DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE WEDNESDAY AM
July 1, 1970

DOT -- 14170
Phone: (202) 962-3928

Secretary of Transportation John A. Volpe today announced that contracts totaling almost $2 million have been signed with 11 cities to immediately begin planning new methods of relieving urban traffic congestion under the Urban Corridor Demonstration Program.

The program is a joint project of the Federal Highway Administration and the Urban Mass Transportation Administration, which are sharing the costs.

"I am very hopeful that the contracts that have been let today will do much to bring about a dramatic improvement in the clogged streets of the central business districts of the 11 cities involved," said Secretary Volpe. "Naturally, if this program proves successful, it will then be extended to many more of our urban areas around the nation.

"There is no question but that solutions must be found to the mounting problem of city traffic congestion. We intend to find them — and the action taken today is, I believe, a big step in that direction."

Francis C. Turner, Federal Highway Administrator said "A balanced transportation system is needed. In some cities this means better roads and more parking. In other cities improved bus service or rapid transit may be needed. We are confident that a balance will be acheived in these cities which will provide a lasting benefit and serve as models for future planning in other areas."

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Urban Mass Transportation Administrator, Carlos C. Villarreal said of the project, "Our goal is to make it easier for people and goods to move and get from place to place in and around our cities. Joint Highway and Urban Transit projects clearly are the wave of the future."

The cities, the amounts they will receive, and the projects they will undertake are as follows:

Atlanta, Georgia - $190,000

Preferential access for transit buses will be studied in coordination with traffic control and surveillance ramp metering projects. Possibilities for increased transit service, increased route coverage, and the greater use of feeder buses are to be analyzed. Other opportunities for improving transit service to be studied include traffic signal system improvements, expanded use of one-way streets, fringe parking facilities, the possibility of staggered work hours, and the re-arrangement of the downtown distribution system.

Cincinnati, Ohio - $216,610

A system of satellite terminals with parking and heated bus shelters in the corridor east of Cincinnati, bounded on the south by the Ohio River and on the north by I-71, will be studied. New and improved express bus service will be planned between these terminals and downtown Cincinnati. Exclusive or preferential lanes for buses will be analyzed for the express bus improvement plan. Downtown routes will be studied to reduce the circulation time.

Dallas, Texas - $149,140

Studies will be made of preferential treatment for buses on the North Central Expressway Corridor where a freeway surveillance and control project is underway to implement ramp metering. Consideration will be given to exclusive ramps or preferential access to the freeway both to and from the Dallas CBD. An automatic detection system and communication with inividual buses for insuring preferential treatment and mixed traffic flow will also be considered. Studies will also be made of park and ride facilities to be integrated into the bus rapid transit system. Improved routing and scheduling, new hardware systems, and additional capital investment into the demonstration corridor will be made where deemed advisable.

Dayton, Ohio - $158,000

An alternate transit corridor will be studied from the suburb of Centerville northerly to the Dayton CBD by operating buses on the reconstructed Penn Central Railroad right-of-way. This involves either obtaining the right-of-way or joint use of the right-of-way by both trains and buses. Other items to be studied include rail buses, mini-bus service in the CBD, modification of existing highways for more effective transit service, rerouting and rescheduling of suburban transit, new signal systems, channelization, bus lanes, shelters, transit user information, and driver information systems.

Los Angeles, California - $207,788

Existing conditions will be analyzed and projections made to determine future transit needs. Freeway metering in conjunction with giving buses priority access to the freeways, reserved bus lanes on downtown streets, and fringe parking facilities will be considered for short term improvement projects. Long term improvement considerations include reconstruction of the Santa Ana Freeway to provide separation of local and long distance traffic, the coordination of high speed ground transportation, and the elimination of automobiles in downtown Los Angeles. Primary emphasis in this project will be placed on short term improvements.

Louisville, Kentucky - $207,000

Since 90 percent of the residents in Louisville's south corridor earn less than $7,500 per year, the potential exists to demonstrate the effect of a rapid transit system on the entire socio-economic environment of the area. Express bus service, rerouting and rescheduling, a series of small park and ride lots on the collection end and designated bus lanes on the distribution end will all be considered to pursue and imaginative and innovative rapid transit implementation program.

Minneapolis-St. Paul, Minnesota - $168,730

A "Bus-Freeway System" concept will be developed for the I-35W corridor south of the Minneapolis CBD to demonstrate preferential bus operation on a metered freeway. Buses would have priority access to the freeway via exclusive bus ramps. By freeway surveillance and traffic control measures, automobiles will be metered into the system to attain a desired level of service. Other items to be considered include the location and design of bus ramps, stations, automobile parking facilities, and traffic control and surveillance systems. Data will be collected and analyzed in the planning phase to assure a valid evaluation of the proposed improvements.

New Haven, Connecticut - $70,000

The concept of a two-lane exclusive bus roadway will be developed in the so-called Canal Line - Route 10 corridor which extends from the central city of New Haven to the communities to the north. Considerable attention will be given to the joint utilization of the corridor by both trains and buses. The collection distribution phase of the corridor trip is to be analyzed. Park and ride and kiss and ride facilities are to be considered for the outer areas. Bus actuated gate or signal systems will be included to provide preferential treatment of buses at at-grade intersections. A loop circulation system will be studied for the downtown distribution system to help ease traffic congestion.

New York, New York - $196,800

To overcome the congestion problems on the approaches to the Lincoln Tunnel (I-495, I-95 (New Jersey Turnpike), and Route 3) this project will consider preferential bus lanes on the freeways and priority access at ramps. Traffic monitoring and control systems, additional park and ride lots, and TOPICS improvements to service streets from residential areas will all be considered to improve local traffic flow in the corridor. Pedestrian flow improvements between and within terminals as well as commuter information services and speedier toll and fare collection systems will be analyzed. The utilization of unused West Shore railroad right-of-way for high grade bus or rail commutation will also be investigated to provide direct service to Manhattan.

Philadelphia, Pennsylvania - $266,000

Collection-distribution systems utilizing feeder buses and improved parking facilities as well as transit information services will be studied. Renovation of the Market-Frankford Subway Stations to provide high-intensity lighting, public address systems, emergency telephone, and attractive wall and floor treatments designed to reduce noise reflectivity and to provide low maintenance will also be considered. Other improvements to the 69th Street Terminal and the Media-Sharon Hill Trolley will be examined, as will the Penn Central grade crossing eliminations, signaling, and trackage improvements. Consideration of staggering working hours and flexible parking rates, various downtown street and subway station improvements, and concentrated public information programs will be analyzed to improve the downtown distribution system.

Washington, D.C. - $110,045

It is proposed to improve bus transit service on existing facilities

in the South Capitol Street corridor, including South Capitol Street and the Anacostia Freeway (I-294) by identifying TOPICS improvements, one-way bridge operation on the South Capitol Street Bridge, fringe parking facilities, outlying transit terminals with passenger services, express shuttle bus service, preferential treatment for buses over downtown streets, and traffic operations improvements in suburban areas. Bus schedules will be revised to provide transfer between local service and express shuttle service.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR IMMEDIATE RELEASE
Thursday, July 2, 1970

FHWA - 485
(202) 426-0648

Driving conditions on traffic-clogged downtown streets in many of the nation's major cities may be dramatically improved if a "laboratory" experiment to be launched soon in Washington, D.C., is successful.

A new computerized "Urban Traffic Control System (UTCS)" will be tested at approximately 130 intersections in downtown Washington. The program is being jointly funded by the Department of Transportation's Federal Highway Administration and Urban Mass Transportation Administration, which have entered into a $3,775,691 contract with the Sperry Rand Corporation of Great Neck, New York.

The contract covers the costs of installing the necessary hardware, including the computer and its programming. In addition, Sperry Rand will supervise the operation of the program for a one-year period.

The program is expected to be fully operational within three years, but the research effort will continue for some time after that.

Based on specifications developed by Sperry Rand, the program will be administered by the FHWA's Bureau of Public Roads, working in cooperation with the District of Columbia Highway Department.

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Briefly, this is the way it will work. Two kinds of sensors will be buried in the pavement at each of the 130-odd intersections. One of the sensors will be responsive to all traffic moving over it -- feeding instantaneously to a central computer by leased telephone cables data relating the volume and speed of traffic and other pertinent facts.

Based on this information, the computer will decide on the "green" cycles for the intersection's traffic signal that will most expeditiously move traffic in that area.

The other sensor will be attuned just to transit buses -- and then only to those buses that have special equipment aboard to activate the sensors. The purpose is to give such transit buses preferential treatment in the downtown traffic flow by providing them with more "green" time at the intersections. The special bus sensors will feed information that will enable the computer to determine when it is feasible to do so.

During the laboratory experiment, only D.C. Transit Company buses will be provided with the necessary equipment to activate the special bus sensors.

Washington was selected as the site of the laboratory test because of its heavy downtown traffic congestion, and because of the attention that will be focused on it in the Nation's Capital.

Project officials stress, however, that this is not a program designed for Washington, D.C., but rather as an experiment which, if successful, will be available to all cities desiring it. The objective is to develop a workable system to control traffic signals by digital computer.

DOT officials are optimistic that the laboratory experiment will lead to the most advanced traffic control system in the world.

Secretary of Transportation John A. Volpe said, "This test represents one more effort by the Department of Transportation to permit people to move more efficiently, to decrease accidents, and to prevent the strangulation of Central Business Districts. We feel that UTCS has great potential, and we are going to be doing everything to make it function to its maximum effectiveness."

The initial laboratory area in downtown Washington is bounded by Constitution Avenue, N.W. on the south, L Street, N.W. on the north, 14th St., N.W. on the east, and 23rd Street, N.W. on the west. It also will include M Street, N.W.; and New York Avenue, N.E. from North Capitol Street, N.E. to Bladensburg Road, N.E.

It is planned to expand the experiment to 200 intersections after the first 130 are fully operational.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FHWA--486
(202-426-0648)

FOR RELEASE TUESDAY A.M.
July 7, 1970

FEDERAL-AID HIGHWAY CONTRACTS TOTALED 5,109 IN CALENDAR YEAR 1969

A total of 5,109 Federal-aid highway and bridge construction contracts was awarded by the State highway departments during 1969, involving a total cost of approximately $5.1 billion, the U.S. Department of Transportation's Federal Highway Administration announced today.

These figures, compiled by the Bureau of Public Roads, indicate increases of 20 percent in the number of contracts and 42 percent in the total dollar amount of contracts, as compared with 1968.

The contracts awarded in 1969 averaged about $1,004,400, with the median size about $239,000. They varied from less than $25,000 to nearly $68 million, with a good distribution throughout the entire range.

Seventeen percent of the contracts awarded were for amounts less than $50,000 and 30 percent were below $100,000. Contracts for amounts less than $500,000 comprised 66 percent of contracts awarded and 10 percent of the total dollar amount.

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

(over)

Summary by Size of Contract

Calendar Year 1969

All Federal-aid Highway Construction Contracts

Contract Size Group (Dollars)	Total Number of Contracts	Percentage of Total Contracts	Total Amount of Low Bids (Dollars)	Percentage of Total Value
$0 - 49,999	859	16.81	$ 22,181,800	0.43
50,000 - 99,999	666	13.04	49,051,500	0.96
100,000 - 249,999	1,114	21.80	183,980,200	3.59
250,000 - 499,999	734	14.37	265,544,000	5.17
500,000 - 999,999	587	11.49	423,068,400	8.24
1,000,000 - 2,999,999	713	13.96	1,251,464,600	24.39
3,000,000 - 4,999,999	224	4.38	853,703,100	16.64
5,000,000 and over	212	4.15	2,082,522,700	40.58
Totals	5,109	100.00	5,131,516,300	100.00

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE WEDNESDAY AM
July 8, 1970

FHWA--483
(202-426-0648)

For the first time drivers of commercial trucks and buses are going to be required by Department of Transportation regulation to wear seat belts while operating their vehicles.

