DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE MONDAY
April 6, 1970

FHWA -- 452
(202) 962-8411

A new procedure for issuing interpretations of motor carrier safety regulations was announced today by Federal Highway Administrator F. C. Turner.

Effective immediately, all interpretations issued by the director of the Bureau of Motor Carrier Safety will be published in the Federal Register. The interpretations will govern field compliance activities unless changes in the rules or court challenges invalidate them.

Previously, interpretations were issued individually by the Bureau of Motor Carrier Safety in response to inquiries by industry companies.

By publishing interpretations in the Federal Register, Kenneth L. Pierson, acting director of the Bureau, explained, the information will be immediately available to all carriers, rather than merely to those who requested it. This will result, he added, in greater uniformity in administering the Bureau's regulations throughout the motor carrier industry.

The order setting forth the new procedure is entitled Appendix A of the Motor Carrier Safety Regulations.

-more-

The first interpretation to be published in the Federal Register deals with the proper logging of meal stop time while a driver is on duty. It holds that such en route meal stops are to be logged as "on duty" time. Single copies of this and future interpretations are available without charge from the Bureau of Motor Carrier Safety, Washington, D.C., 20591.

#####

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

Mr. Kruser
Aron - 3216-C
Klassif

FOR RELEASE THURSDAY
April 9, 1970

FHWA -- 450
(202) 962- 8411

Federal Highway Administrator F. C. Turner today announced that bonuses totaling $1,220,384 have been paid to 10 States for controlling outdoor advertising adjacent to the Interstate Highway System.

The bonuses represent one-half of one percent of the cost of 60 Federal-aid highway projects on various Interstate System routes, and bring to $3,736,278 the amount paid out since the start of the program in 1958.

The 10 States and the amount each received follow:

California, $81,258; Iowa, $21,867; Kentucky, $22,840; Maryland, $186,219; Nebraska, $154,775; Oregon, $91,049; Pennsylvania, $262,796; Virginia, $44,367; Washington, $218,193; and Wisconsin, $137,016. All but Maryland and Washington have received bonus payments previously.

Provision for the incentive bonuses was made by Congress to encourage the States to restrict outdoor advertising to prevent the Interstate System from becoming cluttered with billboards.

Twenty-five States entered into agreements to control outdoor advertising under the bonus provision of a Federal law enacted in 1958. The Highway Beautification Act of 1965 superseded the 1958 Act but permitted the 25 States to continue to receive bonus payments as they fulfill terms of the agreement.

The 1958 Act restricted outdoor advertising within 660 feet of the edge of the right-of-way along the Interstate System on a voluntary basis. Only 18,945 miles of the system can be controlled under the agreements signed by the 25 States.

The 1965 Act provides for the control of outdoor advertising along Federal-aid Primary System highways as well as the 42,500-mile Interstate System - a total of 255,000 miles. It also calls for the control of junkyards along Federal-aid Primary and Interstate highways, and for landscaping, scenic enhancement and roadside development of all Federal-aid highways.

The 10 bonus payments are the first made since July 1968 because of lack of funds. The Federal-Aid Highway Act of 1968 authorized $2 million for outdoor advertising control for fiscal year 1970, which are the first funds made available since fiscal 1967 appropriations. Bonuses totaling $2,515,894 have been paid previously.

The amount paid to each eligible State since the bonus program began follows: California, $135,450; Iowa, $94,324; Kentucky, $143,147; Maine, $169,031; Maryland, $186,219; Nebraska, $427,313; New Hampshire, $49,802; New York, $66,425; Ohio, $670,465; Oregon, $297,469; Pennsylvania, $457,940; Vermont, $220,318; Virginia, $156,605; Washington, $218,193; and Wisconsin, $443,577.

######

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA -- 453
(202) 962-8411

FOR SUNDAY RELEASE

(Sixth in a series on Interstate Highways)

The booming port metropolis of Vancouver, B.C., and the colorful, crowded border city of Tijuana, Mexico, both hold many -- if varied -- attractions for the tourist. But because of the distance between them -- 1,406 miles -- rarely has a motorist visited them both on the same trip.

That could change, though, because in five years or less it will be possible to make the trip between the two cities (1,382 miles of which are in the United States) in 23 hours, 26 minutes driving time, at an average speed of 60 mph. You will be able to do so on Interstate Route 5, which stretches along the West Coast from the Mexican to the Canadian borders. (A 24 mile "extension" of the route continues from the Canadian border into Vancouver.)

On your trip, on divided lanes all the way, you will encounter not one traffic light or intersection at grade.

-more-

But you don't have to wait until 1975 or thereabouts; even now, you can make a major portion of this border-to-border journey on I-5's safe modern roadways.

Interstate 5, of course, is but one of a number of such safe, high-speed freeways that will stretch nonstop from coast-to-coast and from border-to-border upon completion of the 42,500-mile Interstate System late in this decade.

Secretary of Transportation John A. Volpe, who in 1956 was the first Federal Highway Administrator, observed:

"Interstate routes such as I-5 do something besides enabling you to drive twice as quickly with three times the safety between two distant points in this country; they also connect and pull together widely separated and diverse areas of the nation.

"Take Interstate 5, for instance. It connects with our two North American neighbors, Canada and Mexico, and in between provides some beautiful vistas in Washington State, Oregon and California. The route should be a boon to development in the great Pacific Northwest, as well as being a tremendous asset to our largest State, California."

At present, I-5 is 78 per cent completed. Of its 1,382 miles, 1,071 miles are already open and in use. Another 205 miles are under construction; and 106 miles are in a stage where design plans are being drawn and right-of-way is being acquired.

Federal Highway Administrator F. C. Turner pointed out that, when completed, routes such as I-5, in addition to dramatically cutting your travel time across the nation, will provide several bonuses. "The vacationer, in the same amount of time he has taken previously, will be able to see much more of the country," he said. "Travel will be much safer, and there will be less strain on the driver. And many local traffic problems will have been solved by the new routes."

But where, and how far, can you travel on I-5 at the present time? A quick State-by-State tour provides the answers.

WASHINGTON: The total 277 miles of Interstate 5 are open here, but work is still going on in several sections of the State to eliminate grade crossings, increase the number of lanes, and widen medians to Interstate System standards. Consequently, it is necessary to drive with

caution in those areas where construction work is under way, but the fact is that you can at present drive on I-5 from the Canadian border to the Oregon line. You start at Blaine at the border (where Canadian Route 10 from Vancouver, built to Interstate System standards, runs into I-5) and head south through the coastal city of Bellingham. Continuing through Mount Vernon and Everett you can enjoy the spectacular views of the towering Olympic Mountains to the west and the snow-covered Cascade Range to the east, along with the sparkling waters of Puget Sound. Soon you are driving into the State's largest city, Seattle, which boasts one of the most complex stretches of Interstate System in the country. In the center of the city, there are three four-lane roadways, with the middle four lanes being reversible for rush-hour traffic in the morning and evening. This section is also monitored by TV and electronic control cameras to regulate the flow of traffic in a highly sophisticated manner. You will be interested in seeing this, and you will also get a good view of downtown Seattle. It is worthy of note, incidentally, that the use of I-5 in Seattle is already exceeding the forecasts for 1975. Leaving Seattle (and the

University of Washington and Seattle University), you speed on through Tacoma and past the State Capital of Olympia. Leaving the Sound area, you continue south through Centralia and Chehalis to Kelso, from where you follow the spectacular Columbia River to the "other" Vancouver across the river from Oregon.

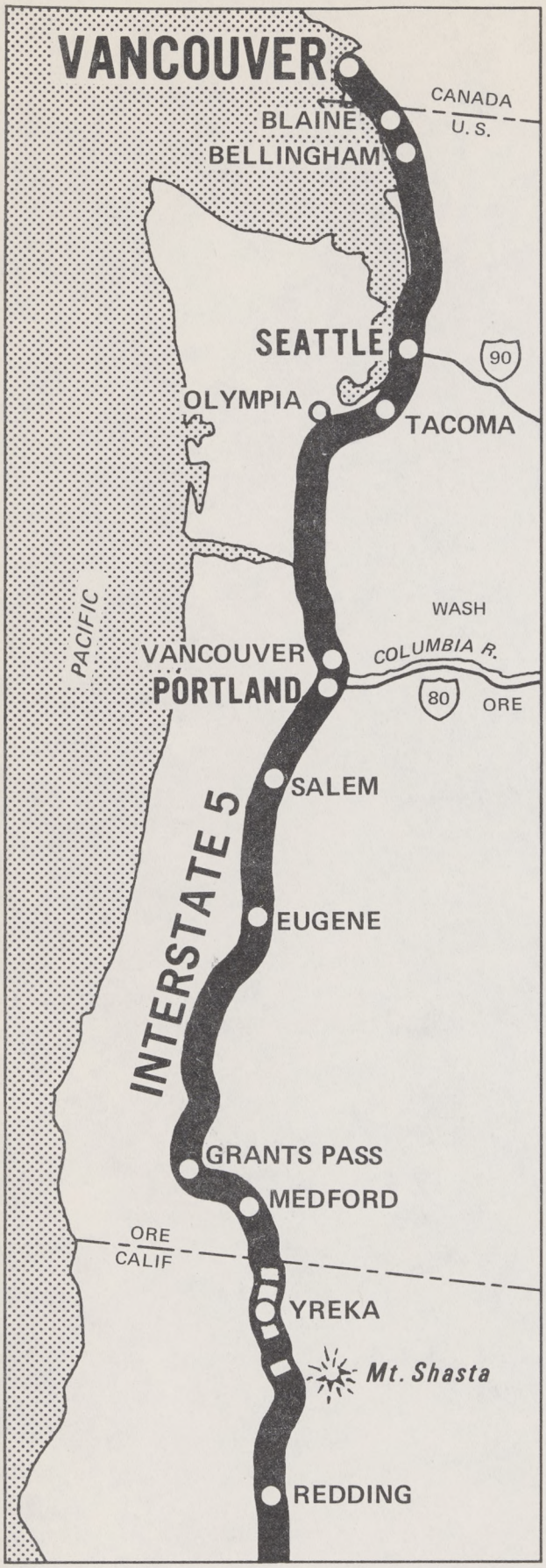
OREGON: Good news here -- all 308 miles of I-5 are completed and in operation. Crossing the Columbia, you drive through Portland, the State's biggest city. Then it is on to the State Capital, Salem, and straight ahead through Albany and Springfield to Eugene (and the University of Oregon) on the banks of the Willamette River. Along the way you will be enjoying some breathtaking scenery. Continuing south, you drive through Roseburg, Grants Pass and Medford on the way to the California line.

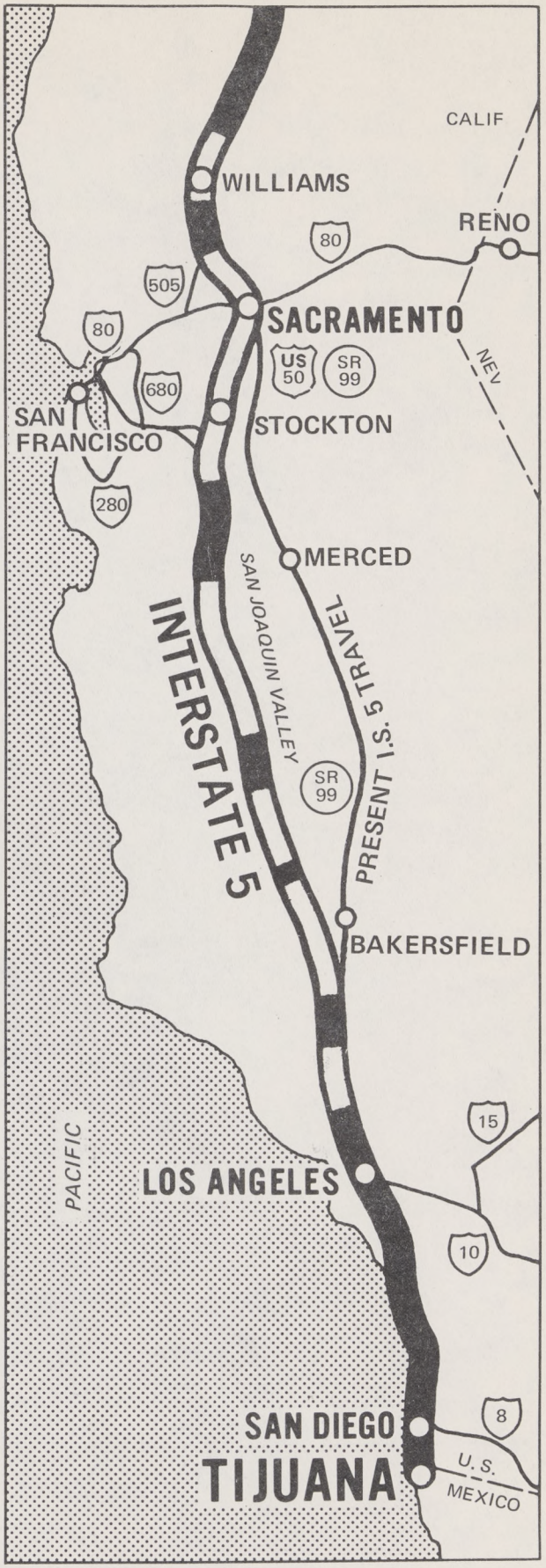
CALIFORNIA: Still quite a bit to be done here, with 486 miles open out of a total of 797. Under construction are 205 miles, while another 106 miles are in the design and right-of-way acquisition stage. In the northern part of the State there are several gaps, but you don't have to worry about detours as the open stretches of I-5 run into existing highways. Crossing the Oregon line, you drive on

through Yreka and the mountains in the Cascade Range . . . past Mount Shasta . . . and down through the rich Sacramento Valley. Redding, Red Bluff, Corning, Willows, Williams, all flash by on your way into the State Capital, Sacramento. A big gap exists at present in I-5 between Sacramento and just south of Tracy, so until it is filled in, you switch to U.S. 50 -- State Route 99 in Sacramento (four lane, divided, controlled-access). At Stockton (home of University of the Pacific) continue on Route 99 down through the San Joaquin Valley: Merced . . . Madera . . . Fresno . . . Hanford . . . Tulare . . . Delano . . . Bakersfield. Fifteen miles south of Bakersfield, you regain I-5 at Wheeler Ridge, and then continue on past the Tehachapi Mountains and through the San Fernando Valley into Burbank, Glendale, and other parts of Los Angeles County, on to Anaheim (and Disneyland). Continuing south, you pass San Juan Capistrano Mission and then Capistrano Beach (to which the swallows come back). . . through San Clemente . . . past Camp Pendleton Marine Corps base . . . through Oceanside and Carlsbad . . . and finally you are driving into San Diego -- from where it is only a hop, skip and a jump into Tijuana.

####

(Next: Interstate 10 -- Florida to California)


VANCOUVER
CANADA
U.S.
BLAINE
BELLINGHAM
SEATTLE
90
OLYMPIA
TACOMA
PACIFIC
WASH
COLUMBIA R.
VANCOUVER
PORTLAND
80
ORE
SALEM
INTERSTATE 5
EUGENE
GRANTS PASS
MEDFORD
ORE
CALIF
YREKA
Mt. Shasta
REDDING


CALIF
WILLIAMS
RENO
80
505
SACRAMENTO
80
US 50
SR 99
NEV
680
SAN FRANCISCO
STOCKTON
280
MERCED
SAN JOAQUIN VALLEY
INTERSTATE 5
PRESENT I.S. 5 TRAVEL
SR 99
BAKERSFIELD
15
PACIFIC
LOS ANGELES
10
8
SAN DIEGO
TIJUANA
U.S.
MEXICO

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR RELEASE MONDAY
April 13, 1970

FHWA -- 455
(202) 962-8411

Federal Highway Administrator F. C. Turner today announced the appointment of Dr. Robert A. Kaye, 48, as Director of the Bureau of Motor Carrier Safety.

Dr. Kaye succeeds George A. Meyer, the Bureau's first Director, who retired last July after many years of government service.

Since 1957 Dr. Kaye has served as Chief of the Transportation Management Branch of the Atomic Energy Commission. He began his government career in 1945 with the Bureau of Public Roads in civil engineering work on the Alaska Highway, and he later served as a traffic management specialist with the BPR.

In 1956 he received the William A. Jump Memorial Foundation Award, one of 10 given each year government-wide for outstanding public service. Dr. Kaye was cited for his contribution to transportation policy formulation.

A native of North Dakota, he is a graduate of The George Washington University in Washington, D. C., receiving his A.B. from there in 1948, his M.A. in 1950, and his D.B.A. in 1961. Dr. Kaye has been on the faculty of GWU since 1953, teaching evening classes in Business Administration, Transportation and International Business, and is the author of the book, "Export Traffic Management Policy." He is a past president of the Traffic Club of Washington, D. C., and a national director of the Traffic Clubs International.

- more -

Dr. Kaye, his wife, Margaret, his son, Robert M., 20, and his daughter, Margaret Lynne, 19, live at 4420 Stark Place, Annadale, Virginia.

In a related development, Federal Highway Administrator Turner announced that Kenneth L. Pierson, who has served as Acting Director of the Bureau of Motor Carrier Safety since Meyer's retirement, has been named Deputy Director.

######

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA--451
(202) 962-8411

FOR SUNDAY RELEASE

(Fifth of a series on Interstate Highways)

What Interstate System route passes through the most States?

If you said Interstate 95, you are right; it goes through 15 States and the District of Columbia along the East Coast -- from Houlton, Maine, to Miami, Florida.

And in about five years you will be able to motor from the border of New Brunswick to Biscayne Bay in 31 hours, six minutes driving time, at an average speed of 60 mph. Even now you can make a major portion of this journey in excellent time.

Interstate 95, of course, is but one of a number of nonstop routes that will crisscross the country from coast to coast and from border to border when the 42,500-mile Interstate System is completed in 1974. On these high-speed, divided highways you will never find a traffic light, never a grade intersection.

-more-

At this point, officials of the Federal Highway Administration's Bureau of Public Roads say they cannot yet predict which Interstate route will be the first to be fully completed from the Atlantic to the Pacific or from Canada to Mexico or the Gulf.

Secretary of Transportation John A. Volpe, who in 1956 was the first Federal Highway Administrator, observed:

"The Interstate System will provide the nation's motorists with the most efficient and the safest highways the world has ever known. It will enable you to cover great distances in a minimum of time.

"But it does something else, too. It connects and pulls together diverse sections of the nation. Look at the differences in climate and topography between Maine and Florida; yet every day people are driving on the same route -- I-95 -- in each of these States.

"And consider the other States tied together by this road: New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia, and Florida. It truly joins the North and the South."

Presently, I-95 has a little over 68 per cent of its total mileage open and in use. Of its 1,866.39 miles,

1,264.94 are now open, while another 242.51 miles are under construction. There are 314.75 miles in a stage where engineering plans are being prepared and right-of-way is being acquired, and 51.27 miles are in a preliminary status (where the route location has not yet been determined).

Federal Highway Administrator F. C. Turner pointed out that, when completed, routes such as I-95, in addition to dramatically cutting your travel time, will provide several bonuses. "The vacationer, in the same amount of time he has taken previously, will be able to see much more of the country," he said. "Travel will be considerably safer, and there will be less strain on the driver. And many local traffic problems will have been solved by the new routes."

But where, and how far, can you travel on I-95 at the present time? A quick Maine-to-Florida tour provides the answers.

MAINE: Of a total of 297.90 miles of I-95, 268.61 miles are now open. You enter I-95 at Houlton in the northern part of the State near the New Brunswick border. For the first 125 miles, until you reach Old Town, the

route is presently only two lanes. However, the right-of-way, interchanges, and bridges have all been constructed for four lanes, and the two remaining lanes will be built and in operation by 1974. This work has been deferred until the end of the Interstate program because of the light traffic count in this part of the State. At Old Town, I-95 becomes four-lane, divided, and you continue on through Bangor (and the University of Maine) . . . Waterville . . . Augusta (the State Capital) . . . Lewiston (site of the second Cassius Clay -- Sonny Liston heavy-weight championship fight) . . . Portland (the State's largest city) . . . and on to the State line. Actually, there is about 28 miles of I-95 yet to be built from south of Augusta to Portland, and this section will not be ready until 1974. However, this causes no problem for motorists in the meantime, since they simply remain on the Maine Turnpike from Augusta to Portland, where I-95 picks up again. (The Maine Turnpike is designated as I-95 from Houlton to Augusta.) So even at the present time, you can go nonstop from New Brunswick to New Hampshire.

NEW HAMPSHIRE: There are only 16.15 miles of I-95 in this State, as it cuts through the southeast corner, and

13.93 miles are open. Crossing the Maine line, you run into the only gap at the Piscataqwa River, where a bridge and its approaches are under construction. So you use another, three-lane bridge into Portsmouth, where you regain I-95. Then it is straight ahead to Massachusetts.

MASSACHUSETTS: Some problem areas here, with 55.68 miles currently in use out of a total of 79.05. Crossing over from New Hampshire, you continue without interruption to Danvers, where you encounter a gap that extends into Boston. (Completion date of this segment is uncertain.) At Danvers switch to U.S. 1 (four-lane, divided) and continue through Boston until you pick up I-95 again at the Belt Loop (State Route 128). Or, if you prefer not to drive into Boston, with its wealth of historical attractions, you can take U.S. 1 from Danvers to the northern part of the Belt Loop and follow it around until you connect with I-95. Once back on I-95, you continue southwest through North Attleboro and Attleboro to the Rhode Island border.

RHODE ISLAND: I-95 is in excellent shape in "Little Rhody," with all 43.33 miles completed and in use. Coming from the Bay State, you proceed through Pawtucket

and Providence (home of Brown University and Providence College), and then head straight for Connecticut.

CONNECTICUT: Everything is "go" in the Nutmeg State, too, with all 111.57 miles open and operative. Crossing the State line from Rhode Island, you go through Norwich, pass near to New London, move on to New Haven (and Yale), then straight ahead through Bridgeport, Norwalk and Stamford to New York's Westchester County.

NEW YORK: The Empire State has only 23.25 miles of I-95, and 22.15 of them are open. From Connecticut, you drive through Port Chester . . . Mamaroneck . . . Larchmont . . . New Rochell (College of New Rochell, Iona College) . . . and then into the Bronx. Here you encounter the only brief gap, where an interchange is being constructed at the intersection of I-95, I-78 and I-678 (due for completion in about three years). After a short detour, you are right back on I-95, and you move quickly across the Bronx, under the high-rise air rights apartment buildings and bus terminal to the George Washington Bridge and New Jersey.

NEW JERSEY: There is much yet to be done on I-95 in New Jersey -- and problems about doing it -- with 39.90

miles now open out of a total of 74.20. However, this does not represent as much of a problem to motorists at present as it might seem. From the George Washington Bridge, the New Jersey Turnpike serves as I-95 to the intersection of I-287 near Woodbridge. Here a gap begins that stretches to Lawrenceville, a few miles from the Pennsylvania border near Trenton. You have several options here. You can simply remain on the Turnpike and pick up I-95 in Delaware; take U.S. 1 (four-lane, divided, with median barrier and synchronized traffic lights) through Trenton and into Philadelphia; or use a combination of U.S. 1 and U.S. 130 (also four-lane, divided, with median barriers), which will bring you into I-295 and the Delaware River Memorial Bridges. The gaps in I-95 in New Jersey are not due to be closed until near the end of the Interstate System program. As noted, though, in the meantime they do not constitute any great inconvenience for the through traveler.

