DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

Mr. Krusch
Rm - 811-Nat

FHWA--278

FOR RELEASE THURSDAY,
JANUARY 16, 1969

ALL STATES NOW HAVE ON-GOING BRIDGE INSPECTION PROGRAMS

The Department of Transportation today reported that every State in the Union now has an on-going bridge inspection program.

Federal Highway Administrator Lowell K. Bridwell described this as "a marked improvement over a year ago when the tragic collapse of the Silver Bridge over the Ohio River shocked the Nation into a state of alert regarding the adequacy of its bridges."

At the time of the Ohio River tragedy which claimed the lives of 46 men, women and children, only 17 States had bridge inspection programs which were considered adequate to insure the safety of the traveling public, Bridwell said.

Since then, he added, 10 more States have revised existing programs to bring them into line with standards developed by the Bureau of Public Roads and the American Association of State Highway Officials, and 24 other States have initiated such programs.

After the December 15, 1967, collapse of the Ohio River span linking Ohio and West Virginia, President Johnson appointed a Task Force on Bridge Safety to determine the cause of the collapse, to speed its replacement, and to develop criteria to insure the safety of other bridges in the country. Federal Highway Administrator Bridwell headed a committee which conducted "A National Study to Assure Bridge Safety."

It found that there are 563,500 highway bridges in the country with 373,600 of these on city and rural roads, outside the jurisdiction of the Federal Highway Administration and the State Highway Departments.

More than 90 percent of the city and rural bridges represent spans built before 1935. Of the 204,681 bridges on Federal or State highway systems, about 64,000 are pre-1935 spans.

Bridwell said the State Highway Departments were asked to complete inspection of the older bridges by November 1, 1968, with a target date of January 1, 1970, set for the post-1935 bridges. Thirty-four States met the November 1 deadline and most of the others indicated they would do so by early next year.

Despite the marked improvement in bridge inspections, Bridwell said much remains to be done to assure the safety of the traveling public, "especially in view of the fact that most of the older bridges are on city and rural systems over which the Federal or State highway agencies have no jurisdiction."

The last session of the Congress in the Federal-aid Highway Act of 1968 ordered the Department of Transportation to establish national bridge inspection standards and schedules and to draw up qualification for inspectors. The States will be required to maintain written reports covering the inspections and work done to correct deficiencies.

A special subcommittee of the Bureau of Public Roads and the American Association of State Highway Officials, working in cooperation with the States, currently is developing a manual to be used as a guide in setting up the new national standards.

In the survey of bridges following the Ohio-West Virginia tragedy, the Association of American Railroads cooperated with the American Association of State Highway Officials and the Federal Highway Administration in surveying some 200,000 railroad bridges in the country.

The AAR reported that all Class I railroads, comprising some 95 percent of the track mileage in the Nation, conduct major bridge inspections by qualified personnel at least once a year.

The following table shows the number of highway bridges on Federal or State systems built before and after 1935 in each of the States and the District of Columbia:

STATE	BEFORE 1935	SINCE 1935
Connecticut	547	1,414
Maine	559	809
Massachusetts	473	1,702
New Hampshire	301	783
New Jersey	609	1,101
New York	2,097	2,417
Rhode Island	106	280
Vermont	420	589
Puerto Rico	348	556
Delaware	225	248
Maryland	501	1,050
Ohio	3,239	4,351
Pennsylvania	5,190	7,834
Virginia	4,475	3,976
West Virginia	3,982	1,633
Dist. of Columbia	33	127
Alabama	1,745	2,156
Florida	507	3,583
Georgia	1,651	3,246
Mississippi	1,135	3,169
North Carolina	1,948	13,138
South Carolina	837	4,046
Tennessee	1,907	2,556
Illinois	2,208	3,330
Indiana	1,687	2,412
Kentucky	6,686	
Michigan	630	2,463
Wisconsin	936	2,147
Iowa	1,007	2,278
Kansas	1,276	2,753
Minnesota	989	1,746
Missouri	2,194	3,581
Nebraska	517	2,372
North Dakota	267	1,281
South Dakota	308	1,315
Arkansas	2,077	3,376
Louisiana	1,106	4,703
Oklahoma	1,935	4,065
Texas	1,663	21,047
Arizona	131	852
California	1,401	7,195
Newada	111	568
Hawaii	115	254

(over)

STATE		
Idaho	190	675
Montana	640	1,503
Oregon	1,044	1,283
Washington	522	1,895
Alaska	160	405
Colorado	289	2,414
New Mexico	732	1,683
Utah	172	824
Wyoming	266	1,403
TOTAL	64,094	140,587

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--280

FOR RELEASE FRIDAY,
JANUARY 17, 1969

PUBLIC PARTICIPATION PROCEDURES
ADOPTED FOR ROAD DECISIONS

New procedures to stimulate public participation in highway location and design decisions were published in the Federal Register today by the Federal Highway Administration of the Department of Transportation.

The procedures, which apply to all Federal-aid highway projects administered by State highway departments, are the culmination of DOT considerations which began with circulation of a draft proposal in October, 1967. A modified proposal was published in the Federal Register on October 23, 1968. Hearings on the proposal were held December 16-20, 1968, in Washington.

Today's issuance of the procedures in final form was signed by Federal Highway Administrator Lowell K. Bridwell and Bureau of Public Roads Director Francis C. Turner.

It directs that State highway agencies provide public opportunity for the following:

-- Two public hearings on Federal-aid highway projects involving a new road location: creating a "substantially different social, economic or environmental effect" from the present effect, or an essential change in the layout or function of connecting roads or streets affected by the project. (Exceptions to this requirement are granted for low-density secondary roads.) One public hearing will precede route location decisions by the State highway agency. The second will precede design decisions.

-- A single hearing, combining location and design discussions, on projects not covered by the two-hearing requirements.

It also requires that State highway agencies:

-- Solicit the views of Federal, State and local resource, recreation, planning, and other bodies in considering the development or improvement of a traffic corridor, and maintain a list upon which any such body may enroll to receive notice of proposed highway projects in the area.

(more)

-- Consider social, economic and environmental factors relevant to the impact of each proposed project.

-- Give adequate notice of hearings scheduled on a proposed project.

-- Provide comprehensive information about alternative routes and designs being considered by the State highway agency.

The procedures also specify in detail the manner in which State highway agencies should prepare submissions of route or design proposals for approval of the division engineer of the Bureau of Public Roads. Following the division engineer's action, the procedures require that the State highway agency shall publish a narrative description of the route design as approved by the division engineer.

The procedures differ from the proposals considered at the hearings held by DOT in December, 1968, in that they no longer include a formal provision for appeal of the division engineer's decision to the Federal Highway Administrator. FHWA said in a preamble to the procedures that its "present practice of entertaining informal appeals will continue" pending further consideration of the appeals matter, and that it "intends to solicit suggestions concerning an appellate procedure that will serve to facilitate the ultimate disposition of highway issues without unduly delaying needed highway construction."

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA--281

FOR RELEASE FRIDAY
January 17, 1969

FHWA APPROVALS ENDS 20 YEARS OF DISPUTES OVER URBAN FREEWAYS

The Federal Highway Administration today approved the concept of plans to build freeways in two major cities -- Baltimore and New Orleans -- thus resolving disputes which have been smoldering for more than 20 years.

Federal Highway Administrator Lowell K. Bridwell said application for approval of the two Interstate highway projects have been received from the State highway departments of Louisiana and Maryland.

"These represent disputes which have been raging in the two communities for more than 20 years," Bridwell said. "The fact that they have finally been agreed upon demonstrates the effectiveness of the Federal-State partnership which has evolved in this country over the past 50 years."

"Men of good will and purpose, working together, have shown here that urban freeway problems can be resolved in a manner which will bring great dividends to their cities," Bridwell added.

The Baltimore Interstate network was worked out by a design concept team composed of planning engineers, traffic engineers, road builders, architects and experts from numerous other disciplines and approved by State and city officials.

It represents a change from a long-proposed system which would have concentrated traffic into a 14-lane crossing of the historic Inner Harbor adjacent to the city's central business district.

(more)

Known as "Plan 3-A, it involves a 22.3-mile network of freeways which link the city with major Interstate arteries (I-70, I-70N, and I-95). Its estimated cost is placed at $592 million. This plan removes the controversial inner harbor crossing and in its place adds a by-pass section using a high level bridge near Fort McHenry and a series of freeway stubs to serve the central business district.

In New Orleans, the dispute involved a proposal to build part of a three-mile stretch of Interstate 310 (the Riverfront-Elysian Fields Expressway) as an elevated highway along the famous French Quarter.

The elevated freeway plan aroused citizens of New Orleans' Vieux Carre area who maintained the structure would mar the famous French Quarter in the Jackson Square area.

A series of studies, authorized by the State and the Federal Highway Administration, established the feasibility of building a surface road which would be hidden by an existing seawall. This will require relocation and consolidation of railroad tracks in the area and some revamping of a levee along the Mississippi River.

This concept finally has won the approval of the New Orleans City Council, the City Planning Commission, the Board of Port Commissioners, the Orleans Levee Board, and the Public Belt Railroad.

Since the Vieux Carre area is listed in the National Register, a national trust for historic preservation established by Congress in 1966, the Riverfront Expressway project must be submitted to the Advisory Council on Historic Preservation for comment before final approval can be given.

Administrator Bridwell said the surface-level concept not only avoids interference with the aesthetic quality of the area, "but will, in fact, bring new development possibilities -- especially in the realm of joint-use or air rights."

The Riverfront-Elysian Fields Expressway links New Orleans with Interstate 10, an east-west route, and Interstate 59, running north through Mississippi.

(more)

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FEDERAL HIGHWAY ADMINISTRATION
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FHWA--282

FOR RELEASE FRIDAY,
JANUARY 17, 1969

RESEARCHERS SEEKING PRIORITY SYSTEM FOR BUSSES ON CLOGGED CITY STREETS

The average automobile in traffic carries 1.5 persons. The average loaded bus carries about 40 passengers.

So traffic researchers have decided to investigate the possibility of a-bus priority system which would emphasize the flow of people rather that just vehicles during peak hours.

That's the idea behind a research project announced jointly today by the Federal Highway Administration and the Urban Mass Transportation Administration.

Under a $205,406 contract awarded by UMTA, Sperry Systems Management Division of Sperry Rand, Greak Neck, New York, will try to develop plans and specifications for a bus priority system.

Federal Highway Administrator Lowell K. Bridwell said "Busses now carry some 70 percent of all urban public transportation passengers. Most cities are entirely dependent upon them for public mass transportation. So it behooves us to seek every means possible to improve the efficiency of this part of the highway transportation system."

The UMTA study of the possible bus priority system will be blended in to an earlier announced FHWA research program using Washington, D. C., as the laboratory city. Work already is underway on this program which is seeking a computerized system that will electronically analyze traffic flow demands and adjust signals to minimize delays.

The researchers say it should be a simple matter to fit the bus movement study into the computerized traffic setup.

One suggestion: a bus driver stopped by a light at a crowded intersection could push a button indicating he was ready to move out. The message would be flashed to the computerized control center and the signals could be set to let the passenger-laden bus have priority over the comparatively empty automobiles.

(more)

The Sperry firm already is at work studying the types of computers and sensors required for the overall traffic control system. TRW, Inc. of Houston, Texas, is developing information necessary for computerizing Washington's traffic lights, and Cornell University's Operations Research Department is developing the theoretical research for the mathematical formulation of the traffic flow.

The bus priority phase of the work is scheduled for completion within 12 months.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA -- 283

FOR RELEASE SATURDAY,
JANUARY 18, 1969

HIGHWAY CONSTRUCTION PRICE INDEX FOR 4TH QUARTER 1968

The cost of highway construction in the fourth quarter of 1968 rose 10.7 percent above the previous quarter, to 132.6 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 increase of 10.7 percent follows a 1.0 percent decrease for the previous quarter. The composite price index for the fourth quarter of 1968 is 11.3 percent above that for the fourth quarter of 1967.

The composite index for calendar year 1968, however, is only 3.5 percent above that for calendar year 1967 as compared to a 4.0 percent increase for 1967 over 1966.

The sharp rise in the fourth quarter of 1968 is due, primarily to the large increase in the average price of common excavation. The volume of highway construction awarded during this period was much lower than normal due to restrictions on funding. Low volumes of excavation or no awards at all in some States where low unit prices for excavation generally prevail, undoubtedly caused some of this increase.

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

	Price Index	Percentage Change
1st quarter, 1967	113.2	+ 0.4
2nd quarter, 1967	112.3	- 0.7
3rd quarter, 1967	123.0	+ 9.5
4th quarter, 1967	119.2	- 3.1
1st quarter, 1968	120.6	+ 1.2
2nd quarter, 1968	121.0	+ 0.3
3rd quarter, 1968	119.8	- 1.0
4th quarter, 1968	132.6	+ 10.7

(more)

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

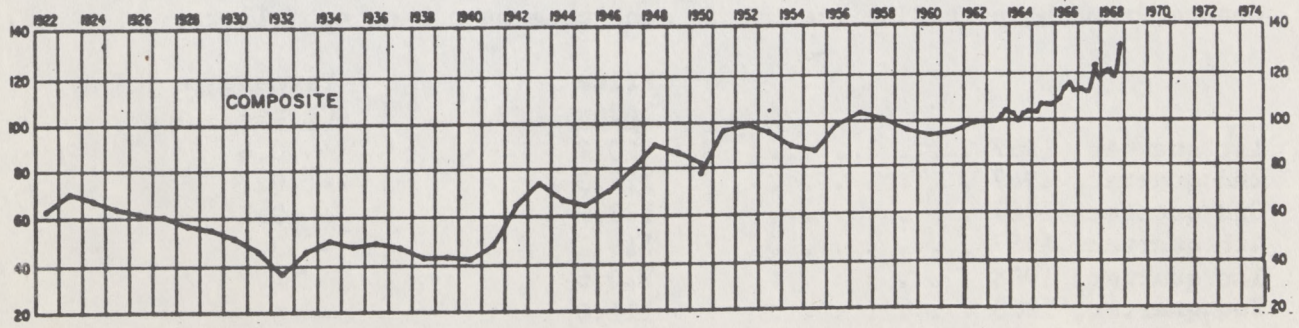
	Price Index 1957-59=100			Percentage change this quarter from --	
	Fourth quarter 1968	Third quarter 1968	Fourth quarter 1967	Third quarter 1968	Fourth quarter 1967
Excavation	158.3	124.5	122.9	+27.2	+28.9
Surfacing:					
Portland cement concrete .	117.8	110.5	105.4	+ 6.6	+11.8
Bituminous concrete. . . .	101.4	101.6	99.0	- 0.2	+ 2.4
Composite surfacing. . . .	109.2	105.9	102.1	+ 3.2	+ 7.0
Structures:					
Reinforcing steel.	102.8	99.8	106.0	+ 2.9	- 3.1
Structural steel	129.0	133.4	125.5	- 3.2	+ 2.9
Structural concrete. . . .	137.9	134.6	143.6	+ 2.5	- 3.9
Composite, structures	128.7	127.9	131.0	+ 0.7	- 1.7
Composite price index	132.6	119.8	119.2	+10.7	+11.3

The U. S. average contract unit prices for the index items during calendar years 1968 and 1967 are:

	Unit	1968	1969
Excavation	Cu. Yd.	$ .55	$ .54
Portland cement concrete surface	Sq. Yd.	4.86	4.53
Bituminous concrete surface	Ton	6.68	6.42
Structural reinforcement	Lb.	.131	.130
Structural steel	Lb.	.249	.246
Structural concrete	Cu. Yd.	72.70	70.26

PRICE TRENDS FOR FEDERAL-AID HIGHWAY CONSTRUCTION

1957-1959=100



DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA—285

FOR RELEASE SATURDAY,
JANUARY 18, 1969

FIRST VOLUMES OF SAFETY MANUAL ISSUED

Federal Highway Administrator Lowell K. Bridwell today issued the first twelve volumes of a projected 17-volume Highway Safety Program Manual designed to provide guidance to State and local communities on preferred highway safety practices.

The volumes deal with: Planning and Administration, 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, and Emergency Medical Services. They are being sent to all Governor's Highway Safety Representatives.

Copies for distribution to the general public and other interested parties or groups will be available in about a month.

The volumes were prepared by the FHWA's National Highway Safety Bureau, and are designed to supplement the 13 Highway Safety Program Standards issued by Secretary of Transportation Alan S. Boyd in July 1967, and three additional standards issued last November.

Information in the Manual is based on the best knowledge currently available, and many expert organizations and individuals at all levels of government and in the private sector contributed heavily to the preparation of the materials.

The Director of the National Highway Safety Bureau, Dr. William Haddon, Jr., said, "Although the public has been most aware of our work in relation to upgrading the safety performance of vehicles and their equipment, we have long been working closely with the States and many organizations to upgrade the quality and coverage of State and local highway safety activities. This work has resulted in the 16 extensively detailed standards for State and community highway safety activities issued over the past two years by Secretary Boyd.

"We have prepared these volumes to make the most up-to-date advice available to the States and their communities to help them in their efforts to make America's highways safer for everyone. We have also already provided more than 1,500 grants-in-aid to get the ball rolling."

The remaining five volumes of the Manual are expected to be issued in approximately one month.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--286

FOR RELEASE SATURDAY,
JANUARY 18, 1969

FHWA CLEARS WAY FOR FRINGE PARKING PROGRAM

The way has been cleared for States to apply for Federal funds for assistance in building fringe parking lots to keep automobiles outside downtown areas and reduce rush-hour traffic jams.

The program requires efficient bus or rail transportation to bring motorists quickly and comfortably to their destinations within cities.

The Federal-aid Highway Act of 1968 authorized a demonstration program for fringe parking facilities. It permitted the use of Federal-aid highway funds for fringe parking on grounds that enough automobiles will be kept off commuter routes to lessen the need for extensive highway improvements.

Today the Federal Highway Administration issued an Instructional Memorandum outlining procedures for a limited program under which States will acquire land alongside Federal-aid highways for the construction of fringe parking lots to be coordinated with existing or planned public transportation facilities. A small number of pilot projects will be authorized where it will be possible to evaluate the effects of the combined new services.

The demonstration program will apply to cities of more than 50,000 population and the Federal Government will pay half the cost of the projects. Under the Act, the cutoff date for the program is June 30, 1971, and continuation will depend on how well the demonstration projects work out. Public hearings are provided for in the selection and design of parking facilities.

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

FHWA--287

FOR IMMEDIATE RELEASE

WISCONSIN AND DELAWARE SAFETY PROGRAMS APPROVED

Wisconsin and Delaware were notified today that they are the first two States whose broadly developing highway safety programs have been approved as meeting the intent of the Highway Safety Act of 1966.

In letters from the Director of the Transportation Department's National Highway Safety Bureau (NHSB), Dr. William Haddon, Jr., Wisconsin's Governor Warren Knowles and Delaware's outgoing Governor Charles Terry, Jr. were notified that the State highway safety programs they are developing have been approved, subject to evaluation requirements being returned to the two States by the Bureau.

Under the Highway Safety Act of 1966, each State is required to submit for approval by the Secretary of Transportation a broad plan outlining the programs and activities it is undertaking to conform to State highway safety standards prepared by the Bureau and issued by the Secretary.

To date, 16 such standards covering State and local community highway safety programs have been issed. They include extensive requirements in such areas as: periodic motor vehicle inspection, motor vehicle registration, motorcycle safety, driver education, driver licensing, traffic codes and laws, traffic courts, alcohol in relation to highway safety, traffic records, emergency medical services, traffic control devices, police traffic services, pedestrian safety, and others.

The law provides that any State which is not "implementing" an approved program by the end of calendar year 1969 faces the possible loss of 10 percent of its Federal-aid highway funds, in addition to the loss of any highway safety funds which might otherwise be made available under the Act.

Dr. Haddon told the governors, "I share with you the hope that the program you have presented will lead to a substantial reduction in deaths and injuries in highway crashes...."

He specifically complimented Wisconsin for a brochure called "Guide for Local Government", saying it should be of great value to local government in the managment of their highway safety programs.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--284

FOR RELEASE SUNDAY,
JANUARY 19, 1969

FREEWAY CORRIDOR DEVELOPMENT
POLICIES ESTABLISHED BY FHWA

Federal Highway Administrator Lowell K. Bridwell today announced adoption of formal policies and procedures to foster the cooperative development of future urban freeway corridors and multiple use of highway rights-of-way.

Mr. Bridwell said, "In adopting a Federal policy on joint development of highway corridors, we are giving maximum aid to State highway departments in their attempts to contribute positively to the needs of local communities. The policy will encourage using highway design to deliberately shape the urban environment according to local goals."

Joint development is most simply described as coordinated actions by the highway agency, local governments and others to develop a corridor according to a pre-agreed plan.

Mr. Bridwell noted that in the past few years the Federal Highway Administration's Bureau of Public Roads has given special encouragement to joint development of urban freeways as a way to get the most benefit from the public investment in highway facilities.

He said the experience accumlated to date with joint development planning and mutiple use of highway rights-of-way has made possible a formal statement of Federal policy.

Through joint development, communities have been able to provide such facilities as parks, recreation areas, office buildings and apartments by making use of space above, below and alongside urban freeways. Three cities -- Baltimore, Chicago, and Phoenix -- currently are engaged in joint planning with their State highway departments to coordinate and schedule the desired development of entire corridors affected by freeways.

Under the new procedures announced by Mr. Bridwell, State highway departments and local governments will extend the practice of cooperation on transportation studies to explicitly consider the joint development possibilities of the various alternative route locations for proposed freeways. In addition, the highway program will participate in the more detailed joint development planning for the corridor related to the specific location, once it is selected.

(more)

The procedures will apply to limited-access Federal-aid highways in urban areas, thus affecting all urban Interstate segments whose locations have not yet been approved. In addition, the procedures may be extended to other Federal-aid highways upon request of the State highway department and approval of the Federal Highway Administration.

Mr. Bridwell said the purpose of the additional planning activities is threefold:

"First, it should serve to relate the proposed highway to the other plans, programs and goals of the affected jurisdictions. Secondly, it should highlight the opportunities for profitable cooperation and collaboration between the State highway department and other public or private agencies in carrying out the development of the highway corridor as a single public work. Finally, it should give a more explicit framework for the discussion of alternative route locations and design options in relation to the locality's stated goals and objectives.

Mr. Bridwell's policy announcement also set forth the joint development costs which will be eligible for Federal-aid participation. (Under the Federal-aid highway program the Federal Government pays 90 percent of the cost of Interstate projects and 50 percent of the cost of Federal-aid Primary and Secondary road projects.)

These include:

--Joint development planning, including the preparation of plans for development of a specific corridor to the extent that highway design decisions must be based on such plans.

--The highway facility itself, including the design variations required to assume compatibility of the freeway with the joint development plans. These might include such features as architectural treatment of highway components, use of extended structures in place of embankment, adjustment of interchange ramp patterns to increase the usability of enclosed or adjacent lands, provision of independent alignment for the roadway, and in certain instances the use of depressed or elevated roadways.

--Certain expenses required to allow development of properties acquired for the highway in order to make full use of the right-of-way over, under and about the roadway itself and to integrate such use with the other aspects of the corridor development, so long as such development does not impair the integrity of the highway or endanger the traveling public. Examples of such uses would include "mini-parks," recreational facilities, and vehicle storage space.

In addition, the procedures establish criteria to determine the amount of costs to be shared by the highway program in providing additional structural elements needed to permit use of airspace above the highways.

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MR. KRUSER
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DEPARTMENT OF TRANSPORTATION NEWS

FEDERAL HIGHWAY ADMINISTRATION

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FHWA--287

FOR IMMEDIATE RELEASE

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DEPARTMENT OF TRANSPORTATION NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--288

FOR RELEASE SUNDAY,
JANUARY 19,1969

GUIDELINES ISSUED FOR TOPICS PROGRAM

The Federal Highway Administration's Bureau of Public Roads, today issued new guidelines for a program employing traffic engineering techniques in urban areas to reduce road congestion, speed up the flow of vehicles, and improve safety.

The program is designed to increase the traffic capacity of city streets without resorting to major construction or reconstruction projects. It relies entirely on traffic engineering improvements to accelerate the movement of traffic by making better use of existing streets.

Known as Traffic Operations Program for Increasing Capacity and Safety (TOPICS), the program was inaugurated in 1967 but no additional funds were provided for carrying it out. Regular apportioned Federal-aid highway funds were used.

However, the Federal-Aid Highway Act of 1968 authorized the expenditure of $200 million specifically for TOPICS for each of fiscal years 1970 and 1971, giving the program a financial shot in the arm. The Federal funds are matched on a 50-50 basis with State funds.

TOPICS permits the use of Federal funds to improve traffic capacity and safety on city streets which previously could not be financed with limited available Federal-aid funds. Under TOPICS, certain streets in areas of 5,000 or more population can be made part of a Federal-aid highway system and consequently become eligible for Federal financial aid.

Streets on which traffic engineering improvements may be made under TOPICS include:

1. Arterial highways and major streets not already on either the Federal-aid primary or secondary systems.

2. Portions of the street grid in the downtown area.

3. A limited street grid in other areas having particularly high concentrations of traffic.

(more)

Selection of streets is made by the State highway departments in cooperation with local officials, and is subject to approval by the Bureau of Public Roads as additions to the Federal-aid system of highways in urban areas.

Director F. C. Turner of the Bureau of Public Roads said the TOPICS program could increase the traffic-carrying capacity of a city street system by 25 percent through modest expenditures of money.

The traffic engineering techniques that can be undertaken include improved signal systems; channelization; pavement marking; signing; turning lanes at intersections; installation of reversible lanes and control systems; upgrading of highway lighting; provision of bus turn-outs; construction of pedestrian or highway grade separations at complex intersections; as well as many other improvements which will achieve the objective of the program.

Mr. Turner explained that TOPICS projects must be part of an area-wide traffic improvement plan, and must be based on a continuing comprehensive transportation planning process. Since July 1, 1965, approval of all Federal-aid highway projects in urban areas of 50,000 or more population has been contingent on such processes. Areas of less than 50,000 population will also have to meet certain planning criteria to be eligible for TOPICS projects.

Priority for TOPICS funds will be given to larger urban areas within a State where traffic congestion is most critical, Mr. Turner said.

If a TOPICS project materially affects the character or service of a street route, public hearings must be held to give the public an opportunity to express its viewpoint, he added.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--289

FOR IMMEDIATE RELEASE

CONSUMERS TO GET VEHICLE SAFETY INFORMATION

The Federal Highway Administration today announced two regulations which require automobile manufacturers to provide American consumers with specific safety performance information about the new cars they buy.

The regulations, developed by the FHWA's National Highway Safety Bureau require auto makers to provide information on the minimum stopping distances of the vehicle under various loading and road conditions; information on the tire reserve load -- that is, the difference between the actual wheel load on the tires and the maximum safe load rating specified by the Department of Transportation for the tire size; and information on the vehicle's acceleration and passing ability expressed in time in seconds, and distance in feet. Manufacturers must begin providing such information to the first purchasers of new cars effective September 30, 1969.

The second regulation effective on all motor vehicles manufactured after August 31, 1969, requires manufacturers to provide detailed and specific information, including the month and year of manufacture of the vehicle, on a certification label permanently attached to the vehicle. This label, certifying that the vehicle meets all applicable Federal safety standards, will enable consumers to determine -- by the date of manufacture -- which standards are applicable to that particular vehicle.

(more)

The Director of the National Highway Safety Bureau, Dr. William Haddon, Jr., said, "These regulations will mean that beginning this fall, the American consumer will for the first time be provided with systematic information that will enable him to compare certain safety performance characteristics among all makes of cars offered for sale in this country -- information based on a standard set of gound rules enforced by Federal regulation."

He went on to say, "some auto companies have already been providing a wide array of detailed safety information concerning their own vehicles, but this is by no means universal or accomplished equally well by all manufacturers. Additional requirements for consumer safety information will be issued in the months ahead, as the result of continuing regulatory activities, including meetings with consumer and industry representatives.

"In issuing the certification requirement, we have been cognizant of the fact that some vehicles have been sold without any warning to their purchasers that they were produced long before the effective date of important safety standards required months before the date of sale. The regulation for labeling by month of manufacture will put an end to this practice."

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1/22/69

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

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FHWA--290

FOR IMMEDIATE RELEASE

FHWA ISSUES TRUCK SAFETY REGULATIONS

A series of actions designed to improve the safety of new trucks and buses and those already operating on the nation's highways was taken today by the Department of Transportation's Federal Highway Administration.

The FHWA announced legal notices and proposals dealing with regrooved tires, strength of door locks, uphill performance and acceleration, stability and control of coupled vehicles, and truck braking performance.

Developed by the FHWA's National Highway Safety Bureau, the new regulation on regrooved tires establishes criteria under which such tires may be sold, delivered, or introduced into interstate commerce. It allows only tires specifically designed for the regrooving process to be regrooved, specifies the dimensional and conditional requirements for the tire after regrooving, and sets forth the labeling requirements for the regrooved tires. The regulation becomes effective February 28, 1969.

An amendment was also announced for Federal Motor Vehicle Safety Standard 206 -- Door Locks and Door Retention Components -- extending the standard to include multi-purpose passenger vehicles and trucks. The standard becomes effective on multi-purpose passenger vehicles manufactured after January 1, 1970, and for trucks manufactured after January 1, 1972.

In addition, the FHWA's National Highway Safety Bureau is seeking comments from the public and all interested parties on two Advance Notices of Proposed Rule Making (ANPRM). One asks comments and data on a proposal to issue a Federal standard specifying performance requirements relative to acceleration and speed-maintenance capabilities on ascending grades of fully loaded passenger cars, multipurpose passenger vehicles, trucks, buses, and motorcycles. Purpose of the proposed standard is to reduce speed differentials between types of vehicles which are a common cause of rear-end and passing collisions on ascending grades.

The second ANPRM seeks comments and data on a proposed standard concerning combination vehicles consisting of truck tractors or trucks coupled with either semi-trailers or full trailers, or both. The standard would establish performance requirements directed at improving the stability and control, of such coupled vehicles, especially to reduce "jacknifing" as a cause of crashes.

At the same time, three ANPRM's developed by the Bureau of Motor Carrier Safety were issued requesting comments on its proposals to revise its Motor Carrier Safety Regulations covering the performance of interstate trucks and buses already in use. Regulations affected would deal with braking performance of commercial vehicles, brake tubing and hose connections, detachable electrical connections, coupling devices and towing methods, and uphill performance.

All comments to the five ANPRM's will be accepted until close of business May 15, 1969.

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1/23/69

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--291

FOR IMMEDIATE RELEASE

MOTOR CARRIERS ACCIDENT REPORTS TO BE MADE PUBLIC

The Federal Highway Administration of the Department of Transportation today announced revocation of a Motor Carrier Safety Regulation which prevented release to the public of accident reports filed by motor carriers.

