.3	760.3
RHODE ISLAND	38.7	33.8	8.1	7.1	46.8	40.9	70.6	61.0	54.1	47.2	124.7	108.2
SOUTH CAROLINA	79.1	71.3	8.9	8.0	88.0	79.3	184.1	163.8	29.9	26.6	214.0	190.4
SOUTH DAKOTA	44.9	40.8	4.6	4.2	49.5	45.0	180.4	162.1	13.9	12.5	194.3	174.6
TENNESSEE	98.4	88.2	89.1	80.0	187.5	168.2	515.8	463.8	121.5	105.7	637.3	569.5
TEXAS	311.7	277.6	5.6	5.1	317.3	282.7	1,008.0	893.2	274.3	246.7	1,282.3	1,139.9
UTAH	74.1	69.9	58.1	55.1	132.2	125.0	216.0	203.1	29.4	27.3	245.4	230.4
VERMONT	49.0	44.0	12.2	10.9	61.2	54.9	161.3	143.3	17.7	14.8	179.0	158.1
VIRGINIA	210.0	188.9	105.7	95.2	315.7	284.1	595.3	530.4	121.6	108.1	716.9	638.5
WASHINGTON	117.6	106.6	54.7	49.5	172.3	156.1	401.3	347.0	106.0	93.8	507.3	440.8
WEST VIRGINIA	114.4	102.7	92.9	83.5	207.3	186.2	225.7	201.9	37.2	32.3	262.9	234.2
WISCONSIN	21.6	19.4	40.8	35.5	62.4	54.9	281.0	249.7	44.6	38.6	325.6	288.3
WYOMING	46.5	43.2	11.2	10.4	57.7	53.6	240.5	221.3	11.5	10.3	252.0	231.6
DIST. OF COL.	60.3	53.8	82.7	73.8	143.0	127.6	111.4	97.7	31.8	27.6	143.2	125.3
PUERTO RICO												
TOTAL	6,389.7	5,670.8	3,284.5	2,924.3	9,674.2	8,595.1	18,706.1	16,513.1	4,219.8	3,692.6	22,925.9	20,205.7

FEDERAL-AID PRIMARY AND SECONDARY HIGHWAY SYSTEMS

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

AS OF MARCH 31, 1968

/MILLIONS OF DOLLARS/

STATE	PROJECTS UNDERWAY OR AUTHORIZED							PROJECTS COMPLETED JULY 1, 1956 TO DATE						
	CONSTRUCTION			ENGINEERING AND ROW		TOTAL		CONSTRUCTION			ENGINEERING AND ROW		TOTAL	
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	$55.8	$29.4	326.2	$20.4	$10.2	$76.2	$39.6	$374.1	$187.5	7,004.3	$34.3	$16.9	$408.4	$204.4
ALASKA	42.4	40.0	163.8	30.0	28.4	72.4	68.4	256.3	237.7	2,228.1	27.7	26.2	284.0	263.9
ARIZONA	24.7	17.5	93.4	.3	.2	25.0	17.7	190.4	132.7	1,719.9	4.5	3.0	194.9	135.7
ARKANSAS	42.5	21.4	342.0	10.9	5.5	53.4	26.9	262.5	132.7	4,759.4	17.9	8.7	280.4	141.4
CALIFORNIA	225.9	118.8	265.9	3.1	1.7	229.0	120.5	1,128.1	590.5	3,213.2	7.7	4.4	1,135.8	594.9
COLORADO	22.8	13.0	187.9	10.8	6.2	33.6	19.2	272.5	146.4	3,241.4	35.0	18.9	307.5	165.3
CONNECTICUT	28.3	13.5	11.0	.5	.3	28.8	13.8	176.6	86.5	240.8	31.6	15.6	208.2	102.1
DELAWARE	15.6	8.4	49.5	3.1	1.5	18.7	9.9	71.6	34.8	454.5	6.4	3.2	78.0	38.0
FLORIDA	58.8	29.5	169.5	9.3	4.7	68.1	34.2	388.9	180.6	3,211.8	3.8	1.8	392.7	182.4
GEORGIA	109.2	55.2	609.7	37.2	18.6	146.4	73.8	389.4	192.8	5,096.2	33.9	16.7	423.3	209.5
HAWAII	13.7	6.6	19.5	7.6	3.8	21.3	10.4	57.0	28.0	130.2	16.2	8.0	73.2	36.0
IDAHO	28.3	18.9	240.7	8.9	5.6	37.2	24.5	132.0	83.5	2,108.1	13.5	7.4	145.5	90.9
ILLINOIS	142.8	72.9	417.4	15.4	7.7	158.2	80.6	874.8	449.6	7,268.6	35.3	17.5	910.1	467.1
INDIANA	92.9	46.6	184.2	19.6	9.8	112.5	56.4	442.5	228.4	3,266.7	65.9	31.1	508.4	259.5
IOWA	59.8	30.4	964.8	1.4	.7	61.2	31.1	406.5	210.1	10,397.3	12.9	6.4	419.4	216.5
KANSAS	63.7	32.2	928.2	7.2	3.6	70.9	35.8	376.9	189.8	12,103.3	30.5	15.3	407.4	205.1
KENTUCKY	43.0	21.3	97.5	15.5	7.8	58.5	29.1	282.4	142.6	2,270.3	50.8	24.8	333.2	167.4
LOUISIANA	63.0	32.7	198.0	26.6	13.3	89.6	46.0	319.5	154.5	2,638.7	9.6	4.8	329.1	159.3
MAINE	22.9	11.3	96.8	2.6	1.3	25.5	12.6	129.4	64.7	872.6	17.9	8.4	147.3	73.1
MARYLAND	43.5	20.8	130.4	8.4	4.2	51.9	25.0	212.7	106.7	1,369.6	4.6	2.3	217.3	109.0
MASSACHUSETTS	43.4	21.8	40.1	29.1	14.5	72.5	36.3	309.7	152.2	398.7	45.3	22.5	355.0	174.7
MICHIGAN	102.2	51.3	409.6	37.8	18.9	140.0	70.2	714.5	344.1	8,686.9	33.6	15.9	748.1	360.0
MINNESOTA	94.1	45.0	1,039.1	4.8	2.4	98.9	47.4	463.4	237.1	13,741.0	18.6	9.4	482.0	246.5
MISSISSIPPI	38.3	18.8	424.4	15.7	7.9	54.0	26.7	294.6	144.7	7,070.3	28.3	14.2	322.9	158.9
MISSOURI	96.2	48.8	348.0	25.0	13.0	121.2	61.8	452.1	230.8	9,517.0	88.0	42.2	540.1	273.0
MONTANA	34.0	19.6	268.8	9.7	5.6	43.7	25.2	247.3	149.2	4,235.2	26.0	14.5	273.3	163.7
NEBRASKA	26.2	13.4	425.0	7.0	3.5	33.2	16.9	324.7	167.0	7,401.2	27.8	13.8	352.5	180.8
NEVADA	6.1	5.3	18.1	9.5	8.5	15.6	13.8	103.0	87.5	1,745.1	10.7	8.8	113.7	96.3
NEW HAMPSHIRE	9.8	4.9	18.2	.8	.4	10.6	5.3	95.6	47.4	418.0	2.9	1.4	98.5	48.8
NEW JERSEY	117.8	53.1	82.0	99.5	48.0	217.3	101.1	256.3	127.8	458.5	25.3	12.7	281.6	140.5
NEW MEXICO	18.0	12.1	92.6	2.4	1.5	20.4	13.6	186.4	121.3	2,241.3	17.1	10.0	203.5	131.3
NEW YORK	310.0	135.8	218.0	8.3	4.2	318.3	140.0	1,444.7	676.9	3,268.0	19.1	9.2	1,463.8	686.1
NORTH CAROLINA	72.3	36.1	175.9	59.2	29.6	131.5	65.7	397.9	199.7	4,749.2	59.7	29.6	457.6	229.3
NORTH DAKOTA	30.8	15.2	1,181.1	.7	.4	31.5	15.6	218.8	111.7	12,299.9	13.0	6.6	231.8	118.3
OHIO	163.8	79.7	235.0	3.5	1.7	167.3	81.4	698.6	367.9	2,533.2	104.0	51.5	802.6	419.4
OKLAHOMA	56.5	28.2	411.0	7.1	3.5	63.6	31.7	392.1	196.2	5,804.5	14.3	6.8	406.4	203.0
OREGON	26.8	17.0	61.1	6.7	4.1	33.5	21.1	251.1	142.9	2,047.7	18.6	10.9	269.7	153.8
PENNSYLVANIA	171.0	82.8	192.2	56.3	28.1	227.3	110.9	757.1	373.4	1,914.6	63.8	30.1	820.9	403.5
RHODE ISLAND	13.6	6.8	10.5	5.0	2.5	18.6	9.3	93.3	46.2	236.2	28.9	14.4	122.2	60.6
SOUTH CAROLINA	64.3	30.7	928.6	.1		64.4	30.7	229.4	116.1	6,556.7	20.7	10.4	250.1	126.5
SOUTH DAKOTA	22.3	12.5	441.4	.2	.1	22.5	12.6	239.4	132.1	8,729.0	3.3	1.9	242.7	134.0
TENNESSEE	58.8	28.6	401.8	15.3	7.6	74.1	36.2	376.3	189.8	6,721.0	50.7	23.7	427.0	213.5
TEXAS	257.0	132.4	1,463.7			257.0	132.4	1,163.4	600.2	17,637.7	4.8	2.6	1,168.2	602.8
UTAH	10.0	7.6	60.9	8.3	6.4	18.3	14.0	135.5	96.3	1,478.0	9.3	6.5	144.8	102.8
VERMONT	9.0	4.5	17.6	2.6	1.3	11.6	5.8	80.7	40.3	495.9	11.2	5.1	91.9	45.4
VIRGINIA	84.1	43.3	271.3	7.9	4.0	92.0	47.3	371.3	182.4	3,558.7	47.4	22.8	418.7	205.2
WASHINGTON	21.6	11.5	117.9	9.9	5.2	31.5	16.7	338.2	165.9	3,679.2	18.5	9.7	356.7	175.6
WEST VIRGINIA	56.1	28.6	55.0	24.3	12.2	80.4	40.8	149.6	74.4	1,081.5	39.9	19.9	189.5	94.3
WISCONSIN	48.9	24.3	289.5	22.5	11.3	71.4	35.6	439.7	218.8	6,178.4	43.1	21.2	482.8	240.0
WYOMING	15.7	10.4	145.0	3.2	2.1	18.9	12.5	150.7	98.8	2,173.7	6.3	4.1	157.0	102.9
DIST. OF COL.	28.6	17.5	9.5	6.7	3.5	35.3	21.0	83.0	41.8	65.0	7.5	3.7	90.5	45.5
PUERTO RICO	38.1	18.7	45.3	2.0	1.0	40.1	19.7	119.3	53.9	288.7	26.3	10.8	145.6	64.7
TOTAL	3,344.9	1,706.9	15,394.3	729.4	387.9	4,074.3	2,094.8	18,322.0	9,515.2	221,004.6	1,393.9	708.1	19,715.9	10,223.3

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV

	THREE MONTHS ENDED MARCH 31, 1968	FISCAL YEAR 7-31-67 TO 3-31-68
Balance at beginning of period	$521,776	$725,196
Income:		
Tax revenue:		
Motor-fuel taxes (net after refunds)	785,139	2,436,434
Less motorboat fuel revenue 1/	1,600	26,400
Net for highways	783,539	2,410,034
Trucks, buses, and trailers	133,853	362,455
Tires, tubes and tread rubber	119,757	365,305
Vehicle use	15,532	87,642
Parts and accessories, trucks and buses	32,904	65,787
Lubricating oil (net after refunds)	28,698	70,486
Total excise revenues	1,114,283	3,361,709
Interest earned	4,303	18,971
Advances from General Fund	-	-
Less repayment of advances	-	-
Total Income	1,118,586	3,380,680
Disbursements:		
For highways	902,029	3,367,543
Interest on advances from General Fund	-	-
Total Disbursements	902,029	3,367,543
Balance at end of period	738,333	738,333

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

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

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

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

50243

DEPARTMENT OF TRANSPORTATION NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA — 162

FOR RELEASE FRIDAY, MAY 10, 1968

QUARTERLY REPORT ON THE APPALACHIAN HIGHWAY PROGRAM AS OF MARCH 31, 1968

The Department of Transportation reported today that Federal and State funds totaling $410.1 million were obligated through March 31, 1968 for highways and local access roads under the Appalachian Highway Program. The Federal share was $244 million.

Federal Highway Administrator Lowell K. Bridwell said that as of the end of March, 464 miles were completed or under construction, an increase of 70 miles since the December 31, 1967 quarterly report. Of the total, 145 miles were completed. Engineering and right-of-way acquisition were underway on 1,145 miles.

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

As shown in table 1, construction had begun on 233 miles of 2,564 miles of development highways being considered for improvement. Preliminary engineering and right-of-way acquisition were underway on an additional 1,001 miles, centerline locations had been approved for another 338 miles, and location studies were either underway or completed on all but 151 miles.

Of the 368 miles of local access roads approved to date, (table 2), construction had begun on 86 miles, preliminary engineering and right-of-way acquisition were underway or completed on an additional 144 miles, centerline locations had been approved on 12 miles, and location studies were underway or completed on all but 29 miles.

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

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

there.

