

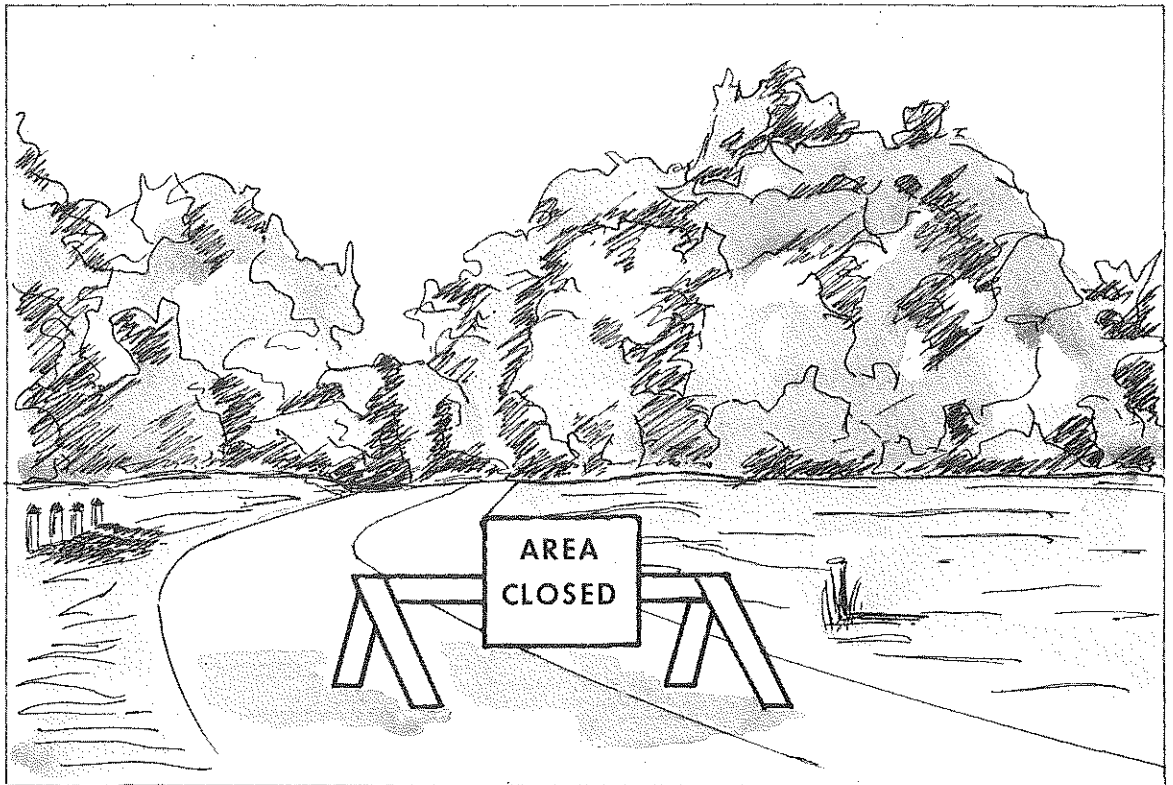
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EMERGENCY HIGHWAY TRAFFIC REGULATION

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**State of Michigan
Department of State Highways**



MICHIGAN DEPARTMENT OF STATE HIGHWAYS

EMERGENCY HIGHWAY TRAFFIC REGULATION

Prepared by the

Traffic Division

in cooperation with

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June 1966

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EMERGENCY HIGHWAY TRAFFIC REGULATION (EHTR)

INTRODUCTION

The possibility that this country will be placed under nuclear attack is always present. If such an attack should occur, the effects would be staggering. In addition to the actual destruction, large areas would be uninhabitable for varying periods of time because of radioactive fallout carried by wind patterns.

Highways and highway transportation are vital to this country during normal times, and their use would become critical during times of emergency. Because of fallout, some parts of the highway system (state, county and city) will not be usable. Those parts which are still usable must be marked to identify them. Those parts in fallout areas where travel would be dangerous must also be identified.

Unrestricted travel will be allowed where possible, but in cases where use of a section of highway in a contaminated area would be dangerous to the motorist, or in cases where sections of a highway are needed for movement of critical items, traffic will have to be controlled and regulated.

The achievement of this control and regulation will require the close cooperation of the State and local highway officials, State and local police agencies, and the Michigan Public Service Commission assisted by the Highway Users Conference.

AUTHORITY

Executive Order No. 10999. Issued by the President of the United States.

Assigns all responsibilities for Highway Traffic Regulation and Control during emergencies to the Department of Commerce.

Department of Commerce Order No. 109. Delegates all highway functions to the Bureau of Public Roads.

Bureau of Public Roads Order Thm-1, March 14, 1962. Advises that traffic must be regulated where necessary to promote the national safety during a state of emergency.

Bureau of Public Roads Policy and Procedure Memorandum No. 50-7, (PPM 50-7) dated June 25, 1962. Establishes the procedure which would be followed by the state highway agencies in setting up state highway traffic regulation in a national emergency.

Bureau of Public Roads Instructional Memorandum 50-4-63 (IM 50-4-63) dated September 25, 1963. Furnishes guidance for the organization of the Highway Users groups to assist the States in the operation of the Emergency Highway Traffic Regulation Plan.