Federal Highway Administrator F. C. Turner announced that an amendment to the Motor Carrier Safety Regulations will require that seat belts be installed in commercial vehicles -- and that they must be worn by the drivers while the vehicles are in operation.

Earlier safety standards of the National Highway Safety Bureau had required the installation of seat belts in passenger cars -- but there is no regulation which makes their use mandatory by drivers.

The new regulations provide that seat belts for the drivers of buses, and the drivers and co-drivers of trucks and truck tractors, must be installed in all motor vehicles used in interstate or foreign commerce which are built on or after July 1, 1971. Older vehicles -- manufactured after January 1, 1965 must be retrofitted with seat belts by July 1, 1972. In addition, new commercial vehicles with sleeper berths must be equipped with sleeper berth restraint systems to avoid ejection of the occupants during accident situations.

Citing studies conducted by the State of Ohio and the Federal Highway Administration's Bureau of Motor Carrier Safety, Dr. Robert A. Kaye, director of BMCS, said: "Occupants of commercial vehicles are ejected from the cab in a disproportionately high number of accidents. The incidence of death or serious injury is much higher when occupants are ejected instead of remaining in the vehicle... It seems clear that the universal installation and use of seat belts will have a high payoff in terms of lives saved and injuries prevented or mitigated."

A landmark provision of the new regulations is the requirement that, "A motor vehicle which has a seat belt assembly installed at the driver's seat shall not be driven unless the driver has properly restrained himself with the seat belt assembly." Dr. Kaye observed that, "Seat belt use by commercial drivers...promises to improve the driver's control of his vehicle in emergency situations," thus providing an added safety benefit for other users of the highway in addition to protection for commercial vehicle occupants themselves.

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To insure the full effectiveness of the requirement for installing seat belts for the driver's use, Dr. Kaye said it was obvious that the regulations must require drivers to use their seat belts when they have them available. He added that BMCS intends to fully enforce the rule.

Stressing the cooperation between the Bureau of Motor Carrier Safety and the National Highway Safety Bureau on this rule-making action, he said that there would be the maximum possible consistency between this amendment and future amendments to the Motor Vehicle Safety Standards concerning the use of seat belts, and installation of improved seating systems and seat belt anchorages.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR SUNDAY RELEASE
July 12, 1970

FHWA- 487
(202) 426-0648

A long-forgotten, but historic, fort -- dating back more than two centuries to the days when the French occupied the region -- was "rediscovered" in Mobile, Alabama, as a result of an Interstate System project.

And it is an excellent example of the "joint development" concept in highway building under which engineers seek to make roads serve more than one purpose.

In 1709, French colonists built Fort Louis de la Mobile on the banks of Mobile Bay, where the City of Mobile was to grow. Eight years later a stone and brick fort was constructed to replace the original log structure, and in 1724 the name was changed to Fort Conde, after a French patriot. The French retained control of Mobile until 1763, when the area came under control of the British. The fort was renamed Fort Charlotte by the British, who occupied it for 17 years before relinquishing it to the Spanish. By this time the fort had lost much of its strategic value, and the Spanish, and later the Americans, allowed it to deteriorate.

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In 1820 Fort Conde was sold at public auction, and the following year it was demolished and the property subdivided into residential lots.

Over the years, the old fort was virtually forgotten. The only clues to its location rested in old maps. However, when the right-of-way for Interstate Route 10 was being planned, it was noted that it would pass directly over the site of a large portion of the old fort.

Recognizing the historical importance of this -- and the fact that the road's construction could completely obliterate any evidence of the structure that might remain -- the Alabama Highway Department, with the approval of the Federal Highway Administration's Bureau of Public Roads, entered into an agreement with the University of Alabama to conduct archeological salvage investigations.

The area of the investigation -- within the boundaries of the I-10 bay tunnel project and the tunnel plaza interchange just west of the tunnel portal -- did, indeed, prove to be the location of Fort Conde. Much of the layout of the old fort has been confirmed, and many details of its construction features have been brought to light. In addition, a collection of valuable artifacts has been unearthed, which ultimately will be placed on display in the Mobile Public Museum system.

The agreement between the State highway department and the University of Alabama provides that archeological crews will follow the physical construction work on I-10 and attempt to salvage any historical material or information that might be uncovered.

In a related activity, just outside the I-10 right-of-way in the same area stands historic Fort Conde Charlotte House, owned by the Alabama Chapter of the Colonial Dames of America, which dates back to the early 1700's and which contains the oldest masonry in the State. Normally open to the public on a fee basis, the house had to be temporarily closed because of its proximity to the construction work. The valuable artifacts and furnishings it contained were stored to prevent damage to them, and the construction contractor rented the building to provide offices for the State resident engineer and the resident engineer of a consultant firm working on the project. The contractor has agreed to restore the Colonial Dames' house to its previous condition and return it after completion of the I-10 tunnel and access roads.

The Mobile City Planning Commission is proposing to develop the tunnel plaza interchange area , anhistoric site which would include restoration of several old houses within the area that are not needed for the highway project. Also envisioned is reconstruction of a portion of Fort Conde near the tunnel portal.

"This is an impressive example of joint development in combination with a highway project," said Federal Highway Administrator F. C. Turner. "It also underscores our keen interest in archeological salvage. I am delighted that this I-10 project has helped unearth some of Mobile's colonial heritage."

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE TUESDAY A.M.
July 14, 1970

FHWA-488
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety, which recently issued new physical qualifications for drivers of commercial vehicles in interstate commerce, has taken another step in its efforts to remove physically unqualified drivers from public highways.

A pamphlet entitled "Instructions for Examining Physician to Determine Physical Fitness of Driver Engaged in Interstate or Foreign Commerce" has just been published by the Bureau, containing that part of the regulations dealing with instructions for performing and recording physical qualifications for drivers.

Dr. Robert A. Kaye, BMCS director, explained that some physicians have certified drivers to be qualified under the regulations when, in fact, they were not qualified.

"This situation has arisen," he said, "mainly because some examining physicians have not become familiar with the minimum requirements as stated on the examination form, or have not been made aware of the physical, mental, and emotional responsibilities placed on drivers of commercial vehicles." Dr. Kaye said he wanted to make it clear that the Bureau is not criticizing the competence or thoroughness of physicians, but rather is emphasizing the need to

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bridge the communications gap and alert physicians to the regulations and the responsibilities and demands placed on present-day commercial drivers.

The purpose of the new pamphlet is explained in a letter from Dr. Kaye to examining physicians, enclosed as the first page of the pamphlet. It says, in part, that "these minimum physical standards have been developed for the protection and interest of drivers of commercial vehicles as well as that of the motoring public. Because of their importance to highway safety, we urge that medical people who conduct the required physical examinations of drivers become familiar with these standards and how they relate to the physical and mental attributes necessary for a commercial driver to cope with today's highway environment. This pamphlet is intended as a ready reference to the medical profession in its role of making highways safer for all concerned."

The Committee on Medical Aspects of Automotive Safety of the American Medical Association has been furnished a supply of the pamphlets for distribution to its membership.

Individual copies of the pamphlet may be obtained without cost by writing the Bureau of Motor Carrier Safety, Federal Highway Administration, Washington, D.C. 20591.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE FRIDAY
July 17, 1970

FHWA - 489
(202) 426-0648

Ethel G. Lawson, a 20-year career civil servant, is listed on the Federal Highway Administration's rolls as a management specialist.

As such her primary assignment is to recruit young collegians for career training in such fields as highway engineering, right of way, auditing, equal employment opportunity activities, etc.

That means she beats the campus bushes looking for undergraduate and post graduate students, trying to persuade them to come into the Federal Highway Administration's Cooperative Education Program. But her work doesn't end there.

"Most of these recruits wind up in our Washington offices" Mrs. Lawson says, "and living here these days isn't exactly the same as the Halls of Ivy or Small College Town, U.S.A.

"Hence I feel a sort of continuing responsibility to help them find clean and decent places to live -- that they can afford, that are handy to work, to church, and to recreation activities as well."

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Federal Highway Administration's Cooperative Education Program was initiated in May of 1969. Its primary objective was to solve the problem of getting minority engineers into the Federal Highway Administration.

Mrs. Lawson points out that the Cooperative Education Program started with an enrollment of four students, two males and two females from three colleges that were participating at that time; Johnson C. Smith University in Charlotte, North Carolina, Tennessee A&I State University in Nashville, and Southern University in Baton Rouge, Louisiana.

"Today," Mrs. Lawson continues, "we have a working agreement with twelve colleges and 14 students enrolled in the program."

The fourteen college students who are currently involved in the training program will spend from three to six months with the highway department to which they are assigned, depending on their school schedule. For the most part all co-op students are assigned in Washington, D.C. A new plan is being negotiated for assigning students to other FHWA division offices. Thus far, two have been assigned, one each to Louisiana and Tennessee Division offices.

Each student will alternate periods of study at his respective school with similar periods of employment at FHWA. Each student's employment is closely related to his academic major and is designed to further his pre-professional qualifications. The student pay grade level is determined by the number of academic years completed, ranging from a yearly rate of $5,212 to $6,548.

"Throughout the training period," Mrs. Lawson says, "each student is required to satisfy both the academic standards of the school and the work performance standards of the Federal Highway Administration. If at any time a trainee fails to maintain satisfactory progress, he will be dropped from the Cooperative Education Program."

Mrs. Lawson spent two years in Africa serving as confidential secretary to the Contract Office of the U.S. Agency for International Development at Monrovia. Returning to the States, she became an Aide to the Director of the President's Council on Equal Opportunity. Following this assignment, she was appointed Administrative Assistant in the Department of Interior's Office for Equal Opportunity.

In November of 1967, she came to the Federal Highway Administration as a Personnel Staffing Specialist.

Mrs. Lawson is a native of Washington, Pennsylvania, and

received her early education in the State. She attended business college at George Washington University, and did graduate work at the Department of Agriculture here. She lives in Hyattsville, Maryland.

The co-op program began with the basic concept to increase minority engineers in the Federal Highway Administration, but now has been expanded to include majority students.

Students currently in the training program:

NAME	SCHOOL	MAJOR
Gregory Jordan	Howard University	Mechanical Engineer
Doris Gibbs	Prairie View A&M College	Architectural Engineer
Linda Bodley	Prairie View A&M College	Architectural Engineer
Clyde Page	Southern University	Civil Engineer
Wilbert Paynes	Southern University	Civil Engineer
John Cochroane	Tennessee State University	Civil Engineer
John Groupe	Virginia Polytechnic Institute	Civil Engineer
Richard Gardner	Virginia Polytechnic Institute	Civil Engineer
Michael Serda	University of Alabama	Computer Science
Samuel Reid	Tennessee State University	Civil Engineer
Charles Shirley	Florida A&M College	Computer Science
Melvin Keith	Southern University	Civil Engineer
Jeffrey Curtin	Alderson-Broaddus College	Computer Science
Claude Johnson	Prarie View A&M College	Civil Engineer

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR SATURDAY RELEASE
August 1, 1970

FHWA - 492
(202) 426-0648

New Jersey State highway officials knew an antique when they saw one -- and as a result an ancient fire alarm control center is now preserved in the Newark City Fire Museum.

It all came about last month because the line for the Interstate Route 280 right-of-way called for the taking of the Old West Orange (N.J.) fire house. In the fire house was the old control center, wired to hundreds of street corner alarm boxes and still operational, despite the fact that it had been built before the turn of the century and had been installed in West Orange 63 years ago, in 1907.