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

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

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APPALACHIAN HIGHWAY PROGRAM
STATUS OF DEVELOPMENT AS OF MARCH 31, 1968

TABLE 1

STATE	APPALACHIAN DEVELOPMENT HIGHWAY MILEAGE									FUNDS OBLIGATED UNDER APPALACHIAN PROGRAM	
	APPALACHIAN IMPROVEMENT COMPLETED	WORK IN PROGRESS					ROUTE LOCATION WORK NOT STARTED	CORRIDOR MILEAGE BEING CONSIDERED FOR APPALACHIAN IMPROVEMENT 1/	TOTAL APPALACHIAN CORRIDOR MILEAGE	TOTAL COST	FEDERAL FUNDS
		UNDER CONSTRUCTION	ENGINEERING AND RIGHT-OF-WAY	CENTER-LINE LOCATION APPROVED	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY					
Alabama	-	-	-	-	-	-	-	-	-	-	-
Georgia	-	5.3	24.3	56.8	-	86.4	-	86.4	89.0	$ 10,117,910	$ 5,754,761
Kentucky	40.2	42.6	238.7	13.0	81.3	375.6	-	415.8	579.1	73,610,060	48,165,104
Maryland	9.4	3.6	-	30.0	35.1	68.7	-	78.1	82.2	21,103,732	11,720,481
New York	-	19.3	180.7	-	10.5	210.5	20.0	230.5	260.0	44,399,900	22,359,937
North Carolina	11.4	21.6	116.9	8.9	28.3	175.7	11.0	198.1	199.0	27,903,506	16,612,839
Ohio	-	8.5	130.7	35.9	24.6	199.7	2.6	202.3	295.3	21,679,100	14,087,513
Pennsylvania	-	16.9	30.9	46.5	260.8	355.1	86.4	441.5	491.1	58,266,161	30,406,797
South Carolina	-	-	-	-	-	-	-	-	-	-	-
Tennessee	8.6	23.7	122.1	63.0	72.6	281.4	30.6	320.6	333.4	21,418,873	14,023,958
Virginia	10.5	67.8	14.4	3.3	82.4	167.9	-	178.4	203.4	53,804,516	33,542,547
West Virginia	6.8	23.3	142.6	80.2	158.9	405.0	-	411.8	421.7	54,050,649	31,905,541
Total	86.9	232.6	1,001.3	337.6	754.5	2,326.0	150.6	2,563.5	2,954.2	386,354,407	228,579,478
Percent of Total Under Consideration	3	9	39	13	30	91	6	100			

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

APPALACHIAN HIGHWAY PROGRAM
STATUS OF DEVELOPMENT AS OF MARCH 31, 1968

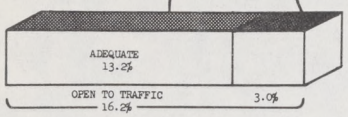
TABLE 2

STATE	LOCAL ACCESS ROAD MILEAGE								FUNDS OBLIGATED UNDER APPALACHIAN PROGRAM	
	APPALACHIAN IMPROVEMENT COMPLETED	WORK IN PROGRESS					ROUTE LOCATION WORK NOT STARTED	TOTAL MILEAGE	TOTAL COST	FEDERAL FUNDS
		UNDER CONSTRUCTION	ENGINEERING AND RIGHT-OF-WAY	CENTER-LINE LOCATION APPROVED	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY				
Alabama	39.5	58.0	33.4	-	36.7	128.1	25.5	193.1	$12,651,414	$ 8,518,115
Georgia	2.0	-	6.1	-	-	6.1	0.4	8.5	209,550	145,305
Kentucky	0.4	0.4	-	-	-	0.4	-	0.8	879,606	502,583
Maryland	-	-	-	-	-	-	-	-	-	-
New York	-	-	1.9	-	-	1.9	-	1.9	-	-
North Carolina	0.2	-	-	-	2.5	2.5	1.4	4.1	26,100	18,270
Ohio	3.6	6.6	11.2	-	-	17.8	-	21.4	2,406,956	1,098,555
Pennsylvania	-	1.7	4.6	3.4	-	9.7	0.9	10.6	1,276,570	754,460
South Carolina	-	11.4	51.5	-	-	62.9	-	62.9	4,396,655	3,077,056
Tennessee	-	-	31.5	8.7	-	40.2	1.4	41.6	343,525	240,467
Virginia	-	8.3	1.3	-	-	9.6	-	9.6	964,536	675,175
West Virginia	12.0	-	1.9	-	-	1.9	-	13.9	619,140	387,030
Total	57.7	86.4	143.4	12.1	39.2	281.1	29.6	368.4	23,774,052	15,417,016
Percent of Total Mileage	16	23	39	3	11	76	8	100		

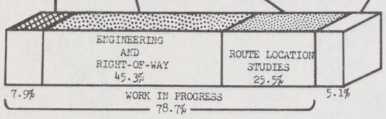
APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF MARCH 31, 1968

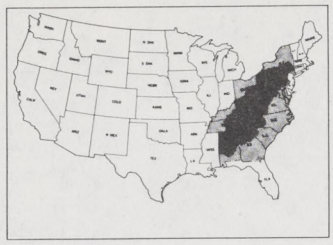
STATE	TOTAL DESIGNATED SYSTEM MILEAGE	OPEN TO TRAFFIC		
		ADEQUATE SEGMENTS- NO APPALACHIA FUNDS EXPENDED	INADEQUATE SEGMENTS- IMPROVED WITH APPALACHIA FUNDS	TOTAL
GEORGIA KENTUCKY	89.0 579.1	2.6 163.3	- 40.2	2.6 203.5
MARYLAND NEW YORK	82.2 260.0	4.1 29.5	9.4 -	13.5 29.5
NORTH CAROLINA OHIO	199.0 295.3	0.9 93.0	11.4 -	12.3 93.0
PENNSYLVANIA TENNESSEE	491.1 333.4	49.6 12.8	- 8.6	49.6 21.4
VIRGINIA WEST VIRGINIA	203.4 421.7	25.0 9.9	10.5 6.8	35.5 16.7
TOTAL	2954.2	390.7	86.9	477.6

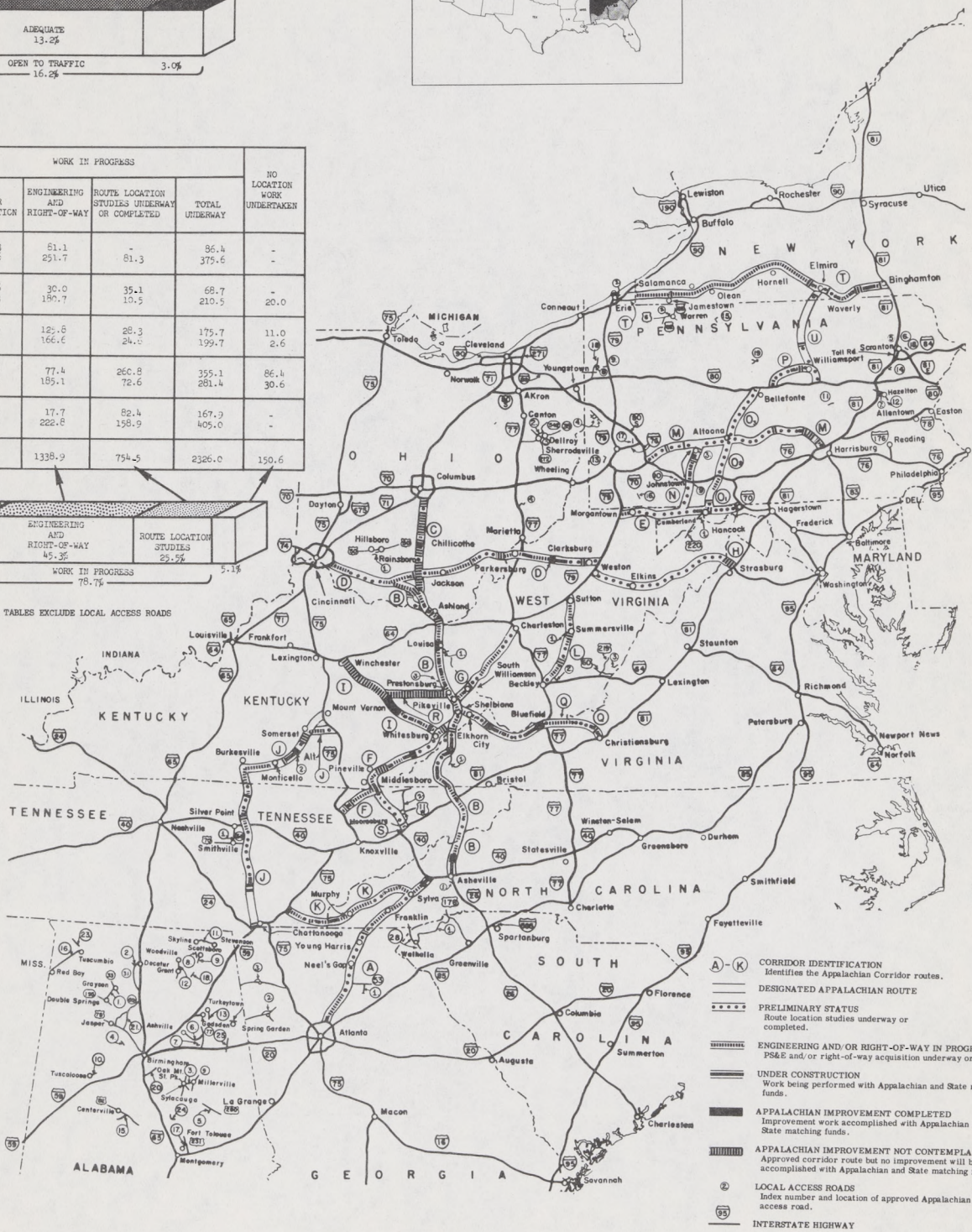


STATE	WORK IN PROGRESS				NO LOCATION WORK UNDERTAKEN
	UNDER CONSTRUCTION	ENGINEERING AND RIGHT-OF-WAY	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY	
GEORGIA KENTUCKY	5.3 42.6	61.1 251.7	- 81.3	86.4 375.6	- -
MARYLAND NEW YORK	3.6 19.3	30.0 180.7	35.1 10.5	68.7 210.5	- 20.0
NORTH CAROLINA OHIO	21.6 8.5	125.8 166.6	28.3 24.0	175.7 199.7	11.0 2.6
PENNSYLVANIA TENNESSEE	16.9 23.7	77.4 185.1	260.8 72.6	355.1 281.4	86.4 30.6
VIRGINIA WEST VIRGINIA	67.8 23.3	17.7 222.8	82.4 158.9	167.9 405.0	- -
TOTAL	232.6	1338.9	754.5	2326.0	150.6



ABOVE TABLES EXCLUDE LOCAL ACCESS ROADS





A-K CORRIDOR IDENTIFICATION
Identifies the Appalachian Corridor routes.

DESIGNATED APPALACHIAN ROUTE

PRELIMINARY STATUS
Route location studies underway or completed.

ENGINEERING AND/OR RIGHT-OF-WAY IN PROGRESS
PS&E and/or right-of-way acquisition underway or completed.

UNDER CONSTRUCTION
Work being performed with Appalachian and State matching funds.

APPALACHIAN IMPROVEMENT COMPLETED
Improvement work accomplished with Appalachian and State matching funds.

APPALACHIAN IMPROVEMENT NOT CONTEMPLATED
Approved corridor route but no improvement will be accomplished with Appalachian and State matching funds.

② LOCAL ACCESS ROADS
Index number and location of approved Appalachian local access road.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA--163

FOR RELEASE MONDAY, MAY 13, 1968

HIGHWAY SAFETY GRANTS ANNOUNCED BY FHWA

Forty-one Federal highway safety grants for 30 States, totaling $1,452,931 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 $12,647,821 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:

ALASKA -- To purchase and install a two-way radio communications system for prompt notification and dispatch of traffic enforcement, emergency, and service needs, $32,487.

CALIFORNIA -- To provide court manuals to help insure uniformity of administration in 262 justice courts, $33,000.

--more--

COLORADO -- To convert State motor vehicle and driver licensing records to data processing systems, $20,000.

COLORADO -- To expand and improve the driver education program in the State Department of Education, $11,852.

COLORADO -- To undertake a three-year program to study Statewide emergency medical services programs including ambulances and drivers, communications, emergency personnel, hospitals, enforcement, and civil defense units, $7,410.

CONNECTICUT -- To begin a motorcycle licensing program, $16,155.

DELAWARE -- To determine State needs and develop a comprehensive Statewide emergency medical services program, $15,382.

DELAWARE -- To permit the city of Newark to submit accident reports to the State traffic records system, $340.

FLORIDA -- To initiate a periodic motor vehicle inspection program in Palm Beach county, $9,399.

FLORIDA -- To initiate a periodic motor vehicle inspection program in Osceola county, $14,052.

FLORIDA -- To finance an emergency medical services program for the Jacksonville city-county area, $223,266.

GEORGIA -- To improve the driver education program in Clayton county, $7,491.

HAWAII -- To improve the State driver re-examination program and establish a central data processing record system, $11,347.

HAWAII -- To purchase breath testing equipment to implement the State's implied consent law, $8,029.

IDAHO -- To conduct a detailed study and comparison of the State and local statutes with the National Uniform Vehicle Code, and provide information to interested jurisdictions, $7,444.

ILLINOIS -- To revise the traffic code of the city of Decatur, $625.

LOUISIANA -- To study and recommend legislative changes to achieve uniform court procedures and to prepare procedural and accounting manuals, $26,736.

--more--

LOUISIANA -- To study and compare State and municipal traffic laws and ordinances as they relate to the National Uniform Vehicle Code, and to develop laws consistent with the code, $3,755.

MICHIGAN -- To convert motor vehicle registration records from manual files to magnetic tape, $64,343.

MISSOURI -- To train a minimum of 125 driver and safety education teachers and for purchase of five driving simulators, $95,875.

NEBRASKA -- To assist in administration, implementation, project submittal, and auditing of State's highway safety projects, $19,405.

NEW HAMPSHIRE -- For planning and administration of State highway safety programs, $26,835.

NEW MEXICO -- To improve the accident investigation procedures of both State police and local police officers in larger cities, $15,500.

NEW YORK -- To inventory traffic control devices in Erie County and recommend improvements, $347.

NEW YORK -- To develop audio-visual aids for Police Department's public education program, $70,070.

NEW YORK -- To intensify a traffic control program in Columbia county, $98,163.

NEW YORK -- To establish medical consultant committees for reviewing necessary medical standards and criteria for an improved driver licensing program, $16,214.

NORTH CAROLINA -- To continue a Statewide survey of high accident locations and plan their correction, $193,360.

NORTH DAKOTA -- To establish an office and to conduct a comprehensive survey of emergency medical services available to those injured on the highways in the State, $1,343.

OHIO -- To establish a teletype communications network between police and sheriff departments and the central traffic records computer system, $133,150.

OKLAHOMA -- To plan, develop, and implement the State's new periodic motor vehicle inspection law which becomes effective January 1, 1969, $33,881.

OKLAHOMA -- To conduct a study and evaluation of Tulsa's traffic safety program, $750.

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OREGON -- To expand and improve the State's driver education and traffic safety programs, $5,376.

PENNSYLVANIA -- To expand and improve the driver education program in the Chambersburg area school district, $29,200.

PUERTO RICO -- To provide staff and equipment to administer the State's alcohol testing program, $25,478.