PENNSYLVANIA: There are problems here, too, with the roadbuilders slowed down by several lawsuits. Out of 52.37 miles, only 19.96 are open. A small segment is completed

on the Pennsylvania side of the Delaware River, and then a gap stretches to Bristol (a part of which will be completed in the autumn of 1970). From Bristol, you can drive on I-95 to the near downtown area of Philadelphia, where the route temporarily comes to a halt. Pending lawsuits make it problematical when the rest of the road through the City of Brotherly Love will be completed -- probably not until late in the program. After you have paused to look at Philadelphia's historical attractions, follow local streets to the Industrial Highway (State Route 291) near Philadelphia International Airport. Continue on this four-lane, divided route until you regain I-95 in Chester, and drive on to the Delaware line.

DELAWARE: Nothing to delay you here, with all 23.43 miles completed and in use. From Chester you cross the State line and drive through Wilmington (home of the duPont de Nemours industrial empire). From Wilmington to the Maryland boundary (and from there to Baltimore), I-95 is designated as the John F. Kennedy Memorial Highway.

MARYLAND: There are 87.88 miles of I-95 here, of which 48.70 are open. But, again, things are really better than they might appear for the present-day through traveler.

From the Delaware line, I-95 stretches straight through to Baltimore, making it a quick and easy trip. Since the I-95 segments in Baltimore have not yet been built yet, and the section from Baltimore to Washington is under construction, take I-95 to the Harbor Tunnel; then the Harbor Tunnel Freeway to the Baltimore-Washington Parkway (Temporary I-95), and you actually will encounter no interruption. This route will take you past Laurel, through Fort Meade, and past College Park (University of Maryland).

DISTRICT OF COLUMBIA: The Nation's Capital has but 8.90 miles of I-95, but because of local problems, only 1.98 miles are open. Mark this one down, too, for completion late in the program. If you want to stop and see the White House, the Capitol, the Washington and Lincoln Monuments and other attractions, city streets will take you to the 14th Street Bridges, where you will reconnect with I-95 on the Virginia side of the Potomac (Shirley Highway). If you are driving straight through, from the Washington-Baltimore Parkway, switch to I-295 at the Kennilworth Interchange. This will take you down the east

banks of the Anacostia and Potomac Rivers, in sight of Robert F. Kennedy Stadium and past Bolling Air Force Base, to I-495 (Washington Beltway). Follow the Richmond signs back to I-95.

VIRGINIA: I-95 is in good shape in the Old Dominion State, with 170.50 miles open out of a total of 180.10. In fact, it is clear sailing once you cross the Potomac until you reach the North Carolina line. Passing historic Alexandria, you move on quickly through Fredericksburg and on to the State Capital of Richmond. Continuing, you move through Petersburg to the State border. In this latter stretch, there are 9.60 miles of four-lane, divided highway marked as U.S. 301 which must be improved to final standards before being designated as I-95. However, since the road is continuous, for all practical purposes you will never know the difference. Since this stretch is already such a high-type facility, the State does not plan to bring it up to final standards for three or four years.

NORTH CAROLINA: Quite a bit to be done here yet, with 115.08 miles currently in use out of a total of 181.22.

You stay on I-95 from the Virginia line to Battleboro, near Rocky Mount, where you encounter a gap. Continue on U.S. 301 and it brings you directly into I-95 at Kenly. This stretch is not due for completion for several years. From Kenly, continue on I-95 through Fayetteville to Lumberton, 15 miles from the South Carolina border, where you encounter another gap. Again switch to U.S. 301.

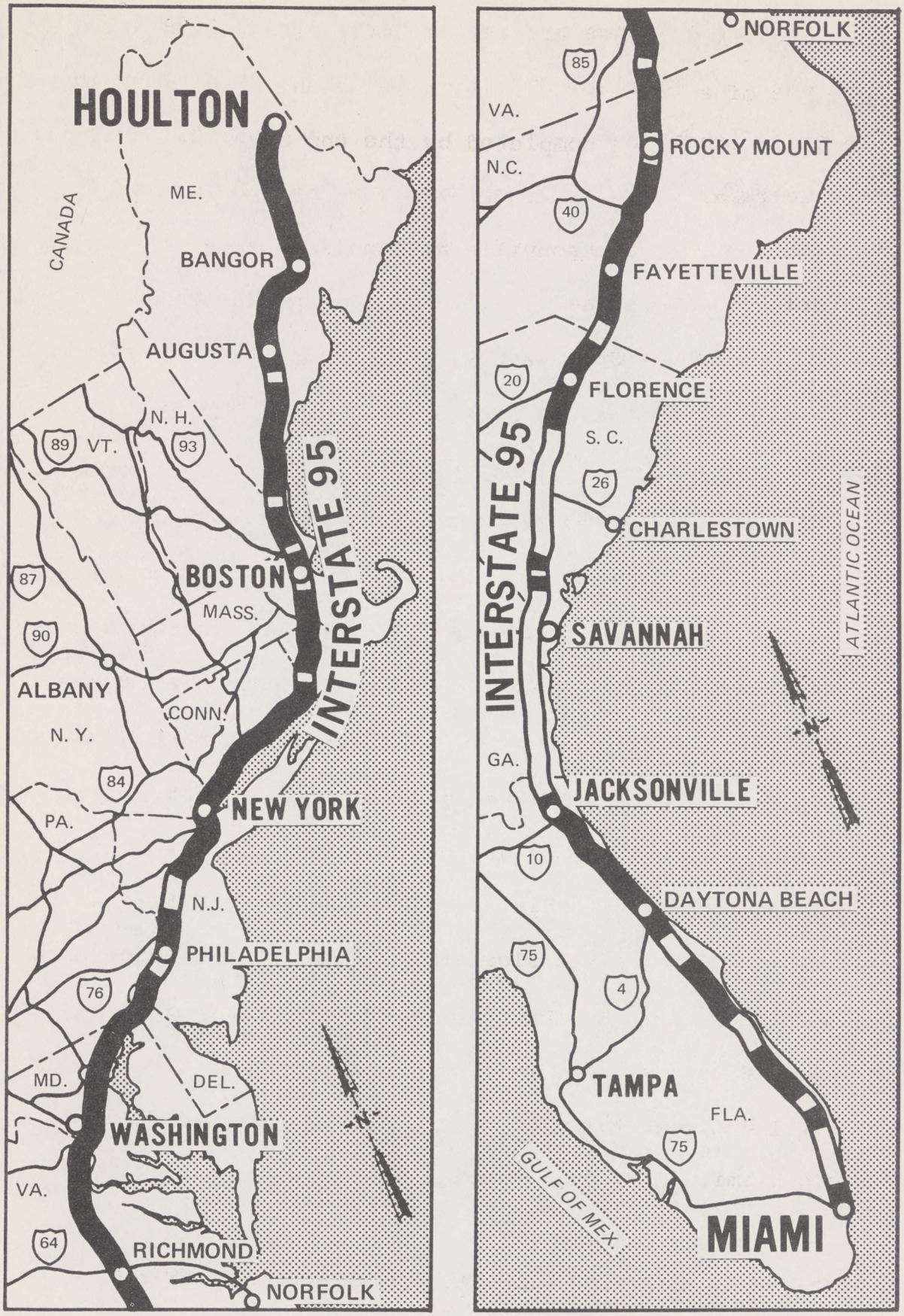
SOUTH CAROLINA: A small gap -- and another big one -- here, with 69.82 miles open out of a total of 198.29. There is a five mile gap from the State line before you get back on I-95 at Dillon. Then you continue past Florence to Sardinia, where a gap exists all the way to the Georgia line. Until this stretch is completed, you can take U.S. 301, U.S. 15, U.S. Alternate 17, and U.S. 17 into Savannah.

GEORGIA: Detour is the word here, with only 9.72 miles open out of a total of 111.34, and it looks like 1974 before the gaps are closed. Picking up I-95 in Savannah, you drive to Richmond Hill before you have to detour on U.S. 17. Picking up another short stretch of I-95 at South Newport, you continue to Broadfield, before moving back to U.S. 17 for the rest of the way to Florida.

FLORIDA: Things are better here, with 249.98 miles open out of a total of 377.41 -- and with all of I-95 in the State due to be completed by the end of 1972. Crossing from Georgia, you quickly get back on I-95 and continue through the vast Jacksonville metropolitan area . . . past historic St. Augustine . . . to Daytona Beach (site of the International Speedway). . . to a gap that is due for completion in January or February. Detour on U.S. 1 (divided, four-lane) through New Smyrna Beach to Scottsmoor, where I-95 resumes. Then it is on through Titusville, Merritt Island, Cocoa and Eau Gallie to Melbourne. South of Melbourne you encounter another gap, and again switch to parallel U.S. 1. At Fort Pierce, you again pick up I-95. (Between Fort Pierce and West Palm Beach, the Florida Turnpike is designated as I-95.) At West Palm Beach there is another gap that extends to Fort Lauderdale, but this is no present problem because you simply stay on the Florida Turnpike to Fort Lauderdale (or use U.S. 1). At Fort Lauderdale you return to I-95, and it is open all the rest of the way through the Miami central business district to its terminus at U.S. 1 in South Miami. End of an 1,866 mile journey.

####

NEXT IN THE SERIES: Interstate 5(Canada to Mexico).


HOULTON
CANADA
ME.
BANGOR
AUGUSTA
N. H.
VT.
89
93
87
90
BOSTON
MASS.
ALBANY
N. Y.
CONN.
84
PA.
NEW YORK
N.J.
PHILADELPHIA
76
MD.
DEL.
WASHINGTON
VA.
64
RICHMOND
NORFOLK
INTERSTATE 95
NORFOLK
85
VA.
N.C.
ROCKY MOUNT
40
FAYETTEVILLE
20
FLORENCE
S. C.
26
CHARLESTOWN
SAVANNAH
GA.
JACKSONVILLE
10
DAYTONA BEACH
75
4
TAMPA
FLA.
75
GULF OF MEX.
MIAMI
ATLANTIC OCEAN

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR SUNDAY RELEASE

FHWA -- 453
(202) 962-8411

(Sixth in a series on Interstate Highways)

The booming port metropolis of Vancouver, B.C., and the colorful, crowded border city of Tijuana, Mexico, both hold many -- if varied -- attractions for the tourist. But because of the distance between them -- 1,406 miles -- rarely has a motorist visited them both on the same trip.

That could change, though, because in five years or less it will be possible to make the trip between the two cities (1,382 miles of which are in the United States) in 23 hours, 26 minutes driving time, at an average speed of 60 mph. You will be able to do so on Interstate Route 5, which stretches along the West Coast from the Mexican to the Canadian borders. (A 24 mile "extension" of the route continues from the Canadian border into Vancouver.)

On your trip, on divided lanes all the way, you will encounter not one traffic light or intersection at grade.

-more-

But you don't have to wait until 1975 or thereabouts; even now, you can make a major portion of this border-to-border journey on I-5's safe modern roadways.

Interstate 5, of course, is but one of a number of such safe, high-speed freeways that will stretch nonstop from coast-to-coast and from border-to-border upon completion of the 42,500-mile Interstate System late in this decade.

Secretary of Transportation John A. Volpe, who in 1956 was the first Federal Highway Administrator, observed:

"Interstate routes such as I-5 do something besides enabling you to drive twice as quickly with three times the safety between two distant points in this country; they also connect and pull together widely separated and diverse areas of the nation.

"Take Interstate 5, for instance. It connects with our two North American neighbors, Canada and Mexico, and in between provides some beautiful vistas in Washington State, Oregon and California. The route should be a boon to development in the great Pacific Northwest, as well as being a tremendous asset to our largest State, California."

At present, I-5 is 78 per cent completed. Of its 1,382 miles, 1,071 miles are already open and in use. Another 205 miles are under construction; and 106 miles are in a stage where design plans are being drawn and right-of-way is being acquired.

Federal Highway Administrator F. C. Turner pointed out that, when completed, routes such as I-5, in addition to dramatically cutting your travel time across the nation, will provide several bonuses. "The vacationer, in the same amount of time he has taken previously, will be able to see much more of the country," he said. "Travel will be much safer, and there will be less strain on the driver. And many local traffic problems will have been solved by the new routes."

But where, and how far, can you travel on I-5 at the present time? A quick State-by-State tour provides the answers.

WASHINGTON: The total 277 miles of Interstate 5 are open here, but work is still going on in several sections of the State to eliminate grade crossings, increase the number of lanes, and widen medians to Interstate System standards. Consequently, it is necessary to drive with

caution in those areas where construction work is under way, but the fact is that you can at present drive on I-5 from the Canadian border to the Oregon line. You start at Blaine at the border (where Canadian Route 10 from Vancouver, built to Interstate System standards, runs into I-5) and head south through the coastal city of Bellingham. Continuing through Mount Vernon and Everett you can enjoy the spectacular views of the towering Olympic Mountains to the west and the snow-covered Cascade Range to the east, along with the sparkling waters of Puget Sound. Soon you are driving into the State's largest city, Seattle, which boasts one of the most complex stretches of Interstate System in the country. In the center of the city, there are three four-lane roadways, with the middle four lanes being reversible for rush-hour traffic in the morning and evening. This section is also monitored by TV and electronic control cameras to regulate the flow of traffic in a highly sophisticated manner. You will be interested in seeing this, and you will also get a good view of downtown Seattle. It is worthy of note, incidentally, that the use of I-5 in Seattle is already exceeding the forecasts for 1975. Leaving Seattle (and the

University of Washington and Seattle University), you speed on through Tacoma and past the State Capital of Olympia. Leaving the Sound area, you continue south through Centralia and Chehalis to Kelso, from where you follow the spectacular Columbia River to the "other" Vancouver across the river from Oregon.

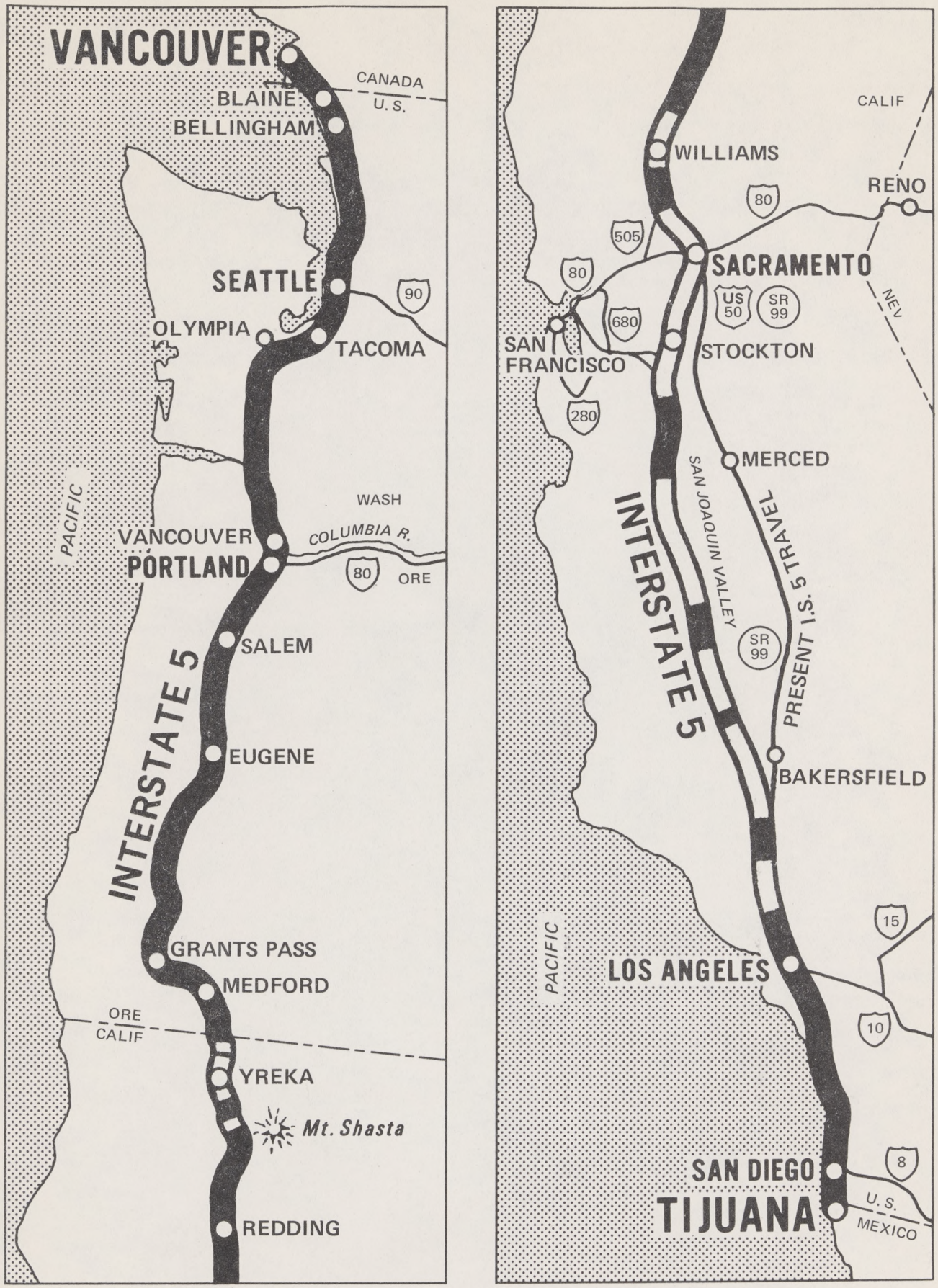
OREGON: Good news here -- all 308 miles of I-5 are completed and in operation. Crossing the Columbia, you drive through Portland, the State's biggest city. Then it is on to the State Capital, Salem, and straight ahead through Albany and Springfield to Eugene (and the University of Oregon) on the banks of the Willamette River. Along the way you will be enjoying some breathtaking scenery. Continuing south, you drive through Roseburg, Grants Pass and Medford on the way to the California line.

CALIFORNIA: Still quite a bit to be done here, with 486 miles open out of a total of 797. Under construction are 205 miles, while another 106 miles are in the design and right-of-way acquisition stage. In the northern part of the State there are several gaps, but you don't have to worry about detours as the open stretches of I-5 run into existing highways. Crossing the Oregon line, you drive on

through Yreka and the mountains in the Cascade Range . . . past Mount Shasta . . . and down through the rich Sacramento Valley. Redding, Red Bluff, Corning, Willows, Williams, all flash by on your way into the State Capital, Sacramento. A big gap exists at present in I-5 between Sacramento and just south of Tracy, so until it is filled in, you switch to U.S. 50 -- State Route 99 in Sacramento (four lane, divided, controlled-access). At Stockton (home of University of the Pacific) continue on Route 99 down through the San Joaquin Valley: Merced . . . Madera . . . Fresno . . . Hanford . . . Tulare . . . Delano . . . Bakersfield. Fifteen miles south of Bakersfield, you regain I-5 at Wheeler Ridge, and then continue on past the Tehachapi Mountains and through the San Fernando Valley into Burbank, Glendale, and other parts of Los Angeles County, on to Anaheim (and Disneyland). Continuing south, you pass San Juan Capistrano Mission and then Capistrano Beach (to which the swallows come back). . . through San Clemente . . . past Camp Pendleton Marine Corps base . . . through Oceanside and Carlsbad . . . and finally you are driving into San Diego -- from where it is only a hop, skip and a jump into Tijuana.

####

(Next: Interstate 10 -- Florida to California)


VANCOUVER
CANADA
U. S.
BLAINE
BELLINGHAM
SEATTLE
90
OLYMPIA
TACOMA
PACIFIC
WASH
COLUMBIA R.
VANCOUVER
PORTLAND
80
ORE
SALEM
INTERSTATE 5
EUGENE
GRANTS PASS
MEDFORD
ORE
CALIF
YREKA
Mt. Shasta
REDDING
CALIF
WILLIAMS
RENO
80
505
SACRAMENTO
80
US 50
SR 99
NEV
680
SAN FRANCISCO
STOCKTON
280
MERCED
SAN JOAQUIN VALLEY
INTERSTATE 5
PRESENT I.S. 5 TRAVEL
SR 99
BAKERSFIELD
15
PACIFIC
LOS ANGELES
10
8
SAN DIEGO
TIJUANA
U. S.
MEXICO

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

Mr. Kruser
Room - 3216-C
Mossi

FOR RELEASE MONDAY
April 13, 1970

FHWA -- 455
(202) 962-8411

Federal Highway Administrator F. C. Turner today announced the appointment of Dr. Robert A. Kaye, 48, as Director of the Bureau of Motor Carrier Safety.

Dr. Kaye succeeds George A. Meyer, the Bureau's first Director, who retired last July after many years of government service.

Since 1957 Dr. Kaye has served as Chief of the Transportation Management Branch of the Atomic Energy Commission. He began his government career in 1945 with the Bureau of Public Roads in civil engineering work on the Alaska Highway, and he later served as a traffic management specialist with the BPR.

In 1956 he received the William A. Jump Memorial Foundation Award, one of 10 given each year government-wide for outstanding public service. Dr. Kaye was cited for his contribution to transportation policy formulation.

A native of North Dakota, he is a graduate of The George Washington University in Washington, D. C., receiving his A.B. from there in 1948, his M.A. in 1950, and his D.B.A. in 1961. Dr. Kaye has been on the faculty of GWU since 1953, teaching evening classes in Business Administration, Transportation and International Business, and is the author of the book, "Export Traffic Management Policy." He is a past president of the Traffic Club of Washington, D. C., and a national director of the Traffic Clubs International.

- more -

Dr. Kaye, his wife, Margaret, his son, Robert M., 20, and his daughter, Margaret Lynne, 19, live at 4420 Stark Place, Annadale, Virginia.

In a related development, Federal Highway Administrator Turner announced that Kenneth L. Pierson, who has served as Acting Director of the Bureau of Motor Carrier Safety since Meyer's retirement, has been named Deputy Director.

######

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FHWA -- 456
(202) 962-8411

FOR SUNDAY RELEASE

(Seventh of a Series on Interstate Highways)

Driving from Florida to California -- or vice versa -- could be regarded as carrying coals to Newcastle.

The fact is, though, that people do -- and up to now it has been a slow, tedious undertaking.

However, within the next five years, or so, it will be possible to motor from Jacksonville, in northeastern Florida, to Santa Monica, in Los Angeles County, in 40 hours, 57 minutes driving time, at an average speed of 60 mph. What will make this possible is the completion of Interstate Route 10, which stretches from the Atlantic to the Pacific.

-more-

And on your trip you will be traveling on divided lanes all the way; you will not encounter a single traffic light, and there will be no intersections at grade.

But you don't have to wait until 1975 or thereabouts; even now you can make a major portion of this coast-to-coast odyssey on I-10's safe, modern roadways.

Interstate 10, of course, is but one of a number of such safe, high-speed freeways that will stretch nonstop from ocean to ocean and from border to border upon completion of the 42,500-mile Interstate System.

Secretary of Transportation John A. Volpe, who in 1956 was the first Federal Highway Administrator, observed:

"Interstate routes such as I-10 do something else besides enabling you to drive twice as quickly with three times the safety between two distant points in this country; they also connect and pull together widely separated and diverse areas of the nation.

"Take Interstate 10, for instance. It connects our East Coast with our West Coast, and in between it provides a fascinating cross-section of Americana, as found in Alabama, Mississippi, Louisiana, Texas, New Mexico, and Arizona. This route should make a most significant contribution to our Southeast and Southwest regions."