The revocation followed a proposal, published by FHWA on July 16, 1968, to drop the regulation.

As a result of the revocation, motor carrier accident reports filed with FHWA's Bureau of Motor Carrier Safety after March 31 of this year will be open to public inspection.

The revocation represents no change in the prohibition of Section 220 (f) of the Interstate Commerce Act, which provides that such reports shall not be admitted as evidence or used for any other purpose in any suit or action for damages growing out of any matter mentioned in such reports.

In publishing the revocation, the FHWA pointed out that its action is consistent with the spirit and intent of the Freedom of Information Act passed by Congress in 1967, and that continued refusal to permit public access to accident report files would be "contrary to sould public policy."

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1/23/69

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA--292

FOR IMMEDIATE RELEASE

FHWA ANNOUNCES STANDARDS FOR SIGNS ALONG HIGHWAYS

The Department of Transportation's Federal Highway Administration today announced national standards for official signs and signs giving information on services along the Interstate and Federal-aid primary highway systems.

The Highway Beautification Act of 1965 requires the Secretary of Transportation, in consultation with the 50 States, the District of Columbia and Puerto Rico, to establish minimum standards covering lighting, size, number and spacing and appearance of such signs. Public hearings on the regulation and control of the signs have been held in the 52 jurisdictions over the past two years.

The standards for "Directional and Other Official Signs" along the Interstate and Primary highways include notices pertaining to natural wonders, scenic and historical attractions. They are limited to 20 feet in height and 20 feet in length and may not have any moving parts or flashing lights. Signs on rocks and trees also are prohibited.

Some signs of privately-owned attractions are permitted, but they must be nationally-or regionally--known attractions and of outstanding interest to the traveling public. Each State shall develop criteria for determining these qualifications.

The standards for signs within the highway right-of-way which give specific information to the public cover three different categories: 1. Specific Information Panels (Gas, Food and Lodging), 2. Roadside Area Information Panels (in rest areas, scenic overlooks, etc.), and 3. Business Signs, which are mounted on the specific information panels or on the roadside area information panels.

These signs will have white letters on blue backgrounds, but the accompanying business signs may have some color traditionally connected with trade marks, etc. The States have latitude in determining the designs to match architectural or other traditional surroundings.

The FHWA emphasized that these represent minimum standards and that the States may establish more restrictive regulations.

The standards are effective February 25, 1969.

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FOR IMMEDIATE RELEASE FHWA--293

CHILD SAFETY AND AUTO FIRES TARGET OF PROPOSED STANDARDS

The Department of Transportation's Federal Highway Administration today announced a proposal for a new vehicle safety standard and two proposals for amending existing standards. The new proposal would provide greater protection for small children in automobile crashes. The two proposed amendments would require improvements in vehicle fuel tanks, filler pipes, and connections to reduce the likelihood of fire in rear-end crashes.

The FHWA's National Highway Safety Bureau is requesting comments and data on a proposal for child seating systems which would minimize the likelihood of death or injury to small children in crashes or sudden stops. Comments are due by close of business February 21, 1969.

Bureau Director, Dr. William Haddon, Jr., said, "With few exceptions, devices sold as auto seats for small children have not been providing the protection that present safety engineering knowledge makes possible. In fact, two auto manufacturers have developed and placed on the market excellent seats that are far superior to the run-of-the-mill varieties. There is no reason why all automotive seats for small children should not provide at least as much protection. We expect that this proposal and the regulation to which it will lead will accomplish that result."

The Bureau is also seeking comments on proposals which would require:

1. That there be no fuel spillage from the vehicle fuel system, with the fuel tank filled to at least 90 percent of capacity, in a locked-wheel or "panic" stop from a speed of 80 miles an hour. Because most auto manufacturers are now meeting this requirement, the proposed effective date of the amendment is October 1, 1969.

2. That existing Federal Motor Vehicle Safety Standard 301 be amended to require that fuel spillage from a vehicle fuel system be limited to one ounce by weight, with the fuel tank filled to at least 90 percent of capacity, in a standard rear-end test collision from a speed of no less than 20 miles per hour. The proposed effective date of this amendment is January 1, 1970. Comments on both proposed amendments are due by close of business March 11, 1969.

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1-24-69

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

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FHWA--294

FOR RELEASE FRIDAY,
FEBRUARY 7, 1969

NEW LOOK AT AUTO CRASH INVESTIGATION SUGGESTED

A new tack in news coverage of traffic accidents is suggested in a study of highway safety information released today by the Federal Highway Administration.

FHWA's Director of Public Affairs, Albert Ben Kelley, said a study, growing out of a recent gathering of media executives and representatives, concluded:

"Too much stress is laid to highway death tolls and injuries and not enough on what caused the crashes to occur."

Kelley said media people attending the conference expressed the belief that, "they are being provided with ineffective, outmoded and unusable information on highway crashes, that too much stress is placed on scare-type information on highway crashes, and not enough on crash causation and other scientific information concerning the alleviation of death and injury."

The report recommends that persons handling information regarding highway safety problems and solutions should:

--Coordinate activities to avoid duplication, over-simplification, and meaningless exhortation.

--Rely less on highway death and injury statistics, such as the "holiday death toll," and more upon research into vehicle design, crash causes and results, and other phases of science-based highway safety activities.

The conference of media executives suggested development of a program for traffic accident investigation similar to that now employed in the aviation industry. A Washington consulting firm -- Dudley, Anderson, Yutzey -- is developing this under contract with the Federal Highway Administration. Graduate student interns from American University's School of Communications Arts are participating.

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FHWA-- 295

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

Over 27,600 miles of the 42,500 mile National System of Interstate and Defense Highways are now open to traffic and construction is underway on another 5,216 miles, the U. S. Department of Transportation's Federal Highway Administration announced today.

Information as of December 31, 1968 compiled by the Department's Bureau of Public Roads showed that 65 percent of the 42,500 mile system is now open to traffic. Only 5 percent has not been advanced beyond the preliminary status.

The total mileage in use by passenger and commercial vehicles rose from 25,642 a year ago and 26,509 as of September 30, 1968, the date of the last survey, to 27,604 as of December 31. Thus mileage open to traffic was increased by 1,962 miles during the past 12 months, including 1,095 miles in the quarter ending December 31.

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

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

Of the 27,604 miles of the Interstate System now in use by motorists 22,191 miles meet the standards of adequacy for future traffic and 3,110 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 2,303 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.

(more)

In addition to the sections open to traffic, 5,216 miles were under construction as of December 31, and engineering or right-of-way acquisition was in progress on another 7,439 miles. Thus some form of work was underway or completed on 40,259 miles of the 42,500 mile system -- about 95 percent of the total.

Each State receives a yearly apportionment of Federal funds for work on approved Interstate System routes. The apportionment of $4.0 billion for fiscal year 1970 was announced on October 31, 1968. 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 December 31, 1968 is shown on the accompanying map, and in detail in table 1. In summary, the status is as follows:

Mileage improved and open to traffic:	
Completed to full or acceptable standards:	
With Interstate funds	22,191
Improved to standards adequate for present traffic but additional improvement needed to meet full standards:	
With Interstate funds	3,110
Toll facilities	2,303
Total mileage improved and open to traffic	27,604
Mileage under construction	5,216
Preliminary engineering or right-of-way acquisition underway	7,439
Total mileage improved or work underway	40,259

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 $24.91 billion, of which $20.60 billion was for construction and $4.31 billion for engineering and right-of-way acquisition. As of December 31, 1968 work estimated to cost $9.31 billion was underway or authorized, including $5.86 billion of construction, and $3.45 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 $1.1 billion was apportioned for fiscal year 1970, has also shown considerable accomplishment, with $24.76 billion worth of work involving 240,900 miles of construction contracts completed or underway.

Construction contracts involving 228,709 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of $19.48 billion; and contracts involving 12,191 miles at a cost of $3.07 billion were underway on December 31. In addition, $1.47 billion of engineering and right-of-way acquisition work had been completed and $744 million worth of such work was underway. The primary-secondary-urban program is financed by the Federal Government and the States on an equal-share basis. Data are reported by States in table III.

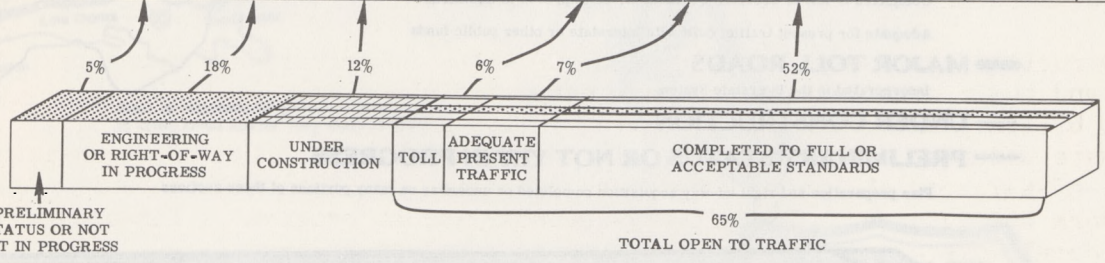
The Highway Trust Fund, source of Federal funds for the Federal-aid highway program received $1.114 billion of tax revenue income during the three months ended December 31 about 72 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to $1.276 billion. The 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 DECEMBER 31, 1968

TABLE I

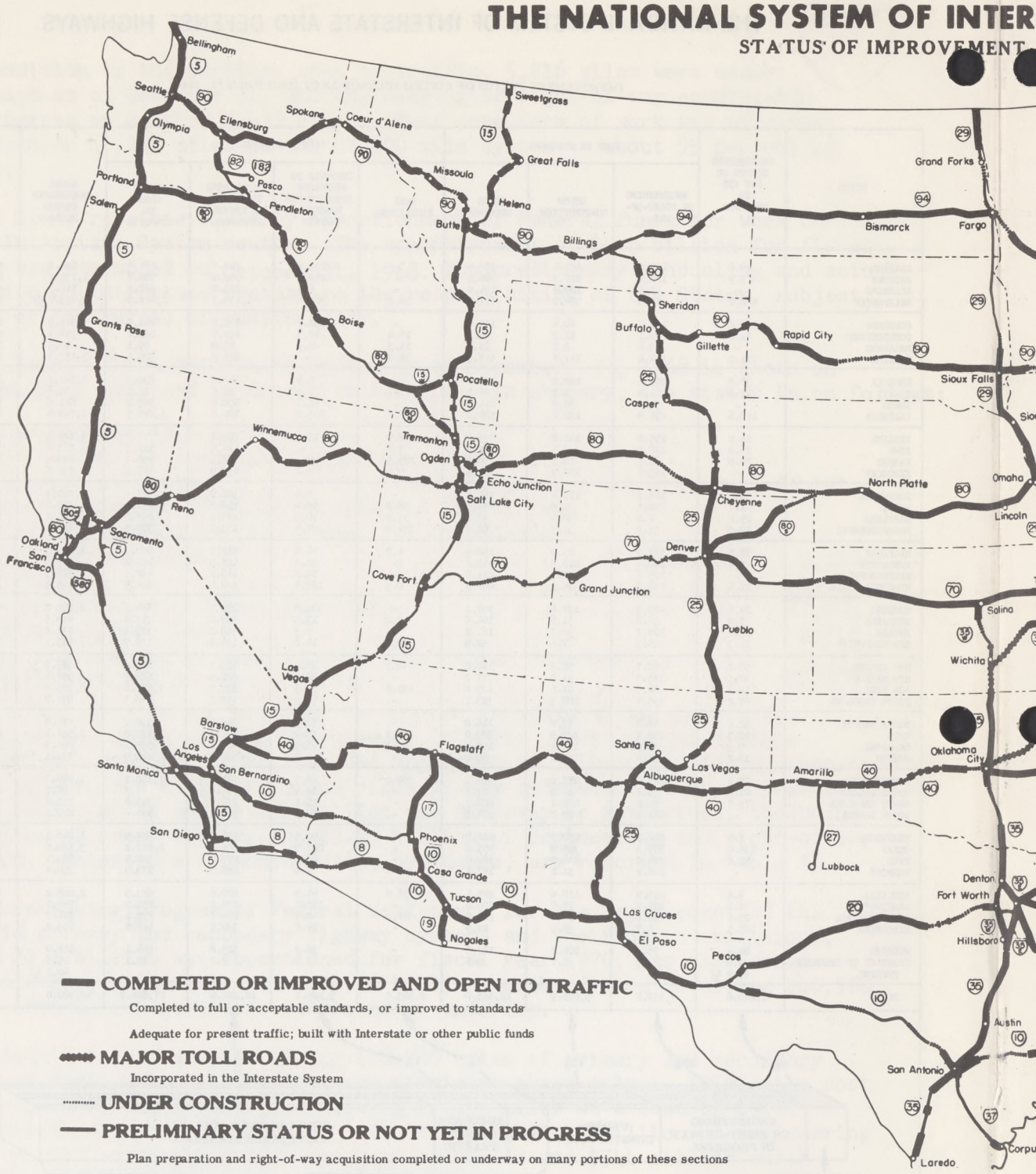
STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS			OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	COMPLETED TO FULL OR ACCEPTABLE STANDARDS	TOTAL OPEN TO TRAFFIC		
ALABAMA	19.2	211.2	181.4	392.6	-	141.1	343.7	484.8	896.6	ALABAMA
ARIZONA	5.9	162.2	218.3	380.5	"	240.8	545.0	785.8	1,172.2	ARIZONA
ARKANSAS	-	41.9	109.7	151.6	"	4.3	363.0	367.3	518.9	ARKANSAS
CALIFORNIA	108.8	412.8	304.2	717.0	10.2	304.4	1,133.3	1,447.9	2,273.7 2/	CALIFORNIA
COLORADO	158.6	112.2	60.4	172.6	-	112.8	531.9	644.7	975.9	COLORADO
CONNECTICUT	51.6	23.1	11.2	34.3	16.4	47.3	197.5	261.2	347.1	CONNECTICUT
DELAWARE	"	9.4	2.1	11.5	14.3	0.9	13.9	29.1	40.6	DELAWARE
FLORIDA	271.2	304.2	111.7	415.9	44.8	-	681.6	726.4	1,413.5	FLORIDA
GEORGIA	38.8	295.0	162.9	457.9	-	6.9	643.6	650.5	1,147.2	GEORGIA
HAWAII	11.6	22.4	5.7	28.1	-	1.6	10.5	12.1	51.8	HAWAII
IDAHO	"	133.7	80.8	214.5	-	96.3	300.8	397.1	611.6	IDAHO
ILLINOIS	118.8	291.9	232.2	524.1	155.7	143.0	780.8	1,079.5	1,722.4	ILLINOIS
INDIANA	14.0	197.6	141.8	339.4	156.9	15.4	603.4	775.7	1,129.1	INDIANA
IOWA	74.8	138.9	52.4	191.3	3.6	"	514.1	517.7	783.8	IOWA
KANSAS	19.6	80.5	70.1	150.6	185.9	0.3	464.1	650.3	820.5	KANSAS
KENTUCKY	"	153.4	107.9	261.3	39.2	4.2	433.9	477.3	738.6	KENTUCKY
LOUISIANA	30.0	186.3	179.6	365.9	-	6.4	301.0	307.4	703.3	LOUISIANA
MAINE	1.7	32.7	1.9	34.6	58.0	99.4	118.3	275.7	312.0	MAINE
MARYLAND	25.2	7.2	30.5	37.7	53.0	70.9	173.3	297.2	360.1	MARYLAND
MASSACHUSETTS	19.0	31.2	31.3	62.5	134.4	27.4	223.7	385.5	467.0	MASSACHUSETTS
MICHIGAN	92.6	165.0	25.9	190.9	4.8	44.4	841.1	890.3	1,173.8	MICHIGAN
MINNESOTA	9.4	240.4	210.8	451.2	-	30.3	422.5	452.8	913.4	MINNESOTA
MISSISSIPPI	-	125.6	85.4	211.0	"	19.2	448.1	467.3	678.3	MISSISSIPPI
MISSOURI	26.6	258.6	34.2	292.8	0.3	160.8	665.4	826.5	1,145.9	MISSOURI
MONTANA	24.6	465.3	101.8	567.1	-	301.8	292.5	594.3	1,186.0	MONTANA
NEBRASKA	1.9	72.8	31.8	104.6	0.2	13.6	359.2	373.0	479.5	NEBRASKA
NEVADA	-	128.7	32.5	161.2	"	5.3	368.1	373.4	534.6	NEVADA
NEW HAMPSHIRE	11.3	25.3	7.6	32.9	22.0	14.8	134.1	170.9	215.1	NEW HAMPSHIRE
NEW JERSEY	53.0	87.7	58.3	146.0	46.3	26.4	113.5	186.2	385.2 3/	NEW JERSEY
NEW MEXICO	37.5	185.5	91.7	277.2	-	61.1	622.6	683.7	998.4 "	NEW MEXICO
NEW YORK	152.4	44.0	81.2	125.2	491.8	53.3	532.5	1,077.6	1,355.2	NEW YORK
NORTH CAROLINA	67.2	195.4	108.3	303.7	-	17.0	449.3	466.3	837.2	NORTH CAROLINA
NORTH DAKOTA	62.6	38.8	77.2	116.0	-	51.9	340.3	392.2	570.8	NORTH DAKOTA
OHIO	12.3	162.1	226.9	389.0	206.4	55.0	871.4	1,132.8	1,534.1	OHIO
OKLAHOMA	9.3	53.9	144.4	198.3	174.1	23.3	401.7	599.1	806.7	OKLAHOMA
OREGON	19.2	65.5	2.5	68.0	-	111.2	537.7	648.9	736.1	OREGON
PENNSYLVANIA	39.1	115.9	275.6	391.5	360.2	8.3	781.6	1,150.1	1,580.7	PENNSYLVANIA
RHODE ISLAND	27.9	9.1	14.0	23.1	"	10.9	36.8	47.7	98.7	RHODE ISLAND
SOUTH CAROLINA	73.7	92.2	196.1	288.3	"	15.1	378.7	393.8	755.8	SOUTH CAROLINA
SOUTH DAKOTA	-	161.4	93.2	254.6	-	60.3	364.3	424.6	679.2	SOUTH DAKOTA
TENNESSEE	7.5	262.1	150.7	412.8	-	90.5	534.3	624.8	1,045.1	TENNESSEE
TEXAS	139.0	559.3	395.9	955.2	-	285.9	1,786.1	2,072.0	3,166.2	TEXAS
UTAH	50.8	374.0	208.0	582.0	-	22.6	277.7	300.3	933.1	UTAH
VERMONT	"	116.2	31.2	147.4	"	4.4	168.6	173.0	320.4	VERMONT
VIRGINIA	9.8	216.5	158.6	375.1	37.6	44.9	600.8	683.3	1,068.2	VIRGINIA
WASHINGTON	76.8	125.5	79.5	205.0	"	196.0	276.9	472.9	754.7	WASHINGTON
WEST VIRGINIA	29.5	158.6	54.4	213.0	87.2	0.3	184.7	272.2	514.7	WEST VIRGINIA
WISCONSIN	105.5	1.7	39.2	40.9	"	24.7	392.1	416.8	563.2	WISCONSIN
WYOMING	82.4	76.3	101.2	177.5	-	30.3	623.8	654.1	914.0	WYOMING
DISTRICT OF COLUMBIA	9.9	7.9	1.7	9.6	"	2.9	7.2	10.1	29.6	DISTRICT OF COLUMBIA
PENDING	40.2 4/								40.2 4/	PENDING
TOTAL	2,240.8	7,439.1	5,215.9	12,655.0	2,303.3	3,109.9	22,191.0	27,604.2	42,500.0	TOTAL



1/ Includes all routes and route segments added to the system under the 1,500 mile expansion authorized by the Federal-Aid Highway Act of 1968.
2/ Excludes the 17.2 mile Century Freeway (I-105) which was added to the system under the "Howard Bill."
3/ Excludes the 34.4 mile Trenton-Asbury Park Spur (I-195) which was added to the system under the "Howard Bill" but includes that portion of I-278 mileage (7.0) deleted under the same bill.
4/ Consists of mileage which has not been assigned to any specific route and is a reserve for final measurement of the system.

THE NATIONAL SYSTEM OF INTER

STATUS OF IMPROVEMENT



COMPLETED OR IMPROVED AND OPEN TO TRAFFIC

Completed to full or acceptable standards, or improved to standards

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

MAJOR TOLL ROADS

Incorporated in the Interstate System

UNDER CONSTRUCTION

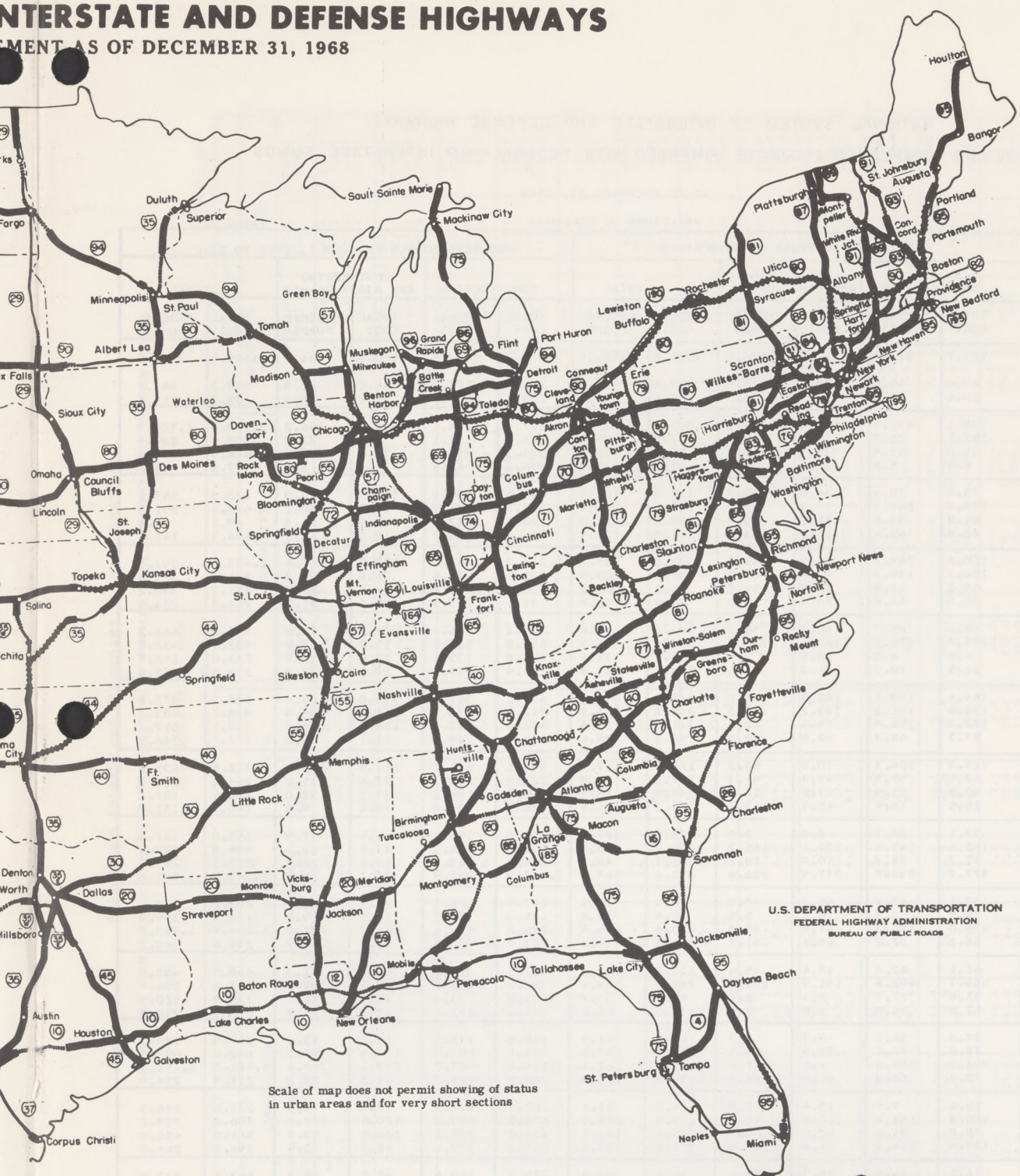
PRELIMINARY STATUS OR NOT YET IN PROGRESS

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

Preliminary Status or Not Yet in Progress	Engineering and Right-of-Way in Progress	Under Construction
2,241 Miles	7,439 Miles	5,216 Miles

NTERSTATE AND DEFENSE HIGHWAYS

EMENT AS OF DECEMBER 31, 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

27,604 Miles

32,820 Miles

INTERSTATE

TOTAL

42,500

MILES

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS

AS OF DECEMBER 31, 1968

/MILLIONS OF DOLLARS/ TABLE II

STATE	PROJECTS UNDERWAY OR AUTHORIZED						PROJECTS COMPLETED JULY 1, 1956 TO DATE					
	CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL		CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	$86.7	$77.9	$117.8	$106.0	$204.5	$183.9	$376.0	$332.3	$53.4	$46.6	$429.4	$378.9
ALASKA												
ARIZONA	47.4	45.0	30.4	28.8	77.8	73.8	326.8	302.2	44.0	40.9	370.8	343.1
ARKANSAS	53.4	47.9	15.0	13.5	68.4	61.4	253.4	225.8	34.3	29.6	287.7	255.4
CALIFORNIA	535.1	472.5	472.6	403.2	1,007.7	875.7	1,667.9	1,464.1	550.1	456.2	2,218.0	1,920.3
COLORADO	102.1	70.7	30.8	28.1	132.9	98.8	266.8	237.1	37.6	32.3	304.4	269.4
CONNECTICUT	55.0	43.9	78.7	69.8	133.7	113.7	328.3	284.6	78.6	70.0	406.9	354.6
DELAWARE	6.3	5.6	30.5	26.5	36.8	32.1	76.2	67.5	1.4	1.1	77.6	68.6
FLORIDA	78.4	70.5	34.4	30.9	112.8	101.4	461.6	406.1	162.3	140.9	623.9	547.0
GEORGIA	179.4	161.5	53.8	48.3	233.2	209.8	375.7	331.7	67.7	60.2	443.4	391.9
HAWAII	61.9	53.5	31.9	28.5	93.8	82.0	25.2	22.0	24.3	21.8	49.5	43.8
IDAHO	46.9	43.4	14.1	13.0	61.0	56.4	136.8	124.7	19.5	16.7	156.3	141.4
ILLINOIS	280.5	243.7	46.5	41.7	327.0	285.4	1,217.7	1,051.0	275.9	241.6	1,493.6	1,292.6
INDIANA	154.7	139.2	77.5	69.8	232.2	209.0	534.7	477.0	96.6	86.8	631.3	563.8
IOWA	60.2	53.8	12.9	11.5	73.1	65.3	324.7	289.2	47.0	41.0	371.7	330.2
KANSAS	55.0	48.8	20.0	18.0	75.0	66.8	231.1	203.5	35.1	31.1	266.2	234.6
KENTUCKY	95.8	85.7	65.0	58.3	160.8	144.0	464.3	414.4	62.7	51.8	527.0	466.2
LOUISIANA	201.2	178.3	181.4	160.6	382.6	338.9	470.6	420.2	13.3	12.0	483.9	432.2
MAINE	4.5	4.0	10.5	9.4	15.0	13.4	152.6	135.1	12.4	10.7	165.0	145.8
MARYLAND	81.3	70.2	71.8	64.6	153.1	134.8	296.9	254.2	37.6	32.8	334.5	287.0
MASSACHUSETTS	169.4	149.2	102.0	91.0	271.4	240.2	419.3	367.2	119.0	105.4	538.3	472.6
MICHIGAN	159.6	141.2	189.2	170.3	348.8	311.5	742.0	636.8	196.2	166.9	938.2	803.7
MINNESOTA	172.3	155.8	69.5	60.6	241.8	216.4	413.3	371.2	164.0	146.5	577.3	517.7
MISSISSIPPI	57.3	49.3	32.9	29.3	90.2	78.6	300.1	268.3	21.1	18.0	321.2	286.3
MISSOURI	115.8	104.3	70.9	63.2	186.7	167.5	544.1	486.7	167.0	148.3	711.1	635.0
MONTANA	62.5	57.5	45.3	41.3	107.8	98.8	227.3	206.3	17.6	15.7	244.9	222.0
NEBRASKA	30.8	23.5	17.8	16.0	48.6	39.5	173.0	154.2	37.1	33.0	210.1	187.2
NEVADA	19.5	18.5	45.7	43.4	65.2	61.9	130.3	121.6	10.4	9.4	140.7	131.0
NEW HAMPSHIRE	23.1	20.1	2.9	2.5	26.0	22.6	130.7	114.4	14.9	12.9	145.6	127.3
NEW JERSEY	165.6	145.5	184.6	165.3	350.2	310.8	407.7	361.5	77.1	66.1	484.8	427.6
NEW MEXICO	41.2	38.2	10.9	10.1	52.1	48.3	284.7	261.6	40.6	36.1	325.3	297.7
NEW YORK	377.7	330.7	272.9	236.8	650.6	567.5	1,157.5	992.9	85.7	69.7	1,243.2	1,062.6
NORTH CAROLINA	53.1	47.7	45.3	40.8	98.4	88.5	257.9	226.1	25.9	22.5	283.8	248.6
NORTH DAKOTA	9.2	8.3	6.2	5.5	15.4	13.8	166.3	150.2	10.5	9.2	176.8	159.4
OHIO	426.0	376.2	44.6	38.7	470.6	414.9	1,120.6	981.6	544.2	481.9	1,664.8	1,463.5
OKLAHOMA	58.2	52.2	68.6	61.7	126.8	113.9	267.0	234.5	17.6	15.2	284.6	249.7
OREGON	68.1	62.8	49.4	45.4	117.5	108.2	402.2	350.7	58.1	52.3	460.3	403.0
PENNSYLVANIA	556.7	492.8	191.9	170.6	748.6	663.4	792.5	696.5	125.1	107.9	917.6	804.4
RHODE ISLAND	31.8	27.7	9.4	8.0	41.2	35.7	85.2	73.6	53.9	46.7	139.1	120.3
SOUTH CAROLINA	62.8	56.6	9.0	8.0	71.8	64.6	204.6	182.6	31.3	27.8	235.9	210.4
SOUTH DAKOTA	39.8	36.3	5.7	5.2	45.5	41.5	195.6	175.9	14.8	13.3	210.4	189.2
TENNESSEE	78.0	70.1	96.9	86.9	174.9	157.0	558.1	501.7	121.9	106.1	680.0	607.8
TEXAS	291.3	259.8	1.8	1.6	293.1	261.4	1,114.4	987.7	293.1	263.6	1,407.5	1,251.3
UTAH	72.9	68.8	61.4	58.2	134.3	127.0	240.6	225.7	31.3	28.8	271.9	254.5
VERMONT	10.6	9.5	13.4	12.0	24.0	21.5	203.7	181.4	17.9	14.9	221.6	196.3
VIRGINIA	160.3	144.4	110.6	99.6	270.9	244.0	672.8	599.0	124.0	110.2	796.8	709.2
WASHINGTON	78.8	71.4	67.0	60.7	145.8	132.1	454.8	395.1	106.2	93.9	561.0	489.0
WEST VIRGINIA	127.4	114.5	94.4	84.9	221.8	199.4	257.8	230.6	38.5	33.4	296.3	264.0
WISCONSIN	16.1	14.4	38.7	33.6	54.8	48.0	296.2	263.4	45.9	39.8	342.1	303.2
WYOMING	38.3	35.6	10.4	9.6	48.7	45.2	261.5	240.7	12.9	11.6	274.4	252.3
DIST. OF COL.	97.7	75.4	89.0	79.5	186.7	154.9	126.0	110.8	32.0	27.8	158.0	138.6
PUERTO RICO												
TOTAL	5,857.9	5,174.4	3,453.6	3,070.8	9,311.5	8,245.2	20,595.3	18,193.2	4,309.7	3,759.1	24,905.0	21,952.3