RHODE ISLAND -- To expand the State's periodic motor vehicle inspection program and provide closer supervision of inspection stations, $32,897.

UTAH -- To assist in establishing a computerized traffic records' system, $11,000.

VERMONT -- To convert driver conviction and suspension of license records system to data processing, $30,036.

VIRGINIA -- To develop a driver education program and construct an off-street driving course, $55,944.

WEST VIRGINIA -- To purchase 65 breath-chemical testing devices and train personnel in the use of the equipment, $20,841.

WYOMING -- To purchase driving simulators and expand driver education programs in two school districts in Cheyenne and Casper, $24,153.

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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. 20590

FHWA--164

FOR RELEASE THURSDAY,
MAY 16, 1968

TIRE QUALITY GRADING SYSTEM PROPOSED BY FEDERAL HIGHWAY ADMINISTRATION

The Department of Transportation's Federal Highway Administrator Lowell K. Bridwell has taken the first legal step toward the development of a uniform tire quality grading system for passenger car tires.

The purpose of such a grading system is to provide consumers with technical information which will give them a basis for comparing tire quality.

The National Traffic and Motor Vehicle Safety Act of 1966 provides that "...In order to assist the consumer to make an informed choice in the purchase of motor vehicle tires ... the Secretary (of Transportation) shall, through standards established under Title I of this Act, prescribe by order, and publish in the Federal Register, a uniform quality grading system for motor vehicle tires..." The Act also authorizes the Secretary to require the manufacturer to give notification of performance and technical data to the original purchaser at the time of original purchase of the motor vehicle or item of equipment.

Bridwell announced he is considering issuing a regulation requiring that quality grading information be made available to the purchaser of each new passenger car tire manufactured after August 31, 1969, and to the purchaser of each new passenger car manufactured after December 31, 1969. The regulation would also require tires manufactured after August 31, 1969 to be permanently and conspicuously labeled on the sidewall with the quality grade as determined under the quality grading system.

The FHWA's National Highway Safety Bureau is seeking comments from all interested parties to assist in arriving at a reasonable and practicable quality grading system. Bureau Director, Dr. William Haddon, Jr., said the tire characteristics to be evaluated include, but will not be limited to, traction, tread wear, carcass durability, high speed endurance, overload endurance, resistance to failure under abuse conditions, tire dynamic and static balance, and resistance to degradation caused by elements in the operating environment.

The Bureau requests that comments, which must be submitted by close of business June 15, 1968, include, but not be limited to, material containing supporting statements and data on laboratory and vehicle road test procedures used to evaluate the tire performance characteristics. It also requests comments relating directly to the lead time and costs associated with a tire grading system covering at least the characteristics and effective dates mentioned above.

All interested persons are invited to submit written data, views, and arguments. Comments must identify the Docket number and Notice number (Docket No. 25, Notice No. 1), and be submitted in ten copies to the National Highway Safety Bureau, Attention: Rules Docket Room 512, Federal Highway Administration, Washington, D.C. 20591.

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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

FOR RELEASE SATURDAY,
MAY 18, 1968

FHWA--167

EDITOR'S ADVISORY

The following reports resulting from research contracts with the Department of Transportation's National Highway Safety Bureau are now available to the public from the Clearinghouse for Federal Scientific and Technical Information (CFSTI), Springfield, Virginia 22151, for $3.00 each in paper copy and .65 in microfiche. Reports should be ordered by PB number.

Research Project

A study to define the needs which should be met by the establishment and operation of a National Traffic Safety Documentation Center.

TITLE	CONTRACTOR	DOCUMENT NUMBER
Project Definition Phase Study for the National Traffic Safety Documentation Center	General Electric-Tempo	PB 177 702
Interim Report Vol. 1 "Documentation Center"	University of Michigan	PB 177 703
National Traffic Safety Documentation Center Definition Study	Systems Development Corp.	PB 177 701

Research Project

A study to define the scope, technical requirements, and resources required to ensure new product compliance with Federal safety standards by automobile, tire, and parts manufacturers.

Compliance Procedures Study	Barnes and Reinecke, Inc.	PB 177 704
Compliance Procedures Study	Booz-Allen and Hamilton, Inc.	PB 177 705

Research Project

A study to develop criteria for establishing uniform safety performance standards for integrated seat and occupant restraint design, including necessary documentation and the development of a plan for implementing improved standards covering all aspects of integrated seat and occupant restraint in motor vehicles of all types.

TITLE	CONTRACTOR	DOCUMENT NUMBER
Integrated Seat and Occupant Restraint Performance, Vol. I	University of Michigan (4 Vol.)	PB 176 161
Survey of Passenger Restraint Codes, Vol. II	University of Michigan	PB 176 162
Bibliography of Integrated Seat and Occupant Restraint Design, Vol. III	University of Michigan	PB 176 163
Mathematical Simulation of Collision, I, Vol. IV	University of Michigan	PB 176 164
Investigation of Motor Vehicle Performance Standards for Integrated Seat and Occupant Restraint	Fairchild Hiller Co.	PB 177 614
Integrated Seat and Occupant Restraint Performance, Vol. I Final Report	Cornell Aeronautical Laboratory, Inc.	PB 177 616

Research Project

A study to develop criteria for establishing uniform safety performance standards for the protection of occupants in motor vehicles, including the documentation of existing performance standards, and the development of a plan for implementing improved standards covering all aspects of occupant protection in motor vehicle interiors.

Occupant Protection in Vehicle Interior - Recommended Program	Cornell Aeronautical Laboratory, Inc.	PB 177 906
Investigation of Motor Vehicle Performance Standard for Occupant Protection for Vehicle Interiors, Final Report Phase I	Fairchild Hiller Co.	PB 177 615

TITLE	CONTRACTOR	DOCUMENT NUMBER
Occupant Protection In Vehicle Interiors, Vol. I, State of the Art and a Program Plan to Develop Performance Standards, and Vol. II, Cost Proposal for Phase II Implementation of Plan to Develop Performance Standards	Pioneer Engineering (2 Vol.)	PB 177 613

(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—166

FOR SUNDAY RELEASE
May 19, 1968

AUTO POWER WINDOWS
EVOKE WARNING

The National Highway Safety Bureau has warned parents against leaving children unattended in cars with power windows.

In a statement by Dr. William Haddon, Jr., Director of the Bureau in the Department of Transportation's Federal Highway Administration, owners of cars equipped with power windows were told:

"Despite extensive publicity given in the past to incidents of strangulation, loss of fingers, and other injuries to children and adults from automobile power windows, tragedies of this kind are being reported to the Bureau in increasing numbers.

"We ask news media, safety organizations, and allied interests, therefore, to stress the following hazards and precautions concerning power windows:

"1. Children, left unattended in automobiles, often play with power window switches. The results can be -- and have been -- death through strangulation, cutting off of or injury to limbs, and other damage to small children. Do not leave small children unattended in automobiles with power windows.

"2. Although some current car models are designed so that the power windows cannot be operated when the key is in the 'off' position, most cars do not have this feature. If your car's power windows operate when the key is off, have a mechanic or dealer adjust the wiring so that the windows cannot operate unless the ignition switch is on. This is a fairly simple and inexpensive modification.

"3. In purchasing a new car, ask your dealer whether the power windows can be closed when the key is off. If they can, have the system adjusted to prevent their being closed when the key is off.

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"4. As with all other motor vehicles, cars with power windows should be left completely locked when not in use. This not only greatly reduces the chances of theft, but also prevents inquisitive children from injuring themselves with power windows, cigarette lighters, and other dangerous equipment, or by releasing the brake.

"Parents must be alerted to the dangers of leaving their children alone in cars with power windows, when the risk exists of playful closing of the window with resulting death or injury to the youngster."

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

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA -- 165

FOR RELEASE TUESDAY,
MAY 21, 1968

BREAKAWAY HIGHWAY SIGN SUPPORTS ARE CREDITED WITH SAVING LIVES"

The Department of Transportation said today that a two-year review of experience with highway signs that break away when hit by a vehicle confirms their effectiveness in saving lives.

Federal Highway Administrator Lowell K. Bridwell said a tally kept by the Texas Highway Department over a 27-month period showed only one fatality in 117 collisions involving signs mounted on break-away supports.

"By way of comparison," Bridwell added, "80 fatalities reportedly resulted from vehicles colliding with non-breakaway type signs in Texas in 1965 and 1966." (The number of crashes involved in these fatalities was not available.)

Breakway supports, built with a slip plate at the base and a hinge joint seven feet above ground, are designed to move forward and upward out of a car's way on impact. They are the product of research which was pioneered by Texas A&M's Texas Transportation Institute and was sponsored by the Bureau of Public Roads and 14 State highway departments.

So successful have the breakaway signs proved since a number of States used them on a trial basis that last November the Federal Highway Administration banned the installation of rigidly fixed sign supports. It was announced then that future installations of sign supports in exposed areas of Federal-aid highways would have to be of the breakaway or yielding type.

The same prohibition was imposed on the installation of rigid light poles. They must now be fabricated so that they yield when hit.

Bridwell said the injury as well as the death toll has been reduced almost to zero in breakaway sign collisions in Texas. Only 2 serious injuries were reported in the 117 crashes, and they were believed to have been suffered when a vehicle hit a bridge parapet after colliding with a breakaway support. Nine minor injuries -- small cuts and abrasions -- were recorded in seven accidents.

The lone fatality occurred when a small car traveling at an estimated 75 miles an hour skidded into a speed limit sign mounted on breakaway

(more)

supports. The victim's head struck the support but the driver and another occupant in the car were uninjured. It is believed the victim's head was outside the car window when the crash took place.

"Experience with breakaway signs indicates they will play an important part in saving lives and minimizing damage to automobiles," Bridwell said. "They are already making a definite contribution to highway safety, and as their use becomes more widespread, their value will increase."

The success of breakaway signs is matched by the effectiveness of yielding light standards. A survey in five Texas metropolitan areas revealed a total of 149 crashes involving lighting installations, of which 77 had breakaway bases and 72 did not. Collisions with breakaway standards resulted in five major injuries, while the 72 crashes with non-yielding bases caused 26 major injuries.

(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

FOR RELEASE WEDNESDAY,
MAY 22, 1968

FHWA--168

EDITOR'S ADVISORY

The following reports resulting from research contracts with the Department of Transportation's National Highway Safety Bureau are now available to the public from the Clearinghouse for Federal Scientific and Technical Information (CFSTI), Springfield, Virginia 22151, for $3.00 each in paper copy and .65 in microfiche. Reports should be ordered by PB number.

Research Project

A study to develop data and criteria for uniform safety standards that will improve the design of motor vehicle fuel tanks and fuel systems to reduce fire hazards in automobile crashes.

TITLE	CONTRACTOR	DOCUMENT NUMBER
Investigation of Motor Vehicle Performance Standards for Fuel Tank Protection	Fairchild Hiller Co.	PB 177 690

Research Project

A program to develop a detailed body of knowledge on the engineering, economics and safety aspects of vehicle handling properties, such as steering, braking, suspension, shock absorption, weight distribution and other factors contributing to oversteer or understeer, skid tendency and other types of loss of control.

Maximum Design Top Speed Phase I, Vol. I	Southwest Research Institute	PB 177 502
Basic Vehicle Handling Properties, Phase I, Vol. I	University of Michigan	PB 177 503
A Program Plan for Developing Safe Handling Standards for Motor Vehicles, Vol. I	Cornell Aeronautical Laboratory, Inc. (3 Vol.)	PB 177 617

TITLE	CONTRACTOR	DOCUMENT NUMBER
A Program Plan for Investigating Warrants for Safety Standards for Motor Vehicle Speeds, Vol. II	Cornell Aeronautical Laboratory, Inc.	PB 177 618
A Program Plan for Conducting Handling Qualities Research for Motor Vehicles, Vol. III	Cornell Aeronautical Laboratory, Inc.	PB 177 619

Research Project

A Project definition study to develop the long-range research program needed in regard to motor vehicle handling properties, emphasizing driver-vehicle interactions, the use of analytical models, and methods for testing and measuring equipment, techniques and results.

Cornell Aeronautical Laboratory, Inc. (see above)

Research in Vehicle Handling Properties	Douglas Aircraft	PB 177 612

Research Project

A study to evaluate present techniques and to test new equipment for investigating traffic crashes, and to develop and apply new and improved uniform means for the collection and analysis of data to establish techniques of investigation that will reduce subjectivity and bias, will upgrade information reliability and content, and will decrease the time needed for "on-the-scene" investigation.

Research to Improve the Process of Accident Investigation	Cornell Aeronautical Laboratory, Inc.	PB 177 907

Research Project

A project to document the safety procedures employed by enforcement agencies, to develop enforcement criteria and standards, and to assess the capabilities of State and local enforcement agencies to comply with National Standards.

Police Traffic Services and Road Safety: An Evaluation of the Literature, Interim Report #1	The Travelers Research Center, Inc.	PB 177 863

Research Project

A study to document operational procedures used in crash investigation in all State and local communities, and to organize these materials, after appropriate evaluation as to cost and effectiveness, into operational programs to increase uniformity of investigation throughout the Nation.

TITLE	CONTRACTOR	DOCUMENT NUMBER
A State Accident Investigation Program, Vol. I	The Travelers Research Center, Inc. (3 Vol.)	PB 177 770
Traffic Collision Management and Investigation Manual to Accompany the Standard Police Traffic Collision Report, Vol. II	The Travelers Research Center, Inc.	PB 177 771
Encoding Procedures to Accompany the Standard Police Traffic Collision Report, Vol. III	The Travelers Research Center, Inc.	PB 177 772

Research Project

A program development study to document and evaluate current practices in the United States with regard to school bus operations, with special regard to equipment, driver training, distances traveled to and from school, traffic, road safety conditions, and accident records; and to organize the materials in a form that will assist States and communities to achieve improved school bus safety standards.

School Bus Safety	National Education Association	PB 177 905

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

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

FHWA -- 171

For Immediate Release

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

The Federal Government and the State of Nevada are cooperating in a $5.7 million "spot improvement" safety program aimed at eliminating high-accident locations from the State's highway system.

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

Since March 1964 when President Johnson directed the Bureau of Public Roads to use Federal-aid resources to help the States expand this type of work, Nevada has programmed 36 such projects at a total cost of $5,725,000, shared both by the State and the Federal Government.

By 1970, the Nevada program is expected to total 60 projects on Federal-aid highways at a cost of $12,930,000.