At present, I-10 is about 60 per cent completed. Of its 2,457 miles, 1,460 miles are already open and in use. Another 354 miles are under construction; and 639 miles are in a stage where design plans are being drawn and right-of-way is being acquired.

Federal Highway Administrator F. C. Turner pointed out that, when completed, routes such as I-10, in addition to dramatically cutting your travel time across the nation, will provide several bonuses. "The vacationer, in the same amount of time he has taken previously, will be able to see much more of the country," he said. "Travel will be much safer, and there will be less strain on the driver. And many local traffic problems will have been solved by the new routes."

But where, and how far, can you travel on I-10 at the present time? A quick State-by-State tour provides the answers.

FLORIDA: A lot to be done here, with only 137 miles open out of a total of 363 miles. Under construction are 29 miles, while 198 miles are in the design and right-of-way acquisition stage. You begin in Jacksonville (Jacksonville University), the nation's largest metropolitan land area, and head west on I-10 as far as Live Oak, where the Interstate route presently comes to a halt. Switch to U.S. 90 and continue west to Tallahassee, the State Capital. Remaining on Route 90, you continue until you pick up I-10 again at Crestview. From there you move on through Pensacola (home of Pensacola Naval Air Station) to the Alabama line.

ALABAMA: There are 66 miles of I-10 here, and 49 miles are open. Another 10 miles are under construction, and seven miles are in the design and right-of-way acquisition status. Crossing the Florida boundary, you stay on I-10 until a few miles east of Mobile Bay, where you switch back to U.S. 90. The seven-mile, viaduct style bridge that will carry I-10 traffic over the bay is not built yet, so you use the existing U.S. 90 Battleship Parkway crossing into Mobile. A charming old city, Mobile features French and Spanish architecture, and you may want to pause to take a good look at it. You also might want to make a side trip to the famous Bellingrath Gardens, a few miles south of the city. Dauphin Island, a Gulf coast resort, is also nearby, as are Fort Gaines, an historic Civil War fortification, and the Battleship Alabama. From Mobile, I-10 is open the remaining 28 miles to the Mississippi border.

MISSISSIPPI: Of the 77 miles of I-10 here, only about a fifth of a mile presently is open. With 39 miles under construction and 38 miles in the design and right-of-way acquisition stage. Coming across the Alabama line, I-10 ends, and you find yourself back on U.S. 90 (four-lane, divided), on which you continue along Mississippi's "Gold Coast": Pascagoula . . . Biloxi . . . Gulfport . . . and on to the Louisiana boundary.

LOUISIANA: Here, 147 miles are open out of the State's total I-10 mileage of 274. The remainder is under construction. Staying on U.S. 90,

you are soon in New Orleans (Tulane, Loyola Universities). You may well want to spend some time visiting the world-famous attractions here -- and enjoying some of the equally famous food and Dixieland jazz. (If your timing is right, Al Hirt and his trumpet may be in town.) Leaving New Orleans, you remain on U.S. 90 (a goodly stretch of which is four-lane, divided) west through flat, marshy rice-growing country to Lafayette. (When I-10 is completed, you will go in a more northerly direction, through the State Capital, Baton Rouge.) At Lafayette you regain I-10, and then it is clear sailing through Lake Charles to the Texas Line.

TEXAS: Still much to be done here. Out of a total of 878 miles, 496 miles of I-10 are now open and in use, with another 130 miles under construction. The remaining 252 miles are in the design and right-of-way acquisition status. Crossing the Sabine River from Lousiana on I-10, you quickly speed through Orange and Beaumont on your way to Houston. Texas' largest city, Houston (population 1.18 million) has many attractions that will interest you -- the Astrodome, University of Houston, the Battleship Texas, among them. Leaving Houston, you continue 63 miles westward on I-10 to Schulenberg, where you return to U.S. 90. After 65 miles you pick up I-10 again at Seguin and continue into San Antonio. You may well want to stop over in this bustling city (population 701,500). The Alamo, HemisFair, and the canals that wind through the downtown section are among the things you will want to see. Heading into the hill

country, you drive on I-10 northwesterly to Boerne, where you switch to State Route 27 -- U.S. 290, and continue through Junction . . . Sonora . . . Fort Stockton . . . Van Horn. Eleven miles west of Van Horn I-10 resumes, and you move 108 miles on it to El Paso (and its colorful sister city across the Rio Grande, Juarez). From the "City of the Sun," I-10 stretches straight ahead for 25 miles to the New Mexico line.

NEW MEXICO: I-10 is in pretty good shape here, with 142 miles open out of a total of 164. Four miles are under construction, and 18 miles are in the design and right-of-way acquisition stage. Except for in and about three cities -- Las Cruces, Deming and Lordsburg -- I-10 is now open across the State. Heading north from Texas you will be riding on I-10 along the edge of the Rio Grande valley, and you will be looking down on the rich, irrigated land in the valley. At the scenic city of Las Cruces you cross the Rio Grande, with the picturesque Organ Mountains behind you, and head through cotton and pecan-growing land westward to Deming and Lordsburg, on to the Arizona border.

ARIZONA: Things aren't too bad here, with 266 I-10 miles open out of a total of 393. Another 63 miles are under construction; and 59 miles are in design and right-of way; and four miles are in a preliminary status. Coming across from New Mexico, you proceed straight ahead on I-10 through desert and barren mountain country to Tucson (University of Arizona). With its Spanish influence and old missions, Tucson

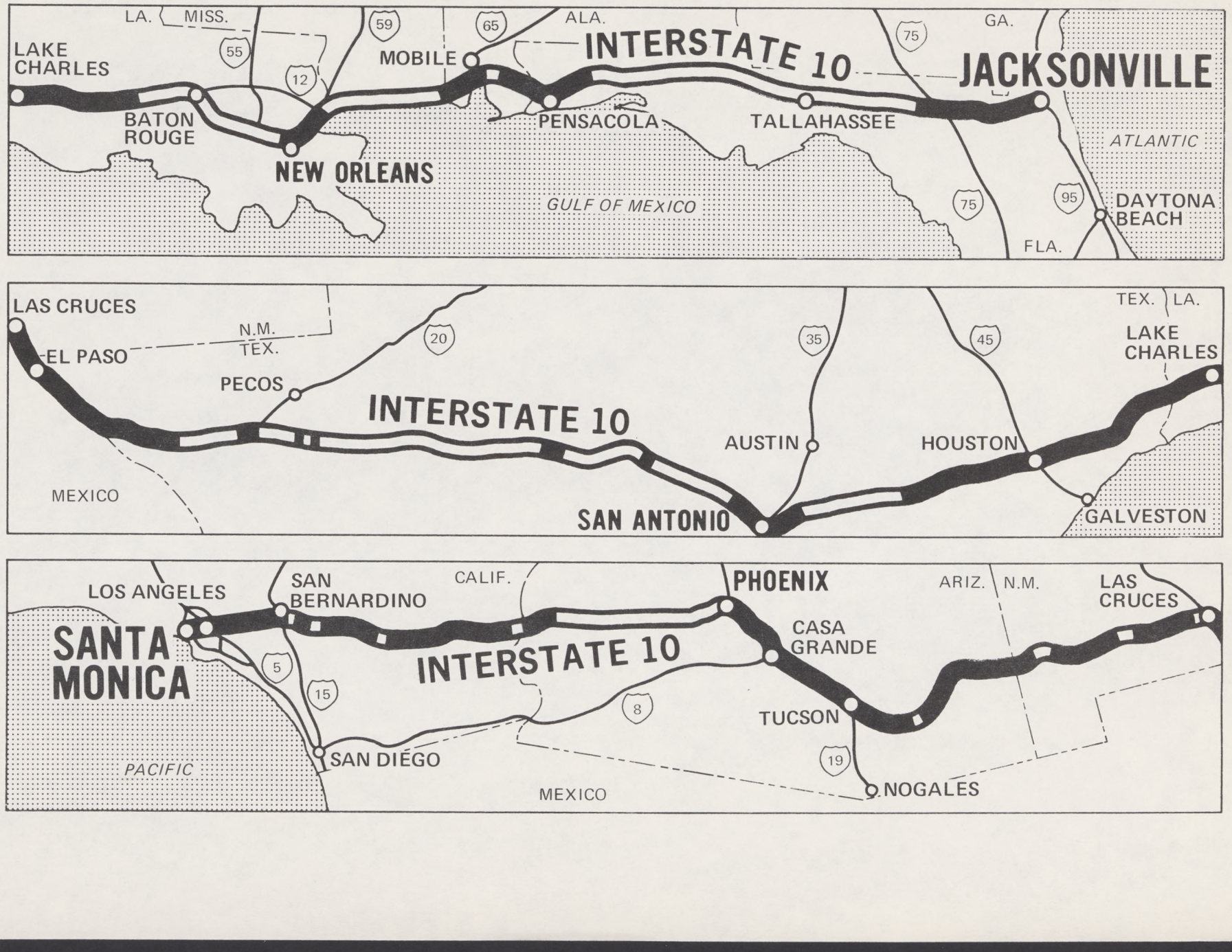
may cause you to stop and do some sightseeing. When you decide to continue, you'll find that I-10 will take you nonstop straight in to the booming metropolis of Phoenix (and its next door neighbor, Tempe, with Arizona State University). When you've finished seeing Phoenix, take U.S. 60 - 70 west to Quartzsite, where you get back on I-10 and continue to the Colorado River and the State line.

CALIFORNIA: Good news here, with 221 miles open out of I-10's total of 241, under construction are 29 miles, while 198 miles are in the design and right-of-way stage. Entering the State you are again on U.S. 60 - 70 for a few miles before you run back into I-10. Then it's straight ahead through desert country to Indio . . . past Palm Springs . . . Banning . . . Beaumont . . . Redlands . . . San Bernardino . . . Pomona . . . West Covina. Then it is through Alhambra and into Los Angeles County . . . past the University of Southern California . . . Culver City . . . and, finally, Santa Monica and the sea.

# # #

(Next: Interstate 15 -- Montana to Southern California)

041970


LA.
MISS.
ALA.
GA.
LAKE CHARLES
55
12
59
MOBILE
65
INTERSTATE 10
75
JACKSONVILLE
BATON ROUGE
NEW ORLEANS
PENSACOLA
TALLAHASSEE
ATLANTIC
GULF OF MEXICO
75
95
DAYTONA BEACH
FLA.
LAS CRUCES
N.M.
TEX.
EL PASO
20
PECOS
INTERSTATE 10
35
AUSTIN
45
HOUSTON
TEX.
LA.
LAKE CHARLES
MEXICO
SAN ANTONIO
GALVESTON
LOS ANGELES
SAN BERNARDINO
CALIF.
PHOENIX
ARIZ.
N.M.
LAS CRUCES
SANTA MONICA
5
15
INTERSTATE 10
CASA GRANDE
8
TUCSON
SAN DIEGO
19
PACIFIC
MEXICO
NOGALES

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FHWA--457
(202) 962-8411

FOR IMMEDIATE RELEASE

Federal Highway Administrator F. C. Turner told Congress that the motorist driving on the Interstate Highway System "is probably the only taxpayer who gets his dollar back, with interest."

Appearing before the Senate Public Works Committee to give a "stewardship report" on administration of the Federal-aid highway program, Mr. Turner said 1968 estimates showed savings on operating costs on the Interstate, compared to travel on roads of earlier design standards, were in the range of $3.5 billion. "Add to that a saving of over $500 million in the cost of accidents avoided by the virtue of the safer design, and a saving of more than $1.5 billion in the value of time saved, and the total 1968 savings exceeded $5.5 billion," he said.

By the time the Interstate System is completed, savings in operating costs alone will have amounted to at least $90 billion, enough to pay the entire capital cost and have a substantial amount left over, while the savings will continue to mount in the years to follow, Turner explained, adding:

"The motor vehicle operator, one of the few taxpayers who gets a specific return for his tax dollar, is probably the only one who literally gets his dollar back, with interest."

-more-

Turner said the social and economic benefits of improved highway transportation are literally beyond measurement, but he listed some as: increased job opportunities, dispersion of industrial and commercial activity, wider choice of residence, easier and quicker access to parks and recreational and cultural centers, and the improvement of effectiveness of such facilities as schools, hospitals and churches.

"These add up to what can be termed improved quality of life," he added.

"The highway program, under the authority given it by the Congress, is not a social program," Turner asserted. "It is a transportation program. But it is at the same time a program with deep social significance."

The stewardship report, covering the period since the start of the Interstate program in 1956, showed that in urban areas of more than 50,000 population, 98 per cent of all person trips and 97 per cent of all person miles of travel are by highway vehicle.

Among the major accomplishments and contributions listed in it are:

--A relocation housing program that assures persons forced to move because of highway improvements decent, safe and sanitary housing. This means better housing for some 25,000 families annually.

--Training program which lead to permanent jobs for more than 60 per cent of the minority persons who participate.

-more-

=--A nation-wide planning program which has helped 233 urban areas of 50,000 population or more to achieve comprehensive plans for their communities.

=--A renewed emphasis on highway safety. Every 1,000 miles of Interstate highway opened to traffic means 200 fewer traffic deaths had older roads been used. Also, a special "spot safety improvement" program of the past few years has seen 7,158 projects costing $1.06 billion completed. At the same time, the States, with their own funding, have improved some 18,500 such spots. These are small projects which produce dramatic reductions in accidents.

=--A survey of all bridges in the Nation and establishment of national inspection standards for these bridges. Programs to train bridge inspectors is underway.

=--Some 300 cities are participating in the TOPICS program which is designed to increase the capacity and safety of their city street grids. In some areas, the traffic flow is being increased by as much as 25 per cent.

=--Under the highway beautification program, provision is made for landscaping some 900,000 miles of Federal-aid highways, and to date 32 States and the District of Columbia and Puerto Rico have signed agreements relating to the control of outdoor advertising; 40 have enacted laws controlling junkyards.

=--Thousands of roadside rest areas and scenic overlooks have been provided for the enjoyment of highway users.

=--A number of transit improvement projects, ranging from exclusive bus lanes and extra median width for rapid transit facilities to a series of special feasibility studies and an urban corridor demonstration program are being conducted jointly with the Urban Mass Transportation Administration.

=--Twelve per cent of all highway program funds now are directly associated with social and environmental factors and at least that much again is indirectly concerned with environment.

#####

042170

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FHWA--460
(202) 962-8411

FOR SUNDAY RELEASE

(Last of a Series on Interstate Highways)

Say you lived in the hamlet of Sweetgrass on the Montana-Canada border and you wanted to run down to San Diego in southern California to soak up some warmth and sunshine.

Or say you lived in the thriving city of San Diego (population 636,000) and you wanted to get away for some solitude in Sweetgrass, Montana.

Either way it would be a long and tiresome drive before you traversed the 1,434 miles between the two disparate communities.

In five years or so, though, you will be able to make the trip in just 23 hours and 54 minutes driving time, at an average speed of 60 mph.

-more-

What will enable you to do this will be the completion of Interstate Route 15, which stretches between Sweetgrass and San Bernardino.

And on your journey you will be traveling on divided lanes all the way; you will not encounter a single traffic light, and there will be no intersections at grade.

However, you do not have to wait until 1975 or thereabouts; even now you can make a major portion of this virtually border-to-sea trip on I-15's safe, modern roadways.

Interstate 15, of course, is but one of a number of such safe, high-speed freeways that will stretch nonstop from ocean-to-ocean and from border-to-border upon completion of the 42,500-mile Interstate System.

Secretary of Transportation John A. Volpe, who helped launch the Interstate program in 1956 as the first Federal Highway Administrator, observed:

"Interstate routes such as I-15 do something besides enabling you to drive twice as quickly with three times the safety between two distant points in this country; they also connect and pull together widely separated and diverse areas of the nation.

"Take Interstate 15, for instance. It connects the Canadian border with southern California -- right down to the Pacific Ocean and near the nation's third largest city, Los Angeles. In between it provides a variety of fascinating landscapes as viewed in Idaho, Utah, Arizona and Nevada. In addition, the route should be an economic boon to the States it connects."

At present, I-15 is about 70 per cent completed. Of its 1,434 miles, 918 miles are already open and in use. Another 101 miles are under construction; 382 miles are in a design and right-of-way acquisition stage, and only 23 miles are still in a preliminary status where the right-of-way location has not yet been determined.

Federal Highway Administrator F. C. Turner pointed out that, when completed, routes such as I-15, in addition to dramatically cutting your travel time across the nation, will provide several bonuses. "The vacationer, in the same amount of time he has taken previously, will be able to see much more of the country," he said. "Travel will be much safer, and there will be less strain on the driver. And many local traffic problems will have been solved by the new routes."

But where, and how far, can you travel on I-15 at the present time? A quick State-by-State tour provides the answers.

MONTANA: Out of a total of 395 miles of I-15, 208 miles are now in use (some of which are two-lane roads that still have to be upgraded to four lanes). Another 42 miles are under construction, and 144 miles are in the design and right-of-way acquisition stage. Starting at Sweetgrass at the Canadian border -- where Alberta Province Route 4 connects -- you head south through wheat fields and ranch country. There are frequent gaps in I-15 at present, but wherever these exist across the State you automatically come into U.S. Route 91, so there is no problem about detouring. Sunburst . . . Shelby . . . Conrad . . . all flash by and soon you have covered 121 miles and are entering the State's largest city, Great Falls (population, 63,668). You may want to visit Giant Springs, the largest fresh water spring in the world, where 389 million gallons of water flow every 24 hours. The Charles M. Russell Art Gallery in Great Falls is also worth a visit. Leaving Great Falls for the 80-odd-mile

jump to Helena, you encounter some great scenery around Craig and Wolf Creek. At Helena, the State Capital, you may want to visit the State Museum, which contains dioramas of the early west, and St. Helena Cathedral, modeled after the Votive Church in Vienna, Austria. Moving on for the 76-mile trek to Butte, you pass through wild, mountainous country, and just north of Butte you cross the Continental Divide (west of which the rivers all flow toward the Pacific and east of which the rivers all flow toward the Atlantic). At Butte (elevation 5,500 feet) you might want to take a look at some of the open pit mining operations and the Butte World Museum of Mining. Heading south again, you cross the Continental Divide once more a few miles out of Butte. Then it is on through Divide . . . Dillon . . . Lima . . . until you cross the Continental Divide for the third time at Monida, at the Idaho line. (Montana is the only State in which you can cross the Continental Divide three times on the same Interstate route.)

IDAHO: I-15 is in pretty good shape here, with 158 miles open out of a total 196. Another 16 miles are under construction; and 22 miles are in the design and right-of-way acquisition status. As in Montana, wherever there are

any gaps in I-15 you will automatically go on U.S. 91. After crossing the State line, you pass near the St. Anthony sand dunes, a miniature Sahara one mile wide and 30 miles long, where some of the wind-swept, golden dunes are 100 feet high. Next you come into the sparkling, modern city of Idaho Falls, which contains two of the State's most popular attractions: the Idaho Falls of Snake River and the beautiful Mormon Temple. Then it is straight ahead 38 miles to Pocatello, where you might want to visit restored Fort Hall, which dates back to 1834, and the nearby Fort Hall Blackfoot Indian Reservation. Continuing, you will pass near the Lava Hot Springs - Soda Springs therapeutic - recreational centers, and on through Malad City to the Utah border. There is a gap in I-15 south of Pocatello, and you will take U.S. 91 to Downey, where you will switch to U.S. 191.

UTAH: Much still to be done here. Of the I-15 total of 398 miles, 201 miles are open, while 19 miles are under construction. Another 178 miles are in the design and right-of-way acquisition stage. Coming across from Idaho, you follow U.S. 191 to Tremonton, where you again pick up I-15 and continue to Brigham City. Then it is back on

U.S. 91 to Ogden, where you regain I-15 for the run into Salt Lake City (University of Utah). You will undoubtedly want to visit the famous Mormon Temple here, and the nearby Great Salt Lake. Then it is straight on through Orem and Provo (Brigham Young University) to just south of Santaquin, where you again return to U.S. 91. (This is the area of numerous ski resorts.) Moving on through valleys paralleling towering mountain ranges, you regain I-15 north of Cove Fort and continue to Beaver, where you return to U.S. 91 for the 56 miles into Cedar City. From Cedar City through St. George to the Arizona line it is I-15 all the way, and you will be traveling through scenic mountain country. You may want to make a side trip into Zion National Park or Bryce Canyon National Park, both of which are easily accessible from I-15.

ARIZONA: I-15 traverses only 29 miles of the northwest tip of Arizona, and 8 miles are open. Under construction are another 21 miles, and a little less than a mile is still in the design and right-of-way acquisition stage. Though you will be in Arizona only a short time, when I-15 is completed you will be able to pass through one of the nation's most spectacularly scenic, and inaccessible,

areas -- the Virgin River Gorge. In the Gorge there will be rest areas where you can pause and enjoy the wonder of nature. Until it is completed, though, you will take U.S. 91 to Littlefield, Arizona, where you will get back on I-15 for the remaining distance to the Nevada boundary.

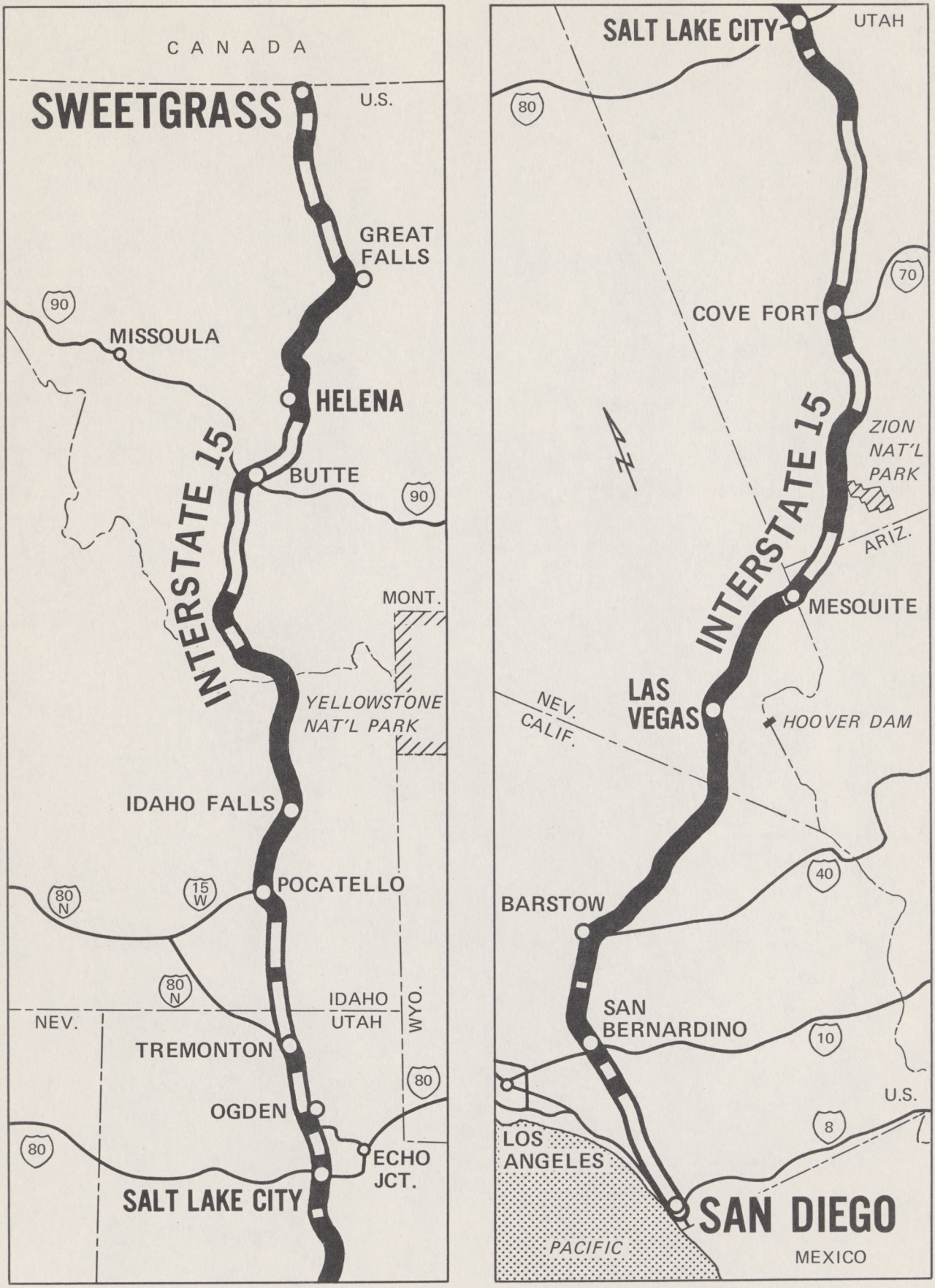
NEVADA: Good news here, with 111 miles open out of the total 124. Another two miles are under construction and 10 miles are in design and right-of-way acquisition. Entering the State at Mesquite, I-15 will bring you to just north of Las Vegas, and U.S. 91 will take you the rest of the way into the city. In addition to sampling Las Vegas' gambling and nightclub attractions, you may also want to visit nearby Lake Mead and its Hoover Dam. When you are ready to leave, it will be straight ahead on I-15 through mountainous terrain to the California border.

