



# DEPARTMENT OF TRANSPORTATION

# NEWS

FEDERAL HIGHWAY ADMINISTRATION  
WASHINGTON, D.C. 20591

FHWA--228

FOR RELEASE THURSDAY,  
SEPTEMBER 5, 1968

MOTOR VEHICLE REGISTRATIONS IN  
U.S. NEAR 100 MILLION MARK

The Department of Transportation's Federal Highway Administration estimated today that motor-vehicle registrations in the United States will total 99,958,000 by the end of the year.

Federal Highway Administrator Lowell K. Bridwell said the estimate, compiled by the Bureau of Public Roads, indicates there will be an increase of 3,013,124 over the 96,944,876 registered in 1967.

Passenger car registrations are expected to reach 82,821,000 a 3.0 percent increase over 1967, while trucks and buses should reach 17,137,000, 3.7 percent over 1967.

California's 11.2 million registrations are followed by 6.2 million in New York and 6 million in Texas. Ohio and Pennsylvania will each have nearly 5.5 million motor vehicles by the end of 1968. Illinois and Michigan will have between 4 and 5 million, Florida and New Jersey between 3 and 4 million, and Minnesota, Indiana, North Carolina, Wisconsin, Massachusetts, Missouri, Virginia and Georgia are in the 2 million registration class. There will be 15 additional States with registrations of more than 1 million.

The nine leading States, each of which will have more than 3 million registrations, account for 50.4 percent of the National total.

The growth in motorcycle registrations continues but at a slower rate than in 1964 and 1965. The total for this year is expected to be 2,127,859, an increase of 174,837 over the 1,953,022 registered in 1967. These totals include all motorcycles, motor bicycles, and motor scooters. Most States do not separate them in their records.

The State-by-State estimate of 1968 registrations is shown on the reverse side of this page.

(over)

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

ESTIMATE OF 1968 MOTOR-VEHICLE REGISTRATIONS<sup>1</sup>

AUGUST 1968

STATE	AUTOMOBILES			TRUCKS AND BUSES			TOTAL MOTOR VEHICLES			MOTORCYCLES		STATE
	REGISTERED 1967	ESTIMATED 1968	PERCENT INCREASE 1968 1967	REGISTERED 1967	ESTIMATED 1968	PERCENT INCREASE 1968 1967	REGISTERED 1967	ESTIMATED 1968	PERCENT INCREASE 1968 1967	REGISTERED 1967	ESTIMATED 1968	
Alabama	1,397,923	1,435,000	2.7	337,256	350,000	3.8	1,735,179	1,785,000	2.9	25,010	26,380	Alabama
Alaska	75,138	78,000	3.8	35,244	36,000	2.1	110,382	114,000	3.3	4,065	4,350	Alaska
Arizona	685,545	714,000	4.2	204,070	216,000	5.8	889,615	930,000	4.5	20,464	22,100	Arizona
Arkansas	684,029	710,000	3.8	298,907	311,000	4.0	982,936	1,021,000	3.9	14,466	16,100	Arkansas
California	9,088,947	9,398,000	3.4	1,760,567	1,817,000	3.2	10,849,514	11,215,000	3.4	358,569	392,100	California
Colorado	946,962	976,000	3.1	294,908	305,000	3.4	1,241,870	1,281,000	3.2	26,061	26,090	Colorado
Connecticut	1,374,583	1,429,000	3.7	170,178	178,000	4.6	1,544,761	1,603,000	3.8	23,352	24,800	Connecticut
Delaware	226,860	238,000	4.9	40,800	43,000	5.4	267,660	281,000	5.0	3,200	3,700	Delaware
Florida	2,960,086	3,085,000	4.2	432,575	452,000	4.5	3,392,661	3,537,000	4.3	60,910	65,200	Florida
Georgia	1,745,723	1,800,000	3.1	418,644	440,000	5.1	2,164,367	2,240,000	3.5	26,488	28,800	Georgia
Hawaii	298,003	307,000	3.0	38,495	40,000	3.9	336,498	347,000	3.1	10,558	12,150	Hawaii
Idaho	312,584	319,000	2.1	141,988	142,000	-	454,572	461,000	1.4	22,673	24,100	Idaho
Illinois	4,204,955	4,325,000	2.9	613,304	639,000	4.2	4,818,259	4,964,000	3.0	93,867	102,200	Illinois
Indiana	2,125,603	2,199,000	3.5	506,341	535,000	5.7	2,631,944	2,734,000	3.9	66,378	69,081	Indiana
Iowa	1,299,538	1,326,000	2.0	352,011	370,000	5.1	1,651,549	1,696,000	2.7	37,647	41,800	Iowa
Kansas	1,042,285	1,063,000	2.0	398,310	415,000	4.2	1,440,595	1,478,000	2.6	31,536	33,870	Kansas
Kentucky	1,296,857	1,340,000	3.3	335,523	349,000	4.0	1,632,380	1,689,000	3.5	26,010	29,730	Kentucky
Louisiana	1,308,115	1,368,000	4.6	325,687	332,000	1.9	1,633,802	1,700,000	4.1	20,124	21,160	Louisiana
Maine	362,450	372,000	2.6	89,633	93,000	3.8	452,083	465,000	2.9	6,338	6,890	Maine
Maryland	1,407,054	1,457,000	3.5	204,932	212,000	3.4	1,611,986	1,669,000	3.5	22,862	24,200	Maryland
Massachusetts	2,002,478	2,065,000	3.1	220,994	225,000	1.8	2,223,472	2,290,000	3.0	32,855	36,981	Massachusetts
Michigan	3,587,441	3,705,000	3.3	545,987	570,000	4.4	4,133,428	4,275,000	3.4	90,315	97,321	Michigan
Minnesota	1,614,288	1,656,000	2.6	382,637	402,000	5.1	1,996,925	2,058,000	3.1	55,887	60,170	Minnesota
Mississippi	749,595	784,000	4.6	262,571	270,000	2.8	1,012,166	1,054,000	4.1	9,964	10,301	Mississippi
Missouri	1,753,900	1,820,000	3.8	457,287	470,000	2.8	2,211,187	2,290,000	3.6	41,075	45,980	Missouri
Montana	300,214	306,000	1.9	151,123	157,000	3.9	451,337	463,000	2.6	15,529	17,197	Montana
Nebraska	651,331	661,000	1.5	236,478	246,000	4.0	887,809	907,000	2.2	17,409	18,357	Nebraska
Nevada	216,298	222,000	2.6	70,339	73,000	3.8	286,637	295,000	2.9	11,140	13,543	Nevada
New Hampshire	292,278	297,000	1.6	56,439	56,000	-	348,717	353,000	1.2	8,216	9,549	New Hampshire
New Jersey	2,863,181	2,950,000	3.0	337,273	345,000	2.3	3,200,454	3,295,000	3.0	45,615	55,138	New Jersey
New Mexico	422,510	436,000	3.2	148,729	156,000	4.9	571,239	592,000	3.6	12,828	13,501	New Mexico
New York	5,409,386	5,523,000	2.1	651,105	672,000	3.2	6,060,491	6,195,000	2.2	67,177	68,130	New York
North Carolina	1,922,694	2,003,000	4.2	500,547	525,000	4.9	2,423,241	2,528,000	4.3	30,691	35,161	North Carolina
North Dakota	261,720	266,000	1.6	143,166	145,000	1.3	404,886	411,000	1.5	9,036	9,998	North Dakota
Ohio	4,728,800	4,808,000	1.7	576,591	594,000	3.0	5,305,391	5,402,000	1.8	109,790	118,476	Ohio
Oklahoma	1,111,264	1,147,000	3.2	430,643	452,000	5.0	1,541,907	1,599,000	3.7	31,387	34,735	Oklahoma
Oregon	970,864	1,006,000	3.6	219,142	230,000	5.0	1,190,006	1,236,000	3.9	32,905	33,167	Oregon
Pennsylvania	4,663,628	4,783,000	2.6	671,609	690,000	2.7	5,335,237	5,473,000	2.6	99,969	108,176	Pennsylvania
Rhode Island	386,430	395,000	2.2	47,932	50,000	4.3	434,362	445,000	2.4	6,819	6,980	Rhode Island
South Carolina	964,347	984,000	2.0	216,045	226,000	4.6	1,180,392	1,210,000	2.5	12,213	12,938	South Carolina
South Dakota	282,920	284,000	0.4	124,041	127,000	2.4	406,961	411,000	1.0	9,683	9,941	South Dakota
Tennessee	1,523,452	1,583,000	3.9	346,466	360,000	3.9	1,869,918	1,943,000	3.9	29,606	33,189	Tennessee
Texas	4,595,374	4,695,000	2.2	1,298,208	1,334,000	2.8	5,893,582	6,029,000	2.3	88,409	100,143	Texas
Utah	434,410	450,000	3.6	127,175	132,000	3.8	561,585	582,000	3.6	15,613	17,297	Utah
Vermont	159,905	169,000	5.7	34,215	35,000	2.3	194,120	204,000	5.1	6,009	7,275	Vermont
Virginia	1,628,849	1,690,000	3.8	303,629	319,000	5.1	1,932,478	2,009,000	4.0	21,277	22,847	Virginia
Washington	1,454,746	1,515,000	4.1	397,015	414,000	4.3	1,851,761	1,929,000	4.2	53,562	56,170	Washington
West Virginia	614,467	640,000	4.2	150,880	155,000	2.7	765,347	795,000	3.9	17,199	20,341	West Virginia
Wisconsin	1,631,608	1,673,000	2.5	322,504	330,000	2.3	1,954,112	2,003,000	2.5	60,774	70,197	Wisconsin
Wyoming	147,711	146,000	-1.2	78,692	81,000	2.9	226,403	227,000	0.3	6,788	7,146	Wyoming
Dist. of Col.	224,851	224,000	-0.4	21,861	21,000	-3.9	246,712	245,000	-0.7	2,704	2,713	Dist. of Col.
Total	80,414,180	82,821,000	3.0	16,530,696	17,137,000	3.7	96,944,876	99,958,000	3.1	1,953,022	2,127,859	Total

<sup>1</sup> Numbers for 1968 were rounded to nearest "000" and percentages to nearest tenth of one percent in this tabulation. These estimates were made by the Bureau of Public Roads on the basis of State reports of vehicle registrations in the early months of 1968 and information available on current trend in vehicle production, and other factors. They include both privately-owned and publicly-owned vehicles except those owned by the military services. Registrations shown in 1967 are from table MV-1, 1967.



# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FHWA-- 229

FOR RELEASE TO AM's  
THURSDAY, SEPTEMBER 5, 1968

HIGHWAY AGENCY REQUIRES  
EQUAL JOB PLEDGES

The Department of Transportation's Federal Highway Administration has called on each State highway department to endorse a nine-point pledge of compliance with newly-enacted equal employment opportunity provisions covering Federal-aid highway projects.

Under the provisions, which are contained in the Federal-aid Highway Act of 1968 signed by President Johnson on August 25, no Federally-assisted highway project may be approved for a State until it has executed the pledge.

Federal Highway Administrator Lowell K. Bridwell said he has sent the head of each State highway department a copy of the nine-point statement of "assurance with regard to equal employment opportunity as required by the Federal-aid Highway Act of 1968." The statement, to be signed and returned to the FHWA, is "interim" in the sense that it may be replaced by a more detailed statement following review of compliance by various States with the new law.

In his letter to the State highway department heads, Bridwell pointed out that State-level equal employment opportunity programs called for by the law "do not replace the on-going Federal Equal Opportunity Program, but will bring State resources to bear in the overall opportunity effort affecting Federal-aid highway work."

The statement of assurance contains the following specific guarantees:

—Establishment by the State agency of an equal opportunity program, including a system to determine the level and progress of equal job opportunity compliance by contractors and subcontractors on Federal-aid highway projects.

—Effective State procedures to prevent hiring discrimination in Federal-aid highway projects on grounds of race, color, creed or national origin, as well as to correct any existing discrimination-

(more)

---Appointment by the State highway department of an Equal Opportunity Coordinator to administer the State's program under the new law.

---Affirmative State action, including contract sanctions and initiation of appropriate legal proceedings, to achieve the goals of the new law.

---Establishment of liaison between the State highway department and public and private agencies or organizations which are involved, or should be involved, in equal opportunity programs.

---Cooperation between the State highway department and unions, contractors, and related public and private organizations in establishing skill training program on an equal opportunity basis.

---Agreement by the State highway department that its own hiring policies and practices regarding employees compensated in any part from Federal funds will be without regard to race, creed, color, or national origin.

---Inclusion in all State advertising for bids on Federal-aid highway projects of specific equal employment responsibilities of contractors. The statement points out that under the new law "no requirement or obligation shall be imposed as a condition precedent to the award of a contract - unless such requirement or obligation is otherwise lawful and is specifically set forth in the advertised specifications."

---The State highway department will furnish the Federal Highway Administration with information and reports which FHWA may require to determine State compliance with the new law.

Bridwell said that his agency is now preparing a supplement to the statement of assurance, which will set forth specific procedures as of December 1 for State prequalification of contractors and subcontractors bidding on Federal-aid highway projects. These procedures, he said, will provide each State with the means to determine in advance the capability of contractors and subcontractors to meet their equal employment opportunity obligations under the Federal-aid Highway Act of 1968.

FHWA will administer the equal employment opportunity provisions of the Federal-aid Highway Act of 1968 through its Office of Equal Opportunity, headed by Alexander Gaither. He was appointed to head the office on July 22, 1968, and previously served as Equal Employment Officer with FHWA's Regional office in Atlanta, Georgia.

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

FHWA -- 230

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

For Immediate Release

The Federal Government and California are cooperating in a \$9.1 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, California has programmed 85 such projects on its Interstate Highway System at a total cost of \$9,110,538, shared by the State and the Federal Government.

By September 1969, the California program is expected to cost \$166,587,000, some financed by Federal-aid but most by 100 percent State funds.

Administrator Bridwell paid tribute to California for the work it has done on its own in this field: "The California Division of Highways has let to contract or has completed with its own forces 2,580 projects on its roads since 1964 at a cost of \$35,474,000, a very commendable achievement."

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

As an example, he cited a project at the intersection of Nashua-Molera Road and State Route 1 about 1.5 miles south of Castroville. Vehicles making left turns from Route 1 were subjected to lengthy delays due to the speed of Route 1 traffic, and many of them were involved in rear-end collisions.

During a two-year period before the improvement, the intersection was the scene of 29 accidents, 1 of them a fatality, 13 in which injuries were suffered, and 15 resulting in property damage alone. For an expenditure of \$34,500, Route 1 was channelized and widened, and a left turn lane was provided. Two years after the project was completed, the number of accidents dropped to 8 with no fatalities, 5 involving injuries, and 3 only property damage.

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

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

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

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

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

ALAMEDA COUNTY - Interstate 580 from Lake Park Avenue to 14th Street in Oakland; preliminary engineering for construction of concrete deflectors at bridge abutments; \$1,200.

Interstate 580 in San Leandro and Oakland; installation of raised pavement markers; \$41,100.

Interstate 580 in Oakland at Lake Park Avenue overpass; installation of chain link fence on overpass; \$12,900.

Interstate 580 from Market Street in Oakland to Interstate 680; installation of breakaway light poles; \$44,360.

Interstate 80 in Oakland and Emeryville; construction of two additional freeway lanes; \$776,000.

Interstate 80 at Pierce Street north of El Cerrito overpass in San Francisco; preliminary engineering for pavement grooving; \$750.

Interstate 580 from Lakeshore Park underpass to Van Buren Avenue pedestrian overpass; installation of concrete median barrier; \$52,900.

COLUSA COUNTY - Interstate 5 in vicinity of Arbuckle; installation of guardrail at selected sites; \$7,090.

CONTRA COSTA COUNTY - Interstate 80 from Hilltop Drive to Carquinez Drive; preliminary engineering for guardrail installation; \$750.

Interstate 680 from south of Walnut Creek to junction with State Route 4 in San Francisco-Oakland-San Jose regions; guardrail on bridge approaches on 14 bridges; \$23,700.

IMPERIAL COUNTY - Interstate 10 in vicinity of Secondary Route 724 and Route 111; preliminary engineering for raised pavement markers; \$750.

Interstate 8 at curve west of Myer Creek; installation of arresting cable for runaway vehicles on dangerous curve; \$2,000.

KERN COUNTY - Interstate 5 from Fort Tejon overpass to north of Grapevine underpass; installation of special illuminated truck signs; \$35,900.

Interstate 5 from Los Angeles County line to State Route 99; clearing roadside of hazards; \$172,000.

Interstate 5 from Los Angeles County line to State Route 99; installation of raised pavement markers; \$1,400.

LOS ANGELES COUNTY - Interstate 10 from Lincoln Boulevard to 17th Street in Los Angeles; preliminary engineering for widening westbound roadway and ramps; \$18,900.

Interstate 605 from State Route 91 to Interstate 10; installation of raised pavement markers and pavement striping; \$102,600.

Interstate 5 from Tejon Pass overpass to Fazier Mountain Pass Road; installation of median barrier; \$41,100.

Interstate 5 from Orange County line to East Los Angeles interchange; clearing roadside of hazards; \$246,600.

Interstate 405 from Plummer Street to Lassen Street in Los Angeles; preliminary engineering for guardrail; \$3,500.

Interstate 405 from Route 10 to Exposition Boulevard; preliminary engineering for guardrail; \$1,000.

Interstate 10 and Interstate 605 at two selected interchanges in Los Angeles; installation of breakaway light poles; \$12,100.

Interstate 5 at Eastern Avenue in Los Angeles; preliminary engineering for chain-link fence on overpass; \$1,380.

Interstate 10 from Westminster Avenue to Puente Avenue in Alhambra and Baldwin Park; installation of raised pavement markers; \$74,500.

Interstate 405 at State Route 7; preliminary engineering for breakaway light poles; \$750.

Interstate 405 from Orange County to Interstate 5; raised pavement markers installation; \$303,400.

Interstate 405 at Inglewood Avenue in Redondo Beach; installation of signals and lights and channelization of freeway ramp; \$34,000.

Interstate 5 in City of La Mirada; lengthening acceleration lane; \$34,000.

Interstate 5 in Los Angeles at Griffith Park; adding chain-link fence to pedestrian overpass; \$9,900.

Interstate 5 from Orange County line to Burbank; placement of raised pavement markers on a 6-lane freeway; \$197,400.

Interstate 5 from Burbank Boulevard to Roxford Street in Los Angeles and Burbank; placement of raised pavement markers for an 8-lane freeway; \$84,000.

Interstate 10 at Evergreen Avenue pedestrian overpass in Los Angeles; construction of fence on overpass; \$9,120.

Interstate 10 from Centinela Avenue to State Route 105 and from State Route 5 to Evergreen Avenue in Los Angeles; installation of guardrail protection at fixed objects; \$27,300.

Interstate 5, Interstate 10, Interstate 405, Interstate 605 in county; guardrail protection at fixed objects; \$109,200.

Interstate 5 from Norwalk north to Los Angeles; installation of break-away light bases; \$27,400.

Interstate 605 at Interstate 60; widening and lengthening of two ramps; \$256,200.

Interstate 405 from State Route 10 to Exposition Boulevard in Los Angeles; preliminary engineering for guardrail installation; \$1,000.

NEVADA COUNTY - Interstate 80 from Soda Springs to State Route 89; preliminary engineering for installation of guardrail; \$4,000.

ORANGE COUNTY - Interstate 405 from State Route 39 to Los Angeles County line; installation of raised pavement markers; \$55,100.

Interstate 5 from Laguna Canyon Road to Los Angeles County line; placement of raised pavement markers on a 6-lane freeway; \$98,700.

Interstate 5 at Manchester Avenue interchange in Buena Park; addition of southbound auxiliary lane; \$167,000.

Interstate 5 at Harbor Boulevard in Los Angeles; modification of ramp intersection with city street; \$44,500.

Interstate 5 at State Route 55 in Tustin; installation of guardrail on ramp of interchange to retain out-of-control vehicles; \$5,090.

Interstate 5 from Los Angeles County line to San Diego County line; preliminary engineering for guardrail installation; \$4,725.

Interstate 5 from Redhill Avenue to Magnolia Avenue in Los Angeles; preliminary engineering for median barrier; \$35,000.

Interstate 405 from Beach Boulevard to Los Angeles County line; replacement of cable median barrier with metal guardrail; \$78,000.

PLACER COUNTY - Interstate 80 near Baxter and Emigrant Gap; guardrail and median barrier construction; \$27,100.

RIVERSIDE COUNTY - Interstate 10 in Beaumont at State Route 60 interchange; modification of signing and illumination at interchange; \$13,400.

SACRAMENTO COUNTY - Interstate 80 from R Street to A Street in Sacramento; conversion of light standards to breakaway design; \$3,400.

SAN BERNADINO COUNTY - Interstate 10 from Vineyard Avenue to Pepper Avenue; preliminary engineering for breakaway bases on light standards; \$1,000.

Interstate 10 from east of Colton to east of Redlands; clearing roadside of obstacles; \$96,900.

Interstate 10 and Interstate 15 at various locations in county; preliminary engineering for guardrail; \$1,600.

Interstate 15 at Muriel Drive in Barstow; fencing of sidewalk on overcrossing; \$8,400.

Interstate 15 from Baker east 35 miles to the Nevada State line; construction of truck lanes; \$2,657,049.

Interstate 10 from 4th Street to Vineyard Avenue in Ontario; installation of pedestrian access control fencing; \$15,750.

Interstate 15 from State Route 18 in Victorville to west Maine Street in Barstow; widening of bridges as part of larger project; \$237,000.

SAN DIEGO COUNTY - Interstate 5 from Sorrento Valley overpass to State Route 805 interchange; preliminary engineering for guardrail revision; \$1,000.

Interstate 5 from State Route 90 to State Route 395; preliminary engineering for auxiliary lane; \$3,500.

Interstate 8 from Fairmont Avenue to El Cajon Boulevard in San Diego; preliminary engineering for guardrail and median barrier; \$1,200.

Interstate 5 from south of 24th Street to State Route 395 in San Diego; preliminary engineering for clearing roadside of hazards; \$7,000.

Interstate 5 from 18th Street in National City to Market Street in San Diego; installation of raised pavement markers; \$17,430.

Interstate 5 at Second Avenue in San Diego; removal of sign from gore of ramp to lessen collision danger; \$14,520.

Interstate 8 from State Route 395 to Lake Jennings Park Road; pavement marker installation; \$63,600.

Interstate 8 in La Mesa from east of Baltimore Drive to east of State Route 125; installation of median barrier and raised pavement markers; \$37,400.

Interstate 5 from 24th Street in National City to Palm Street pedestrian overpass in San Diego; pavement marking for safe lane designation; \$29,600.

Interstate 8 from Taylor Street to Fairmont Street in San Diego; installation of median barrier and pavement markers; \$107,400.

Interstate 8 at College Avenue in San Diego; lighting and signaling interchange ramps; \$26,200.

SISKIYOU COUNTY - Interstate 5 at two pedestrian overpasses in Mount Shasta; installation of "cage" type fence and bridge rail on overpasses; \$9,360.

SOLANO COUNTY - Interstate 80 from Magazine Street in Vallejo to American Canyon Road; installation of median barrier; \$1,212,000.

Interstate 80 at Interstate 680 interchange; preliminary engineering for widening of structure; \$7,500.

Interstate 80 from State Route 12 to Yolo County line; installation of raised pavement markers; \$74,640.

Interstate 680 from Carquinez Straits to Interstate 80; installation of pavement markers; \$11,300.

TEHAMA COUNTY - Interstate 5 from Glenn County line to north Red Bluff overpass; preliminary engineering for guardrail at bridge abutments and piers; \$2,000.

ALAMEDA AND CONTRA COSTA COUNTIES - Interstate 80 from Route 13 in Berkeley to the Carquinez Bridge; installation of pavement markers; \$73,000.

Interstate 680 from State Route 238 to Benicia-Martinez Bridge; pavement marking; \$67,800.

Interstate 80, Interstate 580 and Interstate 680 in the two counties; preliminary engineering for guardrail; \$6,750.

Interstate 80 from El Cerrito overhead to San Pablo Dam Road; installation of median guardrail barrier; \$365,400.

Interstate 80 from Powell Street to San Pablo Dam Road in San Francisco area; preliminary engineering for breakaway light poles; \$3,000.

NEVADA AND SIERRA COUNTIES - Interstate 80 from Donner Park overpass to Nevada State line; preliminary engineering for guardrail installation; \$6,000.

ORANGE AND LOS ANGELES COUNTIES - Interstate 405 from Costa Mesa to Long Beach; guardrail installation and upgrading of signs; \$23,500.

PLACER AND NEVADA COUNTIES - Interstate 80 from Baxter to Truckee; installation of condition warning signs; \$116,900.

Interstate 80 at 15 locations in Placer and Nevada Counties; pavement grooving to cure hydroplaning; \$74,200.

Interstate 80 from Golden Run to Donner Lake; pavement grooving to lessen danger of hydroplaning at five locations; \$13,635.

Interstate 80 from near Weiner to State Route 20; guardrail installation at bridge approaches and piers; \$54,800.

SAN BERNADINO AND RIVERSIDE COUNTIES - Interstate 10 and Interstate 15 in the San Bernadino area; installation of raised pavement markers; \$115,000.

TEHAMA, SHASTA AND SISKIYOU COUNTIES - Interstate 5 from Red Bluff to Mount Shasta; installation of headlight glare screen at four locations; \$10,500.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--231

FOR IMMEDIATE RELEASE

DELAWARE RIVER PORT AUTHORITY  
TOLD TO REDUCE BRIDGE TOLLS

The Department of Transportation in an opinion issued today notified the Delaware River Port Authority that it must reduce some bus and truck tolls before its new schedule of tolls can be considered "reasonable and just."

Federal Highway Administrator Lowell K. Bridwell said the Port Authority has 20 days to revise the rates it put into effect last February 1 for vehicles using the Walt Whitman and Benjamin Franklin bridges over the Delaware River in the Camden, New Jersey, area.

Bridwell said if the rates are not revised within that time, he will "issue an order prescribing such rates as the legal rates to be charged by the Authority."

The Federal Highway Administrator's opinion, issued today, called for bus rates 25 cents below the \$1-a-crossing rate the Authority had imposed, and provided for a 10 percent scrip discount (on tickets bought in advance) for trucks over 7,000 pounds using the bridges.

Bridwell's opinion differed only slightly from the findings of Hearing Examiner Robert R. Boyd who conducted public hearings on the toll increase in Philadelphia last May. Boyd's decision called for a 10 percent scrip discount for buses and trucks over 7,000 pounds, but no flat reduction for buses.

The flat reduction means that buses will save 25 cents a trip. The scrip discount was estimated to save them about 10 cents a trip.

Bridwell said he found that increasing bus tolls from 50 cents to \$1 as the Port Authority's February schedule had done, would "have substantial impact on the bus companies whose vehicles regularly use the Walt Whitman and Ben Franklin Bridges.

He notes that if the current bus toll had been in effect in 1967, the net income of the largest bus operator now using the bridges would have been reduced some 62 percent.

(more)

The Delaware River Port Authority increased tolls last February to finance a bond issue of more than \$300 million for two new bridges and a rapid transit facility for the area. Under it, cash tolls for automobiles were increased from 25 to 50 cents and commutation tickets from 18.75 cents to 25 cents. Bus tolls were increased from 50 cents to \$1 and truck tolls from 50 cents to \$2 based on weight and from \$1 to \$3 based on the number of axles.

Bridwell said the revisions outlined in today's opinion would reduce the Port Authority's toll revenues by some \$510,000 in the key year of 1972 == when the new bridges and transit facility will be in operation == but would not imperil the bond issue the Authority is considering.

9/11/68

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

FHWA -- 232

40-YEAR SERVICE PIN  
AWARDED TO ENGINEER

For Release

Three employees of the Federal Highway Administration's Bureau of Public Roads have been awarded pins for length of service with the Federal Government.

A 40-year service pin was awarded by F. C. Turner, Director of Public Roads, to George M. Williams, Director of the Office of Engineering and Operations.

Pins for 25 years' service were presented to James D. Lacy, Director of the Office of Traffic Operations, and Miss Jennie Mae Beatty, an employee in the Bureau's Correspondence Unit.

Both Mr. Williams and Mr. Lacy have spent their entire Federal careers with the Bureau of Public Roads, while Miss Beatty was with the Navy Department four years before joining the Bureau 21 years ago.



# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FHWA—233

FOR RELEASE WEDNESDAY,  
SEPTEMBER 18, 1968

### FHWA AWARDS 12 HIGHWAY SAFETY RESEARCH CONTRACTS

The Department of Transportation's Federal Highway Administrator Lowell K. Bridwell today announced the award of 12 highway safety research contracts.

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

1. University of Michigan, Ann Arbor, Mich.

To survey the current and projected labor demand for vehicle mechanics. To determine entry requirements for beginners, set guidelines for entry level training, and prepare a course guide, instruction plans, and lesson material to be used, \$78,584.

2. University of Michigan, Ann Arbor, Mich.

To test and evaluate vehicle braking systems to determine the degree of pressure needed to be exerted on a brake pedal to decelerate vehicle and be able to maintain safe control. \$65,662.

3. Leasco Systems and Research Corp., Bethesda, Md.

To develop a book of information for use in facilitating and classifying publications and reports. \$23,962.

(more)

4. Dunlap and Associates, Darien, Conn.  
  
To develop an instructors guide, materials, and guidelines relating to a short term course of instruction for emergency medical service personnel at the entry level, plus suggested guidelines for advanced training. \$48,000.
5. National Academy of Engineering, Washington, D.C.  
  
To determine the engineering design standards for emergency medical vehicles, relative to medical equipment, service required, and type of terrain where it will be used. \$25,000.
6. Research Triangle Institute, Research Triangle Park, N.C.  
  
To compile accident speed survey information by trained accident investigating teams over a representative area of roads, and evaluate the results in relation to frequency and impact force of crashes occurring in restricted speed zones and non-restricted speed zones. \$150,000.
7. Autonetics Division of North American Aviation, Anaheim, Calif.  
  
To determine the full range of techniques and devices that might be required for freeing victims of vehicle crashes, and develop a training manual for the use of releasing equipment and emergency medical treatment. \$59,470.
8. Institute for Educational Development, New York, N. Y.  
  
To conduct a conference to report the progress of selected driver education programs and the extent of implementation of current research data in driver education, with emphasis on the development of driver education in public and non-public schools. \$40,000.
9. Systems Development Corp., Santa Monica, Calif.  
  
To develop systems for the proposed NHSB Analysis Center. Tasks include preparation of PERT chart, definition of products and services, preliminary design review, file structure specifications, data source definition and final Phase II design. \$138,000.

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

To determine the type, location, status, extent and cost of test facilities and related equipment required to assure vehicle compliance with Federal standards and develop design concepts for the recommended facility. \$232,000.

11. University of Oklahoma, Oklahoma City, Okla.

To assess ways to best restrain pregnant women in crashes, to increase survival of both mothers and their unborn children. \$103,800.

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

To provide for the selection and combination of instruments for use in the evaluation of various types of driver education and training programs, and to develop verification plans for these instruments. \$120,000.



# DEPARTMENT OF TRANSPORTATION

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# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA-235

FOR RELEASE FRIDAY, SEPTEMBER 20,  
1968

SCHOOL BUS SAFETY ADVISORY  
COMMITTEE MEMBERS ANNOUNCED

The Department of Transportation's Federal Highway Administrator Lowell K. Bridwell today announced the names of 14 members of the recently created School Bus Operation Safety Advisory Committee.

The purpose of the Committee is to furnish advice and make recommendations to the National Highway Safety Bureau relative to proposed safety standards governing the operation and maintenance of school buses.

The Committee will be sponsored by the National Highway Safety Bureau, and will report to its Director, Dr. William Haddon, Jr. Members will serve without salary for the full tenure of the Committee, which is a maximum of two years.

The Committee members are:

Dr. B. J. Campbell, Director, Highway Safety Research Center, University of North Carolina.

Joseph J. Cottrell, President, Cottrell Bus Services, Inc., Buffalo, N. Y.

Dr. Ernest Farmer, Director, Pupil Transportation, Tennessee Department of Education.

Dr. E. Glenn Featherston, Deputy Director, Division of State Agency Cooperation, Office of Education, Department of Health, Education, and Welfare, Washington, D. C.

(over)

Dr. H. A. Fenner, Jr., Chairman, Committee on Medical Aspects of Automotive Safety, Hobbs, New Mexico.

Alfred C. Finch, Manager, Motor Transportation Department, National Safety Council, Chicago.

Lt. Robert Glenn, Iowa Highway Safety Patrol, Des Moines, Iowa.

L. O. Griffith, State Department of Public Instruction, Olympia, Washington.

Erwin J. Hendershott, Director of Transportation, Oakland County Service Center, Pontiac, Michigan.

Mrs. J. M. Herndon, Safety Chairman, National Congress of Parents and Teachers, Columbia, South Carolina.

H. L. Hilzinger, Chief, Safety Inspection Division, Bureau of Railroad Safety, Federal Railroad Administration, Washington, D.C.

Dr. Norman Key, Executive Secretary, National Commission on Safety Education, National Education Association, Washington, D.C.

Robert A. Larsen, Supervisor of Transportation and Census, Independent School District 281, Robbinsdale, Minnesota.

C. B. Lemon, Director, School Transportation, New Mexico Department of Education, Santa Fe, New Mexico.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--234

FOR SUNDAY RELEASE  
September 22, 1968

FAMILIES DISPLACED BY HIGHWAYS  
GET AID UNDER NEW LEGISLATION

The Department of Transportation today announced interim procedures for implementing a new law granting increased financial assistance and advice to persons forced to move because of Federal-aid highway projects.

Secretary of Transportation Alan S. Boyd said the new legislation, signed into law August 23, 1968, by President Johnson, "reflects our concern for the welfare and equitable treatment of the thousands of families and businessmen displaced annually because of highway construction."

Federal Highway Administrator Lowell K. Bridwell, the official with operating responsibilities, said interim procedures for implementing the law have been distributed to the States. Each State is being asked to inform FHWA by November 1 whether its present laws permit it to participate immediately in the increased relocation assistance payments. All States must bring their highway relocation laws into line with the new Federal statute by July 1, 1970, to continue to participate in the Federal-aid highway programs.

Bridwell said the Federal-aid Highway Act of 1968 provides for payments up to \$5,000 above the fair market value for homeowners whose properties are taken and up to \$1,500 for tenants to rent suitable new quarters.