Administrator Bridwell paid tribute to Nevada for the work it has done on its own in this field: "The Nevada Department of Highways since 1964 has completed 24 safety projects at a total cost of $601,000 in State funds.

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

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

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

Mr. Bridwell noted, too, that the Congress in 1966 enacted into law "the greatest and most comprehensive attack on highway accidents in the history of 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 Nevada, including location, type of improvement and approximate cost, follows:

CHURCHILL COUNTY - I-80 from U.S. 95 northeast to Pershing County line; striping of pavement edges; $1,489.

CLARK COUNTY - I-15 about 5 miles northeast of California State line; relocation of signs for rest area; $5,300.

Paradise Road at Tropicana Avenue near Las Vegas; installation of traffic signal system; $28,000.

Rancho Road in Las Vegas; widening to four lanes; $358,000.

I-15 from California State line north to Sahara Avenue in Las Vegas; preliminary engineering for modification of guardrail, sign supports and other roadside features to provide a safe roadside environment; $30,000.

U.S. Route 91 and 466 at the Flamingo Road intersection; installation of traffic signals; $35,500.

U.S. 95 at intersection with Water Street in Henderson; preliminary engineering and right-of-way for channelizing, signalizing and lighting intersection; $10,500.

U.S. 91 and 93 at McDaniel and 25th Streets in north Las Vegas; installation of traffic-actuated signal system; $36,000.

Sahara Avenue in Las Vegas from U.S. 91 to Interstate 15; channelization and signalization of intersection, highway lighting, and construction of railroad grade separation and interchange structures; $955,000.

U.S. 91 and 466 at Spring Mountain Road intersection in north Las Vegas; installation of traffic signals; $37,500.

U.S. 93, 95 and 466 at intersection with Nellis Boulevard in Las Vegas; preliminary engineering and right-of-way for channelized and signalized intersection with lighting; $9,500.

State Route 538 at railroad crossing near Arden; installation of automatic flashing light signals; $7,000.

Deer Creek Road from State Route 39 northwest to State Route 52; installation of guardrail and guide posts; $7,904.

U.S. 93, 95, and 466 at the intersection with Lamb Boulevard and Desert Inn Road in the Las Vegas-north Las Vegas urban area; installation of a traffic signal system; $27,500.

DOUGLAS COUNTY - U.S. 50 from Cave Rock to near Glenbrook at Lake Tahoe; widening and resurfacing; $748,500.

U.S. 395 at Cradlebaugh bridges north of Minden; preliminary engineering for replacement of two narrow bridges; $27,500.

U.S. 50 at its intersection with Nevada Beach Road and the entrance to the Round Hill Shopping Center at Lake Tahoe; installation of traffic signals; $15,500.

U.S. 50 from 2 miles north of California line to Cave Rock; widening of hazardous two-lane roadway to four-lanes and resurfacing of present four-lane section to reduce traffic hazards; $955,000.

State Route 3 intersection with State Route 19; preliminary engineering, right-of-way acquisition, utilities adjustments, installation of highway lighting and traffic signals and improvement of sight distances; $35,223.

ELKO COUNTY - U.S. 40 at intersection with Lake Avenue in Wells; installation of traffic signal system; $14,000.

U.S. 40, at 3rd, 4th, 5th, and 9th Streets in Elko; installation of traffic signals; $53,650.

EUREKA COUNTY - I-80 from Lander County line east to 2.7 miles west of Emigrant Gap; striping of pavement edges; $4,216.

HUMBOLDT COUNTY - U.S. 40 intersection with U.S. 95 in Winnemucca; installation of traffic signals; $10,644.

ORMSBY COUNTY - U.S. 50 and 395 from Fairview Drive to a point south of the city limits of Carson City; widening the existing two-lane facility to four-lanes; $73,715.

Stewart Street from the junction of U.S. 50 and 395, northeasterly to 9th Street in Carson City; widening the existing two-lane facility to four-lanes, construction of channelization, and installation of lighting at the U.S. 395 intersection; $114,358.

PERSHING COUNTY - State Route 59 at railroad crossing in Lovelock; installation of automatic flashing light signals with short arm gates; $25,000.

I-80 from Churchill County line northeast to near Mill City; striping of pavement edges; $12,563.

WASHOE COUNTY - U.S. 395 at Fifth Street in Reno; installation of traffic signals; $30,500.

U.S. 395 at Lincoln Hall Drive in Reno; installation of traffic signals and lighting; $26,000.

17th Street in Sparks at railroad crossing near I-80 interchange; construction of railroad underpass; $1,120,000.

U.S. 40 from Vine Street to Sierra Street in Reno; modernization of traffic signals to progressive system; $77,000.

Kietzke Lane at the Truckee River bridge and approaches; preliminary engineering and right-of-way acquisition for construction of a two-lane roadbed and bridge; $25,500.

County road from Kleppe Lane north to Prater Way in Sparks; construction of two channelized intersections and a railroad overpass structure; $576,000.

Oddie Boulevard and Silverada Boulevard in Reno; preliminary engineering and right-of-way for channelizing and signalizing intersection; $9,000.

Kietzke Lane intersection with Coney Island Drive at common city limits of Reno and Sparks; installation of traffic signals; $35,500.

HUMBOLDT AND LANDER COUNTIES - I-80 from 2.5 miles east of Winnemucca to Eureka County line; striping of pavement edges; $18,513.

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

DEPARTMENT OF TRANSPORTATION
NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA--172

FOR RELEASE THURSDAY
May 23, 1968

UCLA GETS MILLION DOLLAR HIGHWAY SAFETY DEMONSTRATION PROJECT

A three-year highway safety demonstration project with the University of California at Los Angeles involving almost $1 million in Federal funds was announced today by the Department of Transportation's Federal Highway Administrator Lowell K. Bridwell.

Purpose of the project is to develop and demonstrate a flexible and comprehensive program which will improve emergency medical service systems for highway crash victims. The methodology developed will then be used to evaluate existing emergency medical services in the Los Angeles area.

The $999,500 project was approved by the National Highway Safety Bureau, under the Highway Safety Act of 1966. Bureau Director, Dr. William Haddon, Jr., said the project is aimed at one of the most important aspects of the overall highway safety problem -- the far better rescue of those who lie injured and dying as the result of highway crashes.

Dr. Haddon said that military experience has shown that the fatality rates from serious injuries very similar to those produced in highway crashes can be greatly reduced. The purpose of this project is to ensure the use of such techniques on the civilian scene.

Eight demonstration programs will be conducted as part of the project. They include:

1. Quantitative evaluation of improved training for ambulance attendants.

2. Utilization and evaluation of ex-military corpsmen who have received additional specialized training as ambulance attendants.

3. Implementation of radio telephone communications between traveling ambulances and emergency medical facilities at hospitals. This program will allow evaluation of the problems and advantages of direct voice contact between the paramedics and the physician who will be involved with actual definitive medical care.

4. Determination of effects on morbidity and mortality through assignment of physicians to ambulances during peak traffic periods.

5. Telemetering of physiological data from ambulance to receiving hospital. Data such as pulse, blood pressure, and electrocardiography will be transmitted by radio to the physician in order to reduce examination time when the patient arrives.

6. Increasing the number of ambulances and deploying them according to predetermined methods.

7. Developing a citizen's alert system to reduce accident detection time.

8. Utilization of helicopters to determine effects on reducing response time and improving evacuation capabilities.

The methodology developed by this project will help relate the characteristics of the transportation complex to the emergency medical service system. Analysis and evaluation of the demonstration projects will make it possible to identify preferred cost-effectiveness systems for providing emergency medical services.

Immediate funding of the project will total $332,790. Subject to the availability of future funds, the balance of project costs will be provided out of appropriations for fiscal years 1969, 1970, and 1971.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA -- 173

FOR RELEASE FRIDAY,
MAY 24, 1968

DELAWARE SIGNS AGREEMENT
TO CONTROL OUTDOOR SIGNS

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

This raises to 17 the number of agreements reached under the Highway Beautification Act of 1965. Others which have signed are Pennsylvania, 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 Delaware 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.

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

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

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

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--174

FOR RELEASE FRIDAY
May 24, 1968

BUREAU OF ROADS ALLOTS FUNDS FOR BUS RAPID TRANSIT STUDY

The Department of Transportation announced today it will help finance a two-year study of a four-mile highway to be constructed for the exclusive use of buses as part of a rapid transit system.

The highway, to be built in Milawaukee County, Wisconsin, will be partially funded by the DOT's Federal Highway Administration Bureau of Public Roads.

Total cost of the two-year study aimed at implementing a bus rapid transit system is estimated at $550,000 with the Bureau of Public Roads and the Wisconsin Department of Transportation providing half. The Bureau's share will be $220,000, and Wisconsin's $55,000. The U. S. Department of Housing and Urban Development will contribute $220,000, and Milwaukee County $55,000.

Federal Highway Administrator Lowell K. Bridwell said the study was the first attempt to develop a bus rapid transit system that includes a highway constructed solely for bus transportation.

"The Federal Highway Administration," he continued, "is pressing the development of effective bus rapid transit in areas where rail transit is not feasible and where existing highways are being overburdened far beyond their capacities.

"The Milwaukee County study should enable us to find out what the potentialities of bus transit are, and how it can be employed to help automobile traffic move swifter and safer."

In planning the transportation system, Bridwell said, special attention will be paid to urban design and landscaping both for the system itself and for areas adjacent to it.

Francis C. Turner, Director of Public Roads, said the study is an outgrowth of recommendations made by the Southeastern Wisconsin Regional Planning Commission in 1963. At that time, an expanded bus rapid transit system to provide swift service to Milwaukee suburban areas was proposed.

The study is expected to determine estimated usage, capacity requirements, equipment needs, capital and operating costs, and anticipated revenues. It will develop preliminary designs for the exclusive bus roadway which will parallel Interstate 94, fringe parking facilities, terminals, and whatever other structures may be needed for the system.

A network of freeways will feed buses into the exclusive bus highway which will carry them to the Milwaukee central business district.

"The proposed transit system could prove a boon to the Milwaukee area," said Turner. "Buses will circulate in residential areas, use freeways and arterials in the outlying sections, and then proceed to the bus roadway via a special interchange. They ultimately will circulate downtown to distribute passengers."

Thousands of motorists who otherwise would drive their cars to and from Milwaukee over I-94 are expected to shift to bus rapid transit and leave their cars either at home or at fringe parking stations when the system is implemented.

It has been estimated that I-94 with a capacity of 85,000 vehicles per day may have a demand for 126,000 vehicles per day by 1990 if relief is not provided. A bus rapid transit system could relieve the Interstate of 34,000 vehicles daily.

The Milwaukee County Expressway and Transportation Commission will be responsible for carrying out the study, and will use the combined resources of the Southeastern Wisconsin Regional Planning Commission, the Milwaukee and Suburban Transport Corporation, and a private consulting firm.

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

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--175

FOR RELEASE FRIDAY, MAY 31, 1968

MORE SAFETY REST AREAS PLANNED ALONG HIGHWAYS

The motorist weary from travel and needing a respite from the road is finding more places along the Federal-Aid Highway System to stop, rest and relax.

The Department of Transportation said today that since the enactment of the Highway Beautification Act of 1965, over 500 safety rest areas have been built for the motoring public. The construction of over 1,100 rest areas has been approved by the Federal Highway Administration's Bureau of Public Roads since March 1965, the Department announced.

Federal Highway Administrator Lowell K. Bridwell said that an inventory of rest areas at the end of 1967 disclosed there were 6,756 in the nation, most of them on the Federal-Aid System. Only those with parking facilities for three or more vehicles were included in the count.

"We need many more rest areas, however, and are accelerating our efforts to help State highway departments provide them," Bridwell said.

The need for additional areas was emphasized recently by President Johnson in a message to Congress. The President called on the Secretary of Transportation to work with governors and highway commissioners of each State on a program to boost substantially the number and quality of scenic and rest areas.

Francis C. Turner, Director of Public Roads, said the states have been urged to give high priority to the safety rest area program.

(more)

In a memorandum to field personnel, Turner said: "The safety rest area program has been enthusiastically accepted by the traveling public and every state should be encouraged to proceed with this program as rapidly as possible."

He directed that each rest area location be individually selected. "Whenever possible, rest areas should be located at sites that are topographically suited for development and maximum use should be made of any adjacent spectacular views," he said. "It is sometimes possible to locate the rest area adjacent to a nearby lake or stream and make it the focal point of the rest area facility."

Rest areas are seen as an important safety factor in these days of freeway and turnpike driving. Turnpike authorities counsel motorists to take a rest from driving every hour or at least every 100 miles.

Steps have been taken by the Bureau of Public Roads to set up a system of coordination with other Federal programs which might assist in the development of roadside parks, rest areas and other recreational facilities adjacent to highways.

Fred S. Farr, Bureau of Public Roads Highway Beautification Coordinator, was placed in charge of liasion with other Federal agencies.

The Bureau of Public Roads' inventory of rest areas shows that Texas, with 984, leads all other States in the number of areas available to motorists. A list of the States with the number of rest areas available follows:

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

(more)

Number of rest areas with parking facilities for three or more vehicles classified by State, highway system, and ADT (peak season or annual) : December 31, 1967

Alabama	171
Alaska	16
Arizona	182
Arkansas	92
California	86
Colorado	47
Connecticut	75
Delaware	12
Florida	280
Georgia	259
Idaho	42
Illinois	180
Indiana	105
Iowa	222
Kansas	150
Kentucky	126
Louisiana	75
Maine	140
Maryland	62
Massachusetts	219
Michigan	243
Minnesota	212
Mississippi	94
Missouri	92
Montana	85
Nebraska	37
Nevada	42
New Hampshire	7
New Jersey	29
New Mexico	80
New York	259
North Carolina	41
North Dakota	48
Ohio	275
Oklahoma	166
Oregon	75
Pennsylvania	76
Rhode Island	32
South Carolina	150
South Dakota	76
Tennessee	385
Texas	984
Utah	15
Vermont	56
Virginia	141
Washington	29
West Virginia	113
Wisconsin	279
Wyoming	94

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

Library
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FHWA--176

FOR RELEASE FRIDAY,
MAY 31, 1968

AUTO REGISTRATIONS INCREASED 3.0% IN 1967, REPORT SHOWS

The Department of Transportation reported today that 97 million motor vehicles were registered in the United States during the 1967 calendar year. Data released today by the Federal Highway Administration's Bureau of Public Roads show a total of 96,989,132 motor vehicles, a gain of 3,087,102 over 1966. This compares favorably with recent annual increases of 3,604,363 in 1966, 4,056,460 in 1965, and 3,587,490 in 1964. The 1950 gain of 4,472,000 over 1949 remains the record high for the post-world War II period.