CALIFORNIA: Things are pretty good here, too, with 231 miles open out of a total of 282. Another 28 miles are in design and right-of-way acquisition; and 23 miles are still in a preliminary status where the right-of-way has not yet been determined. Crossing from Nevada you continue through mountain country 110 miles past Baker, Soda Lake, Harvard and Yermo to Barstow, where you may want to pause to explore the Ghost Town of Calico. Then it is 32 miles

southwest to Victorville, and five miles later you encounter the first of two gaps. In both instances, however, you run into U.S. 66, so there is no problem. Thirty-six minutes (and 36 miles) after leaving Victorville you arrive at San Bernardino (where, should you wish to continue on to Los Angeles, Santa Monica, or the Pacific Ocean, you can switch to U.S. 10 and some 70 minutes - and 70 miles - later you will be there). From San Bernardino, you continue south on I-15 to near Riverside, where you switch to U.S. 395. I-15 resumes for a short stretch at Perris, but then it is U.S. 395 for the rest of the way to your destination, San Diego and the sea.

##########

042170


CANADA
SWEETGRASS
U.S.
GREAT FALLS
90
MISSOULA
HELENA
INTERSTATE 15
BUTTE
90
MONT.
YELLOWSTONE NAT'L PARK
IDAHO FALLS
80 N
15 W
POCATELLO
80 N
IDAHO
UTAH
WYO.
NEV.
TREMONTON
80
OGDEN
80
ECHO JCT.
SALT LAKE CITY
SALT LAKE CITY
UTAH
80
70
COVE FORT
INTERSTATE 15
ZION NAT'L PARK
ARIZ.
MESQUITE
NEV.
CALIF.
LAS VEGAS
HOOVER DAM
40
BARSTOW
SAN BERNARDINO
10
U.S.
8
LOS ANGELES
SAN DIEGO
PACIFIC
MEXICO

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR IMMEDIATE RELEASE
April 22, 1970

FHWA--454
(202) 962-8411

The Federal Highway Administration's Bureau of Motor Carrier Safety is tightening up its qualifications for drivers of commercial trucks and buses.

The purpose: to weed out the incompetent, the unfit and the unqualified drivers in the interest of greater highway safety.

Federal Highway Administrator F. C. Turner says the mental, emotional, and physical condition of drivers is becoming an ever greater factor in highway accidents.

"The increased complexity of operating a commercial vehicle; all-weather, around-the-clock operations, and the vast increase in traffic volume make it absolutely essential that the criteria for qualifying individuals to drive commercial vehicles be upgraded," he said. "That is what we are doing in the new amendments to Part 391 of the Motor Carrier Safety Regulations."

In its amendments, the Bureau of Motor Carrier Safety spells out specific health conditions and other factors that will disqualify drivers after the amendments take effect on January 1, 1971.

-more-

"There has been a great deal of misunderstanding about the nature of these new qualifications," said Kenneth L. Pierson, Acting Director of the Bureau of Motor Carrier Safety. "Actually, the amendments will not cause the loss of any driver's job who is conscientious about the safety of the motoring public that shares the highways with him."

He added that "the public interest requires upgrading the training and ability of drivers; the hiring as drivers of only those persons whose records demonstrate capability for safe operation of commercial vehicles; and making certain that today's drivers of such vehicles can safely withstand the increased physical and mental demands that their occupation now imposes."

Pierson also pointed out that since the new regulations do not go into effect until next January 1, all commercial drivers will start on the same basis. He also said it will give industry needed time to implement the new rules.

In developing the new regulations, the Bureau had lengthy consultations with the motor carrier industry, labor organizations, physicians and medical groups, manufacturers, and State regulatory agencies. It also solicited public comment, and the docket contains more than 10,000 comments reflecting the views of some 14,000 persons.

Section 391.15 -- easily the most controversial provision of the amendments -- originally would have disqualified drivers convicted of three or more traffic violations within a three year period.

However, as the result of numerous protests that this would work severe hardships on many drivers, the provision has been changed so that only conviction of serious motor vehicle offenses committed after next January 1, will be grounds for disqualification. Such offenses include hit-run; transportation, possession or sale of narcotics; leaving the scene of an accident which results in injury or death; drunken driving, etc.

Also, any driver whose driving permit is revoked or suspended in any State will be barred by the Bureau from commercial driving during the period of the revocation or suspension.

# # # # # #

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FHWA - 461
(202) 962-8411)

FOR RELEASE SUNDAY
APRIL 26, 1970

The building of a freeway link between Interstate Routes 95 and 91 in Connecticut offers a typical example of the role highway builders can and are playing in helping to preserve the natural environment of the country side.

The original plans call for a four-lane freeway (Route) 9 to run right through the middle of Round Meadow Swamp, one of the few remaining breeding grounds for migratory wild fowl in the State.

The Connecticut Highway Department, heeding the pleas of naturalists and bird lovers, took the road around the edges of the swamp instead, leaving the habitat virtually undisturbed.

"The original routing would have taken some 25 per cent of the 700-acre refuge," according to Federal Highway Administrator F. C. Turner. "But by skirting the edges, only about two per cent of the refuge was disturbed, leaving ample space for the wildlife and birds."

The highway builders also built a box culvert under the highway to give bird watchers and hunters ready access to the refuge, too.

It cost the State and the Federal Government $116,000 for the additional structure. It cost the State another $140,000 for the extra right of way required for the end run around the swamp.

#####

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

Mr. Krusen

Mr - 3216-C

FOR WEDNESDAY RELEASE
April 29, 1970

FHWA-458
(202) 962-8411

Interstate Highway 75 will take an unplanned swerve as it rolls out of Tampa, Florida, en route to Miami, 240 miles to the south.

Federal and State highway officials agreed to move the originally-planned route some 300 feet to the west to avoid disturbing an eagles nest in the top of a 50-foot pine tree.

The tree, in the middle of the original route, is on the banks of the Manatee River, northeast of Bradenton.

A pair of Bald Eagles moves into the nest each fall and departs as soon as the eggs are hatched and the young eagles are airborne.

"This incident points up the value of the public hearing process through which highway routes are determined," says Federal Highway Administrator F. C. Turner. "The eagles nest was called to official attention during the initial public hearings on the extension of Interstate 75 from Tampa to Miami. The route was moved without a murmur of dissent, for everyone wants to do all he can to try to preserve this symoblic American bird which is on the verge of extinction."

Mr. Turner said officials felt that by moving the road 300 feet from the tree the chance of disturbing the birds would be reduced and the travelling public still might get a chance to get a glimpse of them while driving by.

"When such information is made available to highway designers early enough," Turner added, "adjustments can be made without any loss in traffic service and without any increase in cost."

-0-

54414 5,600

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR WEDNESDAY RELEASE
April 29, 1970

FHWA - 459
(202) 962-8411

Saving historic sites from the bulldozer's blade has long been established policy of the Federal-State partnership under which America builds its roads.

It's not always a routine matter, however, as the Maryland Road Commission discovered.

The Commission went to a lot of extra bother and money to save a famous landmark which once served as a rallying point for colonial leaders during the revolutionary war.

Now it finds, itself, with a 12-room fieldstone house on its hands and can't find anyone to take it over and maintain it as a historic shrine.

The house, known as "Troy Hill," sits high on a Howard County hillside, eight miles south of Baltimore where an Interstate Route 95 Interchange with State Route 176 is being built.

Back in 1962, the State Roads Commission purchased the property from Lt. Gen. Pedro del Valle (USMC-ret), for $125,000 as right-of-way for I-95. Pointing out the historical significance of "Troy Hill," members of the Howard County Historical Society asked if it could be spared. State and Federal highway officials agreed, and a special $63, 000 concrete retaining wall was built to reduce the amount of right-of-way needed.

-more-

Believed to be the oldest house still standing in Howard County, "Troy Hill" was built in 1665 on a 763-acre grant developed by the Honorable John Dorsey, who came to the colonies from England in 1642. It stands on the "ridge of Elks ," after which the town of Elkridge was named.

Perhaps the house's most famous tenant was Col. Thomas Dorsey, grandson of the Honorable John Dorsey. Colonel Dorsey was a leader in the Revolutionary movement in the colonies, and he made "Troy Hill" a headquarters for patriots of the area. Many secret candlelight sessions were held there in planning the fight for freedom from the British Crown. Colonial troops, especially the Elkridge militia, also assembled there.

To the left of the house stands the remains of a brick building which was a powder magazine during the War of 1812. Under the house is a great pit, believed to have been used as a prison. Its only access is a trap door, and it is called the "dungeon."

"We've devoted a lot of extra time and money to save this house," said a Maryland State Roads Commission spokesman.

"Now we're hoping that some group will take it over and operate it as a historic shrine."

-0-

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR SUNDAY RELEASE

FHWA--460
(202) 962-8411

(Last of a Series on Interstate Highways)

Say you lived in the hamlet of Sweetgrass on the Montana-Canada border and you wanted to run down to San Diego in southern California to soak up some warmth and sunshine.

Or say you lived in the thriving city of San Diego (population 636,000) and you wanted to get away for some solitude in Sweetgrass, Montana.

Either way it would be a long and tiresome drive before you traversed the 1,434 miles between the two disparate communities.

In five years or so, though, you will be able to make the trip in just 23 hours and 54 minutes driving time, at an average speed of 60 mph.

-more-

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FHWA - 461
(202) 962-8411)

FOR RELEASE SUNDAY
APRIL 26, 1970

The building of a freeway link between Interstate Routes 95 and 91 in Connecticut offers a typical example of the role highway builders can and are playing in helping to preserve the natural environment of the country side.

The original plans call for a four-lane freeway (Route) 9 to run right through the middle of Round Meadow Swamp, one of the few remaining breeding grounds for migratory wild fowl in the State.

The Connecticut Highway Department, heeding the pleas of naturalists and bird lovers, took the road around the edges of the swamp instead, leaving the habitat virtually undisturbed.

"The original routing would have taken some 25 per cent of the 700-acre refuge," according to Federal Highway Administrator F. C. Turner. "But by skirting the edges, only about two per cent of the refuge was disturbed, leaving ample space for the wildlife and birds."

The highway builders also built a box culvert under the highway to give bird watchers and hunters ready access to the refuge, too.

It cost the State and the Federal Government $116,000 for the additional structure. It cost the State another $140,000 for the extra right of way required for the end run around the swamp.

#####

54599 5108

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR IMMEDIATE RELEASE

FHWA -462
(202) 962-8411

Arkansas sportsmen knew they had a good thing in the Wattensaw Game Management Area from the time it was established in the early 60's -- but it has been made even better through the cooperative efforts of highway and conservation officials.

It all came about when the right-of-way for Interstate Route 40, between Little Rock and Memphis, was scheduled to go through the Wattensaw area. Located about 40 miles east of Little Rock, and 85 miles west of Memphis, Wattensaw, with its 16,500 acres, is the third largest public-owned shooting area in Arkansas, and a great favorite of hunters.

Learning that the I-40 right-of-way would require 264 acres for its five and a half mile stretch through the Wattensaw area, the Arkansas Game and Fish Commission offered to donate the land to the Arkansas Highway Department on two conditions:

1. That any necessary borrow pits for the highway project would be at sites selected by the Game and Fish Commission, and that following the removal of the required material, they would be shaped and sodded to form small artificial lakes.

2. That a rest area be constructed immediately west of the White River, which runs through the game management area, and that an access road be built from the west area to the river to provide for

a boat-launching ramp.

The provisions were entirely agreeable to the Arkansas Highway Department, as they were to the Federal Highway Administration's Bureau of Public Roads, the Federal Wildlife Game and Fish Department, and the U.S. Forest Service, all of whom were also involved in the negotiations.

As a result, nine small lakes were constructed on the Wattensaw Game Management Area, and were stocked by the Arkansas Game and Fish Commission. The lakes have proven a big hit with the State's anglers.

In addition, the State Highway Department built rest areas on both sides of I-40 at the White River, and provided a connecting road between them which runs under the freeway. Consequently hunters, say, from Little Rock can drive east to the Wattensaw rest stop, park their cars, and enter the game management area through gates provided there. (No cars can be driven into the game management area itself.) Then, when finished hunting, they can drive under the freeway to the rest stop on the other side, and from there get back onto I-40 to drive back to Little Rock.

The result, according to a highway official, is that the popular Wattensaw Game Management Area has become even more popular -- and it has been made more accessible to the State's sportsmen. At Wattensaw, in addition to the fishing made possible by construction of the highway, hunters can seek deer, squirrel, quail, rabbit and turkey, with deer hunting being the most popular.

Federal Highway Administrator F. C. Turner observed:

"This is another example of how highway officials are anxious to cooperate with conservation authorities in helping to preserve our natural environment. It also is in line with President Nixon's great interest in this subject.

Personally, I am delighted that in the construction of Interstate Route 40 we were able to make the popular Wattensaw Game Management Area even more attractive to Arkansas' outdoorsmen."

# # #

050370

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR IMMEDIATE RELEASE

FHWA -463
(202) 962-8411

Who would ever deliberately put a four inch layer of rich, black top soil on the bottom of a pond?

The Minnesota Highway Department did -- and therein lies a tale of a cooperative effort by highway and conservation officials that is becoming increasingly common around the country.

When the Highway Department was preparing to construct Interstate Route 94 near Barnesville in the west central part of the State, it was necessary to acquire some land in wildlife country as a borrow pit for needed fill material during the grading operation.

It was at this point that highway and conservation officials got together to plan an 88-acre wildlife management area at the borrow pit after construction of the freeway was completed. Officials of the State Conservation Department asked if a four inch layer of black top soil could be returned to the floor of the borrow pit when the digging operations were completed, in order to insure fertility of the deep sub-soil area. Highway officials said it could be, and it was. The pit was then filled with water, and the Conservation Department is now developing it as

-more-

a combination waterfowl impoundment and game nesting and winter cover site.

The State Highway Department has transferred custodial control of the new wildlife pond to the State Conservation Department.

"This is just one more example of how highway officials are anxious to work with conservationists in protecting wildlife areas," said Federal Highway Administrator F. C. Turner. "In building necessary Interstate System freeways, it is often possible -- through joint planning, cooperation and good-will -- to actually enhance the wildlife area and leave it better than we found it."

And Gordon F. Nielsen, area game manager for the Minnesota Conservation Department, said: "This is a prime example that wildlife developments and enhancement can be accomplished by cooperative efforts with other agencies if proper interest and direction are made."

# # #

050670

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR RELEASE FRIDAY
MAY 8, 1970

FHWA -464
(202) 962-8411

The Department of Transportation today released new evidence showing that breakaway light poles along the highways are saving motorists from death and injury in high speed crashes.

The Federal Highway Administration reported that breakaway poles were installed a year ago, on a stretch of Interstate Highway in Baton Rouge, Louisiana (Interstates 10 and 12 running from Perkins Road to Airline Highway). The FHWA said Louisiana State police reports showed that 16 motorists, driving at speeds of 60 MPH or higher, had smashed into the poles in that time with the following results:

-- Not a single fatal injury in the high speed crashes;

--Only three of the accidents showed visible signs of external or internal injuries;

--Thirty-eight percent of the damaged vehicles were driven away on their own power after the crashes;

--Average estimate of damage to each auto - slightly over $600.

Federal Highway Administrator F. C. Turner said it is "safe to assume that some lives were saved in the 16 high speed crashes, although we have no definite way of proving it. The experience, however, helps to confirm our decision of more than two years ago (November 1967) requiring that breakaway supports be used for traffic signs and light poles along all Federal-aid highways where feasible."

Single car crashes, including those into rigid supports and other fixed objects, accounted for 20,400 of the Nation's 55,200 highway deaths in 1968.

-0-

5465 6 5400

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE MONDAY,
MAY 11, 1970

FHWA--465
Phone: (202) 426-0648

Secretary of Transportation John A. Volpe announced today that $943 million in Federal and State funds was obligated through March 31, 1970, for development highways and local access roads in the 13-state Appalachia Region.

The Federal share was $529 million.

As of the end of March, 1,003 miles of highways and roads were completed or under construction, an increase of 83 miles since the December 31, 1969 quarterly report. Of the total, 367 miles were completed and 636 miles were under construction. Engineering and right-of-way acquisition were underway on 1,194 miles.

The Appalachian Development Highway System was authorized by Congress in 1965 as part of the Appalachian Regional Development Act.

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, 239 miles of the 2,558 miles of development highways being considered for improvement were completed and 452 miles were under construction. Preliminary engineering and right-of-way acquisition were underway or completed on 1,059 miles, centerline locations were approved on 190 miles, and route location studies were underway or completed on 534 miles. Work has not yet been started on the remaining 84 miles.

Table 2 shows that of the 537 miles of local access roads approved as of March 31, 128 miles were completed, and 184 miles were under construction. Preliminary engineering and right-of-way acquisition were underway or completed on 135 miles, centerline locations were approved on 25 miles, and route location studies were underway or completed on 32 miles. No work was started on the remaining 33 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.

The Act was further amended on November 25, 1969, by authorizing $175 million for the fiscal year ending June 30, 1970; $175 million for the fiscal year ending June 30, 1971; $175 million for the fiscal year ending June 30, 1972; and $170 million for fiscal year ending 1973 a total increase of $695 million. A total of $1,165 million has now been authorized for the Appalachian highway program.

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.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

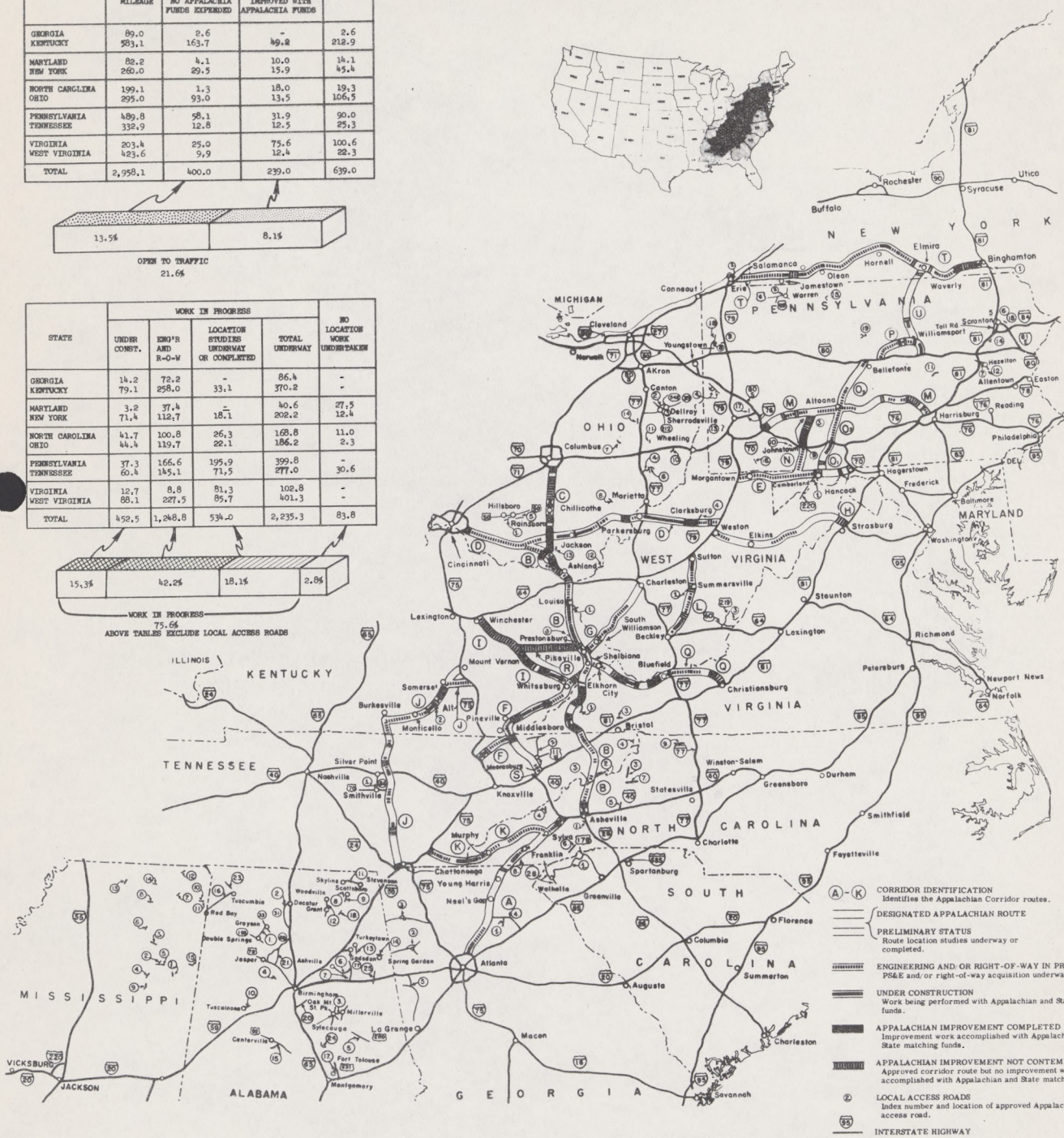
STATUS OF IMPROVEMENT AS OF MARCH 31, 1970

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	583.1	163.7	49.2	212.9
MARYLAND	82.2	4.1	10.0	14.1
NEW YORK	260.0	29.5	15.9	45.4
NORTH CAROLINA	199.1	1.3	18.0	19.3
OHIO	295.0	93.0	13.5	106.5
PENNSYLVANIA	489.8	58.1	31.9	90.0
TENNESSEE	332.9	12.8	12.5	25.3
VIRGINIA	203.4	25.0	75.6	100.6
WEST VIRGINIA	423.6	9.9	12.4	22.3
TOTAL	2,958.1	400.0	239.0	639.0