Bridwell said the new law "represents one of the most significant pieces of housing legislation ever adopted by the Congress."

"Through this legislation," Bridwell added, "the Congress has established a uniform set of provisions to assist families, individuals, farmers, businesses and non-profit organizations to avoid the human and economic shock that can result from such involuntary displacement."

Bridwell said the act "authorizes the Secretary of Transportation to establish standards for decent, safe, and sanitary housing for those displaced. It also requires that no Federal-aid projects be approved unless enough such housing is available within a reasonable period of time before persons are displaced, such housing is within their financial means, and it is reasonably convenient to public services and centers of employment."

(more)

Bridwell said that about 56,000 families, businesses, farmers and non-profit organizations are displaced by Federal-aid highway projects during an average year. About 77 percent of these are in urban areas.

The estimated cost of the new program is set at \$173 million a year, (compared with \$12 million per year under former programs), but Bridwell said this could decrease sharply as the Interstate highway system is completed within the next few years. About 55 percent of all current displacements result from the Interstate program.

The law provides that the Federal Government pay 100 percent of displacement costs until July 1, 1970. After that, the financing will be on a matching basis with the States under the Federal-aid highway program.

Each State will be required to provide relocation advisory services to those being displaced. This calls for personal contact with the displacees, maintaining a list of replacement dwellings available and their price and condition, advice on down payments, interest rates and terms and other cost; maps showing location of schools, parks, playgrounds, shopping facilities, and schedules and fees of public transportation available.

Principal provisions of the new law follow:

--Each individual or family displaced could receive a moving expense allowance not to exceed \$200 and a dislocation allowance of \$100; or an individual or family could receive its actual moving expenses.

--Businesses or farms could receive their actual moving expenses; or, whether they move or discontinue their operations because of the displacement, they could receive an amount equal to average annual net earnings or \$5,000 whichever is less.

--Owner-occupants could receive up to \$5,000 above the fair market value of their homes to assure that they are able to obtain new residences which are "decent, safe, and sanitary" under standards set by the Secretary of Transportation and which are at least comparable to the homes taken.

--Up to \$1,500 to enable tenants to find comparable rental housing or to purchase replacement housing.

--Property owners also are to be reimbursed for recording fees, transfer taxes, mortgage payment penalties, and similar expenses involved in the sale of real estate.

--Each State is required to provide relocation advisory assistance programs to help meet the needs of those displaced.

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# DEPARTMENT OF TRANSPORTATION

*Mr. Linnell*  
*Mr. J. Mulvaney*  
**NEWS**

FEDERAL HIGHWAY ADMINISTRATION  
WASHINGTON, D.C. 20591

FHWA--237

FOR RELEASE WEDNESDAY,  
SEPTEMBER 25, 1968

VEHICLE SAFETY GLAZING  
STANDARD AMENDED

Federal Highway Administrator Lowell K. Bridwell has issued an amendment and a proposed amendment to the Federal motor vehicle safety performance Standard 205 on glazing materials.

The amendment, which becomes effective immediately, permits the use of alternative types of laminated glass in the forward facing windows of chassis-mounted campers. The present standard requires that glass for such windows meet both the penetration resistance test and the stringent optical requirements for automobile windshields. The amendment permits the use of less costly laminates which meet the same penetration resistance test -- and therefore provide the same level of safety protection -- but do not meet the high optical requirements.

The amendment also makes some technical changes in the standard relative to exposed edges of vehicle windows and to labelling and certification of safety glass.

The proposed amendment would require all forward facing windows and glass partitions in vehicles, other than windshields, to meet the penetration resistance test but not the optical requirements, and would clarify language in the standard relative to edging.

Comments and supporting data will be received by the National Highway Safety Bureau until the close of business September 30, 1968.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--238

FOR RELEASE THURSDAY,  
SEPTEMBER 26, 1968

HEAD RESTRAINT SYSTEM  
PROTECTION EMPHASIZED

Why head restraints?

The question is bound to be asked by many new car shoppers this fall. It will be prompted by the sight of these very visible new protective devices on showroom cars across the country.

The head restraints -- two on the front seat of each car -- are required by Federal safety standards to be provided on all automobiles made after December 31, 1968, for sale in the United States.

Actually, however, they will be available as standard equipment on the majority of 1969-model automobiles offered for sale this autumn.

To the question, "Why head restraints?" the Department of Transportation's Federal Highway Administration today supplied this answer:

Head restraints on new cars are provided to substantially reduce the serious neck injuries that are resulting from some four million rear-end car collisions occurring in the United States each year.

(more)

According to Dr. William Haddon, Jr., Director of FHWA's National Highway Safety Bureau, the "whiplash" injuries experienced by drivers and car occupants in rear-end collisions are now accounting for a high percentage of the neck injuries and chronic disabilities reported by doctors in the United States.

He added that the unusually high incidence of "whiplash" injuries is also demonstrated by the fact the insurance settlements average considerably higher for this type of injury than for others.

"Whiplash" occurs when the head of an automobile occupant is snapped sharply backward from the force of a rear-end crash. The head restraints available on new cars will provide, under the Federal standard, sufficient strength, height, and energy absorption to minimize violent backward movement of the head in rear-end crashes.

To accomplish this, it is important that, on those models which are adjustable, the top of the head restraint be set no lower than the top of the ears.



# DEPARTMENT OF TRANSPORTATION



*Mr. Bruce R  
Em 811 Matonis*  
**NEWS**

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--239

FOR RELEASE FRIDAY,  
SEPTEMBER 27, 1968

### REGULATIONS ANNOUNCED FOR LIMITED PRODUCTION VEHICLES

Permanent procedures were announced today under which manufacturers of limited production motor vehicles may apply for temporary exemptions from Federal motor vehicle safety standards. Announced by the Department of Transportation's Federal Highway Administrator Lowell K. Bridwell, the procedures apply to those manufacturers whose total motor vehicle production does not exceed 500 per year.

The regulations were developed by the FHWA to carry out Public Law 90-283, which amended the National Traffic and Motor Vehicle Safety Act of 1966 to permit temporary exemptions from specific vehicle safety standards. The new regulations supersede interim regulations published in the Federal Register on May 30, 1968.

Limited production manufacturers may petition for a temporary exemption. The regulations set forth the information and data that must be provided in support of any such petition. Pertinent information includes: the particular standard or standards from which an exemption is sought, the length of time desired for the exemption (not to exceed three years), the reasons for seeking the exemption, the steps to be taken to achieve full compliance with the standard while an exemption is in effect, and the manufacturer's estimated date when full compliance will be achieved.

If the basis for the petition is substantial economic hardship, the petitioner must submit appropriate financial and engineering data in support of the hardship contention. If the basis for the petition is to

facilitate the development of motor vehicles using a propulsion system other than an internal combustion engine, the petitioner must submit appropriate engineering drawings and data describing the system -- particularly the manner in which it differs from the internal combustion engine -- and how the requested exemption will facilitate the development of the vehicle.

Under the procedures, no public hearing, argument, or other formal proceeding will be held on any petition. However, a petitioner may request in writing to appear informally before an appropriate official of the National Highway Safety Bureau to discuss either a petition or denial of a petition. If such a request is granted, a transcript or minutes of the meeting will be kept.

The Federal Highway Administrator may grant or deny a petition, but whether granted or denied, the petitioner will be notified in writing of the action taken. The Administrator may also terminate any exemption found to have been granted on the basis of false, fraudulent, or misleading information.

The regulations also set forth the labeling and certification requirements for those vehicles produced under an exemption.

The full text of the regulations were published in the Federal Register Thursday, September 26, and became effective on that date.

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# DEPARTMENT OF TRANSPORTATION

*McKusick  
& K. H. H. H. H.*

# NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--241

FOR RELEASE SUNDAY,  
OCTOBER 6, 1968

## FHWA SAFETY PROPOSAL TO COMBAT ONE-EYED VEHICLES

Federal Highway Administrator Lowell K. Bridwell today announced a proposal to require passenger cars and multi-purpose passenger vehicles to be equipped to combat the familiar safety hazards of the "one-eyed" vehicle.

When one headlight is out, drivers in other vehicles are frequently unable to delineate or identify the lateral position of the oncoming car. The Director of the FHWA's National Highway Safety Bureau, Dr. William Haddon, Jr., said the basic problem is to ensure that when a vehicle headlight fails there continues to be a light source on the same side of the vehicle that identifies its width and lateral position. There are two ways of accomplishing this.

One is to wire the vehicle so that the parking lights remain on whenever the headlight switch is on. This practice has long been followed by European manufacturers, and is now widely represented among domestic passenger cars produced in the past year.

The second way is to place within sealed-beam headlamps a rugged, "backup" filament of much lower light output than the primary filament. This ensures that when the primary filament fails there is still sufficient light to identify the car's location, but not so much that the driver will fail to recognize that his headlight needs replacement. Such headlamps are already available and coming into use.

Dr. Haddon emphasized that by proposing that such reserve lighting performance be incorporated in both new and replacement equipment, it would be possible to reduce greatly the number of "one-eyed" vehicles even among older cars. He added that the frequency of headlamp failure is illustrated by the fact that the annual replacement market for sealed-beam headlamps is in excess of 50-million units. Filament failure is the primary reason for headlamp replacement.

(more)

The proposal, which would augment the present Federal motor vehicle safety Standard 108 on Lamps and Reflective Devices, does not take a position between the alternative methods of meeting the problem, but requests comments on these and any other alternatives from the public and from interested parties. The Administrator will consider requirements both for application to new vehicles and to lighting equipment.

Comments will be received by the National Highway Safety Bureau until the close of business November 5, 1968. The proposed effective date of the amendment is September 1, 1969.

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# DEPARTMENT OF TRANSPORTATION

*Mr. Brussel  
Rm 811 Mt*  
**NEWS**

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

FHWA--240

FOR RELEASE MONDAY, OCTOBER 7,  
1968

### CONSUMER SAFETY INFORMATION PROGRAM IS ANNOUNCED

The Department of Transportation today initiated action to establish a comprehensive program to supply consumers, including prospective car buyers with information on safety and other performance characteristics of new motor vehicles and equipment.

DOT's Federal Highway Administration, through publication in the Federal Register of an Advance Notice of Proposed Rule Making, invited comments on a proposed regulation to require motor vehicle and equipment manufacturers to make public a range of information and data about the following characteristics of vehicles they offer for sale:

1. Braking Performance -- including stopping distances of all types of vehicles under a variety of conditions.
2. Tire Performance -- including the extent to which new passenger car tires exceed DOT safety standards.
3. Lateral intrusion protection of passenger compartment in a crash -- covering the resistance of passenger vehicles to side intrusion during crashes.
4. Illumination and Glare Produced by Headlamps -- including the extent of illumination provided by headlamps on all types of vehicles at varying speeds, and the amount of glare produced by such headlamps toward oncoming vehicles and pedestrians.
5. Field of View of Driver -- describing the field of vision available to vehicle drivers, including the view (s) provided by mirrors.

6. Acceleration and Passing Ability -- covering all types of vehicles at specified loads and speeds, and operating over roads of various surfaces and grades.

7. Steering Ratio -- describing the extent to which turning the steering wheel turns the front wheels.

8. Passenger Vehicle Performance When Towing Trailers -- including towing performance under various loading, weight distribution, hitch configuration, road, and weather conditions.

9. Flammability of Interior Materials -- covering the description of such factors as self-extinguishment, ease of flammability, rate of burning, tendency to smolder, and production of toxic and noxious combustion by-products on burning, of all interior materials in all types of vehicles.

The Advance Notice invites the submission of comments and supporting data from interested parties by close of business November 8, 1968. It states the Highway Administration's intent to require information in the specified areas for vehicles manufactured after August 1, 1969.

The Advance Notice suggests that information developed by manufacturers under the proposed rule would be furnished with each vehicle, and also would be made available in booklet form "to permit evaluation of the supplied information prior to purchase by the consumer." It said the FHWA is "also considering other appropriate means" to assure the effective dissemination of such information to the public.

Dr. William Haddon, Jr., Director of the FHWA's National Highway Safety Bureau, said that the development of testing and research needed to acquire some of the data required under the proposed regulation will not be an easy task. Despite this, he said, "significant steps must be taken to provide consumers, particularly new car buyers, with understandable and useful information concerning the safety performance areas described in the Advance Notice.

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# DEPARTMENT OF TRANSPORTATION

*Mr. Kruse*  
*Rev 8/11 Mat*  
**NEWS**

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

FHWA-242

FOR IMMEDIATE RELEASE

PROVAN, KELLEY APPOINTED BY  
HIGHWAY ADMINISTRATION

The Department of Transportation's Federal Highway Administrator has announced appointment of two staff directors within the Federal Highway Administration. They are:

John Provan as Director, Office of Administration, and Albert B. Kelley as Director, Office of Public Affairs for FHWA. The two had been serving as interim directors.

The Office of Administration is responsible for budget, personnel, and other administrative activities of the Highway Administration and its constituent bureaus -- the Bureau of Public Roads, National Highway Safety Bureau, and Bureau of Motor Carrier Safety.

The Office of Public Affairs is responsible for public information, congressional liaison, and business-intergovernmental relations for FHWA and its bureaus.

Immediately prior to joining FHWA, Provan was Assistant Administrator for Appraisal for the Federal Aviation Administration. Kelley had been Manager, Transportation and Communications Department of the U. S. Chamber of Commerce.

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# DEPARTMENT OF TRANSPORTATION

ORC

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--243

FOR RELEASE FRIDAY,  
OCTOBER 11, 1968

STATE HIGHWAY RECEIPTS,  
EXPENDITURES FOR 1967

The U. S. Department of Transportation reported today that receipts and expenditures for highways by State highway departments and related agencies each totaled \$13.2 billion in calendar 1967.

The \$13.2 billion total receipts included \$1.0 billion borrowed funds and \$4.0 billion Federal aid, according to data compiled by the Federal Highway Administration's Bureau of Public Roads.

Federal Highway Administrator Lowell K. Bridwell said the \$4.0 billion Federal aid to the States accounted for 52 percent of the \$7.8 billion of total capital expenditures for highways by the States. Some \$3.8 billion of Federal aid and State funds were spent on the 41,000-mile National System of Interstate and Defense Highways.

The \$13.2 billion of State receipts for highways in 1967 was an increase of less than one percent over 1966. However, receipts may vary from year to year, and do not reflect the total use of motor vehicles. Of the \$13.2 billion total receipts, State road-user taxes provided \$6.9 billion or 52 percent. Federal-aid funds, derived from Federal road-user taxes, comprised \$3.9 billion of the total receipts, or 30 percent. Of the remainder, \$652 million came from tolls, \$1.0 billion from proceeds of highway construction bonds, and \$610 million from other sources.

Expenditures for current highway purposes totaled \$12.7 billion in 1967, 5.8 percent higher than in 1966. Capital expenditures, including roadway and bridge improvement and new construction, engineering, and right-of-way costs, amounted to \$7.3 billion, of which \$3.8 billion was for projects on the Interstate System and \$3.3 billion for work on other Federal-aid systems.

(more)

Maintenance expenditures were \$1.5 billion, while the costs of administration, highway safety and law enforcement, and interest on highway debt accounted for \$1.5 billion. Grants-in-aid to local governments for highway purposes (derived chiefly from State road-user tax revenues) amounted to \$1.9 billion.

Retirement of highway bonds during 1967 took \$539 million, bringing total disbursements to \$13.2 billion. The \$45 million excess of disbursements over receipts in 1967, nationwide, was drawn from highway fund reserves.

The \$7.1 billion capital outlay expenditures on the Federal-aid systems not only includes the cooperative work involving Federal-aid funds and State and some local matching moneys, but also includes work for which the entire cost was met from State agency funds.

Comparisons of receipts and disbursements for 1965, 1966, and 1967 follow:

	(Billions of dollars)		
	<u>1965</u>	<u>1966</u>	<u>1967</u>
Receipts:			
State highway-user tax revenue.....	\$6.1	\$6.5	\$6.9
Federal funds.....	3.9	4.2	4.0
Other.....	1.0	1.2	1.3
Total current income.....	<u>11.0</u>	<u>11.9</u>	<u>12.2</u>
Construction bonds.....	0.6	1.1	1.0
Total receipts.....	<u>11.6</u>	<u>13.0</u>	<u>13.2</u>
Disbursements:			
Capital outlay:			
Interstate System.....	3.4	3.7	3.8
Other Federal-aid systems.....	2.9	3.2	3.3
Other roads and streets.....	0.5	0.6	0.7
Subtotal.....	<u>6.8</u>	<u>7.5</u>	<u>7.8</u>
Maintenance.....	1.3	1.4	1.5
Administration and enforcement.....	0.8	1.0	1.1
Interest on debt.....	0.4	0.4	0.4
Grants-in-aid to local governments.....	1.7	1.7	1.9
Total current expenditures.....	<u>11.0</u>	<u>12.0</u>	<u>12.7</u>
Debt retirement.....	0.5	0.5	0.5
Total disbursements.....	<u>11.5</u>	<u>12.5</u>	<u>13.2</u>

The data contained in the accompanying table SF-21 are drawn from a series of tables on State highway finance available from the Bureau of Public Roads. These and tables for 1967 on motor vehicles, motor fuel, and mileage will appear in the Bureau's annual publication HIGHWAY STATISTICS, to be printed later this year.

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

STATE RECEIPTS AND DISBURSEMENTS FOR HIGHWAYS-SUMMARY-1967<sup>1</sup>

Compiled for calendar year  
from reports of State authorities

(In thousands of dollars)

TABLE SF-21  
SEPTEMBER 1968

STATE	RECEIPTS										DISBURSEMENTS										
	STATE HIGHWAY- USER TAX REVENUES 2/	ROAD AND CROSSING TOLLS	OTHER STATE IMPOSTS, GENERAL FUND REVENUES	MISCEL- LANEOUS INCOME	FEDERAL FUNDS		TRANSFERS FROM LOCAL GOVERN- MENTS	BOND PROCEEDS 4/	TOTAL RECEIPTS	CAPITAL OUTLAY				MAINTEN- ANCE AND TRAFFIC SERVICE	ADMINIS- TRATION AND HIGHWAY POLICE	BOND INTEREST	GRANTS- IN-AID TO LOCAL GOVERN- MENTS	SUBTOTAL, CURRENT EXPENDI- TURES	BOND RETIRE- MENT 4/	TOTAL DISBURSE- MENTS	
					BUREAU OF PUBLIC ROADS	OTHER AGENCIES				FEDERAL-AID SYSTEMS			OTHER ROADS AND STREETS								TOTAL
										INTER- STATE	OTHER FEDERAL- AID SYSTEMS	TOTAL									
Alabama	122,515	-	528	2,358	84,495	99	2,391	25,073	237,459	67,012	49,460	116,472	20,016	136,488	25,376	11,363	8,225	39,655	221,107	11,132	232,239
Alaska	8,566	3,909	-	-	36,970	-	210	9,550	59,205	-	40,098	40,098	-	40,098	10,743	6,232	840	-	57,913	365	58,278
Arizona	69,160	-	44	581	68,129	-	2,372	140,286	41,023	66,055	107,078	-	107,078	9,537	14,099	-	19,430	-	150,144	-	150,144
Arkansas	91,085	480	419	1,621	49,248	751	516	144,120	34,831	43,516	78,347	459	78,806	17,278	12,068	1,293	27,004	-	136,449	6,135	142,584
California	799,633	12,831	-	24,593	387,116	3,196	55,805	47,600	1,290,774	427,547	269,079	696,626	35,492	732,118	65,903	124,342	6,226	301,048	1,229,637	6,655	1,236,292
Colorado	69,206	811	901	1,330	52,921	1,200	6	1,200	126,375	38,271	33,384	71,655	310	71,965	14,898	933	26,906	124,879	4,320	129,199	
Connecticut	93,920	29,658	368	10,890	51,968	1,478	594	78,330	27,689	74,192	101,881	10,611	112,492	31,355	27,637	26,844	12,246	210,574	20,463	231,037	
Delaware	24,446	13,358	1,273	4,286	13,951	-	-	6,019	63,333	30,421	9,221	39,642	-	43,434	11,244	6,781	2,000	71,949	9,254	81,203	
Florida	187,023	27,074	-	19,578	83,934	186	2,659	10,487	330,941	72,403	115,216	187,619	59,870	247,489	38,404	19,298	28,718	18,136	352,045	19,153	371,198
Georgia	151,154	-	-	23,794	102,144	289	756	283,351	78,955	59,618	138,573	39,896	178,469	20,863	14,698	7,564	18,754	240,348	10,565	250,913	
Hawaii	18,779	-	400	165	20,437	-	-	2,897	42,678	18,077	10,030	28,107	178	28,285	3,736	1,856	8,897	44,202	3,218	47,420	
Idaho	31,774	-	-	88	21,907	1,144	930	55,843	15,462	15,027	30,489	-	30,489	8,227	6,161	-	10,478	55,355	-	55,355	
Illinois	335,436	43,792	-	4,785	172,674	14	8,009	-	564,710	160,798	76,327	237,125	22,465	259,590	71,570	48,341	16,431	169,120	565,052	12,123	577,175
Indiana	178,834	16,713	13,519	6,836	111,801	285	1,915	-	329,903	124,785	38,774	163,559	886	164,145	51,029	22,801	9,066	79,454	326,495	6,875	333,370
Iowa	152,467	-	21,978	5,226	45,173	349	2,954	25,787	295,787	80,536	139,902	5,444	145,346	20,596	13,512	6,297	13,512	241,599	21,574	263,173	
Kansas	78,539	11,143	-	3,000	32,373	5,902	65	131,022	22,571	48,487	71,058	495	71,553	26,126	12,303	-	8,533	124,812	3,024	127,836	
Kentucky	120,173	10,202	8,768	13,988	99,771	66	379	17,402	270,749	87,223	59,446	146,669	71,108	217,777	44,599	25,014	25,105	315,761	14,603	330,364	
Louisiana	105,510	848	48,433	3,330	79,649	1,898	13,358	25,020	278,044	73,199	61,058	134,257	45,659	179,916	38,613	28,979	11,227	19,554	278,289	7,535	285,824
Maine	39,472	8,121	785	1,844	20,616	-	1,648	20,539	93,025	18,557	16,214	34,771	4,003	38,774	19,835	6,325	2,608	4,239	9,522	81,303	
Maryland	147,222	27,151	-	6,124	52,936	-	12,794	20,234	266,461	47,236	63,041	110,277	9,460	119,737	20,848	24,908	14,909	43,549	223,951	34,083	258,034
Massachusetts	136,854	35,099	1,455	7,526	55,806	27	-	45,169	281,936	84,556	40,192	124,748	5,829	130,577	38,211	31,979	34,971	14,569	250,307	41,849	292,156
Michigan	291,749	6,992	11,943	4,815	153,196	41	7,281	756	476,017	149,640	74,323	223,963	4,070	228,033	38,090	34,826	21,917	141,055	463,921	28,492	492,413
Minnesota	148,406	-	5,750	113,060	10,096	10	2,963	24,102	294,451	105,015	76,081	181,096	3,434	184,530	32,337	11,753	42,892	272,261	3,395	275,656	
Mississippi	82,800	1,699	14,750	776	48,606	1,534	277	13,531	164,053	40,022	53,585	93,607	6,197	99,804	12,582	4,183	33,993	161,804	7,562	169,367	
Missouri	153,485	1,598	3,793	160	88,882	56	2,068	-	250,042	58,481	84,947	143,428	2,454	145,882	41,993	23,154	267	19,648	230,934	1,118	232,052
Montana	31,900	-	1,115	178	40,229	1,837	5	-	75,264	28,478	28,672	57,150	82	57,232	7,239	5,841	-	4,782	75,094	-	75,094
Nebraska	70,236	-	2,271	83	33,096	181	2,753	-	108,620	20,047	30,893	50,940	1,582	52,522	11,306	10,884	-	29,994	104,706	-	104,706
Nevada	20,400	-	100	513	32,627	26	560	-	54,226	22,101	10,649	32,750	218	32,967	6,304	-	5,139	49,598	-	-	49,598
New Hampshire	29,925	4,708	-	688	15,356	10	1,154	7,022	58,863	17,087	11,857	28,944	2,840	31,784	13,031	6,765	1,723	250	53,553	4,650	58,203
New Jersey	130,366	92,066	-	19,551	95,536	-	2,585	-	340,104	148,985	45,049	194,034	21,658	215,692	43,920	40,492	31,254	15,243	346,601	41,672	388,273
New Mexico	42,141	-	-	539	38,234	353	34	-	81,301	40,989	12,595	53,584	2,080	55,664	14,744	215	5,425	83,192	2,000	85,192	
New York	465,828	136,552	-	18,667	160,691	-	162,091	-	943,829	134,811	338,047	472,858	52,592	525,450	140,968	72,373	45,205	117,145	901,341	55,404	956,745
North Carolina	194,801	173	-	999	65,563	-	1,273	120,223	383,032	42,167	51,461	93,628	83,252	176,880	73,122	33,573	4,029	9,999	297,563	11,800	309,363
North Dakota	29,873	-	1,498	843	26,267	110	2,822	-	61,413	12,511	25,687	38,198	316	38,514	6,217	6,140	-	12,121	62,992	-	62,992
Ohio	400,198	27,663	-	11,231	181,928	255	20,032	75,003	716,310	237,668	133,643	371,311	4,232	375,543	51,704	39,110	21,240	165,131	652,728	71,145	723,873
Oklahoma	107,076	11,607	4,585	8,897	50,136	4,661	-	-	189,448	42,746	50,180	92,926	6,624	99,550	21,400	10,594	13,723	46,612	191,959	2,005	193,964
Oregon	83,940	683	-	2,784	50,451	14,667	1,273	-	153,798	39,872	45,290	85,162	1,453	86,615	19,563	14,202	1,388	38,654	160,422	5,100	165,522
Pennsylvania	377,982	68,298	517	16,406	202,920	59	6,306	157,735	830,223	271,917	160,389	432,306	40,327	472,633	127,773	86,545	21,315	52,900	761,166	36,861	798,027
Rhode Island	27,612	1,467	-	1,897	17,232	-	-	32,054	80,222	28,795	17,869	46,664	21,400	68,064	7,581	2,850	5,140	84,021	3,124	87,145	
South Carolina	85,044	-	-	651	46,554	197	264	-	132,710	31,383	70,514	11,086	81,600	25,676	10,606	160	9,674	127,716	3,600	131,316	
South Dakota	32,939	-	4,197	103	28,140	179	1,974	-	67,532	19,998	27,125	47,123	610	47,733	7,525	7,589	-	8,021	70,868	-	70,868
Tennessee	148,499	-	822	1,187	91,717	22	1,026	6,000	249,273	74,920	64,755	139,673	14,859	154,532	18,157	14,244	3,703	47,339	237,975	1,745	239,720
Texas	349,687	6,129	1,733	11,586	210,087	520	5,213	-	584,955	217,485	224,943	442,428	32,981	475,409	73,052	40,489	2,853	38,259	630,062	3,250	633,312
Utah	34,747	-	-	716	44,119	377	129	-	80,088	48,364	8,045	56,409	-	56,409	10,566	8,737	-	4,651	80,363	-	80,363
Vermont	23,661	-	568	110	30,138	-	406	10,000	64,883	29,873	18,263	48,136	699	48,835	9,373	4,584	1,315	3,978	68,085	3,270	71,355
Virginia	189,470	29,502	5,052	4,969	128,006	-	2,780	-	359,717	103,717	118,180	221,897	20,394	242,291	51,385	30,178	18,384	16,711	358,949	11,529	370,478
Washington	146,692	15,658	-	3,131	100,533	15,251	7,786	36,008	325,099	93,438	70,257	163,695	18,271	181,966	23,016	6,487	48,745	84,021	289,641	11,662	



# DEPARTMENT OF TRANSPORTATION

*Secretary*  
*Rm 108 Mail*  
**NEWS**

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--246

FOR RELEASE FRIDAY,  
OCTOBER 11, 1968

DOT SUBMITS HIGHWAY RESEARCH  
FACILITIES REPORT TO CONGRESS

Secretary of Transportation Alan S. Boyd has sent to Congress a report on the Department's needs for motor vehicle and highway safety research facilities.

The report, required by Title III of the National Traffic and Motor Vehicle Act of 1966, estimates the cost for preliminary planning, engineering, and design work to begin meeting those needs at \$10 million.

The two volume report, entitled Requirements for Motor Vehicle and Highway Safety Research and Test Facilities, outlines a master plan for providing the facilities needed to bring the full potential of modern science and technology to bear on the national goal of reducing deaths and injuries on our Nation's highways.

Secretary Boyd pointed out that the brilliant breakthroughs in connection with other major national programs such as those involving space exploration, and nuclear-energy have come about largely because of the quality and depth of experimental research and testing, which, in turn, are linked directly to the quality of research facilities and laboratories. He goes on to point out that in motor vehicle and highway safety, there never have been adequate government research and test facilities, a major reason for the painfully slow progress in virtually all of the many aspects of the highway safety field.

The master plan, based on an extensive survey of existing research and testing capabilities, equipment, and facilities -- both public and privately-owned -- calls for full utilization of existing facilities to meet most of the safety research facilities needs. However, construction of two major new facilities, a Vehicle and Highway Safety Proving Ground

(more)

and Driving Simulation Laboratory, is also required.

The Proving Ground would be the foundation for the entire facilities program. It would consist of various test tracks and supporting laboratories on which a wide variety of tests and measurements could be conducted on interrelated problems of vehicle performance characteristics, driver skills, highway design, and other environment features.

The Driving Simulation Laboratory would be used to investigate a variety of driver judgments and risk-taking behaviors in a number of realistic and safe simulations of high-hazard conditions of actual driving. Although laboratories for similar research in highly dangerous aircraft and spacecraft situations have been in widespread use for some time, their full potential has never been applied to such critically needed highway safety research problems as fatigue and driving, or the influence of alcohol on driving.

The safety facilities master plan calls for capabilities to conduct systematic research and testing safely for all types of vehicles beyond the threshold of danger. As the carefully phased elements of the plan are implemented, the country will for the first time have the resources it needs to get answers to many of the most serious problems that have long been contributing to the rising totals of death, injury, and property damage on the Nation's highways.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

FEDERAL HIGHWAY ADMINISTRATION  
WASHINGTON, D.C. 20591

FHWA-245

FOR RELEASE SATURDAY,  
OCTOBER 12, 1968

DENVER POST LAUDED FOR  
REPORTING ON SEAT BELTS

Federal Highway Administrator Lowell K. Bridwell has commended The Denver Post for including in its reporting of fatal highway crashes whether or not the victims were wearing seat belts. The text of a letter from Administrator Bridwell to the Post's Editor, Palmer Hoyt, follows:

Last week, on a trip west, my attention was drawn to three news items in the Denver Post concerning fatal highway crashes -- the kind of news story which appears all too tragically and frequently in every American newspaper.

However, I noticed an important difference between the Post's coverage of these crashes and the usual sort of coverage. The Post reporters, in each case, had made a point of determining and reporting whether the victims had been wearing safety belts.

On behalf of the Department of Transportation, I want to commend you and your reporters for providing Post readers with this vitally important kind of highway safety information. Safety belts (lap and shoulder) have been required by Department standards on all new cars since January 1, 1968. Moreover, lap safety belts have been standard on many car models since 1966-67.

The point, I think, is clear. Once the safety belt is made available to the car driver and passenger, it is solely a matter of individual decision to use -- or disregard -- this protective feature.

Reliable research demonstrates that use of safety belts by car occupants could at least cut in half the number of deaths claimed in car crashes on the American highway system each year. The kind of reporting exemplified by Denver Post reporters covering automobile crashes will help immeasurably to stimulate the broadest possible use of safety belts -- and, in the final analysis, will save lives which otherwise would be needlessly claimed in highway collisions.



# DEPARTMENT OF TRANSPORTATION

*Mr. Bruce R*  
*Rm 811 mat*  
**NEWS**

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

FHWA--244

FOR RELEASE MONDAY,  
OCTOBER 14, 1968

### DISPOSITION OF RECEIPTS FROM STATE HIGHWAY-USER TAXES FOR 1967 LISTED

The Department of Transportation reported today that the States disbursed \$7.5 billion in highway-user taxes in 1967. Of this, \$4.9 billion went for State highway purposes, \$2.0 billion for local roads and streets, and \$0.6 billion for nonhighway purposes.

The data were compiled by the Federal Highway Administration's Bureau of Public Roads.

BPR Director Francis C. Turner said the \$6.9 billion for highways was 6.2 percent more than in 1966.

The net collections (after refunds) from State road-user taxes in 1967 amounted to \$7.9 billion. After deducting the cost of collection and administration of the highway-user imposts, \$7.5 billion was available for distribution.

Of the \$4.9 billion devoted to State highway purposes, \$4.0 billion went for capital outlay, maintenance, and administration of the State highway systems; \$423 million was for highway safety activities and law enforcement; and \$475 million was for interest and retirement of State highway bonds.

In most States the local governments receive, by law, a designated portion of the State highway-user tax revenues as grants-in-aid; and in addition many States spend some of their own share of the highway-user revenues directly on local road and street improvements. Of the \$2.0 billion applied to these purposes in 1967, grants-in-aid totaled \$1.8 billion.

State highway-user revenues amounting to \$640 million were used for nonhighway purposes in 1967. Most States make no nonhighway allocations, or the amounts are insignificant. In 22 States, road-user taxes assigned for nonhighway purposes aggregating \$143 million were offset by appropriations for highways in like amount out of State general funds.

(more)

It should be noted that the data reported here concern only State highway-user impost receipts and their disposition. They do not include Federal aid for highways, derived from Federal highway-user excise taxes, nor any Federal, State, and local funds for highways obtained from other sources.

The disposition of highway-user tax revenues in 1967 is shown by States in the accompanying table DF. In many States the dispositions of revenues from motor-fuel taxes and from motor-vehicle registration fees and allied imposts are governed individually by legislation. The accompanying tables MF-3 and MV-3 show the separate dispositions. Table DF is a combination of the two.