The State highway officials felt that the old equipment had historical value and should not be demolished with the rest of the building. The equipment included two-story high slate panels framed by round oak columns and moldings and covered with switches, light bulbs and electrical test meters. Another electro-mechanical device, housed in a glass case and gleaming with polished brass, repeated the signal.

An inquiry quickly established that the Newark City Fire Museum would be delighted to have the old control center. State highway officials then obtained approval from the Federal Highway Administration's Bureau of Public Roads for the $1500 expenditure for the necessary crating of the equipment and transporting it to the museum. The highway construction

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contractor, S. J. Groves and Sons, Inc., cooperated in the project.

The City of West Orange, currently using a temporary system, will install a new permanent fire alarm system. And the members of the fire department are happy on two scores -- that they are going to have a brand-new, up-to-date system, and that the old one, which served them so long and well, is being preserved for future generations to observe.

Commented Federal Highway Administrator F. C. Turner:

"We were only too happy to cooperate with New Jersey highway authorities in this historical salvage. It is one more example of how highway officials regularly cooperate with all responsible groups while building vitally-needed new pieces of the highway network. I am delighted that this antique fire-fighting equipment will be preserved for the future enjoyment of those who visit the Newark City Fire Museum."

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR SUNDAY RELEASE
August 2, 1970

FHWA -491
(202) 426-0648

What happens to traffic on an old, existing highway when a parallel section of Interstate System freeway is opened in the same "corridor?"

According to the Department of Transportation's Federal Highway Administration, congestion on the old route is greatly reduced: in 12 of 16 corridors analyzed, traffic on the existing roads dropped by an average of 50 per cent or more, and remained at these levels for up to 10 years.

And this was in spite of the fact that the opening of Interstate segments actually permits more traffic in the corridor -- an average seven per cent annual increase over the pre-freeway years. This increase is absorbed by the new Interstate road, in addition to the average 50 per cent of the traffic that formerly used the old, existing route.

Federal Highway Administrator F. C. Turner says a recently-completed study of the benefits of the Interstate System shows, "that the new Interstate freeways, in addition to providing motorists with the safest and fastest roads the world has ever known, also help reduce congestion on the older highways. As a result, travel is made safer and more pleasant on these other, non-Interstate routes."

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"This represents one of the many indirect benefits of the Interstate System program that sometimes go unrecognized generally."

The study, conducted by FHWA's Bureau of Public Roads, covered a period from 1956 through 1969, and provided a range of from 10 years or less prior to the opening of the Interstate segment to traffic to as many as 10 years after the opening.

Data was obtained from 39 automatic traffic recording stations along the old, existing routes in 16 corridors in seven States -- 27 in rural locations and 12 in urban areas. Additional data was compiled by 16 automatic traffic recording stations on completed sections of Interstate where the old, existing road station and the Interstate station could be combined to give an indication of the corridor pattern.

Yearly average daily traffic (ADT) at the counting stations were used in obtaining the study findings.

Locations, route corridors and traffic reductions in the study follow.

ALABAMA

U.S. 31 and I-65 southwest from Montgomery. ADT on U.S. 31 the year before I-65 was opened (1963) was 1,167; the year the freeway was put in use (1964) it was 442; the final year of the study (1969) it was 373.

INDIANA

U.S. 40 and I-70 from Indianapolis to Richmond. ADT on U.S. 40 the year before I-70 (1967) was opened was 11,810; the year the freeway was put in use (1968) it was 4,675; the final year of the study (1969) it was 3,683.

U.S. 31 and I-65 from the Kentucky line north to Columbus. ADT on U.S. 31 the year before I-65 was opened (1960) was 6,369; the year the freeway was put in use (1961) it was 1,809; the final year of the study (1969) it was 2,533.

U.S. 136 and I-74 from Indianapolis west to the Illinois line. ADT on U.S. 136 the year before I-74 was opened (1965) was 3,694; the year the freeway was put in use (1966) it was 2,980; the final year of the study (1969) it was 1,638.

MISSISSIPPI

U.S. 51 and I-55 from McComb north to Jackson. ADT on U.S. 51 the year before I-55 was opened (1966) was 4,166; the year the freeway was put in use (1967) it was 1,999; the final year of the study (1969) it was 1,937.

U.S. 51 and I-55 from McComb south to the Louisiana line. ADT on U.S. 51 the year before I-55 was opened (1966) was 3,270; the year the freeway was put in use (1968) it was 858; the final year of the study (1969) it was 819.

U.S. 51 and I-55 from Jackson to Canton. ADT on U.S. 51 the year before I-55 was opened (1962) was 4,278; the year the freeway was put in use (1963) it was 2,959; the final year of the study (1969) it was 1,528.

U.S. 51 and I-55 from Grenada to the Tennessee line. ADT on U.S. 51 the year before I-55 was opened (1963) was 2,797; the year the freeway was put in use (1964) it was 1,691; the final year of the study (1969) it was 579.

U.S. 11 and I-59 from Hattiesburg to Laurel. ADT on U.S. 11 the year before I-59 was opened (1962) was 4,035; the year the freeway was put in use (1963) it was 1,756; the final year of the study (1969) it was 1,652.

U.S. 11 and I-59 from Louisiana line to Hattiesburg. ADT on U.S. 11 the year before I-59 was opened (1965) was 3,583; the year the freeway was put in use (1966) it was 1,546; the final year of the study (1969) it was 1,531.

NEBRASKA

U.S. 30 and I-80 between North Platte and Grand Island. ADT on U.S. 30 the year before I-80 was opened (1963) was 4,323; the year the freeway was put in use (1964) it was 2,008; the final year of the study (1969) it was 1,063.

OREGON

U.S. 99 and I-5 from the California line to Grants Pass. ADT on U.S. 99 the year before I-5 was opened (1963) was 8,210; the year the freeway was put in use (1964) it was 4,802; the final year of the study (1969) it was 5,066.

U.S. 99E and I-5 from Salem to Portland. ADT on U.S. 99E the year before I-5 was opened (1960) was 6,310; the year the freeway was put in use (1961) it was 1,700; the final year of the study (1969) it was 1,929.

TENNESSEE

U.S. 70S, 41 and I-24 south of I-40 interchange in Nashville. ADT on U.S. 70S-41 the year before I-40 was opened (1967) was 30,538; the year the freeway was put in use (1968) it was 30,021; the final year of the study (1969) it was 29,002. (This is strictly an urban corridor in downtown Nashville.)

WEST VIRGINIA

U.S. 11 and I-81 from the Virginia line to the Maryland line. ADT on U.S. 11 the year before I-81 was opened (1966) was 8,430; the year the freeway was put in use (1967) it was 6,136; the final year of the study (1969) it was 6,903.

U.S. 60 and I-64 from Huntington to Charleston. ADT on U.S. 60 the year before I-64 was opened (1962) was 6,358; the year the freeway was put in use (1963) it was 5,522; the final year of the study (1969) it was 3,547.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE SATURDAY A.M.
August 8, 1970

FHWA--493
Phone: (202) 426-0648

Secretary of Transportation John A. Volpe announced today that $1,129 million in Federal and State funds was obligated through June 30, 1970, for development highways and local access roads in the 13-state Appalachia Region.

The Federal share was $623 million.

As of the end of June, 1,114 miles of highways and roads were completed or under construction, an increase of 111 miles since the March 31, 1970 quarterly report. Of the total, 410 miles were completed and 704 miles were under construction. Engineering and right-of-way acquisition were underway on 1,106 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, 264 miles of the 2,558 miles of development highways being considered for improvement were completed and 495 miles were under construction. Preliminary engineering and right-of-way acquisition were underway or completed on 996 miles, centerline locations were approved on 190 miles, and route location studies were underway or completed on 529 miles. Work has not yet been started on the remaining 84 miles.

Table 2 shows that of the 574 miles of local access roads approved as of June 30, 146 miles were completed, and 209 miles were under construction. Preliminary engineering and right-of-way acquisition were underway or completed on 110 miles, centerline locations were approved on 44 miles, and route location studies were underway or completed on 33 miles. No work was started on the remaining 32 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.

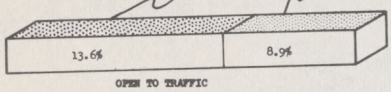
The traditional partnership arrangement between the Bureau of Public Roads and the State highway departments, under which all Federal-aid highway programs are carried out, is also employed in the Appalachian highway program. The highways are designed in accordance with standards developed by the various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

####

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

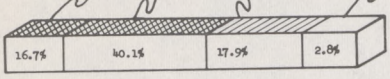
STATUS OF IMPROVEMENT AS OF JUNE 30, 1970

STATE	TOTAL DESIGNATED SYSTEM MILEAGE	OPEN TO TRAFFIC		
		ADEQUATE SEGMENTS-NO APPALACHIA FUNDS EXPENDED	INADEQUATE SEGMENTS-IMPROVED WITH APPALACHIA FUNDS	TOTAL
GEORGIA KENTUCKY	89.0 582.6	2.6 163.7	- 73.0	2.6 236.7
MARYLAND NEW YORK	82.2 260.0	4.1 29.5	10.0 15.9	14.1 45.4
NORTH CAROLINA OHIO	199.1 295.0	1.3 93.0	20.6 17.3	21.9 110.3
PENNSYLVANIA TENNESSEE	489.8 332.9	58.1 12.8	25.8 12.9	83.9 25.7
VIRGINIA WEST VIRGINIA	204.1 423.6	25.0 9.9	76.0 12.4	101.0 22.3
TOTAL	2,958.3	400.0	263.9	663.9



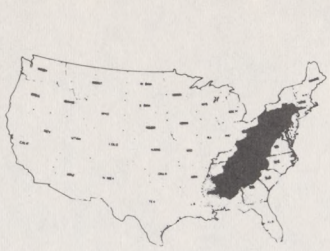
OPEN TO TRAFFIC
22.5%

STATE	WORK IN PROGRESS				NO LOCATION WORK UNDERTAKEN
	UNDER CONST.	ENG'R AND R-O-W	LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY	
GEORGIA KENTUCKY	14.2 73.1	72.2 239.7	- 33.1	86.4 345.9	- -
MARYLAND NEW YORK	7.7 85.5	32.9 98.6	- 18.1	40.6 202.2	27.5 12.4
NORTH CAROLINA OHIO	46.4 40.6	93.5 119.7	26.3 22.1	166.2 182.4	11.0 2.3
PENNSYLVANIA TENNESSEE	43.4 61.7	166.6 143.4	195.9 71.5	405.9 276.6	- 30.6
VIRGINIA WEST VIRGINIA	12.9 109.7	13.9 205.9	76.3 85.7	103.1 401.3	- -
TOTAL	495.2	1,186.4	589.0	2,210.6	83.8