The 1967 registration total of 96,989,132 includes 80,458,317 automobiles, 337,197 buses, and 16,193,618 trucks. The percentage increases over 1966 are 3.0 for automobiles, 4.7 for buses, and 4.4 for trucks. The bus data are estimates of the numbers in operation rather than registrations to eliminate duplications resulting from buses registered in more than one State.

California registered 10.8 million motor vehicles in 1967, followed by New York with 6.1 million and Texas with 5.9 million. Ohio and Pennsylvania registered 5.3 million each, Illinois registered 4.8 million, and Michigan registered 4.1 million motor vehicles. There were an additional 24 States with more than a million motor vehicles registered in 1967.

The 1967 motor-vehicle registrations, by State, are shown on the reverse side of this sheet.

(over)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

STATE MOTOR-VEHICLE REGISTRATIONS-1967 [1]

Compiled for the calendar year from reports of State authorities 2/

TABLE MV-1
MAY 1968

STATE	MOTOR VEHICLES															MOTORCYCLES	
	AUTOMOBILES			BUSES			TRUCKS			ALL MOTOR VEHICLES			COMPARISON OF TOTAL MOTOR-VEHICLE REGISTRATIONS, 1966-1967				
	PRIVATE AND COMMERCIAL (INCLUDING TAXICABS)	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL 4/	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL 5/	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY OWNED 3/	TOTAL	TOTAL 1966 REGISTRATIONS	INCREASE OR DECREASE 1967	PERCENTAGE CHANGE	PRIVATE AND COMMERCIAL	PUBLICLY OWNED 3/
Alabama	1,392,586	5,337	1,397,923	2,250	5,293	7,543	315,257	14,456	329,713	1,710,093	25,086	1,735,179	1,731,836	3,343	1.9	24,688	322
Alaska	73,785	1,353	75,138	345	23	368	32,134	2,742	34,876	106,264	4,118	110,382	108,128	2,254	2.1	4,065	-
Arizona	679,752	5,793	685,545	486	1,526	2,012	190,809	11,249	202,058	871,047	18,568	889,615	862,950	26,665	3.1	20,231	233
Arkansas	682,288	1,741	684,029	749	3,500	4,249	288,519	6,139	294,658	971,556	11,380	982,936	955,091	27,845	2.9	14,441	25
California	9,035,214	53,733	9,088,947	11,950	7,888	19,838	1,651,412	89,317	1,740,729	10,698,576	150,938	10,849,514	10,347,012	502,502	4.9	353,206	5,363
Colorado	939,988	6,974	946,962	2,148	1,030	3,178	277,372	14,358	291,730	1,219,508	22,362	1,241,870	1,200,777	41,093	3.4	25,883	178
Connecticut	1,368,716	5,867	1,374,583	4,139	388	4,527	155,194	10,457	165,651	1,528,049	16,712	1,544,761	1,489,148	55,613	3.7	23,153	199
Delaware	224,927	1,933	226,860	859	70	929	37,958	1,913	39,871	263,744	3,916	267,660	256,481	11,179	4.4	3,175	25
Florida	2,946,451	13,635	2,960,086	2,465	4,702	7,167	395,867	29,541	425,408	3,344,783	47,878	3,392,661	3,221,307	171,354	5.3	59,757	1,153
Georgia	1,738,855	6,868	1,745,723	2,163	5,582	7,745	394,192	16,707	410,899	2,135,210	29,157	2,164,367	2,099,247	65,120	3.1	26,121	367
Hawaii	295,210	2,793	298,003	655	64	719	34,293	3,483	37,776	330,158	6,340	336,498	324,521	11,977	3.7	10,432	126
Idaho	310,020	2,564	312,584	433	1,305	1,738	132,055	8,195	140,250	442,508	12,064	454,572	445,823	8,749	2.0	22,604	69
Illinois	4,186,627	18,328	4,204,955	10,172	6,674	16,846	567,722	28,736	596,458	4,764,521	53,738	4,818,259	4,704,624	113,635	2.4	93,206	661
Indiana	2,118,930	6,673	2,125,603	7,197	3,459	10,656	479,868	15,817	495,685	2,605,995	25,949	2,631,944	2,550,539	81,405	6.4	66,071	307
Iowa	1,293,225	4,919	1,298,144	1,122	5,251	6,373	328,252	12,254	340,506	1,622,599	22,424	1,645,023	1,609,004	36,019	2.2	37,488	157
Kansas	1,036,150	6,135	1,042,285	1,022	2,143	3,165	380,639	14,506	395,145	1,417,811	22,784	1,440,595	1,405,256	35,339	2.5	30,802	734
Kentucky	1,293,195	3,662	1,296,857	2,094	4,343	6,437	317,279	11,807	329,086	1,612,568	19,812	1,632,380	1,574,632	57,748	3.7	25,883	127
Louisiana	1,300,477	7,638	1,308,115	6,034	2,235	8,269	305,628	11,790	317,418	1,612,139	21,663	1,633,802	1,555,655	78,147	2.0	19,842	282
Maine	360,802	1,648	362,450	860	746	1,606	84,294	3,733	88,027	445,956	6,127	452,083	433,891	18,192	4.2	6,321	17
Maryland	1,401,112	5,942	1,407,054	5,846	1,483	7,329	188,411	9,192	197,603	1,595,369	16,617	1,611,986	1,533,643	78,343	5.1	22,796	66
Massachusetts	1,992,611	9,867	2,002,478	6,102	137	6,239	194,551	20,204	214,755	2,193,264	30,208	2,223,472	2,172,767	50,705	2.3	32,855	-
Michigan	3,569,736	17,705	3,587,441	5,200	7,223	12,423	499,946	33,618	533,564	4,074,882	58,546	4,133,428	4,024,120	109,308	2.7	89,366	949
Minnesota	1,608,446	5,842	1,614,288	4,139	5,672	9,811	357,832	14,994	372,826	1,970,417	26,508	1,996,925	1,942,781	54,144	2.8	55,712	175
Mississippi	748,219	1,376	749,595	2,311	5,341	7,652	245,569	9,350	254,919	996,099	16,067	1,012,166	956,842	55,324	5.8	9,954	10
Missouri	1,748,339	5,561	1,753,900	4,400	4,309	8,709	434,958	13,620	448,578	2,187,697	23,490	2,211,187	6/ 2,147,531	63,656	3.0	41,025	50
Montana	298,412	1,802	300,214	946	616	1,562	142,086	7,475	149,561	441,444	9,893	451,337	439,146	12,191	2.8	15,477	52
Nebraska	647,487	3,844	651,331	870	1,859	2,729	225,334	8,415	233,749	873,691	14,118	887,809	870,439	17,370	2.0	17,328	81
Nevada	213,758	2,540	216,298	177	453	630	62,955	6,754	69,709	276,890	9,747	286,637	279,000	7,637	2.7	11,007	133
New Hampshire	290,216	2,062	292,278	798	141	939	49,313	6,187	55,500	340,327	8,390	348,717	334,052	14,665	4.4	8,216	-
New Jersey	2,850,239	12,942	2,863,181	6,816	1,711	8,527	300,040	28,706	328,746	3,157,095	43,359	3,200,454	3,122,876	77,578	2.5	44,840	775
New Mexico	417,949	4,561	422,510	2,366	299	2,665	138,200	7,864	146,064	558,515	12,724	571,239	549,206	22,033	4.0	12,756	72
New York	5,378,471	30,915	5,409,386	15,089	12,092	27,181	570,946	52,978	623,924	5,964,506	95,985	6,060,491	6/ 6,005,132	55,359	0.9	66,480	697
North Carolina	1,907,494	15,200	1,922,694	5,876	12,474	18,350	444,070	38,127	482,197	2,357,440	65,801	2,423,241	2,307,008	116,233	5.0	30,337	354
North Dakota	260,235	1,485	261,720	354	1,300	1,654	136,794	4,718	141,512	397,383	7,503	404,886	406,420	-1,534	-0.4	8,991	45
Ohio	4,715,292	13,508	4,728,800	5,962	11,611	17,573	532,337	26,681	559,018	5,253,591	51,800	5,305,391	5,238,498	66,893	1.3	109,225	565
Oklahoma	1,107,025	4,239	1,111,264	1,358	4,964	6,322	411,506	12,815	424,321	1,519,889	22,018	1,541,907	1,495,620	46,287	3.1	31,370	17
Oregon	1,009,333	7,062	1,016,395	1,444	3,371	4,815	206,857	13,444	220,301	1,217,634	23,877	1,241,511	1,167,112	74,399	6.4	32,596	309
Pennsylvania	4,646,642	16,986	4,663,628	13,967	2,199	16,166	618,035	37,408	655,443	5,278,644	56,593	5,335,237	5,196,174	139,063	2.7	99,307	662
Rhode Island	384,452	1,978	386,430	861	71	932	44,402	2,598	47,000	429,715	4,647	434,362	423,433	10,929	2.6	6,575	244
South Carolina	959,787	4,560	964,347	1,451	5,939	7,390	197,964	10,691	208,655	1,159,202	21,190	1,180,392	1,147,120	33,272	2.9	12,103	110
South Dakota	281,570	1,350	282,920	364	1,211	1,575	115,408	7,058	122,466	397,342	9,619	406,961	401,189	5,772	1.4	9,665	18
Tennessee	1,517,011	6,441	1,523,452	2,086	4,182	6,268	323,383	16,815	340,198	1,842,480	27,438	1,869,918	1,757,575	112,343	6.4	29,471	135
Texas	4,576,603	18,771	4,595,374	3,396	10,403	13,799	1,227,196	56,490	1,283,686	5,807,195	85,664	5,892,859	5,711,263	181,596	3.2	87,255	1,154
Utah	431,734	2,676	434,410	257	869	1,126	118,356	7,693	126,049	550,347	11,238	561,585	543,991	17,594	3.2	15,523	90
Vermont	158,902	1,003	159,905	356	270	626	31,485	2,104	33,589	190,743	3,377	194,120	186,600	7,520	4.0	6,009	-
Virginia	1,616,619	12,230	1,628,849	2,208	6,114	8,322	279,245	16,062	295,307	1,898,072	34,406	1,932,478	1,874,779	57,699	3.1	21,034	243
Washington	1,443,673	11,073	1,454,746	3,213	5,192	8,405	367,430	21,180	388,610	1,814,316	37,445	1,851,761	1,756,294	95,467	5.4	53,065	497
West Virginia	610,549	3,918	614,467	643	2,113	2,756	142,022	6,102	148,124	753,214	12,133	765,347	730,880	34,467	4.7	17,139	60
Wisconsin	1,624,244	7,364	1,631,608	5,411	2,730	8,141	293,554	20,809	314,363	1,923,209	30,903	1,954,112	1,898,875	55,237	2.9	60,369	405
Wyoming	146,462	1,249	147,711	768	646	1,414	73,226	4,052	77,278	220,456	5,947	226,403	223,993	2,410	1.1	6,762	26
Dist. of Col.	219,435	7/ 5,416	224,851	1,769	33	1,802	16,797	3,262	20,059	238,001	8,711	246,712	241,749	4,963	2.1	2,436	268
Total	80,059,255	399,062	80,458,317	163,947	173,250	337,197	15,358,952	834,666	16,193,618	95,582,154	1,406,978	96,989,132	93,962,030	3,027,102	3.2	1,934,413	18,607

1/ For additional details of publicly owned vehicles and of trucks, buses, and trailers registered, see tables MV-7, 9, 10, 11, respectively.

2/ Data reported by the States were supplemented in some instances by information from other sources in order to present registrations as uniformly as possible. Where the registration year is not more than one month removed from the calendar year, registration-year data are given. Where the registration year is more than one month removed, registrations are given for the calendar year.

3/ Includes Federal, State, county, and municipal vehicles. Vehicles owned by the military services are not included.

4/ The numbers of private and commercial buses given here are estimates by the Bureau of Public Roads of the numbers in operation, rather than the registration counts of the States.

5/ The following farm trucks, registered at a nominal fee and restricted to use in the vicinity of the owner's farm, are not included in this table: Connecticut, 5,308; New Jersey, 9,006; New York, 15,897; and Rhode Island, 1,728.

6/ Additional information required the revision of the 1966 data for Missouri and New York.

7/ Includes 3,168 automobiles of the Diplomatic Corps.

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20591

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FHWA--178

FOR IMMEDIATE RELEASE
May 31, 1968

FHWA ISSUES PROCEDURES FOR LIMITED PRODUCTION VEHICLES

Temporary procedures under which manufacturers of limited production vehicles may be exempted for four months from meeting Federal motor vehicle safety standards were announced today by the Department of Transportation's Federal Highway Administrator Lowell K. Bridwell.

Public Law 90-283 has amended the National Traffic and Motor Vehicle Safety Act of 1966 to permit the Secretary of Transportation to grant temporary exemptions from any Federal motor vehicle safety standard to manufacturers of limited production vehicles. These are defined as vehicles produced by a manufacturer whose total vehicle production does not exceed 500 per year.

The Secretary may grant such exemptions "if he finds that compliance with the safety standards would cause such manufacturers substantial economic hardship or that such temporary exemption would facilitate the development of vehicles utilizing a propulsion system other than...an internal combustion engine and that such a temporary exemption would be consistent with the public interest..."

The procedures announced today are being issued to permit time for the development of more permanent procedures for granting exemptions of longer duration as permitted by the Act. Details of the temporary procedures requirements appeared in the Federal Register of Thursday, May 30, 1968.

5/31/68

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA--180

FOR RELEASE THURSDAY, JUNE 6, 1968

PLAN TEST OF NEW SYSTEM TO AID STRANDED DRIVERS

A system to enable passing motorists to summon aid for a driver in distress without getting out of their cars or even stopping is scheduled to be tested before the end of the year, Federal Highway Administrator Lowell K. Bridwell announced today.

Developed by the Airborne Instruments Laboratory of Deer Park, New York, under a $450,000 contract with the Federal Highway Administration's Bureau of Public Roads, the system will be installed and tested by the firm on Interstate 4 in Florida between Tampa and Orlando. The Florida State Road Department, the Florida Highway Patrol and the Bureau of Public Roads will cooperate in the experiment.