A comparison of net revenues (after deduction of collection costs) and allocations in the past three years follows:

	<u>1965</u>	<u>1966</u>	<u>1967</u>
Revenues:			
Motor-fuel taxes.....	\$4,474	\$4,715	\$4,993
Motor-vehicle registration fees and allied imposts.....	<u>2,250</u>	<u>2,571</u>	<u>2,534</u>
Total	<u>6,724</u>	<u>7,286</u>	<u>7,527</u>
Allocations:			
For State-administered highways..	\$4,246	\$4,639	\$4,878
For local roads and streets:			
Grants-in-aid.....	1,638	1,705	1,779
State expenditures.....	<u>184</u>	<u>233</u>	<u>230</u>
Subtotal, local roads and streets.....	1,822	1,938	2,009
For nonhighway purposes	656	709	640
Total	<u>6,724</u>	<u>7,286</u>	<u>7,527</u>

# DISPOSITION OF RECEIPTS FROM STATE IMPOSTS ON HIGHWAY USERS-1967

Compiled for calendar year  
from reports of State authorities

(In thousands of dollars)

TABLE DF  
SEPTEMBER 1968

STATE	RECEIPTS AVAILABLE FOR DISTRIBUTION 1/	FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES	NET FUNDS DISTRIBUTED	FOR STATE-ADMINISTERED HIGHWAYS				FOR LOCAL ROADS AND STREETS 2/			FOR NONHIGHWAY PURPOSES 4/				STATE
				CAPITAL OUTLAY, MAINTENANCE, AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS 3/	MUNICIPAL STREETS	TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES 5/	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDITIVE) 6/	TOTAL	
Alabama	129,115	5,051	124,064	48,684	3,483	16,121	68,288	3/ 49,629	4,598	54,227	540	1,009	(3,483)	1,549	Alabama
Alaska 7/	10,239	588	9,651	5,366	764	2,436	8,566	-	-	-	1,085	-	-	1,085	Alaska 7/
Arizona	74,018	4,858	69,160	42,513	7,217	-	49,730	10,787	8,643	19,430	-	-	-	-	Arizona
Arkansas	95,171	1,146	94,025	55,999	3,749	7,175	66,923	12,081	12,081	24,162	2,940	-	-	2,940	Arkansas
California	979,424	53,047	926,377	398,376	79,127	-	477,503	160,726	121,404	282,130	-	166,744	(5,728)	8/ 166,744	California
Colorado	75,616	5,703	69,913	35,473	5,664	2,289	43,426	17,612	8,168	25,780	74	633	-	707	Colorado
Connecticut	101,386	7,466	93,920	20,954	8,006	50,834	79,794	4,944	9,182	14,126	-	-	(658)	-	Connecticut
Delaware 7/	25,487	1,041	24,446	9,071	1,244	12,131	22,446	(2/4)	2,000	2,000	-	-	-	-	Delaware 7/
Florida	298,363	11,385	286,978	143,499	9,024	16,487	169,010	17,960	53	18,013	99,955	-	(6,405)	99,955	Florida
Georgia	156,879	5,234	151,645	75,797	7,633	9,521	92,951	46,572	11,631	58,203	491	-	(24,871)	491	Georgia
Hawaii	19,922	-	19,922	5,360	-	4,344	9,704	9,074	1	9,075	1,143	-	-	1,143	Hawaii
Idaho	33,267	1,493	31,774	19,940	2,398	-	22,338	8,013	1,423	9,436	-	-	-	-	Idaho
Illinois	368,637	25,294	343,343	139,386	22,270	-	161,656	108,451	65,329	173,780	7,907	-	-	7,907	Illinois
Indiana	187,873	9,039	178,834	90,249	8,531	-	99,380	54,038	25,416	79,454	-	-	(1,583)	-	Indiana
Iowa	156,671	4,204	152,467	76,886	4,964	-	81,850	53,035	17,582	70,617	-	-	(4,411)	-	Iowa
Kansas	84,647	5,334	79,313	59,165	4,505	-	63,670	9,995	4,874	14,869	774	-	-	774	Kansas
Kentucky	124,226	4,053	120,173	79,243	2,669	22,928	104,840	15,333	-	15,333	-	-	-	-	Kentucky
Louisiana	110,694	5,184	105,510	59,747	2,311	13,342	75,400	23,363	6,747	30,110	-	-	(1,802)	-	Louisiana
Maine	41,196	1,724	39,472	26,812	2,795	6,858	36,465	2,469	538	3,007	-	-	-	-	Maine
Maryland	153,677	6,266	147,411	57,308	13,668	28,095	99,071	18,142	30,009	48,151	-	2/ 189	(1)	189	Maryland
Massachusetts	149,557	12,703	136,854	55,864	11,209	45,845	112,918	18,246	5,690	23,936	-	-	(5,862)	-	Massachusetts
Michigan	303,966	12,217	291,749	95,563	7,568	44,072	147,203	96,516	4,999	144,546	-	-	(10,543)	-	Michigan
Minnesota	196,450	7,082	189,368	81,441	6,136	4,898	92,475	42,494	13,437	55,911	962	-	-	962	Minnesota
Mississippi	85,617	2,737	82,880	36,227	5,484	8,652	50,363	13,131	1,386	32,517	-	-	-	-	Mississippi
Missouri	159,554	5,899	153,655	123,874	9,562	-	133,436	5,012	15,037	20,049	170	-	-	170	Missouri
Montana	33,845	1,945	31,900	25,501	1,634	-	27,135	3,941	824	4,765	-	-	(1,137)	-	Montana
Nebraska	72,086	1,850	70,236	34,161	5,296	-	39,457	23,139	7,640	30,779	-	-	(3,142)	-	Nebraska
Nevada	24,254	3,854	20,400	13,470	1,767	-	15,237	3,462	1,701	5,163	-	-	-	-	Nevada
New Hampshire	30,661	736	29,925	21,747	2,189	4,363	28,299	1,118	508	1,626	-	-	-	-	New Hampshire
New Jersey 7/	251,301	11,011	240,290	96,745	16,574	1,346	114,665	11,418	4,283	15,701	109,924	-	-	109,924	New Jersey 7/
New Mexico	48,725	3,211	45,514	30,787	3,832	2,215	36,834	4,237	1,070	5,307	3,373	-	(3,735)	3,373	New Mexico
New York 7/	511,214	28,747	482,467	280,888	29,570	27,756	338,214	81,403	46,211	127,614	16,639	-	-	16,639	New York 7/
North Carolina	202,846	8,045	194,801	148,138	15,452	21,252	184,842	(3/)	9,959	9,959	-	-	-	-	North Carolina
North Dakota	31,445	663	30,782	17,375	1,533	-	18,908	9,367	1,582	10,965	-	-	(16)	909	North Dakota
Ohio	414,622	14,424	400,198	155,419	14,428	63,998	233,845	113,511	52,842	166,353	-	-	-	-	Ohio
Oklahoma	133,851	3,485	130,366	55,576	4,171	2,876	62,623	38,817	5,636	44,453	-	23,290	(16,326)	23,290	Oklahoma
Oregon	95,268	6,503	88,765	48,586	6,364	1,835	56,785	18,053	9,102	27,155	4,825	-	(4,914)	4,825	Oregon
Pennsylvania	391,360	13,378	377,982	279,480	30,794	18,666	324,940	33,620	19,422	53,042	-	-	(18,630)	-	Pennsylvania
Rhode Island 7/	33,392	1,141	32,251	20,629	1,389	5,117	27,135	86	391	4,777	4,639	-	-	4,639	Rhode Island 7/
South Carolina	91,136	3,146	87,990	65,505	6,120	3,760	75,385	9,659	-	9,659	2,361	585	-	2,946	South Carolina
South Dakota	34,022	1,083	32,939	23,325	1,557	-	24,882	7,245	812	8,057	-	-	-	-	South Dakota
Tennessee	172,662	3,814	168,848	71,995	4,666	5,403	82,064	49,527	16,908	66,435	20,349	-	(13,365)	20,349	Tennessee
Texas	475,509	13,400	462,109	298,914	12,503	231	311,648	38,039	38,039	112,422	-	-	(15,000)	112,422	Texas
Utah	36,487	1,628	34,859	27,244	3,261	-	30,505	2,518	1,724	4,242	112	-	-	112	Utah
Vermont	24,204	543	23,661	10,717	1,650	-	12,367	6,781	-	6,781	-	-	-	-	Vermont
Virginia	197,947	8,477	189,470	163,854	8,760	-	172,614	3/ 1,770	15,086	16,856	-	-	-	-	Virginia
Washington	196,058	7,294	188,764	79,977	11,139	10,588	101,704	28,689	16,299	44,988	35,555	6,517	(1,502)	8/ 42,072	Washington
West Virginia	76,720	2,007	74,713	68,545	772	5,396	74,713	(3/)	-	-	-	-	(236)	-	West Virginia
Wisconsin	172,332	9,214	163,118	87,533	7,103	83	94,719	37,430	22,033	59,463	-	8,936	-	8/ 8,936	Wisconsin
Wyoming	20,995	1,773	19,222	13,143	1,232	-	14,375	4,203	644	4,847	-	-	-	-	Wyoming
Dist. of Col.	24,201	1,676	22,525	-	-	-	-	-	17,499	17,499	-	5,026	-	5,026	Dist. of Col.
<b>Total</b>	<b>7,878,795</b>	<b>351,796</b>	<b>7,526,999</b>	<b>3,978,651</b>	<b>423,737</b>	<b>475,426</b>	<b>4,877,814</b>	<b>1,343,721</b>	<b>665,386</b>	<b>2,009,107</b>	<b>427,149</b>	<b>212,929</b>	<b>(143,440)</b>	<b>640,078</b>	<b>Total</b>

1/ This table summarizes the receipts from motor-fuel taxes, and from motor-vehicle fees and special imposts on motor carriers, which are recorded separately in tables MF-3, and MV-3 respectively. Amounts in this column exclude adjustments for undistributed balances, funds in transit, etc.

2/ Includes direct expenditures by States on local roads and streets as well as grants-in-aid. In many States, funds allotted for "county and township roads" may ultimately have been used in part for municipal streets. Entries include amounts used for service of obligations for local roads.

3/ Former county roads are under State control in Ala. (ten counties), Del., N.C., Va. (all but two counties), and W. Va.

4/ The amounts shown do not necessarily constitute diversion from highway use requiring a penalty under the terms of the Hayden-Carwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934.

5/ Allocations for local general purposes may have been used in part for highways, but such amounts were not reported.

6/ Gross nonhighway allocation of highway user revenues were offset, in the amounts shown, against appropriations for highways out of State general funds, and the amounts so offset are included with allocations for State and local highway purposes.

7/ In Alaska, Del., N.J., N.Y., and R.I., highway-user revenues were placed in the State general fund, where they were made available for highways and other purposes as indicated herein.

8/ The nonhighway allocations of "vehicle license fees" in Calif. and "motor-vehicle excise taxes" in Wash. (see table MV-2, footnote 7), and motor-fuel and registration fees in Wis. were in lieu of personal property taxes formerly imposed on motor vehicles.

9/ For mass transit studies.

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

DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER TAX RECEIPTS-1967

Compiled for calendar year  
from reports of State authorities

(In thousands of dollars)

TABLE MV-3  
SEPTEMBER 1968

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR 1/	ADJUST- MENTS DUE TO UNRE- TRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBU- TION	FOR COLLECT- ING MOTOR- VEHICLE AND MOTOR CARRIER TAXES 2/	NET FUNDS DISTRIB- UTED 3/	FOR STATE-ADMINISTERED HIGHWAYS				FOR LOCAL ROADS AND STREETS 4/			FOR NONHIGHWAY PURPOSES 6/			
						CAPITAL OUTLAY, MAINTEN- ANCE, AND ADMINIS- TRATION	HIGHWAY LAW ENFORCE- MENT AND SAFETY	SERVICE OF OBLIGA- TIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS 5/	MUNICIPAL STREETS	TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES 7/	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NOW ADDI- TIVE) 8/	TOTAL
Alabama	33,395	=3,395	30,253	4,345	25,908	12,409	3,483	-	15,892	5/ 5,413	3,450	8,863	342	811	(3,483)	1,153
Alaska 9/	4,318	2	4,320	588	3,732	-	211	-	2,647	-	-	-	1,085	-	-	1,085
Arizona	22,409	88	22,497	4,012	18,485	15,802	2,683	-	18,485	-	-	-	-	-	-	-
Arkansas	30,189	1	30,190	887	29,303	16,019	3,513	2,053	21,585	3,456	-	6,912	806	-	-	806
California	436,887	=11,425	425,462	51,013	374,449	90,949	79,127	-	170,076	20,540	17,089	37,629	-	166,744	(5,728)	10/ 166,744
Colorado	24,439	=261	24,178	1,873	22,305	10,236	1,634	661	12,531	5,751	3,316	9,067	74	633	-	707
Connecticut	30,722	4	30,726	7,181	23,545	2,296	2,106	17,595	21,997	542	1,006	1,548	-	-	(523)	-
Delaware 9/	9,572	-	9,572	991	8,581	3,184	437	4,258	7,879	702	-	702	-	-	-	-
Florida	113,291	1,471	114,762	9,931	104,831	1,975	8,349	-	10,324	952	53	1,005	93,502	-	(6,495)	93,502
Georgia	30,185	3	30,188	4,577	25,611	18,324	6,796	-	25,120	-	-	-	491	-	(24,871)	491
Hawaii	9,637	-	9,637	2/	9,637	-	-	-	-	8,897	-	8,897	740	-	-	740
Idaho	13,488	277	13,765	1,406	12,359	6,299	-	-	6,299	3,113	549	3,662	-	-	-	-
Illinois	162,720	=524	162,196	24,775	137,421	83,469	22,270	-	105,739	25,217	1,296	26,513	5,169	-	-	5,169
Indiana	15,957	=1,361	14,596	14,871	13,972	6,657	2,046	-	21,998	24,839	6,409	30,035	-	-	-	-
Iowa	70,097	=75	70,022	3,456	66,566	29,845	4,626	-	34,471	24,246	7,849	32,095	-	-	(4,411)	-
Kansas	32,244	=712	31,532	4,736	26,796	22,508	-	-	24,653	1,933	-	2,143	-	-	-	-
Kentucky	34,793	=31	34,762	3,506	31,256	18,972	801	5,490	25,263	5,993	-	5,993	-	-	-	-
Louisiana	18,017	370	18,387	4,415	13,972	6,657	2,148	2,293	11,998	694	-	2,874	-	-	-	-
Maine	12,629	1,352	14,381	543	12,838	8,449	881	2,460	11,490	778	170	948	-	-	(1)	-
Maryland	59,781	-	59,781	5,562	54,219	23,032	13,668	6,564	43,264	6,039	4,727	10,766	11/ 189	-	-	189
Massachusetts	38,563	=3,621	34,942	12,143	22,799	14,867	3,004	-	17,871	3,435	1,513	4,928	-	-	(1,348)	-
Michigan	97,437	7,948	105,385	11,627	93,758	29,747	6,783	13,372	49,902	29,303	14,553	43,856	-	-	(10,531)	-
Minnesota	60,141	=102	60,039	6,475	53,564	28,915	2,183	1,739	32,837	15,166	4,837	30,003	724	-	-	724
Mississippi	18,975	=375	18,600	1,971	16,629	1,240	4,832	-	6,072	10,530	27	10,557	-	-	-	-
Missouri	59,713	231	59,944	2,592	57,352	53,248	4,104	-	57,352	-	-	-	-	-	-	-
Montana	11,540	=45	11,495	1,491	10,004	4,511	1,487	-	5,998	3,637	369	4,006	-	-	(1,137)	-
Nebraska	21,074	-	21,074	1,541	19,533	6,428	4,455	-	10,883	5,807	2,843	8,650	-	-	(460)	-
Nevada	6,959	17	6,976	3,425	3,551	3,139	412	-	3,551	-	-	-	-	-	-	-
New Hampshire	11,251	28	11,279	293	10,986	7,871	947	1,579	10,397	405	184	589	-	-	-	-
New Jersey 2/	99,991	=259	99,732	10,298	89,434	36,212	6,145	499	42,856	4,234	1,588	5,022	40,756	-	-	40,756
New Mexico	14,827	827	15,654	2,710	12,944	4,292	3,345	-	7,637	4,237	1,070	5,307	-	-	(3,331)	-
New York 9/	234,103	=	234,103	28,050	206,053	122,839	17,224	214	140,277	40,446	18,053	58,499	7,277	-	-	7,277
North Carolina	54,143	=39	54,104	3,734	50,370	43,787	6,583	-	50,370	(5/)	-	-	-	-	-	-
North Dakota	13,911	213	14,124	476	13,648	6,664	580	-	7,244	4,629	995	5,624	780	-	(16)	780
Ohio	140,690	622	141,312	13,778	127,534	2,400	993	25,441	28,834	75,057	23,643	98,700	-	-	-	-
Oklahoma	54,762	=144	54,618	2,630	51,988	11,178	4,171	-	15,349	9,926	3,423	13,349	23,290	-	(14,748)	23,290
Oregon	42,071	=89	41,982	6,368	35,614	19,082	3,251	721	23,054	7,090	3,575	10,665	1,895	-	(2,207)	1,895
Pennsylvania	111,834	1,373	113,207	12,268	100,939	85,532	9,561	5,796	100,889	50	50	-	-	-	(5,784)	-
Rhode Island 2/	12,063	-	12,063	1,074	10,989	7,064	469	1,728	9,261	29	132	161	1,567	-	-	1,567
South Carolina	15,088	51	15,139	2,873	12,266	9,507	1,969	346	12,022	-	-	-	244	-	-	244
South Dakota	15,083	149	15,232	869	14,363	8,143	567	-	8,710	4,930	723	5,653	-	-	-	-
Tennessee	47,851	=154	47,697	3,422	44,275	29,905	4,666	3,000	37,571	6,704	-	6,704	-	-	(12,368)	-
Texas	217,589	=99	217,490	11,988	205,502	122,368	4,724	860	127,092	30,649	-	30,649	47,761	-	-	47,761
Utah	9,213	126	9,339	1,351	7,988	2,886	-	-	3,746	2,518	1,724	4,242	-	-	-	-
Vermont	12,860	=335	12,525	516	12,009	7,624	3,211	-	1,174	-	-	-	-	-	-	-
Virginia	73,578	281	73,859	7,624	66,235	54,321	7,361	-	61,682	(5/)	4,553	4,553	-	-	-	-
Washington	83,418	=131	83,287	6,926	76,361	23,102	11,139	352	34,593	570	31	34,690	6,517	-	(1,502)	10/ 41,167
West Virginia	33,801	=38	33,763	1,731	32,032	29,015	597	2,420	32,032	(5/)	-	-	-	-	(236)	-
Wisconsin	61,011	=8	61,003	8,338	52,665	25,626	7,103	24	10,897	6,414	-	17,311	-	2,601	-	10/ 2,601
Wyoming	8,274	=108	8,166	1,670	6,496	5,855	557	-	6,412	84	-	84	-	-	-	-
Dist. of Col.	8,662	=42	8,620	316	8,304	-	-	-	-	-	3,278	3,278	-	5,026	-	5,026
Total	2,893,589	=7,929	2,885,660	313,187	2,572,473	1,200,586	280,568	104,152	1,585,306	398,989	144,504	543,493	237,619	206,055	(114,180)	443,674

1/ See table MV-2 for details of receipts.

2/ Collection expenses in many States include service charges deducted by county and local collectors.

Amounts shown in some States include pro-rata costs of administering motor-fuel tax laws. Amount for Hawaii not reported.

3/ Motor-vehicle revenues are either dedicated for specific purposes or placed with other highway-user revenues in a common fund from which a distribution is made. This table includes both specific dedications and pro-rata motor-vehicle revenue portion of the amounts distributed from the common fund.

4/ Includes direct expenditures by States on local roads and streets as well as grants-in-aid.

In many States, funds allotted for "county and township roads" may ultimately have been used in part for municipal streets. Entries include amounts used for service of obligations for local roads.

5/ Former county roads are under State control in Ala. (ten counties), Del., N. C., Va. (all but two counties), and W. Va.

6/ The amounts shown do not necessarily constitute diversions from highway use requiring a

penalty under the Hayden-Carwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934.

7/ Allocations for local general purposes may have been used in part for highways, but such amounts were not reported.

8/ Gross nonhighway allocations of motor-vehicle and motor-carrier revenues were offset, in the amounts shown, against appropriations for highways out of State general funds, and the amounts so offset are included with allocations for State and local highway purposes.

9/ In Alaska, Del., N. J., N. Y., and R. I., motor-vehicle revenues were placed in the State general fund, where they were made available for highway and other purposes as indicated herein.

10/ The nonhighway allocations of "vehicle license fees" in Calif. and "motor-vehicle excise taxes" in Wash. (see table MV-2, footnote 7), and registration fees in Wis. were in lieu of personal property taxes formerly imposed on motor vehicles.

11/ For mass transit studies.

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

DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS-1967

Compiled for calendar year  
from reports of State authorities

(In thousands of dollars)

TABLE MF-3  
SEPTEMBER 1968

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR 1/	ADJUSTMENTS DUE TO UNDETRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR COLLECTIBLE MOTOR-FUEL TAXES AND FEES 2/	NET FUNDS DISTRIBUTED 3/	FOR STATE-ADMINISTERED HIGHWAYS				FOR LOCAL ROADS AND STREETS 4/			FOR NONHIGHWAY PURPOSES 6/			
						CAPITAL OUTLAY, MAINTENANCE, AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS 5/	MUNICIPAL STREETS	TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES	OFFSET BY FUNDS FOR HIGHWAYS (NOW ADDITIVE) 7/	TOTAL
Alabama	99,032	-170	98,862	706	98,156	36,275	-	16,121	52,396	5/ 44,216	1,148	45,364	198	198	-	396
Alaska 8/	5,920	-1	5,919	(2/)	5,919	5,366	-	5,919	-	-	-	-	-	-	-	-
Arizona	51,603	-82	51,521	846	50,675	26,711	4,534	26,177	31,245	10,787	8,643	19,430	-	-	-	-
Arkansas	64,703	278	64,981	299	64,722	39,980	-	5,122	45,338	8,625	8,625	17,250	2,134	-	-	2,134
California	557,366	-3,404	553,962	2,034	551,928	307,427	-	-	307,427	140,186	104,315	244,501	-	-	-	-
Colorado	51,350	88	51,438	3,830	47,608	25,237	4,030	1,628	30,895	11,861	4,852	16,713	-	-	-	-
Connecticut	71,750	-1,090	70,660	285	70,375	18,658	5,900	33,239	57,797	4,402	8,176	12,578	-	-	(135)	-
Delaware 8/	15,915	=	15,915	50	15,865	5,887	807	7,873	14,567	(5/)	1,298	-	-	-	-	-
Florida	183,668	-67	183,601	1,454	182,147	141,524	675	16,487	158,686	17,008	=	17,008	6,453	-	-	6,453
Georgia	126,691	=	126,691	657	126,034	57,473	837	9,521	67,831	46,572	11,631	58,203	-	-	-	-
Hawaii	10,285	=	10,285	(2/)	10,285	5,360	-	4,344	9,704	1,777	-	1,778	403	-	-	403
Idaho	19,646	-244	19,402	87	19,315	13,641	-	=	13,641	4,900	874	5,774	-	-	-	-
Illinois	205,099	1,342	206,441	519	205,922	55,917	-	-	55,917	83,234	64,033	147,267	2,738	-	-	2,738
Indiana	134,825	-648	134,177	217	133,960	68,056	6,485	-	74,541	40,412	19,007	59,419	-	-	(1,583)	-
Iowa	87,224	+575	86,649	748	85,901	47,041	338	-	47,379	28,789	9,733	38,522	-	-	-	-
Kansas	53,125	-11	53,115	598	52,517	36,657	2,360	-	39,017	8,062	4,664	12,726	774	-	-	774
Kentucky	89,464	=	89,464	547	88,917	1,868	-	17,438	90,355	79,577	9,340	9,340	-	-	-	-
Louisiana	92,682	-375	92,307	769	91,538	53,090	163	11,049	64,302	21,183	6,053	27,236	-	-	(1,802)	-
Maine	28,908	-693	28,215	1,181	27,034	18,363	-	4,698	24,975	1,691	368	2,059	-	-	-	-
Maryland	93,896	=	93,896	704	93,192	34,276	-	21,531	55,807	12,103	25,282	37,385	-	-	-	-
Massachusetts	114,901	-286	114,615	560	114,055	40,997	8,205	45,845	95,847	14,831	4,177	19,008	-	-	(4,514)	-
Michigan	199,559	-978	198,581	990	197,591	197,991	785	30,700	57,301	67,278	33,412	100,690	-	-	(12)	-
Minnesota	96,934	-523	96,411	607	95,804	52,526	3,159	3,159	59,638	27,328	8,600	35,928	238	-	-	238
Mississippi	67,017	=	67,017	766	66,251	34,987	652	8,652	44,291	20,601	1,359	21,960	-	-	-	-
Missouri	99,610	=	99,610	3,307	96,303	70,626	5,458	-	76,084	5,012	15,037	20,049	170	-	-	170
Montana	22,317	33	22,350	454	21,896	20,990	147	-	21,137	304	455	759	-	-	-	-
Nebraska	51,012	=	51,012	309	50,703	27,733	841	-	28,574	17,332	4,797	22,129	-	-	(2,682)	-
Nevada	17,345	-67	17,278	429	16,849	10,331	1,355	-	11,686	3,462	1,701	5,163	-	-	-	-
New Hampshire	19,289	93	19,382	443	18,939	13,876	1,242	2,784	17,902	713	324	1,037	-	-	-	-
New Jersey 8/	151,568	1	151,569	713	150,856	60,533	10,429	847	71,809	2,695	7,184	9,879	69,168	-	-	69,168
New Mexico	33,487	-416	33,071	501	32,570	26,495	487	2,215	29,197	-	-	3,373	-	-	(404)	3,373
New York 8/	277,233	-122	277,111	697	276,414	158,049	12,346	27,542	197,937	40,957	28,158	69,115	-	-	-	9,362
North Carolina	148,741	1	148,742	4,311	144,431	104,351	8,869	21,252	134,472	(5/)	9,959	9,959	-	-	-	-
North Dakota	15,179	2,142	17,321	187	17,134	10,711	953	-	11,664	4,738	603	5,341	129	-	-	129
Ohio	275,130	-1,820	273,310	646	272,664	153,019	13,435	38,557	205,011	38,454	29,199	67,653	-	-	-	-
Oklahoma	79,382	-149	79,233	855	78,378	44,398	-	2,876	47,274	2,213	-	31,104	-	-	(1,578)	-
Oregon	53,176	110	53,286	135	53,151	29,504	3,113	1,114	33,731	10,963	5,527	16,490	2,930	-	(2,707)	2,930
Pennsylvania	278,087	66	278,153	1,110	277,043	189,948	21,233	12,870	224,051	33,570	19,422	52,992	-	-	(12,846)	-
Rhode Island 8/	21,330	-1	21,329	67	21,262	13,565	920	3,389	17,874	97	259	316	3,072	-	-	3,072
South Carolina	76,021	-24	75,997	273	75,724	55,998	4,151	-	63,363	9,659	-	2,361	-	-	-	2,702
South Dakota	18,863	-73	18,790	214	18,576	15,182	990	-	16,172	2,315	89	2,404	-	-	-	-
Tennessee	125,971	-1,006	124,965	392	124,573	42,090	2,403	2,403	44,493	42,823	16,908	59,731	-	-	(997)	-
Texas	259,200	-1,121	258,079	1,412	256,667	176,346	7,779	231	184,556	7,390	-	7,390	20,349	-	-	20,349
Utah	27,394	-246	27,148	277	26,871	24,358	2,401	-	26,759	-	-	-	112	-	-	112
Vermont	11,679	=	11,679	27	11,652	3,093	476	1,302	4,871	6,781	-	6,781	-	-	-	-
Virginia	124,894	-806	124,088	853	123,235	109,533	1,399	-	110,932	5/ 1,770	10,533	12,303	-	-	-	-
Washington	112,771	-	112,771	368	112,403	56,875	-	10,236	67,111	16,268	28,119	44,387	905	-	-	905
West Virginia	43,353	-396	42,957	276	42,681	39,530	175	2,976	42,681	(2/)	-	-	-	-	-	-
Wisconsin	111,365	-36	111,329	876	110,453	61,907	59	-	61,966	26,533	15,619	42,152	9/ 6,335	-	-	6,335
Wyoming	12,813	-4	12,809	103	12,726	7,288	675	-	7,963	4,119	644	4,763	-	-	-	-
Dist. of Col.	15,988	-407	15,581	1,360	14,221	-	-	-	-	-	-	14,221	-	-	-	-
Total	5,004,782	-11,647	4,993,135	38,609	4,954,526	2,778,065	143,169	371,274	3,292,508	944,732	520,882	1,465,614	189,530	6,874	(29,260)	196,404

1/ See table MF-1 for details of receipts.

2/ Where no entry appears, funds for administering the motor-fuel tax laws were allocated from general revenues. Amounts shown in some States include pro-rata costs of administering motor-vehicle laws.

3/ Motor-fuel taxes are either dedicated for specific purposes or placed with other highway-user revenues in a common fund from which a distribution is made. This table includes both specific dedications and pro-rata motor-fuel tax portion of the amounts distributed from the common fund.

4/ Includes direct expenditures by States on local roads and streets as well as grants-in-aid. In many States, funds allotted for "county and township roads" may ultimately have been used in part for municipal streets.

5/ Former county roads are under State control in Ala. (ten counties), Del., N. C., Va. (all but two counties), and W. Va.

6/ The amounts shown do not necessarily constitute diversions from highway use requiring a penalty under the terms of the Hayden-Carwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934.

7/ Gross nonhighway allocation of motor-fuel revenues were offset, in the amounts shown, against appropriations for highways out of State general funds, and the amounts so offset are included with allocations for State and local highway purposes.

8/ In Alaska, Del., N. J., N. Y., and R. I., motor-fuel revenues were placed in the State general fund, where they were made available for highway and other purposes as indicated herein.

9/ Allocations to towns, villages, and cities in lieu of personal property tax formerly imposed on motor vehicles. These may have been used in part for highways, but such amounts were not reported.



# DEPARTMENT OF TRANSPORTATION

*Mr. Keuser  
8/14/68*

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--247

FOR RELEASE WEDNESDAY,  
OCTOBER 16, 1968

### RESEARCH STUDIES REQUESTED ON THE ECONOMIC EFFECTS OF DETOURS

The lowly detour, the bane of the motorist since the advent of the automobile, is coming in for some special attention.

In the early days of the auto age, roadbuilders were content to pick up a board, scribble the word "Detour" on it, nail it to a tree or pole, and send the motorist down a rough, narrow, and rutty road that often seemed to lead to nowhere.

Not so today, however, when the Nation's three million-mile network of highways is the envy of the world. Detours cost big money and often provide almost as good transportation as the finished highway itself.

A recent study showed it cost \$1,100 a day to maintain a detour on a project in Washington, D. C.

The State of California spent \$560,000 to build a detour and considered the money well spent because of the time saved in building the main road and the benefits which accrued to the motoring public.

Despite more than a half century of experience with temporary routes, the engineers of the Federal Highway Administration's Bureau of Public Roads say, there has been too little research in this field. They want to find out how much the detour is costing the public in additional miles driven, time delays and inconveniences; what the effect on nearby homes and businesses, and how it affects the overall cost of roadbuilding.

The Federal Highway Administration's Bureau of Public Roads has distributed to the States a manual setting forth methods and procedures for determining the economic effects of detours of highway construction and maintenance operations upon the road user and those affected by detours.

Further, the States are encouraged to initiate research studies of their own in this area.

To fund this project the States may use  $1\frac{1}{2}$  percent of the Federal contribution for highway construction to conduct highway planning and research studies.



# DEPARTMENT OF TRANSPORTATION

# NEWS

FEDERAL HIGHWAY ADMINISTRATION  
WASHINGTON, D.C. 20591

FHWA--249

FOR RELEASE WEDNESDAY,  
OCTOBER 16, 1968

HIGHWAY SAFETY PROGRAM COST  
ESTIMATE SUBMITTED TO CONGRESS

The Department of Transportation has sent to Congress a report outlining the estimated cost of full implementation of State and local community highway safety programs under the Highway Safety Act of 1966.

The report's major findings show that total annual needs for State and local community highway safety programs -- as estimated by the States -- are \$2.5 billion in the current year, and will grow to \$4.5 billion by 1976. State and local governments spent \$1.9 billion last year on highway safety, and are expected to continue to provide more than 50 percent of safety program needs over the next ten years.

The Highway Safety Act established a broad national highway safety program in which Federal, State, and local governments can work together to reduce deaths, injuries, and property damage resulting from motor vehicle crashes. A primary purpose of the Act is to provide Federal grants-in-aid to State and local governments to develop, improve and expand various highway safety programs, and to carry out a broad program of research, development, demonstration, and training.

Section 207 of the Act directs the Secretary of Transportation, in cooperation with the States, to estimate the costs of carrying out the highway safety program. The report presents those cost estimates as submitted by 45 States, the District of Columbia, and Puerto Rico.

Acting through the Federal Highway Administration's National Highway Safety Bureau, the Secretary asked each State to estimate -- without regard to revenue sources -- the total costs involved in carrying out each of 13 program areas covered by Federal standards issued by the Secretary in June 1967, and three additional program areas to be covered by Federal standards now in draft stage.

The 13 Standard areas include:

- . Periodic Motor Vehicle Inspection
- . Motor Vehicle Registration
- . Motorcycle Safety
- . Driver Education
- . Driver Licensing
- . Codes and Laws
- . Traffic Courts
- . Alcohol in Relation to Highway Safety
- . Identification and Surveillance of Accident Locations
- . Traffic Records
- . Emergency Medical Services
- . Highway Design, Construction, and Maintenance
- . Traffic Control Devices

Additional program areas to be covered by standards now in draft are Pedestrian Safety, Police Traffic Services, and Debris Hazard Control and Cleanup.

The report says "unfunded needs" -- that is, the difference between total needs and funded needs -- are expected to grow from half a billion dollars this year to \$1.9 billion in 1976. All States estimate nearly 100 percent implementation of all safety programs by 1976.

State estimates of total annual funding needed for different safety program areas vary considerably. For example, needs estimated for 1976 range from \$9.7 million for programs involving uniform codes and laws to more than \$2.3 billion for police traffic services.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FHWA-- 250

FOR RELEASE FRIDAY,  
OCTOBER 18, 1968

### EQUAL OPPORTUNITY POLICIES FOR HIGHWAY BUILDERS ARE ANNOUNCED

The Department of Transportation's Federal Highway Administration today announced interim policies and procedures governing the prequalification of Federal-aid highway construction contractors and subcontractors relative to equal employment opportunity requirements.