WORK IN PROGRESS 74.7%

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 JUNE 30, 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	$19,625,580	$10,788,990
Kentucky	73.0	73.1	233.5	6.2	33.1	345.9	-	418.9	582.6	174,071,521	109,759,583
Maryland	10.0	7.7	29.9	3.0	-	40.6	27.5	78.1	82.2	42,047,667	22,809,219
Mississippi	-	-	-	-	-	-	-	-	-	-	-
New York	15.9	85.5	98.6	-	18.1	202.2	12.4	230.5	260.0	191,058,466	82,952,116
North Carolina	20.6	46.4	85.2	8.3	26.3	166.2	11.0	197.8	199.1	60,522,732	33,206,500
Ohio	17.3	40.6	113.2	6.5	22.1	182.4	2.3	202.0	295.0	66,685,124	36,827,832
Pennsylvania	25.8	43.4	166.6	-	195.9	405.9	-	431.7	489.8	115,407,133	55,655,705
South Carolina	-	-	-	-	-	-	-	-	-	-	-
Tennessee	12.9	61.7	90.4	53.0	71.5	276.6	30.6	320.1	332.9	69,599,639	43,075,256
Virginia	76.0	12.9	13.9	-	76.3	103.1	-	179.1	204.1	72,381,181	42,177,580
West Virginia	12.4	109.7	149.8	56.1	85.7	401.3	-	413.7	423.6	254,678,147	147,540,321
Total	263.9	495.2	996.5	189.9	529.0	2,210.6	83.8	2,558.3	2,958.3	1,066,077,190	584,793,102
Percent of Total Under Consideration	10	20	39	7	21	87	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 JUNE 30, 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	83.5	49.7	28.5	-	27.9	106.1	-	189.6	$17,597,630	$11,495,498
Georgia	2.0	-	16.8	-	-	16.8	-	18.8	1,505,877	704,376
Kentucky	2.0	8.4	-	20.9	-	29.3	-	31.3	1,448,726	845,737
Maryland	2.5	-	-	1.0	-	1.0	-	3.5	872,519	385,694
Mississippi	-	71.1	-	-	-	71.1	-	71.1	8,190,425	5,193,566
New York	1.9	-	"	-	-	-	-	1.9	508,932	238,748
North Carolina	0.2	3.5	10.1	-	4.0	17.6	-	17.8	1,583,631	1,019,890
Ohio	15.9	5.6	7.6	-	-	13.2	-	29.1	4,220,111	1,629,991
Pennsylvania	4.7	8.5	17.6	14.1	0.9	41.1	25.1	70.9	8,470,745	4,269,950
South Carolina	11.3	32.8	16.2	-	-	49.0	6.4	66.7	9,297,554	6,438,530
Tennessee	0.7	28.5	11.8	4.8	-	45.1	-	45.8	6,689,284	4,651,991
Virginia	9.6	-	1.3	-	-	1.3	-	10.9	1,166,188	786,175
West Virginia	12.0	1.3	-	2.8	-	4.1	-	16.1	1,153,999	674,547
Total	146.3	209.4	109.9	43.6	32.8	395.7	31.5	573.5	62,705,621	38,334,693
Percent of Total Mileage	26	36	19	8	6	69	5	100		

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR SUNDAY RELEASE
August 9, 1970

FHWA - 490
(202) 426-0648

While Astronauts Neil Armstrong and Buzz Aldrin in 1969 were placing the United States firmly in the Space Age by landing on the Moon, earthbound American drivers were doing their bit to compile some astronomical statistics.

Highway travel in the United States in 1969 totaled 1,071,000,000,000 vehicles miles, the equivalent of more than two million round trips to the Moon, Secretary of Transportation John A. Volpe said today.

Americans broke through the trillion mile motor vehicle travel mark in 1968 by establishing the long and round figure of 1,016,000,000,000 vehicle miles traveled.

The 1969 total topped its predecessor by 5.4 percent.

Ten States reported 1969 travel in excess of 30 billion annual vehicle-miles. These 10 States accounted for more than half of all the travel in the Nation. California with 111.7 billion vehicle-miles far exceeded any other State, followed by Texas, 66.1 billion; New York, 64.7 billion; Ohio, 55.8 billion; Pennsylvania, 55.1 billion; Illinois, 53.9 billion; Michigan, 50.9 billion; New Jersey, 39.1 billion, Florida, 37.6 billion; and Indiana, 30.6 billion.

Seventeen States, including the 10 listed above, reported travel exceeding 20 billion annual vehicle miles. These seventeen States accounted for approximately 70 percent of the Nation's travel.

The trend toward a higher proportion of urban travel was continued in 1969 with urban travel comprising 50.9 percent of the total compared to 50.3 percent in 1968.

The Interstate System -- final (completed) Interstate highways and traveled-way--accounted for about 1 percent of the total 3.7 million miles of roads and streets and carried 18.4 percent of the travel. The traveled-way consists of those roads and streets presently carrying traffic which will be served by the

- more -

Interstate System when completed. The Federal-aid primary system (including Interstate) represented about 7 percent of the mileage and carried 48.5 percent of the travel. All Federal-aid systems combined, which includes 24 percent of the mileage, carried 66 percent of the travel.

The travel reported by each State highway department and summarized by the Federal Highway Administration's Bureau of Public Roads is shown in the accompanying table.

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VEHICLE MILES, BY STATE AND [illegible]WAY SYSTEM - 1969

(Millions)

Table VM-2
June 1970

Division	State	Federal-aid highway system																	Not on Federal-aid systems						
		Interstate rural			Interstate urban			Sub-total Inter-state	Other primary			Secondary					Total Federal-aid rural	Total Federal-aid urban	Total Federal-aid	Other State rural	Other State urban and munici-pal	Local rural	Local urban and munici-pal	Sub-total rural	Sub-total urban and munici-pal	Total
		Final	Traveled-way 1/	Total rural	Final	Traveled-way 1/	Total urban		Rural	Urban	Total	State rural	State urban	Local rural	Local urban	Total										
		01	31		02	32			03	04		05	06	07	08					09	10	11	12			
New England	Connecticut	620	236	856	2,057	431	2,488	3,344	1,179	1,795	2,974	937	813	6	47	1,803	2,978	5,143	8,121	243	1,806	277	5,257	3,498	12,206	15,704
	Maine	572	49	621	69	74	143	764	1,437	458	1,905	891	147	-	-	1,038	2,949	758	3,707	945	323	370	439	4,264	1,520	5,784
	Massachusetts	1,478	94	1,572	1,851	878	2,729	4,301	2,855	4,915	7,770	687	589	1,194	1,473	3,943	6,308	9,706	16,014	163	989	795	7,420	7,266	18,115	25,381
	New Hampshire	485	56	541	75	49	124	665	1,139	314	1,453	774	145	4	2	925	2,458	585	3,043	160	205	130	525	2,748	1,315	4,063
	Rhode Island	134	102	236	667	181	848	1,084	222	1,206	1,428	174	416	16	203	809	648	2,673	3,321	77	115	121	874	846	3,662	4,508
	Vermont	308	144	452	41	52	93	545	818	162	980	385	8	142	11	546	1,797	274	2,071	48	2	207	227	2,052	503	2,555
	Total	3,597	681	4,278	4,760	1,665	6,425	10,703	7,650	8,860	16,510	3,848	2,118	1,362	1,736	9,064	17,138	19,139	36,277	1,636	3,440	1,900	14,742	20,674	37.321	57,995
Middle Atlantic	New Jersey	352	325	677	1,964	1,971	3,935	4,612	2,679	5,899	8,578	39	106	1,396	2,394	3,935	4,791	12,334	17,125	1,785	2,369	4,584	13,253	11,160	27,956	39,116
	New York	2,959	178	3,137	7,282	1,052	8,334	11,471	8,185	14,892	23,077	1,695	1,026	2,940	1,390	7,051	15,957	25,642	41,599	23	29	7,979	15,045	23,959	40,716	64,675
	Pennsylvania	4,903	645	5,548	1,738	827	2,565	8,113	8,175	6,736	14,911	5,739	3,638	48	97	9,522	19,510	13,036	32,546	3,250	4,279	4,046	11,027	26,806	28,342	55,148
	Total	8,214	1,148	9,362	10,984	3,850	14,834	24,196	19,039	27,527	46,566	7,473	4,770	4,384	3,881	20,508	40,258	51,012	91,270	5,058	6,677	16,609	39,325	61,925	97,014	158,939
South Atlantic (north)	Delaware	61	-	61	200	75	275	336	975	708	1,683	355	214	-	-	569	1,391	1,197	2,588	-	-	96	183	1,487	1,380	2,867
	Dist. of Col.	-	-	-	213	176	389	389	-	1,057	1,057	-	-	-	506	506	-	1,952	1,952	-	-	-	833	-	2,785	2,785
	Maryland	1,152	44	1,196	2,003	642	2,645	3,841	2,781	2,676	5,457	1,572	1,378	453	444	3,857	6,012	7,143	13,155	681	91	3,215	2,355	9,908	9,589	19,497
	Virginia	3,176	854	4,030	973	522	1,495	5,525	5,337	2,838	8,175	3,322	807	2,169	523	6,821	14,858	5,663	20,521	118	576	2,010	3,726	16,986	9,965	26,951
	West Virginia	548	435	983	105	176	281	1,264	2,154	801	2,955	1,868	177	889	32	2,966	5,894	1,291	7,185	7	24	307	1,190	6,208	2,505	8,713
	Total	4,937	1,333	6,270	3,494	1,591	5,085	11,355	11,247	8,080	19,327	7,117	2,576	3,521	1,505	14,719	28,155	17,246	45,401	806	691	5,628	8,287	34,589	26,224	60,813
South Atlantic (south)	Florida	2,063	1,132	3,195	1,608	1,178	2,786	5,981	4,913	3,740	8,653	4,723	3,097	240	30	8,090	13,071	9,653	22,724	1,486	1,622	2,277	9,486	16,834	20,761	37,595
	Georgia	2,436	1,102	3,538	1,941	184	2,125	5,663	6,325	2,259	8,584	2,785	547	1,366	512	5,210	14,014	5,443	19,457	153	334	1,976	6,390	16,143	12,167	28,310
	North Carolina	1,593	1,256	2,849	445	418	863	3,712	4,684	2,140	6,824	9,541	2,526	3	195	12,265	17,077	5,724	22,801	1,896	588	33	2,498	19,006	8,810	27,816
	South Carolina	1,223	617	1,840	134	208	342	2,182	5,159	1,638	6,797	3,075	720	181	10	3,986	10,255	2,710	12,965	369	1,241	465	472	11,089	4,423	15,512
	Total	7,315	4,107	11,422	4,128	1,988	6,116	17,538	21,081	9,777	30,858	20,124	6,890	1,790	747	29,551	54,417	23,530	77,947	3,904	3,785	4,751	18,846	63,072	46,161	109,233
East North Central	Illinois	2,786	1,362	4,148	5,133	612	5,745	9,893	8,501	7,817	16,318	1,131	668	2,063	544	4,406	15,843	14,774	30,617	1,540	3,696	2,828	15,192	28,211	33,662	53,873
	Indiana	2,538	1,304	3,842	1,460	355	1,815	5,657	8,231	2,375	10,606	3,491	633	1,521	207	5,852	17,085	5,030	22,115	190	139	1,423	6,750	18,698	11,919	30,617
	Michigan	3,411	321	3,732	3,614	1,445	5,059	8,791	6,918	6,791	13,709	1,802	499	7,122	1,313	10,736	19,574	13,662	33,236	20	72	4,174	13,403	23,768	27,137	50,905
	Ohio	4,852	108	4,960	5,089	1,307	6,396	11,356	8,207	6,360	14,567	4,331	1,863	2,285	2,398	10,877	19,783	17,017	36,800	108	426	5,112	13,375	25,003	30,818	55,821
	Wisconsin	1,766	128	1,894	797	202	999	2,893	5,726	2,762	8,488	1,663	554	1,692	992	4,901	10,975	5,307	16,282	52	71	1,574	5,906	12,601	11,284	23,885
	Total	15,353	3,223	18,576	16,093	3,921	20,014	38,590	37,583	26,105	63,688	12,418	4,217	14,683	5,454	36,772	83,260	55,790	139,050	1,910	4,404	15,111	54,626	100,281	114,820	215,101
West North Central	Iowa	1,659	175	1,834	371	35	406	2,240	5,329	1,529	6,858	-	-	1,987	280	2,267	9,150	2,215	11,365	95	63	972	2,931	10,217	5,209	15,426
	Kansas	1,033	169	1,202	476	59	535	1,737	3,729	1,149	4,878	571	28	1,329	435	2,363	6,831	2,147	8,978	69	59	1,077	2,817	7,977	5,023	13,000
	Minnesota	568	484	1,052	1,264	769	2,033	3,085	5,576	2,375	7,951	1,172	37	2,921	181	4,311	10,721	4,626	15,347	27	117	1,252	4,050	12,000	8,793	20,793
	Missouri	2,433	747	3,180	1,813	412	2,225	5,405	5,923	2,187	8,110	2,510	450	20	38	3,018	11,633	4,900	16,533	170	717	1,850	6,190	13,653	11,807	25,460
	Nebraska	977	110	1,087	102	22	124	1,211	3,078	646	3,724	653	33	640	81	1,407	5,458	884	6,342	4	-	994	1,860	6,456	2,744	9,200
	North Dakota	378	114	492	14	23	37	529	1,126	174	1,300	213	5	453	14	685	2,284	230	2,514	1	2	686	451	2,971	683	3,654
	South Dakota	444	298	742	22	13	35	777	1,579	238	1,817	247	30	447	29	753	3,015	332	3,347	22	7	587	398	3,624	737	4,361
	Total	7,492	2,097	9,589	4,062	1,333	5,395	14,984	26,340	8,298	34,638	5,366	583	7,797	1,058	14,804	49,092	15,334	64,426	388	965	7,418	18,697	56,898	34,996	91,894
East South Central	Alabama	657	1,173	1,830	180	1,236	1,416	3,246	4,590	1,976	6,566	1,440	344	941	156	2,881	8,801	3,892	12,693	41	53	888	3,355	9,730	7,300	17,030
	Kentucky	1,934	269	2,203	718	347	1,065	3,268	4,352	1,551	5,903	3,752	539	230	61	4,592	10,547	3,216	13,763	1,192	716	1,135	2,065	12,874	5,997	18,871
	Mississippi	928	297	1,225	194	425	619	1,844	4,015	758	4,773	915	95	1,166	217	2,393	7,321	1,689	9,010	46	20	642	1,497	7,979	3,206	11,185
	Tennessee	1,638	751	2,389	1,257	408	1,665	4,054	4,945	2,443	7,388	968	235	669	81	1,953	8,971	4,424	13,395	50	7	1,845	3,939	10,866	8,370	19,236
	Total	5,157	2,490	7,647	2,349	2,416	4,765	12,412	17,902	6,728	24,630	7,085	1,213	3,006	515	11,819	35,640	13,221	48,861	1,299	796	4,510	10,856	41,449	24,873	66,322
West South Central	Arkansas	1,038	167	1,205	345	13	358	1,563	2,840	1,081	3,921	2,318	379	271	73	3,041	6,634	1,891	8,525	49	74	756	1,475	7,439	3,440	10,879
	Louisiana	811	1,068	1,879	747	337	1,084	2,963	2,703	1,622	4,325	3,698	608	12	1	4,319	8,292	3,315	11,607	762	421	1,022	2,360	10,076	6,096	16,172
	Oklahoma	1,307	328	1,635	1,002	44	1,046	2,681	4,708	1,572	6,280	1,141	353	778	302	2,574	8,262	3,273	11,535	219	94	995	3,994	9,476	7,361	16,837
	Texas	3,935	1,622	5,557	7,482	1,334	8,816	14,373	12,661	8,239	20,900	8,339	2,454	-	-	10,793	26,557	19,509	46,066	1,502	1,111	2,495	14,901	30,554	35,521	66,075
	Total	7,091	3,185	10,276	9,576	1,728	11,304	21,580	22,912	12,514	35,426	15,496	3,794	1,061	376	20,727	49,745	27,988	77,733	2,532	1,700	5,268	22,730	57,545	52,418	109,963
Mountain	Arizona	1,365	1,236	2,601	472	186	658	3,259	1,119	537	1,656	583	55	790	2,298	3,726	5,093	3,548	8,641	223	14	689	1,938	6,005	5,500	11,505
	Colorado	1,058	576	1,634	747	197	944	2,578	2,055	1,703	3,758	1,508	206	-	-	1,714	5,197	2,853	8,050	22	33	1,489	2,898	6,708	5,784	12,492
	Idaho	559	261	820	49	14	63	883	1,240	283	1,523	369	25	326	126	846	2,755	497	3,252	3	3	652	487	3,410	987	4,397
	Montana	282	546	828	33	14	47	875	1,472	262	1,734	430	59	-	-	489	2,730	368	3,098	-	-	808	533	3,538	901	4,439
	Nevada	491	191	682	29	81	110	792	628	252	880	286	68	95	189	638	1,691	619	2,310	20	20	100	645	1,811	1,284	3,095
	New Mexico	1,110	463	1,573	223	182	405	1,978	1,481	630	2,111	805	153	7	2	1,057	3,956	1,190	5,146	86	497	424	782	4,466	2,469	6,935
	Utah	584	583	1,167	655	53	708	1,875	883	573	1,456	530	442	106	139	1,217	2,686	1,862	4,548	36	148	411	659	3,133	2,669	5,802
	Wyoming	606	242	848	21	18	39	887	906	129	1,035	252	19	17	8	296	2,023	195	2,218	2	3	341	338	2,366	536	2,902
	Total	6,055	4,098	10,153	2,229	745	2,974	13,127	9,784	4,369	14,153	4,853	1,027	1,341	2,762	9,983	26,131	11,132	37,263	392	718	4,914	8,280	31,437	20,130	51,567
Pacific	California	4,341	4,542	8,883	12,239	4,505	16,744	25,627	10,970	15,734	26,704	2,501	968	4,650	5,200	13,319	27,004	38,646	65,650	412	1,030	11,610	33,042	39,026	72,718	111,744
	Oregon	1,476	101	1,577	863	35	898	2,475	2,348	1,440	3,788	1,112	347	815	524	2,798	5,852	3,209	9,061	37	27	1,502	2,072	7,391	5,308	12,699
	Washington	1,062	791	1,853	1,824	398	2,222	4,075	2,496	1,572	4,068	1,061	583	1,617	1,082	4,343	7,027	5,459	12,486	18	151	2,865	4,469	9,910	10,079	19,989
	Total	6,879	5,434	12,313	14,926	4,938	19,864	32,177	15,814	18,746	34,560	4,674	1,898	7,082	6,806	20,460	39,883	47,314	87,197	467	1,208	15,977	39,583	56,327	88,105	144,432
Total - All Divisions		72,090	27,796	99,886	72,601	24,175	96,776	196,662	189,352	131,004	320,356	88,454	29,086	46,027	24,840	188,407	423,719	281,706	705,425	18,392	24,384	82,086	235,972	524,197	542,062	1,066,259
	Alaska	-	-	-	-	-	-	-	356	110	466	137	49	-	-	186	493	159	652	-	-	169	331	662	490	1,152
	Hawaii	51	124	175	203	227	430	605	643	435	1,078	148	49	44	32	273	1,010	946	1,956	11	*	148	1,049	1,169	1,995	3,164
United States Total		72,141	27,920	100,061	72,804	24,402	97,206	197,267	190,351	131,549	321,900	88,739	29,184	46,071	24,872	188,866	425,222	282,811	708,033	18,403	24,384	82,403	237,352	526,028	544,547	1,070,575