The system, known as FLASH (Flash Lights and Send Help), depends on cooperating motorists flashing their headlights at electronic detection units when they see a driver who needs help. The units will be activated by the flashing. They will be linked by telephone lines to a Highway Patrol headquarters which will dispatch assistance.

Later versions of detection units may be battery powered and linked to headquarters by radio.

For the Florida experiment, detection units will be installed at 22 stations along a 50-mile stretch of highway. Each station will cover about a 5-mile segment and will be located near an exit ramp.

Signs will be erected at ramps to inform motorists how to report a driver in need of assistance. One of the objectives of the test will be to develop appropriate signs and locations.

(more)

Francis C. Turner, Director of Public Roads, said the experiment follows a feasibility study conducted last year at five locations in different sections of the country. One of the purposes was to find out if motorists would flash their headlights to help a driver in trouble. Test situations were staged to show cars in distress or stopped for other reasons. The response of motorists was observed visually.

"We are satisfied the system is feasible," said Mr. Turner, "and are now looking forward to its implementation. The operational test will demonstrate whether the system is effective, and if so, how it compares with other systems already in use for helping motorists who break down."

Actual counts of stranded vehicles will be made to ascertain what percentage is reported through FLASH. Some distressed-vehicle situations will be staged to determine the rapidity of response.

Mr. Turner said the system will pose no safety problems because passing motorists reporting breakdowns will not have to stop or alter their normal travel, and because the driver needing help will not have to abandon his car and take to the highway on foot.

(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--179

FOR RELEASE FRIDAY, JUNE 7, 1968

FHWA APPROVES $315,000 MEDICAL DEMONSTRATION PROJECT FOR NEBRASKA

Federal Highway Administrator Lowell K. Bridwell today announced approval of a $315,000 demonstration project to the State of Nebraska for the development of a flexible method for evaluating and improving emergency medical service systems for highway victims.

The project will include programs for rapid emergency notification and dispatch of equipment, and effective assistance to the sick and injured both at the scene and enroute to hospitals.

It will use as its nucleus the State's civil defense communications control facility, intergrated with all other State government communication networks. New concepts to be developed and evaluated will include a computerized highway safety information system, and a voluntary highway surveillance service.

In addition, there will be a training program for ambulance attendants, and a program to use telemetry sensors like those used on astronauts to transmit electronically from the ambulance to the receiving hospital information about the patient's vital functions such as pulse, blood pressure, temperature and respiration. There will also be a comparative analysis of ground vs air ambulance operations in a variety of operating situations.

-more-

The project was approved by the FHWA's National Highway Safety Bureau under the Highway Safety Act of 1966. Bureau Director, Dr. William Haddon, Jr., said this is one of a series of emergency medical service projects being established in different sections of the country to find ways to deal far more effectively with one of the most important aspects of the overall highway safety problem.

One of the primary goals is to discover and develop methods for adapting military rescue techniques to the civilian scene. Dr. Haddon said military experience has shown that fatality rates from serious injuries very similar to those produced in highway crashes can be greatly reduced by prompt and effective medical attention. However, he pointed out that this requires thoroughly prompt and modern communications and transportation, controlled by continuously manned command posts designed to make quick decisions to speed help to the injured.

Dr. Haddon added that he expects the approach being developed by Nebraska will be followed by other States, and that eventually all of the States will have similarly modern systems.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA--181

FOR RELEASE FRIDAY,
JUNE 7, 1968

ENVIRONMENTAL DIVISION CREATED IN ROADS BUREAU

Creation of a new Environmental Development Division within the Federal Highway Administration, Bureau of Public Roads, to guarantee full consideration of environmental factors in the location, design, and construction of freeways was announced today by Secretary of Transportation Alan S. Boyd.

The division, Boyd said, will be responsible for the protection and enhancement of human values and resources in highway-building. It will serve as a coordinating office in the use of urban freeways to serve the social and economic goals of communities, as well as their transportation needs.

Housed in the Bureau's Office of Right-of-Way and Location, the division will be staffed by a balanced term of experts in various disciplines who will help integrate highways into the environment. These will include urban planners, architects, landscape architects, sociologists, economists, and highway engineers.

Francis C. Turner, Director of Public Roads, explained that the formation of the division was a logical outgrowth of the increased emphasis placed by the Bureau on locating and building highways that are more compatible with the environment through which they pass.

(more)

"A highway is not just a road arbitrarily imposed on a city without regard for its impact," said Turner. "It should be an integral part of the city and must be built in such manner to consider all desired public community value goals on an overall basis."

The new division, he declared, will develop standards for evaluating the economic, social, aesthetic, cultural, and environmental factors which must be weighed in selecting a highway route.

Turner said the team of experts also will foster the Bureau's joint development concept which involves the use of freeways to serve non-transportation needs of a community. The key, he continued, lies in using the normal severance damage payment to acquire entire blocks of property instead of the minimum width required for freeway right-of-way.

"Of the total property acquired by a local authority, the state highway department would buy an easement for the right-of-way. The rest of the property over, under, and adjacent to the freeway could then be used for other community purposes such as replacement housing, recreation centers, parks, public buildings, and commercial development," he added.

The division will cooperate with Federal, state and local agencies so the resources of all may be utilized in a coordinated effort to benefit community life.

Harold C. King, Division Engineer for the Bureau of Public Roads in Connecticut since 1966, was named head of the Environmental Development Division. Before his assignment to Connecticut, Mr. King, who joined the Bureau in 1957, served in New York, New Jersey, and Virginia.

(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--182

FOR IMMEDIATE RELEASE
Wednesday, June 12, 1968

HIGHWAY SAFETY GRANTS ANNOUNCED

Twenty=seven Federal Highway Safety grants for 10 States, totaling $1,184,375 were announced today by the Deaprtment 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 $13,832,196 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:

ALABAMA =- To provide salaries for 60 additional driver education teachers and to supplement the salaries of present teachers, $194,473.

ALASKA =- To provide a driver education consultant to the State Department of Public Instruction, $27,085.

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ARIZONA -- To conduct a Statewide survey of emergency medical services, $2,291.

ARIZONA -- To achieve greater uniformity in the State's traffic codes and laws, $2,000.

ARIZONA -- To develop a program to carry out implied consent and presumptive level laws in connection with alcohol in relation to highway safety, $458.

ARIZONA -- To help pay salary and expenses for a Driver Education Coordinator in the State Department of Public Instruction, $4,500.

ARIZONA -- To establish the position of Driver Education Coordinator to upgrade driver education activities throughout the State, $20,095.

ARIZONA -- To draft rules and regulations, prepare written tests and procedures, and train 80 driver license examiners to carry out recent State legislation requiring special licenses for motorcyle operators, $2,000.

ARIZONA -- To develop medical and visual criteria for determining eligibility of applicants for operator and chauffeur licenses, and to train driver license examiners in screening procedures for detecting drivers with disabilities, $5,000.

ARIZONA -- To train 150 State Highway Department employees as instructors in emergency first-aid, $30,000.

ARIZONA -- To draft rules and regulations and provide investigations to carry out new State legislation requiring the licensing of private and commercial driving schools, $1,500.

ARIZONA -- For planning and administering a Statewide highway safety program, $60,000.

ARKANSAS -- To convert hand written motor vehicle registration records to computer tape, $50,000.

CALIFORNIA -- To add one State consultant on driver instruction to coordinate driver education programs with local school districts, $23,649.

CALIFORNIA -- To expand behind-the-wheel driver education programs in secondary schools in compliance with new State legislation, $276,307.

CONNECTICUT -- To permit use of video tape recording systems to record evidence and actions of drivers charged with driving while intoxicated, $3,949.

CONNECTICUT-- To expand driver education programs in local school districts, $126,000.

DELAWARE -- For the purchase of textbooks and other visual and mechanical aids for driver education programs, $600.

FLORIDA -- To initiate a periodic motor vehicle program in Brevard county. $15,821.

FLORIDA -- To initiate a periodic motor vehicle inspection program in Lake county, $41,925.

FLORIDA -- To provide county-wide emergency medical services in Pasco county, $55,160.

FLORIDA -- To provide county-wide emergency medical services in Okaloosa county, $30,555.

FLORIDA -- To help meet payroll costs of sheriff's deputies and to buy one ambulance and replace two others, $58,355.

GEORGIA -- To improve and expand driver education programs in Atlanta city schools, $33,847.

GEORGIA -- To determine status of various State record systems and to develop an integrated traffic records system for all State departments, $75,600.

GEORGIA -- Begin development of a Statewide driver education program, $4,702.

IDAHO -- To gather data on high accident locations and evaluate the need for improvements to eliminate them, $38,503.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA--183

FOR IMMEDIATE RELEASE
June 12, 1968--------

FEDERAL-AID HIGHWAY CONTRACTS TOTALED 5,612 in 1967

A total of 5,612 Federal-aid highway and bridge construction contracts was awarded by the State highway departments during 1967, involving a total cost of approximately $4.2 billion, the U. S. Department of Transportation's Federal Highway Administration announced today.

These figures, compiled by the Bureau of Public Roads, indicate a decrease of 14 percent in the number of contracts and a 1.3 percent increase in the total dollar amount of contracts, as compared with 1966.

The contracts awarded in 1967 averaged about $748,000. They varied from less than $25,000 to just under $50 million, with a good distribution throughout the entire range.

Twenty-four percent of the contracts awarded were for amounts less than $50,000 and 38 percent were below $100,000. Contracts for amounts less than $500,000 comprised 72 percent of contracts awarded and 13 percent of the total dollar amount.

In the Federal-aid program the States select and design the projects to be built, award the contracts, and supervise the construction, subject to Bureau of Public Roads review, approval, and control. The Federal share of the project costs is 90 percent on the Interstate System and 50 percent on the Federal-aid primary and secondary systems. The funds for the Federal-aid program come from taxes levied on highway users.

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Summary by Size of Contract

Calendar Year - 1967

All Federal-aid Highway Construction Contracts

Contract Size Group (Dollars)	Total Number of Contracts	Percentage of Total Contracts	Total Amount of Low Bids (Dollars)	Percentage of Total Value
$0 - 49,999	1,342	23.92	$ 32,756,600	0.78
50,000 - 99,999	815	14.52	59,959,300	1.43
100,000 - 249,999	1,146	20.42	187,780,100	4.47
250,000 - 499,999	723	12.88	258,708,000	6.16
500,000 - 999,999	578	10.30	406,548,300	9.69
1,000,000 - 2,999,999	650	11.58	1,154,016,100	27.49
3,000,000 - 4,999,999	215	3.83	833,077,700	19.84
5,000,000 and over	143	2.55	1,265,236,700	30.14
Totals	5,612	100.00	4,198,082,800	100.00

Interstate Only

Contract Size Group (Dollars)	Total Number of Contracts	Percentage of Total Contracts	Total Amount of Low Bids (Dollars)	Percentage of Total Value
$0 - 49,999	370	19.31	$ 9,378,900	0.36
50,000 - 99,999	241	12.58	17,844,900	0.68
100,000 - 249,999	302	15.76	48,153,100	1.83
250,000 - 499,999	182	9.50	64,206,700	2.44
500,000 - 999,999	186	9.71	133,452,900	5.08
1,000,000 - 2,999,999	361	18.84	689,573,100	26.24
3,000,000 - 4,999,999	157	8.19	612,003,100	23.28
5,000,000 - and over	117	6.11	1,053,658,200	40.09
Totals	1916	100.00	2,628,270,900	100.00

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

FHWA -- 184

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

For Immediate Release

The Federal Government and the State of Connecticut are cooperating in a $6.2 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, Connecticut has programmed 42 such projects at a total cost of $6,205,750, split 50-50 by the State and the Federal Government.

By September 1969, the Connecticut program is expected to total 319 projects on Federal-aid highways at a cost of $27,416,000.

Administrator Bridwell paid tribute to Connecticut for the work it has done on its own in this field: "The Connecticut State Highway Department since 1964 has completed 130 safety projects at a total cost of $7,249,000 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 the town of Vernon on State Route 83. The two-lane highway was the scene of crashes due to inadequate signing, excessive curvature and lack of roadway delineation.

Pavement edgeline markings, and additional and larger warning signs were installed at a cost of $700. Two years prior to the improvement there were 8 crashes and the same number of injuries. Two years after the improvement, the number of crashes decreased to 2 and the number of injuries fell to 3. Fatalities dropped from 1 to zero.

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

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

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

Mr. Bridwell noted, too, that the Congress in 1966 enacted into law "the greatest and most comprehensive attack on highway accidents in the history of 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 Connecticut, including location, type of improvement and approximate cost, follows:

FAIRFIELD COUNTY - State Route 8 from State Route 714 to State Route 110 in Shelton; installation of median barrier and guardrail; $50,000.

Interstate 84 from near New York State line in Danbury east to Church Hill Road in Newton; installation of 15.3 miles of median barrier and guardrail at obstructions; $338,600.

State Route 25 from Washbrook Road in Newton northerly to the Pootatuck River; reconstruction of roadway including realignment and addition of truck climbing lane; $250,000.

HARTFORD COUNTY - Interstate 84 from Laurel Street to Interstate 91 in Hartford; modification of signing; $55,000.

Interstate 91 from Airport Road to north of Interstate 84; modification of signing; $162,000.

Interstate 91 from State Route 9 to Airport Road in Hartford-New Britian-Bristol urban area; modification of signing; $44,000.

Interstate 84 from Interstate 91 to Simmons Road in Hartford; modification of signing; $55,000.

U. S. 5 from Main Street in East Hartford north to East Hartford-South Windsor town line; installation of median barrier and guardrail; $45,000.

Bridge Street in Suffield from Connecticut 75 east; widening road and channelizing intersection; $280,000.

Interstate 91 from north of Main Street in East Windsor to Brainard Road in Enfield; installation of median guardrail; $204,300.

State Route 72 from State Route 15 northwest to State Route 71A; installation of median barrier and guardrail at fixed objects; $128,000.

State Route 189 near Blue Hills Avenue extension in Bloomfield; construction of median barrier and guardrail at fixed objects; $72,000.

State Route 4 from west of State Route 69 to State Route 69; relocation of road to correct narrow road with poor grades and sharp curves; $400,000.

Connecticut 2 from Willow Street in East Hartford to Connecticut 94 in Glastonbury; installation of median barrier guardrail; $110,000.

U. S. 5 from Connecticut 30 to South Windsor-East Windsor town line; installation of median barrier guardrail; $146,000.

Connecticut Route 20 from Bradley Field terminal to Interstate 91; installation of median barrier guardrail; $140,000.