Federal Highway Administrator Lowell K. Bridwell said "these procedures will provide each State with the means to determine in advance the capability of contractors and subcontractors to meet their equal employment opportunity obligations under the Federal-aid Highway Act of 1968.

Bridwell said all Federal-aid highway construction contracts and sub-contracts in excess of \$500,000, are covered in the interim order which becomes effective December 1, 1968. The contractors must be prequalified before bids on the jobs are opened, he added.

To prequalify, contractors must show their ability to undertake affirmative action programs to provide equal employment opportunity for members of minority groups and eliminate "any and all discrimination in employment because of race, color, religion, sex or national origin."

They also are required "to promote the full realization of equal employment opportunity through a positive and continuing program."

The Federal Highway Administration asked the State highway departments last month to endorse a nine-point pledge of compliance with the newly-enacted equal employment provision of the Federal-aid Highway Act of 1968. To date, 37 States have agreed. The FHWA says no Federally-assisted highway project may be approved until a State has agreed to the pledge.

To meet the guidelines of the required affirmative action program, contractors and subcontractors must agree to:

--Submit a statement of their equal opportunity policies in terms of providing employment opportunities and in correcting any discriminatory practices which may exist.

(more)

--Designate an equal opportunity officer and outline his authority for emphasizing the importance of the program.

--Submit a breakdown of current work forces showing extent of minority representation.

--Give assurance that all advertising for personnel are labeled "An Equal Opportunity Employer," and make known employment opportunities to all employees, prospective employees and potential employee sources such as schools, employment agencies, labor unions, etc.; unless precluded by valid bargaining agreements, must conduct systematic and direct recruitment through public and private sources.

--Encourage present employees to refer minority group applicants for employment.

--Assure that wages, working conditions, upgrading, promotion, transferring, demoting or terminating employment on a non-discriminatory basis.

--Make full use of training, apprenticeship and on-the-job training programs, and seek cooperation of unions to increase minority group opportunities.



# DEPARTMENT OF TRANSPORTATION

Mr. Kruser  
811-MAT.

# NEWS

FEDERAL HIGHWAY ADMINISTRATION  
WASHINGTON, D.C. 20591

FHWA--252

FOR IMMEDIATE RELEASE

DOT ISSUES PROPOSED REGULATION  
ON VEHICLE SAFETY CERTIFICATION

The Department of Transportation's Federal Highway Administrator, Lowell K. Bridwell, today issued a proposed regulation to require automobile and auto equipment manufacturers and distributors to provide additional information on labels certifying that their products meet Federal motor vehicle safety standards.

Presently, manufacturers need only certify that their products meet the applicable standards, and they may choose their own location for affixing the certification label.

Under the proposal issued today by Highway Administrator Lowell K. Bridwell, auto manufacturers would be required to permanently attach a metal or plastic label, in a contrasting color, to the hinge pillar or door latch post nearest the driver's door.

The label would contain information as to the name of the manufacturer, place of manufacture, month and year of manufacture, vehicle identification number, and type of vehicle. It would also state that the manufacturer certified the vehicle as meeting all Federal motor vehicle safety standards applicable on date of manufacture.

The proposal issued today also would require manufacturers to affix temporary labels, containing the same information, to the windshield or side window of their products as a means of providing needed information to potential purchasers.

The Administrator is considering for inclusion in the final rule a requirement that a distributor who alters a vehicle in any manner that affects compliance with a safety standard shall furnish the dealer with a separate certification that the vehicle he has altered conforms to such standards.

Comments will be received by the FHWA's National Highway Safety Bureau until close of business November 19, 1968. It is proposed that the regulations will be effective January 1, 1969, so that as many 1969 model vehicles as possible will contain the prescribed certification information.

The proposed regulation was published in the Federal Register of Saturday, October 19.

10-18-68



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA - 253

FOR IMMEDIATE RELEASE

TWO NEW TOLL FREE SPANS OVER  
DELAWARE RIVER ARE APPROVED

The Department of Transportation announced today that it has reached agreement with Pennsylvania and New Jersey which will provide for two new toll-free bridges over the Delaware River on Interstate Highways linking the two States.

Federal Highway Administrator Lowell K. Bridwell said the agreement, culminating years of painstaking effort, also paves the way for a third span (the Interstate 80 toll bridge near Stroudsburg, Pennsylvania) to become a free bridge by December 1990.

Bridwell also announced approval of the addition of a 6.6 mile stretch of new Interstate Highway (I-895) from Interstate 95 in Pennsylvania to Interstate 295 in New Jersey. The bridge on this route will be a toll-free bridge in the Burlington-Bristol area.

The agreement also provides for the building of a toll-free span over the Delaware on Interstate 78 in the Easton-Phillipsburg area. The Delaware River Joint Toll Bridge Commission had originally proposed this as a toll bridge.

Bridwell said the agreement with Pennsylvania and New Jersey also involves a financing arrangement under which the Delaware River Joint Toll Bridge Commission plans to construct new toll bridges over the Delaware in the New Hope-Lambertville and Morrisville-Trenton areas.

The two new Interstate spans will be built with 90 percent Federal financing.

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10-21-68



# DEPARTMENT OF TRANSPORTATION

*Mr. Kupetz  
811-1710-1000*

# NEWS

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

FHWA--254

FOR RELEASE WEDNESDAY,  
OCTOBER 23, 1968

PUBLIC PARTICIPATION PROCEDURES  
PROPOSED FOR HIGHWAY PROJECTS

The Department of Transportation's Federal Highway Administration today proposed new procedures to ensure full public participation in the development of Federal-aid highway projects.

One of the requirements is for two public hearings -- one in advance of route location decisions, the second prior to highway design approval -- as part of each Federal-aid highway project undertaken by a State highway department. Currently, no more than one hearing is required on proposed new highway locations, which generally has taken place at an early stage of the highway planning sequence, before the development of widespread public interest.

The proposed policies, signed by Federal Highway Administrator Lowell K. Bridwell, also call upon State highway agencies to "fully consider a wide range of factors in determining highway locations and highway designs." Such factors would include the social, economic, and environmental effects of a planned highway on the community through which it may pass.

"Our purpose in issuing this proposal," Bridwell said, "is to strengthen and expand the means available to each State highway department for providing free and open public discussion in connection with a planned Federal-aid highway project, and to encourage amicable resolution of controversial issues which may arise in such projects."

He pointed out that, by law, the Federal-aid highway program is directly administered and implemented by individual States. "It is their responsibility," he said, "to make highway location and design decisions before submitting them to the Federal Highway Administration for review."

Among matters to be explored at public hearings under the proposed policy would be alternative means of transportation which might serve the public better than the planned highway segment. The social, economic and environmental impact of the segment, as well as the impact of alternative transportation means, also would be considered.

The proposal, which is based on informal draft memoranda distributed earlier to State highway agencies and others, is being published in the Federal Register. The Federal Highway Administration is inviting interested parties to comment on the proposed policies no later than November 22, 1968. Six copies should be submitted to the Federal Highway Administration, Rules and Docket Room 512, 400 6th Street, S.W., Washington, D.C. 20591. Thereafter, the Federal Highway Administrator will issue the policies in final form.

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

FHWA -- 255

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

For Immediate Release

The Federal Government and Utah are cooperating in a \$1.9 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, Utah has programmed 31 such projects at a total cost of \$1,983,373, shared both by the State and the Federal Government.

By 1970, the Utah program is expected to total 202 projects on Federal-aid highways at a cost of \$2,683,000.

Administrator Bridwell paid tribute to Utah for the work it has done on its own in this field: "These spot improvements are comparatively small jobs not involving huge sums of money, but they bring almost immediate results."

As an example, he cited a project at a T intersection at U.S. 91 and 8th Street North in Salt Lake City. A traffic light on U.S. 91, apparently unwarranted by traffic volumes, was the scene of many rear-end accidents. At a cost of \$1,100, the traffic signal was removed and stop signs were installed at 8th Street.

Two years prior to the change there were 24 accidents and 11 injuries at the intersection. Two years after the change, the number of accidents dropped to 5 and there were no injuries.

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

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

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

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

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

BOX ELDER COUNTY - Interstate 80 in Hansel Valley area; improvement of culverts for safe roadside; \$1,575.

CACHE COUNTY - U.S. 91 at 100 North Street in Logan; channelization of intersection to provide left-turn storage lanes; \$6,500.

DAVIS COUNTY - U.S. 89 at Farmington junction; widening intersection; \$5,000.

EMERY COUNTY - State Route 10 at Five Mile Wash; replacement of bridge; \$39,170.

JUAB COUNTY - U.S. 6 at Jericho junction northeasterly toward Silver City; horizontal and vertical realignment; \$410,520.

SALT LAKE COUNTY - U.S. 40 at East Street in Salt Lake City; signal modernization; \$2,000.

State Route 271 in Salt Lake City; signal modernization and channelization at nine intersections; \$58,000.

State Route 271 in Salt Lake City; channelization at four intersections; \$29,500.

State Route 71 in Salt Lake City from 45th South Street to South Temple Street; installation of traffic signal system; \$150,000.

State Route 171 from 300 Street east to 2300 Street east in Salt Lake City; signal modernization and channelization at three intersections; \$41,000.

State Route 68 at 3100 South Street, Salt Lake City; signal modernization and channelization; \$7,500.

State Route 171 from 2700 Street west to 3600 Street west; signal modernization and channelization at two intersections; \$14,500.

Interstate 80 from Redwood Road to Paleya Canyon in Salt Lake City; installation of breakaway sign supports, and guardrail, and increased taper in pavement; \$62,000.

State Route 271 from 700 South Street to 200 South Street in Salt Lake City; signal modernization and channelization of six intersections; \$43,000.

State Route 267 from Fifth Street west to Redwood Road; preliminary engineering and utility adjustment for intersection improvements prior to upgrading and widening of entire route; \$16,000.

SANPETE COUNTY - State Route 116, near west edge of Mt. Pleasant at railroad crossing; installation of automatic flashing light signals; \$3,750.

U.S. 89, north of Mount Pleasant at railroad crossing; installation of automatic flashing light signals; \$3,750.

TOOELE COUNTY - Junction of U.S. Route 40 and State Route 36 at Mills Junction northeast of Grantsville; channelization of intersection; \$20,000.

UTAH COUNTY - State Route 77 from Interstate 84 west to urban limit of Springville; clearing of roadside hazards; \$23,000.

State Route 77 from U.S. 91 east to the urban limits of Springville; clearing of roadside hazards; \$27,800.

Interstate 15 over 6th East Street in Lehi; stairway to pedestrian overpass; \$2,500.

U.S. 91 at intersection with city street in Provo; channelization of intersection; \$2,000.

Interstate 15 at North Lehi interchange; modification of interchange to prevent wrong-way traffic movements; \$27,000.

County road at Saratoga Bridge southwest of Lehi near Saratoga Springs Resort; replacement of bridge and reconstruction of approaches; \$64,479.

WASATCH COUNTY - U.S. 40 near State Route 196; widening road and channelization of intersection; \$95,000.

WASHINGTON COUNTY - U.S. 91 in vicinity of Santa Clara; clearing slopes and brush and installation of guardrails; \$7,000.

WEBER COUNTY - Washington Boulevard in Ogden from 2nd Street to 40th Street; signal modernization, widening and channelizing various intersections; \$88,500.

State Route 37 at Grant Avenue in Ogden; channelization of intersection; \$2,000.

DAVIS AND WEBER COUNTIES - State Routes 106, 84, and 79 from U.S. 91 and Church Street north to Grant Avenue and Patterson Avenue in Ogden; signal modernization, widening and channelizing various intersections, including left-turn lanes; \$29,000.

CARBON AND EMERY COUNTIES - State Route 10 from 2.7 miles south of State Route 155 north to near Emery County line; bridge widening and realignment; \$100,000.

SALT LAKE AND DAVIS COUNTIES - Interstate 15 from 53rd Street to Pagen Lane in Salt Lake City; installation of breakaway sign supports, guardrails, and increased taper in pavement; \$525,000.

10/68



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

FHWA--251

WASHINGTON, D.C. 20591

FOR RELEASE MONDAY,  
OCTOBER 28, 1968

FEDERAL-AID HIGHWAY CONTRACTS TOTALED  
2,548 IN FIRST SIX MONTHS OF 1968

A total of 2,548 Federal-aid highway and bridge construction contracts was awarded by the State highway departments during the first 6 months of 1968, involving a total cost of approximately \$2.1 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 3 percent in the number of contracts and a 17 percent increase in the total dollar amount of contracts, as compared with the same period for 1967.

The contracts awarded in the first half of 1968 averaged about \$841,000. They varied from less than \$25,000 to just over \$22 million, with a good distribution throughout the entire range.

Twenty percent of the contracts awarded were for amounts less than \$50,000 and 34 percent were below \$100,000. Contracts for amounts less than \$500,000 comprised 70 percent of contracts awarded and 12 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.

(over)

Summary by Size of Contract

First Six Months - 1968

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	506	19.86	12,468,700	0.58
50,000 - 99,999	351	13.78	25,489,300	1.19
100,000 - 249,999	560	21.98	91,207,700	4.26
250,000 - 499,999	366	14.36	131,795,600	6.15
500,000 - 999,999	253	9.93	184,638,100	8.61
1,000,000 - 2,999,999	305	11.97	531,567,000	24.79
3,000,000 - 4,999,999	117	4.59	448,613,100	20.92
5,000,000 and over	90	3.53	718,258,700	33.50
Totals	<u>2,548</u>	<u>100.00</u>	<u>2,144,038,200</u>	<u>100.00</u>



# DEPARTMENT OF TRANSPORTATION

*Mr. Gruen  
Pm 8/11/68 mat*  
**NEWS**

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

FOR RELEASE THURSDAY  
November 7, 1968

FHWA--257  
NEW HIGHWAY SAFETY  
STANDARDS ISSUED

Three new Federal standards for State highway safety programs were announced today by the Department of Transportation. They deal with Police Traffic Services, Pedestrian Safety, and Debris Hazard Control and Cleanup.

The standards, developed by the Federal Highway Administration's National Highway Safety Bureau, represent goals the States are expected to reach in the future. They are in addition to 13 Standards issued by Secretary Boyd, June 27, 1967, to carry out provisions of the Highway Safety Act of 1966.

The Act requires the States to develop "comprehensive safety programs" to be approved by the Secretary, and directs him to issue Federal standards to set minimum performance levels. Standards issued earlier apply to a wide range of highway safety areas including: periodic motor vehicle inspection, motor vehicle registration, motorcycle safety, driver education and licensing, traffic courts, codes and laws, alcohol in relation to highway safety, traffic records, and emergency medical services, among others.

The Act also authorizes Federal matching grants to assist the States and their local communities in bringing their programs into conformity with the Federal standards. The Congress has authorized \$65 million for such grants in the current fiscal year. A total of some \$32.8 million had been obligated as of October 31, since the beginning of the program.

As in the case of the standards issued earlier, the three newest standards reflect extensive consultation between the Department, the States, local communities, interested organizations and individuals, and the Safety Advisory Committee.

The three new standards and their purposes are:

POLICE TRAFFIC SERVICES -- Purpose of the standard is to reduce deaths and injuries by improving police traffic services in all aspects of accident prevention programs, police traffic supervision, and post crash procedures to aid crash victims. The goal of the standard was expressed in the House of Representatives report on the Highway Safety Act. It said, "A major element of traffic control is the police force, be it city, county, or State. Few, if any, jurisdictions have traffic police forces of adequate size and training. They must improve and expand; the policies and practices they enforce must be consistent, impartial, and uniformly applied to all street and highway users; and they must not be financially dependent upon a fee system..."

The standard deals with such subjects as training procedures, assignment of trained personnel, accident investigating and reporting procedures, and cooperation between police agencies relative to jurisdictional boundaries.

PEDESTRIAN SAFETY -- The purpose of the Standard is to emphasize the need to recognize pedestrian safety as an integral, constant, and important element in community planning and all aspects of highway transportation, and to insure a continuing program to improve pedestrian safety.

The Standard directs itself to such items as studies of motor vehicle-pedestrian accidents and causes, improving the protection of pedestrians through reduction of conflicts with vehicles by separating their pathways, familiarizing drivers with pedestrian problems and ways to avoid collisions, and training and educating the public as to safe pedestrian behavior.

DEBRIS HAZARD CONTROL AND CLEANUP -- Purpose of the Standard is to provide for the assignment of official responsibilities and for planning, training, coordination, and communications necessary to assure prompt correction of hazardous conditions, and restoration of accident sites to a safe condition. The Standard calls for procedures to enable rescue and salvage equipment and personnel to get to the crash scene, extricating trapped persons from wreckage, warning approaching drivers and detouring them past hazardous wreckage or spillage, safe handling of spillage or potential spillage of hazardous materials, and training rescue and salvage personnel in cleanup techniques.

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# DEPARTMENT OF TRANSPORTATION

*Mr. Kruse*  
*Rm 811 - Mat*  
**NEWS**

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA -- 258

FOR RELEASE MONDAY,  
NOVEMBER 11, 1968

AGREEMENT SIGNED BY NEB.  
TO CONTROL OUTDOOR SIGNS

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

This raises to 20 the number of agreements reached under the Highway Beautification Act of 1965. Others which have signed are Iowa, Ohio, 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 Nebraska 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.

Nebraska 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.

FHWA--259.

FOR RELEASE

ELECTRONIC GUIDANCE SYSTEM  
FILM SHOWN AT SMITHSONIAN

Visitors to the Smithsonian Institution will be asked for the next few weeks to help the Federal Highway Administration's Bureau of Public Roads design an electronic system to guide motorists to their destinations anywhere within the United States.

This will be done by viewing a 25-minute film and then filling out a questionnaire based on what they have seen. Their replies are expected to aid the Bureau of Public Roads which is sponsoring studies aimed at developing a system that would provide each motorist with the information he needs to reach his destination without relying on road signs.

The film "Guiding Tomorrow's Motorist," will be shown three times a day on Saturdays during November at 1, 2 and 3 p. m. in the auditorium of the Institution's Museum of History and Technology, 14th Street and Constitution Avenues, N. W.

A version of the system, known as the Electronic Route Guidance System (ERGS), is undergoing testing at an intersection in the nation's capital.

When fully operational, the system will enable a motorist to find his destination in a code book, dial the code into a control box under the dashboard and then start his journey, confident that at every intersection equipped for ERGS operation, he will see routing instructions displayed on a screen on his dashboard or projected on the windshield so he won't have to take his eyes off the road.

ERGS is still in the experimental stage, and the film, produced by the Department of Transportation's Federal Highway Administration, seeks to learn the preferences of motorists on different aspects of the system. For instance, under consideration is the use of an audible signal, such as a "beep," to alert the driver to visual instructions.

Development of the system began almost two years ago with a number of private contractors assisting the Bureau of Public Roads' Office of Research and Development.



# DEPARTMENT OF TRANSPORTATION

# NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA-261

FOR RELEASE TUESDAY  
November 12, 1968

SAFETY STANDARD ISSUED  
FOR GLOVE COMPARTMENT DOORS

The Department of Transportation's Federal Highway Administration has issued a motor vehicle standard setting safety requirements and test procedures for interior compartment (glove compartment) doors in passenger cars.

A proposal to issue a new standard dealing with impact protection for occupants from interior compartment doors was issued in December 1967. However, because the proposed standard requiring interior compartment doors to remain closed during vehicle impact is related directly to existing Federal safety Standard 201, and because one of the tests requirements of the proposed standard would refer to tests set forth in Standard 201, it has been determined that it is more appropriate to incorporate the provisions of the proposed standard by amending Standard 201 rather than by issuing a new standard.

Therefore, Standard 201 -- Occupant Protection in Interior Impact is being amended to incorporate the substance of the proposed standard on interior compartment doors, effective January 1, 1970. Standard 201 as issued remains effective until December 31, 1969. The amended Standard 201 was published in the Federal Register Friday October 25, 1968.

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# DEPARTMENT OF TRANSPORTATION

*Mr. Keusel  
Rm. 811-1110*

# NEWS

FEDERAL HIGHWAY ADMINISTRATION  
WASHINGTON, D.C. 20591

FHWA-260

FOR RELEASE WEDNESDAY,  
NOVEMBER 13, 1968

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

The Department of Transportation reported today that Federal and State funds totaling \$605 million were obligated through September 30, 1968 for highways and local access roads under the Appalachian Highway Program. The Federal share was \$343 million.

Federal Highway Administrator Lowell K. Bridwell said that as of the end of September, 646 miles were completed or under construction, an increase of 55 miles since the June 30, 1968 quarterly report. Of the total, 164 miles were completed. Engineering and right-of-way acquisition were underway on 1,274 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 362 miles of 2,555 miles of development highways being considered for improvement. Preliminary engineering and right-of-way acquisition were underway on an additional 1,125 miles, centerline locations had been approved for another 218 miles, and location studies were either underway or completed on all but 64 miles.

Of the 412 miles of local access roads approved to date, (table 2), construction had begun on 120 miles, preliminary engineering and right-of-way acquisition were underway or completed on an additional 149 miles, centerline locations had been approved on 22 miles, and location studies were underway or completed on all but 26 miles.

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

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

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

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

APPALACHIAN HIGHWAY PROGRAM  
IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE  
AS OF SEPTEMBER 30, 1968

TABLE 1

STATE	APPALACHIAN IMPROVEMENT COMPLETED	WORK IN PROGRESS					ROUTE LOCATION WORK NOT STARTED	CORRIDOR MILEAGE BEING CON- SIDERED FOR APPALACHIAN IMPROVEMENT <sup>1/</sup>	TOTAL APPALACHIAN CORRIDOR MILEAGE	FUNDS OBLIGATED UNDER APPALACHIAN PROGRESS	
		UNDER CON- STRUCTION	ENGINEERING AND RIGHT- OF-WAY	CENTER- LINE LOCATION APPROVED	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY				TOTAL COST	FEDERAL FUNDS
Alabama	-	-	-	-	-	-	-	-	-	-	-
Georgia	-	14.2	15.4	56.8	-	86.4	-	86.4	89.0	16,944,190	9,184,701
Kentucky	40.2	63.4	250.8	6.2	55-7	376.1	-	416.3	579.6	93,093,167	61,839,463
Maryland	9-4	3.6	7-7	29.9	27.5	68.7	-	78.1	82.2	21,478,018	11,981,788
Mississippi	-	-	-	-	-	-	-	-	-	-	-
New York	-	39-9	160.1	-	10.5	210.5	20.0	230.5	260.0	96,100,690	43,356,858
North Carolina	14.0	28.2	109.7	8.9	26.3	173.1	11.0	198.1	199.4	34,011,899	19,970,398
Ohio	-	29.1	139.5	6.5	24.6	199.7	2.6	202.3	295.3	38,712,859	22,783,061
Pennsylvania	3-1	45.3	146.7	-	236.7	428.7	-	431.8	489.9	88,405,449	44,218,253
South Carolina	-	-	-	-	-	-	-	-	-	-	-
Tennessee	8.6	39-9	105.8	63.0	72.6	281.3	30.6	320.5	333-3	38,721,516	23,851,337
Virginia	18.3	63.7	15-5	-	81.3	160.5	-	178.8	203.8	59,579,217	36,587,813
West Virginia	6.8	34-7	173.8	46.7	149.8	405.0	-	411.8	421.7	83,607,662	48,359,725
Total	100.4	362.0	1,125.0	218.0	685.0	2,390.0	64.2	2,554.6	2,954.2	570,654,667	322,133,397
Percent of Total Under Consideration	4	14	44	9	27	94	2	100			

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

APPALACHIAN HIGHWAY PROGRAM  
IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE  
AS OF SEPTEMBER 30, 1968

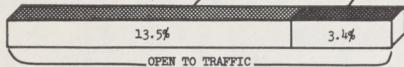
TABLE 2

STATE	APPALACHIAN IMPROVEMENT COMPLETED	WORK IN PROGRESS					ROUTE LOCATION WORK NOT STARTED	TOTAL MILEAGE	FUNDS OBLIGATED UNDER APPALACHIAN PROGRAM	
		UNDER CON- STRUCTION	ENGINEERING AND RIGHT- OF-WAY	CENTER- LINE LOCATION APPROVED	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY			TOTAL COST	FEDERAL FUNDS
Alabama	42.8	67.2	20.9	7.3	29.4	124.8	25.5	193.1	13,586,436	8,798,813
Georgia	2.0	-	6.5	3.4	-	9.9	-	11.9	209,550	145,305
Kentucky	0.4	1.7	25.9	-	-	27.6	-	28.0	1,131,812	656,074
Maryland	-	-	-	-	-	-	-	-	832,718	377,000
Mississippi	-	-	-	-	1.8	1.8	-	1.8	167,105	116,973
New York	-	1.9	-	-	-	1.9	-	1.9	525,000	238,748
North Carolina	0.2	-	12.3	-	-	12.3	-	12.5	109,100	76,370
Ohio	3.6	7.1	16.0	-	-	23.1	-	26.7	3,112,579	1,568,331
Pennsylvania	2.0	2.9	2.4	2.0	0.9	8.2	-	10.2	1,849,610	1,152,824
South Carolina	-	27.4	33.2	-	-	60.6	-	60.6	5,152,750	3,606,323
Tennessee	-	2.0	29.4	9.0	-	40.4	-	40.4	3,011,421	2,107,992
Virginia	-	9.6	-	-	-	9.6	-	9.6	947,484	644,008
West Virginia	12.0	-	2.9	-	-	2.9	-	14.9	3,307,352	1,706,548
Total	63.0	119.8	149.5	21.7	32.1	323.1	25.5	411.6	33,942,917	21,195,309
Percent of Total Mileage	15	29	36	6	8	79	6	100		

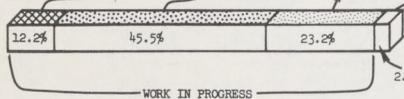
# APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF SEPTEMBER 30, 1968

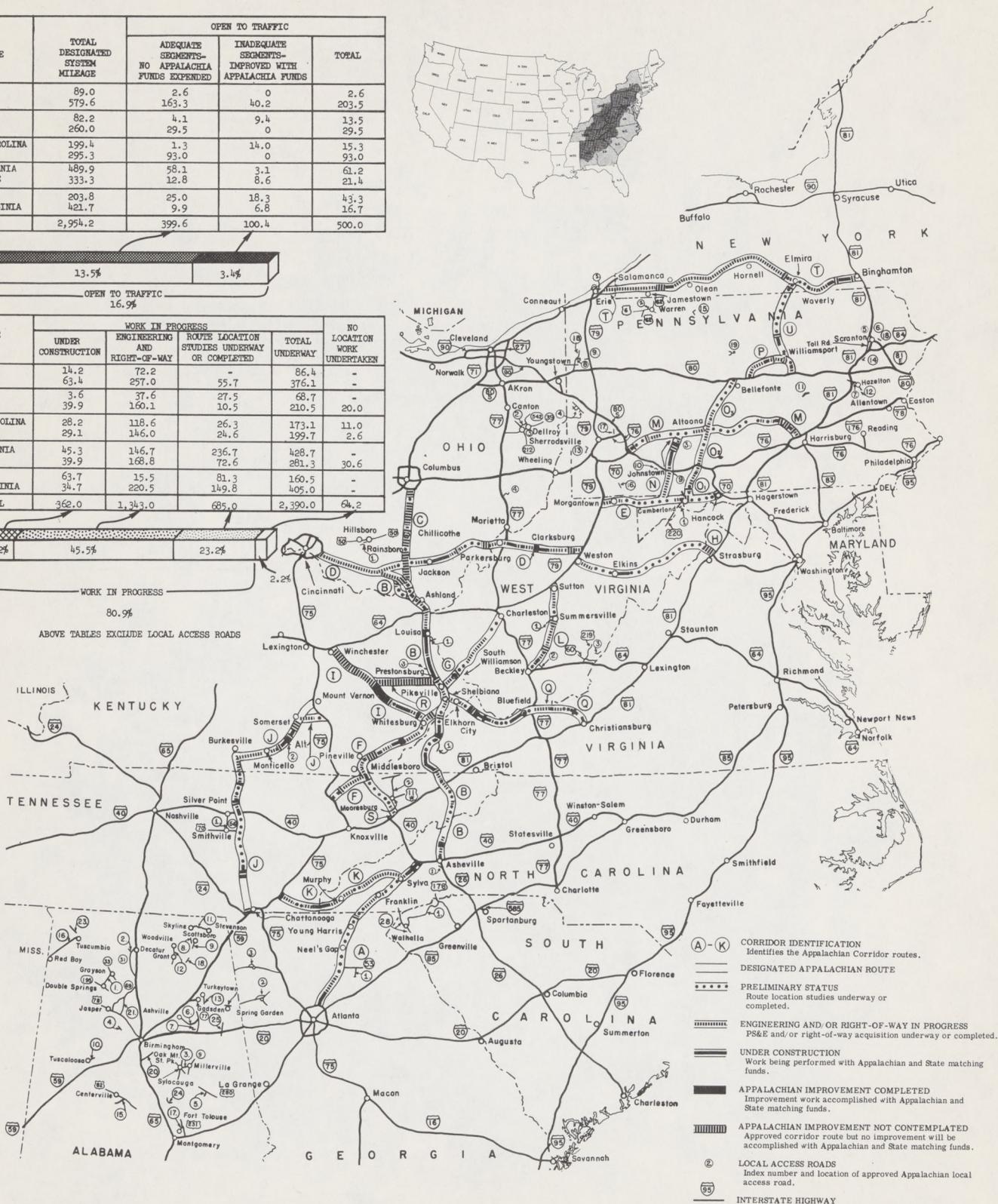
STATE	TOTAL DESIGNATED SYSTEM MILEAGE	OPEN TO TRAFFIC		TOTAL
		ADEQUATE SEGMENTS-NO APPALACHIA FUNDS EXPENDED	INADEQUATE SEGMENTS-IMPROVED WITH APPALACHIA FUNDS	
GEORGIA	89.0	2.6	0	2.6
KENTUCKY	579.6	163.3	40.2	203.5
MARYLAND	82.2	4.1	9.4	13.5
NEW YORK	260.0	29.5	0	29.5
NORTH CAROLINA	199.4	1.3	14.0	15.3
OHIO	295.3	93.0	0	93.0
PENNSYLVANIA	489.9	58.1	3.1	61.2
TENNESSEE	333.3	12.8	8.6	21.4
VIRGINIA	203.8	25.0	18.3	43.3
WEST VIRGINIA	421.7	9.9	6.8	16.7
<b>TOTAL</b>	<b>2,954.2</b>	<b>399.6</b>	<b>100.4</b>	<b>500.0</b>



STATE	WORK IN PROGRESS			TOTAL LOCATION WORK UNDERTAKEN
	UNDER CONSTRUCTION	ENGINEERING AND RIGHT-OF-WAY	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	
GEORGIA	14.2	72.2	-	86.4
KENTUCKY	63.4	257.0	55.7	376.1
MARYLAND	3.6	37.6	27.5	68.7
NEW YORK	39.9	160.1	10.5	210.5
NORTH CAROLINA	28.2	118.6	26.3	173.1
OHIO	29.1	146.0	24.6	199.7
PENNSYLVANIA	45.3	146.7	236.7	428.7
TENNESSEE	39.9	168.8	72.6	281.3
VIRGINIA	63.7	15.5	31.3	160.5
WEST VIRGINIA	34.7	220.5	149.8	405.0
<b>TOTAL</b>	<b>362.0</b>	<b>1,343.0</b>	<b>685.0</b>	<b>2,390.0</b>



ABOVE TABLES EXCLUDE LOCAL ACCESS ROADS





# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FHWA--256

FOR RELEASE THURSDAY,  
NOVEMBER 14, 1968

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

Over 26,500 miles of the 41,000 mile National System of Interstate and Defense Highways are now open to traffic and construction is underway on another 6,043 miles, the U. S. Department of Transportation's Federal Highway Administration announced today.

Information as of September 30, 1968 compiled by the Department's Bureau of Public Roads showed that 65 percent of the system is now open to traffic. Only 2 percent has not been advanced beyond the preliminary status.

The total mileage in use by passenger and commercial vehicles rose from 24,595 a year ago and 26,091 as of June 30, 1968, the date of the last survey, to 26,509 as of September 30. Thus mileage open to traffic was increased by 1,914 miles during the past 12 months, including 418 miles in the quarter ending September 30.

(The Federal Highway Act of 1968 authorized an additional 1,500 miles for the Interstate System to fill missing critical links, but there was no provision for funding this mileage).

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

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

Of the 26,509 miles of the Interstate System now in use by motorists, 21,043 miles meet the standards of adequacy for future traffic and 3,161 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, 6,043 miles were under construction as of September 30, and engineering or right-of-way acquisition was in progress on another 7,662 miles. Thus some form of work was underway or completed on 40,214 miles of the 41,000 mile system -- about 98 percent of the total.

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 September 30, 1968 is shown on the accompanying map, and in detail in table I. In summary, the status is as follows:

Mileage improved and open to traffic:

Completed to full or acceptable standards:	
With Interstate funds . . . . .	21,043
Improved to standards adequate for present traffic but additional improvement needed to meet full standards:	
With Interstate funds . . . . .	3,161
Toll facilities . . . . .	2,305
Total mileage improved and open to traffic . . . . .	26,509
Mileage under construction . . . . .	6,043
Preliminary engineering or right-of-way acquisition underway . . . . .	7,662
Total mileage improved or work underway . . . . .	40,214

Some \$34.2 billion has been put to work on the Federal-aid Interstate program since the accelerated program began in 1956. Work completed since July 1, 1956 has cost \$23.92 billion, of which \$19.68 billion was for construction and \$4.24 billion for engineering and right-of-way acquisition. As of September 30, 1968 work estimated to cost \$10.27 billion was underway or authorized, including \$6.77 billion of construction, and \$3.50 billion of engineering and right-of-way acquisition. Interstate financing data, by States, are reported in table II.

The continuing program of Federal assistance for the improvement of the Federal-aid primary and secondary highway systems and their urban extensions, for which \$1 billion was apportioned for fiscal year 1969, has also shown considerable accomplishment, with \$24.66 billion worth of work involving 240,468 miles of construction contracts completed or underway.