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

* Less than 0.5 million vehicle-miles.

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

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR RELEASE WEDNESDAY A.M.
August 12, 1970

FHWA - 494
(202) 426-0648

The deadline for entries in the U.S. Department of Transportation's Third Annual Awards Competition -- "The Highway and Its Environment," is August 31, Secretary of Transportation John A. Volpe announced today.

Purpose of the competition, which is administered by DOT's Federal Highway Administration, is to afford public recognition to agencies, organizations and business enterprises which have achieved outstanding results in coordinating highway location and design with its natural or manmade surroundings.

"Modern techniques for selection of a highway location and for the application of highway design standards involve much more than the economics of moving people and goods," said Federal Highway Administrator F. C. Turner. "Consideration must be given to the esthetic and social impact of the highway upon its rural and urban environments and, among others, to recreational opportunities, tourism, access to and protection of parks and scenic areas, and availability of highway amenities. That is what this competition is all about."

Ten categories will be judged in the competition, and awards are to be given to the sponsors of such highway locations, highway amenities, or roadside improvements as best meld into the natural or manmade environment along or adjacent to the highways. Each award will be made for work performed by State, county or local highway departments; freeway or toll authorities; civic organizations, and business and industry. Work performed directly by Federal agencies will not be eligible.

Exhibits must consist of colored photographs of 8" x 10" dimension, or larger. Entries should be sent to the Office of the Highway Beautification Coordinator, Department of Transportation, Federal Highway Administration, Washington, D.C. 20591, and postmarked no later than August 31.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR RELEASE SATURDAY A.M.
August 15, 1970

FHWA -497
(202) 426-0648

Associated Transport, Inc., and its subsidiary, Scherer Freight Lines, Inc., both headquartered in New York City, today were ordered by the Federal Highway Administration to establish comprehensive safety programs that will bring them into full compliance with the Motor Carrier Safety Regulations and the Explosives and Other Dangerous Articles Regulations.

The consent order -- which means that the provisions were agreed to by both Associated and Scherer -- was signed by Federal Highway Administrator F. C. Turner.

The order, effective September 1, is the culmination of a proceeding into the safety practices of Associated Transport, Inc., and Scherer Freight Lines, Inc., which FHWA launched last November. The proceeding was initiated following an extensive investigation of several months by FHWA's Bureau of Motor Carrier Safety at a number of the firms' terminals in the East and Midwest.

The two carriers were charged with multiple violations of Federal regulations during a three-year period.

"Associated Transport and Scherer Freight Lines cooperated fully with us in developing a necessary safety program," said Federal Highway Administrator Turner. "The program will help insure that both firms are able to comply fully with Federal regulations in the future."

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Mr. Turner added that "this order issued today is another step in our continuing -- and determined -- effort to make certain that safety regulations are fully complied with by all motor carriers. This is necessary not only for their own protection, but for the protection of highway traffic in general."

BMCS Director Robert A. Kaye said "compliance with the order will be enforced by periodic safety investigations made by BMCS safety investigators. The firms also are expected to file quarterly reports on the progress of their new safety programs.

"If either carrier violates the order, the Federal Highway Administration can ask the Interstate Commerce Commission to revoke their operating rights."

Among other things, the consent order requires the firm to establish a safety department with a director who will report directly to the company executive vice-president. Two field directors and safety supervisors at major terminals also are to be appointed. The firms must meet certain standards regarding the physical qualifications of their drivers; must regularly check drivers' records and logs; and must consider as on-duty time all time from when a driver is required to be on a company vehicle, or on company business, until he is relieved from all responsibility for work. Meal stops will be considered as off-duty or on-duty time depending on final Department of Transportation determination.

Additionally, a driver must examine his vehicle daily for safety fitness, and sign a report to that effect. The company must also conduct regular periodic inspections of parts, accessories and equipment.

Associated Transport, Inc., is one of the largest common carriers of property by motor vehicle in the United States. It operates 80 branch terminals and utilizes 692 trucks, 2,156 tractors, and 3,951 trailers.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR SUNDAY RELEASE
August 16, 1970

FHWA -495
(202) 426-0648

The Interstate Highway System, designed for safety and speed, is "shrinking" distances between cities by reducing travel time for motor vehicle trips, a report by the Federal Highway Administration on the benefits of the system reveals.

Federal Highway Administrator F. C. Turner said many trips which were avoided not too long ago because of the distances involved are now practicable since they require less time when Interstate routes are used.

"A 2,830-mile journey from New York to Los Angeles, which took 79 hours of travel in 1956 when Interstate mileage was negligible, can now be made in 62 hours by using Interstate routes in the same general corridor," said Mr. Turner. "The 17-hour reduction permits a motorist who drives 8 or 9 hours a day to cross the country in two fewer days."

The savings in travel time are not limited to long trips but are reflected in trips of varying distances over the Interstate System, Mr. Turner stated. An average 10 percent cut in travel time has been

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achieved between cities because of the Interstate routes already opened to traffic, he added.