FEDERAL-AID PRIMARY AND SECONDARY HIGHWAY SYSTEMS

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

AS OF DECEMBER 31, 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	$43.8	$23.2	254.4	$19.9	$9.9	$63.7	$33.1	$395.2	198.1	7,165.1	36.6	18.0	431.8	216.1
ALASKA	32.8	30.8	88.7	31.9	30.2	64.7	61.0	281.9	261.4	2,374.4	30.6	28.8	312.5	290.2
ARIZONA	15.8	11.4	67.4	.4	.3	16.2	11.7	208.5	144.9	1,800.7	4.5	3.0	213.0	147.9
ARKANSAS	51.5	24.1	363.6	13.5	6.8	65.0	30.9	274.7	139.0	4,868.8	18.2	8.8	292.9	147.8
CALIFORNIA	176.1	93.4	192.4	3.5	2.0	179.6	95.4	1,232.5	646.3	3,355.6	7.7	4.5	1,240.2	650.8
COLORADO	20.1	11.5	150.4	12.6	7.2	32.7	18.7	294.5	158.7	3,433.7	37.5	20.3	332.0	179.0
CONNECTICUT	35.1	17.6	11.0	.3	.1	35.4	17.7	183.1	89.6	245.7	30.5	14.7	213.6	104.3
DELAWARE	11.5	6.3	31.5	3.1	1.6	14.6	7.9	76.2	37.1	468.6	6.3	3.2	82.5	40.3
FLORIDA	63.8	32.1	172.0	10.9	5.4	74.7	37.5	421.9	195.3	3,310.2	3.8	1.8	425.7	197.1
GEORGIA	101.0	51.2	576.7	31.8	16.0	132.8	67.2	417.4	206.6	5,311.4	48.6	24.1	466.0	230.7
HAWAII	11.6	5.6	18.0	7.5	3.7	19.1	9.3	59.4	29.2	132.0	16.4	8.1	75.8	37.3
IDAHO	27.2	18.1	217.3	10.1	6.4	37.3	24.5	139.5	88.7	2,173.4	14.0	7.7	153.5	96.4
ILLINOIS	114.6	58.4	365.4	9.8	4.9	124.4	63.3	931.0	477.5	7,468.9	44.0	21.7	975.0	499.2
INDIANA	84.6	42.4	152.7	15.3	7.7	99.9	50.1	472.0	243.2	3,332.5	67.1	31.7	539.1	274.9
IOWA	57.6	29.3	948.9	1.5	.7	59.1	30.0	421.8	217.7	10,644.0	12.9	6.4	434.7	224.1
KANSAS	49.2	24.9	583.4	6.6	3.3	55.8	28.2	407.0	204.6	12,651.2	31.3	15.7	438.3	220.3
KENTUCKY	52.1	25.8	103.8	17.0	8.5	69.1	34.3	293.8	148.3	2,297.8	51.4	25.1	345.2	173.4
LOUISIANA	55.1	28.2	141.2	27.8	13.9	82.9	42.1	339.8	164.8	2,730.5	10.9	5.4	350.7	170.2
MAINE	11.6	5.7	54.2	3.1	1.5	14.7	7.2	143.6	71.6	918.7	18.3	8.5	161.9	80.1
MARYLAND	39.8	18.9	115.0	8.7	4.3	48.5	23.2	223.5	111.3	1,393.0	4.4	2.2	227.9	113.5
MASSACHUSETTS	51.0	26.1	51.8	41.9	20.8	92.9	46.9	315.9	154.9	409.0	46.3	23.1	362.2	178.0
MICHIGAN	97.6	48.8	326.2	38.4	19.2	136.0	68.0	756.5	363.5	8,944.9	36.4	17.2	792.9	380.7
MINNESOTA	79.9	37.5	915.8	5.1	2.6	85.0	40.1	500.1	254.7	14,177.7	18.7	9.5	518.8	264.2
MISSISSIPPI	31.1	14.8	338.5	17.0	8.6	48.1	23.4	314.0	154.4	7,317.9	28.9	14.5	342.9	168.9
MISSOURI	89.2	45.1	302.1	16.7	9.2	105.9	54.3	476.9	243.3	9,625.2	99.1	47.7	576.0	291.0
MONTANA	18.9	10.8	153.7	10.0	5.8	28.9	16.6	273.0	163.8	4,463.4	27.0	15.0	300.0	178.8
NEBRASKA	23.8	12.3	285.9	5.5	2.8	29.3	15.1	340.6	175.1	7,671.4	30.7	15.2	371.3	190.3
NEVADA	15.9	13.9	38.0	8.5	7.6	24.4	21.5	105.9	90.0	1,761.5	12.1	10.0	118.0	100.0
NEW HAMPSHIRE	10.8	5.1	15.6	1.2	.4	12.0	5.5	101.8	50.4	431.6	2.9	1.4	104.7	51.8
NEW JERSEY	110.2	49.1	67.9	110.1	53.3	220.3	102.4	274.4	136.8	479.1	26.1	13.1	300.5	149.9
NEW MEXICO	22.2	14.9	84.1	2.9	1.9	25.1	16.8	196.7	128.3	2,316.7	17.8	10.5	214.5	138.8
NEW YORK	271.3	117.8	168.6	3.9	2.0	275.2	119.8	1,531.0	711.4	3,336.6	23.9	11.4	1,554.9	722.8
NORTH CAROLINA	74.5	36.8	150.0	58.1	29.0	132.6	65.8	424.7	212.4	4,821.4	63.7	31.6	488.4	244.0
NORTH DAKOTA	14.5	7.3	691.5	.8	.5	15.3	7.8	242.1	123.3	13,147.0	13.8	7.0	255.9	130.3
OHIO	167.0	81.5	213.2	3.4	1.7	170.4	83.2	730.2	383.0	2,607.4	105.4	52.1	835.6	435.1
OKLAHOMA	55.4	26.4	364.9	8.4	4.2	63.8	30.6	411.5	205.6	5,982.0	14.4	6.9	425.9	212.5
OREGON	20.8	13.1	41.7	6.7	4.3	27.5	17.4	264.0	150.9	2,100.0	18.8	10.9	282.8	161.8
PENNSYLVANIA	228.2	110.8	218.8	53.5	26.7	281.7	137.5	773.4	381.2	1,941.2	68.4	31.2	841.8	412.4
RHODE ISLAND	17.0	8.4	21.2	6.0	2.9	23.0	11.3	93.8	46.4	237.3	29.5	14.6	123.3	61.0
SOUTH CAROLINA	57.2	26.9	785.6			57.2	26.9	248.0	125.4	6,843.5	20.9	10.5	268.9	135.9
SOUTH DAKOTA	11.4	6.3	241.9	.7	.4	12.1	6.7	257.3	141.9	9,177.1	3.3	1.9	260.6	143.8
TENNESSEE	44.0	21.3	220.0	18.3	9.2	62.3	30.5	402.4	202.6	6,990.6	50.8	23.8	453.2	226.4
TEXAS	239.6	122.0	997.0			239.6	122.0	1,231.2	634.3	18,289.4	4.8	2.6	1,236.0	636.9
UTAH	13.4	10.2	89.4	9.1	7.0	22.5	17.2	138.8	98.4	1,491.8	9.7	6.6	148.5	105.0
VERMONT	5.2	2.6	10.6	2.1	1.0	7.3	3.6	88.6	44.2	511.6	12.2	5.5	100.8	49.7
VIRGINIA	52.7	27.0	161.3	6.3	3.2	59.0	30.2	415.6	202.9	3,715.2	48.9	23.5	464.5	226.4
WASHINGTON	19.6	10.3	130.0	10.4	5.5	30.0	15.8	347.4	169.7	3,739.7	18.7	9.7	366.1	179.4
WEST VIRGINIA	56.3	28.9	40.0	23.1	11.6	79.4	40.5	157.7	78.5	1,091.3	37.0	18.4	194.7	96.9
WISCONSIN	47.1	23.1	305.0	28.1	14.1	75.2	37.2	462.7	230.3	6,377.5	43.2	21.2	505.9	251.5
WYOMING	14.5	9.7	107.2	3.6	2.4	18.1	12.1	158.1	103.6	2,261.0	6.3	4.1	164.4	107.7
DIST. OF COL.	23.5	14.7	9.1	6.8	3.5	30.3	18.2	90.4	45.6	71.5	7.7	3.8	98.1	49.4
PUERTO RICO	28.7	14.1	36.1	2.0	1.0	30.7	15.1	136.1	61.6	301.4	26.4	10.7	162.5	72.3
TOTAL	3,067.4	1,556.5	12,190.7	743.9	396.5	3,811.3	1,953.0	19,477.8	10,102.0	228,709.2	1,468.9	745.0	20,946.7	10,847.0

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV

	THREE MONTHS ENDED DECEMBER 31, 1968	FISCAL YEAR 7-1-68 TO 12-31-68
Balance at beginning of period (Revised) . .	$926,148	$981,572
Income:		
Tax revenue:		
Motor-fuel taxes (net after refunds) . .	802,697	1,696,014
Less motorboat fuel revenue 1/	4,500	23,300
Net for highways	798,197	1,672,714
Trucks, buses, and trailers	103,504	234,304
Tires, tubes and tread rubber	129,713	275,313
Vehicle use	19,131	81,631
Parts and accessories, trucks and buses.	26,905	46,105
Lubricating oil (net after refunds) . .	36,258	56,540
Total excise revenues	1,113,708	2,366,607
Interest earned	14,129	21,988
Total Income	1,127,837	2,388,595
Disbursements:		
For highways	1,276,215	2,592,397
Interest on advances from General Fund . .	-	-
Total Disbursements	1,276,215	2,592,397
Balance at end of period	777,770	777,770

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 NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

Mr. Kruser
811-Matorne

FOR RELEASE TUESDAY
February 11, 1969

FHWA--296

1800 RAILROAD GRADE CROSSINGS ELIMINATED IN FIVE YEARS

The Federal Highway Administration of the Department of Transportation reported today that over the past five years 1,800 railroad-grade crossings have been eliminated by separation or relocation under the Federal-aid highway program.

Charles W. Prisk, Assistant Director for Safety of FHWA's Office of Policy Planning, told a panel meeting of the National Conference on Rail-Highway Grade Crossing Safety at the University of Illinois, that "improved protection equipment also was installed at more than 1,500 crossings during the same period."

Prisk set the cost of the five-year program at $950 million, of which $807 million was contributed by the Federal Government.

Prisk, who is chairman of a Department of Transportation Action Group on Grade Crossing Safety, told the conference that "hazards at grade crossings remain as a significant part of the overall safety problem." He said there are some 225,000 crossings on the Nation's 3.7 million miles of roads and streets.

"Despite substantial expenditures on crossing safety projects, the year-to-year accident record is trending upward. Annually, about 1,800 persons lose their lives and 4,000 are injured in mishaps at crossings," Prisk said.

The National Conference on Rail-Highway Grade Crossing Safety on the campus at Urbana-Champaign, Illinois, is sponsored by the Department of Transportation and the Highway Research Board in cooperation with the Highway Traffic Safety Center and Division of University Extension of the University of Illinois. It is scheduled from February 11 through February 13.

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DEPARTMENT OF TRANSPORTATION NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--298

FOR RELEASE FRIDAY,
FEBRUARY 14, 1969

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

The Department of Transportation reported today that Federal and State funds totaling $643 million were obligated through December 31, 1968 for highways and local access roads under the Appalachian Highway Program. The Federal share was $365 million.

As of the end of December, 733 miles were completed or under construction, an increase of 87 miles since the September 30, 1968 quarterly report. Of the total, 202 miles were completed. Engineering and right-of-way acquisition were underway on 1,284 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 386 miles of 2,556 miles of development highways being considered for improvement. Preliminary engineering and right-of-way acquisition were underway on an additional 1,159 miles, centerline locations had been approved for another 155 miles, and location studies were either underway or completed on all but 91 miles.

Of the 418 miles of local access roads approved to date, (table 2), construction had begun on 145 miles, preliminary engineering and right-of-way acquisition were underway or completed on an additional 125 miles, centerline locations had been approved on 45 miles, and location studies were underway or completed on all but 34 miles.

--more--

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 DECEMBER 31, 1968

TABLE 1

STATE	APPALACHIAN IMPROVEMENT COMPLETED	WORK IN PROGRESS					ROUTE LOCATION WORK NOT STARTED	CORRIDOR MILEAGE BEING CONSIDERED FOR APPALACHIAN IMPROVEMENT 1/	TOTAL APPALACHIAN CORRIDOR MILEAGE	FUNDS OBLIGATED UNDER APPALACHIAN PROGRAM	
		UNDER CONSTRUCTION	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	74.9	239.4	6.2	55.7	376.2	-	416.4	579.7	103,574,404	68,773,494
Maryland	6.4	3.6	37.6	3.0	-	44.2	27.5	78.1	82.2	21,478,418	11,982,068
Mississippi	-	-	-	-	-	-	-	-	-	-	-
New York	-	49.4	150.6	-	10.5	210.5	20.0	230.5	260.0	96,195,570	43,150,067
North Carolina	14.2	36.5	101.2	8.9	26.3	172.9	11.0	198.1	199.4	37,464,053	21,257,808
Ohio	-	48.0	123.4	6.5	21.8	199.7	2.6	202.3	295.3	40,738,859	23,795,272
Pennsylvania	6.0	46.6	163.9	-	215.3	425.8	-	431.8	489.9	85,859,738	42,933,921
South Carolina	-	-	"	-	-	-	-	-	-	-	-
Tennessee	12.5	36.0	110.8	57.6	72.6	277.0	30.6	320.1	332.9	39,294,142	24,251,075
Virginia	50.7	31.3	15.5	-	81.3	128.1	-	178.8	203.8	60,113,860	36,587,813
West Virginia	6.8	45.3	201.5	16.0	144.1	406.9	-	413.7	423.6	104,076,613	59,351,222
Total	136.8	385.8	1,159.3	155.0	627.6	2,327.7	91.7	2,556.2	2,955.8	605,739,847	341,267,441
Percent of Total Under Consideration	5	15	45	6	25	91	4	100			

1/ 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 DECEMBER 31, 1968

TABLE 2

STATE	APPALACHIAN IMPROVEMENT COMPLETED	WORK IN PROGRESS					ROUTE LOCATION WORK NOT STARTED	TOTAL MILEAGE	FUNDS OBLIGATED UNDER APPALACHIAN PROGRAM	
		UNDER CONSTRUCTION	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	30.8	2.4	121.3	25.5	189.6	$13,631,329	$8,804,707
Georgia	2.0	-	6.5	3.4	-	9.9	-	11.9	218,550	151,605
Kentucky	0.4	1.7	25.9	-	-	27.6	-	28.0	1,095,802	653,920
Maryland	-	2.6	-	-	0.4	3.0	-	3.0	804,938	377,000
Mississippi	-	-	-	-	-	-	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	458,600	321,020
Ohio	3.6	10.3	12.3	-	-	22.6	0.8	27.0	3,413,579	1,638,331
Pennsylvania	3.5	3.2	2.3	2.0	0.9	8.4	-	11.9	2,245,310	1,476,186
South Carolina	-	27.4	33.2	-	-	60.6	-	60.6	7,384,790	5,168,751
Tennessee	-	21.5	9.9	9.0	-	40.4	5.4	45.8	3,289,174	2,302,420
Virginia	1.3	8.3	-	-	-	8.3	-	9.6	947,484	644,008
West Virginia	12.0	0.6	2.3	-	-	2.9	-	14.9	3,307,352	1,706,548
Total	65.8	144.7	125.6	45.2	3.7	319.2	33.5	418.5	37,489,013	23,600,217
Percent of Total Mileage	16	34	30	11	1	76	8	100		

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF DECEMBER 31, 1968

STATE	TOTAL DESIGNATED SYSTEM MILEAGE	OPEN TO TRAFFIC		
		ADEQUATE SEGMENTS- NO APPALACHIA FUNDS EXPENDED	INADEQUATE SEGMENTS- IMPROVED WITH APPALACHIA FUNDS	TOTAL
GEORGIA	89.0	2.6	-	2.6
KENTUCKY	579.7	163.3	40.2	203.5
MARYLAND	82.2	4.1	6.4	10.5
NEW YORK	260.0	29.5	-	29.5
NORTH CAROLINA	199.4	1.3	14.2	15.5
OHIO	295.3	93.0	-	93.0
PENNSYLVANIA	489.9	58.1	6.0	64.1
TENNESSEE	332.9	12.8	12.5	25.3
VIRGINIA	203.8	25.0	50.7	75.7
WEST VIRGINIA	423.6	9.9	6.8	16.7
TOTAL	2,955.8	399.6	136.8	536.4

13.5% 4.6%

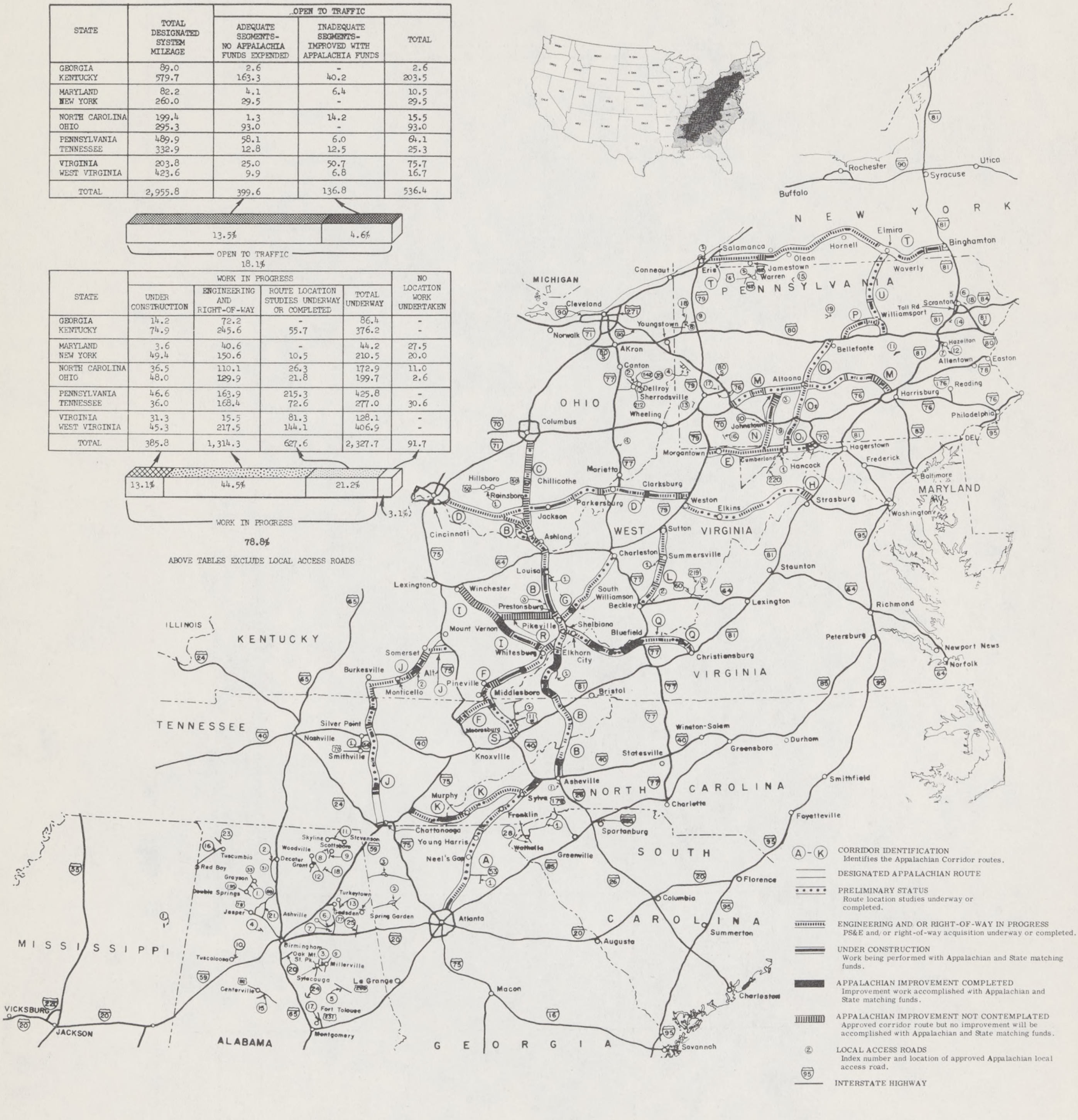
OPEN TO TRAFFIC 18.1%

STATE	WORK IN PROGRESS				NO LOCATION WORK UNDERTAKEN
	UNDER CONSTRUCTION	ENGINEERING AND RIGHT-OF-WAY	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY	
GEORGIA	14.2	72.2	-	86.4	-
KENTUCKY	74.9	245.6	55.7	376.2	-
MARYLAND	3.6	40.6	-	44.2	27.5
NEW YORK	49.4	150.6	10.5	210.5	20.0
NORTH CAROLINA	36.5	110.1	26.3	172.9	11.0
OHIO	48.0	129.9	21.8	199.7	2.6
PENNSYLVANIA	46.6	163.9	215.3	425.8	-
TENNESSEE	36.0	168.4	72.6	277.0	30.6
VIRGINIA	31.3	15.5	81.3	128.1	-
WEST VIRGINIA	45.3	217.5	144.1	406.9	-
TOTAL	385.8	1,314.3	627.6	2,327.7	91.7

13.1% 44.5% 21.2% 3.1%

WORK IN PROGRESS 78.8%

ABOVE TABLES EXCLUDE LOCAL ACCESS ROADS



DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA--300

FOR RELEASE FRIDAY,
FEBRUARY 21, 1969

FHWA UNDERLINES UNSAFE TIRE RECALL CAMPAIGNS

The Federal Highway Administration today issued a statement urging the press to assist the public by providing wide circulation to current efforts by automobile tire manufacturers to recall certain unsafe tires from use.

In the interest of assisting the companies and supplementing their recall efforts, and in the interest of the safety of the motoring public, the FHWA called attention to two current tire recall campaigns.

On January 19, the Mohawk Rubber Co. initiated a recall campaign for all of its AIRFLO passenger car tires size 7.35-14, purchased since February 1, 1968. One February 4, The General Tire and Rubber Co. initiated a recall campaign for all of its SAFETY JET tires size 9.00-15.

Samples of both of these tires failed to pass the minimum tests established by the Federal Motor Vehicle Safety Standards issued by the FHWA under the National Traffic and Motor Vehicle Safety Act of 1966. Motorists are urged to check their tires to see if they are among those being recalled.

In issuing today's statement, the FHWA's National Highway Safety Bureau pointed out that tire recall campaigns are more difficult to carry out than similar programs undertaken by auto manufacturers

who discover safety defects in their vehicles or original equipment. Auto manufacturers, through their franchised dealers, have records available on purchasers of new cars. In the case of tire companies, which sell many of their products through independent garages and dealers, careful records of ownership or purchasers of replacement tires are not usually kept. It is, therefore, difficult to disseminate information to the public that certain tires are believed to be unsafe, and that the company will replace them when returned to the dealer.

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DEPARTMENT OF TRANSPORTATION NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591 FHWA--299

FOR RELEASE MONDAY,
FEBRUARY 24, 1969

SUPPLEMENT TO HIGHWAY
SAFETY BOOKLET AVAILABLE

The Department of Transportation today announced publication of the first supplement to a continuous "Handbook of Highway Safety Design and Operating Practices."

The Federal Highway Administration said the Handbook, the first section of which was published last September, is intended to serve all jurisdictions of government and should be of interest to everyone connected with the highway transportation industry. It is designed for those making administrative and technical decisions that bear on safety of street and highway design safety.

The original Handbook was a loose-leaf publication using graphics and text to present the latest in safety ideas and practices. It covered such areas as bridge design, signing, barriers and guardrails, drainage, and railroad crossings.

Users are asked to forward any further ideas to the Federal Highway Administration for incorporation on a continuing basis. The supplement is a result of this request. It deals with pedestrian crossing problems, breakaway sign supports, treatment of signs in gore areas and ramp markings.

The supplement is being distributed to FHWA field offices, State highway departments, and other local and regional highway officials through their national organizations.

The Handbook of Highway Safety Design and Operating Practices and the Handbook Supplement may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D. C. 20402. The Handbook costs 40 cents a copy, the Supplement 35 cents.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA—301

FOR RELEASE WEDNESDAY,
FEBRUARY 26, 1969

HIGHWAY BEAUTY CONTEST DEADLINE CHANGED

State and local government agencies, civic, conservation and industry groups, and private businesses have an additional three months in which to submit entries to the Second Annual Highway Beautification Awards Competition, Secretary of Transportation, John A. Volpe announced today.

The new deadline date July 1, 1969, was set in response to numerous requests from would-be contestants who felt that the original date, March 1, which was set late last year, would not permit them sufficient time to submit their entries. The postponement will also give participants the opportunity to obtain additional photographs of their contest entries during the colorful spring growing season.

The competition which was begun by the Department of Transportation in 1968 recognizes the efforts and achievements of State and local governments and private enterprise for their part in coordinating highway location and design with natural beauty and environmental protection.

Awards will be given in ten categories ranging from excellence in blending highways into rural or urban settings to preserving historic sites and wildlife areas.

A panel of experts appointed by Secretary Volpe will select the winners from color photographs submitted with each entry.

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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DEPARTMENT OF TRANSPORTATION NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

Mr. Kreuser
811 - Historic

FHWA--302

FOR RELEASE WEDNESDAY,
MARCH 5, 1969

FIRST TOPICS PROGRAM SPEEDS TRAFFIC FLOW IN DOVER, N. H.

It used to take 15 minutes for motorists to drive through a heavily-traveled six-tenths-of-a-mile bottleneck in Dover, New Hampshire, during peak traffic hours.

Now it takes four minutes.

That's a result of the Department of Transportation's first completed project in a nation-wide program designed to increase the capacity and safety on city streets throughout the Nation.

The work in Dover was done under a program in the Federal Highway Administration's Bureau of Public Roads which is called TOPICS. This stands for Traffic Operations Program to Increase Capacity and Safety.

F. T. Comstock, Jr. BPR's Division Engineer in New Hampshire, said a preliminary review of the results of the Dover project showed "a 70 percent savings in travel time for motorists traveling through the commercialized section of Central Avenue in Dover."

"It used to take 15 minutes to inch through there in peak traffic hours," Comstock said. "Now it takes only four." He said no definitive after-study of the project has been made yet, "but the citizens of Dover already are happy with the results."

Dover City Manager Donald F. Chick readily confirmed this. "The improvement in traffic flow has been very substantial", he said. "In fact, it is even better than we anticipated. The City Council, Police Chief, Planning Department and the traveling public, I am sure, join with me in expressing our satisfaction with the improved traffic conditions resulting from the TOPICS program."

Mr. Chick pointed out that Central Avenue is an important commercial area as well as major through highway. He said merchants had been apprehensive that turning movements by their customers might be impeded, but "even those who had been most skeptical now readily agree that the project has been very successful."

(more)

The Central Avenue improvement cost $103,400, shared equally by the Bureau of Public Roads and the New Hampshire Department of Public Works and Highways. A number of traffic-operational type improvements were applied to increase the flow with all improvements contained within the existing right-of-way. These improvements consisted of channelization of two key intersections, addition of traffic signals at one intersection, providing curb and gutter for driveway control, widening the bottleneck area from two to four lanes, and painting pavement markings. The work took five months. A second phase of the TOPICS program, consisting primarily of channelization of major intersections, will be undertaken in Dover in coming months.

The Bureau of Public Roads' TOPICS program was launched on an experimental basis two years ago on a 50-50 fund matching basis with the States. It permits, for the first time, the use of Federal-aid highway funds to improve traffic flow on city street grids even though they are not directly on the Federal-aid system. Cities of 5,000 population and up are eligible.

More than two dozen cities across the country began gearing up for the TOPICS program during its experimental stage. The last session of Congress, however, authorized $200 million a year for Fiscal year 1970 and 1971 for this work, and the participation is expected to grow.

Federal Highway Administrator-designee F. C. Turner said TOPICS is viewed by the Bureau of Public Roads as a means of increasing the capacity of city streets by as much as 25 percent through modest expenditures of funds. Based on traffic engineering studies, the selection of streets for improvement is made by the State highway departments in cooperation with local officials and is subject to approval by the Bureau of Public Roads.

Those cities currently participating in the TOPICS program are:

Stamford, Connecticut
Augusta-Gardiner, Maine
Biddeford-Saco, Maine
Wellesley, Massachusetts
Worcester, Massachusetts
Dover-Somersworth, New Hampshire
Nashua, New Hampshire
Woonsocket, Rhode Island
Rutland, Vermont
Lancaster, Pennsylvania
Charleston, West Virginia
Morgantown, West Virginia
Canton, Ohio
Huntsville, Alabama
Orlando, Florida
Charlotte, North Carolina
Memphis, Tennessee
Peoria, Illinois
Indianapolis, Indiana
Kokomo, Indiana
Grand Rapids, Michigan
Traverse City, Michigan
Janesville, Wisconsin
Minneapolis, Minnesota
Lincoln, Nebraska
Searcy, Arkansas

DEPARTMENT OF TRANSPORTATION
NEWS

Mr. Krause
Fm - 811 - Matonic

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591
FHWA--303

FOR RELEASE SUNDAY,
MARCH 9, 1969

FEDERAL-AID HIGHWAY CONTRACTS TOTALED 4,273 IN CALENDAR YEAR 1968

A total of 4,273 Federal-aid highway and bridge construction contracts was awarded by the State highway departments during 1968, involving a total cost of approximately $3.6 billion, the U.S. Department of Transportation's Federal Highway Administration announced today.

These figures, compiled by the Bureau of Public Roads, indicate decreases of 24 percent in the number of contracts and 14 percent in the total dollar amount of contracts, as compared with 1967.