Construction contracts involving 225,444 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of \$18.99 billion; and contracts involving 15,024 miles at a cost of \$3.47 billion were underway on September 30. In addition, \$1.46 billion of engineering and right-of-way acquisition work had been completed and \$743 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 \$1.253 billion of tax revenue income during the three months ended September 30 about 70 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to \$1.316 billion. The status of the Trust Fund is shown in table IV.



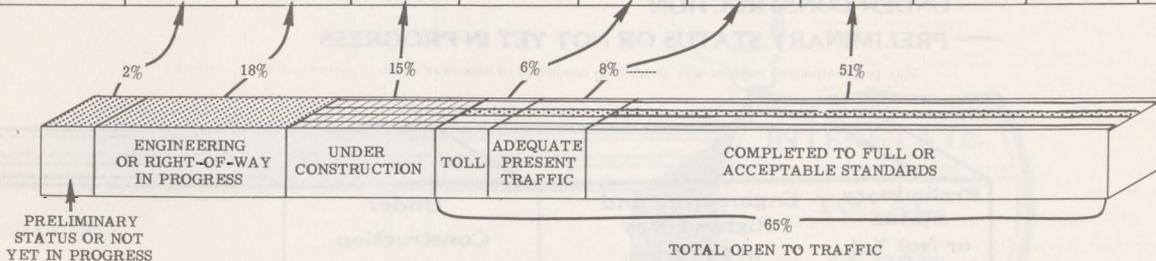
# THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS



IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF SEPTEMBER 30, 1968

TABLE I

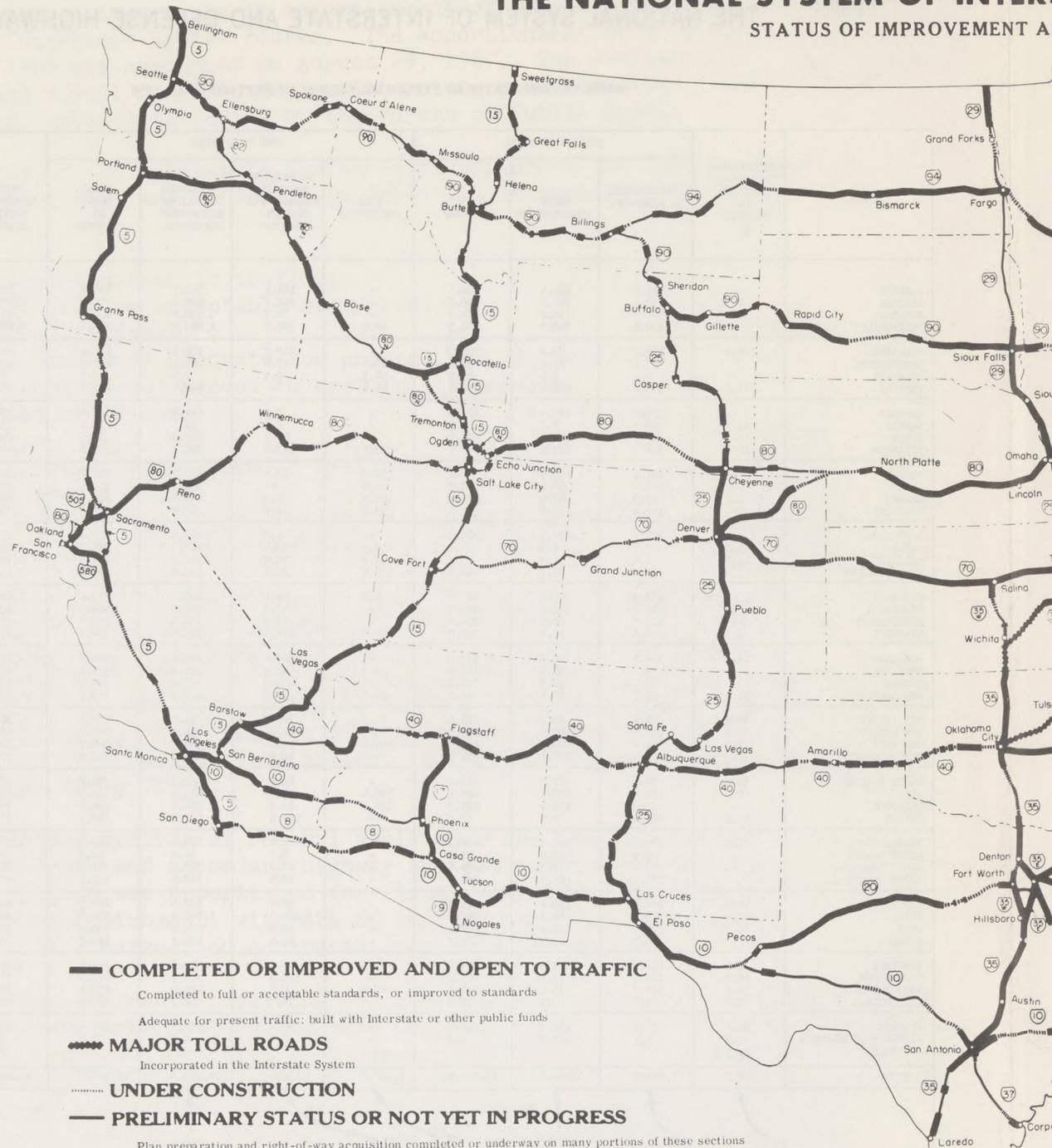
STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS <sup>1/</sup>	WORK IN PROGRESS			OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	COMPLETED TO FULL OR ACCEPTABLE STANDARDS	TOTAL OPEN TO TRAFFIC		
ALABAMA	-	211.2	181.4	392.6	-	141.1	343.7	484.8	877.4	ALABAMA
ARIZONA	1.0	162.2	227.8	390.0	-	247.4	528.9	776.3	1,167.3	ARIZONA
ARKANSAS	-	47.2	137.2	184.4	-	4.3	330.2	334.5	518.9	ARKANSAS
CALIFORNIA	-	420.6	340.7	761.3	10.2	307.5	1,085.9	1,403.6	2,164.9 <sup>2/</sup>	CALIFORNIA
COLORADO	128.3	112.2	87.8	200.0	-	115.7	501.5	617.2	945.5	COLORADO
CONNECTICUT	-	23.1	11.2	34.3	16.4	47.4	197.5	261.3	295.6	CONNECTICUT
DELAWARE	-	9.4	8.5	17.9	14.3	0.9	7.5	22.7	40.6	DELAWARE
FLORIDA	14.2	304.2	148.6	452.8	44.8	=	644.7	689.5	1,156.5	FLORIDA
GEORGIA	-	307.2	179.4	486.6	-	7.0	614.8	621.8	1,108.4	GEORGIA
HAWAII	11.6	22.4	5.7	28.1	-	1.6	30.5	32.1	51.8	HAWAII
IDAHO	-	133.9	92.8	226.7	-	96.3	285.3	381.6	608.3	IDAHO
ILLINOIS	38.8	324.3	272.4	596.7	155.7	143.0	708.1	1,006.8	1,642.3	ILLINOIS
INDIANA	-	197.6	199.5	397.1	156.9	15.4	545.7	718.0	1,115.1	INDIANA
IOWA	-	140.6	58.1	198.7	3.6	-	506.7	510.3	709.0	IOWA
KANSAS	0.1	93.0	81.9	174.9	185.9	0.3	439.7	625.9	800.9	KANSAS
KENTUCKY	-	153.4	159.8	313.2	39.2	4.2	382.0	425.4	738.6	KENTUCKY
LOUISIANA	-	191.0	197.3	388.3	-	1.8	283.2	285.0	673.3	LOUISIANA
MAINE	1.8	32.7	1.9	34.6	58.0	99.4	118.3	275.7	312.1	MAINE
MARYLAND	19.2	7.2	51.3	58.5	53.0	70.9	152.5	276.4	354.1	MARYLAND
MASSACHUSETTS	7.6	32.9	51.5	84.4	135.8	27.4	196.0	359.2	451.2	MASSACHUSETTS
MICHIGAN	-	165.5	40.1	205.6	4.8	44.4	826.4	875.6	1,081.2	MICHIGAN
MINNESOTA	-	280.9	218.6	499.5	-	42.3	362.2	404.5	904.0	MINNESOTA
MISSISSIPPI	-	125.6	99.0	224.6	-	19.2	434.5	453.7	678.3	MISSISSIPPI
MISSOURI	0.6	258.6	70.4	329.0	0.3	174.5	615.5	790.3	1,119.9	MISSOURI
MONTANA	24.6	496.1	100.5	596.6	-	300.4	264.4	564.8	1,186.0	MONTANA
NEBRASKA	-	75.8	67.4	143.2	0.2	12.9	321.3	334.4	477.6	NEBRASKA
NEVADA	-	128.7	32.5	161.2	-	5.3	368.1	373.4	534.6	NEVADA
NEW HAMPSHIRE	11.3	27.7	16.4	44.1	22.0	20.2	117.3	159.5	214.9	NEW HAMPSHIRE
NEW JERSEY	49.2	98.4	63.2	161.6	46.3	30.3	94.0	170.6	381.4 <sup>3/</sup>	NEW JERSEY
NEW MEXICO	37.5	197.9	108.0	305.9	61.0	594.0	655.0	998.4	1,301.9	NEW MEXICO
NEW YORK	22.4	51.2	102.7	153.9	491.8	52.2	504.7	1,048.7	1,225.0	NEW YORK
NORTH CAROLINA	-	195.6	128.7	324.3	-	16.7	429.3	446.0	770.3	NORTH CAROLINA
NORTH DAKOTA	62.6	38.8	77.2	116.0	-	51.9	340.3	392.2	570.8	NORTH DAKOTA
OHIO	8.8	170.4	236.7	407.1	206.4	54.9	853.4	1,114.7	1,530.6	OHIO
OKLAHOMA	-	53.9	151.4	205.3	174.1	23.3	394.7	592.1	797.4	OKLAHOMA
OREGON	18.1	65.5	2.5	68.0	-	111.1	537.8	648.9	735.0	OREGON
PENNSYLVANIA	37.0	137.2	321.9	459.1	360.2	8.4	714.0	1,082.2	1,578.7	PENNSYLVANIA
RHODE ISLAND	-	9.9	18.0	27.9	-	8.7	34.2	42.9	70.8	RHODE ISLAND
SOUTH CAROLINA	-	92.1	197.7	289.8	-	15.2	377.1	392.3	682.1	SOUTH CAROLINA
SOUTH DAKOTA	-	161.4	102.7	264.1	-	67.6	347.5	415.1	679.2	SOUTH DAKOTA
TENNESSEE	14.8	254.8	156.2	411.0	-	90.5	528.8	619.3	1,045.1	TENNESSEE
TEXAS	8.4	573.3	413.3	986.6	-	284.3	1,748.5	2,032.8	3,027.8	TEXAS
UTAH	50.8	378.0	212.1	590.1	-	19.6	273.3	292.9	933.8	UTAH
VERMONT	-	116.2	59.5	175.7	-	13.4	131.3	144.7	320.4	VERMONT
VIRGINIA	0.6	216.5	177.3	393.8	37.6	47.2	579.8	664.6	1,059.0	VIRGINIA
WASHINGTON	48.8	125.5	79.5	205.0	-	196.0	276.9	472.9	726.7	WASHINGTON
WEST VIRGINIA	34.5	166.5	75.0	241.5	87.2	0.3	150.9	238.4	514.4	WEST VIRGINIA
WISCONSIN	0.7	1.7	69.3	71.0	-	24.7	361.9	386.6	458.3	WISCONSIN
WYOMING	96.4	63.7	148.3	212.0	-	29.8	571.6	601.4	909.8	WYOMING
DISTRICT OF COLUMBIA	9.9	8.0	1.9	9.9	-	2.9	6.9	9.8	29.6	DISTRICT OF COLUMBIA
PENDING	27.1 <sup>4/</sup>	-	-	-	-	-	-	-	27.1 <sup>4/</sup>	PENDING
<b>TOTAL</b>	<b>786.7</b>	<b>7,661.7</b>	<b>6,042.8</b>	<b>13,704.5</b>	<b>2,304.7</b>	<b>3,160.8</b>	<b>21,043.3</b>	<b>26,508.8</b>	<b>41,000.0</b>	<b>TOTAL</b>



<sup>1/</sup> Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.  
<sup>2/</sup> Excludes the 17.2 mile Century Freeway (I-105) which was added to the system under the "Howard Bill."  
<sup>3/</sup> 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.  
<sup>4/</sup> Consists of mileage which has not been assigned to any specific route and is a reserve for final measurement of the system.

# THE NATIONAL SYSTEM OF INTERSTATE HIGHWAYS

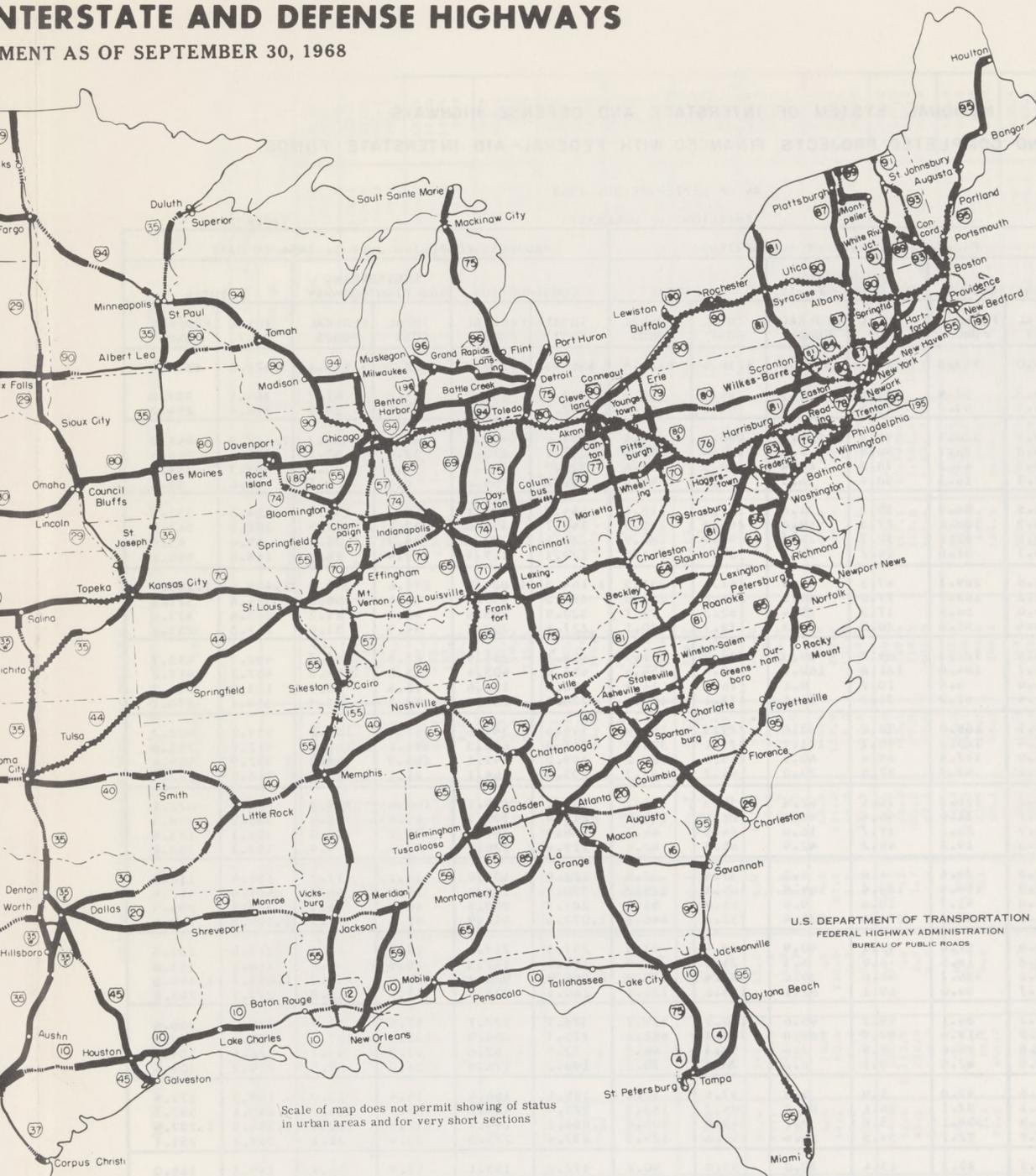
## STATUS OF IMPROVEMENT



Preliminary Status or Not Yet in Progress	Engineering and Right-of-Way in Progress	Under Construction	
786 Miles	7,662 Miles	6,043 Miles	

# INTERSTATE AND DEFENSE HIGHWAYS

AS OF SEPTEMBER 30, 1968



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

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

Open to Traffic  
26,509 Miles

32,552 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 SEPTEMBER 30, 1968

/MILLIONS OF DOLLARS/

TABLE II

STATE	PROJECTS UNDERWAY OR AUTHORIZED						PROJECTS COMPLETED JULY 1, 1956 TO DATE					
	CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL		CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	\$93.0	\$83.6	\$117.6	\$105.8	\$210.6	\$189.4	\$369.8	\$326.9	\$52.8	\$46.1	\$422.6	\$373.0
ALASKA												
ARIZONA	55.3	52.4	29.4	27.9	84.7	80.3	319.8	295.8	44.3	41.2	364.1	337.0
ARKANSAS	54.9	49.2	14.9	13.4	69.8	62.6	252.1	224.6	34.3	29.6	286.4	254.2
CALIFORNIA	589.9	520.3	498.7	425.3	1,038.6	945.6	1,597.2	1,403.0	529.1	445.7	2,126.3	1,848.7
COLORADO	110.8	78.7	30.6	27.9	141.4	106.6	257.1	228.4	37.4	32.1	294.5	260.5
CONNECTICUT	55.3	44.2	78.2	69.4	133.5	113.6	328.7	284.8	78.6	70.0	407.3	354.8
DELAWARE	20.3	18.3	30.4	26.5	50.7	44.8	62.2	54.8	1.4	1.1	63.6	55.9
FLORIDA	96.5	86.8	35.1	31.6	131.6	118.4	444.9	391.1	159.7	140.4	604.6	531.5
GEORGIA	206.9	186.2	77.3	69.6	284.2	255.8	346.7	305.8	42.1	37.3	388.8	343.1
HAWAII	60.5	52.6	31.7	28.3	92.2	80.9	25.1	21.8	24.3	21.8	49.4	43.6
IDAHO	55.7	51.5	14.2	13.1	69.9	64.6	129.1	117.5	19.4	16.6	148.5	134.1
ILLINOIS	334.5	289.1	47.3	42.4	381.8	331.5	1,164.8	1,004.9	274.6	240.5	1,439.4	1,245.4
INDIANA	204.2	183.7	77.0	69.3	281.2	253.0	488.0	435.0	96.4	86.6	584.4	521.6
IOWA	65.0	58.3	17.2	15.4	82.2	73.7	320.9	285.8	42.7	37.2	363.6	323.0
KANSAS	58.4	51.8	20.3	18.3	78.7	70.1	227.4	200.2	34.9	31.0	262.3	231.2
KENTUCKY	136.5	122.3	65.7	59.0	202.2	181.3	428.1	381.9	62.6	51.8	490.7	433.7
LOUISIANA	218.7	194.0	181.2	160.4	399.9	354.4	454.0	405.4	13.2	11.8	467.2	417.2
MAINE	6.0	5.4	10.2	9.1	16.2	14.5	150.9	133.6	12.4	10.7	163.3	144.3
MARYLAND	101.4	87.9	71.7	64.5	173.1	152.4	276.9	236.8	38.2	33.3	315.1	270.1
MASSACHUSETTS	190.7	168.0	98.8	88.6	289.5	256.6	395.6	347.5	117.4	105.2	513.0	452.7
MICHIGAN	184.4	163.2	190.7	171.7	375.1	334.9	717.3	615.3	195.1	166.3	912.4	781.6
MINNESOTA	195.9	177.4	69.6	60.8	265.5	238.2	389.0	349.1	163.9	146.3	552.9	495.4
MISSISSIPPI	62.2	53.7	32.5	29.0	94.7	82.7	295.4	264.1	21.1	18.0	316.5	282.1
MISSOURI	129.2	116.3	70.1	62.4	199.3	178.7	530.1	474.1	166.6	148.0	696.7	622.1
MONTANA	77.7	71.4	44.4	40.4	122.1	111.8	212.4	192.7	17.8	15.9	230.2	208.6
NEBRASKA	36.5	28.1	17.7	16.0	54.2	44.1	168.9	150.6	37.2	33.0	206.1	183.6
NEVADA	20.3	19.2	45.2	42.9	65.5	62.1	129.4	120.8	10.3	9.4	139.7	130.2
NEW HAMPSHIRE	32.6	28.6	4.8	4.2	37.4	32.8	122.4	107.0	13.1	11.2	135.5	118.2
NEW JERSEY	181.3	159.6	183.8	164.6	365.1	324.2	390.3	346.4	77.1	66.0	467.4	412.4
NEW MEXICO	45.0	41.7	10.6	9.8	55.6	51.5	281.7	258.8	40.6	36.1	322.3	294.9
NEW YORK	461.2	405.4	271.4	235.4	732.6	640.8	1,072.3	916.9	87.5	71.6	1,159.8	988.5
NORTH CAROLINA	63.4	57.0	45.5	40.9	108.9	97.9	247.8	217.0	25.7	22.4	273.5	239.4
NORTH DAKOTA	18.2	16.5	6.0	5.3	24.2	21.8	157.9	142.6	10.5	9.2	168.4	151.8
OHIO	447.8	395.7	45.6	39.6	493.4	435.3	1,098.8	962.1	539.6	478.7	1,638.4	1,440.8
OKLAHOMA	64.7	58.0	69.1	62.1	133.8	120.1	260.1	228.3	17.1	14.8	277.2	243.1
OREGON	91.2	84.1	49.7	45.6	140.9	129.7	378.3	328.7	57.4	51.7	435.7	380.4
PENNSYLVANIA	579.8	513.4	189.9	168.8	769.7	682.2	779.7	684.9	123.9	107.3	903.6	792.2
RHODE ISLAND	44.4	38.6	8.9	7.6	53.3	46.2	72.5	62.6	53.9	46.7	126.4	109.3
SOUTH CAROLINA	68.9	62.0	9.1	8.2	78.0	70.2	198.2	176.9	31.0	27.5	229.2	204.4
SOUTH DAKOTA	51.6	47.0	5.9	5.4	57.5	52.4	185.1	166.4	14.4	13.0	199.5	179.4
TENNESSEE	108.1	97.1	96.1	86.2	204.2	183.3	527.4	474.1	122.0	106.2	649.4	580.3
TEXAS	340.8	304.1	3.0	2.7	343.8	306.8	1,066.2	944.7	292.3	262.9	1,358.5	1,207.6
UTAH	77.1	72.7	59.5	56.4	136.6	129.1	237.4	223.0	30.4	28.1	267.8	251.1
VERMONT	42.5	38.2	13.4	12.0	55.9	50.2	172.2	153.1	17.9	14.9	190.1	168.0
VIRGINIA	211.1	190.2	110.3	99.4	321.4	289.6	625.5	556.5	124.0	110.2	749.5	666.7
WASHINGTON	102.6	93.0	63.3	57.3	165.9	150.3	431.5	374.2	104.2	92.1	535.7	466.3
WEST VIRGINIA	145.4	130.6	94.2	84.6	239.6	215.2	238.9	213.8	37.6	32.6	276.5	246.4
WISCONSIN	16.3	14.6	39.8	34.6	56.1	49.2	295.3	262.6	45.6	39.6	340.9	302.2
WYOMING	49.6	46.1	11.4	10.6	61.0	56.7	250.2	230.2	11.8	10.6	262.0	240.8
DIST. OF COL.	107.3	83.3	89.0	79.5	196.3	162.8	114.2	100.2	32.0	27.8	146.2	128.0
PUERTO RICO												
TOTAL	6,771.7	5,991.2	3,498.2	3,110.0	10,269.9	9,101.2	19,685.6	17,383.4	4,237.2	3,708.4	23,922.8	21,091.8

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

AS OF SEPTEMBER 30, 1968

/MILLIONS OF DOLLARS/

TABLE III

STATE	PROJECTS UNDERWAY OR AUTHORIZED							PROJECTS COMPLETED JULY 1, 1956 TO DATE						
	CONSTRUCTION			ENGINEERING AND ROW		TOTAL		CONSTRUCTION			ENGINEERING AND ROW		TOTAL	
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	\$46.3	\$24.4	\$280.8	\$19.0	\$9.5	\$65.3	\$33.9	\$391.9	\$196.8	7,141.5	\$36.2	\$17.8	\$428.1	\$214.6
ALASKA	39.7	37.2	126.7	31.6	30.0	71.3	67.2	274.5	254.8	2,336.3	30.4	28.6	304.9	283.4
ARIZONA	19.5	14.1	79.4	.4	.3	19.9	14.4	201.8	140.1	1,776.5	4.5	3.0	206.3	143.1
ARKANSAS	55.4	26.2	412.1	13.4	6.7	68.8	32.9	270.1	136.5	4,820.0	18.0	8.7	208.1	145.2
CALIFORNIA	197.8	105.1	251.3	3.5	2.0	201.3	107.1	1,197.6	627.6	3,286.2	7.7	4.5	1,205.3	632.1
COLORADO	27.6	15.8	231.3	12.4	7.1	40.0	22.9	285.8	153.7	3,359.0	36.8	19.9	322.6	173.6
CONNECTICUT	36.3	18.2	11.0	.3	.1	36.6	18.3	183.4	89.7	245.7	30.5	14.7	213.9	104.4
DELAWARE	11.5	6.3	30.7	3.3	1.7	14.8	8.0	75.5	36.8	464.8	6.1	3.1	81.6	39.9
FLORIDA	61.0	30.8	184.9	11.3	5.7	72.3	36.5	416.0	192.7	3,288.9	3.8	1.8	419.8	194.5
GEORGIA	109.9	55.6	686.8	35.7	17.9	145.6	73.5	407.7	201.8	5,201.2	43.6	21.5	451.3	223.3
HAWAII	11.5	5.5	18.0	7.7	3.8	19.2	9.3	59.4	29.2	132.0	16.4	8.1	75.8	37.3
IDAHO	28.0	18.9	217.6	9.9	6.2	37.9	25.1	136.6	86.4	2,167.7	14.0	7.7	150.6	94.1
ILLINOIS	128.7	65.2	431.1	9.7	4.9	138.4	70.1	914.4	469.5	7,401.5	43.9	21.7	958.3	491.2
INDIANA	95.8	48.0	176.5	15.4	7.7	111.2	55.7	457.6	236.0	3,307.0	67.1	31.7	524.7	267.7
IOWA	58.3	29.7	906.0	1.5	.7	59.8	30.4	415.5	214.5	10,516.9	12.9	6.4	428.4	220.9
KANSAS	59.5	30.1	784.2	6.5	3.3	66.0	33.4	396.8	199.6	12,462.6	31.4	15.8	428.2	215.4
KENTUCKY	53.0	26.2	102.3	16.1	8.0	69.1	34.2	286.7	144.8	2,281.0	10.9	5.4	339.9	164.8
LOUISIANA	64.7	32.9	193.8	27.7	13.9	92.4	46.8	329.0	159.4	2,673.3	18.3	8.5	156.0	77.2
MAINE	17.7	8.7	73.2	2.8	1.4	20.5	10.1	137.7	68.7	901.6	4.0	2.3	223.7	111.8
MARYLAND	44.1	21.0	121.3	8.7	4.3	52.8	25.3	219.1	109.5	1,386.7	4.0	2.3	223.7	111.8
MASSACHUSETTS	53.8	27.4	58.3	40.9	20.3	94.7	47.7	313.2	153.8	402.5	46.0	22.8	359.2	176.6
MICHIGAN	106.9	53.6	463.8	38.6	19.3	145.5	72.9	740.2	355.8	8,792.2	35.8	16.9	776.0	372.7
MINNESOTA	103.7	49.4	1,112.8	5.3	2.7	109.0	52.1	476.1	242.8	13,980.8	18.5	9.4	494.6	252.2
MISSISSIPPI	39.3	19.1	445.7	17.0	8.6	56.3	27.7	305.5	149.9	7,210.4	28.4	14.2	333.9	164.1
MISSOURI	99.5	50.6	347.9	13.0	6.9	112.5	57.5	466.8	238.0	9,579.6	99.3	47.9	566.1	285.9
MONTANA	34.7	19.7	255.0	4.5	2.3	44.5	25.3	257.3	155.0	4,362.4	26.7	14.9	284.0	169.9
NEBRASKA	27.8	14.4	375.9	6.9	3.5	34.7	17.9	336.5	172.9	7,581.8	29.2	14.4	365.7	187.3
NEVADA	16.6	14.6	38.0	8.7	7.8	25.3	22.4	105.7	90.0	1,761.5	11.9	9.8	117.6	99.8
NEW HAMPSHIRE	12.4	6.0	19.7	.9	.4	13.3	6.4	99.4	49.3	427.0	2.9	1.4	102.3	50.7
NEW JERSEY	120.3	54.2	80.4	110.9	53.7	231.2	107.9	263.8	131.5	466.0	25.5	12.8	289.3	144.3
NEW MEXICO	24.2	16.2	104.6	2.7	1.8	26.9	18.0	192.9	126.0	2,290.0	17.7	10.4	210.6	136.4
NEW YORK	319.5	140.4	213.5	3.9	2.0	323.4	142.4	1,483.9	690.9	3,291.3	23.9	11.4	1,507.8	702.3
NORTH CAROLINA	89.1	44.1	185.4	57.5	28.7	146.6	72.8	409.3	205.1	4,785.1	62.7	31.1	472.0	236.2
NORTH DAKOTA	25.7	12.8	1,113.3	.6	.3	26.3	13.1	229.6	117.1	12,705.6	13.5	6.9	243.1	124.0
OHIO	179.7	88.1	238.8	3.5	1.7	183.2	89.8	718.5	377.5	2,581.8	106.0	52.5	824.5	430.0
OKLAHOMA	59.4	28.5	403.9	8.0	3.9	67.4	32.4	405.9	202.9	5,936.2	14.4	6.9	420.3	209.8
OREGON	29.6	18.7	56.7	6.6	4.1	36.2	22.8	254.6	145.0	2,077.4	18.9	10.9	273.5	155.9
PENNSYLVANIA	233.0	113.1	228.2	55.2	27.6	288.2	140.7	766.9	378.2	1,931.2	67.1	31.1	834.0	409.3
RHODE ISLAND	15.3	7.5	10.9	6.2	3.1	21.5	10.6	93.6	46.4	237.2	29.1	14.4	122.7	60.8
SOUTH CAROLINA	59.1	28.2	846.7			59.1	28.2	246.2	124.5	6,756.8	20.7	10.4	266.9	134.9
SOUTH DAKOTA	19.0	10.5	349.0	.7	.4	19.7	10.9	247.4	136.5	9,023.5	3.3	1.9	250.7	138.4
TENNESSEE	56.1	27.1	336.2	18.3	9.1	74.4	36.2	388.3	195.7	6,855.8	51.0	23.9	439.3	219.6
TEXAS	265.4	135.7	1,297.9			265.4	135.7	1,196.6	610.6	17,956.4	4.8	2.6	1,201.4	619.2
UTAH	12.9	9.8	85.2	8.9	6.8	21.8	16.6	137.6	97.5	1,491.8	9.6	6.6	147.2	104.1
VERMONT	9.3	4.6	20.5	2.1	1.0	11.4	5.6	84.4	42.1	500.8	12.2	5.5	96.6	47.6
VIRGINIA	73.9	38.3	231.0	6.2	3.1	80.1	41.4	391.4	191.2	3,645.0	48.8	23.4	440.2	214.6
WASHINGTON	22.3	11.8	157.2	10.4	5.5	32.7	17.3	344.5	168.4	3,712.5	18.7	9.7	363.2	178.1
WEST VIRGINIA	65.5	33.4	50.1	23.4	11.7	88.9	45.1	148.7	74.0	1,081.1	40.1	20.0	186.8	94.0
WISCONSIN	54.5	26.8	403.7	28.1	14.1	82.6	40.9	452.8	225.4	6,271.1	43.2	21.2	496.0	246.6
WYOMING	15.7	10.4	120.0	3.5	2.3	19.2	12.7	156.0	102.3	2,234.4	6.3	4.1	162.3	106.4
DIST. OF COL.	24.8	15.4	10.3	6.7	3.5	31.5	18.9	89.0	44.9	69.3	7.7	3.8	96.7	48.7
PUERTO RICO	39.3	19.3	43.3	2.0	1.0	41.3	20.3	124.9	56.5	294.2	26.4	10.8	151.3	67.3
TOTAL	3,474.3	1,769.7	15,023.5	743.1	395.6	4,217.4	2,163.3	18,985.1	9,851.9	225,444.3	1,458.3	740.4	20,443.4	10,592.3

# STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV  
THREE MONTHS  
ENDED  
SEPTEMBER 30, 1968

Balance at beginning of period . . . . . (Revised)	\$ 981,617
Income:	
Tax revenue:	
Motor-fuel taxes (net after refunds) . . . . .	893,317
Less motorboat fuel revenue <u>1/</u> . . . . .	18,800
Net for highways . . . . .	874,517
Trucks, buses and trailers . . . . .	130,800
Tires, tubes and tread rubber . . . . .	145,600
Vehicle use . . . . .	62,500
Parts and accessories, trucks and buses . . . . .	19,200
Lubricating oil (net after refunds) . . . . .	20,282
Total excise revenues . . . . .	1,252,899
Interest earned . . . . .	7,858
Total income . . . . .	1,260,757
Disbursements:	
For highways . . . . .	1,316,182
Interest on advances from General Fund . . . . .	-
Total Disbursements . . . . .	1,316,182
Balance at end of period . . . . .	926,192

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.



# DEPARTMENT OF TRANSPORTATION

*Mr. Keuser*  
*811-1400*  
**NEWS**

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA ==262

FOR RELEASE FRIDAY,  
NOVEMBER 15, 1968

### HIGHWAY CONSTRUCTION PRICE INDEX FOR 3RD QUARTER 1968

The cost of highway construction in the third quarter of 1968 dropped 1.0 percent below the previous quarter, to 119.8 percent of the 1957-59 average, the Bureau of Public Roads of the U.S. Department of Transportation announced today.