SCOPE

Emergency highway traffic regulation is a system which facilitates orderly flow of traffic under a national emergency situation including but not limited to traffic movement, regulation of movement through dangerous areas, and clearance of priority traffic over routes of limited capacity. It is a function requiring participation and teamwork of State and local highway agencies, and State and local police, all working in close association with emergency transportation organizations and organized highway users. Highway traffic regulation centers, established at State and district levels and highway sectors established at county, city, or metropolitan area levels, will determine how the highway network is to be operated, and will allocate road space as necessary to meet movement priorities.

The organized highway users (Michigan Highway Users Conference) will assist the Michigan Public Service Commission, the highway, and the police agencies in handling road space requirements and allotments on Class C routes (described later) in conformity with priorities and allocations established by National and State transportation authorities whenever the Department of State Police determines that highway regulation is necessary.

ORGANIZATION

The State Highway Traffic Regulation Center will be activated upon declaration of a civil defense emergency by the Governor, or the State Civil Defense Director, or when requested by the Federal Highway Administrator. As specific regulated routes are designated by the Department of State Highways, the district HTR centers and HTR sectors will be activated as necessary. The activated units will be staffed with appropriate personnel from police, highway, Public Service Commission and highway users groups. Organized highway user groups will be requested to furnish their part of the staff to assist Michigan Public Service Commission at those district HTR centers and HTR sectors which regulate Class C routes. (See page 11 for description of classes of regulated routes).

State Highway Traffic Regulation Center. (A person designated by the Civil Defense Director will be in charge. Civil Defense is the responsibility of the Department of State Police).

1. A state highway traffic regulation center will be established at the State Control Center and will supervise the regulation and control on all highways (state, county, and city) in the State. (The State Police will be in charge of the Center).

2. The Center will operate as a team, and liaison representation from Civil Defense, the Military, and Emergency Transportation Agencies will be present.
3. The handling of road space allotments (in accordance with previously established standards) will be the responsibility of the Michigan Public Service Commission assisted by the representative of the Michigan Highway User Conference.
4. Staff (These are the persons responsible. Additional staff will be necessary for 24 hour operation).
 - a. Department of State Highways - Director of Traffic Division.
 - b. Department of State Police - Commanding Officer, Safety and Traffic Division.
 - c. Michigan Public Service Commission assisted by the Michigan Highway User Conference representative.

District Highway Traffic Regulation Center. (See map - Figure 2)

1. The State is divided into eight Civil Defense (State Police) districts. Where these coincide reasonably well with the Department of State Highways districts, and where the two central offices are reasonably close together, the District HTR center will be in the highway district office, otherwise it will be at the State Police District Headquarters. The specific locations are as follows:
 - State Police District 1. Lansing office of Traffic Division, Department of State Highways. (Includes parts of Highway Districts 5, 6, 8 & 9)

State Police District 2. Highway District 10 Office at Detroit.

(Includes parts of Highway Districts 6, 8, 9 & 10)

State Police District 3. Highway District 6 Office at Saginaw.

(Includes parts of Highway Districts 4 and 6)

State Police District 4. Highway District 8 Office at Jackson.

(Includes parts of Highway Districts 7 and 8)

State Police District 5. Highway District 7 Office at Kalamazoo.

(Includes parts of Highway Districts 5 and 7)

State Police District 6. Highway District Office at Grand Rapids.

(Includes parts of Highway Districts 3, 5 and 6)

State Police District 7. Two District HTR Centers - One at the

Highway District Office in Cadillac and one at the Highway

District Office at Alpena. (Includes parts of Highway

Districts 3 and 4)

State Police District 8. Two District HTR Centers - one at the

State Police District Headquarters at Marquette and one at

the Highway District Office in Newberry. (Includes all of

Highway Districts 1 and 2)

2. The Senior District Safety and Traffic Division officer of the Department of State Police will be responsible for all highways in the District, and will be responsible for maintaining contact with the State HTR Center as well as the HTR Sector.
3. The District Traffic Engineer of the Department of State Highways will establish regulations and controls on all highways in the District, when State Police determine that regulation is necessary.

4. The enforcement of the regulations will be the responsibility of the police representatives in the District.
5. The Michigan Public Service Commission assisted by the Highway Users Conference will handle the road space allotments.

Highway Traffic Regulation Sector.

1. Several of these Sectors may be established in each District. A Sector may be composed of one or several counties. It may be a portion of a county if a large city is located in that county.
2. The staff of the Sector necessary for 24 hour operation will be drawn from:
 - Highways - county or city.
 - Police - county or city.
 - HUC - designate representative.

Highway Traffic Regulation Posts.

1. A HTR Post will be established to enforce regulations on a regulated route. They will be located at strategic locations at access points to the highway being regulated.
2. The staff will normally be a single enforcement officer given assistance as necessary to maintain 24 hour operation.

PROCEDURES

1. Inventory of Highway Network After Attack.
 - a. It will be necessary, after an attack, to inventory the remaining highway network, so that capacity restrictions caused by bomb blast and radioactive fallout, and other hazards can be evaluated.

- b. State maps should be prepared at the State, district, and sector highway traffic regulation centers showing radiation intensity on highway routes. The points on these routes shall be identified as follows:

H + 1: 100 roentgens/hr. (safe for travel at D+1)

H + 1: 375 roentgens/hr. (safe for travel at D+30)

H + 1: 750 roentgens/hr. (safe for travel at D+90)

Actual physical damage to routes which do not require closure should also be identified.