The contracts awarded in 1968 averaged about $848,000, with the median size about $207,000. They varied from less than $25,000 to just over $33 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

Calendar Year 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	847	19.82	$ 20,542,000	0.57
50,000 - 99,999	619	14.49	45,519,400	1.25
100,000 - 249,999	940	22.00	153,424,100	4.23
250,000 - 499,999	589	13.78	210,224,900	5.80
500,000 - 999,999	424	9.92	306,111,100	8.44
1,000,000 - 2,999,999	520	12.17	925,790,300	25.54
3,000,000 - 4,999,999	187	4.38	726,168,400	20.03
5,000,000 and over	147	3.44	1,237,607,000	34.14
Totals	4,273	100.00	3,625,387,200	100.00

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Mr. Krueger
KM- 811-Mutonic

DEPARTMENT OF TRANSPORTATION NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA -- 304
Phone: (202) 962-8411

FOR RELEASE FRIDAY
March 14, 1969

DOES IT SAVE LIVES?
DOT IS INTERESTED

If a device holds the promise of reducing highway deaths and injuries resulting from vehicles crashing into immovable objects, the Department of Transportation's Bureau of Public Roads will give it a try, even if it is something as prosaic as a cluster of old steel oil drums.

The use of 55-gallon drums secured together to form a cushion for vehicles ramming rigid obstacles which cannot be eliminated from highways and roadsides is undergoing testing by Texas A&M University's Texas Transportation Institute for the Texas Highway Department and the Bureau of Public Roads.

Known technically as an "impact attenuation device," the barrels dissipate the force with which a swift-moving vehicle hits an unyielding object such as a bridge pier, abutment, parapet or a gore obstacle between diverging roadways. The barrels, placed around in or in front of the object, absorb the impact and bring the car to a much safer stop than if it had crashed directly into the obstacle.

Clusters of barrels have been installed at gore areas of three Interstate System interchanges in Houston and one in Dallas, Texas. Barrels are arranged differently at each interchange to fit site conditions. Each installation consists of about 30-40 drums.

F. C. Turner, Federal Highway Administrator, said crash tests conducted by Texas Transportation Institute indicate the barrel device may be an inexpensive but effective attack against highway fatalities. He pointed out steel drums are relatively cheap, and can be stored in maintenance yards for quick replacement. The price of new drums ranges from $6 to $7 each, while second-hand barrels cost about $2 each.

- more -

Mr. Turner said the barrel cushion is but one of several impact attenuation devices now undergoing tests. All of them, he added, aim at minimizing the impact of a fast-traveling car slamming into a rigid structure.

Under contract with the Bureau of Public Roads, Brigham Young University is developing for highway use a device known as Hi-Dro Cushion Cell Barrier. The device employs a series of water-filled flexible containers made of vinyl plastic which are placed in front of a fixed object. Openings in the containers allow the water to escape at a controlled rate to stop an out-of-control car before it slams into the object. Anti-freeze can be added to the water for use in cold weather areas.

Still another device to cut down the impact of a vehicle hitting an obstacle is the TOR-SHOK Energy Absorbing Barrier System developed for the Bureau of Public Roads by Aerospace Research Associates, Inc., of West Covina, California. This barrier consists of a series of elliptical steel tubing which, when hit, transmits the impact to a set of telescoping tubes. The tubes absorb the energy through an element squeezed between them. This system has been crash-tested and has been installed on a freeway in New Mexico.

Undergoing testing by the Connecticut State Highway Department is a sand container system developed by John Fitch & Company of Falls Village, Connecticut. It provides for placing a protective barrier of sand bags around heavy highway structures which, because of their location, are targets for vehicles leaving the roadway. When an out-of-control car hits the barrier, the sand containers break, absorbing energy that otherwise would be absorbed by the car. This project is being financed with funds furnished by the Federal Highway Administration's National Highway Safety Bureau.

Another safety device now being tested is a variation of the arresting mechanism used aboard aircraft carriers to stop a disabled plane. A product of Van Zelm Associates of Providence, Rhode Island, the device, called a Dragnet, is now designed to stop out-of-control cars. It uses a net to drag a car to a safe stop, with a maximum deceleration of about three times that of an emergency stop using normal wheel brakes.

The net, made of galvanized chain-link fencing, is attached at both ends to steel straps running to two energy-absorbing units. The straps pass through a series of pins, and the friction produces a braking force which brings a vehicle to a halt with only minimum damage to the car. Some of the uses envisioned for Dragnet are the stopping of out-of-control trucks on escape roads in mountainous regions; preventing vehicles from ploughing into highway construction sites; acting as a barricade at approaches to drawbridges; and stopping cars from entering a ramp from the wrong direction after it is brought into play by a vehicle-actuated signal.

Mr. Turner said the Federal Highway Administration is deeply concerned with the large number of fatalities caused by cars hitting rigid objects which cannot be moved out of the way. Wherever feasible, he said, roadside obstacles within 30 feet of a highway pavement are being eliminated. New traffic sign supports and light poles installed in exposed areas along Federal-aid highways must now be of the breakaway type.

"But sometimes we are unable to get rid of hazards along the roadside, and that is why we are so interested in impact attenuation devices," Mr. Turner said. They appear to have a good potential for saving lives and lessening damage to motor vehicles. It makes no difference to us how unsophisticated some of these devices may be. What is important is they may help keep motorists and passengers alive."

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Mr. Krusel
rm- 811-Matomic

DEPARTMENT OF TRANSPORTATION NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA--305

FOR RELEASE FRIDAY,
MARCH 14, 1969

FHWA ISSUES TIRE SAFETY ADVISORY

The Department of Transportation's Federal Highway Administration today issued a public advisory that General Jet Tires, size 8.15 x 15, manufactured by the General Tire and Rubber Company between January 1968 and September 1968 have failed to pass endurance test requirements of Federal motor vehicle safety standards 109.

As a result, the FHWA is advising all car owners using such tires to discontinue such use immediately and obtain replacements. Users can identify the tires in question by the following serial numbers molded into the tire sidewall: Any General Jet tire size 8.15 x 15 with serial numbers ending in A80 and the letters B, R, Y, G, H, or T. (Example: A80B, A80R, A80Y, etc.)

The FHWA's National Highway Safety Bureau had tests conducted by an independent laboratory on 17 of the tires in question for conformity with the endurance requirements of Standard 109, which is an indication of fatigue resistance capability. All 17 tires failed. All of them were produced at the company's Charlotte, North Carolina plant between January 1968 and September when production was discontinued.

-more-

The test failures indicate that the tires in question do not have the minimum fatigue resistance required, and that continued use could be hazardous under certain operating conditions.

The National Highway Safety Bureau presented detailed test results to the General Tire and Rubber Company at a meeting with company officials in Washington on March 10. On the following day, the Bureau was advised that the company had agreed to conduct a recall campaign of these tires, and that they will be replaced without charge when returned to dealers.

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Mr. Krusen
Rm 811-Matt

DEPARTMENT OF TRANSPORTATION NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA - 307

For Release to AMS of
Sunday, March 23, 1969

AUTO DEFECT RECALLS TOTALED 1.5 MILLION IN 1968

A report issued today by the Department of Transportation's Federal Highway Administration says that automobile manufacturers recalled a total of 1.5 million vehicles in calendar year 1968 to check for potential safety defects.

The report, prepared by the FHWA's National Highway Safety Bureau, says domestic auto manufacturers conducted 109 recall campaigns involving a total of 955,484 vehicles. Foreign manufacturers conducted 28 recall campaigns involving 552,397.

The National Traffic and Motor Vehicle Safety Act of 1966 requires all auto manufacturers to notify owners of any safety related defect discovered by the manufacturer subsequent to purchase.

The report emphasizes that all of the vehicles recalled are not faulty vehicles, but represent the extent of the production runs within which the manufacturers reported that safety defects could have occurred.

Since the law became effective in 1966, safety recalls have totaled 6,205,924 vehicles.

The figures do not include the massive recall campaign announced by General Motors late in February.

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA - 308

For Release to AMS of
Sunday, March 23, 1969

D. C. INTERSECTION PICKED FOR TEST OF TV TRAFFIC SURVEILLANCE SYSTEM

The Federal Highway Administration's Bureau of Public Roads -- a part of the Department of Transportation -- is installing television cameras on the roofs of two buildings at one of the busiest intersections in downtown Washington, D. C. to collect research data on traffic movement and accidents.

The cameras will monitor traffic (at 14th and F Streets, NW., from atop the National Press Club and the Garfinckel buildings) for the experimental testing of a traffic surveillance system developed by the Bureau. The system is expected to help researchers learn why accidents occur, if they can be avoided, and how the flow of traffic on city streets can be improved.

Pictures of traffic approaching and crossing the intersection will be "shot" continuously and recorded temporarily on video discs. Normally, the pictures will be erased by new ones every 20 seconds. However, built into the system is the capability of preserving the last 20 seconds prior to an incident on film.

Bureau of Public Roads engineers are working on the development of devices that will automatically activate the system to save the last 20-second segment. One of these would use the characteristic sound of cars colliding to trigger the equipment, resulting in a permanent picture record of events preceding the accident. A microphone to pick up the sound will be installed on a corner about 30 feet above the ground.

Engineers also are working on devices for activating the picture-saving feature of the system when other kinds of traffic conflicts occur. The system can now be triggered manually by an observer watching the TV monitors who sees an accident or traffic maneuver he wants to record on film. The monitors will be housed in a room in the National Press building.

Federal Highway Administrator F. C. Turner said one of the obstacles hindering the reduction of accidents is the lack of knowledge as to what actually takes place when they occur. He explained that present sources of accident information are limited largely to what witnesses can recall, and often this is faulty.

The surveillance system, he said, may enable investigators to learn exactly what happens prior to and during a crash. The data gathered from study of the films may be used to develop traffic control systems which will communicate to drivers information aimed at helping prevent mishaps and enabling smoother traffic flow.

Mr. Turner pointed out the system will not record vehicle license tags and is not interested in the identity of individual drivers. It wants to observe driver and pedestrian behavior in a city-intersection environment in the hopes of finding out what may be needed to spur the safe movement of traffic.

Initial testing of the surveillance equipment took place in Buffalo, New York, but difficulty was encountered when the noises of heavy vehicles tripped off the picture-saving mechanism. Since then engineers have been trying to eliminate "bugs" in the equipment. They currently are recording and studying the sounds which trip off the system.

The Bureau of Public Roads has invested about $500,000 in the development of the system.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

Mr. Krause Rm 811 - Mail

FHWA — 309

FOR RELEASE TUESDAY
MARCH 25, 1969

COLORADO GETS FHWA GRANT TO IMPROVE DRIVER LICENSING

The Department of Transportation's Federal Highway Administration today announced the award of a contract to the State of Colorado for a $65,800 demonstration project to improve the administration of driver licensing examinations in rural areas of the State.

The project will include the use of a mobile van containing automated equipment capable of administering a driver's examination to as many as 12 persons simultaneously. In addition to the ability of the equipment to administer and score the tests, it also can present the applicant with correct answers to questions answered incorrectly. It is hoped that this capability will lead to increased knowledge of safe driving practices by license applicants.

The contract between the FHWA's National Highway Safety Bureau and the Colorado Department of Revenue will help meet the need for testing facilities and examination procedures which provide a learning experience as well as a test. The project will assist the State in meeting Federal Highway Safety standards dealing with driver licensing and driver improvement.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA -- 310

FHWA MAKES $304,000 GRANT TO ARIZONA STATE UNIVERSITY

FOR RELEASE TUESDAY
MARCH 25, 1969

The Department of Transportation's Federal Highway Administration has announced an agreement with Arizona State University for a $304,000 Federally-financed demonstration project to conduct a one-year air medical evacuation system to serve rural and remote areas of Arizona.

The funds will provide for the leasing of two helicopters with highly-trained rescue crews. One team will be on ground alert, and the other on airborne surveillance over highway routes which have a high accident history.

When a highway crash occurs, the closest team will rescue and treat any injured and evacuate them to the nearest medical facility. The project will be directed by the College of Engineering Sciences of Arizona State University for the FHWA's National Highway Safety Bureau. State medical and hospital associations will be responsible for the medical aspects of the project, including the training of para-medical personnel.

The project will also provide information on what special training and equipment is needed for para-medics, and on new techniques for handling casualties. Other objectives will be to determine the effect of air patrols on the average speed of motorists and whether this has any influence on crash rates. Both the rescue and accident prevention benefits will be measured in relation to the cost of the program.

Similar demonstration projects aimed at improving emergency rescue of highway crash victims are being conducted for the National Highway Safety Bureau in Nebraska and in the cities of Detroit, Los Angeles, and New York.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL RAILROAD ADMINISTRATION

WASHINGTON, D.C. 20591

FOR IMMEDIATE RELEASE
Thursday, March 27, 1969

FRA--1069
Telephone:
202-962-8647

An obstacle detection system for high speed vehicles--capable of detecting objects as small as an inch in diameter within a 600-foot range on a track or guideway--has been developed for the Department of Transportation.

The feasibility model was built by RCA for the Department's Office of High Speed Ground Transportation, which is investigating the technologies required for 200 to 300 mph vehicles of the future. Such a vehicle would need positive indications that its tracks or guideway is free of obstructions two to three miles ahead, far beyond human sight limits.

The RCA scanner, positioned alongside the track, sends a very narrow, invisible infrared beam just above both tracks to a retroreflective strip fastened on the opposite side of the track. If no object blocks it, the beam is reflected back to a receiver in the scanner, indicating that the way is clear. Should the light beam detect an object one inch or more in width, however, there is either a very faint signal or none at all, and immediately the traffic controller for the sector of track is electronically alerted. The DOT estimates that ten to twenty scanners will be required for each mile of track.

Resembling a small lighthouse in appearance, the scanner contains both a "laser transmitter" and receiver in its base. An accurately controlled revolving mirror at the top of the "lighthouse" reflects the transmitted signal across the tracks, and also serves to reflect the returned signal to the receiver.

-more-

Edward J. Ward, Chief of OHSGT's Engineering Research and Development Division, explained that infrared lasers are being used as the light source for the system because of their low power requirement and narrow beam, and because receivers designed exclusively for infrared light will not react to extraneous light sources, such as train and auto headlights.

RCA's David Sarnoff Research Center has already designed and tested for DOT a feasibility model of the laser scanning system, which presently has a range of 600 feet. Developed and built at RCA's Aerospace Systems Division, the scanner has also been tested and demonstrated on a special segment of track on the Penn Central Railroad at Princeton, N. J.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591 (202) 962-8411

FHWA --311

REPORT SHOWS INTERSTATE SYSTEM STILL SAFER THAN OTHER HIGHWAYS

For Release Friday,
March 28, 1969

Travel on the Interstate Highway System continues to be substantially safer than on other roads and streets in the nation, a report compiled by the Federal Highway Administration's Bureau of Public Roads discloses.

During 1967, 2.89 persons were killed for each 100 million vehicle miles of travel on Interstate highways, compared with 5.66 on other roads. The 1967 Interstate fatality rate was a 6.2 percent decrease from 1966's rate of 3.08.

The death rate on all highways in 1967 was 5.34, almost 4 percent below the 5.55 fatality rate in 1966.

Rural travel, both on the Interstate System and on non-Interstate roads, was more hazardous than travel in urban areas, the report shows. The Interstate fatality rate in 1967 in rural areas was 3.68 per 100 million vehicle miles, and on other roads was 7.53. In urban areas, the Interstate rate was 2.12, compared with the non-Interstate rate of 3.80.

The report, based on data submitted by State highway departments, reveals the non-fatal injury rate on Interstate highways was one-third of the rate on other roads, or 86.06 per 100 million vehicle miles compared to 283.74.

Secretary of Transportation John A. Volpe said the report points up the most important benefit of the 42,500-mile controlled-access Interstate system - the saving of lives. The system, he said, is designed and built for safety, as well as top-notch efficiency.

Copies of the report, "Fatal and Injury Accident Rates on Federal-Aid and Other Highway Systems," are available at 45 cents each from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

(202) 962-8411

FHWA - - 306

FOR RELEASE SATURDAY
March 29, 1969

PUBLIC ROADS REPORT LISTS
HIGHWAY RESEARCH STUDIES

A listing of 825 highway transportation research studies in progress during fiscal year 1969 has been compiled and published by the Federal Highway Administration's Bureau of Public Roads.

The report, "Highway Research and Development Studies -- 1968," shows the objective of each study, how it is financed and who is doing the research. An appendix lists available research reports on studies completed in the previous year.

Copies of the report are available from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C., 20402. The price is $1.50 per copy.

The 825 studies will cost a total of nearly $35 million. In fiscal year 1968, there were 701 studies made at a cost of $30.6 million.

Most of the studies are supported jointly by the Bureau of Public Roads and state highway departments. Others are financed entirely by the Bureau of Public Roads, or are sponsored jointly by the Bureau of Public Roads and the American Association of State Highway Officials, and administered by the Highway Research Board.

The research work is carried on either directly by staffs of the Bureau of Public Roads and state highway departments, or under contract with universities, industrial laboratories, consultants, and other qualified research organizations. Technical supervision for contract studies is furnished by the Bureau of Public Roads, the states, or the Highway Research Board.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA--312

(202) 962-8411

FOR IMMEDIATE RELEASE
April 2, 1969

CIVIL ACTION CONSIDERED BY FHWA AGAINST TIRE AND AUTO MAKERS

The Department of Transportation's Federal Highway Administration has notified two American tire manufacturers and a foreign automobile manufacturer that it is considering invoking civil penalties for failure of their products to meet minimum Federal Motor Vehicle Safety Standards. The products involved have already been the subject of recall campaigns by each manufacturer. If invoked, these would be the first such actions under the National Traffic and Motor Vehicle Safety Act of 1966.

The FHWA's Chief Counsel, Howard A. Heffron, announced today that letters have been sent to the Mohawk Rubber Co., the General Tire and Rubber Co. and Fiat Motor Co. advising them that civil penalties are being considered. The firms are given 20 days from receipt of the letters to submit any mitigating information, data, or arguments against the imposition of a penalty.

The Act provides for a civil penalty (fine) not to exceed $1,000 for each violation of a Federal standard, to a maximum of $400,000 for a related series of violations. The amount of the penalties being considered in the current three instances has not been determined.

(more)

The letter to Fiat is based on the failure of its side rear-view mirror to meet Standard 111, which requires such mirrors to provide "substantially unit magnification". Some 25,000 Fiats have been imported into this country with convex side mirrors that, according to tests conducted for the National Highway Safety Bureau, reduce the size of the reflected image. The company has initiated a recall campaign to replace the mirror.

The Mohawk Rubber Co. was cited for failure of its AIRFLOW passenger car tires, size 7.35 x 14 to pass minimum test requirements under Standard 109. NHSB tests showed that 16 of 34 such tires tested failed. On January 9, the company initiated a recall campaign for an estimated 10,000 such tires.

The General Tire and Rubber Co. was cited for two separate violations of Standard 109. Tests by the NHSB showed that 19 of 21 SAFETY JET passenger car tires, size 9.00 x 15 failed the minimum tests. The company initiated a recall campaign on February 4 for an estimated 40,200 tires.

In addition, General Tire and Rubber was cited for failure of 17 of 17 of its GENERAL JET passenger car tires, size 8.15 x 15 to pass minimum tests. The company initiated a recall campaign on March 12 for an estimated 31,000 tires.

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4/2/69

Mr. Krueser
Room 811-Nat.

DEPARTMENT OF TRANSPORTATION NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA-313
(202) 962-8411

FOR IMMEDIATE RELEASE
April 2, 1969

FHWA RECONFIRMS RULE TO MAKE MOTOR CARRIER ACCIDENT REPORTS PUBLICLY AVAILABLE

The Department of Transportation's Federal Highway Administrator, Francis C. Turner, today announced that he has denied a number of petitions for reconsideration of a rule to make motor carrier accident reports available for public inspection.

Turner said a number of regulated motor carriers and trade associations for such carriers filed petitions asking for reconsideration of the order issued last January 17 to become effective March 31. He said evaluation of the petitions has shown that they contain nothing of substance that was not considered before the rule was issued and already rejected on merit. He also rejected requests that the effective date of the rule be extended.

The rule in question revokes section 394.1 of Federal Motor Carrier Safety Regulations, which heretofore has provided that motor carrier accident reports filed by the carriers and in the files of the FHWA's Bureau of Motor Carrier Safety were not available for public inspection.

After due notices and the opportunity for interested parties to comment on the proposal, the FHWA issued a rule on January 17 which will make such reports filed after March 31 available for public inspection.

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Mr. Krueger
Rm - 811
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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[49 CFR Part 394]

[Docket No. MC-6; Notice No. 68-6]

PUBLIC AVAILABILITY OF ACCIDENT REPORTS

Decision on Petitions for Reconsideration and Stay of Effective Date

On January 17, 1969, after due notice and the opportunity for public participation, the Administrator issued a rule which revoked section 394.1 of the Motor Carrier Safety Regulations (34 F.R. 1152). That section had provided that motor carrier accident reports in the files of the Federal Highway Administration were not available for public inspection. In his order, the Administrator announced that accident reports filed after March 31, 1969 would be made available to the public.

A number of regulated motor carriers and trade associations composed of such carriers have filed petitions for reconsideration of the January 17 rule. Some of the petitions also ask that the rule's March 31, 1969 effective date be stayed pending determination of whether it should be revoked or modified.

Upon consideration and analysis of the petitions for reconsideration, the Administrator has determined that they contain nothing of substance that was not considered before the rule was issued and rejected on the merits or that justifies withdrawing the rule or suspending its effective date. Therefore, the petitions for reconsideration are denied.

Inasmuch as the use of motor carrier accident reports is governed by section 220(f) of the Interstate Commerce Act, 49 U.S.C. 320(f), which restricts their use in litigation, the Administrator has directed that administrative measures be taken to ensure that those restrictions are brought to the attention of persons who seek, and are granted, access to accident reports in the files of the Administration.

(Secs. 204, 220, and 224, Interstate Commerce Act, 49 U.S.C. 304, 320, 324, and 49 CFR 1.4(c))

Issued on March 27, 1969

F C Turner

Federal Highway Administrator

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA -- 314

FOR RELEASE 3:00 P.M.
Wednesday, April 9, 1969

Phone: (202) 962-8411

FUNDS ALLOTTED TO REPAIR
ROADS DAMAGED BY FLOODS

The allotment of $1,115,250 in emergency relief funds to repair and reconstruct highway facilities in four national parks in California damaged by floods was announced today by Secretary of Transportation John A. Volpe.

This marks the first allocation by DOT's Federal Highway Administration of relief funds to fix damages caused by the California floods of January-March 1969.

The parks are Death Valley National Monument in Inyo County, Sequoia National Park in Tulare County, Yosemite National Park in Mariposa County, and Point Reyes National Seashore in Marin County.

Death Valley Monument received the largest allocation - $855,500 - for the reconstruction of Titus Canyon Road, Beatty Cut-Off, and Park Route 8.

Facilities to be repaired in Sequoia Park at a cost of $132,000 are Generals Highway, Ash Mountain Truck Trail, Colony Mill Road, West Boundary Truck Trail, Milk Ranch Road, and Moro Creek Road.

The Yosemite project calls for the repair of El Portal Highway and Wawona Highway at a cost of $77,250, while the Point Reyes project, costing $50,500, will repair Entrance Road and Drakes Beach Road.

All the projects will be financed with 100 percent Federal funds.

The projects will be designed by the Federal Highway Administration and the repair work will be done by the FHWA and the National Park Service.

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DEPARTMENT OF TRANSPORTATION
NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FHWA — 315

(202) 962-8411

VEHICLES' AVERAGE SPEED
CONTINUES ITS INCREASE

For Release Sunday,
April 13, 1969

Motor vehicle speed on the nation's open roads, which has been climbing steadily since 1943, continued its rise last year, the Department of Transportation's Federal Highway Administration said today.

The average speed in 1968 was 59 miles per hour, a 1 m.p.h. increase over the previous year, a study conducted by 27 State highway departments and summarized by the Bureau of Public Roads disclosed. Over 480,000 vehicles were involved in the study made on level, straight sections of main rural roads during periods of low traffic density.

While the average speed on all roads was 59 m.p.h., it was 62.8 m.p.h. or 3.8 miles faster on Interstate Highway System segments, the study showed. The highest average speed recorded on completed sections of the Interstate was 68.4 m.p.h. in Kansas, almost 14 m.p.h. faster than the average of 54.5 recorded in New Jersey. Large differences in average speeds among States occur because of differences in terrain and land use. Speed limits are established for safe and efficient use of highways.

On completed sections of the Interstate, 62 percent of the vehicles traveled over 60 m.p.h., 40 percent over 65 m.p.h., and 19 percent over 70 m.p.h. On all main rural roads, including the Interstate, 45 percent traveled over 60 m.p.h., 26 percent over 65 m.p.h., and 12 percent over 70 m.p.h. Since 1958 when sections of the Interstate were being opened to traffic, the percentage of vehicles traveling over 60 m.p.h. on all main rural roads has nearly tripled from 16 to 45 percent.

The average speed of 59 miles an hour on all main rural roads includes passenger cars, trucks and buses. The average speed of passenger cars was 60.4 m.p.h.; for trucks, 54 m.p.h.; and for buses, 60.5 m.p.h. On completed sections of the Interstate, the average speed for passenger cars was 64.4; for trucks, 56.7; and for buses, 63.7.

Federal Highway Administrator F. C. Turner said the study of rural highway speeds "indicates how the Interstate System is bringing the nation's regions and cities closer together through reduced traveled time. It shows, too, the importance of providing a safe and efficient highway system that will deliver the kind of service the motoring public has become accustomed to."

The study shows the advantages of high design standards by comparing the average speeds for all vehicles on rural sections of the Interstate Highway System's completed sections with those on the Interstate's "traveled-way" sections. (Traveled-way includes older roads presently serving Interstate traffic but which are not up to Interstate standards.)

The comparisons:

Year	Interstate completed	Interstate traveled-way	Differences
1960	54.8 m.p.h.	52.7 m.p.h.	2.1 m.p.h.
1961	55.7	53.0	2.7
1962	57.7	54.2	3.5
1963	59.5	54.2	5.3
1964	59.6	54.6	5.0
1965	60.6	55.6	5.0
1966	61.5	55.3	6.2
1967	62.3	57.1	5.2
1968	62.8	57.3	5.5

The accompanying tables and chart list the average speeds as recorded in the various States and show the speed trends through the years. Copies of the study, "Traffic Speed Trends," are available from the Federal Highway Administration, Washington, D. C. 20591.