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

The decrease of 1.0 percent follows a 0.3 percent increase for the previous quarter. The composite price index for the third quarter of 1968 is 2.6 percent below that for the third quarter of 1967, during which the index reached an alltime high caused by unusually high prices for common excavation on some urban work and also by substantially high prices for surfacing and for structural concrete. Highway construction costs were on a modest upward trend from mid-1960 through 1965, the average increase being about 2.8 percent per year or 0.7 percent per quarter. Since then, however, costs have taken a more pronounced upward thrust with the increase from calendar year 1966 to calendar year 1967 registering 4.0 percent.

With 1957-59 as a base period, the price index has risen from a low point of 84.0 in the second quarter of 1955 to a high of 123.0 in the third quarter of 1967, a total increase of 46.4 percent. The total increase from the same low point through the third quarter of 1968 is 42.6 percent.

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

	<u>Price Index</u>	<u>Percentage Change</u>
4th quarter, 1966.....	112.8	-2.5
1st quarter, 1967.....	113.2	+0.4
2nd quarter, 1967.....	112.3	-0.7
3rd quarter, 1967.....	123.0	+9.5

(more)

	Price Index	Percentage Change
4th quarter, 1967.....	119.2	-3.1
1st quarter, 1968.....	120.6	+1.2
2nd quarter, 1968.....	121.0	+0.3
3rd quarter, 1968.....	119.8	-1.0

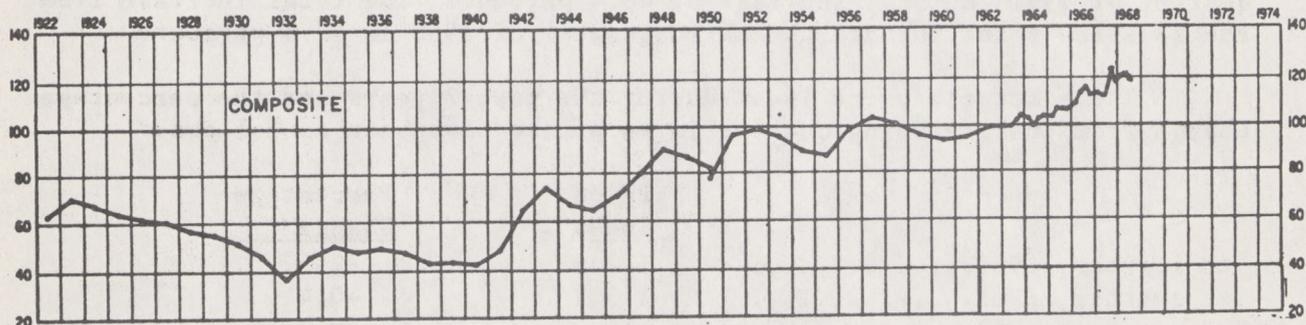
The price levels of the component items of the index in the third quarter of 1968, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price index 1957-59=100			Percentage change this quarter from--	
	Third quarter 1968	Second quarter 1968	Third quarter 1967	Second quarter 1968	Third quarter 1967
	Excavation . . . . .	124.5	134.5	143.1	-7.4
Surfacing:					
Portland cement concrete	110.5	111.0	106.1	-0.5	+ 4.1
Bituminous concrete . .	101.6	101.0	98.8	+0.6	+ 2.8
Composite surfacing . .	105.9	105.8	102.3	+0.1	+ 3.5
Structures:					
Reinforcing steel . . .	99.8	102.6	102.6	-2.7	- 2.7
Structural steel . . .	133.4	119.2	121.9	+11.9	+ 9.4
Structural concrete . .	134.6	130.0	129.4	+3.5	+ 4.0
Composite, structures	127.9	121.6	122.2	+5.2	+ 4.7
Composite price index	119.8	121.0	123.0	-1.0	- 2.6

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

Excavation	\$ 0.52 per cubic yard
Portland cement concrete surface	4.84 per square yard
Bituminous concrete surface	6.77 per ton
Structural reinforcement	0.129 per pound
Structural steel	0.260 per pound
Structural concrete	72.90 per cubic yard

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





# DEPARTMENT OF TRANSPORTATION

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# NEWS

FEDERAL HIGHWAY ADMINISTRATION  
WASHINGTON, D.C. 20591

FHWA—264

FOR RELEASE SUNDAY AM's,  
NOVEMBER 17, 1968

HIGHWAY RECEIPTS AND  
DISBURSEMENTS, 1966-69

Federal, State and local governments will have more than \$16.7 billion available for highway purposes during calendar year 1969, according to the latest estimate released today by the Department of Transportation's Federal Highway Administration.

The 1969 estimate, compiled by the Federal Highway Administration's Bureau of Public Roads, indicates that receipts for highways by all units of government are expected to reach \$16.6 billion supplemented by \$1.8 billion from bond sales, making a total of \$18.4 billion. However, redemption of highway bonds issued in prior years, plus bond interest, will require \$1.7 billion of the total receipts, leaving \$16.7 billion available for highway improvement, administration and maintenance.

According to the Bureau's Director Francis C. Turner, the 1969 total receipts will be \$0.6 billion more than the \$17.8 billion total receipts in 1968, which included \$1.7 billion from bonds.

Revenues to the Federal Highway Trust Fund, obtained wholly from Federal excise taxes on highway users, are expected to reach \$4.6 billion or about 28 percent of all current income in 1969 (excluding bond proceeds). State and local vehicle registration fees, motor-fuel taxes, and other imposts on highway users, plus tolls and parking fees, will yield \$8.4 billion or 51 percent of current income. Although not all road-user taxes are used for highways, the amounts of these taxes that are used for highways will account for 79 percent of the 1969 current highway income. Most of the remainder of the money for highways will be provided from property taxes and assessments and from general fund appropriations, largely at the local government level.

Most Federal funds are not spent directly, but are paid to the States in reimbursement for work done on the Federal-aid highway program. Federal-aid and other Federal payments to the States may reach \$4.2 billion in 1969, about \$200 million less than in 1968, as inflationary pressures have required some restraints on the Federal-aid program.

(more)

The States will transfer \$2.0 billion of highway-user taxes in 1969 to local governments—more than one-fourth of all State highway-user tax revenues—as State aid for local roads and streets. Taking into account the Federal and State intergovernmental transfers, and changes in reserves, the States will administer \$12.6 billion of highway funds in 1969, about 70 percent of the total. County and township governments as a group, and municipalities will handle in excess of \$2.4 billion and \$2.6 billion respectively.

Highway disbursements in 1969 are expected to reach \$17.0 billion, plus \$1.0 billion for retirement of bonds. Capital outlay (expenditures for right-of-way, engineering, and construction) will amount to \$10.5 billion or 62 percent of total current disbursements (excluding debt retirement). Maintenance, including traffic services such as snow removal, sanding, traffic control and service facilities, is expected to cost \$4.0 billion or 24 percent of the total. Capital outlay and maintenance will each be about 4 percent higher in 1969 than in 1968.

Capital outlay on municipal streets and highways, including extensions of State systems, will amount to \$3.9 billion, over one-third of all capital outlay for highways in 1969.

Highway construction expenditures (excluding right-of-way and engineering costs) are expected to reach \$8.2 billion in 1969, as compared with \$7.9 billion in 1968, and will constitute 78 percent of the total of 1969 capital outlay. Right-of-way will account for \$1.4 billion or 13 percent; preliminary and construction engineering for \$936 million or 9 percent.

The Interstate Highway System will take 39 percent of the total capital outlay in 1969, and another 36 percent will be spent on the other Federal-aid highway systems. The \$7.8 billion that constitute this combined 75 percent includes Federal, State, and some local funds.

The Federal-aid highway systems, of course, are parts of the State and local road and street systems. In the Federal-aid program, costs are generally shared on a 90-percent Federal, 10-percent State basis for Interstate projects and on a 50-50 basis for other Federal-aid projects. The State and local governments also undertake some construction on the Federal-aid systems wholly with their own funds.

Total long-term debt for highway purposes outstanding at the end of 1967 was \$16.7 billion. This was increased by \$680 million in 1968 and is expected to be additionally increased by \$800 million in 1969, with the total outstanding debt reaching \$18.2 billion at the end of 1969. Highway obligations of the States will account for \$13.3 billion of this total, those of county and township governments for \$1.5 billion, and those of municipalities for \$3.4 billion. Of the total debt, \$8.2 billion and \$10.0 billion will be obligations for toll and toll-free facilities, respectively.

Actual amounts for 1966, estimates for 1967 and 1968 and forecasts for 1969 of receipts, disbursements, and capital expenditures for highways are shown separately in the accompanying tables HF-1, HF-2, and HF-21.

# TOTAL RECEIPTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1966-1969<sup>1/</sup>

TABLE HF-1  
NOVEMBER 1968

(In millions of dollars)

ITEM	COLLECTING AGENCIES								COLLECTING AGENCIES							
	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL
	FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL					FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL				
	HIGHWAY TRUST FUND	OTHER FUNDS			HIGHWAY TRUST FUND	OTHER FUNDS										
	1966								1967							
Imposts on highway users: <sup>2/</sup>																
Motor-fuel and vehicle taxes	4,243	-	-	4,243	6,586	18	74	10,921	4,383	-	-	4,383	6,896	18	75	11,372
Tolls	-	-	-	-	626	20	81	727	-	-	-	-	652	21	82	755
Parking fees	-	-	-	-	1	1	47	49	-	-	-	-	1	1	48	50
Subtotal	4,243	-	-	4,243	7,213	39	202	11,697	4,383	-	-	4,383	7,549	40	205	12,177
Other taxes and fees:																
Property taxes and assessments	-	-	-	-	-	630	558	1,188	-	-	-	-	-	640	585	1,225
General fund appropriations	-	146	263	409	73	265	625	1,372	-	184	264	448	87	271	654	1,460
Miscellaneous taxes and fees	-	-	9	9	98	5	33	145	-	10	10	117	5	34	166	285
Subtotal	-	146	272	438	171	900	1,216	2,705	-	184	274	458	204	916	1,273	2,851
Investment income and other receipts	7	21	31	59	187	75	116	437	24	9	48	81	242	75	122	520
Total current income	4,250	167	303	4,720	7,571	1,014	1,534	14,839	4,407	193	322	4,922	7,995	1,031	1,600	15,548
Bond issue proceeds (par value) <sup>3/</sup>	-	-	-	-	1,152	158	366	1,676	-	-	-	-	1,012	160	350	1,522
Grand total receipts	4,250	167	303	4,720	8,723	1,172	1,900	16,515	4,407	193	322	4,922	9,007	1,191	1,950	17,070
Intergovernmental payments:																
Federal government:																
Highway Trust Fund	-4,080	-	-	-4,080	44,080	-	-	-	-3,828	-	-	-3,828	43,828	-	-	-
All other funds	-	-89	-83	-172	422	445	45	-	-	-106	-88	-194	145	445	44	-
State agencies:																
Highway-user imposts	-	-	-	-	-1,697	+1,098	+599	-	-	-	-	-	-1,822	+1,152	+670	-
All other funds	-	-	-	-	-70	+48	+22	-	-	-	-	-	+71	+49	+22	-
Counties and townships	-	-	-	-	+108	-139	+31	-	-	-	-	-	+135	-168	+33	-
Municipalities	-	-	-	-	+60	+2	+62	-	-	-	-	-	+71	+2	+73	-
Subtotal	-4,080	-89	-83	-4,252	42,603	41,054	4955	-	-3,828	-106	-88	-4,022	42,286	41,080	4656	-
Funds drawn from (+) or placed in (-) reserves	-116	+6	-	-110	+561	+56	-90	+817	+516	+15	-	+531	+45	+6	-124	-604
Total funds available	54	84	220	358	10,765	2,170	2,405	15,698	63	72	234	369	11,338	2,277	2,482	16,466
	1968 (PRELIMINARY)								1969 (FORECAST)							
Imposts on highway users: <sup>2/</sup>																
Motor-fuel and vehicle taxes	4,481	-	-	4,481	7,261	19	76	11,837	4,600	-	-	4,600	7,490	19	77	12,186
Tolls	-	-	-	-	676	22	83	781	-	-	-	-	703	23	84	810
Parking fees	-	-	-	-	1	1	49	51	-	-	-	-	1	1	50	52
Subtotal	4,481	-	-	4,481	7,938	42	208	12,669	4,600	-	-	4,600	8,194	43	211	13,048
Other taxes and fees:																
Property taxes and assessments	-	-	-	-	-	630	575	1,225	-	-	-	-	-	660	595	1,255
General fund appropriations	-	247	242	489	90	281	630	1,490	-	250	237	487	95	291	640	1,513
Miscellaneous taxes and fees	-	-	9	9	123	5	35	172	-	-	9	134	6	36	185	285
Subtotal	-	247	251	498	213	936	1,240	2,887	-	250	246	496	229	957	1,271	2,953
Investment income and other receipts	40	8	49	97	230	77	128	532	60	7	53	120	240	79	134	573
Total current income	4,521	255	300	5,076	8,381	1,055	1,576	16,088	4,660	257	299	5,216	8,663	1,079	1,616	16,574
Bond issue proceeds (par value) <sup>3/</sup>	-	-	-	-	1,144	165	360	1,669	-	-	-	-	1,311	170	365	1,846
Grand total receipts	4,521	255	300	5,076	9,525	1,220	1,936	17,757	4,660	257	299	5,216	9,974	1,249	1,981	18,420
Intergovernmental payments:																
Federal government:																
Highway Trust Fund	-4,159	-	-	-4,159	44,159	-	-	-	-3,945	-	-	-3,945	43,945	-	-	-
All other funds	-	-179	-83	-262	422	446	44	-	-	-182	-84	-266	214	448	44	-
State agencies:																
Highway user imposts	-	-	-	-	-1,939	+1,201	+738	-	-	-	-	-	-2,032	+1,234	+798	-
All other funds	-	-	-	-	-75	+51	+24	-	-	-	-	-	-78	+53	+25	-
Counties and townships	-	-	-	-	+130	+153	+33	-	-	-	-	-	+140	-174	+34	-
Municipalities	-	-	-	-	+80	+2	+82	-	-	-	-	-	+90	+2	+92	-
Subtotal	-4,159	-179	-83	-4,421	42,577	41,147	4717	-	-3,945	-182	-84	-4,211	42,279	41,163	4769	-
Funds drawn from (+) or placed in (-) reserves	-297	-	-	-297	-80	-4	-84	+465	+633	=	=	+633	+374	440	+131	-350
Total funds available	65	76	217	358	12,002	2,363	2,569	17,292	82	75	215	372	12,627	2,452	2,619	18,070

<sup>1/</sup> Federal and State data are generally for calendar years; local data for fiscal years ending in various months of the calendar year. Data for 1966 are final; those for later years are subject to future adjustment.  
<sup>2/</sup> Excludes amounts allocated for nonhighway purposes. Motor-fuel and vehicle taxes are net after refunds

and collection expenses. Parking fees are amounts in excess of parking costs considered available for highways.  
<sup>3/</sup> Proceeds of short-term notes and refunding issues are excluded. Premium and discounts on sale of bonds are included with "Investment income and other receipts".

# TOTAL DISBURSEMENTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1966-1969<sup>1/</sup>

(In millions of dollars)

TABLE HF-2  
NOVEMBER 1968

ITEM	EXPENDING AGENCIES								EXPENDING AGENCIES							
	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICI-PALITIES	TOTAL	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICI-PALITIES	TOTAL
	FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL					FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL				
	HIGHWAY TRUST FUND	OTHER FUNDS			HIGHWAY TRUST FUND	OTHER FUNDS										
	1966								1967							
Capital outlay:																
On rural State-administered highways	-	-	-	-	4,796	13	-	4,809	-	-	-	-	4,843	10	-	4,853
On municipal extensions of State highways	-	-	-	-	2,261	2	30	2,293	-	-	-	-	2,497	6	31	2,534
On local rural roads	-	-	-	-	340	659	-	999	-	-	-	-	327	688	-	1,015
On local municipal roads and streets	-	-	-	-	71	40	778	889	-	-	-	-	88	46	800	934
Not classified by system	2/ 10	77	169	256	-	-	-	256	2/ 11	57	184	252	-	-	-	252
Subtotal	2/ 10	77	169	256	7,468	714	808	9,246	2/ 11	57	184	252	7,755	750	831	9,588
Maintenance and traffic services:																
On rural State-administered highways	-	-	-	-	1,223	5	-	1,228	-	-	-	-	1,302	5	-	1,307
On municipal extensions of State highways	-	-	-	-	179	-	18	197	-	-	-	-	212	-	19	231
On local rural roads	-	-	-	-	20	1,100	-	1,120	-	-	-	-	19	1,158	-	1,177
On local municipal roads and streets	-	-	-	-	11	34	875	920	-	-	-	-	13	37	905	955
Not classified by system	-	1	51	52	-	-	-	52	-	2	49	51	-	-	-	51
Subtotal	-	1	51	52	1,433	1,139	893	3,517	-	2	49	51	1,546	1,200	924	3,721
Administration and research <sup>3/</sup>	44	6	-	50	539	125	101	815	52	13	1	66	575	127	113	881
Highway law enforcement and safety	-	-	-	-	418	20	231	669	-	-	-	-	496	20	240	756
Interest on debt	-	-	-	-	388	46	102	536	-	-	-	-	426	51	104	581
Total current disbursements	54	84	220	358	10,246	2,044	2,135	14,783	63	72	234	369	10,798	2,148	2,212	15,527
Debt retirement (par value) <sup>4/</sup>	-	-	-	-	519	126	270	915	-	-	-	-	540	129	270	939
Grand total disbursements	54	84	220	358	10,765	2,170	2,405	15,698	63	72	234	369	11,338	2,277	2,482	16,466
	1968 (PRELIMINARY)								1969 (FORECAST)							
Capital outlay:																
On rural State-administered highways	-	-	-	-	5,108	15	-	5,123	-	-	-	-	5,301	15	-	5,316
On municipal extensions of State highways	-	-	-	-	2,691	3	49	2,743	-	-	-	-	2,855	3	42	2,900
On local rural roads	-	-	-	-	311	717	-	1,028	-	-	-	-	337	752	-	1,089
On local municipal roads and streets	-	-	-	-	78	46	824	948	-	-	-	-	84	46	844	974
Not classified by system	2/ 10	58	181	249	-	-	-	249	2/ 10	56	178	244	-	-	-	244
Subtotal	2/ 10	58	181	249	8,188	781	873	10,091	2/ 10	56	178	244	8,577	816	886	10,523
Maintenance and traffic services:																
On rural State-administered highways	-	-	-	-	1,348	6	-	1,354	-	-	-	-	1,424	7	-	1,431
On municipal extensions of State highways	-	-	-	-	225	-	20	245	-	-	-	-	242	-	21	263
On local rural roads	-	-	-	-	23	1,206	-	1,229	-	-	-	-	26	1,254	-	1,280
On local municipal roads and streets	-	-	-	-	14	38	930	982	-	-	-	-	16	39	950	1,005
Not classified by system	-	2	35	37	-	-	-	37	-	2	36	38	-	-	-	38
Subtotal	-	2	35	37	1,610	1,250	950	3,847	-	2	36	38	1,708	1,300	971	4,017
Administration and research <sup>3/</sup>	55	16	1	72	610	129	123	934	72	17	1	90	644	131	130	995
Highway law enforcement and safety	-	-	-	-	550	21	245	816	-	-	-	-	596	22	250	868
Interest on debt	-	-	-	-	459	52	106	617	-	-	-	-	485	53	108	646
Total current disbursements	65	76	217	358	11,417	2,233	2,297	16,305	82	75	215	372	12,010	2,322	2,345	17,049
Debt retirement (par value) <sup>4/</sup>	-	-	-	-	585	130	272	987	-	-	-	-	617	130	274	1,021
Grand total disbursements	65	76	217	358	12,002	2,363	2,569	17,292	82	75	215	372	12,627	2,452	2,619	18,070
<p><sup>1/</sup> Federal and State data are generally for calendar years; local data for fiscal years ending in various months of the calendar year. Data for 1966 are final; those for later years are subject to future adjustment.</p> <p><sup>2/</sup> Includes payments to Puerto Rico of \$8 million in 1966 and 1967; \$7 million in 1968 and 1969.</p> <p><sup>3/</sup> Includes small amounts of miscellaneous expenditures and engineering and equipment costs not charged to capital outlay and maintenance.</p> <p><sup>4/</sup> Redemption premiums and discounts are included with interest payments. Redemption of short-term notes, or by refunding, is excluded.</p>																

## ESTIMATED CAPITAL EXPENDITURES FOR HIGHWAYS, 1966-1969 BY FEDERAL SYSTEMS, BY EXPENDING AGENCIES

(In millions of dollars)

HF-21  
NOVEMBER 1968

EXPENDING AGENCIES	FEDERAL-AID SYSTEMS								OTHER STATE ROADS				OTHER LOCAL ROADS AND STREETS				ALL SYSTEMS			
	INTERSTATE SYSTEM				OTHER ABC SYSTEMS				RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL
	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL												
<u>1966</u>																				
State Highway Departments	639	340	2,637	3,616	465	304	2,399	3,168	21	30	261	312	-	1	136	137	1,125	675	5,433	7,233
State Toll Facilities	4	7	69	80	=	=	40	40	10	6	99	115	=	=	=	=	14	13	208	235
Local Toll Facilities	12	1	9	22	=	=	=	=	=	=	=	=	=	=	7	7	12	1	16	29
Counties and Townships	=	=	=	=	17	4	84	105	1	=	=	1	33	22	510	565	51	26	594	671
Municipalities	=	=	=	=	6	2	26	34	2	=	1	3	59	32	694	785	67	34	721	822
Federal Government	=	=	=	=	=	=	=	=	=	=	=	=	=	12	236	248	=	12	236	248
Total	655	348	2,715	3,718	488	310	2,549	3,347	34	36	361	431	92	67	1,583	1,742	1,269	761	7,208	9,238
<u>1967</u>																				
State Highway Departments	604	372	2,700	3,676	448	325	2,429	3,202	49	72	267	388	=	1	144	145	1,101	770	5,540	7,411
State Toll Facilities	11	7	118	136	=	1	34	35	6	6	161	173	=	=	=	=	17	14	313	344
Local Toll Facilities	6	1	16	23	=	=	=	=	=	=	=	=	=	=	7	7	6	1	23	30
Counties and Townships	=	=	=	=	17	4	88	109	1	=	1	30	25	536	591	48	29	624	701	
Municipalities	=	=	=	=	5	2	28	35	2	=	2	59	34	720	813	66	36	748	850	
Federal Government	=	=	=	=	=	=	=	=	=	=	=	=	=	10	234	244	=	10	234	244
Total	621	380	2,834	3,835	470	332	2,579	3,381	58	78	428	564	89	70	1,641	1,800	1,238	860	7,482	9,580
<u>1968 (Preliminary)</u>																				
State Highway Departments	612	407	2,933	3,952	535	335	2,476	3,346	23	48	409	480	=	1	116	117	1,170	791	5,934	7,895
State Toll Facilities	5	6	99	110	=	1	32	33	2	5	143	150	=	=	=	=	7	12	274	293
Local Toll Facilities	9	1	29	39	=	=	=	=	=	=	=	=	=	=	7	7	9	1	36	46
Counties and Townships	=	=	=	=	19	4	92	115	1	=	=	1	32	26	558	616	52	30	650	732
Municipalities	=	=	=	=	6	2	30	38	2	=	=	2	63	34	739	836	71	36	769	876
Federal Government	=	=	=	=	=	=	=	=	=	=	=	=	=	10	232	242	=	10	232	242
Total	626	414	3,061	4,101	560	342	2,630	3,532	28	53	552	633	95	71	1,652	1,818	1,309	880	7,895	10,084
<u>1969 (Forecast)</u>																				
State Highway Departments	655	409	2,892	3,956	550	358	2,637	3,545	30	65	539	634	=	2	155	157	1,235	834	6,223	8,292
State Toll Facilities	3	5	96	104	=	3	36	39	10	14	118	142	=	=	=	=	13	22	250	285
Local Toll Facilities	9	1	21	31	=	=	=	=	=	=	=	=	=	=	7	7	9	1	28	38
Counties and Townships	=	=	=	=	20	4	96	120	1	=	=	1	33	29	584	646	54	33	680	767
Municipalities	=	=	=	=	6	2	31	39	2	=	1	3	63	35	757	855	71	37	789	897
Federal Government	=	=	=	=	=	=	=	=	=	=	=	=	=	9	228	237	=	9	228	237
Total	667	415	3,009	4,091	576	367	2,800	3,743	43	79	658	780	96	75	1,731	1,902	1,382	936	8,198	10,516

1/ Excludes expenditures on roads in Puerto Rico, and thus differs from Table HF-2 totals.



# DEPARTMENT OF TRANSPORTATION

*M. Kusan*  
**NEWS**

*811-Rotation*

FEDERAL HIGHWAY ADMINISTRATION

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FOR RELEASE MONDAY,  
NOVEMBER 18, 1968

U.S. ROADS AND STREETS  
TOTAL 3.7 MILLION MILES

Roads and streets in the United States, under the jurisdiction of all levels of government, totaled nearly 3.70 million miles in 1967, the U.S. Department of Transportation announced today. The data were compiled by the Department's Bureau of Public Roads from information supplied by the States.

According to Federal Highway Administrator Lowell K. Bridwell, the 3,704,914-mile total includes 521,203 miles of municipal roads and streets, and 3,183,711 miles of roads in rural areas. The municipal mileage comprises 14 percent, and the rural mileage 86 percent, of the U.S. total.

About 878,000 miles of all roads and streets in the U.S., or 24 percent of the total, are unsurfaced; 1.31 million miles or 35 percent of the total have surfaces of granular material, gravel, crushed stone, or slag; 1.52 million miles, accounting for 41 percent of the total, have surfaces ranging from bituminous surface treatment to bituminous and portland-cement concrete. This last group includes the surfaces which the public generally thinks of as "paved," although some of the lowest types, if old and not well maintained, may appear to be gravel roads.

Nearly 478,000 miles of roads and streets, or 13 percent of the U.S. total, are on the State primary systems; and an additional 289,349 miles, 8 percent of the total, are also under State control. Roads and streets under local control amount to 2.77 million miles, or 75 percent of the total. Over 164,000 miles of roads in National Parks, Forests, etc., are under Federal control, accounting for 4 percent of the total U.S. mileage.

The road and street systems in the U.S. have grown but little in extent, proportionately, in recent years, the annual total mileage increase since 1956 being less than 1 percent. In the same period, however, municipal mileage has increased an average of nearly 4 percent per year. The Nation's needs lie generally not in a large increase in mileage but in improvement or replacement of existing highways. As one indication of improvement progress, the mileage of unsurfaced roads and streets has been declining at an average rate of 2 percent during recent years. A comparison of total, municipal, and unsurfaced mileages for the years 1956-67 follows.

(more)

<u>Year</u>	<u>Total Mileage</u> <u>(1,000 miles)</u>	<u>Municipal</u> <u>Mileage</u> <u>(1,000 miles)</u>	<u>Unsurfaced</u> <u>Mileage</u> <u>(1,000 miles)</u>
1956	3,430	379	1,107
1957	3,454	389	1,082
1958	3,479	405	1,031
1959	3,503	416	1,008
1960	3,538	430	989
1961	3,573	446	985
1962	3,600	455	953
1963	3,620	475	927
1964	3,644	491	914
1965	3,690	507	914
1966	3,698	510	897
1967	3,705	521	878

The accompanying tables M-1 and M-3 report mileage for 1967, by States, classified by system (M-1) and by type of surface (M-3). Table M-2 summarizes these data for the U.S. as a whole.

In the United States, the Federal Government has jurisdiction only of roads in National Forests, Parks, etc. The Federal-aid systems, on which Federal funds (obtained from Federal highway-user taxes) are used for construction through the cooperative Federal-State Federal-aid programs, are parts of the road systems under the jurisdiction and control of the State and local governments, which have sole responsibility for their operation and maintenance. The Federal-aid systems comprise 24 percent of the total road and street mileage. The distribution of the Federal-aid system mileage among the State and local systems is shown in the accompanying table M-21.

# TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES—1967

## CLASSIFIED BY SYSTEM

Compiled for end of calendar year from reports of State and local authorities

TABLE M-1  
SEPTEMBER 1968

STATE	RURAL MILEAGE								MUNICIPAL MILEAGE					TOTAL RURAL AND MUNICIPAL MILEAGE	STATE		
	UNDER STATE CONTROL				UNDER LOCAL CONTROL				FEDERAL CONTROL 1/	TOTAL RURAL ROADS	UNDER STATE CONTROL					TOTAL MUNICIPAL MILEAGE	
	STATE PRIMARY SYSTEM	STATE SECONDARY ROADS 3/	OTHER STATE ROADS 4/	TOTAL	COUNTY ROADS	TOWN AND TOWNSHIP ROADS	OTHER LOCAL ROADS 2/	TOTAL			EXTEN-SIONS OF STATE PRIMARY SYSTEM	EXTEN-SIONS OF STATE SECONDARY ROADS 3/	TOTAL				UNDER LOCAL CONTROL LOCAL CITY STREETS 2/
Alabama	8,552	10,445	864	19,861	46,554	-	-	46,554	-	66,415	1,360	89	1,449	9,986	11,435	77,850	Alabama
Alaska	3,292	-	999	4,291	-	-	1,655	1,655	96	6,042	141	-	141	399	540	6,582	Alaska
Arizona	5,132	-	-	5,132	17,389	-	-	17,389	12,730	35,251	278	-	278	5,314	5,592	40,843	Arizona
Arkansas	12,885	-	-	12,885	52,196	-	3,996	56,192	1,887	70,964	1,349	-	1,349	6,898	8,247	79,211	Arkansas
California	12,272	-	1,210	13,482	70,563	-	-	70,563	37,633	121,678	2,060	-	2,060	39,071	41,131	162,809	California
Colorado	8,192	-	-	8,192	66,662	-	-	66,662	51	74,905	488	-	488	5,835	6,323	81,228	Colorado
Connecticut	333	960	196	1,509	-	3,772	-	3,775	-	5,284	897	1,353	2,250	10,446	12,696	17,980	Connecticut
Delaware	440	3,006	-	3,446	-	-	-	-	-	3,446	184	721	905	475	1,380	4,826	Delaware
Florida	9,804	6,234	266	16,304	47,068	-	-	47,068	-	63,372	1,692	523	2,215	17,311	19,526	82,898	Florida
Georgia	15,144	-	103	15,247	68,140	-	-	68,140	60	83,447	2,296	-	2,296	11,781	14,077	97,524	Georgia
Hawaii	445	571	2	1,018	1,369	-	-	1,369	91	2,478	63	21	84	839	923	3,401	Hawaii
Idaho	4,632	-	50	4,682	16,299	-	10,514	26,809	19,200	50,691	289	-	289	2,504	2,793	53,484	Idaho
Illinois	13,032	-	49	13,081	16,249	73,127	-	89,376	-	102,457	3,289	-	3,289	22,733	26,022	128,479	Illinois
Indiana	9,955	-	157	10,112	68,153	-	-	68,153	-	78,265	1,141	-	1,141	11,472	12,613	90,878	Indiana
Iowa	8,963	-	202	9,165	90,543	-	-	90,543	-	99,708	1,163	-	1,163	11,538	12,701	112,409	Iowa
Kansas	9,712	-	232	9,944	113,383	-	-	113,383	-	123,327	650	-	650	9,255	9,905	133,232	Kansas
Kentucky	23,584	-	128	23,712	41,295	-	-	41,295	264	65,271	1,053	-	1,053	3,901	4,954	70,225	Kentucky
Louisiana	3,811	10,365	32	14,208	17,038	-	-	17,038	-	41,246	729	757	1,486	9,027	10,513	51,759	Louisiana
Maine	3,464	7,250	250	10,964	-	7,819	-	7,819	164	18,947	395	378	773	1,547	2,320	21,267	Maine
Maryland	1,842	2,874	171	4,887	15,057	-	1,543	16,600	120	21,607	150	175	325	3,653	3,978	25,585	Maryland
Massachusetts	782	-	306	1,088	-	6,334	-	6,334	29	7,451	1,861	-	1,861	18,232	20,093	27,544	Massachusetts
Michigan	7,968	-	-	7,968	86,929	-	-	86,929	-	94,897	1,240	-	1,240	17,758	18,998	113,895	Michigan
Minnesota	10,177	-	1,332	11,509	42,620	54,766	-	97,386	1,814	110,709	1,849	-	1,849	14,321	16,170	126,879	Minnesota
Mississippi	9,788	-	-	9,788	49,252	-	-	49,252	239	59,279	897	-	897	5,349	6,246	65,525	Mississippi
Missouri	7,940	22,052	1	29,993	68,982	-	-	68,982	645	99,620	1,031	668	1,699	12,966	14,665	114,285	Missouri
Montana	5,902	5,685	19	11,606	51,310	-	-	51,310	10,651	73,567	1,821	73	259	1,921	2,180	75,747	Montana
Nebraska	9,149	-	241	9,390	68,318	18,989	-	87,307	464	97,161	444	-	444	5,769	6,213	103,374	Nebraska
Nevada	2,067	4,165	-	6,232	38,822	-	-	38,822	1	45,055	84	98	182	1,561	1,743	46,798	Nevada
New Hampshire	1,235	1,757	45	3,037	-	6,827	-	6,827	77	9,941	722	582	1,304	3,368	4,672	14,613	New Hampshire
New Jersey	937	-	839	1,776	6,754	8,524	13	15,291	-	17,067	1,042	528	1,042	15,074	16,116	33,183	New Jersey
New Mexico	11,921	-	25	11,946	45,642	-	-	45,642	5,205	62,393	804	-	804	3,153	3,957	66,350	New Mexico
New York	12,615	-	1,360	13,975	19,484	51,927	-	71,411	10	85,396	1,133	-	1,133	15,763	16,896	102,292	New York
North Carolina	11,654	58,122	35	69,811	-	-	-	-	1,453	71,264	1,515	1,941	3,456	9,499	12,955	84,219	North Carolina
North Dakota	6,375	-	27	6,402	17,544	79,650	-	97,194	551	104,147	252	-	252	2,764	3,016	107,163	North Dakota
Ohio	15,820	-	776	16,596	29,625	38,876	-	68,501	-	85,097	2,946	-	2,946	20,006	22,952	108,049	Ohio
Oklahoma	10,934	-	520	11,454	82,580	-	-	82,580	-	94,034	1,103	-	1,103	11,818	12,921	106,955	Oklahoma
Oregon	4,403	2,560	1,866	8,829	27,690	-	7,086	34,776	38,881	82,486	375	179	554	5,289	5,843	88,329	Oregon
Pennsylvania	12,786	25,217	5,765	43,768	641	45,487	-	46,128	217	90,113	2,712	2,772	5,484	17,569	23,053	113,166	Pennsylvania
Rhode Island	275	-	224	499	-	488	-	488	-	987	737	-	737	3,159	3,896	4,883	Rhode Island
South Carolina	8,503	21,254	147	29,904	22,681	-	-	22,681	-	52,585	960	3,299	4,259	1,922	6,181	58,766	South Carolina
South Dakota	8,293	-	301	8,594	20,224	50,573	-	70,797	1,660	81,051	246	-	246	2,644	2,890	83,941	South Dakota
Tennessee	7,923	-	343	8,266	58,854	-	28	58,882	1,019	68,167	1,406	-	1,406	7,609	9,015	77,182	Tennessee
Texas	59,359	-	38	59,397	137,597	-	-	137,597	-	196,994	5,721	-	5,721	35,054	40,775	237,769	Texas
Utah	5,197	-	-	5,197	20,350	-	-	20,350	8,858	34,405	690	-	690	3,589	4,279	38,684	Utah
Vermont	2,198	-	127	2,325	-	10,764	-	10,764	88	13,177	201	-	201	731	932	14,109	Vermont
Virginia	7,932	41,325	-	49,257	766	-	-	766	1,805	51,828	1,292	659	1,951	6,002	7,953	59,781	Virginia
Washington	6,185	-	4,723	10,908	39,568	-	-	39,568	12,370	62,846	620	-	620	8,958	9,578	72,424	Washington
West Virginia	4,706	26,251	299	31,256	-	-	-	-	892	32,148	512	176	688	2,864	3,552	35,700	West Virginia
Wisconsin	10,145	-	502	10,647	18,800	58,295	-	77,095	62	87,804	1,665	-	1,665	11,826	13,491	101,295	Wisconsin
Wyoming	5,564	-	-	5,564	15,876	-	50,834	66,710	4,967	77,241	137	-	137	1,083	1,220	78,461	Wyoming
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-	-	6/ 1,083	1,083	1,083	Dist. of Col.
Total	423,819	250,113	24,772	698,704	1,728,863	516,218	75,672	2,320,753	164,254	3,183,711	54,050	14,464	68,514	452,689	521,203	3,704,914	Total

1/ Mileage in Federal parks, forests, and reservations that are not a part of the State highway system.  
 2/ Includes all roads, streets, and public ways not under State control in: Municipalities; delimited unincorporated places having an estimated population of 1,000 or more; areas which comprise the unincorporated fringe around cities of 50,000 population or greater, defined as urbanized areas by the Bureau of Census in the latest enumeration or as determined by the State highway departments.  
 3/ Includes mileage of county roads under State control in all counties of Delaware, North Carolina,

and West Virginia, 10 counties in Alabama; all but 2 counties in Virginia; some county mileage in Nevada; mileage designated as farm-to-market in Louisiana; and the State-aid system in Maine.