Interstate 91 from Windsor north to Connecticut-Massachusetts State line, at Enfield; installation of median barrier; $120,000.

State Route 185 at King Philip Brook in Simsburg; replacement of narrow bridge with pipe culvert; $75,000.

Interstate 91 from Middletown Avenue in Whethersfield, north to near Whethersfield-Hartford town line; installation of lighting; $60,000.

LITCHFIELD COUNTY - State Route 8 near State Route 118; installation of median barrier and protection at fixed objects; $43,000.

MIDDLESEX COUNTY - State Route 9 from northbound ramp at State Route 17 north to end of divided pavement at Cromwell; installation of median barrier and protection at fixed objects; $88,000.

State Route 9 from north of Haddam-Middletown line north to State Route 17; installation of median barrier and protection at fixed objects; $170,000.

NEW HAVEN COUNTY - Interstate 84 from west of Ichabut Road in Southbury to east Bunitt Street in Worthington; installation of median guardrail barrier; $212,400.

Connecticut 8 from Connecticut 110 in Shelton to Hawkins Avenue in Derby, and from .3 miles north of Beacon Falls-Naugatuck town line north .6 miles in Naugatuck; installation of median barrier guardrail; $63,000.

State Route 8 from north of the Ansonia-Seymour town line north to north of Burton Road in Beacon Falls; $142,000.

State Route 34 east of State Route 122 in West Haven; installation of median barrier and guardrail at selected location; $220,000.

Interstate 91 in New Haven near Ferry Street overpass; installation of median barrier; $50,000.

NEW LONDON COUNTY - Connecticut 161 near Roxbury Road; widening of road; $290,000.

State Route 2 and 32 from their junction to Washington Street in Norwick; installation of median barrier guardrail; $80,000.

State Route 449 from State Route 156 north to Interstate 95 in East Lyme; construction of median barrier and guardrail at fixed objects; $34,000.

State Route 32 from New London-Waterford town line north 2.6 miles; installation of median barrier and guardrail at selected location; $108,000.

TOLLAND COUNTY - Connecticut 190 near Somers from vicinity of Hurlburt Road east; replacement of narrow bridge and alignment of approaches; $180,000.

Interstate 84 from Cider Mill Road to Connecticut-Massachusetts State line; median barrier and guardrail installation; $475,000.

State Route 32 in Willington from State Route 15 north; widening and improving alignment of road; $666,000.

WINDHAM COUNTY - Connecticut 203 south of junction with U. S. 6; removal of bridge abutments to widen roadway clearance; $20,000.

U. S. 44 from south junction with Connecticut 169 to .1 miles north in town of Pomfret; removal of abandoned railroad bridge abutments for sightline improvement; $25,000.

FAIRFIELD AND NEW HAVEN COUNTIES - Interstate 84 in Newtown from .2 miles west of Alpine Drive, east for 1.1 miles; median barrier and guard-rail installation; $60,000.

HARTFORD AND TOLLAND COUNTIES - Interstate 84 in East Hartford from vicinity Simmons Road to Connecticut 31; median barrier and guardrail installation; $340,000.

NEW HAVEN AND HARTFORD COUNTIES - Interstate 91 from .4 miles south of East Main Street in Meriden, north 17.1 miles; installation of median barrier and guardrail at fixed objects; $225,000.

U. S. 5 from State Route 15 north to State Route 314; construction of median barrier guardrail to replace old cable barrier; $480,000.

NEW HAVEN AND LITCHFIELD COUNTIES - State Route 8 from .5 miles north of West Main Street in Waterbury north to .4 miles north of Reynolds Bridge Road in Thomaston; installation of median barrier and protection at fixed objects; $140,000.

(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--185

FOR IMMEDIATE RELEASE
June 12, 1968

SEEK TO IMPROVE BUS TRAVEL BETWEEN SUBURBS, WASHINGTON

A study of methods of improving bus travel between several suburban areas and downtown Washington -- including rubber-tired buses on railroad tracks -- will be made under the sponsorship of the Federal Highway Administration's Bureau of Public Roads.

The $50,000 study, to be conducted for the Bureau by the Metropolitan Washington Council of Governments, will seek to learn whether bus travel time could be cut if traffic engineering improvements were made on existing roads and streets, and non-stop express service were instituted.

Also included in the study will be an evaluation of the feasibility of utilizing a little-used Baltimore & Ohio Railroad spur. At present the spur is only used by freight trains. The study will look into the possibility of its being used both by rail-bus vehicles and freight trains, or of paving the roadbed so trains and conventional buses could be accommodated. Rail-bus vehicles are buses that can be adapted both for travel on railroad tracks and on highways by changing the wheels.

Francis C. Turner, Director of Public Roads, said parking facilities will be made available in four shopping centers where commuters could leave their cars before boarding buses. Major routes serving the shopping centers will be studied to determine how they might be improved to aid express bus transportation. The centers and their associated routes are:

Capitol Plaza in Maryland - New York Avenue, Bladensburg Road and Anacostia Freeway.

Wheaton Plaza in Maryland - 16th, 14th, and 13th Streets, Georgia Avenue and Connecticut Avenue.

Montgomery Mall in Maryland - Capital Beltway, George Washington Parkway and Wisconsin Avenue.

Tyson's Corner in Virginia - Capital Beltway, Route 123 and George Washington Parkway.

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Mr. Turner said if it is found the B&O rail line is feasible, the study will then investigate the costs and benefits associated with the joint use of the railroad line, and determine the potential bus routings, frequency of service, and effect on existing bus usage.

The Bureau-sponsored project will supplement a larger study to be financed by the U.S. Department of Housing and Urban Development which is designed to encourage express bus transit service for commuters to Washington, and to transport low-income Washington residents to job opportunities in the suburbs.

(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--186

FOR IMMEDIATE RELEASE
June 12, 1968

PROPOSED REGULATIONS
ISSUED ON REGROOVED TIRES

The Department of Transportation today asked for comment from interested parties on regulations which it proposes to establish governing the manufacture, sale, and use of regrooved tires.

Regrooved tires are tires on which the tread pattern has been renewed or a new tread produced by cutting into the tread of a worn tire.

The National Traffic and Motor Vehicle Safety Act of 1966 provides that, "No person shall sell, offer for sale, or introduce for sale, or deliver for introduction in interstate commerce any tire or motor vehicle equipped with any tire which has been regrooved...", except as the Secretary may permit.

Secretary Alan S. Boyd last August asked for comments from all interested parties, including data as to the conditions under which regrooved tires might be safely manufactured and used.

Federal Highway Administrator, Lowell K. Bridwell, said that the comments received as a result, as well as data derived from field surveys, audits, and tests conducted for the Federal Highway Administration, indicate that the safety performance characteristics of regrooved tires can be comparable to tires with a molded tread pattern with the same depth groove and tread compound.

In one of the proposed actions announced today, the FHWA's National Highway Safety Bureau sets forth conditions under which regrooved tires might be sold or introduced into interstate commerce. The companion action by the FHWA's Bureau of Motor Carrier Safety proposes to amend

the Federal Motor Carrier Safety Regulations, setting forth the conditions under which regrooved tires might be used by commercial trucks and buses subject to those Federal regulations.

The proposed rules specify that only tires designed specifically for regrooving may be so used. They set the depth of the grooves, and require that no buses shall be operated with regrooved tires on the front wheels. Front-wheel usage also is prohibited on some trucks and truck-tractors. Regrooves also must be so labelled.

Both Notices of Proposed Rule Making will be published in the June 12 issue of the Federal Register requesting comments, views, information, and relevant data from all interested parties. Such written comments and information must be submitted no later than July 22, 1968.

Comments on the proposal governing the sale or introduction into interstate commerce should be addressed to the National Highway Safety Bureau, Rules Docket Room 512, Federal Highway Administration, Department of Transportation, Washington, D.C. 20591.

Comments and information an amending the Motor Carrier Safety Regulations should be addressed to the Bureau of Motor Carrier Safety, 6th and D Streets, SW, Room 302, Washington, D.C. 20591.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

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FHWA -- 189

BUREAU OF ROADS TO FINANCE
SHIRLEY HIGHWAY BUS STUDY

For Release Sunday, June 16, 1968

The Federal Highway Administration's Bureau of Public Roads will finance a study to determine the feasibility of instituting high-speed express bus service on a heavily-traveled highway linking northern Virginia and Washington, D. C., Federal Highway Administrator Lowell K. Bridwell announced today.

The highway, a section of Interstate 95 (Shirley Highway), is now being reconstructed between Springfield, Virginia, and the Arlington side of the Potomac River in Virginia. Provision has been made for two reversible lanes flanked on either side by three northbound and three southbound lanes.

Francis C. Turner, Director of Public Roads, said the study will explore whether sufficient commuters will leave their cars home and use bus transportation if adequate rapid service is furnished. It will attempt to assess the demand for rapid bus transit when buses use the reversible lanes either on an exclusive or preferential basis.

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"The study will take a look at the entire Shirley Highway corridor to see how existing bus service might be improved and examine the effect of removing traffic from other streets in the corridor," said Mr. Turner. He pointed out that buses and cars, which now avoid the highway because of congestion, preferring other roads in the corridor, may find it advantageous to use Shirley Highway after the artery is rebuilt. This would help relieve residential streets of some of the traffic they are now carrying.

Mr. Turner said the study, scheduled to be completed in 15 months, will consider how bus and rail rapid transit can be integrated in anticipation of construction of a rail transit system in the Washington area. It also will analyze how bus rapid transit could be incorporated into the highway during an interim period when a substantial length of the reversible lanes will have been built but the rail transit system not open.

Current plans call for a rail rapid transit connection in the vicinity of the Pentagon, and the Bureau of Public Roads wants to know how many commuters will use bus transportation to the Pentagon where they would transfer to rail transit.

The study will be administered for the Bureau by the Metropolitan Washington Council of Governments through a steering committee representing agencies and transit companies that would be responsible for implementing the findings.

In addition to the Bureau of Public Roads and the Council of Governments, the steering committee includes representatives of the Virginia Department of Highways, Washington Department of Highways and Traffic, WV&M Coach Company, AB&W Transit Company, U.S. Department of Housing and Urban Development, Washington Metropolitan Area Transit Commission, and Washington Metropolitan Area Transit Authority.

Mr. Bridwell said it was hoped the Shirley Highway study would provide valuable information which could be used to improve highway transportation in other sections of the country. If commuters would use bus rapid transit instead of their own cars to travel to and from work, more efficient use might be made of existing highway facilities, he added.

Attractive bus transportation would encourage less reliance on individual cars, he stated, and would relieve congestion, increase the traffic-carrying capacity of highways, and enhance safety. He declared the increasing demands on limited funds for highway improvements make it imperative that better use be made of existing roads.

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

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA--188

FOR RELEASE MONDAY,
JUNE 17, 1968

10 STATES GET HIGHWAY SAFETY GRANTS

Twenty-eight Federal highway safety grants for 10 States were announced today by the Department of Transportation's Federal Highway Administrator Lowell K. Bridwell. They total $649,491.

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 $15,509,852 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:

NEW YORK -- To survey high accident locations in the city of Buffalo and determine the remedial action required, $3,135.

NEW YORK -- To study roadside lighting needs in Syracuse and develop a plan for meeting them, $11,000.

NEW YORK -- To inventory traffic control devices in the city of Binghamton and bring them into conformity with State standards, $3,409

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NEW YORK -- To inventory traffic control devices in the town of Hempstead, $4,000.

NEW YORK -- To analyze traffic accident records to determine hazardous highway locations in the town of Hempstead, $4,500.

NORTH CAROLINA -- To strengthen and expand the medical evaluation program now being conducted by the State Department of Motor Vehicles, $104,912.

NORTH DAKOTA -- To purchase blood-alcohol analysis equipment and strengthen the State's program to control drunken driving, $18,716.

NORTH DAKOTA -- To provide a two-week training program in accident investigation for 100 local police officers, $14,000.

NORTH DAKOTA -- For planning and administering the Statewide highway safety program, $29,200.

NORTH DAKOTA -- To print a State manual on uniform traffic control devices, $6,063.

OKLAHOMA -- To provide 70 scholarships for driver education teachers, $21,200.

OKLAHOMA -- For the purchase of breath-testing equipment and training personnel to operate it under the State's program for control of drunken drivers, $19,690.

OREGON -- To conduct a two-week instruction course in police personnel supervision for 40 State policemen, $6,162.

OREGON -- To conduct a survey and develop a master plan for uniform traffic control devices, $15,694.

OREGON -- To send Washington county's Traffic Engineering Technician to a Traffic Improvement Workshop and a Traffic Engineering short course, $580.

OREGON -- To enroll the Traffic Coordinator of the city of Springfield in a Traffic Engineering Seminar at Northwestern University, $815.

OREGON -- To develop a master plan for uniform traffic control devices in Lake Oswego, $15,110.

OREGON -- For collecting and preserving evidence in connection with drunken driving arrests, $2,324.

OREGON -- For the purchase of a driving simulator and for improving driver education program in Union High School District #5, $43,426.

OREGON -- To provide a modern communications sytem for an improved emergency medical services program in Cottage Grove, $4,760.

PENNSYLVANIA -- To survey all locations in the State which require highway lighting, $51,294.

PENNSYLVANIA -- To conduct in-service training programs at 10 selected colleges for 200 driver education teacher applicants, $32,500.

TEXAS -- To establish an ambulance licensing and inspection program in the State Department of Health, $20,000.

TEXAS -- To institute a uniform training and certification program for ambulance personnel, $68,744.

UTAH -- To initiate a program under a new State law requiring that blood samples be taken of all highway fatalities to determine the involvement of alcohol in highway deaths, $12,712.

UTAH -- For the purchase of equipment to expand driver education programs in seven counties, $30,000.

VIRGINIA -- To expand and improve the State's driver education program, $62,389.

WASHINGTON -- To improve driver education teaching, $43,161.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--187

FOR RELEASE TUESDAY,
JUNE 18, 1968

FHWA ANNOUNCES STATE
HIGHWAY SAFETY GRANTS

The Department of Transportation's Federal Highway Administrator Lowell K. Bridwell today announced 29 Federal highway safety grants for 9 States totaling $1,028,167.

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 $14,860,363 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:

ILLINOIS -- For the purchase of driver training simulators, and for two instructors to operate them, $24,500.

ILLINOIS -- For the purchase of driver training aids, $2,500.

ILLINOIS -- For the purchase of a breathalyzer and in-service training for six police officers in chemical testing for alcohol in the city of Jacksonville, $1,578.