Table 1.--Average speeds of vehicles and percentages of vehicles traveling in excess of various speeds, on level, straight sections of main rural roads, including the Interstate System for 1968

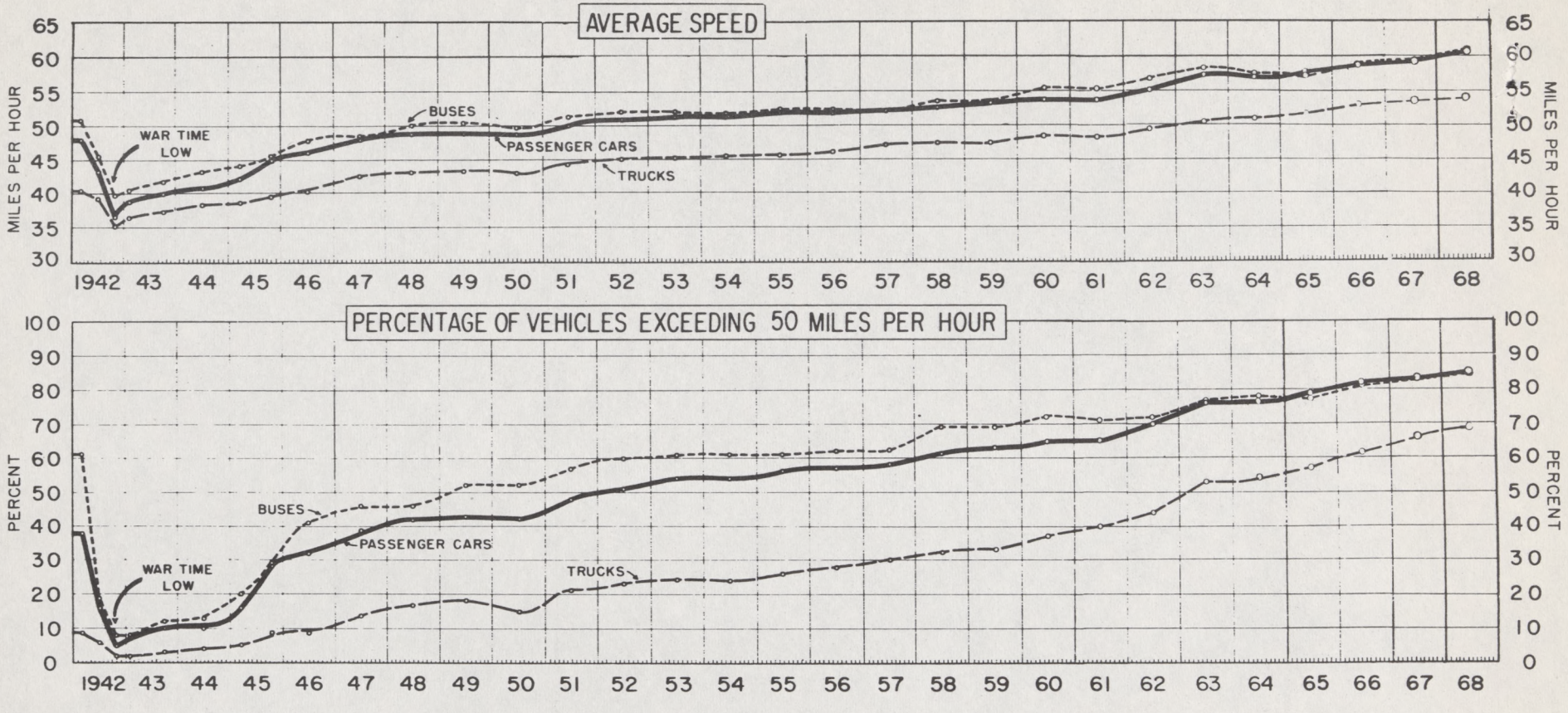
Region and State	Average speed				Speed exceeded																									
					35 m.p.h.				40 m.p.h.				45 m.p.h.				50 m.p.h.				55 m.p.h.				60 m.p.h.				65 m.p.h.				70 m.p.h.			
	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus
	Miles per hour				Percentage of vehicles																											
EASTERN REGIONS																														
NEW ENGLAND:																														
Maine	57.9	58.7	53.4	57.6	100	100	100	100	98	98	96	98	91	92	84	78	79	80	65	72	62	65	45	64	44	47	21	50	27	35	7	38	11	12	1	4
New Hampshire	56.3	56.5	54.8	56.3	99	99	99	100	92	93	92	98	87	87	86	90	68	68	64	78	57	57	52	71	34	35	21	42	23	24	11	37	7	7	2	11
MIDDLE ATLANTIC:																																				
New Jersey	49.8	51.2	47.6	47.0	99	100	96	96	95	96	90	75	77	83	67	72	57	63	44	46	21	27	12	33	8	11	3	0	1	2	0	0	0	0	0	0
New York	59.9	60.2	57.3	61.5	100	100	100	100	100	100	100	100	97	97	96	100	91	92	88	87	77	79	68	72	54	66	47	60	32	34	17	34	-	-	-	-
Pennsylvania	50.6	51.8	45.0	51.0	99	99	97	92	93	95	88	87	77	83	66	67	49	56	3.	54	23	29	12	34	8	11	2	12	2	3	0	7	-	-	-	-
SOUTH ATLANTIC:																																				
Florida	58.8	59.5	52.5	-	100	100	100	-	100	100	100	-	90	91	82	-	72	75	57	-	55	59	35	-	30	34	11	-	16	19	4	-	4	4	0	-
North Carolina	57.3	58.0	54.7	63.5	100	100	100	100	97	98	95	100	91	93	85	100	88	83	65	100	56	55	43	88	32	37	17	63	9	11	2	28	-	-	-	-
South Carolina	61.2	61.6	58.6	63.5	100	100	100	100	100	100	100	100	99	99	98	100	93	95	87	100	80	84	69	100	53	60	36	50	28	35	11	50	7	9	1	0
Virginia	55.9	57.3	50.0	63.4	100	100	100	100	97	99	93	100	87	91	71	100	72	80	44	93	51	59	20	90	28	32	6	68	12	14	2	23	-	-	-	-
Average	56.4	57.2	52.7	58.0	100	100	99	99	97	98	95	95	88	91	82	79	74	77	61	79	54	58	40	69	33	37	18	43	17	20	6	27	6	6	1	4
CENTRAL AND WESTERN REGIONS																																				
EAST NORTH CENTRAL:																																				
Michigan	59.5	61.4	53.6	64.6	99	100	99	100	98	98	96	100	94	95	88	97	84	88	74	90	68	75	43	84	48	63	15	81	28	35	2	38	13	16	0	23
EAST SOUTH CENTRAL:																																				
Mississippi	54.6	56.1	50.0	56.3	96	97	93	98	86	89	79	93	73	77	60	81	56	62	38	66	41	47	21	45	23	28	8	33	12	15	3	13	4	6	0	0
WEST NORTH CENTRAL:																																				
Kansas	64.0	66.6	57.1	66.1	100	100	100	100	99	100	99	100	98	99	95	100	93	97	84	100	83	91	63	100	68	80	33	100	47	60	12	57	27	36	5	14
Minnesota	61.5	63.3	54.8	-	100	100	100	-	99	99	98	-	97	97	94	-	91	94	78	-	86	80	53	-	58	67	20	-	36	43	5	-	15	18	1	-
Missouri	61.6	63.3	57.0	62.2	100	100	100	100	99	100	98	100	98	99	94	100	90	94	91	97	69	86	65	91	52	62	25	63	33	42	9	15	10	13	1	0
North Dakota	62.2	64.2	55.5	-	100	100	99	-	98	99	97	-	96	98	89	-	89	94	73	-	79	95	53	-	58	68	26	-	38	46	11	-	17	21	5	-
South Dakota	62.7	63.9	58.1	64.1	99	99	98	98	98	99	98	96	96	96	94	91	90	92	84	91	77	82	61	89	57	64	30	82	34	41	10	33	18	21	2	13
WEST SOUTH CENTRAL:																																				
Arkansas	54.9	57.5	51.5	51.8	98	98	97	100	93	95	89	79	86	89	77	69	70	78	59	41	57	70	35	33	30	41	13	10	14	21	5	0	6	8	2	0
Oklahoma	60.5	61.9	54.7	59.6	100	100	99	100	99	100	98	99	96	98	90	94	89	96	81	93	74	83	59	78	56	72	35	60	25	36	10	31	11	17	4	11
Texas	59.4	61.1	54.6	60.1	99	100	98	96	96	98	93	95	92	94	85	90	76	82	61	81	63	69	43	69	38	46	15	59	24	29	7	44	7	9	1	6
MOUNTAIN:																																				
Arizona	64.4	65.1	57.7	67.4	100	100	100	100	100	100	98	100	99	100	93	100	96	97	81	100	90	91	79	100	72	75	39	95	51	54	20	90	15	16	5	42
Colorado	61.4	62.3	53.7	65.2	100	100	93	100	98	100	90	100	96	98	82	100	90	93	72	100	79	82	51	86	57	62	22	72	34	38	9	56	11	12	1	25
Idaho	58.1	59.7	54.2	61.4	99	99	99	100	95	97	91	100	90	92	86	100	76	80	68	100	63	68	56	85	38	45	22	53	26	32	10	39	9	12	2	0
Montana	63.9	66.6	55.8	63.1	100	100	100	100	99	100	98	100	97	99	93	98	93	96	81	98	81	90	54	92	62	75	23	86	42	54	8	67	25	32	3	50
Nevada	63.0	65.5	56.5	62.6	100	100	100	100	99	100	97	100	98	100	92	100	94	98	83	100	83	91	59	88	68	79	38	63	43	53	16	50	24	30	6	13
Utah	61.0	61.5	54.0	63.0	-	-	-	-	-	-	-	-	96	96	87	90	91	94	74	86	80	84	50	66	58	63	23	24	31	34	6	39	11	13	1	19
PACIFIC:																																				
Oregon	58.1	61.4	51.6	-	100	100	100	-	97	99	95	-	92	96	86	-	80	89	63	-	59	77	23	-	38	55	5	-	23	34	1	-	10	15	0	-
Washington	56.5	57.5	52.6	-	100	100	100	-	96	97	94	-	89	90	83	-	76	79	62	-	58	63	36	-	32	38	11	-	14	16	3	-	3	4	14	-
Average	60.4	62.2	54.6	62.0	99	100	99	99	97	98	94	97	94	95	87	94	85	88	73	89	72	79	50	79	51	60	22	63	31	38	8	41	13	17	3	15
ALL STATES																																				
Average	59.0	60.4	54.0	60.5	99	100	99	99	97	98	95	96	92	94	85	92	81	85	69	85	66	72	47	75	45	52	21	56	26	32	7	36	12	14	2	13

- Indicates data not available.

Table 2.--Average speeds of vehicles and percentages of vehicles traveling in excess of various speeds, on level, straight sections of the completed portions of the rural Interstate System for 1968

Region and State	Average speed				Speed exceeded																				Speed limit 1/	Number of stations
					35 m.p.h.				40 m.p.h.				45 m.p.h.				50 m.p.h.				55 m.p.h.				60 m.p.h.				65 m.p.h.				70 m.p.h.					
	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus		
	Miles per hour				Percentage of vehicles																																	
NEW ENGLAND:																																				
Maine	54.1	54.8	57.4	65.6	100	100	100	100	100	100	100	100	100	100	96	100	96	97	85	100	89	92	66	100	73	77	35	85	48	58	6	69	20	21	2	9	70	5
New Hampshire	62.6	63.0	60.1	66.8	100	100	100	100	99	99	98	100	99	99	97	100	91	94	87	100	85	86	78	87	59	61	38	84	42	42	16	73	12	12	3	22	70 2/	4
MIDDLE ATLANTIC:																																				
New Jersey	54.5	56.9	51.8	51.3	100	100	100	100	99	100	98	100	94	98	90	83	81	91	69	68	47	65	27	33	23	35	9	0	4	6	1	0	1	2	1	0	60	1
New York	62.8	63.2	59.7	63.8	100	100	100	100	100	100	100	100	100	100	100	100	99	100	96	100	94	96	84	100	81	84	55	97	42	45	23	65	-	-	-	-	65 2/	26
Pennsylvania	54.7	56.4	51.3	56.7	99	99	98	100	97	97	94	98	90	92	82	93	72	80	57	84	48	60	24	58	20	29	5	39	2	3	0	7	-	-	-	-	60 2/	4
SOUTH ATLANTIC:																																				
Florida	64.8	65.2	57.8	-	100	100	100	-	100	100	100	-	100	100	99	-	94	96	79	-	87	91	57	-	63	70	20	-	43	48	7	-	10	11	1	-	70	4
North Carolina	61.1	62.1	58.3	66.5	100	100	100	100	99	100	98	100	98	99	95	100	93	97	83	100	82	88	67	100	51	59	30	100	16	20	4	50	-	-	-	-	65	5
South Carolina	64.5	66.0	60.1	-	100	100	100	-	100	100	99	-	100	100	99	-	97	99	90	-	90	95	76	-	74	82	51	-	49	60	19	-	12	16	2	-	70	2
Virginia	62.5	63.4	53.2	64.4	100	100	100	100	100	100	99	100	98	99	91	100	94	97	69	93	83	88	34	93	62	67	9	71	35	39	2	44	-	-	-	-	65	1
EAST NORTH CENTRAL:																																				
Michigan	62.0	64.2	55.0	66.8	100	100	99	100	100	100	98	100	98	99	93	100	91	96	78	100	78	86	52	100	58	70	19	100	36	46	3	42	17	22	0	8	70	6
EAST SOUTH CENTRAL:																																				
Mississippi	50.7	62.9	54.2	61.1	100	100	99	100	98	99	95	95	93	97	82	95	82	90	56	89	67	79	33	73	43	53	13	49	22	28	5	22	8	10	1	0	3/	12
WEST NORTH CENTRAL:																																				
Kansas	68.4	70.7	58.7	-	100	100	100	-	100	100	100	-	100	100	99	-	98	100	94	-	93	98	77	-	82	92	39	-	68	80	18	-	48	58	7	-	75	3
Minnesota	65.3	67.0	55.7	-	100	100	100	-	100	100	98	-	98	99	93	-	95	98	81	-	91	96	60	-	76	85	25	-	56	65	8	-	29	34	1	-	70	3
Missouri	63.8	65.6	58.6	63.3	100	100	100	100	100	100	100	100	100	100	98	100	96	99	89	100	89	94	74	100	64	75	31	67	43	54	10	17	13	17	1	0	70	3
North Dakota	66.7	69.3	57.2	-	100	100	99	-	99	100	98	-	98	100	91	-	94	98	80	-	87	94	51	-	75	86	34	-	60	72	16	-	38	44	10	-	75	4
South Dakota	66.4	67.8	60.9	67.4	100	100	100	100	100	100	100	100	100	100	100	100	98	99	96	100	91	95	77	100	74	82	43	96	50	59	16	48	26	32	4	19	75	6
WEST SOUTH CENTRAL:																																				
Arkansas	59.8	62.0	54.4	-	100	100	98	-	98	99	94	-	94	99	82	-	87	93	72	-	74	84	48	-	53	62	26	-	26	31	14	-	9	11	3	-	70	1
Oklahoma	62.4	63.4	57.0	58.8	100	100	99	100	100	100	99	100	99	100	96	100	97	98	92	100	84	89	64	70	73	79	47	50	40	45	14	20	18	22	3	0	70	11
Texas	60.0	61.5	54.9	59.2	100	100	99	100	97	98	94	92	93	94	84	87	82	86	70	72	71	77	52	62	49	57	27	56	34	41	11	47	11	14	2	7	70 2/	12
MOUNTAIN:																																				
Arizona	66.1	66.9	58.3	66.7	100	100	100	100	100	100	97	100	99	100	95	100	94	98	87	100	92	94	74	100	78	82	40	91	60	65	18	80	28	30	6	28	70	8
Colorado	63.5	64.7	55.3	70.5	99	100	91	100	98	100	89	100	97	99	85	100	95	97	80	100	87	91	62	100	70	76	29	100	45	50	14	100	-	16	1	50	70	4
Idaho	60.9	62.7	56.7	64.0	99	99	98	100	96	96	91	100	91	92	88	100	82	84	77	100	74	77	64	100	55	63	33	67	40	48	16	67	15	19	3	0	70 2/	7
Montana	65.1	67.7	57.4	64.0	100	100	100	100	99	100	97	100	97	99	93	96	93	96	81	96	82	90	50	84	68	80	30	71	47	58	13	59	29	37	4	50	4/	2
Nevada	65.5	67.4	58.7	-	100	100	100	-	100	100	100	-	100	100	100	-	97	97	96	-	89	94	68	-	76	85	36	-	54	62	16	-	34	39	10	-	4/	2
Utah	65.0	66.0	59.0	69.0	-	-	-	-	-	-	-	-	100	100	98	100	96	97	92	100	90	90	74	100	78	84	43	100	54	59	16	100	24	28	2	50	70	2
PACIFIC:																																				
Oregon	61.1	55.2	53.3	-	100	100	100	-	100	100	99	-	99	100	96	-	92	97	81	-	69	90	27	-	52	76	3	-	36	53	1	-	15	23	0	-	70	4
Washington	61.3	62.4	56.0	-	100	100	100	-	100	100	97	-	99	100	93	-	95	97	85	-	84	89	57	-	54	63	17	-	26	31	4	-	7	9	0	-	70	4
Average	62.8	64.4	56.7	63.7	100	100	99	100	99	100	97	99	98	99	93	97	94	95	82	95	81	88	59	87	62	71	29	74	40	47	11	51	19	23	3	17		

1/ All stations have the same speed limit unless otherwise noted.
2/ No more than two stations have different speed limits.
3/ Speed limit varies by station with 70 miles per hour maximum.
4/ Reasonable and prudent.
- Indicates data not available.



SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

DEPARTMENT OF TRANSPORTATION NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591 FHWA--316

(202) 962-8411

Mr. Kruberg
Room - 811-Nat

FOR RELEASE MONDAY,
April 14, 1969

GOVERNORS ALERTED TO SCHOOL BUS SAFETY PROBLEMS

The Department of Transportation's National Highway Safety Bureau has alerted the governors of all the States to the necessity of insuring the adequacy of school bus safety measures and maintenance programs.

In a letter to each of the governors, the NHSB's Acting Director, Dr. Robert Brenner, said the Bureau's longtime concern over inadequate school bus safety programs has been heightened by several recent developments.

First, by the results of two recently completed Bureau investigations of major school bus crashes last year. Both crashes resulted in a tragic loss of lives and serious injuries to school children. The Bureau's investigations disclose that inadequate maintenance was directly responsible for one of the crashes.

The second investigation conducted by the Bureau and the bus manufacturer disclosed the possibility of a malfunction in the braking system. As a result, General Motors issued its recent announcement that it would begin to recall some 10,450 1967 and 1968 Chevrolet and GMC school buses for correction of possible braking malfunctions which might result in a safety hazard.

The Bureau also called to the governors' attention the results of a school bus inspection program in one mid-western State in 1968, in which 40% of more than 10,000 school buses failed to pass inspection. Deficiencies involved brakes, lights, and windshield wipers and washers.

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Dr. Brenner warned that it might be some time before General Motors dealers can accomplish the necessary repairs on the more than 10,000 buses, and urges the governors to alert their school districts to warn drivers of these models to drive at reduced speeds and be prepared to use the mechanical emergency braking system.

The two crashes investigated by the NHSB were:

1. A crash on April 24, 1968, in which a school bus failed to stop before entering a major highway and struck a deep ditch on the opposite side of the road. Four children were killed and 42 were injured in the crash. Investigation showed a brake failure caused by the lack of brake fluid in the master cylinder. This deficiency should have been detected and corrected by maintenance personnel, if there had been an effective maintenance program.

2. A crash on November 19, in which a school bus failed to negotiate a downhill curve on a two-lane mountainous roadway. One child was killed and 21 were injured. Investigation disclosed severely worn brake linings and a failure of the primary cup in the master cylinder. The badly worn brake linings should also have been detected by maintenance personnel. The failure of the primary cup prompted the recall campaign.

The letter also points out that the safety of school bus operations is also linked to the performance of school bus drivers, as well as to vehicle maintenance. Therefore, the NHSB suggests the development of driver training programs for bus operators, with special emphasis on proper right-of-way procedures, "which recent experience indicates is a particularly important area."

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA—318

(202) 962-8411

FOR RELEASE THURSDAY,
APRIL 17, 1969

FHWA ISSUES MOTOR CARRIER FIRE REPORT

The Department of Transportation's Federal Highway Administration today made public a summary report for the first half of 1968 analyzing highway crashes by motor carriers which involved fire.

The FHWA's Bureau of Motor Carrier Safety says in the 6-month period there were 383 accidents involving fire reported by property carriers. That was 1.77 percent of the 21,682 accident reports submitted. The 383 accidents resulted in 85 fatalities, 179 injuries, and $4,115,512 in property damage.

Passenger carriers in the same period reported 8 accidents involving fire, or 0.64 percent of the 1,247 accident reports filed during the period. The 8 accidents resulted in 25 fatalities, 73 injuries, and $127,226 in property damage.

Copies of the report may be obtained from the Bureau of Motor Carrier Safety, Room 302A, 6th and D Streets, S.W., Washington, D.C. 20591.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA -- 319

Mr. Kruser
Room-811
MA7

FOR RELEASE FRIDAY,
APRIL 18, 1969

HIGHWAY CONSTRUCTION PRICE INDEX FOR 1ST QUARTER 1969

The cost of highway construction in the first quarter of 1969 dropped 6.7 percent below the previous quarter, to 123.4 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 6.7 percent follows a 10.7 percent increase for the previous quarter. The composite price index for the first quarter of 1969 is 2.4 percent above that for the first quarter of 1968.

The sharp rise in the fourth quarter of 1968 was due, primarily to the large increase in the average price of common excavation. The volume of highway construction awarded during this period was much lower than normal due to restrictions on funding. Low volumes of excavation or no awards at all in some States where low unit prices for excavation generally prevail, undoubtedly caused some of this increase. The first quarter composite decrease, therefore, returns the index to the normal trend.

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

	Price Index	Percentage Change
2nd quarter, 1967	112.3	- 0.7
3rd quarter, 1967	123.0	+ 9.5
4th quarter, 1967	119.2	- 3.1
1st quarter, 1968	120.6	+ 1.2
2nd quarter, 1968	121.2	+ 0.5
3rd quarter, 1968	119.5	- 1.4
4th quarter, 1968	132.3	+ 10.7
1st quarter, 1969	123.4	- 6.7

(more)

The price levels of the component items of the index in the first quarter of 1969, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

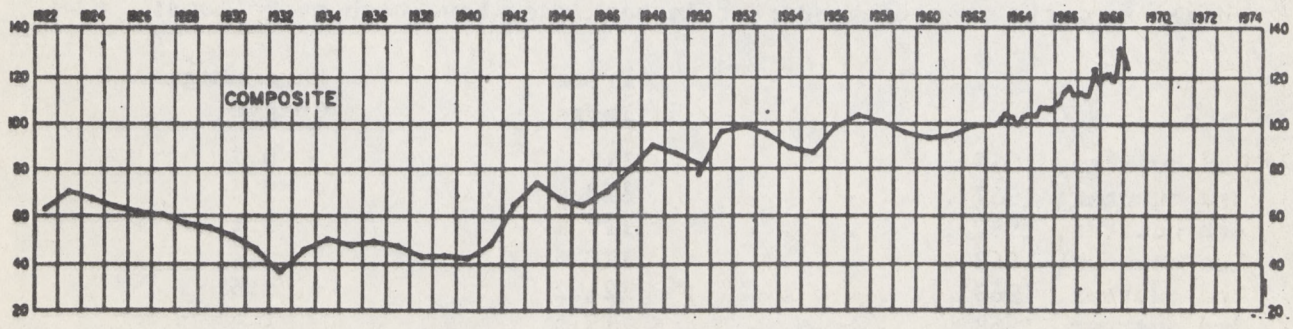
	Price Index 1957-59=100			Percentage change this quarter from --	
	First quarter 1969	Fourth quarter 1968	First quarter 1968	Fourth quarter 1968	First quarter 1968
Excavation	134.3	157.6	127.4	-14.8	+5.4
Surfacing:					
Portland cement concrete .	101.4	117.9	109.3	-14.0	-7.3
Bituminous concrete. . . .	101.7	101.4	100.1	+ 0.3	+1.7
Composite surfacing. . . .	101.6	109.3	104.5	- 7.1	-2.8
Structures:					
Reinforcing steel.	103.8	102.7	102.7	+ 1.1	+1.1
Structural steel	137.8	128.2	129.4	+ 7.5	+6.4
Structural concrete. . . .	139.8	137.9	137.2	+ 1.4	+1.9
Composite, structures	132.6	128.4	128.5	+ 3.3	+3.2
Composite price index	123.4	132.3	120.6	- 6.7	+2.4

The U. S. average contract unit prices for the index items during the fourth quarter of 1968 and the first quarter of 1969 are:

	Unit	4th Qtr. 1968	1st Qtr. 1969
Excavation	Cu. Yd.	$0.66	$0.56
Portland cement concrete surface	Sq. Yd.	5.16	4.44
Bituminous concrete surface	Ton	6.75	6.77
Structural reinforcement	Lb.	.133	.134
Structural steel	Lb.	.249	.268
Structural concrete	Cu. Yd.	74.71	75.72

PRICE TRENDS FOR FEDERAL-AID HIGHWAY CONSTRUCTION

1957-1959-100



DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591 FHWA--321

(202) 962-8411

FOR RELEASE MONDAY
APRIL 28, 1969

FHWA ACTS ON VEHICLE CERTIFICATION

The Department of Transportation's Federal Highway Administrator, Francis C. Turner, today denied a series of petitions for reconsideration of regulations issued last January for the certification of motor vehicles. At the same time, he granted a petition regarding certification of vehicle equipment.

The regulations, developed by the FHWA's National Highway Safety Bureau, determine the manner in which vehicle manufacturers certify that their vehicles meet all Federal Motor Vehicle Safety Standards applicable at the time of manufacture, under the National Traffic and Motor Vehicle Safety Act.

Turner denied petitions to omit the requirement that the certification label contain information on the month and year of manufacture of the vehicle. He commented that clear identification of the month and year of manufacture is important both to consumers who wish to know what Federal safety standards apply to the vehicle, and to the Bureau's enforcement personnel and customs officials checking imported vehicles.

He denied petitions to omit the requirement that the label contain the vehicle identification number, on the grounds that the requirement is necessary to deal with the application of forged certification labels to non-conforming vehicles, or the transfer of valid labels to non-conforming vehicles

Among other petitions denied were those requesting a delay in the proposed effective date of the regulations, now set at September 1, 1969.

However, Turner granted a request for reconsideration of the regulation as it applies to vehicle equipment. He held that there is a need for further study of the distribution and needs of the motor vehicle

(more)

equipment industry, with a view to the issuance in the near future of more specific certification requirements. In the meantime, manufacturers and distributors of vehicle equipment would continue to be governed by certification requirements which were the subject of a notice of November 4, 1967.

There are presently six Federal motor vehicle safety standards for equipment: Standard 106 on Hydraulic Brake Hoses, Standard 109 on New Passenger Car Tires, Standard 116 on Hydraulic Brake Fluids, Standard 205 on Glazing Materials, Standard 209 on Seat Belt Assemblies, and Standard 211 on Wheel Nuts, Wheel Discs, and Hub Caps.

Because some of the decisions announced today result in substantive changes in the regulations, Turner is issuing a Notice of Proposed Amendment to the Certification Regulations, and requesting comments on the proposed changes from all interested parties within 30 days of the publication of the notice in the Federal Register.

It is anticipated that an amended regulation will be issued shortly after the close of the comment period, and that the regulation will be effective on all motor vehicles manufactured on or after September 1, 1969.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

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(202) 962-8411

FOR RELEASE TUESDAY,
APRIL 29, 1969

FHWA EXTENDS COMMENT TIME ON CHILD SEATING PROPOSAL

The Department of Transportation's Federal Highway Administrator, Francis C. Turner, has announced an extension of time for interested parties to file comments and data on a Notice of Proposed Rule Making relating to child seating systems for motor vehicles.

The Notice of Proposed Rule Making on Child Seating Systems was issued on January 24, with comments due on February 21. In response to requests, the deadline was extended to April 25. The action announced today further extends the time for comments 60 days, to the close of business June 24, 1969.

The action is taken under the National Traffic and Motor Vehicle Safety Act of 1966, under which the FHWA's National Highway Safety Bureau is developing a Federal motor vehicle safety standard relating to child seating systems.

The Bureau has been informed there are some research programs now in progress which may provide substantial assistance in formulating a Federal standard, and that a number of scientific meetings on the general subject of child restraint systems for automobiles are scheduled for May and June, which may also provide additional information useful in developing such a standard. Therefore, the request for an additional extension of time for comments has been granted.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

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FHWA -- 317
PHONE: (202) 962-8411

FOR RELEASE SUNDAY AM's
May 4, 1969

FREEWAY MERGING SYSTEM TO BE TESTED NEAR BOSTON

A computerized traffic control system designed to ease the merging of motor vehicles from access ramps onto freeways is scheduled to be installed and tested in the Boston area shortly.

Secretary of Transportation John A. Volpe said today the experimental system, funded by DOT's Federal Highway Administration, will utilize a small digital computer and rampside displays to provide the motorist entering a freeway with information that will enable him to merge safely and smoothly. The displays will fit the ramp vehicles into gaps in the freeway.

An entrance ramp from Route 38 to Route 128 southbound in Woburn, Massachusetts, has been selected as the site of the testing expected to begin in June and continue over a six-month period. The Massachusetts Department of Public Works is cooperating in the project.

The system was developed by the Raytheon Company of Wayland, Massachusetts, under a $1,124,000 research contract with the Federal Highway Administration's Bureau of Public Roads which is seeking new ways to improve the flow of traffic on existing highways. Raytheon has awarded a contract for $69,800 to Horne Brothers of Cambridge, Massachusetts, to install the equipment.

Federal Highway Administrator Francis C. Turner said that the system will operate in the following manner:

A series of sensors will be installed in the pavement of the freeway's right lane to measure the speed of vehicles and size of gaps in the traffic stream. Sensors also will be installed in the entrance ramp pavement to determine the locations, speeds and types of ramp vehicles.

- more -

Information detected by the sensors will be transmitted to a computer that will match ramp vehicles with acceptable gaps in the freeway. Signals from the computer will be fed to a rampside display which will guide a driver so he arrives in the merge area the same time there is an adequate gap in freeway traffic.

Two types of displays will be tested and evaluated. In one, the driver will follow a series of green lights lit in sequence down the ramp. The progressive movement of the lights will pace his speed so he arrives at the freeway when there is space for him to enter. The other calls for a driver to adjust his car's speed to stay within a moving band of green light alongside the ramp. This will bring him to the merge area at the right moment.

If the Route 38 experiment proves successful, Turner said, the Bureau of Public Roads plans a more elaborate test of freeway control. A six-mile stretch of highway would be instrumented with a number of ramps regulated by a central digital computer. Under the experiment, traffic would be diverted to other ramps or to parrallel streets if there were an overload on the freeway, or a traffic jam due to an accident. The site for this test has not yet been selected.

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FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

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Phone: (202) 962-8411

FOR RELEASE THURSDAY
May 8, 1969

QUARTERLY REPORT ON THE FEDERAL-AID HIGHWAY PROGRAM, MARCH 31, 1969

Over 27,975 miles of the 42,500 mile National System of Interstate and Defense Highways are now open to traffic and construction is underway on another 5,050 miles, Secretary of Transportation John A. Volpe announced today.

Information as of March 31, 1969, compiled by DOT's Federal Highway Administration's Bureau of Public Roads showed that 66 percent of the 42,500 mile system is now open to traffic. Only 5 percent has not been advanced beyond the preliminary status.

The total mileage in use by passenger and commercial vehicles rose from 25,892 a year ago and 27,604 as of December 31, 1968, the date of the last survey, to 27,975 as of March 31. Thus mileage open to traffic was increased by 2,083 miles during the past 12 months, including 371 miles in the quarter ending March 31.

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

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

Of the 27,975 miles of the Interstate System now in use by motorists 22,537 miles meet the standards of adequacy for future traffic and 3,135 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 2,303 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.

(more)

In addition to the sections open to traffic, 5,050 miles were under construction as of March 31, and engineering or right-of-way acquisition was in progress on another 7,347 miles. Thus some form of work was underway or completed on 40,372 miles of the 42,500 mile system -- about 95 percent of the total.

Each State receives a yearly apportionment of Federal funds for work on approved Interstate System routes. The apportionment of $4.0 billion for fiscal year 1970 was announced on October 31, 1968. The preliminary scheduling and actual construction on Interstate routes are the responsibility of the States, subject to review by the Bureau of Public Roads.

The status of the Interstate System as of March 31, 1969 is shown on the accompanying map, and in detail in table 1. In summary, the status is as follows:

Mileage improved and open to traffic:	
Completed to full or acceptable standards:	
With Interstate funds	22,537
Improved to standards adequate for present traffic but additional improvement needed to meet full standards:	
With Interstate funds	3,135
Toll facilities	2,303
Total mileage improved and open to traffic	27,975
Mileage under construction	5,050
Preliminary engineering or right-of-way acquisition underway	7,347
Total mileage improved or work underway	40,372

Some $35.4 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 $25.73 billion, of which $21.08 billion was for construction and $4.65 billion for engineering and right-of-way acquisition. As of March 31, 1969 work estimated to cost $9.69 billion was underway or authorized, including $6.49 billion of construction, and $3.20 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 $1.425 billion was apportioned for fiscal year 1970, has also shown considerable accomplishment, with $25.42 billion worth of work involving 243,291 miles of construction contracts completed or underway.

Construction contracts involving 230,131 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of $21.24 billion; and contracts involving 13,160 miles at a cost of $4.18 billion were underway on March 31. In addition, $1.51 billion of engineering and right-of-way acquisition work had been completed and $744 million worth of such work was underway. The primary-secondary-urban program is financed by the Federal Government and the States on an equal-share basis. Data are reported by States in table III.

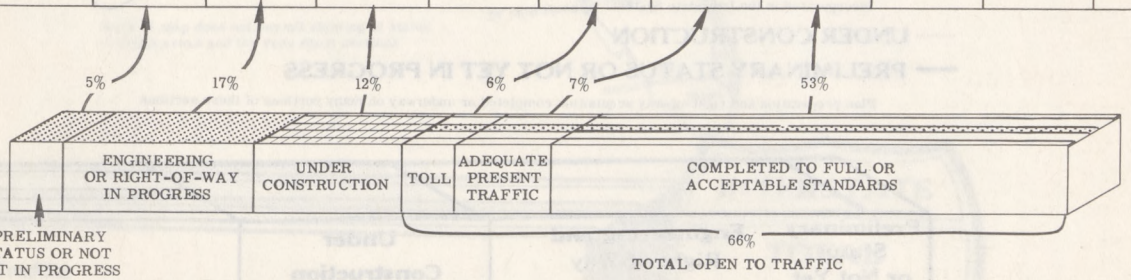
The Highway Trust Fund, source of Federal funds for the Federal-aid highway program received $1.186 billion of tax revenue income during the three months ended March 31 about 69 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to $746 million. The status of the Trust Fund is shown in table IV.