4/ Includes mileage of State park, forest, institutional, toll and other roads that are not a part of the State or local highway system.

5/ Includes mileage in Special Highway Districts and mileage not identified by administrative authority.

6/ Includes 76 miles of streets in Federal parks.

# TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES—1967

## CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

Compiled for end of calendar year from reports of State and local authorities

TABLE M-2  
SEPTEMBER 1968

SYSTEM	NONSURFACED MILEAGE <u>1/</u>			SURFACED MILEAGE <u>2/</u>					TOTAL EXISTING MILEAGE
	A B	C	TOTAL	D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE	
<b>Rural Mileage:</b>									
Under State control:									
State primary systems	668	3,259	3,927	14,686	127,957	231,765	45,484	419,892	423,819
Secondary roads under State control:									
State secondary systems <u>3/</u>	2,809	879	3,688	11,525	60,336	34,541	1,491	107,893	111,581
County roads under State control <u>4/</u>	<u>10,698</u>	<u>7,176</u>	<u>17,874</u>	<u>50,200</u>	<u>52,381</u>	<u>17,660</u>	<u>417</u>	<u>120,658</u>	<u>138,532</u>
Subtotal	<u>14,175</u>	<u>11,314</u>	<u>25,489</u>	<u>76,411</u>	<u>240,674</u>	<u>283,966</u>	<u>47,392</u>	<u>648,443</u>	<u>673,932</u>
State parks, forests, and reservations, etc. <u>5/</u>	<u>1,993</u>	<u>7,965</u>	<u>9,958</u>	<u>8,106</u>	<u>1,846</u>	<u>2,778</u>	<u>2,084</u>	<u>14,814</u>	<u>24,772</u>
Total	<u>16,168</u>	<u>19,279</u>	<u>35,447</u>	<u>84,517</u>	<u>242,520</u>	<u>286,744</u>	<u>49,476</u>	<u>663,257</u>	<u>698,704</u>
Under local control:									
County roads	241,844	267,668	509,512	817,172	287,058	105,761	9,360	1,219,351	1,728,863
Town and township roads	63,399	61,150	124,549	278,306	78,253	33,101	2,009	391,669	516,218
Other local roads	54,705	5,363	60,068	11,758	3,142	575	129	15,604	75,672
Total	<u>359,948</u>	<u>334,181</u>	<u>694,129</u>	<u>1,107,236</u>	<u>368,453</u>	<u>139,437</u>	<u>11,498</u>	<u>1,626,624</u>	<u>2,320,753</u>
Under Federal control:									
National parks, forests, reservations, etc. <u>5/</u>	59,939	57,763	117,702	36,853	3,600	5,994	105	46,552	164,254
<b>Total Rural Mileage</b>	<b>436,055</b>	<b>411,223</b>	<b>847,278</b>	<b>1,228,606</b>	<b>614,573</b>	<b>432,175</b>	<b>61,079</b>	<b>2,336,433</b>	<b>3,183,711</b>
<b>Municipal Mileage:</b>									
Under State control:									
Extensions of State primary systems	13	60	73	147	5,911	35,835	12,084	53,977	54,050
Extensions of secondary roads under State control <u>3/</u> <u>4/</u>	<u>193</u>	<u>42</u>	<u>235</u>	<u>324</u>	<u>7,254</u>	<u>5,751</u>	<u>900</u>	<u>14,229</u>	<u>14,464</u>
Total	<u>206</u>	<u>102</u>	<u>308</u>	<u>471</u>	<u>13,165</u>	<u>41,586</u>	<u>12,984</u>	<u>68,206</u>	<u>68,514</u>
Under local control:									
Local city streets	7,691	22,334	30,025	78,881	180,740	122,315	40,728	422,664	452,689
<b>Total Municipal Mileage</b>	<b>7,897</b>	<b>22,436</b>	<b>30,333</b>	<b>79,352</b>	<b>193,905</b>	<b>163,901</b>	<b>53,712</b>	<b>490,870</b>	<b>521,203</b>
<b>TOTAL RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES</b>	<b>443,952</b>	<b>433,659</b>	<b>877,611</b>	<b>1,307,958</b>	<b>808,478</b>	<b>596,076</b>	<b>114,791</b>	<b>2,827,303</b>	<b>3,704,914</b>

1/ Nonsurfaced includes A and B, primitive and unimproved, and C, graded and drained roads.

2/ Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity with or without portland cement concrete base; I, bituminous concrete and sheet asphalt with or without portland cement concrete base; and J, portland cement concrete with or without bituminous wearing surface less than one inch in compacted thickness. Segregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-1, and H-1.

3/ Includes mileage designated as farm-to-market in Louisiana and as State-aid in Maine.

4/ Includes mileage of county roads under State control in all counties of Delaware, North Carolina, and West Virginia; 10 counties in Alabama; all but two counties in Virginia; and some county mileage in Nevada.

5/ State and national park, forest, reservation, toll, and other roads that are not a part of the State system.

# TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES—1967

## CLASSIFIED BY TYPE OF SURFACE<sup>1</sup>

TABLE M-3  
SEPTEMBER 1968

Compiled for end of calendar year from reports of State and local authorities

STATE	RURAL MILEAGE							MUNICIPAL MILEAGE							TOTAL NON-SURFACED MILEAGE	TOTAL SURFACED MILEAGE	TOTAL EXISTING MILEAGE IN THE UNITED STATES	STATE
	NON-SURFACED MILEAGE <sup>2/</sup>	SURFACED MILEAGE <sup>3/</sup>					TOTAL RURAL MILEAGE	NON-SURFACED MILEAGE <sup>2/</sup>	SURFACED MILEAGE <sup>3/</sup>					TOTAL MUNICIPAL MILEAGE				
		D E	F H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE			D E	F H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE					
Alabama	7,669	25,005	26,876	6,450	415	58,746	66,415	-	2,886	7,351	1,126	72	11,435	11,435	7,669	70,181	77,850	Alabama
Alaska	3,646	884	1,310	200	2	2,396	6,042	190	107	153	82	8	350	540	3,836	6,582	6,582	Alaska
Arizona	20,690	4,832	4,877	4,723	129	14,561	35,251	550	350	3,773	802	117	5,042	5,592	21,240	40,843	40,843	Arizona
Arkansas	23,447	34,387	7,156	5,398	576	47,517	70,964	530	2,125	2,976	1,940	676	7,717	8,247	23,977	55,234	79,211	Arkansas
California	45,343	19,245	32,719	22,443	1,928	76,335	121,678	1,745	3,652	18,511	14,125	3,098	39,386	41,131	47,088	115,721	162,809	California
Colorado	33,368	28,169	259	12,617	492	41,537	74,905	434	1,111	42	4,645	91	5,889	6,323	33,802	47,426	81,228	Colorado
Connecticut	91	636	3,548	825	184	5,193	5,284	67	437	7,601	3,805	786	12,629	12,696	158	17,822	17,980	Connecticut
Delaware	10	458	2,023	731	224	3,446	3,446	9	102	358	773	138	1,371	1,380	19	4,807	4,826	Delaware
Florida	23,246	9,426	16,115	14,089	496	40,126	63,372	2,381	1,817	6,015	8,084	1,229	17,145	19,526	25,627	57,271	82,898	Florida
Georgia	30,547	19,130	18,379	14,686	705	52,900	83,447	2,201	1,153	4,664	5,197	862	11,876	14,077	32,748	64,776	97,524	Georgia
Hawaii	170	300	306	1,694	8	2,308	2,478	8	3	64	838	18	923	923	170	3,231	3,401	Hawaii
Idaho	23,534	15,949	7,551	3,611	46	27,157	50,691	65	822	1,620	279	7	2,728	2,793	23,599	29,885	53,484	Idaho
Illinois	6,983	65,054	17,509	6,972	5,939	95,474	102,457	2,128	5,831	5,805	5,877	6,381	23,894	26,022	9,111	119,366	128,479	Illinois
Indiana	4,124	40,249	22,821	8,695	2,376	78,141	78,265	886	811	7,116	1,787	11,787	11,727	12,613	5,010	85,868	90,878	Indiana
Iowa	7,150	73,917	1,632	11,312	5,697	92,558	99,708	1,037	4,206	2,928	478	4,052	11,664	12,701	104,222	112,409	112,409	Iowa
Kansas	38,157	65,360	14,381	4,197	1,232	85,170	123,327	305	2,386	3,055	2,088	2,071	9,600	9,905	38,462	94,770	133,232	Kansas
Kentucky	14,228	24,795	10,874	14,447	927	51,043	65,271	172	899	1,476	1,746	701	4,782	4,954	14,400	55,825	70,225	Kentucky
Louisiana	4,920	17,975	-	17,101	1,250	36,326	-	235	2,029	-	6,285	1,964	10,278	10,513	5,155	46,604	51,759	Louisiana
Maine	1,798	4,778	9,834	2,493	44	17,149	18,947	19	112	1,581	24	24	2,301	2,320	1,817	19,450	21,267	Maine
Maryland	63	4,208	5,346	10,760	1,230	21,544	21,607	10	143	523	2,474	828	3,968	3,978	73	25,512	27,584	Maryland
Massachusetts	848	2,997	1,961	1,622	23	6,603	7,451	733	6,779	3,598	8,693	290	19,360	20,093	1,581	25,963	25,545	Massachusetts
Michigan	18,429	39,705	29,237	4,415	3,111	76,468	94,897	447	2,095	7,477	4,593	4,386	18,551	18,998	18,876	95,019	113,895	Michigan
Minnesota	12,596	72,792	9,305	13,399	2,617	98,113	110,709	482	4,301	7,683	2,522	1,182	15,688	16,170	13,078	113,801	126,879	Minnesota
Mississippi	2,864	36,609	15,572	2,112	2,122	56,415	59,279	94	1,432	3,792	292	636	6,152	6,246	2,958	62,567	65,525	Mississippi
Missouri	7,903	60,762	24,812	2,655	3,488	91,717	99,620	3,761	150	4,011	5,910	833	10,904	14,665	11,664	102,621	114,285	Missouri
Montana	36,011	27,799	2,406	7,267	84	37,556	189	512	520	248	1,199	32	2,180	2,180	36,200	75,747	75,747	Montana
Nebraska	32,842	53,640	7,564	1,444	1,671	64,319	97,161	318	2,135	702	1,215	1,843	5,895	6,213	33,160	70,214	103,374	Nebraska
Nevada	31,866	7,668	1,463	4,056	2	13,189	45,055	209	166	911	449	8	1,534	1,743	32,075	14,723	46,798	Nevada
New Hampshire	2,205	2,242	5,000	412	82	7,736	9,941	489	597	2,961	510	115	4,183	4,672	2,694	11,919	14,613	New Hampshire
New Jersey	2,276	1,899	7,599	3,922	1,371	14,791	17,067	489	1,817	9,994	2,557	1,299	15,627	16,116	2,765	30,418	33,183	New Jersey
New Mexico	46,272	6,725	3,632	5,639	125	16,121	62,393	745	736	448	1,964	64	3,212	3,957	47,017	66,350	66,350	New Mexico
New York	9,173	16,630	26,381	28,136	5,076	76,223	85,396	995	1,546	6,494	7,547	314	15,901	16,896	10,168	92,124	102,292	New York
North Carolina	8,109	19,072	23,527	19,506	1,050	63,155	71,264	968	1,521	966	9,215	285	11,987	12,955	9,077	75,142	84,219	North Carolina
North Dakota	40,385	56,261	2,579	4,418	504	63,762	104,147	227	1,379	455	758	197	2,789	3,016	40,612	66,551	107,163	North Dakota
Ohio	1,727	24,545	16,537	40,177	2,111	83,370	85,097	74	1,769	6,281	10,480	4,348	22,878	22,952	1,801	106,248	108,049	Ohio
Oklahoma	29,939	45,420	11,996	4,396	2,283	64,095	94,034	1,279	3,413	6,816	858	555	11,642	12,921	31,218	75,737	106,955	Oklahoma
Oregon	33,040	30,745	6,169	12,239	293	49,446	82,486	170	884	1,196	3,354	239	5,673	5,843	33,210	55,119	88,329	Oregon
Pennsylvania	18,937	20,866	22,080	24,977	3,253	71,176	90,113	1,356	2,052	11,299	5,556	2,790	21,697	23,053	20,293	92,873	113,166	Pennsylvania
Rhode Island	63	354	337	192	41	924	987	197	209	1,918	1,428	144	3,699	3,896	260	4,623	4,883	Rhode Island
South Carolina	20,488	447	28,245	2,807	598	32,097	52,585	754	8	4,680	628	111	5,427	6,181	21,242	37,524	58,766	South Carolina
South Dakota	26,300	43,443	5,184	5,355	769	54,751	81,051	137	1,230	1,182	141	200	2,753	2,890	26,437	57,504	83,944	South Dakota
Tennessee	1,844	35,176	21,640	9,235	2,579	66,263	68,167	185	1,251	2,742	2,420	417	8,830	9,015	2,029	75,153	77,182	Tennessee
Texas	65,763	56,997	56,241	16,386	1,607	131,231	196,994	1,961	7,665	18,363	8,139	4,647	38,814	40,775	67,724	170,045	237,769	Texas
Utah	16,900	9,456	3,558	4,424	67	17,505	34,405	83	900	2,339	900	57	4,496	4,279	16,983	21,701	38,684	Utah
Vermont	1,970	7,042	2,734	1,415	16	11,207	13,177	4	127	552	218	31	928	932	1,974	12,135	14,109	Vermont
Virginia	1,207	17,689	24,427	8,068	437	50,621	51,828	5	46	889	6,814	199	7,948	7,953	1,212	58,569	59,781	Virginia
Washington	11,819	25,510	19,499	4,946	1,072	51,027	62,846	699	1,456	3,195	4,057	171	8,879	9,578	12,518	59,906	72,424	Washington
West Virginia	9,416	9,908	4,189	8,070	565	22,732	32,148	59	626	483	1,642	742	3,493	3,552	9,475	26,225	35,700	West Virginia
Wisconsin	5,679	32,500	25,356	21,876	2,393	82,125	87,804	134	1,324	3,812	5,728	2,493	13,357	13,491	5,813	95,482	101,295	Wisconsin
Wyoming	61,223	8,950	1,827	5,165	76	16,018	77,241	14	284	625	182	15	1,106	1,220	61,337	17,124	78,461	Wyoming
Dist. of Col.	-	-	-	-	-	-	-	-	-	181	691	199	1,071	1,083	12	1,071	1,083	Dist. of Col.
<b>Total</b>	<b>847,278</b>	<b>1,228,606</b>	<b>614,573</b>	<b>432,175</b>	<b>61,079</b>	<b>2,336,433</b>	<b>3,183,711</b>	<b>30,333</b>	<b>79,352</b>	<b>193,905</b>	<b>163,901</b>	<b>53,712</b>	<b>490,870</b>	<b>521,203</b>	<b>877,611</b>	<b>2,827,303</b>	<b>3,704,914</b>	<b>Total</b>

<sup>1/</sup> For more detail of surface types by systems, see the SM table series and table OM.

<sup>2/</sup> Nonsurfaced mileage includes primitive, unimproved, and graded and drained roads.

<sup>3/</sup> Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7

inches or more and/or a high load-bearing capacity with or without portland cement concrete base; I, bituminous concrete and sheet asphalt with or without portland cement concrete base; and J, portland cement concrete with or without bituminous wearing surface less than one inch in compacted thickness. Segregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-1 and H-1.

# TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES—1967

## CLASSIFIED BY FEDERAL-AID AND NONFEDERAL-AID SYSTEM MILEAGE

Compiled for end of calendar year  
from reports of State authorities

TABLE M-21  
SEPTEMBER 1968

STATE OR LOCAL ROAD SYSTEM	TRAVELED WAY INTERSTATE HIGHWAY SYSTEM			FEDERAL-AID HIGHWAY SYSTEMS						TOTAL FEDERAL- AID SYSTEMS	NOT ON FEDERAL-AID SYSTEMS	TOTAL
				TRAVELED WAY FEDERAL-AID PRIMARY HIGHWAY SYSTEM <sup>1/</sup>			TRAVELED WAY FEDERAL-AID SECONDARY HIGHWAY SYSTEM					
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL			
State primary highway system:												
Rural	30,525	1,560	32,085	204,901	6,150	211,051	181,252	1,974	183,226	394,277	29,542	423,819
Municipal 5,000 and over	266	5,114	5,380	1,555	20,379	21,934	543	5,428	5,971	27,905	3,901	31,806
Municipal under 5,000	1,229	199	1,428	12,054	786	12,840	7,903	213	8,116	20,956	1,288	22,244
Subtotal	32,020	6,873	38,893	218,510	27,315	245,825	189,698	7,615	197,313	443,138	34,731	477,869
State secondary highway system:												
Rural	57	9	66	690	112	802	69,519	715	70,234	71,036	40,545	111,581
Municipal 5,000 and over	6	57	63	98	381	479	470	1,530	2,000	2,479	4,054	6,533
Municipal under 5,000	2	-	2	63	5	68	1,755	33	1,788	1,856	2,628	4,484
Subtotal	65	66	131	851	498	1,349	71,744	2,278	74,022	75,371	47,227	122,598
County roads under State control:												
Rural	45	-	45	139	5	144	44,466	164	44,630	44,774	93,758	138,532
Municipal 5,000 and over	-	6	6	-	56	56	-	454	454	510	1,030	1,540
Municipal under 5,000	-	-	-	5	-	5	628	1	629	634	1,273	1,907
Subtotal	45	6	51	144	61	205	45,094	619	45,713	45,918	96,061	141,979
Total State highways	32,130	6,945	39,075	219,505	27,874	247,379	306,536	10,512	317,048	564,427	178,019	742,446
County roads	9	1	10	510	119	629	290,084	4,837	294,921	295,550	1,433,313	1,728,863
Town, township and other local	1	1	2	77	9	86	5,657	32	5,689	5,775	586,115	591,890
City streets <sup>2/</sup>	1	148	149	115	1,389	1,504	6,864	8,523	15,387	16,891	435,798	452,689
Roads not overlapping State, county, or other local systems:												
State park, forest, and reservation roads	166	14	180	178	493	671	23	11	34	705	20,943	21,648
National park, forest, and reservation roads	-	-	-	234	10	244	114	1	115	359	163,895	164,254
Toll facilities	1,624	392	2,016	1,642	496	2,138	5	-	5	2,143	981	3,124
<b>TOTAL EXISTING MILEAGE <sup>3/</sup></b>	<b>33,931</b>	<b>7,501</b>	<b>41,432</b>	<b>222,261</b>	<b>30,390</b>	<b>252,651</b>	<b>609,283</b>	<b>23,916</b>	<b>633,199</b>	<b>885,850</b>	<b>2,819,064</b>	<b>3,704,914</b>

<sup>1/</sup> Mileage of Interstate System included.  
<sup>2/</sup> Municipal extensions of county, town, and township roads included.  
<sup>3/</sup> Does not include mileage in Puerto Rico.

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

FHWA -- 265

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

For Immediate Release

The Federal Government and the State of South Dakota are cooperating in a \$13 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, South Dakota has programmed 100 such projects at a total cost of \$13,747,684, shared both by the State and the Federal Government.

By the end of 1971, the South Dakota program is expected to total 674 projects on Federal-aid highways at a cost of \$44,810,000.

Administrator Bridwell paid tribute to South Dakota for the work it has done on its own in this field: "The South Dakota Department of Highways since 1964 has completed 118 safety projects at a total cost of \$599,000 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."



# DEPARTMENT OF TRANSPORTATION

*M. K. Kusey*  
*811-M. K. Kusey*

# NEWS

FEDERAL HIGHWAY ADMINISTRATION  
WASHINGTON, D.C. 20591

FHWA--266

FOR RELEASE TUESDAY,  
NOVEMBER 19, 1968

PUBLICATION IS ISSUED BY FHWA  
ON HIGHWAY JOINT DEVELOPMENT

The evolution of highway joint development, the planned use of limited land and space for more than one purpose, is traced in a pictorial publication just issued by the U. S. Department of Transportation's Federal Highway Administration.

Called "A Book About Space," it describes how highway construction can stimulate the use of land and space over, under and adjacent to urban freeways to meet the needs of cities for better housing, recreation centers, parks, public buildings, and commercial development.

Examples of joint development, ranging from the Ponte Vecchio Bridge in Florence, Italy, built in the days of the Roman Empire, to modern skyscrapers straddling today's highways, are illustrated in the publication which is available at 75 cents from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C.

20402.



# DEPARTMENT OF TRANSPORTATION

*Mr. Kuser*  
**NEWS**  
*814 Matonic*

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--268

FOR IMMEDIATE RELEASE

HIGHWAY BEAUTY CONTEST  
DETAILS ARE ANNOUNCED

Secretary of Transportation Alan S. Boyd today announced the details of the second annual competition sponsored by the U. S. Department of Transportation, to pay tribute to organizations that took steps in 1968 to protect, restore or enhance the highway environment.

The contest is open to all public and quasi-public bodies, civic and professional organizations as well as private industry. Federal agencies are excepted. It was initiated to stimulate interest throughout the country in the highway beauty program.

The Secretary of Transportation's award for excellence will be given for improving the highway environment in ten categories ranging from the fitting of a highway into its rural or urban setting to the preservation of historic sites and wildlife areas.

Secretary Boyd said that top recognition will be given to those entries which best exemplify the beneficial impact of highways on the esthetic and social environment.

Entries, consisting of color photographs with supporting text, must be submitted before March 1, 1969. A panel of experts appointed by the Secretary will select the winners.

Information concerning contest categories and entry requirements may be obtained by writing to the Office of the Highway Beautification Coordinator, Bureau of Public Roads, U. S. Department of Transportation, Washington, D. C. 20591.

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11-21-68



# DEPARTMENT OF TRANSPORTATION

# NEWS

FEDERAL HIGHWAY ADMINISTRATION  
WASHINGTON, D.C. 20591

FHWA--269

FOR IMMEDIATE RELEASE

DEADLINE FOR COMMENTS ON FHWA'S  
TWO-HEARING PROPOSAL EXTENDED

Federal Highway Administrator Lowell K. Bridwell today announced an extension of time for interested parties to file comments on a proposed regulation which would require the holding of two public hearings on new highway projects on the Federal-aid system.

The deadline was extended from close of business November 22 to December 13, 1968.

Bridwell also announced that in response to a number of formal requests a public hearing on the proposal will be held at 9 a. m., Monday, December 16, at the Department of Transportation Building, 800 Independence Avenue, S. W., Washington, D. C.

Bridwell said the public hearing will be informal with interested parties having an opportunity to present oral statements and rebuttals. Those wishing to be heard should notify the Federal Highway Administrator by December 6, giving some idea of the time required for the statement. Depending upon the number of responses, Bridwell said, it might be necessary to allot specific time periods for each statement.

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11-21-68



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FOR RELEASE SUNDAY,  
NOVEMBER 24, 1968

FHWA--267

### MOTOR VEHICLE TRAVEL IN U. S. TO TOP TRILLION MILES IN 1968

Did you ever try to figure out just how far is one trillion miles?

You'll have to make a try at it -- if you hope to comprehend the significance of an announcement made today by the Department of Transportation's Federal Highway Administration.

The FHWA announced that for the first time in history the annual motor vehicle mileage rolled up on the Nation's highways will top the one trillion mark this year.

The Bureau of Public Roads says estimates based on the first nine months of 1968, indicate the total mileage for this year will be one trillion ten billion miles. Spelled out in numbers that figure looks like this:

1,010,000,000,000

Incomprehensible? Don't be discouraged. It even proved bothersome to E. M. Cope, Chief of the Bureau of Public Roads' Highway Statistics Division, and he's been dealing with such figures for the BPR for the past 33 years.

Asked to break down the figure so a layman might understand, Cope had to haul out a pad and pencil to keep his own figuring straight.

"Let's try to reckon it in trips around the earth," Cope suggested. Figuring in round numbers, he listed a trip around the world at the equator at 25,000 miles (actually, it is 24,902.44 miles, but 25,000 made it easier to figure).

"It would take 40 trips around the earth to total one million miles.

"It would require 40,000 trips to total one billion miles.

"It would require 40,000,000 trips to reach a trillion miles.

"And to hit one trillion ten billion that is estimated for this year," Cope added, "would require 40,400,000 trips around the world."

(more)

Asked what this might mean in terms of passenger miles, or in terms of miles per wheel, Statistician Cope, replied:

"You have to remember, a lot of that mileage is down hill!"

The BPR's report indicated that the one trillion 10 billion miles estimated for 1968 would represent an increase of 4.6 percent over 1967 mileage.

The final figure for 1967 was 965 billion, up 3.7 percent over 1966.

The travel and related information for 1967 are shown on the accompanying table VM-1 by road system and vehicle type. Total travel and travel by highway system are considered to be final figures, but because of incomplete data on which to make the distribution by vehicle type, the travel by vehicle type is subject to revision.

Table VM-2 shows travel estimates by State and administrative highway system. These estimates are based on estimates prepared by the State highway departments and reported annually to the Bureau of Public Roads, beginning in 1966.

Table VM-1 has been adjusted to a new base for 1967 to bring it into agreement with table VM-2. Main rural road travel in table VM-1 includes all travel on systems shown as 01, 31, 03, 05 and 09 in table VM-2. Local rural roads includes travel in systems 07 and 11. Travel on urban streets consists of travel on all even numbered systems in table VM-2. Prior to 1967 parts of systems 05 and 09 had been classed as local rural roads.

Because of their intended principal use, the State estimates of 1967 travel were made according to a system classification and rural-urban distinction directly related to the Federal-aid program. In the Federal-aid law, an urban area is "an area including and adjacent to a municipality or other urban place having a population of 5,000 or more..." In the annual estimates reported in table VM-1 in the past, however, "urban" signified the areas within the political boundaries of municipalities such as cities, boroughs, villages, etc.

Since the State estimates are being received annually now and it is intended to use them as a base for table VM-1, it was decided to redefine main rural roads, local rural roads, and urban streets so that it would not be necessary to split mileage and travel in any of the administrative highway systems.

These adjustments resulted in changes in the proportionate distribution of mileage and travel between the three highway categories in table VM-1. The main rural roads category changed from 35.2 percent of the total travel on 14 percent of the mileage in 1966 to 37.3 percent of the travel on 15 percent of the mileage in 1967. Local rural road travel was 14.3 percent of the total in 1966 on 72 percent of the total mileage, and 12.6 percent of the travel on 71 percent of the mileage in 1967. In 1966, 50.5 percent of the travel

was on urban streets comprising 14 percent of the total mileage. These proportions for 1967 are 50.1 percent and 14 percent respectively. Thus, it can be seen that the mileage shifted from urban streets to main rural roads had a much greater effect on the distribution of travel than on the distribution of mileage.

Passenger cars represented 81 percent of the vehicles registered, accounted for 80 percent of the travel in 1967; motorcycles, 2 percent of all vehicles and less than 1 percent of all travel; trucks and truck combinations, 16 percent of all vehicles and 19 percent of all travel; similar figures for buses were less than 1 percent.

Average performance for all vehicles in 1967 differed somewhat from that reported in 1966. The average motor vehicle traveled 9,755 miles in 1967, half of it in cities, and consumed 785 gallons of fuel at a rate of 12.42 miles per gallon. The average passenger car traveled 9,582 miles, and consumed 686 gallons of fuel, at a rate of 13.96 miles per gallon.

Estimated Motor-Vehicle Travel in the United States and Related Data  
Calendar Year-1967 <sup>1/</sup>

U.S. Department of Transportation  
Federal Highway Administration  
Bureau of Public Roads

Table VM-1  
Preliminary  
September 1968

Item	Passenger vehicles						Cargo vehicles			All motor vehicles	
	Personal passenger vehicles			Buses			All passenger vehicles	Single-unit trucks	Combinations		All trucks
	Passenger cars <sup>2/</sup>	Motorcycles <sup>2/</sup>	All personal passenger vehicles	Commercial	School	All buses					
Motor-vehicle travel: <sup>3/</sup> (million vehicle-miles)											
Main rural roads			273,332	1,007	791	1,798	275,130	63,221	21,617	84,838	359,968
Local rural roads			94,597	182	727	909	95,506	24,426	1,400	25,826	121,332
All rural roads			367,929	1,189	1,518	2,707	370,636	87,647	23,017	110,664	481,300
Urban streets			410,779	1,934	338	2,272	413,051	60,021	10,760	70,781	483,832
Total travel	770,971	7,737	778,708	3,123	1,856	4,979	783,687	147,668	33,777	181,445	965,132
Number of vehicles registered (thousands)	80,458	1,953	82,411	90.5	246.7	337.2	82,748	15,364	830	16,194	98,942
Average miles traveled per vehicle	9,582	3,962	9,449	34,508	7,523	14,766	9,471	9,611	40,695	11,204	9,755
Fuel consumed (million gallons)	55,220	103	55,323	667	262	929	56,252	14,491	6,950	21,441	77,693
Average fuel consumption per vehicle (gallons)	686	53	671	7,370	1,062	2,755	680	943	8,373	1,324	785
Average miles traveled per gallon of fuel consumed	13.96	75.00	14.08	4.68	7.08	5.36	13.93	10.19	4.86	8.46	12.42

<sup>1/</sup> For the 50 States and District of Columbia.

<sup>2/</sup> Separate estimates of passenger car and motorcycle travel are not available by highway category.

<sup>3/</sup> Table VM-1 was adjusted to a new base to bring it into agreement with table VM-2, resulting in a decrease in travel on local rural roads in 1967 compared to 1966 and decreases in local rural road and urban street travel as percentages of total travel.