2. Evaluation and Selection of Available Routes for Supplies.

- a. The District Highway Traffic Regulation Centers will select the main and alternate supply routes from the remaining usable system as identified by the inventory. They will have additional knowledge of existing physical limitations of the routes which will help in the selection.
- b. The State Highway Traffic Regulation Center may modify the Districts' selection to provide continuity across the State or between States. Any capacity evaluations necessary to estimate tonnage capabilities will be handled by the State Center.
- c. Priority for restoration and maintenance operations will be determined by the selection of main and alternate supply routes. In this respect highway traffic regulating centers will maintain liaison with the construction and maintenance forces.

- d. Periodic traffic counts will be made on the main supply routes to determine whether the traffic volume is approaching capacity of the route. As capacity is reached measures should be implemented to insure the movement of essential traffic. If such counts show that the traffic is not being effectively distributed over the 24-hour day the need for corrective action should be brought to the attention of the using groups.
 - e. Route information for highways limited to essential movements of specific users and for highways in restricted areas will be disseminated through the State Control Center to the highway users through various media including automobile associations, oil companies, press, radio, television and periodic condition maps.
3. Traffic Regulation.
- a. Standard traffic regulation measures used in peacetime will continue to be used in periods of emergency. Of necessity, certain modifications will have to be made and the requirement for enforcement will be greater than normal.
 - b. Signing of routes through restricted and unrestricted areas will be in accordance with the Manual of Uniform Traffic Control Devices and the Bureau of Public Roads special sign standards for the emergency regulation of traffic. The signs will be stored in the highway sign shops nearest the District HTR Center, and will be installed by the Sign Shop sign crew when ordered by the District HTR Center.

- c. Maximum speeds will be prescribed in keeping with safety and highway conditions, and also to develop maximum highway capacity.
- d. Minimum speeds will be prescribed for radiologically contaminated areas to reduce radiation dosage to drivers and other occupants, as well as to develop maximum highway capacity.
- e. The type of movement generally will be unscheduled except on routes so congested that only essential priority traffic can move. When convoy movements and special movements of high security cargo must be introduced into the traffic stream they will be scheduled at appropriate intervals to insure they have a minimum effect on the capacity of the route.
- f. When movement over a route must be limited to priority traffic, special control of vehicles will be necessary. Road space will be allocated to using agencies within priorities established by emergency transportation agencies, but care must be exercised to insure that capacity is not wasted. Users will normally retain responsibility for assigning priorities within their groups and will accomplish dispatching as necessary. Permits will be issued on basis of mission of the vehicle on a particular trip, and not on the basis of ownership or general usage. Since convoys reduce the possible capacity of a route, their use will be discouraged. Where convoys are necessary they should not exceed 15 vehicles in a single element. For adequate control and operation 4 to 8 vehicles are preferable.

- g. Close coordination between the State, county, and city highway departments, and the State, county, and local police agencies, will be maintained to insure the necessary patrol of routes, wrecker and escort service, direction of traffic and the required enforcement giving due regard to limitations in such activities because of radiation and other unusual hazards.
- h. Where traffic must move in or through contaminated areas, State or district highway traffic regulation centers will select a minimum number of routes. Traffic will be carefully regulated on these routes. All other routes will be denied to traffic and will be posted and/or barricaded. The basic criteria in operating routes through radiologically contaminated, restricted areas is that people in transit should be exposed to no more than an average of 0.4 roentgens per day over the first year. Highway traffic regulation post personnel stationed at the edge of restricted areas will inform vehicle occupants of the radiological dosage they will accumulate in transit. They will also arrange for prompt evacuation of any stranded motorists.
- i. Highway traffic regulation posts will be located at strategic locations on the networks in areas safe from radiological or other unusual hazards. Personnel at these posts will permit the passage of authorized traffic only, will check and report on status of movements, and will request instructions from the appropriate highway traffic regulation center for diversion of movements when congestion develops. Once the daily schedules for road space have been established, it is the responsibility

of the post personnel to see that the schedules are strictly followed by the using groups.

- j. Procedures for selection and operation of highway traffic regulation posts will be developed jointly by the Departments of State Highway and State Police.

4. Determination of Routes to be Regulated.

- a. Clear Routes. These routes will have no restrictions on their use. They can be used the same as during normal times.
- b. Regulated Routes. These routes will be separated into three classes.
 - (1). Class A. Routes in this class will lie within a radioactive contaminated area, and must be used with precaution.
 - (2). Class B. Routes in this class are temporarily reserved for a special purpose. An example would be a special Civil Defense or military movement.
 - (3). Class C. Routes in this class have or are expected to have critical capacity restrictions. All traffic will be rigidly controlled by official road use permit at specific times.
- c. The determination that route regulation is necessary will be made by the Department of State Police. Establishment of regulations will be made by the Department of State Highways after consultation with the State Police organization responsible for enforcement.

5. Highway Traffic Regulation Priority Permit.

- a. The permit developed by the Bureau of Public Roads for nationwide use is shown in Figure 1.
- b. For road users making long trips involving travel over more than one regulated route, one permit will ordinarily be issued for each regulated route traversed. A regulated route is a section of a single highway or any combination of sections of different highways providing a continuous path of travel, the entire length of which has been made subject to highway traffic regulation. Each regulated route will be assigned an identifying number or letter (or both) at the time regulated routes are established as the result of an emergency situation. Since most highway trips are short, road users will usually be issued single permits only. The route number appears as the most prominent item on the permit for possible use on the windshield in the kind of a situation where such display is desirable.