The report points out that speed, which determines travel time, has increased from an average of 36 miles per hour in selected corridors in 1956 to 46 miles per hour today in the same corridors that included portions of completed Interstate. When the Interstate is fully completed within these corridors, the average speed, excluding any stops, will increase to between 50 and 60 mph, cutting travel time still further.

On long trips, the report states, a distance of about 365 miles could be traveled safely during a 10-hour day in 1956. Now a driver can travel the same distance in 8 hours on Interstate routes, and add another 100 miles by driving 10 hours.

Reduction in travel time not only enables a motorist to complete a trip in less time or to travel a greater distance in the same time span, it pays off in direct economic benefits. Truck time saved by using the Interstate, estimated at $5.56 an hour, will total $45.8 billion from 1956 when the system was begun until 1979 when it is expected to be finished.

If a value were placed on the time saved by auto drivers and passengers, the benefits would climb substantially. Assuming their time is worth an average of $1.50 an hour, the total saved would increase to $212 billion. At $3 an hour, which is close to the nation-wide average wage, the time saving benefits would climb to $377 billion for the 23-year period.

Numerous examples of reduced travel time are cited in the report. Some of them follow:

In 1956, a typical driver could travel from Washington, D. C. to Toledo in about 14 hours. Today, he can drive to Chicago in the same time.

An overnight stop was necessary in 1956 for the 18 1/2 hour trip from Washington to Atlanta. Now it can be made in one day if the motorist wants to travel 12 1/2 hours.

The 461-mile journey from Pittsburgh to Chicago required 13 hours and 10 minutes in 1956. Today, it can be traveled in 8 hours and 35 minutes.

It took 36 hours and 15 minutes in 1956 to make a 1,303-mile trip from San Antonio to Minneapolis, via Dallas, Oklahoma City and Kansas City. Now because of the availability of freeways, this trip can be made in 27 hours and 25 minutes.

A trip from Washington, D.C. to Boston required 13 hours and 40 minutes. Now it can be done in 10 hours.

Driving from Chicago to Salt Lake City in 1956 took 38 hours and 45 minutes. Today, the trip can be made in 30 hours and 35 minutes.

A San Francisco to Portland trip in 1956 required 19 hours and 40 minutes. Now it can be made in 14 hours and 45 minutes.

Mr. Turner said the reduction in travel time stemming from the Interstate System is making educational, recreational and cultural opportunities more accessible to the American people than ever before.

"The Interstate," he said, "has opened up new travel vistas. Trips that were not even considered not too many years ago, because they were too far at that time, are now being made in comfort and relative safety.

"Because of the Interstate System, Americans can now visit recreational and vacation areas that in effect were barred to them previously. Beautiful national parks and forests that they had heard or read about but were unable to visit are now within driving distance."

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE MONDAY, A.M.
August 17, 1970

FHWA--498
(202-426-0648)

When the Kentucky Department of Highways decided to rebuild and relocate about seven miles of State Route 10 in the northeastern part of the State, near the Ohio River, only a tree stood in the way.

But it was not just any tree -- and the Department of Highways decided that the tree should stay and the path of the road should be changed!

It all came about when State highway officials decided State Route 10, a Federal-aid secondary road, should be upgraded between Maysville and Vanceburg in Lewis County. This involved the seven miles of reconstruction near Vanceburg -- and the line for the new roadway put a mighty pin oak tree almost in the middle of the new right-of-way.

The tree was so impressive that the highway officials asked Charles F. Prather, district forester for the Kentucky Division of Forestry, to look it over. He said that it might be the largest pin oak in Kentucky. The diameter of the tree at breast height is 60.2 inches; it is 58 feet high, and the average crown spread is 97 feet.

Prather told highway officials that the tree is between 150 and 200 years old, and that "the physical condition of the tree is excellent."

That did it. State Highway Commissioner Eugene Goss said, "Spare that tree," and highway officials shifted about 5,000 feet of the new right-of-way for State Route 10 at an additonal cost of about $9,000. A bid letting on that section will be delayed about five or six months because of the new design, but actual construction probably won't be set back that long because the delay extends through the winter.

(more)

And that's not all: the Kentucky Division of Roadside Development, in cooperation with area residents, plans to build a roadside park around the tree, where travelers can pause and rest a bit.

Explained Commissioner Goss:

"I think when you've got that kind of monument in your State, it's incumbent on you to try to preserve it if you can do it at a reasonable cost. I think this can become quite an interesting attraction for the roadside park."

And Federal Highway Administrator F. C. Turner says this is typical of highway officials' approach to road-building these days.

"I am delighted that the Kentucky Department of Highways went out of its way to spare this magnificent tree," he said. "It is consistent with our policy in building the new highways that America needs so vitally -- to make them blend into our natural environment, rather than detract from it. And it emphasizes once again the desire of highway officials to work with conservation groups and others in saving landmarks, historic sites, and scenic areas."

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE TUESDAY A.M.
August 18, 1970

FHWA - 499
Phone: (202) 426-0648

Secretary of Transportation John A. Volpe announced today an intensified nationwide program of safety inspection of buses in interstate commerce -- with especial emphasis on charter operations.

The Secretary said the program is expected to result in the inspection of at least 5,000 buses during the next 60 days.

"The recent tragic chartered bus accident at New Smithville, Pa., which resulted in the death of seven school children and injuries to 39 others,"Secretary Volpe said, "has focused national attention on the absolute necessity of chartered buses being in safe operating condition. This effort is designed to assure that buses in unsafe condition are taken off the highways until all necessary repairs have been made."

The accelerated inspection program is being administered by the Federal Highway Administration's Bureau of Motor Carrier Safety. Federal Highway Administrator Francis C. Turner said that "since it is now the height of the tourist season in all parts of the country, a concerted effort will be directed toward on-site inspection of buses at national and historic points of interest, and at areas generally considered tourist attractions. Buses not in safe operating condition will not be permitted to move until they are made safe. At the same time, every effort will be taken to minimize the inconvenience to passengers whenever it is found repairs must be made."

While the inspection program is just under way, preliminary reports already indicate significant results. For example, of 17 charter buses inspected on the Capitol grounds in Washington, D. C., three were found to have serious defects and were placed out-of-service until necessary repairs could be made. These defective buses were transporting charter groups from Springfield, Mass., and Nashville, Tenn. In each instance, BMCS officials made special effort to escort the buses to where repairs could be made with minimum inconvenience to the passengers.

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At Hershey, Pa., BMCS inspectors checked eight charter buses and placed three of them out-of-service until needed safety repairs were made. BMCS officials said further results will be announced when they are obtained from the field.

The Bureau of Motor Carrier Safety, headed by Robert A. Kaye, is charged with the responsibility of enforcing safety regulations governing the operation of inter-city trucks and buses. In 1969, BMCS inspectors checked 46,731 trucks and 397 buses, of which 10,828 trucks and 47 buses were found to have safety violations requiring that they be put out-of-service.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR SUNDAY RELEASE
August 23, 1970

FHWA - 500
(202) 426-0648

As a result of construction work this year, 198 gaps on Interstate System freeways around the nation will be completed and opened to traffic, the Federal Highway Administration announced today.

"Consequently," said Federal Highway Administrator F. C. Turner, "motorists will be able to travel longer distances, with fewer interruptions, on these modern, high-speed highways -- which are the safest roads that have ever been designed."

According to reports from the State highway departments, 2,208 new miles of Interstate System freeways are expected to be opened in 44 States during 1970.

California is the leader in new Interstate mileage to be opened during the year with 161 miles, followed by Illinois, 137; Utah, 116; Wyoming, 111; and Montana and Virginia, each 105.

Major accomplishments as a result of the mileage being built this year include the following:

* I-70 is now complete the entire 424 miles across Kansas.

* I-80 is complete the entire 313 miles across Pennsylvania, between New Jersey and Ohio. I-79 will be completed from the Pennsylvania Turnpike (I-80S) 104 miles north to Erie, where it

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will connect with I-90 (it also has a connection with I-80). I-81 will be open all the way from Harrisburg, Pa., to Canada, via the Thousand Islands Bridge across the St. Lawrence River in New York State.

* All 237 miles of I-80 in Ohio, between Pennsylvania and Indiana, will be open, and the 81 miles of I-80S from I-71 east to the Pennsylvania line will be finished.

* I-93 and I-89 now provide uninterrupted Interstate System travel between Boston and the Canadian border, and Montreal.

* In Virginia, I-83 will be open the 83 miles between Petersburg and Henderson, N. C., and 80 miles of I-64 will connect Richmond with the Charlottesville area.

* As a result of construction in Wyoming and Colorado, I-25 will stretch 380 miles without interruption between Springer, New Mexico, and Cheyenne, Wyoming. And the closing of another Colorado gap enables I-80 to go 254 miles nonstop from Castle Rock, Utah, to Cheyenne.

* Completion of the 55-mile section of I-91 in Massachusetts enables it to hook up with previously completed segments in Connecticut and Vermont.

* Construction in California has opened up a 227-mile stretch of I-15 between San Bernadino, California and Las Vegas, Nevada, expediting travel between Los Angeles and Las Vegas.

* Completion of 24 miles of I-95 will link the Washington and Baltimore Beltways, and relieve congestion on the over-crowded Washington-Baltimore Parkway.

A State-by-State breakdown on the new Interstate mileage to be opened during 1970, and the routes involved, follows:

Alabama, 31 miles (I-59, I-65);Alaska, no Interstate mileage alloted; Arizona, 88 miles (I-8, I-40);Arkansas, 11 miles (I-30); California, 161 miles (I-5, I-8, I-10, I-15, I-80, I-580, I-680); Colorado, 59 miles (I-25, I-70, I-80S, I-270; Connecticut, 0 miles; Delaware, 0 miles; Florida, 80 miles (I-10, I-95, I-295, I-395).

Georgia, 20 miles (I-59, I-85); Hawaii, 5 miles (H-1); Idaho, 22 miles (I-90, I-80N, I-15); Illinois, 137 miles I-55, I-57, I-70, I-74); Indiana, 45 miles (I-65, I-69, I-465, I-64, I-26); Iowa, 24 miles (I-29, I-35, I-80); Kansas, 39 miles (I-35, I-35W, I-70, I-635); Kentucky, 58 miles (I-64, I-264); Louisiana, 30 miles (I-110, I-10, I-12, I-20); Maine, 0 miles; Maryland, 24 miles (I-95).

Massachusetts, 1 mile (I-91); Michigan, 37 miles (I-69, I-75, I-96, (I-496, I-675); Minnesota, 75 miles (I-35, I-35E, I-90, I-694); Mississippi, 23 miles (I-20); Missouri, 61 miles (I-35, I-44, I-29, I-55, I-435); Montana, 105 miles (I-90, I-94, I-15); Nebraska, 10 miles (I-80, I-480); Nevada, 1 mile (I-15); New Hampshire, 5 miles (I-93); New Jersey, 7 miles (I-78); New Mexico, 65 miles (I-25, I-40).

New York, 32 miles (I-81, I-84, I-481, I-684, I-690, I-787, I-278, I-495); North Carolina, 51 miles (I-40, I-77, I-85); North Dakota, 33 miles (I-29, I-94); Ohio, 74 miles (I-70, I-71, I-75, I-77, I-80, I-80S, I-90, I-270, I-475); Oklahoma, 59 miles, (I-35, I-40, I-244); Oregon, 17 miles (I-80N, I-205, I-5); Pennsylvania, 81 miles (I-79, I-80, I-81, I-283, I-84, I-95).