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF MARCH 31, 1969

TABLE I

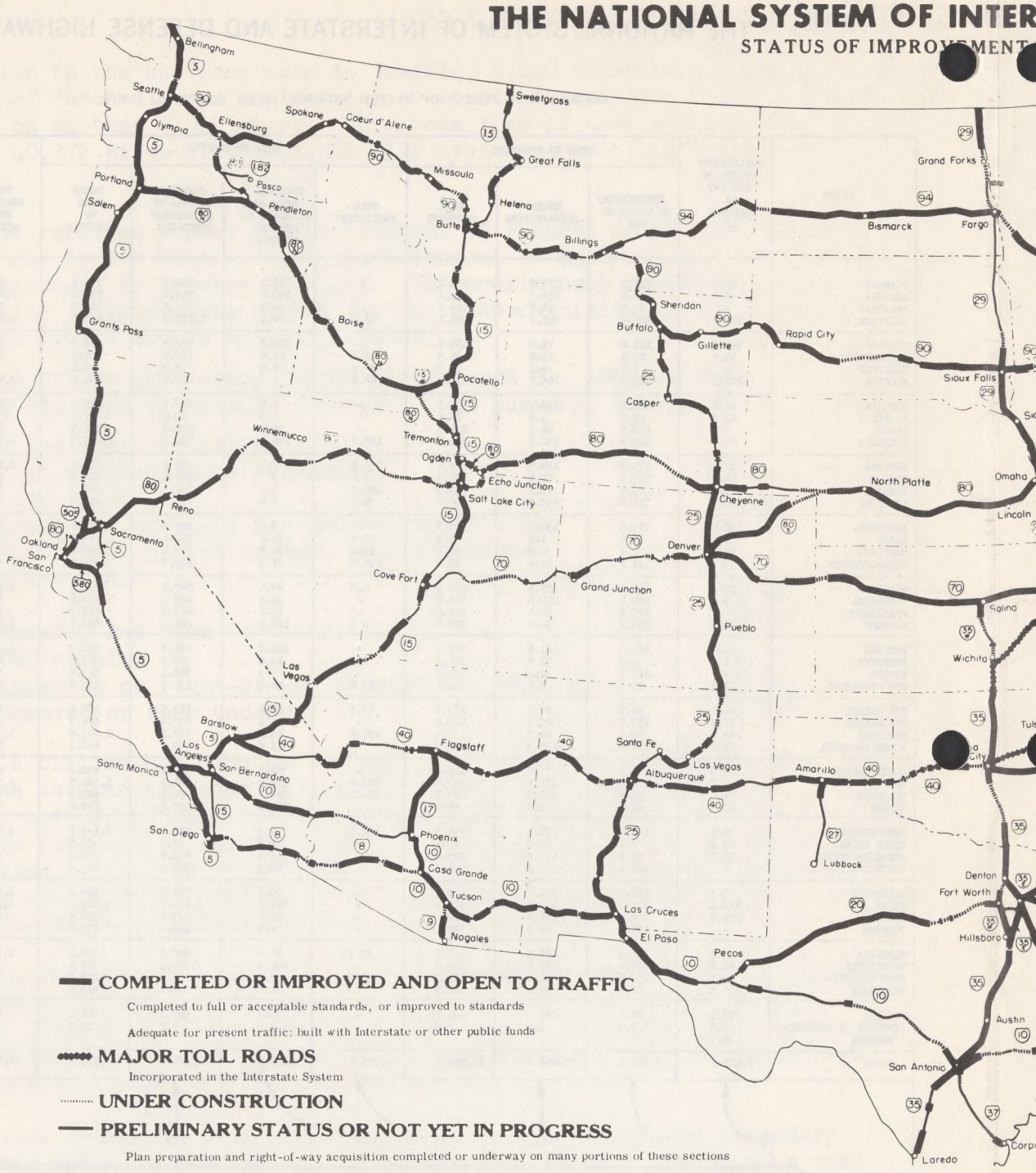
STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS			OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	COMPLETED TO FULL OR ACCEPTABLE STANDARDS	TOTAL OPEN TO TRAFFIC		
ALABAMA	19.2	211.2	174.9	386.1	-	141.1	350.2	491.3	896.6	ALABAMA
ARIZONA	5.9	158.8	214.3	373.1	-	240.8	552.4	793.2	1,172.2	ARIZONA
ARKANSAS	-	41.9	74.7	116.6	-	39.3	363.0	402.3	518.9	ARKANSAS
CALIFORNIA	103.8	406.9	301.2	708.1	10.2	300.1	1,151.6	1,461.9	2,273.8 2/	CALIFORNIA
COLORADO	143.9	111.0	71.0	182.0	-	112.8	537.2	650.0	975.9	COLORADO
CONNECTICUT	51.6	23.1	11.2	34.3	16.4	47.4	197.5	261.3	347.2	CONNECTICUT
DELAWARE	-	9.4	2.1	11.5	14.3	0.9	13.9	29.1	40.6	DELAWARE
FLORIDA	271.2	303.8	106.7	410.5	44.8	-	687.0	731.8	1,413.5	FLORIDA
GEORGIA	38.8	295.0	139.7	434.7	-	7.0	666.7	673.7	1,147.2	GEORGIA
HAWAII	11.6	22.2	5.9	28.1	-	1.6	10.5	12.1	51.8	HAWAII
IDAHO	-	126.2	88.3	214.5	-	96.3	300.8	397.1	611.6	IDAHO
ILLINOIS	83.8	309.9	232.2	542.1	155.7	148.1	793.5	1,097.3	1,723.2	ILLINOIS
INDIANA	14.0	179.9	159.5	339.4	156.9	15.4	603.4	775.7	1,129.1	INDIANA
IOWA	74.8	123.8	67.5	191.3	3.6	-	514.1	517.7	783.8	IOWA
KANSAS	19.6	80.5	70.1	150.6	185.9	0.3	464.1	650.3	820.5	KANSAS
KENTUCKY	-	148.8	130.9	279.7	39.2	3.4	416.3	458.9	738.6	KENTUCKY
LOUISIANA	30.0	173.5	192.3	365.8	-	6.4	301.0	307.4	703.2	LOUISIANA
MAINE	1.8	33.3	1.8	35.1	57.7	99.2	118.4	275.3	312.2	MAINE
MARYLAND	25.2	7.1	30.6	37.7	53.0	70.9	173.3	297.2	360.1 3/	MARYLAND
MASSACHUSETTS	19.1	31.1	31.4	62.5	134.4	27.3	223.7	385.4	467.0	MASSACHUSETTS
MICHIGAN	92.6	159.1	25.4	184.5	4.8	44.4	847.5	896.7	1,173.8	MICHIGAN
MINNESOTA	9.4	240.4	210.8	451.2	-	30.3	422.5	452.8	913.4	MINNESOTA
MISSISSIPPI	-	125.6	85.4	211.0	-	19.2	448.1	467.3	678.3	MISSISSIPPI
MISSOURI	26.6	258.6	34.2	292.8	0.3	160.8	665.4	826.5	1,145.9	MISSOURI
MONTANA	24.6	465.3	101.8	567.1	-	301.8	292.5	594.3	1,186.0	MONTANA
NEBRASKA	1.9	72.8	31.8	104.6	0.2	13.6	359.2	373.0	479.5	NEBRASKA
NEVADA	-	128.7	32.5	161.2	-	5.3	368.1	373.4	534.6	NEVADA
NEW HAMPSHIRE	11.3	25.3	6.1	31.4	22.0	14.8	135.6	172.4	215.1	NEW HAMPSHIRE
NEW JERSEY	46.0	94.7	58.3	153.0	46.3	26.4	113.5	186.2	385.2 4/	NEW JERSEY
NEW MEXICO	37.5	179.7	86.7	266.4	-	61.1	633.4	694.5	998.4	NEW MEXICO
NEW YORK	142.2	50.6	84.7	135.3	491.8	53.3	532.5	1,077.6	1,355.1	NEW YORK
NORTH CAROLINA	67.2	195.4	108.3	303.7	-	17.0	449.3	466.3	837.2	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	154.3	178.5	332.8	206.4	54.9	931.2	1,192.5	1,534.1	OHIO
OKLAHOMA	-	55.9	147.4	203.3	174.1	23.3	406.1	603.5	806.8	OKLAHOMA
OREGON	19.2	65.5	2.5	68.0	-	111.2	537.8	649.0	736.2	OREGON
PENNSYLVANIA	39.1	113.2	278.1	391.3	360.2	8.3	781.3	1,149.8	1,580.2	PENNSYLVANIA
RHODE ISLAND	25.0	9.1	14.0	23.1	-	13.8	36.8	50.6	98.7	RHODE ISLAND
SOUTH CAROLINA	73.7	92.1	133.7	225.8	-	15.1	441.2	456.3	755.8	SOUTH CAROLINA
SOUTH DAKOTA	-	161.4	93.2	254.6	-	60.3	364.3	424.6	679.2	SOUTH DAKOTA
TENNESSEE	7.5	262.1	150.7	412.8	-	90.5	534.3	624.8	1,045.1	TENNESSEE
TEXAS	126.1	538.3	379.7	918.0	-	287.4	1,834.8	2,122.2	3,166.3	TEXAS
UTAH	50.8	368.1	214.0	582.1	-	22.6	277.8	300.4	933.3	UTAH
VERMONT	-	104.5	42.9	147.4	-	4.4	168.6	173.0	320.4	VERMONT
VIRGINIA	9.8	216.6	150.9	367.5	37.6	44.8	608.5	690.9	1,068.2	VIRGINIA
WASHINGTON	68.8	124.4	18.6	143.0	-	182.5	359.9	542.4	754.2	WASHINGTON
WEST VIRGINIA	29.5	158.6	54.4	213.0	87.2	0.3	184.7	272.2	514.7	WEST VIRGINIA
WISCONSIN	105.5	1.7	39.2	40.9	-	24.7	392.1	416.8	563.2	WISCONSIN
WYOMING	78.2	80.5	101.2	181.7	-	30.3	623.8	654.1	914.0	WYOMING
DISTRICT OF COLUMBIA	9.9	7.9	1.7	9.6	-	2.9	7.2	10.1	29.6	DISTRICT OF COLUMBIA
PENDING	39.7 5/								39.7 5/	PENDING
TOTAL	2,127.8	7,346.6	5,050.2	12,396.8	2,303.0	3,135.5	22,536.9	27,975.4	42,500.0	TOTAL



1/ Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.
2/ Excludes the 17.2 mile Century Freeway (I-105) which was added to the system under the "Howard Bill."
3/ Excludes 28.5 miles of the Baltimore-Washington Parkway (I-295) which was added to the system under the "Howard Bill."
4/ Excludes 27.4 miles chargeable to the "Howard Bill" of the total 34.4 mile Trenton-Asbury Park Spur (I-195) which was added to the system under that Bill.
5/ Consists of mileage which has not been assigned to any specific route and is a reserve for final measurement of the system.

THE NATIONAL SYSTEM OF INTER

STATUS OF IMPROVEMENT



COMPLETED OR IMPROVED AND OPEN TO TRAFFIC

Completed to full or acceptable standards, or improved to standards

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

MAJOR TOLL ROADS

Incorporated in the Interstate System

UNDER CONSTRUCTION

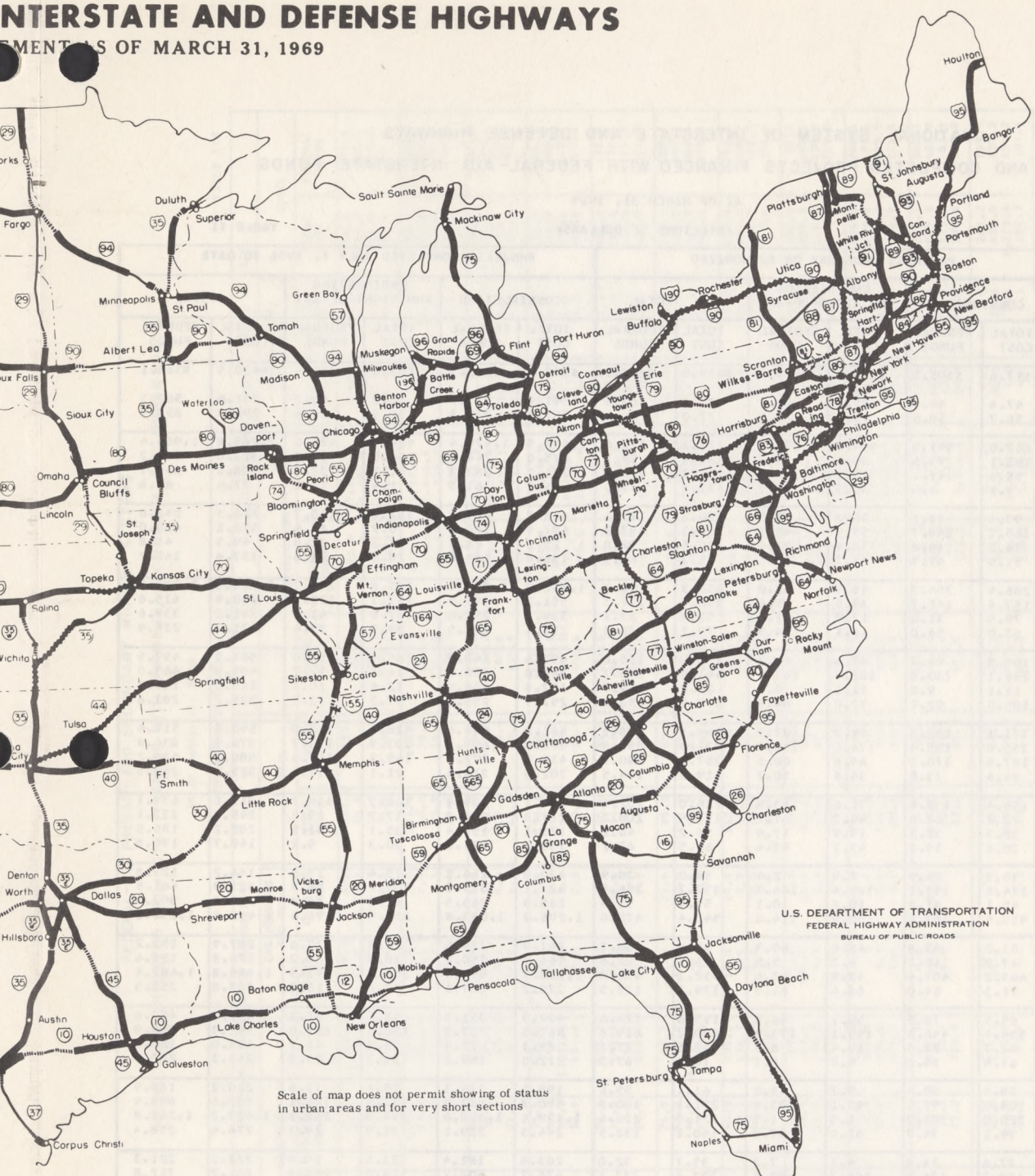
PRELIMINARY STATUS OR NOT YET IN PROGRESS

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

Preliminary Status or Not Yet in Progress	Engineering and Right-of-Way in Progress	Under Construction	
2,128 Miles	7,347 Miles	5,050 Miles	

NTERSTATE AND DEFENSE HIGHWAYS

EMENT AS OF MARCH 31, 1969



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

27,975 Miles

33,[redacted] Miles

INTERSTATE

TOTAL

42,500

MILES

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS

AS OF MARCH 31, 1969

/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	$117.4	$105.5	$118.4	$106.6	$235.8	$212.1	$377.6	$333.7	$53.3	$46.4	$430.9	$380.1
ALASKA												
ARIZONA	47.4	44.9	25.8	24.4	73.2	69.3	341.4	315.7	50.2	46.8	391.6	362.5
ARKANSAS	56.7	50.6	15.3	13.8	72.0	64.4	257.3	229.3	34.5	29.6	291.8	258.9
CALIFORNIA	667.0	591.4	444.1	379.2	1,111.1	970.6	1,685.5	1,479.4	584.3	485.2	2,269.8	1,964.6
COLORADO	103.1	71.6	30.8	28.1	133.9	99.7	275.0	244.5	38.0	32.7	313.0	277.2
CONNECTICUT	58.6	47.1	75.7	67.1	134.3	114.2	326.9	283.3	81.7	72.8	408.6	356.1
DELAWARE	7.3	6.5	30.5	26.5	37.8	33.0	76.2	67.5	1.4	1.1	77.6	68.6
FLORIDA	90.4	81.1	36.2	32.5	126.6	113.6	463.7	407.9	162.8	140.7	626.5	548.6
GEORGIA	165.2	148.7	53.9	48.5	219.1	197.2	407.9	360.6	70.2	62.4	478.1	423.0
HAWAII	74.5	64.6	30.9	27.4	105.4	92.0	25.2	22.0	24.3	21.8	49.5	43.8
IDAHO	51.5	47.7	13.7	12.6	65.2	60.3	136.8	124.6	20.6	17.6	157.4	142.2
ILLINOIS	286.4	254.3	46.9	42.0	333.3	296.3	1,252.5	1,082.0	275.8	241.2	1,528.3	1,323.2
INDIANA	157.4	141.7	39.5	35.6	196.9	177.3	551.2	491.9	137.7	123.7	688.9	615.6
IOWA	79.9	71.6	12.9	11.5	92.8	83.1	334.2	297.6	47.0	41.0	381.2	338.6
KANSAS	63.0	56.0	16.1	14.5	79.1	70.5	231.1	203.5	39.9	35.4	271.0	238.9
KENTUCKY	106.3	94.9	67.6	60.7	173.9	155.6	496.6	443.5	65.1	54.0	561.7	497.5
LOUISIANA	259.1	230.3	182.7	163.4	441.8	393.7	481.8	430.3	14.1	12.7	495.9	443.0
MAINE	11.1	9.8	11.1	9.9	22.2	19.7	152.6	134.9	12.4	10.7	165.0	145.6
MARYLAND	105.5	92.1	72.0	64.8	177.5	156.9	297.9	255.1	37.3	32.5	335.2	287.6
MASSACHUSETTS	171.1	150.8	98.0	87.3	269.1	238.1	461.8	404.6	128.5	113.8	590.3	518.4
MICHIGAN	155.8	138.4	176.0	158.4	331.8	296.8	769.0	659.6	207.9	177.2	976.9	836.8
MINNESOTA	187.8	170.2	69.4	60.5	257.2	230.7	414.8	372.6	165.3	147.6	580.1	520.2
MISSISSIPPI	84.6	73.8	34.4	30.7	119.0	104.5	302.5	270.5	21.1	18.0	323.6	288.5
MISSOURI	154.4	138.4	71.6	63.9	226.0	202.3	547.1	489.4	168.5	149.7	715.6	639.1
MONTANA	72.7	67.0	45.2	41.2	117.9	108.2	227.3	206.3	17.7	15.8	245.0	222.1
NEBRASKA	38.3	30.3	19.9	17.9	58.2	48.2	173.1	154.4	35.1	31.1	208.2	185.5
NEVADA	20.8	19.8	45.7	43.4	66.5	63.2	130.4	121.6	10.3	9.2	140.7	130.8
NEW HAMPSHIRE	30.2	26.5	2.8	2.4	33.0	28.9	130.8	114.5	15.4	13.3	146.2	127.8
NEW JERSEY	174.3	150.1	163.4	146.3	337.7	296.4	423.1	375.0	100.2	86.8	523.3	461.8
NEW MEXICO	45.1	41.8	10.8	10.1	55.9	51.9	288.9	265.5	41.3	36.8	330.2	302.3
NEW YORK	410.4	357.4	130.0	114.6	540.4	472.0	1,206.7	1,033.8	235.9	198.4	1,442.6	1,232.2
NORTH CAROLINA	51.0	45.8	45.4	40.9	96.4	86.7	261.9	229.6	26.0	22.6	287.9	252.2
NORTH DAKOTA	17.9	16.1	6.2	5.5	24.1	21.6	166.3	150.2	10.5	9.2	176.8	159.4
OHIO	463.2	407.4	48.9	42.6	512.1	450.0	1,130.9	990.9	554.9	491.5	1,685.8	1,482.4
OKLAHOMA	71.3	64.0	68.4	61.5	139.7	125.5	270.2	237.3	17.6	15.2	287.8	252.5
OREGON	85.5	78.8	50.1	46.0	135.6	124.8	402.9	351.3	58.1	52.3	461.0	403.6
PENNSYLVANIA	504.6	446.6	195.1	173.2	699.7	619.8	861.5	757.9	130.8	111.0	992.3	868.9
RHODE ISLAND	32.7	28.3	10.4	8.9	43.1	37.2	85.1	73.4	53.9	46.7	139.0	120.1
SOUTH CAROLINA	61.4	55.2	9.0	8.1	70.4	63.3	212.0	189.2	31.3	27.8	243.3	217.0
SOUTH DAKOTA	55.4	50.4	5.7	5.2	61.1	55.6	195.1	175.3	15.1	13.6	210.2	188.9
TENNESSEE	108.0	97.1	93.1	83.4	201.1	180.5	558.8	502.3	121.8	106.1	680.6	608.4
TEXAS	320.0	283.9	1.9	1.7	321.9	285.6	1,128.4	1,000.0	298.8	268.8	1,427.2	1,268.8
UTAH	79.1	74.7	61.0	57.8	140.1	132.5	244.5	229.1	31.9	29.3	276.4	258.4
VERMONT	27.6	24.8	8.1	7.2	35.7	32.0	203.8	181.4	23.4	19.9	227.2	201.3
VIRGINIA	193.7	174.5	108.7	97.9	302.4	272.4	676.7	602.2	124.5	110.6	801.2	712.8
WASHINGTON	83.8	75.9	69.7	63.1	153.5	139.0	470.8	409.2	107.0	94.5	577.8	503.7
WEST VIRGINIA	136.1	122.3	98.9	89.2	235.0	211.5	265.1	237.2	42.6	37.2	307.7	274.4
WISCONSIN	15.6	14.0	24.5	20.9	40.1	34.9	297.1	264.2	62.1	54.4	359.2	318.6
WYOMING	33.5	31.0	10.8	10.0	44.3	41.0	273.3	251.5	12.9	11.6	286.2	263.1
DIST. OF COL.	98.1	76.2	89.0	79.5	187.1	155.7	126.2	111.0	32.0	27.8	158.2	138.8
PUERTO RICO												
TOTAL	6,491.7	5,741.8	3,196.0	2,848.4	9,687.7	8,590.2	21,077.4	18,618.5	4,653.0	4,056.1	25,730.4	22,674.6

FEDERAL-AID PRIMARY AND SECONDARY HIGHWAY SYSTEMS

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

AS OF MARCH 31, 1969

/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	$49.7	$25.8	300.0	$19.7	$9.9	$69.4	$35.7	$402.9	201.9	7,200.5	37.7	18.5	440.6	220.4
ALASKA	44.0	41.3	138.8	30.8	29.2	74.8	70.5	281.9	261.4	2,374.4	31.3	29.5	313.2	290.9
ARIZONA	25.2	17.6	94.0	.4	.3	25.6	17.9	209.3	145.3	1,802.1	4.5	3.0	213.8	148.3
ARKANSAS	59.8	27.9	367.7	14.1	7.0	73.9	34.9	277.2	140.2	4,897.8	18.4	8.9	295.6	149.1
CALIFORNIA	198.3	106.3	194.4	3.5	2.0	201.8	108.3	1,242.7	651.6	3,377.1	7.7	4.5	1,250.4	656.1
COLORADO	21.9	12.5	164.2	13.1	7.5	35.0	20.0	296.1	159.5	3,441.4	37.7	20.4	333.8	179.9
CONNECTICUT	35.6	17.9	12.4	.3	.1	35.9	18.0	182.8	89.4	245.7	30.5	14.7	213.3	104.1
DELAWARE	13.1	7.1	40.4	3.1	1.6	16.2	8.7	76.1	37.1	468.6	6.3	3.2	82.4	40.3
FLORIDA	89.0	44.6	232.8	10.9	5.4	99.9	50.0	431.0	199.7	3,326.3	3.8	1.8	434.8	201.5
GEORGIA	106.5	54.2	554.6	34.5	17.3	141.0	71.5	423.2	209.2	5,365.8	48.9	24.2	472.1	233.4
HAWAII	11.2	5.4	16.9	8.1	4.0	19.3	9.4	60.6	29.7	133.1	16.5	8.1	77.1	37.8
IDAHO	31.5	21.4	238.7	10.5	6.6	42.0	28.0	139.5	88.7	2,173.4	14.0	7.7	153.5	96.4
ILLINOIS	148.7	75.6	424.6	10.1	5.0	158.8	80.6	935.4	479.8	7,493.7	44.3	21.9	979.7	501.7
INDIANA	88.5	44.3	144.3	13.3	6.7	101.8	51.0	479.1	246.7	3,349.9	69.6	33.0	548.7	279.7
IOWA	67.0	34.1	1,091.8	1.8	1.1	68.8	35.2	425.2	219.3	10,722.9	12.9	6.4	438.1	225.7
KANSAS	64.5	32.6	657.0	5.9	2.9	70.4	35.5	409.6	205.5	12,705.6	33.0	16.5	442.6	222.0
KENTUCKY	60.6	29.5	100.7	20.0	9.9	80.6	39.4	301.4	152.1	2,323.0	51.9	25.4	353.3	177.5
LOUISIANA	63.3	32.3	145.3	31.2	15.6	94.5	47.9	343.6	166.9	2,752.1	11.0	5.5	354.6	172.4
MAINE	16.2	7.9	61.7	3.2	1.6	19.4	9.5	145.4	72.4	925.3	19.4	9.1	164.8	81.5
MARYLAND	45.9	21.9	122.6	8.7	4.3	54.6	26.2	224.0	111.7	1,394.9	4.5	2.2	228.5	113.9
MASSACHUSETTS	52.5	26.9	48.2	42.8	21.4	95.3	48.3	326.2	160.0	424.1	47.5	23.7	373.7	183.7
MICHIGAN	94.9	47.6	309.9	46.1	23.0	141.0	70.6	765.0	367.6	8,971.8	37.2	17.6	802.2	385.2
MINNESOTA	89.5	41.5	1,094.2	2.7	1.4	92.2	42.9	505.9	257.6	14,251.5	21.1	10.7	527.0	268.3
MISSISSIPPI	36.0	17.2	335.6	17.4	8.8	53.4	26.0	317.4	155.9	7,388.8	28.9	14.5	346.3	170.4
MISSOURI	95.0	48.0	297.1	17.9	10.0	112.9	58.0	481.1	245.5	9,658.5	98.8	47.5	579.9	293.0
MONTANA	21.7	12.8	176.7	9.9	5.7	31.6	18.5	275.0	164.9	4,474.9	27.0	15.0	302.0	179.9
NEBRASKA	33.7	17.3	417.4	5.0	2.5	38.7	19.8	343.1	176.1	7,672.5	31.6	15.6	374.7	191.7
NEVADA	18.4	15.7	43.6	8.4	7.6	26.8	23.3	106.6	90.8	1,766.3	12.2	10.1	118.8	100.9
NEW HAMPSHIRE	12.7	6.0	19.4	1.5	.6	14.2	6.6	102.6	50.8	433.1	3.3	1.6	105.9	52.4
NEW JERSEY	103.4	45.6	57.4	104.1	50.3	207.5	95.9	288.1	143.6	494.6	35.2	17.7	323.3	161.3
NEW MEXICO	23.9	16.6	99.2	3.3	2.1	27.2	18.7	198.5	129.4	2,320.7	17.9	10.5	216.4	139.9
NEW YORK	331.2	144.8	230.6	3.9	2.0	335.1	146.8	1,540.5	717.9	3,345.8	23.9	11.4	1,564.4	729.3
NORTH CAROLINA	81.8	40.4	170.3	57.9	28.9	139.7	69.3	430.2	215.0	4,834.0	63.8	31.6	494.0	246.6
NORTH DAKOTA	12.7	6.4	576.4	.8	.5	13.5	6.9	244.9	124.6	13,312.6	13.8	7.0	258.7	131.6
OHIO	194.4	95.0	234.1	3.7	1.9	198.1	96.9	731.2	383.4	2,610.4	106.1	52.5	837.3	435.9
OKLAHOMA	60.1	28.7	353.0	8.4	4.1	68.5	32.8	414.4	206.9	6,038.9	14.5	6.9	428.9	213.8
OREGON	19.7	12.4	37.1	6.6	4.2	26.3	16.6	266.3	152.2	2,116.5	18.8	10.9	285.1	163.1
PENNSYLVANIA	258.8	126.1	216.7	54.2	27.1	313.0	153.2	794.4	391.0	1,981.2	68.5	31.0	862.9	422.0
RHODE ISLAND	16.9	8.3	20.7	6.0	2.9	22.9	11.2	93.9	46.5	237.8	30.0	14.9	-123.9	61.4
SOUTH CAROLINA	57.6	27.2	763.4			57.6	27.2	253.5	128.1	6,946.3	20.9	10.5	274.4	138.6
SOUTH DAKOTA	18.2	10.4	328.6	1.0	.6	19.2	11.0	257.7	141.9	9,177.1	3.5	2.0	261.2	143.9
TENNESSEE	42.6	20.6	274.3	18.1	9.1	60.7	29.7	405.2	204.0	7,012.6	50.8	23.8	456.0	227.8
TEXAS	225.6	116.3	936.9			225.6	116.3	1,269.0	653.6	18,477.9	4.8	2.6	1,273.8	656.2
UTAH	16.2	12.4	89.7	9.2	7.1	25.4	19.5	142.0	100.8	1,515.8	9.3	6.3	151.3	107.1
VERMONT	8.9	4.5	18.8	2.0	1.0	10.9	5.5	88.5	44.2	512.6	12.5	5.7	101.0	49.9
VIRGINIA	64.6	33.1	168.3	7.9	3.9	72.5	37.0	423.0	206.1	3,747.9	49.2	23.6	472.2	229.7
WASHINGTON	21.4	11.3	130.4	11.8	6.3	33.2	17.6	351.9	172.0	3,767.4	18.6	9.7	370.5	181.7
WEST VIRGINIA	57.4	29.2	44.0	18.5	9.4	75.9	38.6	162.7	81.2	1,100.1	42.1	21.0	204.8	102.2
WISCONSIN	62.5	30.9	384.6	20.6	10.3	83.1	41.2	465.1	231.5	6,386.6	54.3	26.8	519.4	258.3
WYOMING	18.1	12.6	145.9	3.5	2.3	21.6	14.9	161.8	106.0	2,295.3	6.6	4.3	168.4	110.3
DIST. OF COL.	23.2	14.6	7.2	6.8	3.5	30.0	18.1	91.1	45.9	73.5	7.8	3.8	98.9	49.7
PUERTO RICO	21.5	10.6	27.6	1.2	.6	22.7	11.2	144.4	65.5	309.9	27.2	11.0	171.6	76.5
TOTAL	3,435.8	1,751.0	13,159.9	744.4	397.0	4,180.2	2,148.0	19,728.0	10,228.5	230,130.9	1,511.3	765.9	21,239.3	10,994.4

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV

	THREE MONTHS ENDED MARCH 31, 1969	FISCAL YEAR 7-1-68 TO 3-31-69
Balance at beginning of period	$ 777,770	$ 981,572
Income:		
Tax revenue:		
Motor-fuel taxes (net after refunds)	822,040	2,518,054
Less motorboat fuel revenue 1/	1,500	24,800
Net for highways	820,540	2,493,254
Trucks, buses, and trailers	160,216	394,520
Tires, tubes and tread rubber	150,822	426,135
Vehicle use	17,083	98,714
Parts and accessories, trucks and buses	25,059	71,164
Lubricating oil (net after refunds)	12,279	68,819
Total excise revenues	1,185,999	3,552,606
Interest earned	3,986	25,974
Total Income	1,189,985	3,578,580
Disbursements:		
For highways	746,302	3,338,699
Interest on advances from General Fund	-	-
Total Disbursements	746,302	3,338,699
Balance at end of period	1,221,453	1,221,453

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 | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA -- 320

Phone - (202) 962-8411

QUARTERLY REPORT ON THE APPALACHIAN HIGHWAY PROGRAM AS OF MARCH 31, 1969

For Release Sunday,
May 11, 1969

Secretary of Transportation John A. Volpe announced today that since passage of the Appalachian Regional Development Act in 1965, $671 million in Federal and State funds was obligated through March 31, 1969 for development highways and local access roads. The Federal share was $381 million.