6. Size and Weight Restrictions.

- a. The use of the highway network by oversized and overweight vehicles should be handled as in normal times.
- b. Movements of oversized or overweight vehicles which will travel at speeds which are slower than the general traffic stream, should be provided with an escort for safety of movement.

A P P E N D I X

No. A 0,000,001

Trip origin _____
 Trip destination _____
 Number and type of vehicle _____

 Owner _____
 Commodity _____
 Shipment priority _____
 Regulated route number _____
 Authorized time of entry _____
 (and/or such other items of information as
 may be desired by issuing agency)

Issuing Agency _____
 By _____

12	No. A 0,000,001	12-1
		1-2
11	Highway directed	2-3
	Movement priority	3-4
10	Permit for	4-5
9	Regulated route	5-6
	number	6-7
8		7-8
		8-9
7		9-10
		10-11
6		11-12
		12-1
5		1-2
		2-3
4		3-4
		4-5
3		5-6
		6-7
2	Issuing Agency	7-8
		8-9
1	By _____	9-10
		10-11
		11-12

← (Perforated line)

Valid only on _____ 19__

STUB TO BE RETAINED
 BY ISSUING AGENCY

PRIORITY PERMIT
 TO BE ISSUED

STATEMENT OF PENALTY FOR MISUSE TO BE PRINTED ON BACK OF FORM:

This permit is the property of the United States Government. Its counterfeiting, alteration or misuse is a violation of 18 U.S.C., Section 499 (1948). Violators shall be fined not more than \$2,000 or imprisoned not more than five years, or both.