Rhode Island, 5 miles (I-295); South Carolina, 65 miles (I-20, I-95); South Dakota, 31 miles (I-90); Tennessee, 69 miles, (I-24, I-40, I-65, I-75, I-81, I-240, I-255, I-265); Texas, 60 miles (I-20, I-35W, I-37, I-635, I-10); Utah, 116 miles (I-15, I-80, I-80N, I-70); Vermont, 33 miles (I-89, I-91); Virginia, 105 miles, (I-85, I-64, I-77, I-66).

Washington, 22 miles (I-5, I-405); West Virginia, 20 miles (I-64, I-79); Wisconsin, 0 miles; Wyoming, 111 miles (I-25, I-80).

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR SUNDAY RELEASE
August 23, 1970

FHWA - 501
(202) 426-0648

The cost of a single 20-ton truck combination stopping from 50 mph and then accelerating back to speed is estimated at more than 20 cents per stop.

Traffic signals, steep grades, cross roads and other access points along the highway are all things that contribute to such expensive stop-and-go driving.

However, the Interstate System, with no traffic signals, no intersections at grade, and no steep hills is changing all that.

In a 12-State study, it was found that vehicles traveling Interstate freeways faced 582 fewer traffic signals in 1966 than in 1960. Compared to 1960, grades of three per cent or more had been reduced by 120 miles, and 35,711 access points causing side friction from entering and leaving traffic had been eliminated.

And with the 20-cents-plus stops-and-goes practically ended, trucks have substantially reduced operating costs.

This is one of the illuminating facts found in a new publication just issued by the Department of Transportation's Federal Highway Administration. Entitled "Benefits of Interstate Highways," it touches on travel time, operating costs, accident reduction, traffic corridors, goods movement, and general economic and community benefits.

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Some of the specific benefits of the new Interstate System freeways reported on the FHWA publication include:

-- On long trips, a distance of about 365 miles could be safely traveled during a 10-hour day by an average driver in 1956. In 1969, he could accomplish this in eight hours on Interstate routes with less than half the safety hazard of the older road.

-- If the time saved by car passengers and drivers was computed at $3 per hour, a figure found by competent study to represent the value they actually place on their time, and also equivalent to the nationwide average wage, and a value of savings per truck hour of $5.56 was used, about $438 billion would be returned to Interstate users by the time the System is complete. (The latest estimate for the cost of the Interstate System was $70 billion, including both Federal and State matching monies.)

-- Analysis of manufacturing employment changes in 212 cities from 1958 to 1963 showed that cities located near an Interstate System freeway added manufacturing jobs faster than nonfreeway cities -- 19 jobs per 1,000 people versus 16.

-- In regions where traffic on regular highways is especially impeded by heavy traffic, frequent towns, and numerous hills and curves, Interstate cities are gaining in manufacturing employment about twice as fast as nonfreeway cities.

-- Highway ton miles of freight have increased rapidly with expansion of Interstate freeways -- by more than 60 per cent during the 10 year period since 1958.

-- Accident studies on 7,000 miles of highways in 39 States since 1955 show the following reductions in accident rates on Interstate routes: property damage accidents, 38 per cent in rural areas, 48 per cent in urban areas; injury accidents, 39 per cent in rural areas; 37 per cent in urban areas; fatal accidents, 43 per cent in rural areas, 15 per cent in urban areas.

-- Distances traveled on vacation trips have increased. Studies of three parallel routes in Kansas -- I-70, U.S. 40 and State Route 18 -- in 1960 and 1966, before and after completion of a substantial portion of the Interstate mileage between Kansas City and Denver, showed that vacation trips of over 200 miles increased from 14 per cent to 60 per cent of the total.

"Some of the direct benefits of Interstate freeways, such as time-saving and greater safety, are well known to highway users," said Federal Highway Administrator F. C. Turner. "But there are many, many more benefits -- both direct and indirect -- and this booklet is designed to present them clearly and concisely. We think it will be of great value to people both in and out of the field of highway transportation."

Copies of "Benefits of Interstate Highways" can be obtained free of charge from the Federal Highway Administration.

# # #

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA-502
(202-426-0648)

FOR RELEASE SATURDAY
August 29, 1970

HIGHWAY CONSTRUCTION PRICE INDEX FOR 2ND QUARTER 1970

The cost of highway construction in the second quarter of 1970 rose 3.8 percent above the previous quarter, to 142.4 percent of the 1957-59 average, the Federal Highway Administration 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 Administration from reports of Federal-aid highway construction contracts awarded by State highway departments.

The increase of 3.8 percent follows a 1.1 percent decrease for the previous quarter. The composite price index for the second quarter of 1970 is 9.3 percent above that for the second quarter of 1969.

The increase in the second quarter 1970 composite index above that of the previous quarter reflects a decrease of less than one percent for excavation and increases 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
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
2nd quarter, 1970	142.4	+ 3.8

(more)

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

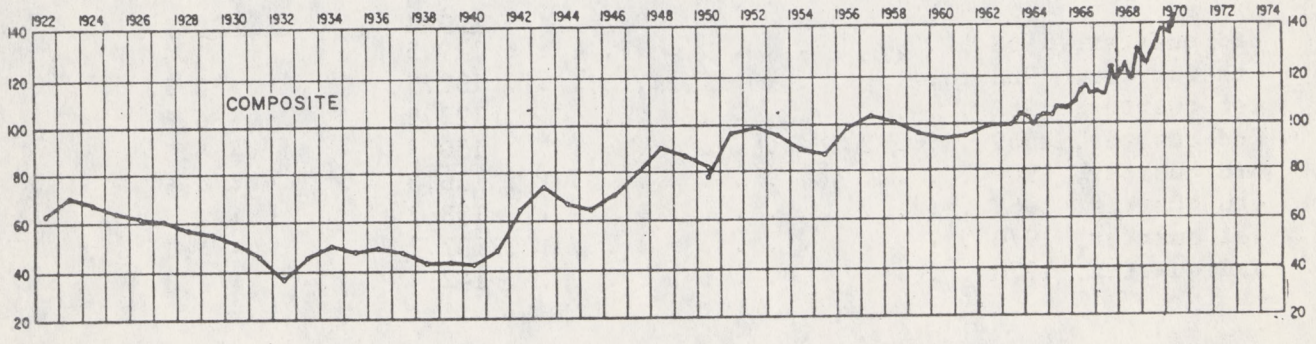
	Price Index 1957-59=100			Percentage change this quarter from--	
	Second quarter 1970	First quarter 1970	Second quarter 1969	First quarter 1970	Second quarter 1969
Excavation	146.7	147.6	144.5	- 0.6	+ 1.5
Surfacing:					
Portland cement concrete	125.7	111.9	106.2	+12.3	+18.3
Bituminous concrete	116.0	111.0	107.0	+ 4.5	+ 8.4
Composite surfacing	120.6	111.4	106.6	+ 8.2	+13.1
Structures:					
Reinforcing steel	124.9	116.0	104.3	+ 7.7	+19.7
Structural steel	165.2	150.6	142.0	+ 9.7	+16.3
Structural concrete	164.9	162.5	147.1	+ 1.5	+12.1
Composite, structures	157.8	150.3	137.8	+ 5.0	+14.5
Composite price index	142.4	137.2	130.3	+ 3.8	+ 9.3

The U. S. average contract unit price for the index items during the first and second quarters of 1970 are:

	Unit	1st Qtr. 1970	2nd Qtr. 1970
Excavation	Cu. Yd.	$ .62	$ .62
PPC surface	Sq. Yd.	4.90	5.50
Bit. conc. surf.	Ton	7.39	7.72
Str. reinf.	Lb.	.150	.161
Str. steel	Lb.	.293	.321
Str. concrete	Cu. Yd.	88.05	89.36

PRICE TRENDS FOR FEDERAL-AID HIGHWAY CONSTRUCTION

1957-1959=100



DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR RELEASE SUNDAY
AUGUST 30, 1970

FHWA - 503
(202) 426-0648

The Department of Transportation announced today that after September 10, the use of fire extinguishers containing carbon tetrachloride, chlorobromomethane, or other vaporizing liquids which give off toxic vapors will be prohibited on commercial vehicles operating in interstate commerce.

The Federal Highway Administration's Bureau of Motor Carrier Safety has moved to amend the Motor Carrier Safety Regulations to require fire extinguishers used on commercial vehicles to meet standards set by the Underwriters' Laboratories.

The action was taken in response to requests from a number of organizations and individuals that the use of carbon tetrachloride type fire extinguishers be banned because of the danger that the vapors they give off under certain circumstances may be toxic.

Previously, the regulations had allowed the use of various types of extinguishers, including vaporizing liquids.

The new regulation will require that extinguishers used on motor vehicles not transporting hazardous materials meet certain minimum standards in order to carry an Underwriters' Laboratories rating of 5 B:C.

(The term B:C is a rating assigned by the Underwriters' Laboratories to classify the capability and design use of fire extinguishers.)

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Extinguishers used on vehicles transporting hazarous materials, such as explosives, flammable materials and compressed gases, will be required after July 1, 1971, to carry a rating of 10 B:C.

BMCS Director Robert A. Kaye said:

"While it is felt that 5 B:C capacity is adequate to control the vast majority of small fires, if a relatively small fire on a unit transporting hazardous materials got out of control, the results easily could be catastropic. For this reason, those units will be required to carry the extinguishers having the larger capacity."

Extinguishers that have a 4 B:C rating, presently in use on vehicles not carrying hazardous materials, can be kept in use until January 1, 1973, providing they are not the toxic vaporizing liquid types and if they can meet certain other requirements. After that date, to avoid obsoleting these extinguishers, two 4 B:C rated ones may be used on vehicles not transporting hazardous materials instead of the single 5 B:C extinguisher required.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR RELEASE MONDAY
August 31, 1970

FHWA - 504
(202) 426-0648

Motorists will benefit when Interstate Route 66 is completed through Virginia's Arlington County in the next few years -- but it is going to be a break for hikers and bicyclists, as well.

The reason: the Federal Highway Administration, along with Virginia Highway Department and Arlington County, has approved construction of hiking and biking trails along the I-66 right-of-way through the suburban Washington, D.C., area.

Arlington County already has some trails in existence along the route I-66 will follow. Wouldn't it be a fine thing, Arlington officials thought, if it were possible to extend and add to the trails as part of the freeway construction.

Federal Highway Administration authorities were contacted, and after they looked into the proposal they agreed that it was worthwhile and gave the necessary approval.

As a result, Federal funds will pay 90 per cent of the estimated $2 million it will cost to construct the trails; the State of Virginia will put up the remainder.

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"The hiking and biking paths will be separated from the freeway at all times by adequate fencing," Federal Highway Administrator F. C. Turner said. "Consequently, there will be no danger either to the hikers or cycling enthusiasts, or to the motorists on the freeway."

Mr. Turner added that "this represents still another example of how America's vitally-needed new Interstate routes bring many 'fringe benefits' in the way of everyday living. I am delighted that we are going to be able to provide these paths as a by-product of I-66, and I am sure they will add much to the recreational activities of Arlington County residents."

Mr. Turner said highway officials are actively promoting such joint planning and multiple use projects in conjunction with the construction of Interstate System freeways in all parts of the country.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE WEDNESDAY
September 2, 1970

FHWA — 496
Phone: (202) 426-0648

A major new emphasis on moving people — rather than vehicles -- on urban freeways and streets was announced today by the Department of Transportation.

Secretary of Transportation John A. Volpe said that the Department of Transportation's Federal Highway Administration has instructed its division engineers in all 50 states to "encourage the greatest use of buses in preference to individual automobiles."

He said the action was taken to improve the productivity of urban highway systems to the maximum extent possible and he cited it as an example of the Department's policy to provide more flexibility in the use of highway trust funds.

In its instructions to the division engineers, the Federal Highway Administration pointed out that "buses are highway vehicles, that people riding in buses are highway users, and that highway funds can be used to provide facilities for bus use."