ILLINOIS -- To conduct a survey of traffic signs and markings on Sangamon county highways, $8,714.

ILLINOIS -- To conduct a survey of traffic signs and markings in DuPage county, $9,500.

ILLINOIS -- To send a policeman from the city of Alton to a 3-week traffic records course at Northwestern University, $550.

ILLINOIS -- To conduct a survey of needs and deficiencies of traffic control devices in Macoupin county, $4,000.

ILLINOIS -- To conduct a study of traffic courts and accident reports in the community of Homewood, $464.

ILLINOIS -- To study and identify needs and deficiencies of intersection traffic control devices in the city of Alton, $3,000.

ILLINOIS -- To train 10 members of the Decatur police department in the use of the alcohol breathalyzer, $1,860.

INDIANA -- To train personnel for an emergency medical services program, $17,673.

INDIANA -- To conduct a Statewide survey of high accident highway locations, $232,152.

INDIANA -- To implement the State's periodic motor vehicle inspection program, $165,935.

MICHIGAN -- To study the State's needs and establish priorities for an emergency medical services program, $11,056.

MICHIGAN -- To convert State driver records from a manual to an automated system, $139,000.

MICHIGAN -- To centralize traffic records of Oakland county, $36,827.

MINNESOTA -- To train personnel, purchase equipment, and expand emergency medical services of the city of Montevideo and surrounding county area, $3,670.

MINNESOTA -- To initiate a program of milepost markings for 30,000 miles of highways in the State, $50,000.

MISSOURI -- For planning and administering a Statewide highway safety program, $40,575.

MISSOURI -- For development and implementation of an emergency medical services plan in the vicinity of Columbia, $43,945.

MONTANA -- To develop a traffic engineering department capable of instituting a uniform use of traffic control devices, $17,693.

MONTANA -- To develop emergency medical services programs for several local communities, $16,717.

NEBRASKA -- For the purchase of speed timing devices for use by State Highway Patrol, $9,845.

NEBRASKA -- To develop a milepost numbering system for 9,200 miles of highways, $27,232.

NEW JERSEY -- To establish an Interstate Highway patrol command, $58,122.

NEW MEXICO -- To integrate and automate all State records relating to drivers, vehicles, and accidents, $60,000.

NEW MEXICO -- To upgrade requirements for teacher certification for driver education and improve inspection of private driver training schools, $21,500.

NEW MEXICO -- To conduct a Statewide study of emergency medical services, $7,059.

NEW MEXICO -- To initiate a milepost numbering system for 5,167 miles of highways, $12,500.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FOR IMMEDIATE RELEASE

FHWA-190

TIRE MANUFACTURER'S CODE NUMBERS ANNOUNCED

The Department of Transportation today made public a list of code marks that will permit consumers and highway safety researchers to identify tire manufacturers.

The list was issued by Dr. William Haddon, Jr., Director of the Department's Federal Highway Administration National Highway Safety Bureau.

The National Traffic and Motor Vehicle Safety Act of 1966 requires that each new tire be labeled with the name of the manufacturer or an approved code mark to permit the seller to identify the manufacturer to the purchaser on request.

Motor Vehicle Safety Standard 109 issued under the Act provided for the issuance of code numbers by the Bureau at the request of tire manufacturers. These numbers some of which are already in use, are molded into the tire sidewalls directly after the letters "D.O.T.", which signifies that the tire has been manufactured in accordance with U. S. Department of Transportation standards.

The following assignments of code numbers have been made. Supplemental lists will be published as additional numbers are assigned.

Code Number	Tire Manufacturer
125	The Gates Rubber Company
126	McCreary Tire and Rubber Company
127	Uniroyal Incorporated
128	Cooper Tire and Rubber Company
129	Michelin Reifenwerke A. G. (Germany)
130	Michelin Tyre Co. Ltd. (England)
131	S.·A. Belge Du Pneumatique Michelin (Belgium)

Code Number	Tire Manufacturer
132	S. A. F. E. de Neumaticos Michelin (Spain)
133	Manufacture Francaise Des Pneumatiques Michelin (France)
134	N. V. Nederl. Banden-Industrie Michelin (Holland)
135	S.p.A. Michelin, Italiana (Italy)
136	Michelin Ltd. (Nigeria)
137	The Mohawk Rubber Company
138	The Kelly-Springfield Tire Company
139	Denman Rubber Manufacturing Company
140	Dunlop Tire and Rubber Corporation
141	Dunlop Canada Ltd. (Canada)
142	Dunlop Company Ltd. (England)
143	Deutsche Dunlop Gummi Compagnie A. G. (Germany)
144	Societe Anonyme des Pneumatiques-Dunlop (France)
145	The B. F. Goodrich Company
146	The Seiberling Tire and Rubber Company
147	The Firestone Tire and Rubber Company
148	The Mansfield Tire and Rubber Company
149	The Toyo Rubber Industry Co. (Japan)
150	Mansfield-Denman General Co. Ltd. (Canada)
151	The General Tire and Rubber Company
152	Lee Tire and Rubber Company
153	The Armstrong Rubber Company
154	The Dayton Tire and Rubber Company
155	The Firestone Tire and Rubber Co. of Canada Ltd. (Canada)
156	Brema Societa Per Azioni (Italy)
157	Firestone Hispania, S. A. (Spain)
158	Phoenix Gummi Werke Aktiengesellschaft (Germany)
159	Firestone-Viskafors Gummifabrik Aktiebolag (Sweden)
160	Ohtsu Tire and Rubber Co. Ltd. (Japan)
161	Firestone Tyre and Rubber Co., Ltd. (England)
162	The Irish Dunlop Co. Ltd. (Ireland)
163	B. F. Goodrich Canada Ltd. (Canada)
164	Firestone France S. A. (France)
165	N.V. Nederlandsch-Amerikaansche Autobandenfabriek Vredestein (Netherlands)

Code Number	Tire Manufacturer
166	Continental Gummi Werke A.G. (Germany)
167	Uniroyal Limited (Canada)
168	Pennsylvania Tire and Rubber Company of Mississippi, Inc.
169	The Goodyear Tire and Rubber Company
170	The Goodyear Tire and Rubber Co. of Canada Ltd. (Canada)
171	Seiberling Rubber Co. of Canada Ltd. (Canada)
172	Metzeler A. G. (Germany)
173	Gulf Tire and Supply Company
174	Sumitomo Rubber Industries Ltd. (Japan)
175	Gummiwerke Fulda 'GMBH (Germany)
176	Semperit Osterrichisch-Amerikanische Gummi Werke Aktiengesellschafe (Austria)
177	Bridgestone Tire Company, Ltd. (Japan)
178	Nitto Tire Co., Ltd. Tokyo (Japan)
179	General Fabrica Espanola Del Caucho, S. A. (Spain)
180	CEAT Societa Per Azioni (Italy)
181	The Yokohama Rubber Co., Ltd. (Japan)
182	Trelleborg Rubber Company (Sweden)
183	Madras Rubber Factory Limited of Madras (India)
184	Veith-Pirelli AG (West Germany)
185	CEAT Tyres of India Limited (India)
186	Kleber-Colombes Company (France)

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WASHINGTON, D.C. 20591

FHWA -- 191

AGREEMENT SIGNED BY IOWA
TO CONTROL OUTDOOR SIGNS

For Release Friday,
June 21, 1968

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

This raises to 18 the number of agreements reached under the Highway Beautification Act of 1965. Others which have signed are Pennsylvania, Utah, Alaska, New York, Kentucky, Connecticut, Delaware, Rhode Island, Vermont, Virginia, Hawaii, Maine, Minnesota, California, Maryland, Puerto Rico and the District of Columbia.

The agreement with Iowa 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.

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

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

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

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FEDERAL HIGHWAY ADMINISTRATION

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FHWA--192

FOR RELEASE SUNDAY,
JUNE 23, 1968

DETROIT GETS $317,000 GRANT FOR HIGHWAY SAFETY PROJECT

The Department of Transportation announced today the award of a $317,000 emergency medical service demonstration project to the City of Detroit.

Federal Highway Administrator Lowell K. Bridwell said the project, which was approved by the National Highway Safety Bureau and Detroit's Mayor Jerome P. Cavanagh, will be conducted under the direction of Detroit's Community Renewal Program. Support will be furnished by the University of Michigan Highway Safety Research Institute.

The project will demonstrate a modern emergency medical services system using up-to-date technologies, including TV surveillance of a substantial part of Detroit's major freeways, an expansion of an existing citizens band radio network for reporting highway crashes and emergency medical needs, and use of jet helicopters to explore their potential for freeway rescue work.

The Director of the National Highway Safety Bureau, Dr. William Haddon, Jr., said the 18-month project will attempt to develop and evaluate a system that encompasses: improved detection time for traffic accidents, improved notification time, increased capability for the coordinated dispatch of specially trained medical or para-medical assistance to the injured, an effective two-way communication system between the ambulance para-medic and the physician at the destination hospital, and a rapid response transportation system using both air and surface vehicles.

Dr. Haddon said that the modern methods to be demonstrated will greatly increase the ability of the city to respond properly not only to highway crashes, but also to the full gamut of medical and other emergencies.

The project is being undertaken under the Highway Safety Act of 1966, and will be funded to a level of $133,000 during the remainder of the 1968 fiscal year and $184,800 in fiscal year 1969.

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FHWA--193

FOR RELEASE SUNDAY,
JUNE 23, 1968

FHWA APPROVES N. Y. CITY
DEMONSTRATION PROJECT

The Department of Transportation today announced the award of a $130,000 demonstration project to the City of New York for the development and validation of a computer-based study of ambulance services.

Federal Highway Administrator Lowell K. Bridwell said the project, funded by the National Highway Safety Bureau, is expected to provide a system enabling New York and other large urban areas in the Nation to determine the most effective means for deploying and using their emergency ambulance and related sources.

Dr. William Haddon, Jr., Director of the Safety Bureau has emphasized repeatedly that in most areas of the United States, there is inadequate planning for ambulance services and a general need to upgrade present systems for response to community emergencies of all types. He said the New York City project will examine analytically and in depth the functions and operations of emergency ambulance services in a highly urban area, and provide answers that will be useful to many communities throughout the country.

Emergency ambulance services in the New York City area are provided by 109 ambulances stationed at 47 hospitals. These vehicles respond to more than half a million emergency calls a year. The city hopes to examine and answer such questions as how many ambulances are needed to provide desired levels of service; where ambulances should be stationed for maximum effectiveness; what the personnel staffing patterns should be for various times of the day and days of the week; and which hospitals should be designated and prepared to receive emergency cases on a regular basis.

Dr. Haddon said the work should also lead to the development of a computer program which other urban communities can use to determine how they can make their ambulance systems more effective in saving lives, yet less costly to operate.

(more)

The project, which is to be funded under the Highway Safety Act of 1966, will be directed by Dr. E. S. Savas, Deputy City Administrator. Dr. Savas directs the Management Science Unit in the Office of Mayor John V. Lindsay and reports to the Deputy Mayor-City Administrator.

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FHWA--194

FOR IMMEDIATE RELEASE

FHWA TESTING FOR VEHICLE STANDARDS COMPLIANCE TO BEGIN

The Department of Transportation's Federal Highway Administrator Lowell K. Bridwell today announced the award of five contracts to private testing organizations under which they will test automobiles and automotive equipment for compliance with Federal safety standards.

The National Traffic and Motor Vehicle Safety Act of 1966 requires that motor vehicles sold in the United States since last January 1 meet certain established Federal safety performance standards. The Act also provides for penalties of $1,000 for each violation with a maximum penalty to manufacturers for a related series of violations of $400,000.

The Director of the FHWA's National Highway Safety Bureau, Dr. William Haddon, Jr. stated earlier this year that his Bureau does not have the resources, equipment, or facilities to test vehicles and vehicle equipment for compliance with the Federal standards developed by the Bureau. He said the Bureau would seek the help of private industry and university experts in the compliance testing program. The five contracts announced today are the first in a series of agreements with private testing organizations to test compliance with specific vehicle standards.

Under the contracts, the National Highway Safety Bureau will purchase on a random basis the vehicles and equipment to be tested and supply them to the contractors who will furnish all labor, materials, equipment, and facilities required for testing and evaluating conformance to standards.

The five contracts announced today and the contract amount, are:

Automotive Research Associates, San Antonio, Texas, $33,315.

Detroit Testing Laboratory, Inc., Detroit, Michigan, $73,162.

Application Research Corp., Los Angeles, California, $95,688.

Ogden Technology Laboratories, Inc., Monterey Park, California, $43,653.

Dayton T. Brown, Long Island, New York, $128,503.

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FHWA--195

FOR IMMEDIATE RELEASE

D.C. COUNCIL OF GOVERNMENTS GETS FHWA CONTRACT FOR FEASIBILITY STUDY

The Metropolitan Washington Council of Governments has been awarded a $15,000 contract to study the advantages and problems of integrating helicopter ambulance service into the emergency medical service system. The award was announced today by the Department of Transportation's Federal Highway Administrator Lowell K. Bridwell.

Purpose of the project is to find ways to provide a more efficient and rapid emergency rescue and treatment capability for those injured in highway crashes in the greater Washington metropolitan area.

The Director of the FHWA's National Highway Safety Bureau, Dr. William Haddon, Jr., said the study will also examine and document the functions of and the rapport among all the area public safety agencies now involved in dealing with highway accident emergencies. It will examine existing jurisdictional and inter-agency communications systems to see how they might be modified or adapted to a coordinated system, and will examine the feasibility of developing a central communications facility for the dispatch of emergency vehicles throughout the area.

In addition, the study will determine what kinds of inter-governmental and inter-agency compacts and agreements might be necessary to operate a centralized system, what legal restrictions exist, what personnel staffing would be necessary, and what such a system would cost.

The Council of Governments is a voluntary association of 15 major local governments formed in 1957, and comprising the Washington metropolitan area of 2,500 square miles and some 2,600,000 population.

It was formed in recognitition of the fact that in a complex interstate metropolitan area there are a number of urban problems which cannot be solved by any one local government acting alone. The Council includes the District of Columbia; Arlington, Fairfax, Loudoun, and Prince William counties in Virginia; Montgomery and Prince George's counties in Maryland; and the cities of Alexandria, Fairfax, Falls Church, Bowie, College Park, Greenbelt, Rockville, and Takoma Park.

The project will be funded under the Highway Safety Act of 1966.

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