Figure 1

EMERGENCY HIGHWAY TRAFFIC REGULATION CENTERS
STATE AND DISTRICTS

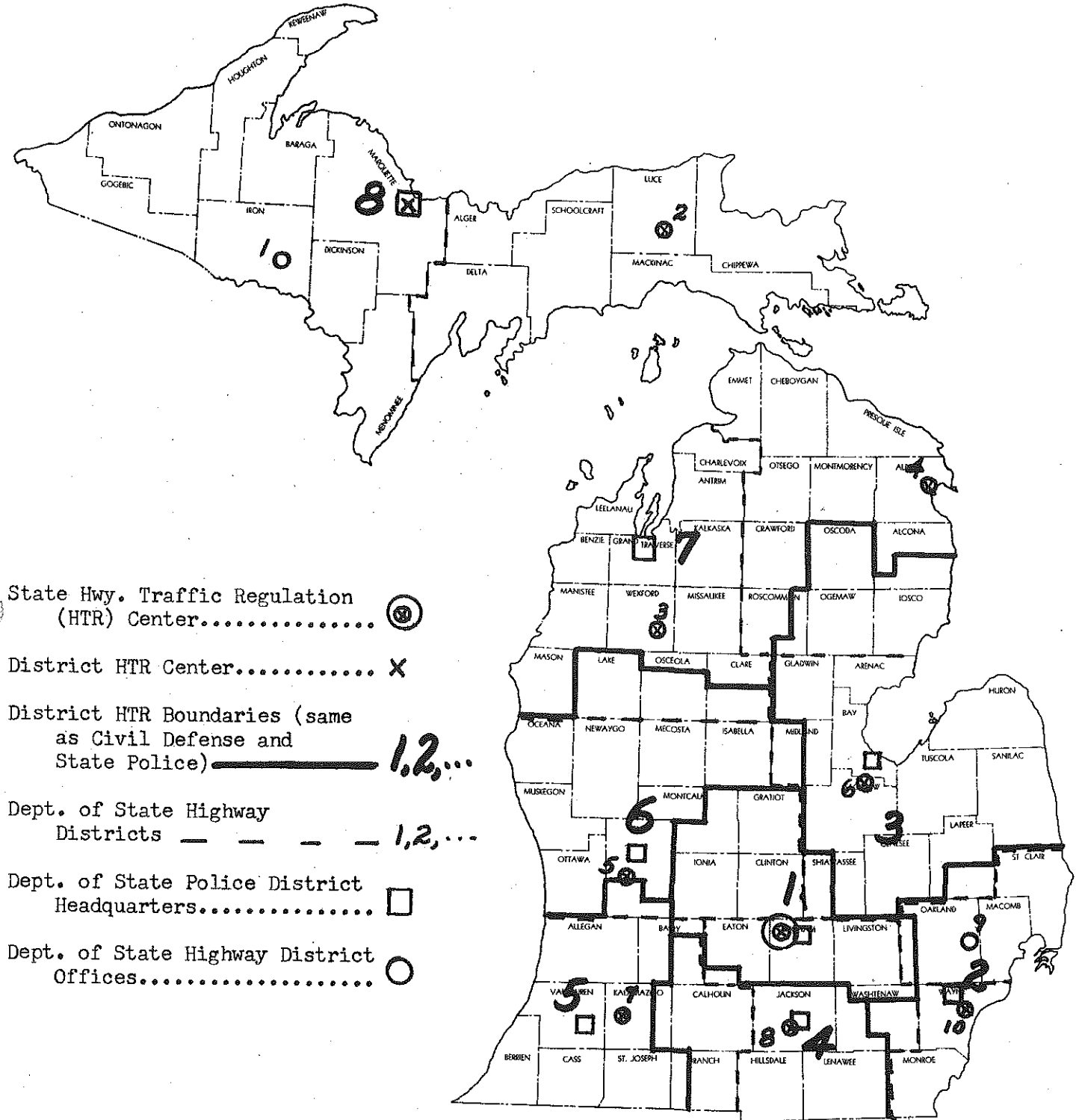


Figure 2

WHEN AND HOW AGENCIES AT STATE LEVEL
PARTICIPATE IN
HIGHWAY TRAFFIC REGULATION

ACTION	WHEN	ACTION AGENCY	AGENCIES CONCERNED	HOW PERFORMED
Activate State HTR Center	CD Emergency declared or by request of Federal Highway Administrator or by direction of Governor	DSP	DSH DSP MPSC & HU Mil CD	DSP calls upon agencies to staff State HTR Center and designates time to report for duty
Determines necessity for Regulated Routes Classes A, B, or C	Class A: Highly contaminated route is open to use under regulation Class B: Route is reserved for military or CD use Class C: Traffic overtakes capacity	DSP & DSH	Class A: DSH DSP Class B: DSH DSP Mil or CD Class C: DSH DSP MPSC & HU Mil) as CD) neces- sary	DSP & DSH designate Class A route on basis of need and evaluation of risk to public and to DSH and DSP DSP & DSH designate Class B on basis of military or CD requirements for special movements DSP & DSH designate Class C routes on basis of need to assure movement of high priority traffic when highway capacity is inadequate to meet total demand
Activate District HTR Centers and Sectors	Operation of regulated routes is required.	DSP	Class A: DSH DSP Class B: DSH DSP Mil or CD Class C: DSP MPSC & HU Mil) as CD) necessary	DSP calls upon agencies to staff District HTR Centers and designates time to report for duty
Activate HTR Posts	Regulated Routes are Designated	DSP	DSH DSH	Police man posts for enforcement and gain support of DSH for erection of signs, etc.

ACTION	WHEN	ACTION AGENCY	AGENCIES CONCERNED	HOW PERFORMED
Division of available space on regulated route among HTR Centers and Sectors for allotment by them	Regulated Routes are first designated and periodically thereafter	DSP	DSH DSP MPSC HU	DSP makes initial division on basis of best judgment of relative numbers of local, intermediate and long distance movements. DSP makes day to day adjustments in division of space as experience develops
Claim and allot road space	Operation of HTR Center or Sector is required	MPSC & HU Mil CD	Class A: Not applicable Class B: Mil or CD Class C: MPSC & HU Mil) as CD) necessary	Organized users and participating military or CD representatives receive requests from groups they serve, classify such requests and agree upon allotments by classes
Issue Road use permits (Class C Routes)	Immediately following allotment of space	MPSC & HU	MPSC & HU	User representative serving each class of road user arranges for proper issuance of road use permits within approval allotment
Deactivate HTR Centers or Sectors	No longer needed	DSP	All who have participated	DSP declares end of need and designates closing time

Legend:

- CD - Civil Defense
- DSH - Department of State Highways
- DSP - Department of State Police
- HTR - Highway Traffic Regulation
- HU - Highway Users
- Mil - Military
- MPSC - Michigan Public Service Commission

EXECUTIVE ORDER
10999

ASSIGNING EMERGENCY PREPAREDNESS FUNCTIONS
TO THE SECRETARY OF COMMERCE

By virtue of the authority vested in me as President of the United States, including authority vested in me by Reorganization Plan No. 1 of 1958 (72 Stat. 1799), it is hereby ordered as follows:

Section 1. Scope. The Secretary of Commerce (hereinafter referred to as the Secretary) shall prepare national emergency plans and develop preparedness programs covering:

(a) Development and coordination of over-all policies, plans, and procedures for the provision of a centralized control of all modes of transportation in an emergency for the movement of passenger and freight traffic of all types, and the determination of the proper apportionment and allocation of the total civil transportation capacity, or any portion thereof, to meet over-all essential civil and military needs.

(b) Federal emergency operational responsibilities with respect to: highways, roads, streets, bridges, tunnels, and appurtenances; highway traffic regulation; allocation of air carrier aircraft for essential military and civilian operations; ships in coastal and intercoastal use and ocean shipping, ports and port facilities; and the Saint Lawrence Seaway; except those elements of each normally operated or controlled by the Department of Defense.

(c) The production and distribution of all materials, the use of all production facilities, the control of all construction materials, and the furnishing of basic industrial services except the following:

(1) Production and distribution of and use of facilities for petroleum, solid fuels, gas, and electric power;

(2) Production, processing, distribution and storage of food resources and the use of food resource facilities for such production, processing, distribution, and storage;

(3) Domestic distribution of farm equipment and fertilizer;

(4) Use of communications services and facilities, housing, and lodging facilities, and health and welfare facilities;

(5) Production, and related distribution, of minerals defined as all raw materials of mineral origin (except petroleum, gas, solid fuels, and source materials as defined in the Atomic Energy Act of 1954, as amended) obtained by mining and like operations and processed through the stages specified, and at the facilities designated in an agreement between the Secretary of Commerce and the Secretary of the Interior as being within the emergency preparedness responsibilities of the Secretary of the Interior, and the construction and use of facilities designated as within the responsibilities of the Secretary of the Interior;

(6) Distribution of items in the supply systems of, or controlled by the Department of Defense and the Atomic Energy Commission, and

(7) Construction and use of civil aviation facilities.

(d) Fallout forecasting based on current weather data.

(e) Collection and reporting of census data for emergency planning purposes.