OPEN TO TRAFFIC
21.6%

STATE	WORK IN PROGRESS				NO LOCATION WORK UNDERTAKEN
	UNDER CONST.	ENG'R AND R-O-W	LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY	
GEORGIA	14.2	72.2	-	86.4	-
KENTUCKY	79.1	258.0	33.1	370.2	-
MARYLAND	3.2	37.4	-	40.6	27.5
NEW YORK	71.4	112.7	18.1	202.2	12.4
NORTH CAROLINA	41.7	100.8	26.3	168.8	11.0
OHIO	44.4	119.7	22.1	186.2	2.3
PENNSYLVANIA	37.3	166.6	195.9	399.8	-
TENNESSEE	60.4	145.1	71.5	277.0	30.6
VIRGINIA	12.7	8.8	81.3	102.8	-
WEST VIRGINIA	88.1	227.5	85.7	401.3	-
TOTAL	452.5	1,248.8	534.0	2,235.3	83.8

WORK IN PROGRESS
75.6%
ABOVE TABLES EXCLUDE LOCAL ACCESS ROADS



- (A-K) CORRIDOR IDENTIFICATION — Identifies the Appalachian Corridor routes.
- DESIGNATED APPALACHIAN ROUTE
- PRELIMINARY STATUS — Route location studies underway or completed.
- ENGINEERING AND/OR RIGHT-OF-WAY IN PROGRESS — PS&E and/or right-of-way acquisition underway or completed.
- UNDER CONSTRUCTION — Work being performed with Appalachian and State matching funds.
- APPALACHIAN IMPROVEMENT COMPLETED — Improvement work accomplished with Appalachian and State matching funds.
- APPALACHIAN IMPROVEMENT NOT CONTEMPLATED — Approved corridor route but no improvement will be accomplished with Appalachian and State matching funds.
- (2) LOCAL ACCESS ROADS — Index number and location of approved Appalachian local access road.
- (95) INTERSTATE HIGHWAY

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE
AS OF MARCH 31, 1970

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	$ 19,010,840	$ 10,421,220
Kentucky	49.2	79.1	251.8	6.2	33.1	370.2	-	419.4	583.1	133,931,092	88,969,248
Maryland	10.0	3.2	34.4	3.0	-	40.6	27.5	78.1	82.2	30,359,609	16,905,667
Mississippi	-	-	-	-	-	-	-	-	-	-	-
New York	15.9	71.4	112.7	-	18.1	202.2	12.4	230.5	260.0	151,985,189	66,349,000
North Carolina	18.0	41.7	91.9	8.9	26.3	168.8	11.0	197.8	199.1	53,211,553	29,464,898
Ohio	13.5	44.4	113.2	6.5	22.1	186.2	2.3	202.0	295.0	61,047,814	33,995,685
Pennsylvania	31.9	37.3	166.6	-	195.9	399.8	-	431.7	489.8	106,744,156	52,915,561
South Carolina	-	-	-	-	-	-	-	-	-	-	-
Tennessee	12.5	60.4	93.0	52.1	71.5	277.0	30.6	320.1	332.9	58,807,408	36,296,823
Virginia	75.6	12.7	8.8	-	81.3	102.8	-	178.4	203.4	63,465,950	38,603,681
West Virginia	12.4	88.1	171.4	56.1	85.7	401.3	-	413.7	423.6	211,268,784	122,585,064
Total	239.0	452.5	1,059.2	189.6	534.0	2,235.3	83.8	2,558.1	2,958.1	889,832,395	496,506,847
Percent of Total Under Consideration	9	18	42	7	21	88	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, 1970

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	69.0	46.9	45.8	-	27.9	120.6	-	189.6	$15,618,460	$10,144,833
Georgia	2.0	-	9.9	-	-	9.9	-	11.9	271,497	176,576
Kentucky	0.4	10.0	20.9	-	-	30.9	-	31.3	1,429,726	832,437
Maryland	2.5	-	-	0.4	-	0.4	-	2.9	872,519	385,694
Mississippi	-	49.3	-	-	-	49.3	-	49.3	4,713,073	2,992,605
New York	1.9	-	-	-	-	-	-	1.9	508,932	238,748
North Carolina	0.2	3.0	10.7	-	3.5	17.2	-	17.4	1,590,493	995,401
Ohio	15.9	5.6	6.8	-	-	12.4	-	28.3	4,220,111	1,629,991
Pennsylvania	4.7	8.7	8.4	18.6	0.9	36.6	27.1	68.4	6,784,025	3,396,590
South Carolina	7.7	36.4	16.2	-	-	52.6	6.4	66.7	9,328,094	6,459,908
Tennessee	2.0	23.0	16.0	4.8	-	43.8	-	45.8	5,302,138	3,711,494
Virginia	9.6	-	-	-	-	-	-	9.6	966,188	646,175
West Virginia	12.0	1.3	-	1.0	-	2.3	-	14.3	1,153,999	674,547
Total	127.9	184.2	134.7	24.8	32.3	376.0	33.5	537.4	52,759,255	32,284,999
Percent of Total Mileage	24	34	25	5	6	70	6	100		

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

Mr. Krueger

Rm. - 3216-C

FHWA-466
(202) 426-0648

FOR THURSDAY A.M. RELEASE
May 14, 1970

HIGHWAY CONSTRUCTION PRICE INDEX FOR 1ST QUARTER 1970

The cost of highway construction in the first quarter of 1970 dropped 1.1 percent below the previous quarter, to 137.2 percent of the 1957-59 average, the Bureau of Public Roads of the U.S. Department of Transportation announced today.

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

The decrease of 1.1 percent follows a 1.7 percent increase for the previous quarter. The composite price index for the first quarter of 1970 is 11.1 percent above that for the first quarter of 1969.

The moderate decrease in first quarter 1970 composite index below that of the previous quarter reflects an increase of 8.8 percent for excavation and decreases for all of the other items.

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, 1968	121.2	+ 0.5
3rd quarter, 1968	119.5	- 1.4
4th quarter, 1968	132.3	+10.7
1st quarter, 1969	123.5	- 6.6
2nd quarter, 1969	130.3	+ 5.5
3rd quarter, 1969	136.3	+ 4.6
4th quarter, 1969	138.7	+ 1.7
1st quarter, 1970	137.2	- 1.1

(more)

The price levels of the component items of the index in the first quarter of 1970, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

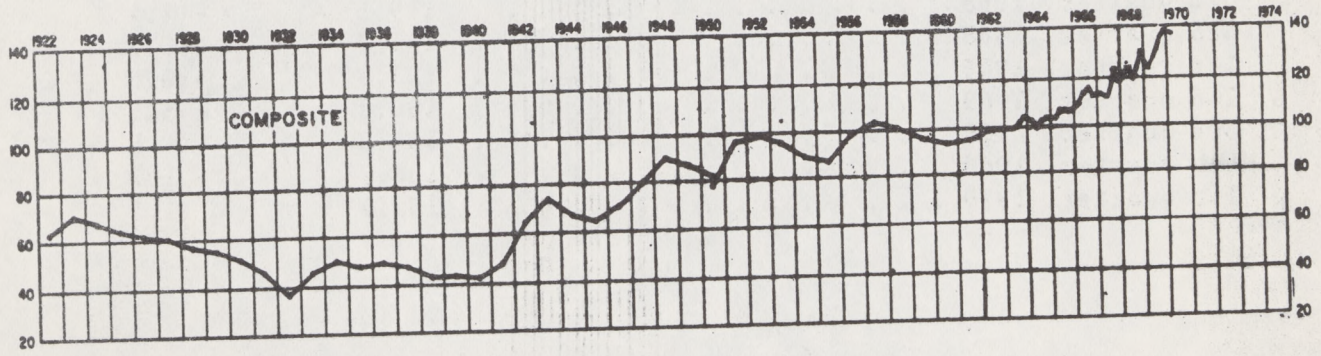
	Price Index 1957-59=100			Percentage change this quarter from--	
	First quarter 1970	Fourth quarter 1969	First quarter 1969	Fourth quarter 1969	First quarter 1969
Excavation	147.6	135.7	134.5	+ 8.8	+ 9.7
Surfacing:					
Portland cement concrete . .	111.9	128.1	101.3	-12.7	+10.4
Bituminous concrete	111.0	111.5	101.9	- 0.5	+ 8.9
Composite surfacing	111.4	119.4	101.6	- 6.7	+ 9.6
Structures:					
Reinforcing steel	116.0	121.8	103.8	- 4.8	+11.8
Structural steel	150.6	166.1	137.8	- 9.3	+ 9.3
Structural concrete	162.5	167.5	139.7	- 3.0	+16.4
Composite, structures . .	150.3	158.8	132.6	- 5.3	+13.4
Composite price index	137.2	138.7	123.5	- 1.1	+11.1

The U.S. average contract unit price for the index items during the fourth quarter of 1969 and the first quarter of 1970 are:

	Unit	4th Qtr. 1969	1st Qtr. 1970
Excavation	Cu. Yd.	$ .57	$ .62
PPC surface	Sq. Yd.	5.61	4.90
Bit. conc. surf.	Ton	7.43	7.39
Str. reinf.	Lb.	.157	.150
Str. steel	Lb.	.323	.293
Str. concrete	Cu. Yd.	90.75	88.05

PRICE TRENDS FOR FEDERAL-AID HIGHWAY CONSTRUCTION

1957-1959=100



DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FHWA-467
(202) 426-0648

FOR SUNDAY RELEASE
May 17, 1970

Department of Transportation officials are planning to follow closely a study authorized by the Arizona Highway Department on the effects of highways on wildlife.

The scientific study, described as one of the first of its kind in the Nation, will be conducted by faculty members of Prescott College. It is designed to establish guidelines for road building which will provide for both well designed roads and the best conditions for wildlife.

The three-season study, under the direction of Dr. R. Roy Johnson, Prescott College biologist, will be made in the Verde River corridor in north-central Arizona, for the proposed Highway 279 via Clarksdale and Perkinsville. The new highway is sought by northern Arizona residents to provide a shorter route to the Grand Canyon and to alleviate transportation problems in the upper Verde River drainage area.

Conservationists and other groups in the area have expressed some concern that the so-called Sycamore Canyon route may "contribute to the degradation of the ecology of the Verde River area."

-more-

The scientists conducting the study plan to establish two types of test plots.

One group will be selected adjacent to existing highways and proposed alignments and will extend back from these routes for several hundred feet or more.

The other will be control plots, in similar environmental areas, set up away from any roads.

Both types of plots will be surveyed and staked at 100 foot intervals to form a grid for mapping purposes.

Census methods will determine numbers of wildlife, including game and nongame birds, game and nongame mammels, reptiles, amphibians and fishes. There will be actual counts, live trapping, marking, releasing, retrapping and counting.

Movements of animals, especially at night, will be traced in part by telemetric transmitters and receivers, and checked for possible correlation with traffic patterns and movements. Evaluations also will be made of sound levels at varying distances from highways to determine the effects of different noise types and intensities on wildlife.

"We are interested in any new information we can obtain on how best to preserve the ecology," Federal Highway Administrator F. C. Turner said. "For that reason we are quite interested in the study launched by the Arizona Highway Department, and we plan to follow it very closely."

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA--468 (202-426-0648)

FOR RELEASE TUESDAY
MAY 19, 1970

QUARTERLY REPORT ON THE FEDERAL-AID HIGHWAY PROGRAM, MARCH 31, 1970

Over 29,900 miles of the 42,500 mile National System of Interstate and Defense Highways are now open to traffic and construction is underway on another 4,850 miles, Secretary of Transportation John A. Volpe announced today.

Information as of March 31, 1970, compiled by DOT's Federal Highway Administration's Bureau of Public Roads showed that 70 percent of the 42,500 mile system is now open to traffic. Only 4 percent has not been advanced beyond the preliminary status.

The total mileage in use by passenger and commercial vehicles rose from 27,975 a year ago and 29,638 as of December 31, 1969, the date of the last survey, to 29,906 as of March 31. Thus mileage open to traffic was increased by 1,931 miles during the past 12 months, including 268 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 29,906 miles of the Interstate System now in use by motorists 24,506 miles meet the standards of adequacy for future traffic and 3,089 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 2,311 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, 4,850 miles were under construction as of March 31, and engineering or right-of-way acquisition was in progress on another 5,997 miles. Thus some form of work was underway or completed on 40,753 miles of the 42,500 mile system -- about 96 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 1971 was announced on December 15, 1969. 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, 1970 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	24,506
Improved to standards adequate for present traffic but additional improvement needed to meet full standards:	
With Interstate funds	3,089
Toll facilities	2,311
Total mileage improved and open to traffic	29,906
Mileage under construction	4,850
Preliminary engineering or right-of-way acquisition underway	5,997
Total mileage improved or work underway	40,753

Some $39.68 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 $28.73 billion, of which $23.60 billion was for construction and $5.13 billion for engineering and right-of-way acquisition. As of March 31, 1970 work estimated to cost $10.95 billion was underway or authorized, including $7.35 billion of construction, and $3.60 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 extension, for which $1.425 billion was apportioned for fiscal year 1971, has also shown considerable accomplishment, with $27.78 billion worth of work involving 252,601 miles of construction contracts completed or underway.

Construction contracts involving 237,943 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of $21.30 billion; and contracts involving 14,658 miles at a cost of $3.95 billion were underway on March 31. In addition, $1.71 billion of engineering and right-of-way acquisition work had been completed and $818 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.

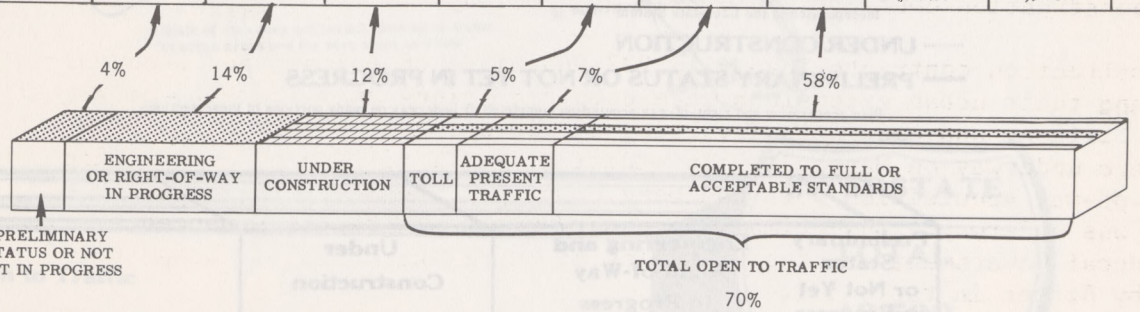
The Highway Trust Fund, source of Federal funds for the Federal-aid highway program received $1.243 billion of tax revenue income during the three months ended March 31, about 70 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to $918 million. The status 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, 1970

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	20.50	179.51	125.80	305.31	-	223.00	350.20	573.20	899.01	ALABAMA
ARIZONA	5.25	129.59	196.37	325.96	-	209.42	631.59	841.01	1,172.22	ARIZONA
ARKANSAS	-	12.19	68.34	80.53	-	40.03	398.38	438.41	518.94	ARKANSAS
CALIFORNIA	23.00	267.50	359.00	626.50	10.20	295.90	1,325.60	1,631.70	2,281.20 2/	CALIFORNIA
COLORADO	132.92	92.72	66.59	159.31	-	83.70	600.64	684.34	976.57	COLORADO
CONNECTICUT	52.00	23.08	11.20	34.28	16.40	47.37	197.50	261.27	347.55	CONNECTICUT
DELAWARE	-	9.40	2.07	11.47	14.30	0.92	13.92	29.14	40.61	DELAWARE
FLORIDA	241.61	274.33	102.29	376.62	56.45	-	722.66	779.11	1,397.34	FLORIDA
GEORGIA	38.70	232.80	156.51	389.31	-	2.32	719.25	721.57	1,149.58	GEORGIA
HAWAII	9.20	21.93	3.72	25.65	-	1.57	15.43	17.00	51.85	HAWAII
IDAHO	-	109.94	32.55	142.49	-	120.11	349.03	469.14	611.63	IDAHO
ILLINOIS	85.82	248.94	202.40	451.34	155.66	148.05	884.39	1,188.10	1,725.26	ILLINOIS
INDIANA	14.30	124.72	134.81	259.53	156.90	-	698.69	855.59	1,129.42	INDIANA
IOWA	57.54	89.97	113.80	203.77	3.57	-	516.47	520.04	781.35	IOWA
KANSAS	20.90	57.70	69.70	127.40	185.90	-	487.60	673.50	821.80	KANSAS
KENTUCKY	-	131.00	32.58	163.58	39.20	16.80	518.19	574.19	737.77	KENTUCKY
LOUISIANA	40.91	164.48	182.83	347.31	-	5.37	324.45	329.82	718.04	LOUISIANA
MAINE	1.75	30.12	5.04	35.16	57.70	99.16	118.45	275.31	312.22	MAINE
MARYLAND	24.91	7.16	23.71	30.87	53.04	74.55	176.44	304.03	359.81	MARYLAND
MASSACHUSETTS	24.57	26.41	10.42	36.83	134.41	24.33	252.98	411.72	473.12	MASSACHUSETTS
MICHIGAN	41.00	146.95	58.09	205.04	4.77	42.96	881.00	928.73	1,174.77	MICHIGAN
MINNESOTA	8.31	241.29	210.80	452.09	-	31.24	422.51	453.75	914.15	MINNESOTA
MISSISSIPPI	3.00	29.70	140.10	169.80	-	18.40	490.10	508.50	681.30	MISSISSIPPI
MISSOURI	27.60	157.60	112.40	270.00	0.30	149.70	699.30	849.30	1,146.90	MISSOURI
MONTANA	3.00	386.61	181.67	568.28	-	297.65	320.07	617.72	1,189.00	MONTANA
NEBRASKA	3.07	56.66	31.21	87.87	0.22	13.58	375.85	389.65	480.59	NEBRASKA
NEVADA	-	115.94	14.24	130.18	-	5.34	399.04	404.38	534.56	NEVADA
NEW HAMPSHIRE	7.56	21.56	12.92	34.48	21.02	14.93	136.25	172.20	214.24	NEW HAMPSHIRE
NEW JERSEY	19.90	101.40	69.60	171.00	45.70	25.70	122.70	194.10	385.00 3/	NEW JERSEY
NEW MEXICO	37.49	121.03	89.59	210.62	-	60.14	690.94	751.08	999.19	NEW MEXICO
NEW YORK	136.47	34.15	60.84	94.99	490.38	59.70	564.91	1,114.99	1,346.45	NEW YORK
NORTH CAROLINA	51.61	182.16	121.54	303.70	-	16.75	466.75	483.50	838.81	NORTH CAROLINA
NORTH DAKOTA	49.00	28.96	78.05	107.01	-	51.94	363.86	415.80	571.81	NORTH DAKOTA
OHIO	9.80	139.97	107.76	247.73	206.20	53.89	1,017.49	1,277.58	1,535.11	OHIO
OKLAHOMA	1.41	49.29	107.15	156.44	174.04	23.93	453.52	651.49	809.34	OKLAHOMA
OREGON	24.73	54.90	12.62	67.52	-	111.16	531.52	642.68	734.93	OREGON
PENNSYLVANIA	41.96	84.16	172.85	257.01	360.18	8.35	908.61	1,277.14	1,576.11	PENNSYLVANIA
RHODE ISLAND	26.50	6.51	8.57	15.08	-	13.81	44.80	58.61	100.19	RHODE ISLAND
SOUTH CAROLINA	63.02	50.86	185.93	236.79	-	8.17	448.94	457.11	756.92	SOUTH CAROLINA
SOUTH DAKOTA	-	126.16	107.22	233.38	-	37.58	408.27	445.85	679.23	SOUTH DAKOTA
TENNESSEE	7.50	214.60	126.60	341.20	-	85.30	611.10	696.40	1,045.10	TENNESSEE
TEXAS	110.61	459.88	337.78	797.66	-	277.44	1,984.29	2,261.73	3,170.00	TEXAS
UTAH	9.42	354.03	177.99	532.02	-	11.58	383.16	394.74	936.18	UTAH
VERMONT	-	88.48	49.26	137.74	-	4.43	178.21	182.64	320.38	VERMONT
VIRGINIA	9.72	182.91	165.82	348.73	37.60	41.65	633.00	712.25	1,070.70	VIRGINIA
WASHINGTON	42.08	133.56	27.75	161.31	-	176.30	383.42	559.72	763.11	WASHINGTON
WEST VIRGINIA	30.32	129.36	73.62	202.98	87.10	0.30	191.05	278.45	511.75	WEST VIRGINIA
WISCONSIN	105.07	1.73	0.19	1.92	-	24.71	431.05	455.76	562.75	WISCONSIN
WYOMING	70.39	55.43	105.96	161.39	-	26.59	655.27	681.86	913.64	WYOMING
DISTRICT OF COLUMBIA	9.91	7.32	2.29	9.61	-	2.92	7.15	10.07	29.59	DISTRICT OF COLUMBIA
PENDING	2.91 4/								2.91 4/	PENDING
TOTAL	1,747.24	5,996.65	4,850.14	10,846.79	2,311.24	3,088.74	24,505.99	29,905.97	42,500.00	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 7.00 miles chargeable to the Howard-Cramer Act of the total 17.20 mile Century Freeway (I-105) which was added to the system under that Act.
3/ Excludes 27.40 miles chargeable to the Howard-Cramer Act of the total 34.40 mile Trenton-Asbury Park Spur (I-195) which was added to the system under that Act.
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 INTE