As of the end of March, 768 miles were completed or under construction, an increase of 35 miles since the December 31, 1968 quarterly report. Of the total, 234 miles were completed and 534 miles were under construction. Engineering and right-of-way acquisition were underway on 1,296 miles.

The status of development and the funds obligated for the Appalachian highway program, compiled by the Federal Highway Administration's Bureau of Public Roads, are given in Table 1 for Appalachian development highways and in Table 2 for local access roads.

As shown in Table 1, 146 miles of the 2,557 miles of development highways being considered for improvement were completed and 396 miles were under construction. Preliminary engineering and right-of-way acquisition were underway or completed on 1,155 miles, centerline locations were approved on 152 miles, and route location studies were underway or completed on 624 miles. Work has not yet been started on the remaining 84 miles.

Table 2 shows that of the 452 miles of local access roads approved as of March 31, 88 miles were completed, and 138 miles were under construction. Preliminary engineering and right-of-way acquisition were underway or completed on 141 miles, centerline locations were approved on 21 miles, and route location studies were underway or completed on 4 miles. No work was started on the remaining 60 miles of approved access roads.

(more)

The Appalachian Regional Development Act 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 initially 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.

This work is being done by the Appalachian States through the Appalachian Regional Commission and in cooperation with the Bureau of Public Roads. The Commission consists of Governors of the 13 States and a Federal Co-chairman appointed by the President. Its primary purpose is to conduct a coordinated attack on the region's most severe economic problems, one of which has long been transportation. The Appalachian development highway system has been designed to furnish improved access throughout Appalachia to open it up more fully to trade and commerce.

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 employed in the Appalachian highway program. The highways are designed in accordance with standards developed by the various States through the American Association of State Highway Officials, and approved by the Bureau of Public Roads.

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APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE
AS OF MARCH 31, 1969

TABLE 1

STATE	APPALACHIAN IMPROVEMENT COMPLETED	WORK IN PROGRESS					ROUTE LOCATION WORK NOT STARTED	CORRIDOR MILEAGE BEING CONSIDERED FOR APPALACHIAN IMPROVEMENT 1/	TOTAL APPALACHIAN CORRIDOR MILEAGE	FUNDS OBLIGATED UNDER APPALACHIAN PROGRAM	
		UNDER CONSTRUCTION	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	$ 17,837,000	$ 9,631,500
Kentucky	40.2	80.0	235.6	6.2	55.7	377.5	-	417.7	581.0	111,089,913	74,038,651
Maryland	6.4	3.6	37.6	3.0	-	44.2	27.5	78.1	82.2	21,679,743	12,122,996
Mississippi	-	-	-	-	-	-	-	-	-	-	-
New York	-	49.4	150.6	-	18.1	218.1	12.4	230.5	260.0	105,479,229	47,088,000
North Carolina	14.2	36.5	101.2	8.9	26.3	172.9	11.0	198.1	199.4	37,739,501	21,392,579
Ohio	-	49.7	121.5	6.5	22.1	199.8	2.3	202.1	295.1	40,832,195	23,852,940
Pennsylvania	9.8	48.1	170.1	-	203.8	422.0	-	431.8	489.9	86,396,068	43,210,311
South Carolina	-	-	-	-	-	-	-	-	-	-	-
Tennessee	12.5	43.3	106.9	54.2	72.6	277.0	30.6	320.1	332.9	47,915,619	29,700,502
Virginia	54.1	27.9	15.1	-	81.3	124.3	-	178.4	203.4	60,091,194	36,571,947
West Virginia	9.1	43.0	201.5	16.0	144.1	404.6	-	413.7	423.6	106,223,489	60,798,624
Total	146.3	395.7	1,155.5	151.6	624.0	2,326.8	83.8	2,556.9	2,956.5	635,283,951	358,408,050
Percent of Total Under Consideration	6	16	45	6	24	91	3	100			

1/ 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 MARCH 31, 1969

TABLE 2

STATE	APPALACHIAN IMPROVEMENT COMPLETED	WORK IN PROGRESS					ROUTE LOCATION WORK NOT STARTED	TOTAL MILEAGE	FUNDS OBLIGATED UNDER APPALACHIAN PROGRAM	
		UNDER CONSTRUCTION	ENGINEERING AND RIGHT-OF-WAY	CENTER-LINE LOCATION APPROVED	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY			TOTAL COST	FEDERAL FUNDS
Alabama	62.4	52.2	39.8	7.3	2.4	101.7	25.5	189.6	$ 14,207,736	$ 9,236,644
Georgia	2.0	-	9.0	0.9	-	9.9	-	11.9	218,550	151,605
Kentucky	0.4	1.7	25.9	-	-	27.6	-	28.0	1,095,802	653,920
Maryland	-	2.5	-	0.4	-	2.9	-	2.9	858,930	378,500
Mississippi	-	-	-	-	-	-	17.7	17.7	1,126,050	788,233
New York	-	1.9	-	-	-	1.9	-	1.9	525,000	238,748
North Carolina	0.2	-	12.6	-	0.6	13.2	-	13.4	463,455	324,101
Ohio	6.4	7.0	12.3	-	-	19.3	0.8	26.5	2,214,209	974,131
Pennsylvania	3.5	3.2	2.6	3.5	0.9	10.2	9.9	23.6	2,301,160	1,514,861
South Carolina	-	39.4	20.9	-	-	60.3	6.4	66.7	7,396,790	5,177,151
Tennessee	-	21.5	15.3	9.0	-	45.8	-	45.8	3,502,364	2,451,652
Virginia	1.3	8.3	-	-	-	8.3	-	9.6	947,484	644,008
West Virginia	12.0	0.2	2.3	-	-	2.5	-	14.5	634,304	373,548
Total	88.2	137.9	140.7	21.1	3.9	303.6	60.3	452.1	35,491,834	22,907,102
Percent of Total Mileage	20	30	31	5	1	67	13	100		

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF MARCH 31, 1969

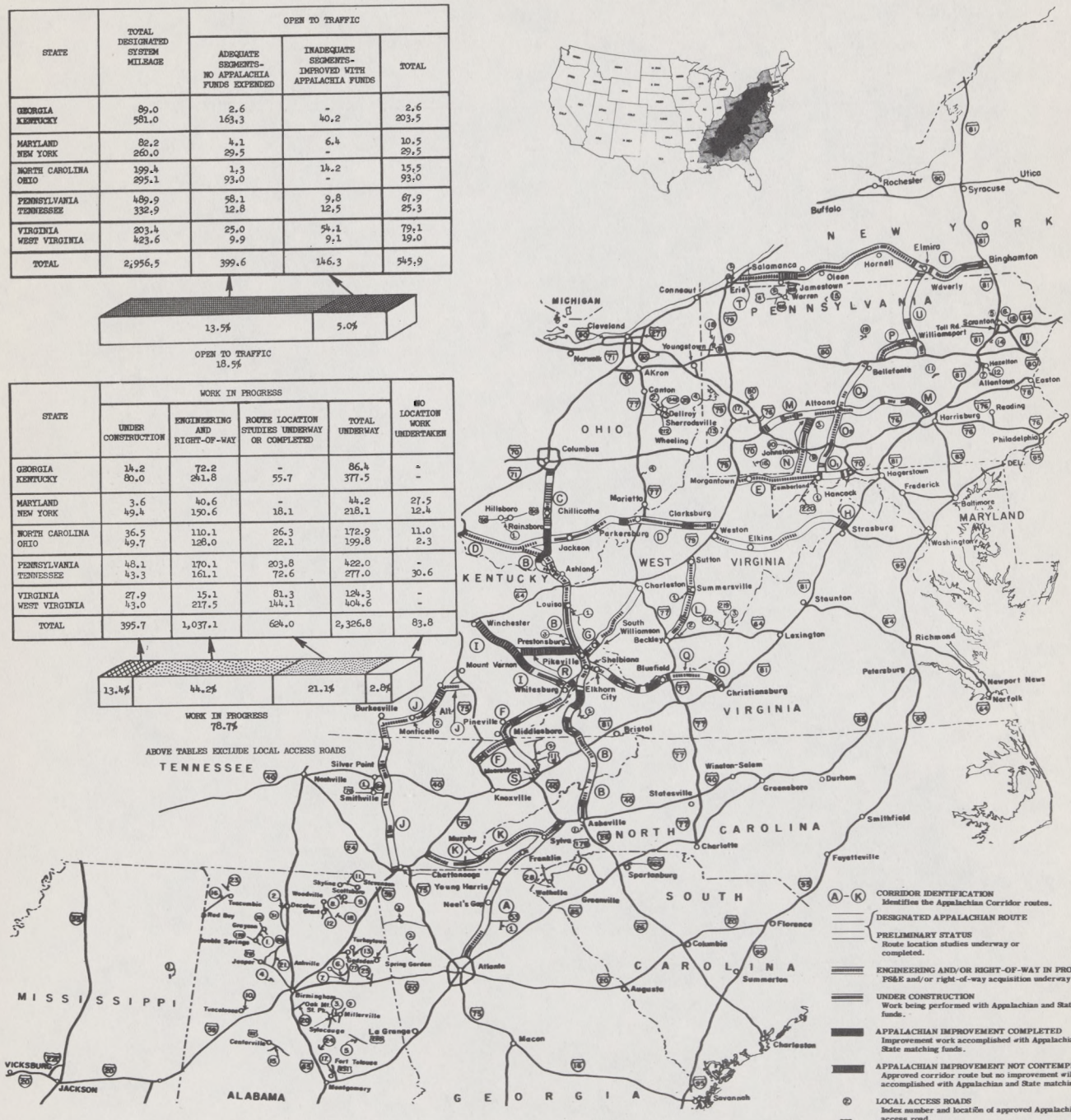
STATE	TOTAL DESIGNATED SYSTEM MILEAGE	OPEN TO TRAFFIC		
		ADEQUATE SEGMENTS- NO APPALACHIA FUNDS EXPENDED	INADEQUATE SEGMENTS- IMPROVED WITH APPALACHIA FUNDS	TOTAL
GEORGIA	89.0	2.6	-	2.6
KENTUCKY	581.0	163.3	40.2	203.5
MARYLAND	82.2	4.1	6.4	10.5
NEW YORK	260.0	29.5	-	29.5
NORTH CAROLINA	199.4	1.3	14.2	15.5
OHIO	295.1	93.0	-	93.0
PENNSYLVANIA	489.9	58.1	9.8	67.9
TENNESSEE	332.9	12.8	12.5	25.3
VIRGINIA	203.4	25.0	54.1	79.1
WEST VIRGINIA	423.6	9.9	9.1	19.0
TOTAL	2,956.5	399.6	146.3	545.9

OPEN TO TRAFFIC
18.5%

STATE	WORK IN PROGRESS				NO LOCATION WORK UNDERTAKEN
	UNDER CONSTRUCTION	ENGINEERING AND RIGHT-OF-WAY	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY	
GEORGIA	14.2	72.2	-	86.4	-
KENTUCKY	80.0	241.8	55.7	377.5	-
MARYLAND	3.6	40.6	-	44.2	27.5
NEW YORK	49.4	150.6	18.1	218.1	12.4
NORTH CAROLINA	36.5	110.1	26.3	172.9	11.0
OHIO	49.7	128.0	22.1	199.8	2.3
PENNSYLVANIA	48.1	170.1	203.8	422.0	-
TENNESSEE	43.3	161.1	72.6	277.0	30.6
VIRGINIA	27.9	15.1	81.3	124.3	-
WEST VIRGINIA	43.0	217.5	144.1	404.6	-
TOTAL	395.7	1,037.1	624.0	2,326.8	83.8

WORK IN PROGRESS
78.7%

ABOVE TABLES EXCLUDE LOCAL ACCESS ROADS



ABOVE TABLES EXCLUDE LOCAL ACCESS ROADS

(A-K) CORRIDOR IDENTIFICATION
Identifies the Appalachian Corridor routes.

DESIGNATED APPALACHIAN ROUTE

PRELIMINARY STATUS
Route location studies underway or completed.

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

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

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

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

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

(95) INTERSTATE HIGHWAY

Mr. Kruser
Room 811
Natome

DEPARTMENT OF TRANSPORTATION NEWS

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FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

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FHWA--324

FOR WEDNESDAY RELEASE
May, 21, 1969

REGULATIONS ISSUED FOR AUTO CONSUMER SAFETY INFORMATION

The Federal Highway Administration today announced amendments to regulations requiring automobile manufacturers to provide consumers with specific safety performance information about new cars.

Federal Highway Administrator F. C. Turner said the amendments are intended to give consumers more meaningful, easily understood, and technically sound information on which to compare various makes and models of cars. He said the need for simplicity and clarity in the required safety information has been emphasized by consumer interests and manufacturers alike.

Affected are regulations issued earlier this year requiring auto makers to provide information on vehicle stopping distances, tire reserve loads, and acceleration and passing ability. The effective date for the regulations has been changed from October 1, 1969 to January 1, 1970, in order to allow adequate time for manufacturers to prepare the required information.

The amendments modify the original requirement restricting the grouping of vehicles for purposes of providing information. In order to avoid requiring a multiplicity of different information documents, the amendments permit manufacturers to group vehicles at their discretion, so long as each vehicle in the group can meet or exceed the performance levels indicated, and the vehicles in each group are identified in the terms by which they are normally described to the public. Thus, under the changes, auto makers must provide minimum safety performance information met or exceeded by any vehicle to which they apply. The amended regulations also apply to manufacturers with annual production of 500 or fewer vehicles, previously exempted from certain consumer information requirements.

The regulations continue to require information on stopping distances at 60 mph, but the requirement concerning stopping distances at 30 mph has been eliminated because the comparative stopping distances of different vehicles at the lower speed is not considered meaningful.

(more)

The information required on acceleration and passing ability will now be permitted to be displayed in a simplified chart showing passing distances and times for a simple, straight-line, passing maneuver at both low and high speeds.

Under the amended tire reserve load requirements, manufacturers must provide information as to the difference between the load imposed on a tire at maximum loaded vehicle weight, and the tire load rating set forth in Federal safety tire standards.

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DEPARTMENT OF TRANSPORTATION
NEWS

FEDERAL HIGHWAY ADMINISTRATION

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FHWA --325
Phone: (202) 962-8411

FOR RELEASE SUNDAY
May 25, 1969

AUTO REGISTRATIONS INCREASED 4.1 PERCENT IN 1968, REPORT SHOWS

Motor-vehicle registration topped the 100 million mark in 1968, Secretary of Transportation John A. Volpe reported today. The 1968 totals, released today by the Federal Highway Administration's Bureau of Public Roads, show 101,048,450 motor vehicles, a gain of 4,117,501 over 1967. This is the third highest one-year increase and is exceeded only by the 4,472,000 increase in 1950 and the 4,184,000 increase in 1955.

The 1968 registration total of 101,048,450 includes 83,698,100 automobiles, 351,804 buses and 16,998,546 trucks. The percentage increases over 1967 are 4.1 for automobiles, 4.1 for buses and 5.1 for trucks.

The bus data are estimates of the numbers in operation, rather than registration to eliminate duplications resulting from buses registered in more than one state.

California registered 11.1 million motor vehicles in 1968, followed by New York with 6.3 million and Texas with 6.2 million. Pennsylvania registered 5.6 million, Ohio 5.4 million, Illinois 5.0 million and Michigan registered 4.3 million motor vehicles. There were an additional 25 states with more than a million motor vehicles registered.

These figures do not include motorcycles or trailers. Most of the states combine motorcycles, motor scooters, and motorized bicycles into one group, and the 1968 total of such registrations was 2,100,912. The State laws governing trailer registrations vary greatly. The Bureau of Public Roads says that there were 7,844,481 trailers registered, but that because of the laws exempting some kinds of trailers, it considers the total to be of limited significance.

All states except New Hampshire were able to supply motor-vehicle registration data. The figures given for New Hampshire are estimates made by the Bureau of Public Roads.

(over)

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

STATE MOTOR-VEHICLE REGISTRATIONS--1968 [1]

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

TABLE MV-1
MAY 1969

STATE	MOTOR VEHICLES															MOTORCYCLES	
	AUTOMOBILES			BUSES			TRUCKS			ALL MOTOR VEHICLES			COMPARISON OF TOTAL MOTOR-VEHICLE REGISTRATIONS, 1967-1968				
	PRIVATE AND COMMERCIAL (INCLUDING TAXICABS)	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL 4/	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL 5/	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY OWNED 3/	TOTAL	TOTAL 1967 REGISTRATIONS	INCREASE OR DECREASE 1968	PERCENTAGE CHANGE	PRIVATE AND COMMERCIAL	PUBLICLY OWNED 3/
Alabama	1,440,385	5,480	1,445,865	2,255	5,804	8,059	336,676	15,511	352,187	1,779,316	26,795	1,806,111	1,735,179	70,932	4.1	26,839	454
Alaska	87,421	1,266	88,687	423	18	441	31,072	3,129	34,201	118,916	4,413	123,329	110,382	12,947 6/	11.7	6,216	-
Arizona	717,376	6,464	723,840	501	1,592	2,093	205,674	11,991	217,665	923,551	20,047	943,598	889,615	53,983	6.1	25,220	240
Arkansas	714,253	1,749	716,002	696	3,641	4,337	296,019	6,201	302,220	1,010,968	11,591	1,022,559	982,936	39,623	4.0	16,025	25
California	9,256,492	58,004	9,314,496	12,113	8,144	20,257	1,693,754	94,960	1,788,714	10,962,359	161,108	11,123,467	10,849,514	273,953	2.5	395,228	6,174
Colorado	986,981	7,213	994,194	2,305	1,097	3,402	286,907	15,105	302,012	1,276,193	23,415	1,299,608	1,241,870	57,738	4.6	28,365	183
Connecticut	1,439,998	6,253	1,446,251	5,132	412	5,544	163,101	11,290	174,391	1,608,231	17,955	1,626,186	1,544,761	81,425	5.3	23,286	214
Delaware	237,177	2,092	239,269	921	75	996	40,745	2,108	42,853	278,843	4,275	283,118	267,660	15,458	5.8	3,631	30
Florida	3,153,498	13,648	3,167,146	2,569	4,709	7,278	421,176	32,387	453,563	3,577,243	50,744	3,627,987	3,392,661	235,326	6.9	63,426	1,253
Georgia	1,867,074	3,870	1,870,944	2,329	5,875	8,204	429,122	16,047	445,169	2,298,525	25,792	2,324,317	2,164,367	159,950	7.4	32,991	338
Hawaii	312,241	3,048	315,289	682	48	730	35,514	3,440	38,954	348,437	6,536	354,973	336,498	18,475	5.5	9,547	99
Idaho	319,290	2,692	321,982	611	1,379	1,990	138,363	8,595	146,958	458,264	12,666	470,930	454,572	16,358	3.6	22,541	86
Illinois	4,339,770	18,490	4,358,260	10,812	6,775	17,587	584,196	30,030	614,226	4,934,778	55,295	4,990,073	4,818,259	171,814	3.6	90,476	621
Indiana	2,197,784	6,678	2,204,462	6,759	3,454	10,213	508,559	15,972	524,531	2,713,102	26,104	2,739,206	2,631,944	107,262	4.1	64,543	308
Iowa	1,328,976	6,341	1,335,317	1,167	5,273	6,440	343,997	17,467	361,464	1,674,140	29,081	1,703,221	1,651,549	51,672	3.1	41,824	158
Kansas	1,072,034	6,204	1,078,238	1,238	2,304	3,542	403,809	14,960	418,769	1,477,081	23,468	1,500,549	1,440,595	59,954	4.2	33,593	743
Kentucky	1,327,149	3,702	1,330,851	2,206	4,615	6,821	340,584	12,390	352,974	1,669,939	20,707	1,690,646	1,632,380	58,266	3.6	27,260	129
Louisiana	1,311,154	6,870	1,318,024	6,785	2,176	8,961	323,585	11,002	334,587	1,641,524	20,048	1,661,572	1,633,802	27,770	1.7	24,977	163
Maine	383,987	1,646	385,633	798	816	1,614	89,144	3,879	93,023	473,929	6,341	480,270	452,083	28,187	6.2	5,357	17
Maryland	1,485,460	5,969	1,491,429	5,984	1,538	7,522	193,641	11,254	204,895	1,685,085	18,761	1,703,846	1,611,986	91,860	5.7	23,400	70
Massachusetts	2,094,493	9,903	2,104,396	6,447	138	6,585	204,945	20,564	225,509	2,305,885	30,605	2,336,490	2,223,472	113,018	5.1	30,917	-
Michigan	3,714,710	19,629	3,734,339	5,415	7,572	12,987	531,867	37,774	569,641	4,251,992	64,975	4,316,967	4,133,428	183,539	4.4	105,446	1,044
Minnesota	1,672,214	6,541	1,678,755	4,360	6,290	10,650	379,846	16,388	396,234	2,056,420	29,219	2,085,639	1,996,925	88,714	4.4	60,516	316
Mississippi	789,064	1,476	790,540	2,436	5,352	7,788	252,653	10,311	262,964	1,044,153	17,139	1,061,292	1,012,166	49,126	4.9	12,175	11
Missouri	1,852,950	5,343	1,858,293	3,902	4,494	8,396	465,585	13,115	478,700	2,322,437	22,952	2,345,389	2,211,187	134,202	6.1	38,036	45
Montana	302,124	1,840	303,964	1,031	653	1,684	150,107	7,589	157,696	453,262	10,082	463,344	451,337	12,007	2.7	16,965	67
Nebraska	659,863	4,258	664,121	882	2,032	2,914	233,095	8,993	242,088	893,840	15,283	909,123	887,809	21,314	2.4	19,029	84
Nevada	225,817	2,775	228,592	193	461	654	66,342	6,764	73,106	292,352	10,000	302,352	286,637	15,715	5.5	13,113	149
New Hampshire 7/	302,000	2,066	304,066	814	146	960	52,000	6,168	58,168	354,814	8,380	363,194	348,717	14,477	4.2	7,400	-
New Jersey	2,968,733	14,765	2,983,498	7,651	1,922	9,573	305,873	34,579	340,452	3,282,257	51,266	3,333,523	3,200,454	133,069	4.2	38,502	882
New Mexico	429,890	4,767	434,657	2,249	307	2,556	143,845	8,431	152,276	575,984	13,505	589,489	571,239	18,250	3.2	14,939	75
New York	5,616,137	31,368	5,647,505	15,602	12,589	28,191	580,809	53,602	634,411	6,212,548	97,559	6,310,107	6,060,491	249,616	4.1	74,949	683
North Carolina	2,020,195	16,436	2,036,631	6,429	12,514	18,943	476,145	41,230	517,375	2,502,769	70,180	2,572,949	2,423,241	149,708	6.2	32,448	385
North Dakota	263,636	1,748	265,384	564	1,271	1,835	141,470	5,135	146,605	405,670	8,154	413,824	404,886	8,938	2.2	9,373	48
Ohio	4,830,966	14,252	4,845,218	6,285	11,205	17,490	551,536	27,719	579,255	5,388,787	53,176	5,441,963	5,305,391	136,572	2.6	122,837	556
Oklahoma	1,150,813	4,157	1,154,970	1,374	4,638	6,012	434,388	15,017	449,405	1,586,575	23,812	1,610,387	1,541,907	68,480	4.4	34,598	119
Oregon	1,000,219	8,256	1,008,475	1,437	3,292	4,729	214,296	14,868	229,164	1,215,952	26,416	1,242,368	1,190,006	52,362	4.4	36,760	310
Pennsylvania	4,828,346	17,590	4,845,936	15,141	2,527	17,668	645,411	37,804	683,215	5,488,898	57,921	5,546,819	5,335,237	211,582	4.0	113,612	662
Rhode Island	399,957	2,077	402,034	727	71	798	46,756	2,748	49,504	447,440	4,896	452,336	434,362	17,974	4.1	6,455	257
South Carolina	1,015,425	4,950	1,020,375	1,497	6,059	7,556	210,773	11,298	222,071	1,227,695	22,307	1,250,002	1,180,392	69,610	5.9	12,342	116
South Dakota	283,161	1,485	284,646	386	1,200	1,586	117,570	7,205	124,775	401,117	9,890	411,007	406,961	4,046	1.0	9,555	28
Tennessee	1,537,233	6,654	1,543,887	2,093	4,405	6,498	338,616	17,773	356,389	1,877,942	28,832	1,906,774	1,869,918	36,856	2.0	29,824	141
Texas	4,772,781	19,592	4,792,373	4,167	10,512	14,679	1,313,079	59,552	1,372,631	6,090,027	89,656	6,179,683	5,893,582	286,101	4.9	92,568	1,227
Utah	445,369	2,773	448,142	307	951	1,258	113,992	7,944	121,936	559,668	11,668	571,336	8/ 547,658	23,678	4.3	16,555	96
Vermont	170,233	1,114	171,347	367	271	638	32,368	2,254	34,622	202,968	3,639	206,607	194,120	12,487	6.4	5,291	-
Virginia	1,710,679	13,721	1,724,400	2,215	6,616	8,831	297,214	17,112	314,326	2,010,108	37,449	2,047,557	1,932,478	115,079	6.0	24,846	242
Washington	1,548,112	10,752	1,558,864	3,405	5,120	8,525	399,463	20,524	419,987	1,950,980	36,396	1,987,376	1,851,761	135,615	7.3	46,637	490
West Virginia	637,364	3,758	641,122	652	2,010	2,662	154,399	6,677	161,076	792,415	12,445	804,860	765,347	39,513	5.2	20,210	60
Wisconsin	1,685,078	8,263	1,693,341	7,131	2,799	9,930	297,324	26,526	323,850	1,989,533	37,588	2,027,121	1,954,112	73,009	3.7	59,655	436
Wyoming	145,471	1,254	146,725	788	602	1,390	73,653	3,833	77,486	219,912	5,689	225,601	226,403	-802	-0.4	6,817	26
Dist. of Col.	229,797	9/ 5,528	235,325	1,780	27	1,807	17,032	3,241	20,273	248,609	8,796	257,405	246,712	10,693	4.3	2,679	258
Total	83,281,330	416,770	83,698,100	174,013	177,791	351,804	16,108,090	890,456	16,998,546	99,563,433	1,485,017	101,048,450	96,930,949	4,117,501	4.2	2,080,794	20,118

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

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

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

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

5/ The following farm trucks, registered at a nominal fee and restricted to use in the vicinity of the owner's farm, are not included in this table: Connecticut, 5,104; New Jersey, 8,790; New York, 14,011; and Rhode Island, 1,638.

6/ Large increase due to inclusion in 1968 of private vehicles at military posts not included in prior years.

7/ All States except New Hampshire were able to supply motor vehicle registration data. The figures for New Hampshire are estimates made by the Bureau of Public Roads.

8/ Additional information required the revision of the 1967 data for Utah.

9/ Includes 3,279 automobiles of the Diplomatic Corps.

Mr. Fraser PR
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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591 FHWA -- 326

Phone - (202) 962-8411

FOR RELEASE WEDNESDAY,
JUNE 4, 1969

REST AREAS INCREASING
ALONG NATION'S ROADS

The number of planned rest areas where weary motorists can take a driving break is continuing to grow along the Federal-aid highway system, Secretary of Transportation John A. Volpe said today.

Since the enactment of the Highway Beautification Act of 1965, he said, construction of 1,200 areas has been approved by the Federal Highway Administration's Bureau of Public Roads. Over 200 new ones were opened last year, and 155 of them were on the Interstate Highway System. At present there are 975 rest areas available for use by the traveling public on the Interstate System.

Federal Highway Administrator F. C. Turner said a recently completed inventory disclosed there were over 7,000 rest areas in the country on the Federal-aid system. Only those with parking provision for three or more vehicles were included in the tally. About 550 were in urban areas and the remainder in rural areas. Sanitary facilities were found in 2,600, drinking water in 2,300, cooking facilities in 4,200, and tourist information in 1,300.

Ralph R. Bartelsmeyer, Director of the Bureau of Public Roads, said the widespread usage of the rest areas indicates their popularity with the driving public. He cited one in Montana that was built by the State Highway Commission in coordination with the U.S. Forest Service, combining a rest area with a campground in the Lolo National Forest. More than 30,000 visitors used the facility last summer.

It is located on Interstate 90 about 7 miles southeast of Superior and 50 miles from Missoula in the scenic Clark Fork River valley. Safety rest areas and camp sites are located on each side of the highway, and are connected by a vehicular underpass. Complete comfort facilities, including water, heat, electricity, and a sewage system are available.

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The Interstate highway and the two rest areas, all within the right-of-way, were built with State and Bureau of Public Roads funds. The roadways outside the Interstate right-of-way, the campground and the camping sites were Forest Service developments. With the approval of the Montana Fish and Game Department, access to fishing in the Clark Fork River was provided for visitors.

"The coordinated dual rest areas and camp sites are an excellent illustration of how governmental agencies can work together to provide facilities for rest, relaxation and recreation," said Mr. Bartelsmeyer. "By cooperating in the planning, design and construction stages the agencies have succeeded in furnishing a multiple-use roadside site that contributes to a more enjoyable and safer journey."