These plans and programs shall be designed to develop a state of readiness in those areas with respect to all degrees of national emergency, including attack upon the United States.

Sec. 2. Transportation Planning and Coordination Function. The Secretary shall develop long range programs designed to integrate the mobilization requirements for movement of all forms of commerce with all forms of national and international transportation systems including air, ground, water, and pipelines, in an emergency; more particularly he shall:

(a) Resources and requirements. Obtain, assemble, analyze, and evaluate data on the requirements of all claimants for all types of civil transportation to meet the needs of the military and of the civil economy. Consolidate, evaluate, and interpret both current and projected resources and requirements data developed by all Federal agencies concerned with moving passengers or cargo by all modes of transportation for the purpose of initiating actions designed to stimulate government and industry actions to improve the peacetime structure of the transportation system for use in an emergency.

(b) Economic projections. Conduct a continuing analysis of transportation problems and facilities in relation to long range economic projections for the purpose of recommending incentive and/or regulatory programs designed to bring all modes of transportation in balance with each other, with current economic conditions, projected peacetime conditions, and with emergency conditions.

(c) Passenger and cargo movement. Develop plans and procedures which would provide for the central collection and analysis of passenger and cargo movement demands of both shipper and user agencies as they relate to the capabilities of various transport modes in existence at the time, control or delegate control of the priority of movement of passengers and cargo for all modes of transportation by mode or within a mode and develop policies, standards and procedures for emergency enforcement of controls through the use of means such as education, incentives, embargoes, permits, sanctions, claimancy policies, etc.

(d) Emergency transportation functions. In consonance with plans developed by other agencies assigned operational responsibilities in the transportation program, develop plans for and be prepared to provide the administrative facilities for performing emergency transportation functions when required by the President.

Sec. 3. Transportation Operations Planning Functions. The Secretary shall develop plans and procedures in consonance with international treaties and in cooperation with other Federal agencies, the States and their political subdivisions to:

(a) Highways and streets. Adapt and develop highway and street systems to meet emergency requirements and provide procedures for their repair, restoration, improvement, revision and use as an integral part of the transportation system in an emergency.

(b) Ocean shipping and ports. To plan for the operation and control of Federal activities concerned with:

(1) Shipping allocation. Allocation of merchant shipping to meet the national requirements including those for military, foreign assistance, and emergency procurement programs, and those essential to the civilian economy. The term "merchant shipping" and the term "ocean shipping" as used herein include all coastwise and intercoastal, and Great Lakes shipping except that solely engaged in the transportation of passenger and cargo between United States ports.

(2) Ship acquisition. Provision of ships for ocean shipping by purchase, charter, or requisition, by breakout from the national defense reserve fleet, and by construction.

(3) Operations. Operation of ocean shipping directly or indirectly.

(4) Traffic control. Provision for the control of traffic through port areas to assure an orderly and continuous flow of such traffic. The term "port area(s)" as used herein includes any zone contiguous to or associated in the traffic network of an ocean or Great Lakes port, or outport location, including beach loading sites, within which facilities exist for the transshipment of persons and property between domestic carriers and carriers engaged in coastal, intercoastal, and overseas transportation.

(5) Traffic priority. Administration of priorities for the movement of traffic through port areas.

(6) Port allocation. Allocation of available ports and port facilities to meet the needs of the Nation and our allies. The term "port facilities" as used herein includes all port facilities (including the Great Lakes), port equipment including harbor craft, and port services normally used in accomplishing the transfer or interchange of cargo and passengers between ocean-going vessels and other media of transportation or in connection therewith.

(7) Support activities. Performance of supporting activities needed to carry out the above functions, such as: ascertaining national requirements for ocean shipping including those for military and other Federal programs and those essential to the civilian economy; maintenance, repair, and arming of ships; recruitment, training, and assignment of officers and seamen; procurement, warehousing, and issuance of ships' stores, supplies, equipment, and spare parts; supervision of stevedoring and bunkering; management of terminals, shipyards, and other facilities; and maintenance, restoration, and provision of port facilities.

(c) Air carrier civil air transportation. Develop plans for a national program to utilize the air carrier civil air transportation capacity and equipment, both domestically and internationally, in a national emergency, particularly in the following areas concerned with:

(1) Requirements. Obtaining from the Department of Defense, Civil Aeronautics Board, or other agencies, and analyzing requirements for the services of air carrier aircraft for essential military and civilian use.

(2) Allocation. Allocation of air carrier aircraft to meet the needs of the Department of Defense for military operations and the Civil Aeronautics Board for essential civilian needs.

Sec. 4. Production Functions. Within the areas designated in section 1(c) hereof, the Secretary shall:

(a) Requirements. Periodically assemble, develop as appropriate, and evaluate estimated requirements for assigned resources and services taking into account the estimated needs for military, civilian, and foreign purposes. Such evaluation shall take into consideration geographical distribution of requirements in an emergency.

(b) Resources. Periodically assess assigned resources available from all sources in order to estimate availability under an emergency situation, analyze resource estimates in relation to estimated requirements in order to identify problem areas, and develop appropriate recommendations and programs including those necessary for the maintenance of an adequate mobilization base. Provide data and assistance before and after attack for national resource evaluation purposes of the Office of Emergency Planning.

(c) Priorities and allocations. Develop priorities, allocation, production, and distribution control systems, including provisions for other Federal departments and agencies, as appropriate, to serve as allotting agents for materials made available under such systems for construction and operation of facilities assigned to them.