STATUS OF IM OVEMENT

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

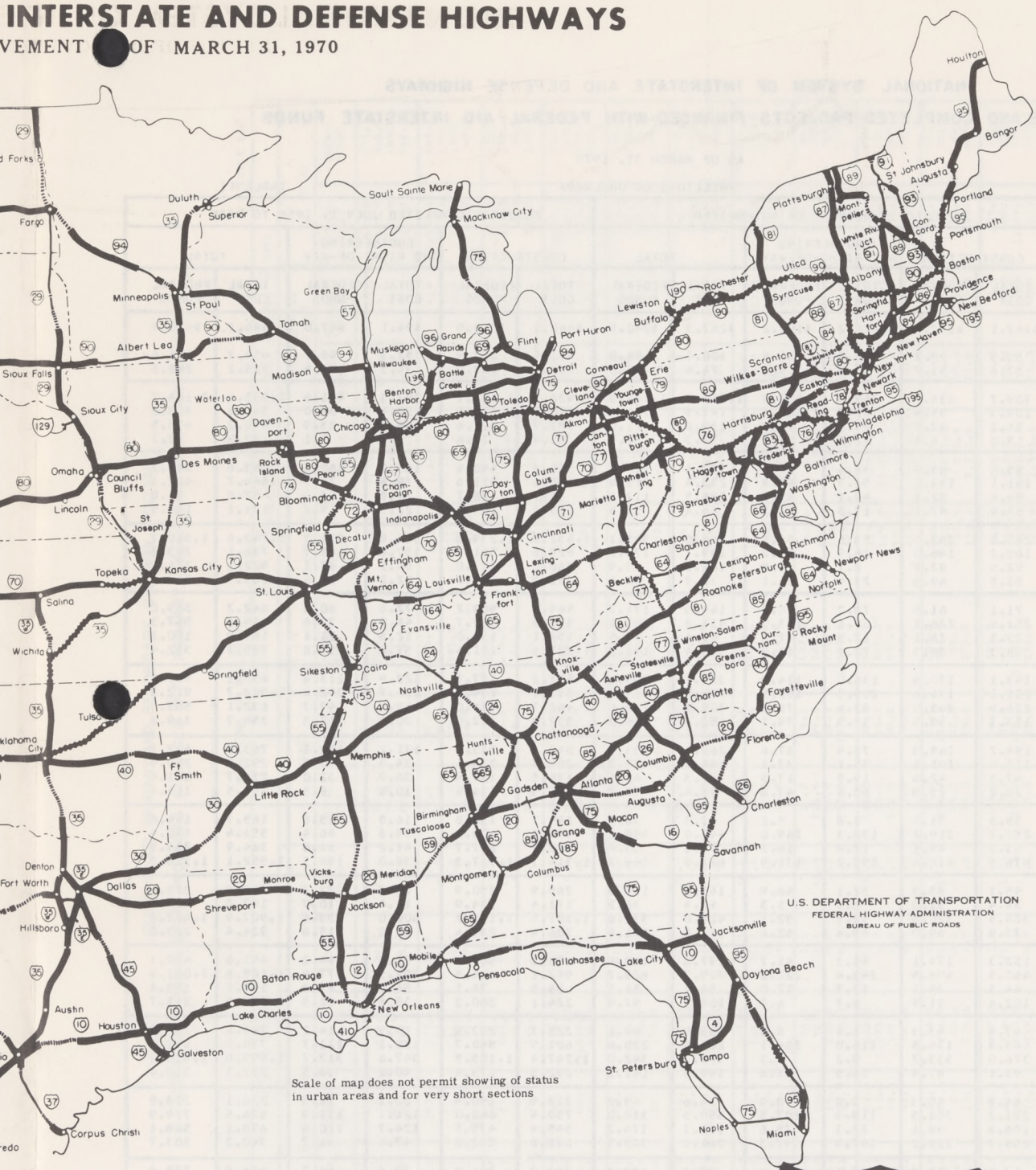
PRELIMINARY STATUS OR NOT YET IN PROGRESS

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
1,747 Miles	5,997 Miles	4,850 Miles

INTERSTATE AND DEFENSE HIGHWAYS

VEMENT [redacted] OF MARCH 31, 1970



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

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

Open to Traffic

29,906 Miles

[redacted]

34,756 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, 1970

/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	$147.1	$132.3	$120.2	$108.2	$267.3	$240.5	$440.1	$388.9	$54.1	$47.0	$494.2	$435.9
ALASKA												
ARIZONA	63.3	59.7	36.8	34.8	100.1	94.5	381.4	352.9	52.3	48.7	433.7	401.6
ARKANSAS	57.6	51.7	17.0	15.3	74.6	67.0	290.7	259.0	34.5	29.5	325.2	288.5
CALIFORNIA	709.7	634.4	555.5	477.9	1,265.2	1,112.3	1,938.3	1,693.1	597.3	491.6	2,535.6	2,184.7
COLORADO	109.3	95.4	32.2	29.4	141.5	124.8	310.2	276.0	38.4	33.0	348.6	309.0
CONNECTICUT	56.1	47.5	83.5	73.5	139.6	121.0	381.7	321.6	94.5	83.9	476.2	405.5
DELAWARE	5.0	4.4	32.2	28.1	37.2	32.5	80.9	71.6	1.4	1.1	82.3	72.7
FLORIDA	95.0	85.0	38.4	34.8	133.4	119.8	500.6	440.4	163.0	140.8	663.6	581.2
GEORGIA	181.1	163.0	54.3	48.8	235.4	211.8	465.3	411.6	79.4	70.7	544.7	482.3
HAWAII	94.4	82.1	40.1	35.7	134.5	117.8	32.7	28.7	24.8	22.3	57.5	51.0
IDAHO	50.9	47.1	13.5	12.5	64.4	59.6	158.8	144.7	22.3	19.2	181.1	163.9
ILLINOIS	285.5	253.0	58.5	52.1	344.0	305.1	1,432.0	1,239.0	310.6	271.7	1,742.6	1,510.7
INDIANA	162.2	146.0	26.9	24.2	189.1	170.2	628.5	561.5	157.6	141.7	786.1	703.2
IOWA	92.5	83.1	8.7	7.8	101.2	90.9	368.0	327.0	54.1	47.1	422.1	374.1
KANSAS	55.5	49.3	23.4	21.1	78.9	70.4	261.7	230.8	42.2	37.4	303.9	268.2
KENTUCKY	71.1	61.5	78.2	70.2	149.3	131.7	569.4	508.2	72.8	60.8	642.2	569.0
LOUISIANA	251.6	226.1	159.8	143.0	411.4	369.1	570.8	507.7	44.0	39.6	614.8	547.3
MAINE	29.5	26.1	12.9	11.4	42.4	37.5	157.1	139.0	12.8	11.1	169.9	150.1
MARYLAND	98.3	86.3	72.1	64.9	170.4	151.2	327.6	281.6	57.6	50.8	385.2	332.4
MASSACHUSETTS	193.1	170.8	136.0	114.8	329.1	285.6	521.2	457.1	128.9	113.6	650.1	570.7
MICHIGAN	201.1	176.6	205.3	183.5	406.4	360.1	832.0	709.5	236.7	202.8	1,068.7	912.3
MINNESOTA	226.5	205.0	83.4	70.0	309.9	275.0	462.3	416.0	169.8	149.7	632.1	565.7
MISSISSIPPI	113.3	99.5	38.8	34.7	152.1	134.2	337.8	302.0	20.9	17.8	358.7	319.8
MISSOURI	184.7	165.3	75.9	67.8	260.6	233.1	592.3	530.0	171.2	152.1	763.5	682.1
MONTANA	111.0	101.1	35.1	32.1	146.1	133.2	257.7	234.1	34.4	30.8	292.1	264.9
NEBRASKA	47.8	42.6	19.5	17.5	67.3	60.1	178.5	159.4	36.2	32.0	214.7	191.4
NEVADA	28.0	25.9	50.4	47.8	78.4	73.7	144.9	134.9	10.6	9.5	155.5	144.4
NEW HAMPSHIRE	35.5	31.5	5.8	5.2	41.3	36.7	149.7	130.8	16.0	13.8	165.7	144.6
NEW JERSEY	252.7	219.2	190.3	169.0	443.0	388.2	456.6	404.0	99.8	86.4	556.4	490.4
NEW MEXICO	53.0	49.1	17.8	16.3	70.8	65.4	323.7	297.7	41.2	36.8	364.9	334.5
NEW YORK	476.6	416.4	150.2	131.9	626.8	548.3	1,314.1	1,127.3	238.0	199.5	1,552.1	1,326.8
NORTH CAROLINA	95.1	85.5	52.1	46.9	147.2	132.4	285.9	250.9	26.1	22.7	312.0	273.6
NORTH DAKOTA	34.4	31.0	6.0	5.3	40.4	36.3	171.4	154.9	11.4	10.0	182.8	164.9
OHIO	368.5	320.5	59.5	52.1	428.0	372.6	1,307.9	1,149.2	600.0	533.6	1,907.9	1,682.8
OKLAHOMA	77.9	69.0	69.6	62.6	147.5	131.6	306.4	269.4	18.0	15.6	324.4	285.0
OREGON	152.3	139.1	45.3	41.7	197.6	180.8	420.3	367.9	71.3	64.2	491.6	432.1
PENNSYLVANIA	460.3	406.5	249.4	222.2	709.7	628.7	982.1	864.5	207.5	177.4	1,189.6	1,041.9
RHODE ISLAND	44.5	39.1	13.7	12.0	58.2	51.1	88.5	76.1	54.6	47.3	143.1	123.4
SOUTH CAROLINA	102.6	91.9	6.7	6.0	109.3	97.9	224.1	200.2	35.8	31.5	259.9	231.7
SOUTH DAKOTA	47.5	43.3	6.4	5.8	53.9	49.1	225.7	202.9	15.9	14.2	241.6	217.1
TENNESSEE	149.8	134.5	116.0	104.1	265.8	238.6	601.9	540.7	128.1	111.7	730.0	652.4
TEXAS	376.0	333.7	9.2	8.3	385.2	342.0	1,247.4	1,105.5	347.6	312.7	1,595.0	1,418.2
UTAH	93.1	87.9	56.5	53.6	149.6	141.5	292.5	273.9	40.2	36.5	332.7	310.4
VERMONT	44.8	40.3	9.8	8.9	54.6	49.2	213.9	190.4	22.2	18.5	236.1	208.9
VIRGINIA	231.2	208.5	119.3	107.5	350.5	316.0	750.4	668.0	126.1	111.9	876.5	779.9
WASHINGTON	108.8	98.6	83.3	75.6	192.1	174.2	545.4	475.5	124.7	110.6	670.1	586.1
WEST VIRGINIA	253.7	228.2	107.9	97.3	361.6	325.5	292.6	262.0	47.6	41.7	340.2	303.7
WISCONSIN	12.0	10.8	25.1	21.4	37.1	32.2	343.3	306.0	73.6	64.8	416.9	370.8
WYOMING	36.6	33.7	11.2	10.4	47.8	44.1	293.3	269.9	13.9	12.3	307.2	282.2
DIST. OF COL.	128.8	100.5	77.9	69.5	206.7	170.0	136.8	120.3	47.2	41.3	184.0	161.6
PUERTO RICO												
TOTAL	7,356.8	6,539.4	3,597.4	3,195.3	10,954.2	9,734.7	23,596.6	20,834.3	5,129.2	4,471.8	28,725.8	25,306.1

FEDERAL-AID PRIMARY AND SECONDARY HIGHWAY SYSTEMS

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

AS OF MARCH 31, 1970

/MILLIONS OF DOLLARS/

TABLE II-F

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	$61.9	$32.2	264.2	$25.6	$12.9	$87.5	$45.1	$432.4	216.8	7,388.2	38.6	18.9	471.0	235.7
ALASKA	54.9	51.2	213.0	24.5	23.2	79.4	74.4	318.7	295.6	2,468.2	49.2	46.3	367.9	341.9
ARIZONA	24.3	16.5	79.9	.6	.5	24.9	17.0	231.0	160.3	1,890.9	4.5	3.0	235.5	163.3
ARKANSAS	66.8	32.3	342.4	15.5	7.8	82.3	40.1	308.4	153.9	5,112.2	18.6	9.0	327.0	162.9
CALIFORNIA	267.6	155.7	277.4	11.0	7.1	278.6	162.8	1,326.4	689.3	3,492.2	7.7	4.5	1,334.1	693.8
COLORADO	19.2	11.1	113.4	16.8	9.7	36.0	20.8	317.3	171.5	3,582.8	40.3	21.8	357.6	193.3
CONNECTICUT	34.7	18.1	16.2	13.7	6.9	48.4	25.0	195.8	95.3	251.0	30.6	14.7	226.4	110.0
DELAWARE	13.7	7.4	34.5	9.4	5.0	23.1	12.4	81.1	39.5	494.2	6.8	3.4	87.9	42.9
FLORIDA	97.8	49.3	212.0	12.3	6.3	110.1	55.6	470.7	219.7	3,435.2	7.4	3.6	478.1	223.3
GEORGIA	112.5	57.5	555.5	35.0	17.6	147.5	75.1	454.8	225.1	5,558.8	55.2	27.3	510.0	252.4
HAWAII	15.9	8.0	31.3	10.7	5.6	26.6	13.6	64.0	31.5	136.9	16.5	7.5	80.5	39.0
IDAHO	35.0	24.8	246.1	11.2	6.9	46.2	31.7	152.4	97.5	2,267.1	14.5	8.1	166.9	105.6
ILLINOIS	167.3	84.5	458.0	7.9	4.0	175.2	88.5	1,035.2	530.1	7,870.4	52.9	26.1	1,088.1	556.2
INDIANA	48.8	24.5	71.3	13.0	6.5	61.8	31.0	550.5	282.5	3,468.4	72.3	34.3	622.8	316.8
IOWA	98.0	49.8	1,438.5	1.7	1.2	99.7	51.0	440.1	226.9	11,003.5	13.0	6.5	453.1	233.4
KANSAS	85.7	43.0	824.2	5.9	3.0	91.6	46.0	439.6	219.7	13,047.9	35.7	17.9	475.3	237.6
KENTUCKY	48.2	23.1	83.4	41.3	20.9	89.5	44.0	332.7	167.5	2,381.5	55.3	26.9	388.0	194.4
LOUISIANA	63.6	32.1	146.3	26.4	13.2	90.0	45.3	371.5	181.0	2,814.7	20.0	9.9	391.5	190.9
MAINE	19.7	9.8	56.7	4.6	2.3	24.3	12.1	155.9	77.1	957.0	20.6	9.6	176.5	86.7
MARYLAND	46.2	22.9	108.7	11.9	6.0	58.1	28.9	248.4	122.8	1,439.0	5.6	2.8	254.0	125.6
MASSACHUSETTS	85.9	44.2	60.9	40.0	20.2	125.9	64.4	339.2	166.1	437.2	96.9	24.7	436.1	190.8
MICHIGAN	125.4	66.0	394.8	47.0	23.9	172.4	89.9	792.3	380.4	9,180.9	42.3	20.0	834.6	400.4
MINNESOTA	108.0	50.7	1,204.0	2.9	1.5	110.9	52.2	537.6	272.4	14,801.1	20.4	10.3	558.0	282.7
MISSISSIPPI	48.1	23.1	506.7	20.2	10.2	68.3	33.3	337.7	165.5	7,601.4	28.9	14.5	366.6	180.0
MISSOURI	100.8	50.6	225.8	32.9	18.0	133.7	68.6	518.5	264.1	9,819.3	99.9	48.1	618.4	312.2
MONTANA	27.7	17.9	186.0	10.7	6.4	38.4	24.3	291.6	174.5	4,617.7	31.2	17.4	322.8	191.9
NEBRASKA	43.8	23.4	520.0	6.5	3.2	50.3	26.6	361.4	185.3	7,920.7	32.4	16.0	393.8	201.3
NEVADA	17.6	15.2	70.8	9.2	8.2	26.8	23.4	114.4	97.6	1,796.1	13.4	11.0	127.8	108.6
NEW HAMPSHIRE	18.7	8.8	26.5	1.5	.5	20.2	9.3	107.0	52.9	442.5	3.7	1.8	110.7	54.7
NEW JERSEY	116.3	50.4	42.5	102.1	48.9	218.4	99.3	320.3	159.3	518.7	37.0	18.5	357.3	177.8
NEW MEXICO	22.1	15.1	136.8	4.8	3.2	26.9	18.3	222.4	145.4	2,415.4	20.0	11.8	242.4	157.2
NEW YORK	349.1	154.9	188.7	4.5	2.3	353.6	157.2	1,649.1	765.4	3,448.0	25.0	12.0	1,674.1	777.4
NORTH CAROLINA	100.1	49.3	222.8	61.7	30.8	161.8	80.1	453.5	225.9	4,885.3	67.4	33.4	520.9	259.3
NORTH DAKOTA	26.5	13.8	1,075.7	1.7	.9	28.2	14.7	255.0	129.7	13,819.4	14.2	7.2	269.2	136.9
OHIO	159.2	79.3	171.1	2.9	1.5	162.1	80.8	850.9	440.2	2,775.3	128.8	63.9	979.7	504.1
OKLAHOMA	66.2	31.7	340.4	8.8	4.4	75.0	36.1	447.9	223.1	6,311.7	14.5	6.9	462.4	230.0
OREGON	32.4	20.1	46.1	4.6	2.9	37.0	23.0	286.0	164.2	2,162.9	21.8	12.8	307.8	177.0
PENNSYLVANIA	378.4	179.4	256.5	36.3	18.2	414.7	197.6	851.5	419.3	2,043.5	94.5	43.1	946.0	462.4
RHODE ISLAND	16.4	8.0	19.8	8.6	4.3	25.0	12.3	96.1	47.5	239.4	30.3	14.9	126.4	62.4
SOUTH CAROLINA	60.8	29.0	729.6	1.0	.6	61.8	29.6	272.2	137.2	7,233.9	21.0	10.6	293.2	147.8
SOUTH DAKOTA	26.2	15.3	397.2	1.8	1.0	28.0	16.3	271.5	148.9	9,544.9	4.3	2.5	275.8	151.4
TENNESSEE	41.9	20.4	316.8	21.3	10.6	63.2	31.0	427.4	214.8	7,249.3	52.9	24.8	480.3	239.6
TEXAS	237.3	124.2	940.9	.5	.3	237.8	124.5	1,391.8	715.6	19,132.8	4.8	2.6	1,396.6	718.2
UTAH	19.9	15.1	137.2	9.7	7.5	29.6	22.6	151.6	107.9	1,591.6	11.3	7.4	162.9	115.3
VERMONT	17.2	8.7	30.7	2.8	1.4	20.0	10.1	90.7	45.3	519.1	13.4	6.1	104.1	51.4
VIRGINIA	76.7	39.6	182.0	6.8	3.4	83.5	43.0	460.7	223.7	3,838.9	50.8	24.3	511.5	248.0
WASHINGTON	32.3	18.6	103.1	12.3	6.5	44.6	25.1	372.1	182.5	3,910.5	18.9	9.8	391.0	192.3
WEST VIRGINIA	76.8	38.7	51.7	22.6	11.7	99.4	50.4	167.5	83.9	1,098.2	41.5	20.7	209.0	104.6
WISCONSIN	64.5	31.9	320.0	25.9	12.9	90.4	44.8	504.9	251.2	6,690.1	57.2	28.2	562.1	279.4
WYOMING	15.0	11.0	134.0	3.4	2.4	18.4	13.4	176.8	116.4	2,439.7	7.8	5.1	184.6	121.5
DIST. OF COL.	19.9	11.8	9.1	2.0	1.5	21.9	13.3	99.3	53.2	80.9	12.8	6.0	112.1	59.2
PUERTO RICO	34.7	17.1	36.2	1.8	.9	36.5	18.0	152.0	68.4	316.7	27.9	11.3	179.9	79.7
TOTAL	3,947.7	2,037.4	14,657.7	818.0	436.7	4,765.7	2,474.1	21,297.9	11,031.5	237,943.3	1,712.2	849.5	23,010.1	11,881.0

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV

	THREE MONTHS ENDED MARCH 31, 1970	FISCAL YEAR 7-1-69 TO 3-31-70
Balance at beginning of period	$1,961,824	$1,520,827
Income:		
Tax revenue:		
Motor-fuel taxes (net after refunds)	867,238	2,879,507
Less motorboat fuel revenue 1/	1,500	24,800
Net for highways	865,738	2,854,707
Trucks, buses, and trailers	172,160	504,546
Tires, tubes, and tread rubber	145,852	478,444
Vehicle use	21,575	110,973
Parts and accessories, trucks and buses.	24,748	64,280
Lubricating oil (net after refunds)	12,679	79,088
Total excise revenues	1,242,752	4,092,038
Interest earned	5,602	53,215
Total Income	1,248,354	4,145,253
Disbursements:		
For highways	918,125	3,374,027
Interest on advances from General Fund	-	-
Total Disbursements	918,125	3,374,027
Balance at end of period	2,292,053	2,292,053

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

FOR SUNDAY RELEASE
May 24, 1970

FHWA--469
(202-426-0648

When George Washington traveled on horseback from Mount Vernon to Winchester, Virginia, he went through Thoroughfare Gap, and past a six-story stone mill, then known as Chapman's Mill.

When Stonewall Jackson and his Confederate forces galloped through the Gap on their way to the Second Battle of Manassas, they rode past the same mill, by then known as Beverley's Mill (and part of the battle took place around the old building).

And in the next four or five years when motorists travel through Thoroughfare Gap on modern Interstate Route 66, they, too, will pass Beverley's Mill -- but only because of a cooperative effort on the part of conservationists and Federal and State highway officials.

The mill, located adjacent to State Route 55 roughly at the juncture of Fauquier and Prince William Counties, was built in 1749 of native stone. It was rebuilt in 1858, and was still producing flour in the 1940's.

Of it, Bruce Dowling, president of the America the Beautiful Fund, says: "It is a unique building; there is nothing like it architecturally. It is of national importance."

Attesting to this is the fact that Beverley's Mill has been placed on both the National and Virginia Registers of Historic Landmarks.

However, when the survey lines for the right-of-way for Interstate Route 66 were run through Thoroughfare Gap, they took in the site of the old building, which then was abandoned and in disrepair. That meant that unless something was done, the mill would be demolished.

(more)

Subsequently, though, the historical value of the mill was brought out at a local highway right-or-way hearing. Several members of the Garden Club of Fauquier-Loudon Counties then interceded with both the Federal Highway Administration in Washington and the Virginia Department of Highways in Richmond.

The highway officials decided to explore the feasibility of altering the I-66 right-of-way as it was laid out in the original survey. The America the Beautiful Fund sponsored engineering studies and submitted them to the Virginia Department of Highways. As a result, Federal and State highway officials concluded that it would be possible to move the right-of-way south of the original alignment, and thus bypass Beverley's Mill.

And with I-66 eventually running past it, the old mill "will be even more visible as an historical attraction than it was previously," observed a spokesman for the Virginia Department of Highways.

At present, contracts have been let to relocate State Route 55 in the vicinity of the mill, preliminary to construction of I-66 there. Actual work on the Interstate route is not scheduled to begin for about two years.

Mrs. James Paul Mills of Middleburg, Va., a Garden Club member, commented:

"We are very happy that the mill was spared. It shows that little things can be done that mean a great deal."

And Federal Highway Administrator F. C. Turner observed:

"The saving of the historic Beverley's Mill shows what can be accomplished when people of good will work together for a common objective. The preservation of historic buildings and areas is foremost in the minds of those of us who have the responsibility of building today's sorely-needed modern highways. We welcome the opportunity to work with any interested citizens' group to this end."

-o-

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

Mr. Kruser
Rm - 3216-C

FHWA - 470
(202) 426-0648

FOR SUNDAY RELEASE
May 31, 1970

The Federal Highway Administration's Bureau of Motor Carrier Safety is cracking down on the use of alcohol and drugs by the drivers of commercial trucks and buses.

New amendments to Part 392 of the Motor Carrier Safety Regulations will make it illegal for commercial drivers to consume alcoholic beverages during the period immediately before and while they are on duty, or to use drugs (other than prescription medicines which their doctors have determined will not affect their driving ability). It also will be illegal for drivers to have alcohol beverages or drugs in their possession while on duty.

The new regulations will take effect on June 30.

"The need for these more stringent regulations of commercial drivers who use amphetamines, narcotics or other dangerous drugs, or who are under the influence of alcohol, has been vividly underscored by recent reports submitted to the Bureau of Motor Carrier Safety," said Federal Highway Administrator F. C. Turner.

"Investigations of accidents have shown an increasing number which can be attributed to drivers under the influence of drugs or alcohol.

-more-

This cannot -- and will not -- be tolerated, and we think these new rules will play a major part in eliminating such dangerous drivers from behind the wheels of commercial vehicles."

Dr. Robert A. Kaye, Director of the BMCS, said that the Department of Transportation's "Alcohol and Highway Safety Report" established that as many as half of the Nation's annual traffic fatalities have an alcohol involvement. In addition, he said, accident reports submitted to the Bureau have shown tragic experiences caused by commercial drivers using alcoholic beverages and stimulant-type drugs, often called "bennies," "pep pills," etc.