Rest areas, Mr. Bartelsmeyer said, play an important role in highway safety by giving the tired motorist an opportunity to take a respite from high-speed freeway driving. In a rest area, he is safe from a mishap which might occur if he were to pull over and park on a highway shoulder.

The Federal Highway Administration has urged the States to give continuing emphasis to their rest area programs.

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A State-by State breakdown of rest areas now in use follows:

Alabama	171
Alaska	21
Arizona	182
Arkansas	97
California	95
Colorado	46
Connecticut	75
Delaware	12
Florida	296
Georgia	261
Idaho	46
Illinois	179
Indiana	113
Iowa	230
Kansas	150
Kentucky	125
Louisiana	84
Maine	142
Maryland	64
Massachusetts	218
Michigan	243
Minnesota	220
Mississippi	117
Missouri	103
Montana	86
Nebraska	40
Nevada	45
New Hampshire	225
New Jersey	29
New Mexico	86
New York	272
North Carolina	42
North Dakota	49
Ohio	272
Oklahoma	170
Oregon	76
Pennsylvania	89
Rhode Island	32
South Carolina	151
South Dakota	86
Tennessee	386
Texas	1,017
Utah	21
Vermont	60
Virginia	145
Washington	34
West Virginia	112
Wisconsin	282
Wyoming	97

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Mr. Kruse
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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

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FOR RELEASE JUNE 6, 1969

DOT ISSUES REGULATIONS ON TIRES FOR COMMERICAL VEHICLES

Regulations concerning tires which may be used on commercial vehicles were issued today by the Department of Transportation's Federal Highway Administrator, Francis C. Turner.

The regulations, which become a part of the Motor Carrier Safety Regulations, were developed by the FHWA's Bureau of Motor Carrier Safety, and will appear in the Federal Register of Saturday, June 7, 1969.

The regulations require that any tire used on the front wheels of a bus, truck, or truck-tractor must have a tread depth of at least 1/8 inch. Tread depth on tires other than front tires must be at least 1/16 inch.

Mr. Turner said that in studying the comments received on a Notice of Proposed Rule Making published June 12, 1968, he has concluded that tire tread groove depth is a major factor in insuring effective traction on wet surfaces, and that it is in the interest of public safety to require minimum tread depths on commercial vehicles.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[49 CFR Part 393]

[Docket No. MC-5; Notice 69-11]

TIRES

The Federal Highway Administrator published in the Federal Register of June 12, 1968, (33 F.R. 8604) a Notice of Proposed Rulemaking proposing amendment to Section 393.75 - Tires (formerly 293.75), of the Motor Carrier Safety Regulations, and inviting responses from interested persons desiring to participate in the rulemaking procedure. Responses from 257 persons have been received, evaluated, and given full consideration.

After studying all the comments and test data, it is concluded that tire tread groove depth is a major factor in insuring effective traction on wet surfaces and that it is in the interest of the public safety to require a minimum tread pattern groove depth for tires used on the wheels of commercial vehicles.

A number of comments submitted by truckers and retreaders argued that the proposed prohibition on the use of recapped and retreaded tires on front wheels should be deleted. These parties

assert that (1) as a matter of industry practice recapped or retreaded tires are generally not used on the front wheels of commercial vehicles; and (2) in those instances where it is the practice to use recapped or retreaded tires on the front wheels the proposed prohibition would increase operating costs. The position of these parties is that the proposal is both unnecessary and unfair because, in most instances, industry voluntarily does not use recapped or retreaded tires on front wheels but those truck operators that do so would suffer an economic hardship.

The argument is also made that there is no support for the position that retreaded and recapped tires are unsafe when used on the front wheels of trucks.

It is indeed difficult to categorically state and fully support the proposition that the use of such tires on the front wheels is unsafe. On the other hand, the fact that it is the general practice not to use such tires on front wheels of trucks is certainly a strong indication that they are less safe than new tires when used in that position. The prohibition has not been included in this regulation, however, the matter is considered of great importance and is still under serious consideration and investigation.

A large number of persons involved in the retreading industry requested that regrooved tires and retreaded tires be controlled by separate regulations. The fact that the prohibition of the use of regrooved, recapped or retreaded tires on the front wheels of buses is contained within the same section of the regulation does not indicate a lack of understanding of the substantial differences among these processes.

Section 393.75(e) of the proposed regulations spelled out specific requirements for regrooved tires used on the wheels of commercial vehicles. Because the Federal Highway Administration has issued regulations setting forth the conditions under which regroovable and regrooved tires may be sold, offered for sale, or introduced for sale or delivered for introduction into interstate commerce, 49 C.F.R. 369 (34 F.R. 1149), and the requirements of Section 393.75 of this regulation as amended herein apply to all tires used on the wheels of commercial vehicles, including regrooved tires, it was considered unnecessary to provide a separate subsection setting forth requirements for regrooved tires within the Motor Carrier Safety Regulations. The regulations issued as Part 369 establish criteria under which tires may be regrooved; they are not inconsistent, or in conflict, with the regulations issued herein.

In view of the above, Section 393.75 of the Motor Carrier Safety Regulations (49 C.F.R. 393) is amended as set forth below, effective July 1, 1969. This amendment is made under the authority of Section

204 of the Interstate Commerce Act, as amended (49 U.S.C. 304), Section 6, of the Department of Transportation Act (49 U.S.C. 1655), and the delegation of authority contained in § 1.4(c) of Part I of the regulations of the Office of the Secretary (49 C.F.R. 1.4(c)).

Section 393.75 Tires

(a) No motor vehicle shall be operated on any tire that has fabric exposed through the tread or sidewall.

(b) Any tire on the front wheels of a bus, truck, or truck-tractor shall have a tread groove pattern depth of at least 4/32 of an inch when measured at any point on a major tread groove. The measurements shall not be made where tie bars, humps or fillets are located.

(c) Except as provided in paragraph (b) of this section, tires shall have a tread groove pattern depth of at least 2/32 of an inch when measured in a major tread groove. The measurement shall not be made where tie bars, humps or fillets are located.

(d) No bus shall be operated with regrooved, recapped or retreaded tires on the front wheels.

(e) No truck or truck tractor shall be operated with regrooved tires on the front wheels which have a load carrying capacity equal to or greater than that of 8.25-20 8 ply-rating tires.

Issued in Washington, D. C., June 2, 1969

F. C. Turner
Federal Highway Administrator

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA--328

(202) 962-8411

FOR RELEASE FRIDAY,
JUNE 6, 1969

REGULATIONS ON QUALIFICATIONS OF COMMERCIAL DRIVERS TO BE OVERHAULED

The Department of Transportation's Federal Highway Administrator, Francis C. Turner, today announced proposals for a sweeping revision of Motor Carrier Safety Regulations governing the qualifications of drivers of commerical trucks and buses.

Turner said that crash experience of recent years has demonstrated that organic and physical disorders, emotional impairments, and other limitations in judgment or the health of commerical drivers are increasingly important factors in crash prevention. As a result, the FHWA's Bureau of Motor Carrier Safety has conducted lengthy consultations with the motor carrier industry, affected labor organizations, physicians and medical organizations, manufacturers, and State regulatory agencies on proposals to revamp and upgrade qualifications for commercial drivers. The Bureau is convinced the proposed regulations will serve to reduce casualties to commercial drivers as well as contribute to highway safety generally.

The proposed revisions are contained in a Notice of Proposed Rule Making which will be published in the Federal Register on Saturday, June 7, asking comments from all interested parties.

The major changes fall into four categories:

1. The revised regulations would required every prospective commercial driver to submit information concerning his past record, past employers, status of his driving licenses, accident record, experience driving vehicles of the kind and size he would be required to operate. The employer would be required to give an adequate

(more)

written test and road test to assure the applicant's ability and knowledge of Motor Carrier Safety Regulations.

2. Existing regulations would be considerably tightened as regards pre-employment and in-service physical examinations for drivers. Standards are proposed which provide guidelines to keep individuals from driving commerical vehicles who are, or are likely to be, subject to sudden loss of consciousness, strokes, heart seizures, or other conditions which create a hazard to themselves and other users of the highways. In addition, a physical examination would be required every year instead of the present three year period.

3. New regulations will attempt to establish criteria for the removal from service of those drivers who become a threat to the safety of the motoring public. These procedures would establish criteria for removing from service any driver who commits a felony with a motor vehicle, or uses illegal drugs, drives any vehicle while intoxicated, becomes a hit-and-run driver, has his license suspended or revoked, or compiles an extensive traffic record giving prima facie evidence of a disregard for traffic regulations and the public safety.

4. The changes also broaden coverage of those regulations dealing with narcotics, amphetamines, or other drugs, and the use and possession of alcoholic beverages.

Comments on the proposed changes may be submitted to the Federal Highway Administration until the close of business Friday, September 5, 1969.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20591

FHWA -- 329
Phone: (202) 962-8411

FOR RELEASE 3:00 P.M.
Wednesday, June 25, 1969

D.C. VEHICLE INSPECTION PROGRAM GETS EXPERIMENTAL GRANT FROM DOT

The District of Columbia's Motor Vehicle Inspection Program has been granted $213,000 in Federal funds to conduct a pilot demonstration program for determining the effectiveness of motor vehicle safety recall campaigns, Frank Turner, Administrator of the Department of Transportation's Federal Highway Administration announced today.

Under an agreement signed by Mayor Walter Washington and the Federal Highway Administration, the D.C. inspection program will develop means and methods whereby State motor vehicle inpsection programs can, with Federal assistance and financial aid, provide support to the National Highway Safety Bureau in checking compliance with safety defect recall campaigns.

The project is envisioned to take some five years, and will eventually involve five or more additional States or jurisdictions, at an aggregate cost of over $5 million.

Besides establishing a link between auto inspection programs and defect recall campaigns, a parallel goal will be to learn more about how the Federal government can assist the States to make the transition to the most modern inspection procedures. The D.C. program will be improved to include the latest diagnostic equipment and an on-line real-time information retrieval system of stored data. This data will enable a motor vehicle inspection team to make an immediate correlation between the make-model-and year of the vehicle presented for inspection and any related defect recall campaign.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA-330
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FOR RELEASE WEDNESDAY
June 25, 1969

FHWA ASKS ICC TO SUSPEND BUS COMPANY OPERATIONS

The Federal Highway Administration today filed a complaint asking the Interstate Commerce Commission to suspend temporarily the operations of Safeway Trails, Inc., because of the failure of the bus company to comply with Federal safety regulations.

Safeway Trails, Inc., a subsidiary of Continental Trailways, Inc., is a major bus company operating between New York City, Philadelphia, Pennsylvania, and Washington, D.C., under the name of "Trailways."

This is the first time the Federal Highway Administration has moved to suspend the operations of a motor carrier for safety violations. The action was taken under the Interstate Commerce Act, which permits the Federal Highway Administration to ask the Interstate Commerce Commission to suspend the operating certificates of motor carriers who violate Federal Motor Carrier Safety Regulations.

The complaint filed by the Federal Highway Administration alleges that Safeway Trails violated a safety regulation more than 6,000 times in the last 9 years. The regulation prohibits bus and truck lines from allowing drivers to remain on duty more than 70 hours in an 8-day period. The complaint charges that Safeway Trails has often permitted drivers to drive after being on duty as long as 80, 85, and even 90 hours. The purpose of the regulation is to prevent bus and truck companies from endangering the safety of passengers and other motorists, by using tired drivers.

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Safeway Trails, has been the subject of two prior enforcement actions in the I. C. C. involving similar violations. In 1963 the I. C. C. issued a cease and desist order ordering the bus line to stop these practices, and in 1965 an investigation into the safety practices of the company was discontinued because of reported voluntary compliance. The Federal Highway Administration has now alleged that the violations have continued during all these periods, and that the only way to insure the public's safety is to suspend Safeway Trails, Inc. from operating for a period to be determined by the I. C. C.

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

FHWA--331
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FOR RELEASE SUNDAY
June 29, 1969

MANDATORY SEAT BELT USE FOR COMMERCIAL DRIVERS PROPOSED

The Department of Transportation's Federal Highway Administration today proposed regulations which would require the installation and use of seat belts by drivers of trucks, truck-tractors, and buses engaged in interstate or foreign commerce.

A Notice of Proposed Rulemaking, published June 28 in the Federal Register, allows interested persons 90 days to submit comments and recommendations concerned with the proposed regulations. These comments will be considered by the Federal Highway Administrator before final rulemaking in this area.

The proposed regulations would require seat belts, seat belt anchorages, and seating systems to conform to Motor Vehicle Safety Standards now in effect for passenger cars. Vehicles presently in use would have to be fitted with seat belts by January 1, 1971. Vehicles built after May 31, 1970, would be required to have seating systems, seat belts and anchorages, meeting the Motor Vehicle Safety Standards.

Federal Highway Administrator F. C. Turner said, "Studies have indicated that ejection from the cabs of commercial vehicles is an important cause of fatality and injury to the drivers of these vehicles when they are involved in accidents. Ensuring that the driver will remain in his seat during evasive maneuvers and crash situations

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should decrease the possibility of injury to passengers in commercial vehicles and to other users of the highways." To ensure this higher degree of public protection, drivers would be required to properly restrain themselves before operating the vehicles.

The proposed rules also require that belts be available for the "buddy" seat in trucks and truck-tractors and that "bunk straps" be provided for protection for sleeper berth occupants in accident situations.

The new requirements would be included in the sections of the Motor Carrier Safety Regulations concerned with Driving of Motor Vehicles and Parts and Accessories Necessary for Safe Operation.

The authority of Section 204 of the Interstate Commerce Act allows the Motor Carrier Safety Regulations to regulate the safety of operations of commercial vehicles. This authority extends to requirements concerning driver qualifications, hours of service, reporting of accidents, inspection and maintenance of vehicles, as well as parts and accessories necessary for safe operation. The regulations are administered by the Bureau of Motor Carrier Safety which was formerly a part of the Interstate Commerce Commission.

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DEPARTMENT OF TRANSPORTATION NEWS

FEDERAL HIGHWAY ADMINISTRATION

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FOR RELEASE SUNDAY
June 29, 1969

MOTOR VEHICLE TRAVEL REACHED 1.016 TRILLION MILES IN 1968

Highway travel in the United States in 1968 for the first time exceeded one trillion vehicle miles or the equivalent of more than 2,000,000 round trips to the moon, the U.S. Department of Transportation's Federal Highway Administration announced today.

Federal Highway Administrator F. C. Turner said total travel amounted to 1.016 trillion vehicle miles, a 5.2 percent increase over 1967's 965 billion miles. The travel reported by each State highway department and summarized by the Bureau of Public Roads is shown in the accompanying table.

Nine States reported 1968 travel in excess of 30 billion annual vehicle miles. These 9 States accounted for half of all the travel in the nation. California with 106.0 billion vehicle miles led by a wide margin, followed by: New York, 62.3 billion; Texas, 62.2 billion; Pennsylvania, 56.9 billion; Ohio, 52.8 billion; Illinois, 52.1 billion; Michigan, 48.0 billion; New Jersey, 37.7 billion; and Florida, 34.8 billion.

When the 7 additional States which reported travel in the range of 20 billion to 30 billion annual vehicle miles are added to the 9 States listed above, two-thirds of the nation's travel is accounted for.

The trend toward a higher proportion of urban travel was continued in 1968 with urban travel comprising 50.3 percent of the total compared with 50.1 percent in 1967.

The Interstate System - final (completed) Interstate highways and traveled-way - accounted for about 1 percent of the total 3.7 billion miles of roads and streets, and carried almost 18 percent of the travel. The traveled-way consists of those roads and streets presently carrying traffic which will be served by the Interstate System when completed. The Federal-aid primary system (including Interstate) represented about 7 percent of the mileage and carried 48 percent of the travel. All Federal-aid systems combined, which includes 24 percent of the mileage, carried more than 65 percent of all travel.

"The effectiveness of the State-Federal cooperation in highway programs is pointed up by the fact that nearly two-thirds of the 1968 travel was carried on the Federal-aid systems which constituted only one-fourth of the total mileage," Mr. Turner said. "However, the magnitude of present travel and the rate at which travel is increasing leave us no room for complacency.

"Travel increased by more than 150 percent in the 20-year period from 1948 to 1968. Keeping up with the increasing traffic demands and providing the type of service that the traveling public deserves will require increased efforts on the part of the State highway departments and the Federal Highway Administration in the years ahead."

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

Table VM-2
June 1969

Vehicle-miles of travel in 1968 on all roads and streets, free and toll, by State and highway system, estimated by State highway departments

(Millions)

Division	State	Federal-aid highway system																	Not on Federal-aid systems						
		Interstate rural			Interstate urban			Sub-total Inter-state	Other primary			Secondary					Total Federal-aid rural	Total Federal-aid urban	Total Federal-aid	Other State rural	Other State urban and municipal	Local rural	Local municipal	Sub-total rural	Sub-total urban and municipal	Total
		Final	Traveled-way 1/	Total rural	Final	Traveled-way 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					09	10	11	12			
New England	Connecticut	623	235	858	2,081	464	2,545	3,403	1,205	1,760	2,965	914	760	9	47	1,730	2,986	5,112	8,098	213	1,641	249	4,736	3,448	11,489	14,937
	Maine	536	48	584	66	70	136	720	1,456	447	1,903	872	144	-	-	1,016	2,912	727	3,639	895	299	335	373	4,142	1,399	5,541
	Massachusetts	1,350	86	1,436	1,690	802	2,492	3,928	2,607	4,467	7,074	628	538	1,090	1,345	3,601	5,761	8,842	14,603	149	900	726	6,776	6,636	16,518	23,154
	New Hampshire	435	54	489	66	41	107	596	1,104	284	1,388	722	133	3	2	860	2,318	526	2,844	152	192	123	494	2,593	1,212	3,805
	Rhode Island	72	107	179	549	179	728	907	207	1,174	1,381	218	414	16	203	851	620	2,519	3,139	52	126	125	915	797	3,560	4,357
	Vermont	244	185	429	35	73	108	537	791	141	932	361	6	136	11	514	1,717	266	1,983	46	2	202	219	1,965	487	2,452
	Total	3,260	715	3,975	4,487	1,629	6,116	10,091	7,370	8,273	15,643	3,715	1,995	1,254	1,608	8,572	16,314	17,992	34,306	1,507	3,160	1,760	13,513	19,581	34,665	54,246
Middle Atlantic	New Jersey	343	392	735	1,961	1,973	3,934	4,669	2,531	5,642	8,173	38	87	1,346	2,308	3,779	4,650	11,971	16,621	1,422	2,237	4,481	12,956	10,553	27,164	37,717
	New York	2,820	193	3,013	5,937	645	6,582	9,595	8,300	12,055	20,355	1,767	1,150	2,819	1,416	7,152	15,899	21,203	37,102	43	59	7,919	17,203	23,861	38,455	62,326
	Pennsylvania	3,821	1,041	4,862	2,085	752	2,837	7,699	8,491	6,990	15,481	6,050	3,751	51	102	9,954	19,454	13,680	33,134	3,446	4,460	4,317	11,519	27,217	29,659	56,876
	Total	6,984	1,626	8,610	9,983	3,370	13,353	21,963	19,322	24,687	44,009	7,855	4,988	4,216	3,826	20,885	40,003	46,854	86,857	4,911	6,756	16,717	41,678	61,631	95,288	156,919
South Atlantic (North)	Delaware	60	-	60	163	85	248	308	888	700	1,588	330	210	-	-	540	1,278	1,158	2,436	-	-	95	79	1,373	1,237	2,610
	Dist. of Col.	-	-	-	212	149	361	361	-	1,055	1,055	-	-	-	510	510	-	1,926	1,926	-	-	-	805	-	2,731	2,731
	Maryland	1,025	64	1,089	2,189	554	2,743	3,832	2,967	2,376	5,343	1,577	866	452	421	3,316	6,085	6,406	12,491	668	82	3,156	2,391	9,909	8,879	18,788
	Virginia	2,815	860	3,675	757	532	1,289	4,964	5,189	2,394	7,583	3,183	705	2,065	446	6,399	14,112	4,834	18,946	104	470	1,833	3,194	16,049	8,498	24,547
	West Virginia	441	448	889	86	186	272	1,161	1,812	735	2,547	1,404	143	1,079	40	2,666	5,184	1,190	6,374	9	29	374	1,439	5,567	2,658	8,225
	Total	4,341	1,372	5,713	3,407	1,506	4,913	10,626	10,856	7,260	18,116	6,494	1,924	3,596	1,417	13,431	26,659	15,514	42,173	781	581	5,458	7,908	32,898	24,003	56,901
South Atlantic (South)	Florida	2,222	879	3,101	886	646	1,532	4,633	6,300	2,914	9,214	5,218	2,059	240	54	7,571	14,859	6,559	21,418	1,403	1,083	2,328	8,606	18,590	16,248	34,838
	Georgia	1,970	1,229	3,199	1,753	155	1,908	5,107	5,782	2,007	7,789	2,631	554	1,301	471	4,957	12,913	4,940	17,853	138	405	1,854	5,801	14,905	11,146	26,051
	North Carolina	1,451	1,229	2,680	417	341	758	3,438	4,478	1,848	6,326	9,003	2,316	3	209	11,531	16,164	5,131	21,295	1,844	584	28	2,361	18,036	8,076	26,112
	South Carolina	1,077	888	1,965	114	99	213	2,178	4,541	1,535	6,076	3,293	469	114	5	3,881	9,913	2,222	12,135	333	1,015	360	378	10,606	3,615	14,221
	Total	6,720	4,225	10,945	3,170	1,241	4,411	15,356	21,101	8,304	29,405	20,145	5,398	1,658	739	27,940	53,849	18,852	72,701	3,718	3,087	4,570	17,146	62,137	39,085	101,222
East North Central	Illinois	2,730	1,476	4,206	4,344	937	5,281	9,487	8,452	7,572	16,024	1,092	621	2,179	545	4,437	15,929	14,019	29,948	1,539	3,827	2,813	14,012	20,281	31,858	52,139
	Indiana	2,568	778	3,346	1,021	665	1,686	5,032	6,132	2,682	8,814	2,872	648	1,899	756	6,175	14,849	5,772	20,021	115	183	1,184	6,100	15,548	12,055	27,603
	Michigan	3,017	183	3,200	2,700	1,509	4,209	7,409	7,068	6,318	13,386	1,403	519	6,929	1,124	9,975	18,600	12,170	30,770	24	58	4,502	12,690	23,126	24,918	48,044
	Ohio	4,200	252	4,452	4,146	1,340	5,486	9,938	7,985	6,479	14,464	4,271	1,823	2,267	2,340	10,701	18,975	16,128	35,103	107	437	4,701	12,486	23,783	29,051	52,834
	Wisconsin	1,457	191	1,648	643	174	817	2,465	5,595	2,441	8,036	1,625	513	1,644	978	4,760	10,512	4,749	15,261	44	67	1,178	5,639	11,734	10,455	22,189
	Total	13,972	2,880	16,852	12,854	4,625	17,479	34,331	35,232	25,492	60,724	11,263	4,124	14,918	5,743	36,048	78,265	52,838	131,103	1,829	4,572	14,378	50,927	94,472	108,337	202,809
West North Central	Iowa	1,484	282	1,766	356	89	445	2,211	4,785	1,403	6,188	-	-	1,537	324	1,861	8,088	2,172	10,260	92	60	904	2,523	9,084	4,755	13,839
	Kansas	919	189	1,108	333	82	415	1,523	3,716	1,039	4,755	573	25	1,470	438	2,506	6,867	1,917	8,784	65	67	1,077	2,557	8,009	4,541	12,550
	Minnesota	477	525	1,002	954	727	1,681	2,683	5,447	2,260	7,707	1,143	35	2,878	173	4,229	10,470	4,149	14,619	26	112	1,242	3,900	11,738	8,161	19,899
	Missouri	2,330	918	3,248	1,779	447	2,226	5,474	5,593	2,075	7,668	2,394	417	20	38	2,869	11,255	4,756	16,011	151	670	1,852	6,107	13,258	11,533	24,791
	Nebraska	766	121	887	82	30	112	999	3,048	641	3,689	653	33	640	81	1,407	5,228	867	6,095	4	-	994	1,860	6,226	2,727	8,953
	North Dakota	335	127	462	13	22	35	497	1,127	162	1,289	207	5	442	13	667	2,238	215	2,453	1	2	676	417	2,915	634	3,549
	South Dakota	446	290	736	22	12	34	770	1,562	220	1,782	255	30	404	29	718	2,957	313	3,270	24	7	581	428	3,562	748	4,310
	Total	6,757	2,452	9,209	3,539	1,409	4,948	14,157	25,278	7,800	33,078	5,225	545	7,391	1,096	14,257	47,103	14,389	61,492	363	918	7,326	17,792	54,792	33,099	87,891
East South Central	Alabama	588	1,193	1,781	118	866	984	2,765	4,373	1,889	6,262	1,491	313	932	113	2,849	8,577	3,299	11,876	28	24	1,053	3,549	9,658	6,872	16,530
	Kentucky	1,274	606	1,880	742	294	1,036	2,916	4,021	1,471	5,492	3,549	504	255	60	4,368	9,705	3,071	12,776	1,108	658	1,150	2,067	11,963	5,796	17,759
	Mississippi	762	365	1,127	142	422	564	1,691	3,816	716	4,532	896	87	1,073	195	2,251	6,912	1,562	8,474	19	19	636	1,450	7,567	3,031	10,598
	Tennessee	1,323	824	2,147	1,056	437	1,493	3,640	4,992	2,269	7,261	975	168	687	50	1,880	8,801	3,980	12,781	51	3	1,866	4,123	10,718	8,106	18,824
	Total	3,947	2,988	6,935	2,058	2,019	4,077	11,012	17,202	6,345	23,547	6,911	1,072	2,947	418	11,348	33,995	11,912	45,907	1,206	704	4,705	11,189	39,906	23,805	63,711
West South Central	Arkansas	859	226	1,085	325	25	350	1,435	2,791	1,018	3,809	2,230	332	272	61	2,895	6,378	1,761	8,139	57	67	718	1,249	7,153	3,077	10,230
	Louisiana	711	1,173	1,884	588	357	945	2,829	2,687	1,496	4,183	3,633	588	12	1	4,234	8,216	3,030	11,246	664	375	705	2,362	9,585	5,767	15,352
	Oklahoma	1,187	396	1,583	858	308	1,166	2,749	4,464	1,445	5,909	1,069	290	757	277	2,393	7,873	3,178	11,051	221	87	988	3,702	9,082	6,967	16,049
	Texas	3,463	1,826	5,289	6,662	1,614	8,276	13,565	11,814	7,754	19,568	7,921	2,267	-	-	10,188	25,024	18,297	43,321	1,288	1,016	2,445	14,118	28,757	33,431	62,188
	Total	6,220	3,621	9,841	8,433	2,304	10,737	20,578	21,756	11,713	33,469	14,853	3,477	1,041	339	19,710	47,491	26,266	73,757	2,230	1,545	4,856	21,431	54,577	49,242	103,819
Mountain	Arizona	1,045	1,263	2,308	388	191	579	2,887	1,250	324	1,574	575	51	656	1,907	3,189	4,789	2,861	7,650	196	16	572	1,608	5,557	4,485	10,042
	Colorado	1,326	180	1,506	879	29	908	2,414	1,991	1,682	3,673	965	146	-	-	1,111	4,462	2,736	7,198	20	47	1,269	2,609	5,751	5,392	11,143
	Idaho	460	321	781	33	62	95	876	1,183	218	1,401	339	23	317	90	769	2,620	426	3,046	2	2	652	512	3,274	940	4,214
	Montana	242	549	791	30	23	53	844	1,412	236	1,648	410	55	-	-	465	2,613	344	2,957	-	-	737	456	3,350	800	4,150
	Nevada	477	161	638	30	70	100	738	629	245	874	279	67	92	181	619	1,638	593	2,231	21	20	98	629	1,757	1,242	2,999
	New Mexico	942	518	1,460	165	213	378	1,838	1,439	565	2,004	820	137	6	*	963	3,725	1,080	4,805	78	490	402	703	4,205	2,273	6,478
	Utah	153	1,031	1,184	149	405	554	1,738	846	561	1,407	512	402	97	163	1,174	2,639	1,680	4,319	34	138	404	644	3,077	2,462	5,539
	Wyoming	543	269	812	23	14	37	849	860	122	982	250	9	14	9	282	1,936	177	2,113	2	3	252	336	2,190	516	2,706
	Total	5,188	4,292	9,480	1,697	1,007	2,704	12,184	9,610	3,953	13,563	4,150	890	1,182	2,350	8,572	24,422	9,897	34,319	353	716	4,386	7,497	29,161	18,110	47,271
Pacific	California	3,432	4,635	8,067	11,155	4,699	15,854	23,921	10,113	14,537	24,650	2,662	1,105	4,394	4,910	13,071	25,236	36,406	61,642	472	1,107	11,474	31,375	37,182	68,888	106,070
	Oregon	1,445	113	1,558	733	29	762	2,320	2,350	1,369	3,719	1,061	306	758	488	2,613	5,727	2,925	8,652	34	26	1,433	1,889	7,194	4,840	12,034
	Washington	936	752	1,688	1,735	451	2,186	3,874	2,374	1,495	3,869	1,010	555	1,539	1,030	4,134	6,611	5,266	11,877	17	149	2,727	4,253	9,355	9,668	19,023
	Total	5,813	5,500	11,313	13,623	5,179	18,802	30,115	14,837	17,401	32,238	4,733	1,966	6,691	6,428	19,818	37,574	44,597	82,171	523	1,282	15,634	37,517	53,731	83,396	137,127
Total - All Divisions		63,202	29,671	92,873	63,251	24,289	87,540	180,413	182,564	121,228	303,792	85,344	26,379	44,894	23,954	180,581	405,675	259,111	664,786	17,421	23,321	79,790	226,598	502,886	509,030	1,011,916
	Alaska	-	-	-	-	-	-	-	316	93	409	107	40	-	-	147	423	133	556	-	-	114	238	537	371	908
	Hawaii	20	114	134	141	281	422	556	552	407	959	141	30	42	30	243	869	889	1,758	10	-	457	638	1,336	1,527	2,863
United States Total		63,222	29,785	93,007	63,392	24,570	87,962	180,969	183,432	121,728	305,160	85,592	26,449	44,936	23,994	180,971	406,967	260,133	667,100	17,431	23,321	80,361	227,474	504,759	510,928	1,015,687

1/ Traveled-way includes travel on highways in the Interstate System status of completion group 2. This group consists of mileage which is adequate for present traffic but will need further construction and improvement to bring it to full Interstate standards. In some instances these are divided highways with full control of access and in others they are two, three or four-lane undivided highways with no access control.

* Less than 0.5 million vehicle-miles.

Note: For this table travel on frontage roads has been placed in systems 11 and 12. The numerical codes which are shown above for all 14 administrative highway systems are used for identification purposes in analyses of travel, mileage, and accident data based on these systems.