(d) New construction. Develop procedures by which new production facility construction proposals will be reviewed for appropriate location in the light of such area factors as locational security, availability of labor, water, housing, and other requirements.

(e) Industry evaluation. Identify and rate those products and services, and their producing or supporting facilities, which are of exceptional importance to mobilization readiness, national defense, or post-attack survival and recovery.

(f) Production capability. Analyze potential effects of attack on actual production capability, taking into account the entire production complex including shortages of resources, and conduct studies as a basis for recommending pre-attack measures that would strengthen capabilities for post-attack production.

(g) Stockpiles. Assist the Office of Emergency Planning in formulating and carrying out plans for stockpiling of strategic and critical materials, and essential survival items.

(h) Essential activities. Maintain lists of activities essential to defense production and to minimum requirements of the civilian economy, such lists to be used in conjunction with lists of critical occupations.

(i) Financial aid. Develop plans and procedures for financial aids and incentives, including credit assistance to producers, processors, and distributors of those industries included in section 1(c) hereof, who might need such assistance in various mobilization conditions, particularly those resulting from attack.

(j) Salvage and rehabilitation. Develop plans for the salvage of stocks and rehabilitation of assigned products and facilities after attack.

Sec. 5. Economic Stabilization. The Secretary shall cooperate with the Office of Emergency Planning in the development of suitable economic stabilization measures providing continuing guidance to the States, their political subdivisions, manufacturers, processors, and the public on the use and conservation of essential commodities in an emergency including rationing.

Sec. 6. Cooperation with Department of Defense. In consonance with national civil defense plans, programs, and operations of the Department of Defense under Executive Order No. 10952, the Secretary shall:

(a) Facilities protection. Provide industry protection guidance materials adapted to the needs of assigned facilities and promote a national program to stimulate disaster preparedness and control in order to minimize the effects of overt or covert attack, and to maintain continuity of production and capacity to serve essential users in an emergency. Guidance shall include, but not be limited to, organizing and training facility personnel, personnel shelter, evacuation plans, records protection, continuity of management, emergency repair, deconcentration or dispersal of critical facilities, and industrial mutual aid associations for emergency.

(b) Public roads control. Develop plans for a national program, in cooperation with all Federal, State and local government units or other agencies concerned, for technical guidance to States and direction of Federal activities relating to highway traffic control problems which may be created during an emergency; and plans for barricading and/or marking streets and highways, leading into or out of restricted fallout areas, for the protection of the public by external containment of traffic through hazardous areas.

(c) Weather function. Prepare and issue currently, as well as in an emergency, forecasts and estimates of areas likely to be covered by fallout in event of attack and make this information available to the Federal, State, and local authorities for public dissemination.

(d) Monitoring. Provide for the detection, identification, monitoring, and reporting of chemical, biological and radiological agents at facilities operated or controlled by the Department of Commerce.

(e) Damage assessment. Maintain a capability to assess the effects of attack on assigned resource areas and departmental installations, both at national and field levels, and provide data to the Department of Defense.

Sec. 7. Claimancy. The Secretary shall prepare plans to claim supporting materials, manpower, equipment, supplies and services which would be needed to carry out assigned responsibilities and other essential functions of the Department from the appropriate agency and shall work with such agencies in developing programs to insure availability of such resources in an emergency.

Sec. 8. Census Data. The Secretary shall provide for the collection and reporting of census information on the status of human and economic resources including population, housing, agriculture, manufacture, mineral industries, business, transportation, foreign trade, construction, and governments, as required for emergency planning purposes.

Sec. 9. Research. Within the framework of Federal research objectives, the Secretary shall supervise or conduct research in areas directly concerned with carrying out his emergency preparedness responsibilities, designate representatives for necessary ad hoc or task force groups, and provide advice and assistance to other agencies in planning for research in areas involving the Department's interest.

Sec. 10. Functional Guidance. The Secretary, in carrying out the functions assigned in this order, shall be guided by the following:

(a) **Interagency cooperation.** The Secretary shall assume the initiative in developing joint plans for the coordination of transportation and production programs which involve other departments and agencies which have responsibilities for any segment of such activities. He shall utilize to the maximum those capabilities of other agencies qualified to perform or assist in the performance of assigned functions by contractual or other agreements.

(b) **Presidential coordination.** The Director of the Office of Emergency Planning shall advise and assist the President in determining policy for, and assist him in coordinating the performance of functions under this order with the total national preparedness program.

(c) **Emergency planning.** Emergency plans and programs, and emergency organization structure required thereby, shall be developed as an integral part of the continuing activities of the Department of Commerce on the basis that it will have the responsibility for carrying out such programs during an emergency. The Secretary shall be prepared to implement all appropriate plans developed under this order. Modifications and temporary organizational changes, based on emergency conditions, will be in accordance with policy determination by the President.

Sec. 11. Emergency Actions. Nothing in this order shall be construed as conferring authority under Title III of the Federal Civil Defense Act of 1950, as amended, or otherwise, to put into effect any emergency plan, procedure, policy, program, or course of action prepared or developed pursuant to this order. Such authority is reserved to the President.

Sec. 12. Redelegation. The Secretary is hereby authorized to redelegate within the Department of Commerce the functions hereinabove assigned to him.