Dr. Kaye said that it has been the practice of some drivers to use pep pills in the mistaken belief that they will enable him to drive beyond the limits of normal human endurance. Drivers using such drugs have been known to experience delusions and hallucinations, he said, and the Bureau has investigated accidents where drivers, while under the influence of drugs, have killed or maimed themselves or innocent users of the highways.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FHWA -473
(202) 426-0648

FOR RELEASE SUNDAY,
May 31, 1970

Highways and conservation are going together in Minnesota these days -- and the State's outdoor sportsmen are benefitting by it.

Not only are new highways enabling hunters and fishermen to reach conservation areas more quickly and safely -- they also are helping to create new conservation areas, as well.

The Minnesota Highway Department is working with the Minnesota Conservation Department, the United States Soil Conservation Service and the Federal Highway Administration in developing sites for wildlife management. These "Resource Conservation Development Projects" are administered under the United States Soil Conservation Service.

Projects that are established, currently under way and proposed involve the use of borrow pits for development into game preservation areas by careful planning of the construction of the site area both during excavation and after completion of the borrow operations.

Borrow pits are areas of land from which soil is removed to be used in filling in low spots in highway construction. In some cases the location of the site is such that it can readily be made into a pond or marsh for wildlife, and in Minnesota there are many such sites suitable for development for ducks, geese, and shorebirds such as snipe, gulls, great blue herons, sandpipers and others. These ponds also provide a fine environment for mink and muskrat.

-more-

One such area which has been completed is the Huntersville Marshes Impoundments Project in Wadena County, Minnesota. This was a cooperative project between a number of agencies, including the Wadena County Highway Department, in its construction of County Route 27, and the Minnesota Department of Conservation.

Since the project was launched in 1967, extensive marsh growth has developed and the water level is even with the impoundment drain, which contains a screening device to keep mink and muskrat from falling in and drowning. In other areas this impoundment device (called a weir) is used to prevent rough fish such as carp and bullheads from swimming into the wildlife management area and destroying the aquatic vegetation that is beginning to grow. Ducks and geese already are using this area and the project is considered very successful.

Another project is currently undergoing construction in western Minnesota at Barnesville, close to the North Dakota border. This is an 88.8 acre borrow pit along a Interstate Route 94 project now under construction. Approximately 885,000 cubic yards of fill has been excavated from this pit for construction of interchanges, overpass ramps, etc. It was felt that this area would become very attractive to waterfowl if properly developed and managed. Although waterfowl production would undoubtedly result, the greatest use would probably come from migrating ducks and geese and shore birds. Muskrat and mink habitat would also be created to benefit those species.

The Conservation Department will be responsible for the costs and maintenance of a water control structure located at the outlet in order to manipulate water levels for optimum waterfowl use. The Highway Department will install a fixed level outlet culvert. There already has been 4 to 5 inches of black topsoil placed over the entire bed of the pit and water has begun filling it. The purpose of the top soil is to enhance aquatic plant growth when eventually flooded. It is also proposed to construct a number of nesting and loafing islands before flooding is completed, and to fence and post the area.

The advantage of this particular borrow pit is that it is wide and relatively shallow. If the water is too deep, it is not as suitable for a wildlife area as if it is shallow, say 3 to 4 feet in depth with the possibility of mudflat development of certain areas. The source of the water for this project will be snow melt and natural runoff. It is planned that there will be a periodic "drawdown" (drainage) of the water to develop a mudflat which will help facilitate aquatic plant growth.

-more-

The Barnesville project involves the cooperation of several agencies, including the Minnesota Game and Fish Division, the Minnesota Division of Lands and Forestry, the United States Soil Conservation Service, and the Minnesota Highway Department.

In the planning stage, another borrow pit wildlife development project is being outlined for the I-90 Interstate site south of Walnut Lake in Faribault County, five miles southwest of Wells. It is anticipated that this will be a shallow borrow pit where 500,000 cubic yards of fill will be removed from an area running 100 yards long and three feet deep.

This cooperative program is an on-going system of development, and both the Conservation Department and the Highway Department envision this to be a typical method of operation whenever the terrain lends itself to this type of program.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR TUESDAY P.M. RELEASE
June 2, 1970

FHWA--471
(202-426-0648

The Department of Transportation's Federal Highway Administration announced today that all future roadbuilding contracts will contain specific regulations to assure effective control of water pollution resulting from soil erosion at highway construction sites.

Federal Highway Administrator F. C. Turner said "specific provisions are being written into all contracts to give supervising engineers the authority to order contractors to take whatever steps are appropriate and necessary to prevent soil erosion."

"In the past," Turner said, "these pollution controls were voluntary in nature. Henceforth, they will be spelled out in the contracts with provisions made for separate payment for the control work performed."

The new provisions set a limit of 750,000 square feet of erodible earth which may be exposed at any one time. They also require cut slopes to be seeded and mulched as excavation proceeds.

The FHWA emphasized to the State highway departments that these new controls at construction sites, although temporary in nature, should in no way be construed as lessening the attention paid to permanent pollution practices along the entire Federal-aid highway network.

Mr. Turner described the new anti-pollution provisions as a part of a continuing and on-going program of environmental controls which the Bureau of Public Roads has been developing down through the years. "The work we perform in the environmental control fields now represents some 12 to 15 percent of the $5 billion annual Federal-aid highway program," Turner added.

- 0 -

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE WEDNESDAY
June 3, 1970

FHWA --472
(202) 426-0648

The Maywood community in Arlington County, Virginia, is an older residential neighborhood, its streets lined with full-grown trees and numerous gardens woven among its 250-odd homes.

It lay in the path of Interstate Highway 66 which is threading its way into downtown Washington, D.C. And 44 of those old established residences were threatened.

The local Parkway Citizens Association objected to the original routing and persuaded Federal Highway Administration and Virginia State Highway Department officials to take another look to see if they could save as many of those old homes as possible and retain the character of the neighborhood.

The highway builders found they could. They shifted the Interstate 66 alignment to the very edge of the community. This saved at least nine homes from the bulldozers. Then they designed a $550,000 retaining wall that will enable 12 more homes to remain intact.

"This means the saving of 21 homes," said Federal Highway Administrator F. C. Turner. "We're proud of that, but we wish we could save all of them. People tend to forget that we highway builders live in and love our homes, too. We don't tear any down unless its absolutely necessary, and when we do, we have a program known as Relocation Housing Assistance that assures everyone displaced that he'll have at least as good or better home than he had before."

- 0 -

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

Mr. Kruser

Rm. - 3216-C

FHWA - 481
(202-426-0648)

FOR IMMEDIATE RELEASE

It is a long way from Billings, Montana, to Port Huron, Michigan -- 1,607 miles.

But the distance is fast shrinking -- because of Interstate Route 94.

I-94 is not one of the "glamour" routes on the 42,500-mile Interstate System that run from coast to coast or from border to border. But to the seven States through which it travels, it is just as important.

And when it is completed in the next few years, you will be able to motor from Billings, in the land of the Crow Indians in Montana, to Port Huron, on the shores of Lake Huron in Michigan, in 26 hours and 47 minutes driving time, at an average speed of 60 mph. While doing so, you will be traveling on divided lanes all the way; you will not encounter a single traffic light, and there will be no intersections at grade.

Even now, you can make a major portion of this journey on I-94

-more-

-- which is 84 per cent completed -- without interruption. Of its 1,607 miles, 1,378 miles are already open and in use; 102 miles are under construction, and 127 miles are in a design and right-of-way acquisition stage.

Secretary of Transportation John A. Volpe, who as the first Federal Highway Administrator helped launch the Interstate System program in 1956, observed:

"Interstate routes such as I-94 make many significant contributions to our society. In addition to enabling you to drive twice as quickly with three times the safety between two distant points, they also connect and pull together widely separated and diverse areas of the nation.

"Take I-94, for example. Not only does it connect two such dissimilar States as Montana and Michigan, it also provides the traveler with some beautiful scenery on the way in North Dakota, Minnesota, Wisconsin, Illinois and Indiana.

"Additionally -- and very importantly -- I-94 is already making a substantial contribution to the economy of each State through which it passes."

Federal Highway Administrator F. C. Turner points out that Interstate routes such as I-94, when completed, will provide some other bonuses as well.

"The vacationer, in the same amount of time he has taken

previously, will be able to see much more of the country," he says.

"Travel will be much safer, of course, and there will be less strain on the driver. And many local traffic problems will have been solved by the new routes."

But where can you go on I-94 now? A quick State-by-State check provides the answer.

MONTANA: Of its total 248 miles of I-94, the State has 139 miles open and in use (though part of this mileage includes two lane stretches, which will later be expanded to the required minimum of four). Another 38 miles are under construction, and 70 miles are in a preliminary engineering - right-of-way acquisition stage. I-94 begins in Billings, Montana's second largest city (population 68,997) and home of Yellowstone Museum, Range Rider Monument, Boothill Cemetery, Eastern Montana College and Rocky Mountain College. Heading northeasterly, the Interstate route generally follows the course of the Yellowstone River. There are several gaps along the way, but wherever they occur, you will automatically use U.S. 10. The first break occurs 27 miles out of Billings at Pompeys Pillar, and you may want to pause to view the 200 foot high rock formation where on July 25, 1806, Captain William Clark carved his name and the date, both of which are still legible, and which has made this a Registered National Historic Landmark. Continuing, you go through or by such communities as Custer... Bighorn...Forsyth...Rosebud...and then you are in Miles City, "cow

capital of the west," with its Range Riders Museum. You move on through Terry to Glendive, where I-94 leaves the Yellowstone and plunges southeasterly to the North Dakota line.

NORTH DAKOTA: Strictly a breeze here, with all 353 miles of I-94 open and in full use. You enter the State at Beach and move through the North Dakota Badlands and the Theodore Roosevelt National Memorial Park. Then it is through Belfield...Dickinson...Richardton...New Salem...past the Sweet Briar Dam constructed as part of the I-94 project...and on to Mandan. Then it is across the mighty Missouri River to the State Capital, Bismarck (where you might want to visit the State Historical Museum). Continuing due east you speed through Steele...Dawson... Jamestown...Casselton...and on to Fargo (home of North Dakota State University).

MINNESOTA: Of the 259 miles of I-94 here, 168 are open; 44 are under construction, and 48 are in a preliminary engineering right-of-way acquisition stage. Wherever you encounter gaps in the system, you will automatically use U.S. 52. Crossing the State line at the Red River, you enter Moorhead (Moorhead State College), and then plunge steeply in a southeasterly direction across the State. Fergus Falls... through the heart of the lakes country...St. Cloud...and then the Twin Cities, separated by the Mississippi River, Minneapolis (University of Minnesota) and St. Paul (State Capital). From there it is just a hop, skip and a jump to the Wisconsin line.

WISCONSIN: Good news here, with all 348 miles completed and open. Entering the State by crossing the St. Croix River at Hudson, you move east to Eau Claire, and then turn south to Tomah, where I-94 joins up with I-90. The two routes run concurrently through scenic lake country to Madison (State Capital, University of Wisconsin), where I-94 goes off on its own again and turns due east, past Waukesha to Milwaukee (with all the beers that made it famous). I-94 then heads directly south, past Racine and Kenosha, to the Illinois line.

ILLINOIS:: There is nothing to stop you here, either, with all 77 miles open and in operation. Heading south from Wisconsin you roll past Waukegan...North Chicago...Highland Park...and then dip past Skokie into the heart of the nation's second largest city. Going through it you will be at various times on the Edens Expressway, the Kennedy Expressway, the Dan Ryan Expressway, and the Calumet Expressway -- but just follow the I-94 route signs and you will be all right. South of Calumet City I-94 connects with I-80 and they run jointly into Indiana.

INDIANA: Although I-94 has but 46 miles here, so far only 19 of them are open. Another 19 miles are under construction and eight miles are in the preliminary engineering -- right-of-way acquisition stage. You continue on I-80-94 from the State line through Hammond to Gary, where I-94 will eventually split off and head northward past Michigan City to the Michigan border. At present, though use U.S. 12

north from Gary.

MICHIGAN: I-94 could not be in much better shape here, with 274 miles open out of a total of 276 (and those final two miles are under construction). So you head north along the shores of Lake Michigan, past St. Joseph and Benton Harbor, before I-94 turns eastward, and you continue on through Kalamazoo...Battle Creek...Jackson... Ann Arbor (University of Michigan)...Ypsilanti...and then you are in Detroit, "the motor City." At times as you pass through Detroit you will be on the Willow Run Freeway, the Detroit Industrial Freeway, and the Edsel Ford Freeway -- but they are all signed as I-94, so you won't have any problems. Heading north again, you pass by Grosse Pointe Woods...St. Clair Shores...Mount Clemons...and then you are finally driving into Port Huron (population 36,084) where I-94 comes to an end on the shores of Lake Huron.

# # #

067023

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE WEDNESDAY A.M.
June 10, 1970

FHWA -- 474
(202) 426-0648

Motor-vehicle registration topped the 105 million mark in 1969, Secretary of Transportation John A. Volpe reported today. The 1969 totals, released today by the Federal Highway Administration's Bureau of Public Roads, show 105,403,557 motor vehicles. The 1969 gain of 4,518,771 over 1968 is the largest increase that ever occurred in a single year, and the 1969 total is another record.

The 1969 registration total of 105,403,557 includes 87,153,381 automobiles, 364,340 buses and 17,885,836 trucks. The percentage increases over 1968 are 4.3 for automobiles, 3.6 for buses and 5.6 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 11.6 million motor vehicles in 1969, followed by Texas with 6,506,385, and New York was a very close third with 6,504,997. Ohio registered 5.9 million, Pennsylvania 5.8 million, Illinois 5.2 million, and Michigan registered 4.5 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 1969 total of such registrations was 2,309,116. The State laws governing trailer registrations vary greatly. The Bureau of Public Roads says that there were 8,280,753 trailers registered, but that because of the laws exempting some kinds of trailers, it considers the total to be of limited significance.

The 1969 motor-vehicle registrations, by State, are shown on the reverse side of this sheet.

(over)

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

STATE MOTOR-VEHICLE REGISTRATIONS--1969[1]

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

TABLE MV-1
MAY 1970

STATE	MOTOR VEHICLES															MOTORCYCLES	
	AUTOMOBILES			BUSES			TRUCKS			ALL MOTOR VEHICLES			COMPARISON OF TOTAL MOTOR-VEHICLE REGISTRATIONS, 1968-1969			PRIVATE AND COMMERCIAL	PUBLICLY OWNED 3/
	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 1968 REGISTRATIONS	INCREASE OR DECREASE 1969	PERCENTAGE CHANGE		
Alabama	1,465,788	5,643	1,471,431	1,830	5,853	7,683	362,585	18,676	381,261	1,830,203	30,172	1,860,375	1,806,111	54,264	3.0	32,867	515
Alaska	89,898	1,401	91,299	495	21	516	35,957	3,635	39,592	126,350	5,057	131,407	123,329	8,078	6.5	6,376	-
Arizona	775,951	6,435	782,386	571	1,516	2,087	227,703	12,117	239,820	1,004,225	20,068	1,024,293	943,598	80,695	8.6	27,443	256
Arkansas	654,260	2,459	656,719	569	3,633	4,202	283,305	6,239	289,544	938,134	12,331	950,465	6/ 930,402	20,063	2.2	18,500	30
California	9,627,419	58,883	9,686,302	12,278	8,456	20,734	1,798,469	95,975	1,894,444	11,438,166	163,314	11,601,480	11,123,467	478,013	4.3	469,709	6,482
Colorado	1,041,819	7,510	1,049,329	2,459	1,127	3,586	305,175	15,460	320,635	1,349,453	24,097	1,373,550	1,299,608	73,942	5.7	34,647	187
Connecticut	1,482,576	7,003	1,489,579	5,733	457	6,190	168,858	12,446	181,304	1,657,167	19,906	1,677,073	1,626,186	50,887	3.1	23,419	237
Delaware	248,189	2,244	250,433	1,053	77	1,130	42,912	2,180	45,092	292,154	4,501	296,655	283,118	13,537	4.8	3,768	31
Florida	3,365,237	14,511	3,379,748	2,647	4,974	7,621	473,372	34,015	507,387	3,841,256	53,500	3,894,756	3,627,987	266,769	7.4	74,389	1,354
Georgia	1,993,361	3,995	1,997,356	2,412	5,841	8,253	465,391	16,394	481,785	2,461,164	26,230	2,487,394	2,324,317	163,077	7.0	41,832	259
Hawaii	329,547	2,919	332,466	840	49	889	37,672	3,530	41,202	368,059	6,498	374,557	354,973	19,584	5.5	8,458	121
Idaho	322,992	2,915	325,907	603	1,473	2,076	139,658	8,996	148,654	463,253	13,384	476,637	470,930	5,707	1.2	23,871	102
Illinois	4,487,393	20,522	4,507,915	12,487	6,849	19,336	604,585	30,562	635,147	5,104,465	57,933	5,162,398	4,990,073	172,325	3.5	101,923	604
Indiana	2,417,562	6,709	2,424,271	7,448	3,449	10,897	523,734	15,940	539,674	2,948,744	26,098	2,974,842	2,739,206	235,636	8 6	70,383	308
Iowa	1,360,866	6,367	1,367,233	1,228	5,769	6,997	362,624	17,201	379,825	1,724,718	29,337	1,754,055	1,703,221	50,834	3.0	48,173	120
Kansas	1,103,708	6,254	1,109,962	1,470	3,470	4,940	385,237	14,796	400,033	1,490,415	24,520	1,514,935	6/ 1,463,618	51,317	3.5	39,083	752
Kentucky	1,338,221	4,088	1,342,309	2,070	5,335	7,405	350,424	12,691	363,115	1,690,715	22,114	1,712,829	1,690,646	22,183	1.3	24,156	138
Louisiana	1,379,675	8,548	1,388,223	6,975	2,485	9,460	340,441	12,097	352,538	1,727,091	23,130	1,750,221	1,661,572	88,649	5.3	24,883	180
Maine	396,409	2,051	398,460	800	870	1,670	92,169	3,461	95,630	489,378	6,382	495,760	480,270	15,490	3.2	7,752	18
Maryland	1,561,133	6,377	1,567,510	6,495	1,579	8,074	209,040	10,639	219,679	1,776,668	18,595	1,795,263	1,703,846	91,417	5.4	21,823	150
Massachusetts	2,171,988	9,987	2,181,975	6,255	400	6,655	216,816	20,650	237,466	2,395,059	31,037	2,426,096	2,336,490	89,606	3.8	33,400	-
Michigan	3,833,170	20,318	3,853,488	5,170	7,776	12,946	583,262	38,767	622,029	4,421,602	66,861	4,488,463	4,316,967	171,496	4.0	130,757	1,072
Minnesota	1,710,011	7,136	1,717,147	4,416	5,674	10,090	401,635	14,872	416,507	2,116,062	27,682	2,143,744	2,085,639	58,105	2.8	61,449	258
Mississippi	797,634	1,537	799,171	2,353	5,380	7,733	268,445	10,103	278,548	1,068,432	17,020	1,085,452	1,061,292	24,160	2.3	13,906	9
Missouri	1,824,822	5,635	1,830,457	3,707	4,703	8,410	460,865	13,273	474,138	2,289,394	23,611	2,313,005	6/ 2,320,150	-7,145	-0.3	30,573	45
Montana	310,035	1,940	311,975	1,217	556	1,773	156,637	7,749	164,386	467,889	10,245	478,134	463,344	14,790	3.2	19,608	68
Nebraska	672,436	4,479	676,915	1,038	2,087	3,125	240,166	9,030	249,196	913,640	15,596	929,236	909,123	20,113	2.2	24,374	98
Nevada	246,243	3,214	249,457	220	526	746	71,261	7,465	78,726	317,724	11,205	328,929	303,403	25,526	8.4	15,618	168
New Hampshire	316,653	1,501	318,154	863	142	1,005	53,117	4,600	57,717	370,633	6,243	376,876	352,806	24,070	6.8	7,176	-
New Jersey	3,112,571	16,850	3,129,421	8,247	2,292	10,539	312,618	37,211	349,829	3,433,436	56,353	3,489,789	3,333,523	156,266	4.7	35,470	950
New Mexico	436,089	4,823	440,912	2,311	330	2,641	158,947	8,233	167,180	597,347	13,386	610,733	589,489	21,244	3.6	18,514	76
New York	5,792,268	32,130	5,824,398	16,393	12,969	29,362	597,300	53,937	651,237	6,405,961	99,036	6,504,997	6,310,107	194,890	3.1	84,468	710
North Carolina	2,126,290	18,136	2,144,426	7,568	12,609	20,177	508,384	44,089	552,473	2,642,242	74,834	2,717,076	2,572,949	144,127	5.6	37,039	414
North Dakota	264,352	1,687	266,039	565	1,286	1,851	146,744	5,139	151,883	411,661	8,112	419,773	413,824	5,949	1.4	9,977	46
Ohio	5,217,680	15,028	5,232,708	6,573	11,762	18,335	595,031	28,862	623,893	5,819,284	55,652	5,874,936	5,441,963	432,973	8.0	111,499	583
Oklahoma	1,171,778	4,495	1,176,273	1,448	4,969	6,417	451,980	15,512	467,492	1,625,206	24,976	1,650,182	1,610,387	39,795	2.5	41,980	128
Oregon	1,080,036	8,811	1,088,847	1,836	3,585	5,421	225,325	14,928	240,253	1,307,197	27,324	1,334,521	1,242,368	92,153	7.4	45,071	343
Pennsylvania	5,006,893	18,360	5,025,253	13,195	2,338	15,533	680,199	38,567	718,766	5,700,287	59,265	5,759,552	5,546,819	212,733	3.8	109,644	662
Rhode Island	414,637	2,150	416,787	913	100	1,013	49,092	2,913	52,005	464,642	5,163	469,805	452,336	17,469	3.9	7,642	315
South Carolina	1,061,229	5,187	1,066,416	1,528	6,120	7,648	225,576	11,744	237,320	1,288,333	23,051	1,311,384	1,250,002	61,382	4.9	13,917	111
South Dakota	286,370	1,536	287,906	537	1,222	1,759	121,034	7,255	128,289	407,941	10,013	417,954	411,007	6,947	1.7	10,795	28
Tennessee	1,576,227	6,960	1,583,187	2,617	4,568	7,185	362,514	18,274	380,788	1,941,358	29,802	1,971,160	1,906,774	64,386	3.4	35,182	150
Texas	4,994,396	22,444	5,016,840	4,307	9,979	14,286	1,412,632	62,627	1,475,259	6,411,335	95,050	6,506,385	6,179,683	326,702	5.3	109,054	1,362
Utah	464,135	4,435	468,570	312	804	1,116	124,310	7,440	131,750	588,757	12,679	601,436	571,336	30,100	5.3	20,431	87
Vermont	177,693	959	178,652	402	399	801	32,875	2,211	35,086	210,970	3,569	214,539	206,607	7,932	3.8	6,236	-
Virginia	1,800,776	16,011	1,816,787	2,244	6,578	8,822	318,842	16,827	335,669	2,121,862	39,416	2,161,278	2,047,557	113,721	5.6	24,388	234
Washington	1,637,903	11,300	1,649,203	3,555	5,149	8,704	426,936	21,315	448,251	2,068,394	37,764	2,106,158	1,987,376	118,782	6.0	43,372	493
West Virginia	659,091	3,838	662,929	661	2,005	2,666	163,909	6,750	170,659	823,661	12,593	836,254	804,860	31,394	3.9	22,662	64
Wisconsin	1,725,942	8,522	1,734,464	7,637	2,862	10,499	302,866	26,873	329,739	2,036,445	38,257	2,074,702	2,027,121	47,581	2.3	48,750	448
Wyoming	151,831	1,310	153,141	854	635	1,489	78,978	4,233	83,211	231,663	6,178	237,841	225,601	12,240	5.4	8,392	26
Dist. of Col.	226,647	7/ 5,998	232,645	1,808	39	1,847	16,404	3,326	19,730	244,859	9,363	254,222	257,405	-3,183	-1.2	3,093	432
Total	86,709,830	443,551	87,153,381	181,213	183,127	364,340	16,974,011	911,825	17,885,836	103,865,054	1,538,503	105,403,557	100,884,786	4,518,771	4.5	2,287,892	21,224

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 owners farm, are not included in this table: Connecticut, 5,300; New Hampshire, 10,283; New Jersey, 8,316; New York, 13,956; and Rhode Island, 1,579.