(Millions)

Division	State	Federal-aid highway system															Not on Federal-aid systems				Sub-total urban and municipal	Total				
		Interstate rural			Interstate urban			Sub-total Interstate	Other primary			Secondary			Total Federal-aid rural	Total Federal-aid urban	Total Federal-aid	Other State rural	Other State municipal	Local rural			Local municipal	Sub-total rural		
		Final	Traveled 1/	Total rural	Final	Traveled 1/	Total urban		Rural	Urban	Total	State rural	State urban	Local rural											Local urban	Total
01	31		02	32		03	04		05	06	07	08														
New England	Connecticut	541	162	703	1,821	398	2,219	2,922	1,160	1,618	2,778	964	754	7	44	1,669	2,734	4,635	7,369	218	1,623	240	4,564	3,192	10,822	14,014
	Maine	495	49	544	63	67	130	574	1,367	430	1,797	817	124	-	-	941	2,728	684	3,412	856	291	278	387	3,862	1,362	5,224
	Massachusetts	1,047	174	1,221	1,288	540	1,828	3,049	2,418	4,501	6,919	611	1,059	1,306	2	3,495	5,309	8,158	13,467	145	873	705	6,579	6,159	15,610	21,769
	New Hampshire	393	59	452	61	37	98	550	1,094	295	1,389	730	125	3	2	860	2,279	520	2,799	135	170	109	437	2,523	1,127	3,650
	Rhode Island	59	44	103	49	103	592	695	2,37	1,139	1,376	200	390	16	206	818	562	2,327	2,889	79	157	125	911	766	1,161	4,161
	Vermont	210	189	399	30	63	93	492	752	141	893	305	1	143	19	468	1,599	254	1,853	8	*	195	209	1,802	463	2,265
	Total	2,745	677	3,422	3,752	1,208	4,960	8,382	8,124	15,152	3,353	1,917	1,228	1,577	8,255	15,211	26,574	31,789	1,441	3,114	1,652	13,087	18,304	32,779	51,063	
Middle Atlantic	New Jersey	231	373	604	1,771	1,853	3,624	4,228	2,351	5,317	7,668	36	100	1,309	2,244	3,689	4,300	11,285	15,585	1,391	2,123	4,234	12,240	9,925	25,648	35,573
	New York	3,030	221	3,251	5,424	738	6,162	9,403	8,228	11,581	19,809	1,740	1,130	2,776	1,399	7,045	15,985	20,272	36,257	42	58	7,940	16,434	23,967	36,764	60,731
	Pennsylvania	3,613	1,171	4,784	2,205	894	3,099	7,883	7,789	5,908	13,697	5,516	3,326	4,766	93	8,981	18,135	12,426	30,561	3,164	4,010	3,996	10,392	25,295	26,828	52,123
	Total	6,864	1,765	8,629	9,400	3,485	12,885	21,514	18,368	22,806	41,174	7,292	4,556	4,131	3,736	19,715	38,420	43,983	82,403	4,597	6,191	16,170	39,066	59,187	89,240	148,427
South Atlantic (North)	Delaware	49	-	49	156	107	263	312	985	1,691	319	210	-	-	589	1,353	1,179	2,532	-	-	82	69	1,435	1,248	2,683	
	Dist. of Col.	-	-	-	192	155	347	312	2,025	1,025	319	210	-	-	492	492	1,864	2,356	-	-	-	779	-	1,435	2,683	
	Maryland	788	154	942	1,990	513	2,503	3,445	2,799	4,399	1,531	825	439	40	3,200	5,711	5,933	11,644	649	80	3,052	2,398	9,412	8,411	17,823	
	Virginia	2,523	1,056	3,579	656	643	1,299	4,878	4,534	2,179	6,693	2,993	569	2,041	403	6,006	13,127	4,450	17,577	92	419	1,675	2,878	14,894	7,747	22,641
	West Virginia	308	523	831	78	192	270	1,107	2,010	719	2,749	1,491	116	8	2	2,509	5,222	1,137	6,359	7	24	301	1,160	5,530	2,321	7,851
	Total	3,668	1,733	5,401	3,072	1,610	4,682	10,083	10,328	6,829	17,157	6,334	1,720	3,350	1,332	12,736	25,413	14,563	39,976	748	523	5,110	7,284	31,271	22,370	53,641
South Atlantic (South)	Florida	1,598	1,092	2,690	1,251	799	2,050	4,740	4,990	3,777	8,767	4,293	2,577	206	33	7,109	12,179	8,437	20,616	325	1,463	6,217	4,145	18,721	14,045	32,766
	Georgia	1,630	1,322	2,952	1,332	353	1,685	4,637	5,440	1,798	7,238	2,866	514	1,261	420	3,496	12,149	4,417	16,566	139	359	1,766	5,391	14,054	10,167	24,221
	North Carolina	1,311	1,062	2,373	350	338	688	3,061	4,202	1,698	5,900	6,682	2,109	3	193	10,987	15,260	4,688	19,444	1,845	561	32	2,243	17,137	7,492	24,629
	South Carolina	985	716	1,701	85	159	244	1,945	4,200	1,393	5,593	3,083	440	117	5	3,645	9,101	2,072	11,173	307	926	345	335	9,753	3,333	13,086
	Total	5,524	4,192	9,716	3,018	1,649	4,667	14,383	18,832	8,656	27,488	18,564	5,640	1,577	651	26,432	48,689	19,614	68,303	2,616	3,309	8,360	12,114	59,665	35,037	94,702
East North Central	Illinois	2,365	1,678	4,043	4,094	772	4,866	8,909	8,365	6,928	15,293	1,078	604	2,405	541	4,628	15,891	12,939	28,830	1,472	3,604	2,792	13,160	20,155	29,703	49,859
	Indiana	2,092	1,226	3,318	959	674	1,959	5,277	2,627	8,634	2,831	623	1,875	711	6,040	14,031	5,920	19,951	120	193	6,002	15,284	12,113	27,399		
	Michigan	2,575	245	2,820	2,540	1,414	3,954	6,774	6,584	2,691	12,251	1,351	1,117	6,513	992	9,273	17,268	11,030	28,338	37	54	4,415	12,250	21,720	23,334	45,054
	Ohio	3,682	541	4,223	3,353	1,364	4,717	8,940	7,965	5,483	13,448	4,268	1,460	2,320	1,959	10,007	18,776	13,610	32,395	101	427	4,725	12,074	23,602	26,120	49,722
	Wisconsin	1,346	132	1,478	541	9	550	2,028	5,300	2,230	7,530	1,685	570	1,510	915	4,680	10,073	4,265	14,338	41	62	1,155	11,269	9,662	20,931	
	Total	12,060	3,822	15,882	11,497	4,549	16,046	31,928	34,321	22,935	57,256	11,213	3,674	14,623	5,118	34,628	76,039	47,773	123,812	1,771	4,340	14,220	48,821	92,030	100,934	192,964
West North Central	Iowa	1,346	211	1,557	203	84	287	1,844	4,944	1,362	6,306	-	-	1,522	313	1,835	8,023	1,962	9,985	80	51	886	2,471	8,989	4,484	13,473
	Kansas	810	216	1,026	310	78	388	1,414	3,760	1,045	4,805	574	23	1,417	410	2,424	6,777	1,866	8,643	86	64	1,080	2,442	7,943	4,372	12,315
	Minnesota	373	966	939	751	800	1,551	2,490	5,216	2,064	7,280	1,083	33	2,556	161	3,833	9,794	3,809	13,603	24	114	1,273	6,047	11,091	7,570	18,661
	Missouri	1,226	963	2,889	1,423	696	2,119	5,008	5,276	2,017	7,396	2,281	387	19	36	2,723	10,594	4,559	15,127	126	642	1,848	3,634	12,542	11,235	23,777
	Nebraska	675	185	860	59	46	105	965	2,662	628	3,490	636	39	635	71	1,381	4,993	843	5,836	4	-	1,002	1,865	5,999	2,708	8,707
	North Dakota	374	118	492	11	22	33	495	1,103	147	1,250	196	4	430	13	643	2,181	197	2,378	1	2	662	401	2,844	600	3,444
	South Dakota	398	265	663	18	9	27	690	1,852	195	1,758	258	31	378	26	693	2,862	279	3,141	22	7	576	472	3,460	738	4,198
	Total	5,862	2,524	8,386	2,775	1,735	4,510	12,936	24,827	7,458	32,285	5,028	517	6,957	1,030	13,532	45,196	13,515	58,713	343	880	7,327	17,312	52,868	31,707	84,575
East South Central	Alabama	837	860	1,697	119	721	840	2,537	3,793	1,616	5,409	1,335	259	1,361	194	3,149	8,185	2,909	11,095	41	50	753	3,083	8,980	6,042	15,022
	Kentucky	1,094	676	1,770	575	345	920	2,690	3,860	1,320	5,180	3,410	215	32	4,137	9,255	2,752	12,007	1,010	630	1,095	1,894	11,360	5,265	16,625	
	Mississippi	517	472	989	118	470	588	1,577	3,595	652	4,247	803	82	970	182	2,037	6,357	1,504	7,861	18	13	636	1,293	7,011	2,810	9,821
	Tennessee	1,033	962	1,995	937	667	1,604	3,599	4,765	1,976	6,741	924	169	654	47	1,794	8,338	3,796	12,134	45	4	1,798	4,021	10,181	7,821	18,002
	Total	3,481	2,970	6,451	1,749	2,203	3,952	10,403	16,013	5,564	21,577	6,472	990	3,200	455	11,117	32,136	10,961	43,097	1,114	697	4,282	10,281	37,532	21,939	59,471
West South Central	Arkansas	629	383	1,012	287	38	305	1,337	2,596	923	3,519	2,075	318	260	37	2,690	5,943	1,603	7,546	68	68	666	1,374	6,667	3,045	9,712
	Louisiana	618	1,179	1,797	473	568	1,041	2,838	2,554	1,340	3,8															



# DEPARTMENT OF TRANSPORTATION

*Mr. Kuser*  
**NEWS**  
*8/1/68*

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA -- 270

For Release to PMS of  
Tues. Nov. 26, 1968

FHWA ASKS COMMENTS ON PROPOSAL FOR  
SAFETY STANDARDS FOR USED CARS

The initial step in the process of developing Federal motor vehicle safety standards for used vehicles was taken today by the Department of Transportation's Federal Highway Administrator Lowell K. Bridwell.

Bridwell issued a Notice of Request for Comments from the public and all interested parties on a host of technical, economic, and social issues which would be raised by the establishment of safety performance standards for vehicles in use.

Safety performance standards for new vehicles have been in effect since January 1, 1968, and additional standards will become effective on new vehicles at the end of this year. Both new car and used car safety standards are required by the National Traffic and Motor Vehicle Safety Act of 1966.

In the same Act, Congress stated its policy to encourage and strengthen periodic motor vehicle inspection programs in the States. It is anticipated that any safety performance standards issued for vehicles in use will be implemented and enforced through State motor vehicle inspection programs.

Under the Highway Safety Act of 1966 the States are developing highway safety programs in accordance with uniform Federal highway safety standards. One of the 13 uniform standards issued on June 27, 1967 by Secretary of Transportation Alan S. Boyd requires that each State have a vehicle inspection program. Thirty States and the District of Columbia now have periodic inspection programs.

The National Traffic and Motor Vehicle Safety Act also directed the Secretary of Transportation to conduct a study and investigation to determine the adequacy of safety standards and inspection procedures in each State and to submit a report to Congress. That report -- "Safety for Motor Vehicles in Use" -- was submitted to Congress by Secretary Boyd in June 1968. In submitting their comments, interested persons are invited to comment on this report its conclusions, and its recommendations. The report is available in multiple copies from the U. S. Government Printing Office, 710 North Capitol Street, NW, Washington, D. C. 20402. Single copies are available from the National Highway Safety Bureau, Washington, D. C. 20591.

The report to Congress was developed by the National Highway Safety Bureau, which will also be responsible for developing any future standards for used vehicles. Bureau Director, Dr. William Haddon, Jr., said, "It is very important that the public understands that vehicle deterioration with use is inescapable, and that this deterioration affects their lives and safety. We estimate that about half of the 94 million vehicles in use today are deficient in some critical aspect of safety performance.

"This should be of concern to drivers, passengers, and pedestrians alike . . . to all who are potential victims of poorly maintained vehicles. To deal with this problem will require effective safety performance standards for used cars and a strong enforcement program through periodic State vehicle inspection."

The Federal Highway Administrator invites comments on any of the complex technical, economic, and broad social issues raised by the establishment of standards for vehicles in use including:

1. The appropriate performance requirements which might be set for systems or components such as brake systems; steering and suspension system; tires, wheels, rims, and hub caps; lamps, reflective devices, and associated equipment; glazing; windshield wiping, washing, defogging, and defrosting; occupant restraint systems; horns, rear-view mirrors; body, doors, fenders, moldings, and bumpers; fuel supply systems; exhaust systems; emergency warning devices; auxiliary safety equipment; first aid equipment; etc.

2. The most feasible and effective means for enforcing such performance requirements for used motor vehicles, such as the use of State inspection systems and State spot check systems; special provisions to assure safe condition of commercial motor vehicles subjected to high mileage use or other severe service demands, with evaluation for this purpose of the provisions of the Motor Carrier Safety Regulations; the availability of facilities, equipment, and inspectors; the training, funding, and time necessary to implement inspection systems, and any other relevant factors.

3. Costs associated with the establishment of safety standards for used cars, such as additional costs to the vehicle owner for inspection to determine compliance, any increases in maintenance costs and repairs necessary to maintain vehicles in compliance, and other relevant economic factors.

4. The feasibility of adapting all or part of any existing standards as a basis for proposed Federal used vehicle standards. Examples are: the possibility of adapting applicable Federal standards such as the Motor Carrier Safety Regulations or the Federal Motor Vehicle Safety Standards; the possibility of adapting applicable standards of such non-Federal organizations as United States of America Standards Institute (USASI), Society of Automotive Engineers (SAE), Automobile Manufacturers Association (AMA), American Association of Motor Vehicle Administrators (AAMVA), and the National Committee on Uniform Traffic Laws and Ordinances; and the possibility of adapting applicable standards issued by foreign governments and multi-national organizations.

Comments should contain supporting statements and data to justify conclusions and recommendations, together with any studies already made or being undertaken in any relevant area. They should be submitted by close of business Wednesday February 26, 1969, and addressed to: Federal Highway Administration, U. S. Department of Transportation, Washington, D. C. 20591. The notice will be published in the Federal Register Wednesday, November 27, 1968.

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# DEPARTMENT OF TRANSPORTATION

*Mr. Kumer*  
*8/11/68*  
**NEWS**

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

FHWA -- 272

FOR RELEASE WEDNESDAY P.M.,  
NOVEMBER 27, 1968

ADMINISTRATOR'S AWARD  
IS GIVEN TO 10 IN FHWA

The first annual Federal Highway Administrator's Award for Superior Service was presented today to 10 Federal Highway Administration employees based in the Washington, D. C. headquarters.

Presentation of the award, consisting of a certificate and medal for each, was made by Federal Highway Administrator Lowell K. Bridwell in ceremonies held in the nation's capital.

Recipients who were cited for their "valuable contributions in furthering the goals of the Federal Highway Administration" were:

Edgar H. Swick of 1201 South Scott Street, Arlington, Virginia, Deputy Director of Public Roads; Albert B. Kelley of 3405 Grass Hill Terrace, Falls Church, Virginia, Director of Public Affairs; Howard A. Heffron of 8311 Westmont Terrace, Bethesda, Maryland, Chief Counsel; James E. Wilson of 2601 South Glebe Road, Arlington, Virginia, Deputy Director of Highway Safety Programs Service, National Highway Safety Bureau; Daniel W. Fulmer of 2303 Glasgow Road, Alexandria, Virginia, Director of Traffic Safety Secretariat, National Highway Safety Bureau.

Also, Charles W. Prisk of 3418 North Dickerson Street, Arlington, Virginia, Assistant Director for Safety, Office of Policy Planning; Kenneth L. Pierson of 2102 Oak Drive, Baltimore, Maryland, Special Assistant to Director, Bureau of Motor Carrier Safety; Richard S. Salzman of 3541 Appleton Street NW, District of Columbia, Chief, Legislative Division, Office of Chief Counsel; Miss Joan Claybrook of 1516 34th Street NW, District of Columbia, Special Assistant to the Director of National Highway Safety Bureau; and Mrs. Mildred W. Helvestine of 601 19th Street NW, District of Columbia, Librarian, Bureau of Public Roads.

Mr. Swick, a native of Balsam, North Carolina, joined the Bureau of Public Roads in 1935 after his graduation from the University of Maryland with a bachelor's degree in civil engineering. From 1957 to 1962, he served as regional engineer in two Bureau regions, from 1962-1967 he was Director of the Office of Right-of-Way and Location, and in September 1967 he was named to his present position.

He was awarded the Department of Commerce Exceptional Service Award in 1964, and the Department's Meritorious Service Award in 1956. The Bureau of Public Roads was a unit of the Department of Commerce from 1949 to 1967 when it shifted to the Department of Transportation.

Mr. Kelley, a native of New York City, joined the Federal Highway Administration in April 1967. He attended Sophia University in Tokyo, Japan; the Tokyo School of Japanese Language; and the Monterey Language School in Monterey, California.

Mr. Heffron was born in New York City. He was graduated from Columbia College and received his law degree from Harvard Law School. He joined the FHWA in July 1967.

Mr. Wilson was born in Berkeley, California, and received his bachelor's degree in engineering from the University of California in 1947. He joined the FHWA in October 1967.

Mr. Fulmer is a graduate of Hamilton College and received his law degree from Harvard Law School. He joined the FHWA in August 1967. He is a native of New York City.

Mr. Prisk, a native of Yalesville, Connecticut, was graduated from the University of New Hampshire and attended the Yale University Bureau of Highway Traffic. He joined the Bureau of Public Road on September 9, 1935.

Mr. Pierson, who joined the FHWA on May 28, 1967, is a native of Akron, Ohio, and a graduate of the University of Maryland.

Mr. Salzman was born in New York City and received his bachelor's degree from Columbia College and his law degree from Columbia Law School. He began his duty with the FHWA on December 18, 1967.

Miss Claybrook is a native of Baltimore, attended Connecticut College for Women and was graduated from Goucher College. She joined the Bureau of Public Roads on September 25, 1966 and was later transferred to the National Highway Safety Bureau.

Mrs. Helvestine, who joined the Bureau of Public Roads on July 20, 1928, is a native of Chippewa Falls, Wisconsin. She received her bachelor's degree from Northland College in Ashland, Wisconsin, and her master's degree from George Washington University.



# DEPARTMENT OF TRANSPORTATION

# NEWS

FEDERAL HIGHWAY ADMINISTRATION  
WASHINGTON, D.C. 20591

FHWA -- 273

FOR RELEASE SUNDAY A.M.,  
DECEMBER 1, 1968

7 FIELD EMPLOYEES OF FHWA  
GET ADMINISTRATOR'S AWARD

The first annual Federal Highway Administrator's Award for Superior Service was presented yesterday to seven field employees of the Federal Highway Administration.

Presentation of the award, consisting of a certificate and medal for each, was made by Federal Highway Administrator Lowell K. Bridwell at ceremonies held at the annual joint meeting of the Federal Highway Administration and the American Association of State Highway Officials in Minneapolis, Minnesota.

The recipients, who were cited for their "valuable contributions in furthering the goals of the Federal Highway Administration," were with the Bureau of Public Roads before it became a component of the FHWA in 1967. They were:

John A. Hanson of 2 Village Drive, Delmar, New York, Regional Federal Highway Administrator for Region 1; William H. Baugh of 2701 Wolff Street, Denver, Colorado, Deputy Regional Federal Highway Administrator for Region 9; James W. White of 2849 Mariposa Drive, Burlingame, California, Deputy Regional Federal Highway Administrator for Region 7; Vernon E. Harvey of 6042 Winnpenny Lane, Indianapolis, Indiana, Division Engineer for Indiana; Louis E. Lybecker of 2529 Meadow Lane, Topeka, Kansas, Division Engineer for Kansas; George W. Bohn of 910 Coronado Boulevard, Sacramento, California, Assistant Division Engineer for California; and Howard B. Stanley of 1616 N.E. 48th Avenue, Portland, Oregon, Chief of the Right-of-Way Division in Region 8.

Mr. Hanson was born in Fargo, North Dakota, and was graduated from North Dakota State College. He joined the Bureau of Public Roads on February 7, 1949.

Mr. Baugh, a native of Cache Junction, Utah, was graduated from Utah State Agricultural College, now Utah State University. He joined the Bureau of Public Roads on June 1, 1938.

Mr. White was born in Ames, Iowa and received his bachelor's degree from Iowa State College. He joined the Bureau of Public Roads on July 16, 1946.

Mr. Harvey is a native of Selma, Kansas, and was graduated from Kansas State University. He joined the Bureau of Public Roads on April 27, 1947.

Mr. Lybecker, a native of Pullman, Washington, is a graduate of Washington State College. He joined the Bureau of Public Roads on June 5, 1942.

Mr. Bohn received his bachelor's degree from the University of California at Berkley and joined the Bureau of Public Roads on July 5, 1949.

Mr. Stanley was born in Pierre, South Dakota, and received his bachelor's and master's degrees from Oregon State College. He also received a law degree from Northwestern College of Law in Portland, Oregon. He came to the Bureau of Public Roads on March 9, 1934.



# DEPARTMENT OF TRANSPORTATION

# NEWS

*Mr. Keuser*  
*ppn-811-Ratonie*

FEDERAL HIGHWAY ADMINISTRATION  
WASHINGTON, D.C. 20591

FHWA -- 271

FOR RELEASE TUESDAY P.M.,  
DECEMBER 3, 1968

HIGHWAY ENGINEERING AWARD  
PRESENTED TO MARYLAND MAN

Edward H. Holmes of 4814 De Russey Parkway, Chevy Chase, Maryland, Director of Policy Planning for the U.S. Department of Transportation's Federal Highway Administration, today received the Thomas H. MacDonald Award for outstanding service in highway engineering.

The presentation was made at the 54th annual meeting of the American Association of State Highway Officials in Minneapolis, Minnesota, by F. C. Turner, Director of the Bureau of Public Roads, himself a winner of the award in 1962.

The coveted award was established by AASHO in 1957 in memory of the man who headed the Bureau of Public Roads from 1919-1953.

A graduate of Massachusetts Institute of Technology with a bachelor's degree in civil engineering in 1928, Mr. Holmes joined the Bureau of Public Roads that year. He received his master's degree in engineering from Harvard University in 1930.

He was Director of Planning in the Bureau of Public Roads from 1962 to 1967 when he was named to his Federal Highway Administration post. Prior to that, he had been the Bureau's Director of Research for six years. The Bureau was a unit of the Department of Commerce from 1949 to 1967 when it shifted to the Department of Transportation.

Mr. Holmes is a member of the Institute of Traffic Engineers and has served on many committees of AASHO, the Highway Research Board and the National Safety Council. In his 40 years of Federal service, he has received numerous honors, including the Department of Commerce Meritorious Service Award in 1950, the Department's Gold Medal Award for Exceptional Service in 1962, and the Highway Research Board's Roy W. Crum Award for Distinguished Service in 1958.



# DEPARTMENT OF TRANSPORTATION

MR. KRUSEL  
NEWS  
811-11111111

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

FHWA--274

FOR RELEASE WEDNESDAY,  
DECEMBER 4, 1968, pm's

NEW URBAN EXPRESSWAY CONCEPTS  
FOR CHICAGO GETS FINAL O. K.

The Department of Transportation today announced approval of plans developed by a special design concept team for the proposed crosstown expressway in Chicago.

Federal Highway Administrator Bridwell termed it "an historic milestone in urban highway planning and design".

"The design team, working with State and local officials, has developed ideas for Chicago's crosstown expressway which have not normally been a part of urban expressway planning in the past", Bridwell said. "This corridor-wide approach may well set a pattern for fitting urban highways and freeways into the major cities across the nation," he added.

The crosstown expressway will consist of eight traffic lanes -- in a new split alignment concept, with four lanes in each segment. These four-lane roadways will be four blocks apart. Northbound traffic will follow a line along Cicero Avenue. Southbound traffic will move over a roadway four blocks to the east, paralleling the Belt Line Railroad.

Bridwell said the design team's plan will permit the development of many neighborhood improvements, will provide for park and recreation areas, and will include the design of a public transit system as part of the expressway.

"The split alignment," he said, "offers an opportunity to achieve many different design goals. For example, by locating some industries between the two new four-lane stretches of Interstate roadway, a tree-lined corridor or buffer zone could be created to separate industry from residential areas. Other sites formerly occupied by remnants of scattered business concerns may be converted to residential areas. The plan also calls for community facilities and schools.

"This corridor-wide approach", Bridwell said, "will enable the community gradually to increase industrial and commercial development at select points, as well as regroup commercial establishments to develop shopping and retail centers and eliminate the characteristic strip development which dominates too many urban arterial streets."

(more)

MISS. KENNEDY

- 2 -

5/10/67

The involved section of Chicago's crosstown expressway would run from the Stevenson Expressway (I-55) south to 67th Street, with traffic interchanges at 47th Street, 55th Street, Midway Airport and 63rd Street. It is a 3.2 mile stretch to be known as I-494. The estimated cost of the project is 157 million dollars, including 11 million dollars for joint development purposes.

It is expected to handle 110 thousand vehicles a day with a peak-hour capacity of six thousand vehicles. The new alignment is expected to take most of the heavy traffic off local surface roads which service the 4-block-wide area between the two Interstate roadways. Some of these arteries now handle as many as 30 thousand vehicles a day.

The Federal Highway Administration's Bureau of Public Roads approved, in November 1967, a 2.3 million dollar contract to enable the City of Chicago, Cook County, and the State of Illinois to apply the design concept team approach to the urban expressway problem on Chicago's southwest side after a suggested "stilt-way" was found to be unacceptable.

The team was made up of highway traffic and safety engineers, architects, city planners, sociologists and economists. Its goal has been to plan a highway designed to meet existing and future traffic needs, improve safety, durability and economy of maintenance, and conform to the particular needs of each locality as required under Federal law.

The Chicago design concept team was the second such effort launched in the nation. The first was in Baltimore, Maryland. Final approval of the Chicago team proposal stamps it as the first of its kind in the nation.

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# DEPARTMENT OF TRANSPORTATION

*Liberty 103*  
*Historic*  
**NEWS**

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

FOR IMMEDIATE RELEASE  
December 9, 1968

FRA-2668  
962-8647

The Department of Transportation announced today it has awarded a contract to Westinghouse Electric Corporation to study linear electric motors along with power distribution and conditioning for use in 200 mph-plus ground transport vehicles. The contract is for \$143,000.

Robert A. Nelson, Director of DOT's Office of High Speed Ground Transportation, said results of the study-- due in July 1969-- "will serve as guidelines in advanced transportation systems planning and the design of power collection and other power subsystems to be developed."

The Office of High Speed Ground Transportation is responsible for planning and conducting research and development in high speed ground transportation technology and demonstrating high speed ground systems. These include rail vehicle systems, tracked air cushion vehicle systems and tube systems.

According to Nelson, Westinghouse will study various power distribution systems "based on equipment either presently available or which can be reasonably considered available commercially within approximately eight years and for prototype testing within two years."

The Company will also develop descriptions of on-board and wayside power-conditioning systems for each type of electric motor which may be used for traction-- including the linear electric motor-- and study what possible improvements in weight, volume and cost may be expected within eight years.

The linear electric motor portion of the study is centered on improved designs of the "reaction rail"-- or the equivalent of the rotor in rotating electric motors-- which is located in the track and reacts with the motor coils located in each vehicle.

The study will be directed by Westinghouse's Transportation Division at its headquarters in East Pittsburgh, Pennsylvania.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA-275

FOR RELEASE TUESDAY

December 10, 1968

The Department of Transportation's Federal Highway Administration today announced details of its current proposal to require automobile manufacturers to supply consumers with specific information as to the safety performance of new vehicles.

On October 5, the Federal Highway Administrator Lowell K. Bridwell announced that his agency proposed to require auto manufacturers to provide safety performance data to consumers in nine specific areas, and requested comments from industry and all interested parties.

Today, Bridwell announced that the extensive comments received have been evaluated by the National Highway Safety Bureau, and gave details on what information would be required under a highly detailed proposal in seven areas of performance: vehicle braking, tire reserve load, side impact protection for drivers and passengers, passenger compartments, field of view of the driver, acceleration and passing ability, steering ratio, and flammability of materials in vehicle interiors.

Two additional areas on which comments were also requested in October -- illumination and glare produced by headlamps, and performance when towing trailers -- have not been included in the Notice of Proposed Rule Making announced today, and are being considered for future rule making.

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The Director of the National Highway Safety Bureau, Dr. William Haddon, Jr., stated that the Bureau is making this proposed regulation for consumer information on vehicle safety performance its top priority item of business, and is exerting every effort to complete the rule-making process in the shortest possible time, so that the final rule will be effective in time to apply to vehicles manufactured after September 30, 1969.

Today's announcement requests comments, data, and supporting information from all interested parties to be submitted to the National Highway Safety Bureau no later than close of business January 8, 1969.

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# DEPARTMENT OF TRANSPORTATION

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# NEWS

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

FHWA -- 276

FOR RELEASE WEDNESDAY,  
DECEMBER 18, 1968

### STUDY ANALYZES USE OF AIRSPACE

Use of airspace over and under freeways, enabling highways to serve more than transportation needs, is analyzed in a research report issued by the Federal Highway Administration's Bureau of Public Roads.

The report, "A Study of Airspace Utilization," deals with the nature of air rights, their economic and social impact, and provides guidelines to indicate when airspace development is economically feasible.

For some time, the Bureau of Public Roads has encouraged the use of airspace for such multiple purposes as replacement housing, recreation centers, parks, public buildings, and commercial development. The study indicates there are substantial benefits to be derived from the prudent use of airspace.

The study was made by the Real Estate Research Corporation under contract to the California Division of Highways. It was sponsored by the Bureau of Public Roads as part of its Federal-aid highway transportation research program.

Copies are available at 75 cents each from the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402.



# DEPARTMENT OF TRANSPORTATION

# NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--277

FOR IMMEDIATE RELEASE  
December 31, 1968

DEADLINE EXTENDED FOR  
COMMENTS ON PROPOSALS

Additional time was granted today for the submission of comments from the public and other interested parties on some of the pending proposals that would require automobile manufacturers to provide consumers with specific vehicle safety performance information.

The Department of Transportation's Federal Highway Administration, which issued the consumer proposals on December 11, extended the deadline for comments 60 days from January 8 to close of business March 10, 1969 on four entire dockets and on limited aspects of two others.

No additional time was granted for comments on proposals dealing with acceleration and passing ability, tire reserve load, and on the principal aspects of automobile braking.

At a technical meeting December 19 at which the consumer proposals were discussed, both public and industry spokesmen complained of the complexity of the subjects covered, and the amount of engineering data and time needed to enable them to provide meaningful comments. In addition, petitions for more time were filed by several groups.

As a result, the deadline for comments has been extended on Docket 28-3, side impact protection for drivers and passengers in passenger compartments; Docket 28-5, field of view of the driver; Docket 28-7 steering ratio; and Docket 28-9, flammability of materials in vehicle interiors.

In addition, for Docket 28-1, vehicle braking, time was extended for filing comments relating to vehicle stopping distance for passenger cars on wet pavements or with wet brakes; and for stopping distance of passenger cars traveling both at 80 miles per hour or more and at maximum speed.

Time is also extended for comments on two dockets as they relate to the effect of the proposed regulations on multipurpose passenger vehicles, trucks, and buses. They are Docket 28-1, vehicle braking; and Docket 28-6, acceleration and passing ability.

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12/31/68

DEPARTMENT OF TRANSPORTATION  
Federal Highway Administration  
49 CFR Part 375\*

Dockets Nos. 28-1, 28-2, 28-3, 28-5, 28-6,  
28-7, 28-9; Notice No. 3

MOTOR VEHICLE SAFETY

Consumer Information  
Extension of Time to File Comments

On December 11, 1968, the Federal Highway Administration published a notice of proposed rule making for consumer information regulations. The notice provided that comments be received by the close of business January 8, 1969. The Federal Highway Administration has received numerous requests that the time for filing comments be extended. Generally, the reasons given for requesting the extension are the complexity of the subject material covered and the amount of data and information needed to provide meaningful comments.

After consideration of the requests an extension of time is granted all interested persons for filing comments on four of the dockets. Comments providing additional information are requested on three of these four items. Petitions have been submitted by interested persons and specific problems were presented at the technical meeting held on December 19th that indicated that lack of facilities and data necessary to make meaningful comments within the time originally prescribed was especially acute regarding the applicability of the proposed regulations to multipurpose passenger vehicles, trucks and buses. Accordingly, the time to file comments for certain other items is extended for comments concerning the effect of the regulations on multipurpose passenger vehicles, trucks and buses.

In addition, more time is being allowed for filing comments relating to two segments of the vehicle stopping distance section of the proposed regulations.

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\* The Notice of Proposed Rulemaking was originally issued under 23 CFR 275. Parts of the Code of Federal Regulations relating to motor vehicle safety were transferred to Title 49 by Part II of the Federal Register for December 25, 1968.

Therefore, the time to file comments in response to the notice of proposed rule making, consumer information, of December 11, 1968, is extended 60 days to the close of business March 10, 1969, in certain of the dockets, and for comments relating to the effect of the regulations on multipurpose passenger vehicles, trucks and buses in other dockets.

The dockets in which an extension of time is granted concerning the entire contents of the proposed dockets are:

Docket No. 28-3, Section 375.103 /275.103/ -- Side intrusion protection for occupants of passenger compartments. With regard to this item, since the protection of vehicle occupants in lateral impacts requires both maintenance of passenger compartment integrity and provision for energy absorption between the vehicle occupants and the vehicle exterior, comments are requested concerning the measurement of both of these aspects of vehicle crash and ways in which the resultant vehicle safety performance information can be communicated meaningfully to the public. In addition, since the original proposal is concerned primarily with the rigidity of doors and their resistance to external forces, suggestions are invited concerning alternate titling of the proposed item of consumer information.

Docket No. 28-5, Section 375.105 /275.105/ -- Field of view of the driver.

Docket No. 28-7, Section 375.107 /275.107/ -- Overall steering ratio. In addition, it is requested that the comments filed for this item consider the general issue of vehicle handling characteristics relevant to safety and the ways in which they can be measured and the results meaningfully reported to the public.

Docket No. 28-9, Section 375.109 /275.109/ -- Flammability of materials in vehicle interiors. In addition, it is requested that comments be directed towards modified or alternative means of measuring the flammability of materials in vehicle interiors, and of reporting the results meaningfully to the public.

The dockets in which an extension of time is granted for comments relating to the regulation's effect on multipurpose passenger vehicles, trucks and buses are:

Docket No. 28-1, Section 375.101 /275.101/ -- Vehicle stopping distance.

Docket 28-6, Section 375.106 /275.106 --Acceleration and passing ability.

Additionally, for Docket No. 28-1, Section 375.101 /275.101 -- Vehicle stopping distance, the time to file comments relating to vehicle stopping distance for passenger cars on wet pavements, or passenger cars with wet brakes; and for vehicle stopping distance for passenger cars traveling both at 80 miles per hour, or more, and at maximum speed is extended.

Petitions for extension of time to file comments on subject matter not enumerated herein are denied.

Section 375.4(b) /275.4(b), the applicability section of the proposed rule, provides that the rule is inapplicable to manufacturers of chassis-cabs. Interested persons are advised that it is intended that the regulation be inapplicable to vehicles manufactured in two or more stages where the chassis-cab, chassis-cowl, chassis or similar assemblages are completed by one manufacturer and delivered to another manufacturer for completion by the addition of a body (such as passenger or cargo-carrying structures) or work-performing or load-drawing structures which result in the vehicle becoming a multipurpose passenger vehicle, truck or bus. Section 375.4(b) /275.4(b) will be amended to so provide.

This notice of extension of time to file comments is issued under the authority of Sections 112(d) and 119 of the National Traffic and Motor Vehicle Safety Act of 1966 (15 U. S. C. 1401(d), 1407) and the delegation of authority contained in Section 1.4(c) of Part I of the regulations of the Office of the Secretary (49 CFR Part 1).

Issued December 30, 1968