Sec. 13. Prior Actions. To the extent of any inconsistency between the provisions of any prior order and the provisions of this order, the latter shall control. Emergency Preparedness Order No. 2 (heretofore issued by the Director, Office of Civil and Defense Mobilization) (26 F.R. 653-654), is hereby revoked.

JOHN F. KENNEDY

THE WHITE HOUSE,

February 16, 1962.

United States of America DEPARTMENT OF COMMERCE		DEPARTMENT ORDER NO. <u>109 (Revised)</u>	
MANUAL OF ORDERS Part I		DATE OF ISSUANCE	EFFECTIVE DATE
		November 5, 1962	November 14, 1962
SUBJECT BUREAU OF PUBLIC ROADS			
<p><u>SECTION 1. PURPOSE:</u></p> <p>The purpose of this order is to delegate authority to the Federal Highway Administrator and to describe the general functions of the Bureau of Public Roads.</p> <p><u>SECTION 2. GENERAL:</u></p> <p>.01 Pursuant to the provisions of Reorganization Plan No. 7 of 1949, the Bureau of Public Roads is a primary organization unit of the Department of Commerce, and currently functions under the provisions of Title 23, United States Code. The Bureau is headed by the Federal Highway Administrator who is appointed by the President by and with the advice and consent of the Senate.</p> <p>.02 The Federal Highway Administrator is assisted by the Deputy Federal Highway Administrator who performs the functions of the Federal Highway Administrator in his absence, sickness or other inability to act, or during a vacancy in the office, and by the Assistant Federal Highway Administrator and Chief Engineer who directs and controls the execution of the Bureau's programs.</p> <p><u>SECTION 3. DELEGATION OF AUTHORITY:</u></p> <p>.01 Pursuant to the authority vested in the Secretary of Commerce by 23 U. S. C. 303(a) and Reorganization Plan No. 5 of 1950, and subject to such policies and directives as the Secretary of Commerce or the Under Secretary for Transportation may prescribe, the Federal Highway Administrator is hereby delegated the authority vested in the Secretary of Commerce under Title 23, United States Code, Highways, and under the Act approved July 14, 1960 (74 Stat. 526), as amended, relating to National Driver Register Service, and all acts amendatory thereof except with respect to the apportionment of Federal-aid highway funds among the States and the promulgation of regulations.</p> <p>.02 In addition, the Federal Highway Administrator shall exercise the authority of the Secretary of Commerce under the Defense Production Act of 1950, as amended, and Executive Order 10999 of February 16, 1962, with respect to all highways, roads, streets, bridges, tunnels, and appurtenant installations in time of national emergency.</p> <p>.03 The Federal Highway Administrator may redelegate his authority to appropriate officials of the Bureau of Public Roads subject to such conditions in the exercise of such authority as he may prescribe.</p> <p><u>SECTION 4. GENERAL FUNCTIONS:</u></p> <p>.01 The Bureau of Public Roads shall carry out the responsibility and authority of the Secretary with respect to Federal and Federal-aid highway construction, administration, and research. More particularly, the Bureau shall: (1) in cooperation with the States, the District of Columbia, and Puerto Rico, administer Federal laws pertaining to the completion of a National System of Interstate and Defense Highways and the construction of highways on the Federal-aid primary and secondary systems and their urban extensions; (2) in cooperation with the U. S. Forest Service of the Department of Agriculture and the State highway departments, construct roads on the forest highway system; (3) construct selected main roads</p>			

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through public lands; (4) in cooperation with the Central American Republics, survey and construct the Inter-American Highway; and (5) conduct other programs as authorized.

.02 The Bureau of Public Roads shall provide assistance on other highway programs in behalf of other Federal agencies, and in this connection cooperate with: (1) the U. S. Forest Service of the Department of Agriculture, the National Park Service of the Department of Interior, and other Federal agencies in the construction of roads in national forests, parks, Indian Reservations, and other Federal areas; (2) the Department of State, other Federal agencies and international organizations in providing technical assistance to foreign governments in various phases of highway engineering and administration; and (3) the Secretary of Defense, or such other official as the President may designate, in meeting defense highway needs, including the construction of access roads certified as important to the national defense.

.03 The Bureau of Public Roads shall conduct, directly or in cooperation with the States, programs of planning and research on all phases of highway improvement and use.

.04 The Bureau of Public Roads shall develop and promote programs for highway safety; maintain liaison with public and private groups concerned with highway safety; and maintain a national register containing information for State driver licensing authorities regarding drivers whose licenses have been revoked or suspended for certain highway safety code violations.

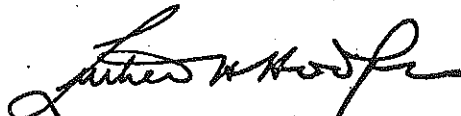
SECTION 5. ORGANIZATION AND ASSIGNMENT OF FUNCTIONS:

An Organization and Function Supplement to this order, prescribing the organization and assignment of functions within the Bureau of Public Roads, shall be developed and issued by the Federal Highway Administrator, with approval of the Under Secretary for Transportation and the Assistant Secretary for Administration.

SECTION 6. EFFECT ON OTHER ORDERS:

.01 This order, together with the Organization and Function Supplement to Department Order No. 109 (Revised) of November 14, 1962, supersedes Department Order No. 109 (Revised) of December 6, 1961, as amended.

.02 All rules, regulations, orders, certificates, and delegations of authority issued by or relating to the Bureau of Public Roads or any official thereof shall remain in effect until specifically revoked or amended by proper authority.


Secretary of Commerce