6/ Additional information required the revision of the 1968 data for Arkansas, Kansas, and Missouri.

7/ Includes 3,445 automobiles of the Diplomatic Corps.

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR RELEASE THURSDAY A.M.
June 11, 1970

FHWA -- 477
(202) 426-6048

The Federal Highway Administration's Bureau of Public Roads has launched a new cooperative program with State highway departments to provide young BPR civil engineers with on-the-job training.

The BPR has signed agreements with 18 States and the District of Columbia. Participating States are California, Arizona, Washington, Idaho, Texas, Arkansas, Oklahoma, Kansas, Missouri, Iowa, Mississippi, Georgia, Pennsylvania, Virginia, Maryland, New York, Delaware and Kentucky.

The 51 recent college graduates who are currently involved in the new program will spend from six to 10 months with the highway departments to which they are assigned. While the Bureau of Public Roads will pay their salaries and travel costs, the trainees will work under the direction of the State highway department engineers. They will be treated as any other members of the engineering staffs and special efforts will be made to expose them to as many facets of highway construction as possible.

-more-

Upon completion, the young engineers will be assigned to BPR regional or division offices or to headquarters in Washington, D.C.

In the course of regular Federal-aid highway projects, BPR engineers are responsible for monitoring the construction work to insure compliance with Federal standards. They also analyze and approve requests for State highway departments for project assistance for roads in the Federal-aid systems.

"This program should be most helpful to both the State highway departments and the Bureau of Public Roads," Federal Highway Administrator F. C. Turner said. "By working with a State highway department, a BPR engineer will gain a better insight into some of the problems such departments face -- and conversely, it should provide the States with a better understanding of some of the problems faced by the BPR. All in all, it should make the excellent Federal-State relationship on the highway program even better."

Mr. Turner also pointed to the quid pro quo involved. "In this program, the States get the use of some engineers who do not cost them anything. On the other hand, the States provide them with extremely valuable training, direction and supervision."

BPR officials say that in the future the program may be extended to additional States.

All trainees assigned to the new program have been with the Bureau of Public Roads for at least six months.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR RELEASE THURSDAY A.M.
June 11, 1970

FHWA -- 475
(202) 426-0648

In the old days, the space under bridges and similar structures often became nothing more than a haven for hoboes. But not anymore.

Today, under these archways and spans, you may find a park or a playground, a swimming pool and tennis courts, or maybe a garage or parking lot, etc.

This is the result of a program known as "joint development," which was introduced by the Nation's highway engineers in an effort to make highways serve other purposes than just transportation. It seeks to utilize the space beside the highway as well as below and even the "air rights" above for office buildings, apartment houses, schools, restaurants and a host of other public services.

The Federal Highway Administration's Bureau of Public Roads began promoting this concept back in the mid 1960's, using the highway building program as a catalyst for improving the environment in both rural and urban areas.

The results of this effort have been compiled in a booklet entitled "Highway Joint Development and Multiple Use," which may be obtained from the U.S. Government Printing Office for $1.50.

The 126-page booklet contains photographic examples of

the multiple-use concept from every State and the District of Columbia and Puerto Rico. It shows highway embankments being used as dams to create lakes; gravel pits turned into recreation centers; land above the road being used for airport runways, below the road for docking and mooring facilities for the U.S. Coast Guard, etc.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR RELEASE SUNDAY,
JUNE 14, 1970

FHWA -- 476
(202) 426-0648

Construction of Interstate Route 70 just west of Denver, Colorado, has resulted in a monumental natural art work that undoubtedly will become a western landmark.

In building the six-lane freeway, it was necessary to cut through a prominent terrain feature called the Hogback, formed 50 to 80 million years ago by the gigantic upheaval that produced the Rocky Mountains.

The Hogback had long been a source of civic pride among Coloradans, and various conservation and civic groups came up with an imaginative proposal: instead of a steeply benched cut through the Hogback, why not widen it with broad terraces, which would be more pleasing esthetically?

The Colorado Highway Department was agreeable, and the Department of Transportation's Federal Highway Administration quickly added its approval.

The results, however, exceeded even the fondest hopes of the proponents of the project.

As the excavation work progressed, it became apparent that the Hogback wasn't simply layers of nondescript rock. Instead, bared for the first time, the strata stood out in beautiful, well-defined pastel bands.

-more-

It was so good that Dr. Edwin McKee of the U.S. Geological Survey suggested that the cut would be an exceptionally good site for teaching. The ancient layers of exposed earth and stone on each side of the highway could be living exhibits of millions of years past.

The proposal generated so much enthusiasm that the highway officials approved construction of turnoffs and parking lots for what now has become envisioned as a kind of nature study center.

The most exciting aspects of the Hogback's revelations are the Dakota and Morrison formations, dating from the era of dinosaurs and other giant reptiles. These formations were laid down about 130 million years ago when Colorado and much of that region of the nation were covered with fresh water lakes and river flood plains.

The exposed rock includes some narrow, light-colored segments believed to be volcanic ash, and dark red layers that probably were soils. Coal-like material tells the trained observer things about plant life which once existed there.

"This will be a 'must' stop for anyone coming through who is interested in geology," says Dr. L. W. Leroy, of the Colorado School of Mines. "And there will be many making special trips to the area just to see it."

Mrs. Estelle Brown, chairman of the Association for Beautiful Colorado Roads, and long associated with conservation causes, commented: "With the marvelous cooperation of the Colorado Highway Department and other government agencies, we have a unique new feature of the landscape. This is a dramatic demonstration that modern highway construction methods need not be so damaging to our environment."

And Federal Highway Administrator F. C. Turner observed:

"This is one more example of how highway officials are anxious to cooperate with conservation and citizens groups -- and how often construction of the vitally needed new Interstate freeways can actually leave the environment better than it was before."

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR RELEASE FRIDAY P.M.
June 19, 1970

FHWA--480
202-426-0648

Federal Highway Administrator F. C. Turner announced today that a public hearing will be held on a proposed amendment to the Motor Carrier Safety Regulations which would prohibit operation of an intercity bus at any time the driver or passengers are smoking.

The prohibition on smoking in commercial buses was requested on behalf of Ralph Nader in a petition to the Federal Highway Administration. A notice of proposed rule making was published by FHWA in the Federal Register on February 26, and by April 17, the cutoff date, approximately 1,300 comments had been received.

The public hearing will begin 9:30 a.m. July 29 at the Federal Highway Administration, Room 2230, Nassif Building, 400 Seventh Street S. W., Washington, D. C. 20591.

The hearing will be a non-adversary proceeding, with no cross-examination permitted. Interested persons will have an opportunity to present initial oral statements not more than 15 minutes in length, and they also will be able to submit supplemental written statements and data. After all initial statements have been made, persons wishing to make rebuttal statements will be given the opportunity to do so in the same order in which they made their initial statements.

Mr. Turner will designate an official of the Bureau of Motor Carrier Safety as the hearing officer.

Anyone wishing to present an oral or written statement at the hearing should notify Robert A. Kaye, Director of FHWA's Bureau of Motor Carrier Safety, by July 15.

-0-

061670

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR RELEASE SUNDAY,
JUNE 21, 1970

FHWA - 479
(202) 426-0648

Driving on Interstate highways reduces starts and stops and slow-downs and speed-ups as well as a lot of costly accidents. This saves motorists important time and money.

Statisticians of the Department of Transportation's Federal Highway Administration reckon these savings in the "hundreds of billions of dollars" from 1956 when the Interstate System got underway to 1979 when it is expected to be completed.

Here's how they figure it:

The reduction in starts, stops, etc., means less fuel and oil consumption, less tire wear and maintenance. In urban Interstate driving, this saves you two cents a mile; on rural stretches, it saves 1.5 cents a mile. Over the 23-year span from 1956 to 1979, this adds up to $45.8 billion.

The Interstate System is almost twice as safe as the older roads. This means fewer accidents, fewer repair bills, hospital costs, etc. These savings are figured at $15.8 billion for the 1956-79 period.

The Interstate also is a great time saver and time is valuable, too. The statisticians figure time saved for trucks is worth $5.56 an hour, and over that 1956-79 time span, this adds up to another $45.8 billion.

All this totals up to savings of $107 billion -- or $37 billion

-more-

more than current estimates of what the 42,500-mile system will cost when it's completed.

But truck drivers aren't the only ones who drive the Interstate. How about the drivers and passengers of cars? If you figure their time is worth on the average of $1.50 an hour, then add another $166 billion saved for a total of $212 billion. At $3 an hour, which approximates the nation-wide average wage, driver-passenger benefits would climb to $331 billion for a total of $377 billion.

Federal Highway Administrator F. C. Turner says "these figures are impressive, of course, for they demonstrate that the highway user is one taxpayer who gets his money back with interest."

"But the real savings on the Interstate is in the safety field. For every five miles of Interstate we complete, studies show we save one life a year. When completed, it is calculated the system will be responsible for saving each year about 8,000 lives -- that otherwise would have been lost on the older and more hazardous highways.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FHWA - 481
(202-426-0648)

FOR IMMEDIATE RELEASE

It is a long way from Billings, Montana, to Port Huron, Michigan -- 1,607 miles.

But the distance is fast shrinking -- because of Interstate Route 94.

I-94 is not one of the "glamour" routes on the 42,500-mile Interstate System that run from coast to coast or from border to border. But to the seven States through which it travels, it is just as important.

And when it is completed in the next few years, you will be able to motor from Billings, in the land of the Crow Indians in Montana, to Port Huron, on the shores of Lake Huron in Michigan, in 26 hours and 47 minutes driving time, at an average speed of 60 mph. While doing so, you will be traveling on divided lanes all the way; you will not encounter a single traffic light, and there will be no intersections at grade.

Even now, you can make a major portion of this journey on I-94

-more-

-- which is 84 per cent completed -- without interruption. Of its 1,607 miles, 1,378 miles are already open and in use; 102 miles are under construction, and 127 miles are in a design and right-of-way acquisition stage.

Secretary of Transportation John A. Volpe, who as the first Federal Highway Administrator helped launch the Interstate System program in 1956, observed:

"Interstate routes such as I-94 make many significant contributions to our society. In addition to enabling you to drive twice as quickly with three times the safety between two distant points, they also connect and pull together widely separated and diverse areas of the nation.

"Take I-94, for example. Not only does it connect two such dissimilar States as Montana and Michigan, it also provides the traveler with some beautiful scenery on the way in North Dakota, Minnesota, Wisconsin, Illinois and Indiana.

"Additionally -- and very importantly -- I-94 is already making a substantial contribution to the economy of each State through which it passes."

Federal Highway Administrator F. C. Turner points out that Interstate routes such as I-94, when completed, will provide some other bonuses as well.

"The vacationer, in the same amount of time he has taken

previously, will be able to see much more of the country," he says.

"Travel will be much safer, of course, and there will be less strain on the driver. And many local traffic problems will have been solved by the new routes."

But where can you go on I-94 now? A quick State-by-State check provides the answer.

MONTANA: Of its total 248 miles of I-94, the State has 139 miles open and in use (though part of this mileage includes two lane stretches, which will later be expanded to the required minimum of four). Another 38 miles are under construction, and 70 miles are in a preliminary engineering - right-of-way acquisition stage. I-94 begins in Billings, Montana's second largest city (population 68,997) and home of Yellowstone Museum, Range Rider Monument, Boothill Cemetery, Eastern Montana College and Rocky Mountain College. Heading northeasterly, the Interstate route generally follows the course of the Yellowstone River. There are several gaps along the way, but wherever they occur, you will automatically use U.S. 10. The first break occurs 27 miles out of Billings at Pompeys Pillar, and you may want to pause to view the 200 foot high rock formation where on July 25, 1806, Captain William Clark carved his name and the date, both of which are still legible, and which has made this a Registered National Historic Landmark. Continuing, you go through or by such communities as Custer... Bighorn...Forsyth...Rosebud...and then you are in Miles City, "cow

capital of the west," with its Range Riders Museum. You move on through Terry to Glendive, where I-94 leaves the Yellowstone and plunges southeasterly to the North Dakota line.

NORTH DAKOTA: Strictly a breeze here, with all 353 miles of I-94 open and in full use. You enter the State at Beach and move through the North Dakota Badlands and the Theodore Roosevelt National Memorial Park. Then it is through Belfield...Dickinson...Richardton...New Salem...past the Sweet Briar Dam constructed as part of the I-94 project...and on to Mandan. Then it is across the mighty Missouri River to the State Capital, Bismarck (where you might want to visit the State Historical Museum). Continuing due east you speed through Steele...Dawson... Jamestown...Casselton...and on to Fargo (home of North Dakota State University).

MINNESOTA: Of the 259 miles of I-94 here, 168 are open; 44 are under construction, and 48 are in a preliminary engineering right-of-way acquisition stage. Wherever you encounter gaps in the system, you will automatically use U.S. 52. Crossing the State line at the Red River, you enter Moorhead (Moorhead State College), and then plunge steeply in a southeasterly direction across the State. Fergus Falls... through the heart of the lakes country...St. Cloud...and then the Twin Cities, separated by the Mississippi River, Minneapolis (University of Minnesota) and St. Paul (State Capital). From there it is just a hop, skip and a jump to the Wisconsin line.

WISCONSIN: Good news here, with all 348 miles completed and open. Entering the State by crossing the St. Croix River at Hudson, you move east to Eau Claire, and then turn south to Tomah, where I-94 joins up with I-90. The two routes run concurrently through scenic lake country to Madison (State Capital, University of Wisconsin), where I-94 goes off on its own again and turns due east, past Waukesha to Milwaukee (with all the beers that made it famous). I-94 then heads directly south, past Racine and Kenosha, to the Illinois line.

ILLINOIS:: There is nothing to stop you here, either, with all 77 miles open and in operation. Heading south from Wisconsin you roll past Waukegan...North Chicago...Highland Park...and then dip past Skokie into the heart of the nation's second largest city. Going through it you will be at various times on the Edens Expressway, the Kennedy Expressway, the Dan Ryan Expressway, and the Calumet Expressway -- but just follow the I-94 route signs and you will be all right. South of Calumet City I-94 connects with I-80 and they run jointly into Indiana.

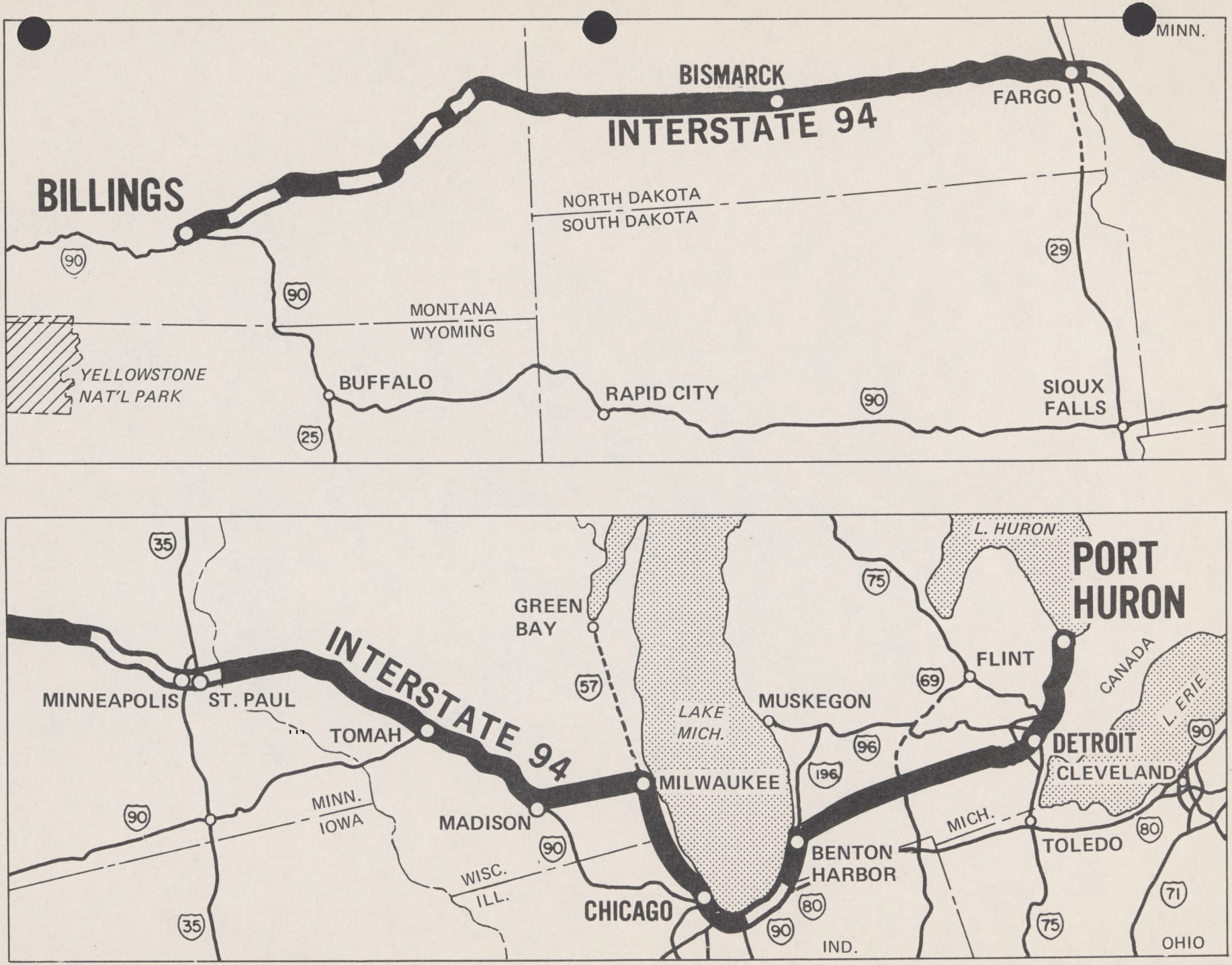
INDIANA: Although I-94 has but 46 miles here, so far only 19 of them are open. Another 19 miles are under construction and eight miles are in the preliminary engineering -- right-of-way acquisition stage. You continue on I-80-94 from the State line through Hammond to Gary, where I-94 will eventually split off and head northward past Michigan City to the Michigan border. At present, though use U.S. 12

north from Gary.

MICHIGAN: I-94 could not be in much better shape here, with 274 miles open out of a total of 276 (and those final two miles are under construction). So you head north along the shores of Lake Michigan, past St. Joseph and Benton Harbor, before I-94 turns eastward, and you continue on through Kalamazoo...Battle Creek...Jackson... Ann Arbor (University of Michigan)...Ypsilanti...and then you are in Detroit, "the motor City." At times as you pass through Detroit you will be on the Willow Run Freeway, the Detroit Industrial Freeway, and the Edsel Ford Freeway -- but they are all signed as I-94, so you won't have any problems. Heading north again, you pass by Grosse Pointe Woods...St. Clair Shores...Mount Clemons...and then you are finally driving into Port Huron (population 36,084) where I-94 comes to an end on the shores of Lake Huron.

# # #

067023


MINN.
BISMARCK
FARGO
INTERSTATE 94
BILLINGS
NORTH DAKOTA
SOUTH DAKOTA
90
90
29
MONTANA
WYOMING
YELLOWSTONE
NAT'L PARK
BUFFALO
RAPID CITY
90
SIOUX
FALLS
25
35
GREEN
BAY
L. HURON
PORT
HURON
75
INTERSTATE 94
FLINT
57
69
CANADA
L. ERIE
MINNEAPOLIS
ST. PAUL
LAKE
MICH.
MUSKEGON
TOMAH
96
DETROIT
90
CLEVELAND
MILWAUKEE
196
MINN.
IOWA
90
MADISON
MICH.
80
TOLEDO
BENTON
HARBOR
90
WISC.
ILL.
CHICAGO
80
71
35
90
IND.
75
OHIO

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

Mr. Kruser

Rm. - 3216-C

FHWA - 482
(202) 426-0648

FOR RELEASE ON RECEIPT

A highway engineer who played a major role in the selection of a route to close the Darien Gap between Panama and Colombia, the only missing link in the Pan American Highway System, is retiring from U.S. Government Service.

He is Angelo F. Ghiglione, Deputy Director for Operations in the U.S. Bureau of Public Roads' Office of Engineering and Operations, whose career has been spent largely providing highway facilities either in the cold of Alaska or the heat of Latin America.

As the official U.S. representative on the Darien Subcommittee of the Pan American Highway Congresses, and the Subcommittee's president, Mr. Ghiglione waged a successful battle for the designation of a route across the Atrato Swamp on the Atlantic side of Colombia, rather than a previously selected one, known as the Choco route, on the Pacific side.

It was first believed the Atrato route was not feasible because a 20-mile-long swamp had to be crossed, and insurmountable construction problems were feared. At Mr. Ghiglione's insistence, new exploratory studies of the route were undertaken which

-more-

revealed not only that the highway could be built across the Atrato Swamp, but it would save 205 miles in length, about $115 million in cost, and five years in construction time. Cost of the 461-mile Choco route had been estimated at $175 million.

Detailed studies made in 1968 by Darien Subcommittee forces, aided by Bureau of Public Roads' geophysicists, confirmed the practicability of the Atrato crossing. Approval of the shorter route was given by the Pan American Highway Congresses last year.

Mr. Ghiglione was named "Engineer of the Year" in 1968 by the District of Columbia's Society of Professional Engineers for his increasing efforts on behalf of the Atrato route. When the Darien Gap is closed, a motorist will be able to drive continuously from Fairbanks, Alaska, to Tierra del Fuego, the southernmost tip of South America.

Before joining the Bureau of Public Roads in 1956, Mr. Ghiglione spent 23 years with the Alaska Road Commission, and became director of the commission in 1950. He is a recognized expert on permafrost.

A native of Seattle, Washington, he received his Bachelor of Science Degree in Civil Engineering from the University of Washington, and his Master of Science Degree from Massachusetts Institute of Technology. He is a member of Phi Beta Kappa, Tau Beta Pi, and Sigma Xi, honorary societies.

Mr. Ghiglione came to the Bureau of Public Roads as chief of the Foreign Projects Division, which gives foreign countries technical assistance in highway building. The next year he was named Regional Engineer for Region 15, and was in charge of direct Federal Highway construction east of the Rocky Mountains. This included national park roads, parkways and forest highways.

He was promoted to his present position in 1959 and was responsible for the following programs:

Inter-American Highway in Central America; construction of roads and development of highway organizations in foreign countries; training of foreign technicians and engineers in modern highway techniques; and highway construction by the Federal Government on public lands.

Mr. Ghiglione will retire on June 27 and will move to Seattle.

# # #

6/25/70