Explaining the new emphasis on moving people rather than vehicles, Federal Highway Administrator F. C. Turner said:

"It will not be financially possible — and even if it were, certainly not socially desirable — to provide all the highway facilities that would be needed in order to satisfy the peak period demands, expecially in our larger urban areas, for all of the people who want to drive automobiles."

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Consequently, he said, it is necessary to think in terms of how many people can be moved expeditiously on city freeways and streets -- rather than how many vehicles.

This, Mr. Turner explained, involved transit buses and special facilities and accommodations for them.

"A vivid illustration of this occurred not too long ago," he said. "In evaluating the possibility of reserving a freeway lane for buses during the peak periods, the evaluator found that during the peak hour 67 percent of the vehicles were automobiles and less than 15 percent were buses. But when existing vehicle occupancy figures were introduced to enable the evaluation to be made on a people rather than vehicle moving basis, it was shown that during the peak hour only 15 percent of the people were in automobiles and over 82 percent of the people were in buses."

Mr. Turner noted that the peak period automobile occupancy even in areas such as New York is about 1.5 persons per vehicle, and that 70 percent of the automobiles carry only the driver.

"We can see that there certainly is a great deal of inefficiency from the automobile use side of the picture," he said. "When we look at the bus side of the picture, we find that the vehicle occupancy increases considerably -- 40 to sometimes over 60 persons per vehicle."

Urban Mass Transportation Administrator Carlos C. Villarreal said of the announcement, "The crisis of urban traffic congestion is one of immediate concern, demanding immediate solutions. In our programs, and especially in our work with the Highway Administrations, we have stressed greater utilization and innovative application of existing urban mass transit facilities -- in particular, buses -- in helping solve these crises.

"This instruction will help insure that this utilization will be applied to a maximum extent in a great number of cities."

In the instructions they received, FHWA's division engineers were told to actively explore the following methods of providing special treatment for buses on highway facilities:

Exclusive Bus Highway -- an entire highway facility reserved at all times solely for the use of buses. (This category could be expanded to also include other vehicles such as car pools, FHWA noted.)

Exclusive Bus Lanes -- one or more lanes of a highway facility reserved solely for the use of buses, usually during peak periods. (This might also be expanded to include car pools.)

Preferential Bus Treatment -- making special allowance for bus movement within the general stream of mixed highway traffic, usually during peak periods (e.g., metering vehicle access to freeways with bypasses for buses, bus-actuated traffic signals, etc.).

FHWA told its division engineers that "additional attention should be given to the movement of people as well as the movement of vehicles in future studies for the general determination of the number of lanes on high-volume radial highways, including freeways. Whenever there is reasonable expectation that there could be state-city-local coordination to establish special bus utilization of urban highways, detailed analyses should be made of exclusive bus lanes or preferential bus treatment alternates in the preliminary plans."

At the same time, FHWA stressed that to make the new concept successful, bus companies must be willing to provide the additional buses that would be required -- and to make their service a desirable one.

"The decision by a State to implement any major urban highway improvements which include special bus usage will invariably involve decisions by others to upgrade the transit service elements to handle the additional ridership," the FHWA memorandum said. "The state should take the initiative in contacting local transit authority or operator and in jointly developing project plans for reserved bus forms of highway improvements on the basis that the transit authority or operator will undertake the associated service improvements."

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE TUESDAY
September 8, 1970

FHWA - 505
(202) 426-0648

Because of a road, a tremendous park and recreational area may soon come into being along the banks of the Hudson River in Central New York State.

The Department of Transportation's Federal Highway Administration and the New York Department of Transportation have endorsed a plan to create a 200 acre waterfront park stretching 15 miles adjacent to Interstate Route 787 between Albany and Troy.

The whole thing started when the decision was made to build I-787 between Albany and Troy along the Hudson. Because of the freeway's proximity to the river, the U.S. Department of Interior had to approve the route. The Federal Highway Administration pointed out that not only would the freeway cause no damage to the river's natural setting, but could actually be the cause of improving it. This is because enough of the right-of-way would be left over to actually create a park where none presently exists.

The Department of the Interior agreed, and gave its approval to the routing.

Next, Federal Highway Administration officials suggested to the New York Department of Transportation that it have a study made to determine how best to implement the proposal. New York DOT officials quickly assented, and engaged the New York City consulting firm of Vollmer Associates.

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A report just issued by the consulting firm points out that as a result of the acquisition of right-of-way for I-787, the waterfront land between Albany and Watervliet (across the river from Troy) has been restored to public ownership, providing an opportunity to create a park that previously did not exist, since much of the land had been privately owned.

The major riverfront park that has been proposed would extend through four communities -- the cities of Albany, Menands and Watervliet, and the town of Colonie. More than half of the 200 acre area would be restored to natural parkland conditions. Much of the remaining land would be extensively developed, ranging from small downtown sitting parks to recreational facilities including a hockey, ice-skating and swimming pools center, marinas, picnic areas, fishing, hiking and bicycle paths, tennis courts, softball fields and extensive parking areas.

Total cost of the project is estimated at $9.7 million. It is anticipated Federal participation might include construction of pedestrian bridges, some paths, fencing, lighting, and comfort stations. Also involved, in addition to the four communities concerned, is the Capital District State Park Commission.

Already, during the construction of I-787, the Federal Highway Administration has authorized extending embankments an additional 10 feet before sloping down to the river to provide a riverside pedestrian walk along the entire length of the freeway.

Federal Highway Administrator F. C. Turner said:

"This is a very dramatic example of the things that are possible in the way of joint development and multiple use of the right-of-way in the construction of the Interstate System freeways that America so vitally needs.

"Whenever and wherever possible, highway officials are anxious to work with concerned groups to help provide such useful 'fringe benefits' to the road program. It is my sincere hope that these exciting plans for new parkland development in the Albany-Troy area reach full fruition."

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR SUNDAY RELEASE
September 13, 1970

FHWA--508
(202-426-0648)

Secretary of Transportation John A. Volpe and Governor Linwood Holton, Jr., of Virginia, will cut a ribbon Monday, September 14, to open a temporary one-and-a-half mile extension of the exclusive bus lanes on Shirley Highway (I-95).

The ceremonies will begin at 10:45 a.m. at the Shirlington Shopping Center, and will mark the beginning of the second phase of the Shirley Highway Bus Improvement Program. The new section of roadway built for the exclusive use of buses and emergency vehicles is expected to save rush-hour bus commuters an additional five minutes in travel time -- and the number of transit buses using them will be more than doubled.

Also participating in the ceremonies will be Federal Highway Administrator F. C. Turner, Urban Mass Transportation Administrator Carlos C. Villarreal, Commissioner Douglas B. Fugate of the Virginia Department of Highways, Joseph L. Fisher, Chairman of the Board of the Council of Governments; George A. Avery, Chairman of the Washington Metropolitan Area Transit Commission; and Joseph Alexander, Chairman of the Northern Virginia Transportation Commission.

The new temporary section will extend northerly from the reversible lanes that are being used exclusively by buses in the morning rush hour, and which presently end at Shirlington Circle, to the vicinity of the Army-Navy Country Club.

This will enable an additional 50 AB&W buses, carrying an average 2,000 rush hour riders, that have stops in Shirlington to gain access to the exclusive lanes -- and to share in the five minute time savings.

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And for the first time, the buses will begin using the exclusive lanes during the evening rush hour, as well.

The experimental bus lane program -- the first in the Nation -- began a year ago, on September 22, 1969. It involved turning over for exclusive bus use a 4.5 mile section of reversible lanes that had been built as part of the Shirley Highway reconstruction project.

At the outset, approximately 1,900 riders in 38 AB&W buses immediately began realizing a 12 to 18 minute savings in travel time. As a result, ridership on those routes had increased by more than 35 per cent to a current 2,600 riders in 49 buses.

The Shirley Highway transit experiment is designed to determine whether preferential bus treatment, resulting in faster travel time, can induce commuters to use the buses rather than private automobiles -- and thus lessen rush hour congestion.

This is another illustration of what the Nation's highway engineers, working with transit planners, are doing through the use of highway funds to aid mass transit types of movements in urban areas.

The next phase of the program is expected in approximately seven months when the remaining 2.5 miles of temporary bus and emergency vehicle roadway will be completed to the new 14th Street Bridge over the Potomac River, enabling the buses to speed uninterrupted into Washington. When this is possible, it is estimated that buses using the entire length of the exclusive lanes will save 30 minutes in travel time over private automobiles traveling the same distance in the regular lanes -- both in the morning and evening rush hours.

Looking ahead to such full use of the exclusive bus lanes, the Urban Mass Transportation Administration is working closely with the Northern Virginia Transportation Commission to provide for 30 additional new transit buses, to be followed by 60 more next year. Officials stress that to make the service completely successful, an ample number of modern buses is essential.

Cooperating in the Shirley Highway experiment are the Virginia and District of Columbia Highway Departments, the Federal Highway Administration, the Urban Mass Transportation Administration, the Washington Metropolitan Area Transit Authority the Washington Metropolitan Area Transit Commission, the Metropolitan Washington Council of Governments, the Northern Virginia Transportation Commision, the AB&W Transit Company of Alexandria, and the WV&M Coach Company.

The experimental program is the result of a $200,000 feasibility study funded in 1968 by the Federal Highway Administration. In March of this year, the Urban Mass Transportation Administration and the Federal Highway Administration jointly funded, through the Metropolitan Washington Council of Governments, an extension of the earlier study to perform the detailed implementation work, including insuring that needed roadway changes are made, arranging for additional bus service, and monitoring the vehicle and person flow to determine the public response to the improved transit service.

In addition to the AB&W buses, approximately 15 charter, intercity and military buses daily use the exclusive lanes during the morning rush hour. During nonrush hours, the lanes are open to general traffic in a southerly direction.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE WEDNESDAY A.M.
September 16, 1970

FHWA — 507
Phone: (202) 426-0648

"Every time the Census Bureau's clock ticks off a net gain of one in the population of the United States there are two more motor vehicles added to the Nation's roads," Secretary of Transportation John A. Volpe said today.

"The population growth rate," Secretary Volpe said, "is about 6,000 persons daily while motor vehicles are increasing at a rate of nearly 12,000 per day."

Figures released today by the Department of Transportation's Federal Highway Administration indicate that motor vehicle registrations in the United States will total 108,977,000 by the end of this year.

Federal Highway Administrator Francis C. Turner said the estimate indicates there will be an increase of 3,880,397 over the 105,096,603 registered in 1969.

Passenger car registrations are expected to reach 89,861,000, a 3.5 percent increase over 1969, while trucks and buses should reach 19,116,000, 4.8 percent over 1969.

California's 12.0 million registrations are followed by 6.8 million in Texas; 6.7 million in New York; 6.0 million in Ohio; and 5.9 million in Pennsylvania. Illinois will have 5.3 million and Michigan and Florida between 4 and 5 million. New Jersey will have between 3 and 4 million; and Indiana, North Carolina, Georgia, Massachusetts, Missouri, Virginia, Washington, Minnesota, Wisconsin, and Tennessee are in the 2 million registration class. There will be 13 additional States with registrations of more than 1 million.

The 9 leading States, each of which will have more than 3 million registrations, account for 50.7 percent of the National total.

The growth in motorcycle registrations continues at about the same rate as in 1969. The total for this year is expected to be 2,514,450, an increase of 198,534 over the 2,315,916 registered in 1969. These totals include all motorcycles, motor bicycles, and motor scooters. Most States do not separate them in their records.

The State-by-State estimate of 1970 registrations is shown on the reverse side of this page.

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U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

ESTIMATE OF 1970 MOTOR-VEHICLE REGISTRATIONS[1]

SEPTEMBER 1970

STATE	AUTOMOBILES			TRUCKS AND BUSES			TOTAL MOTOR VEHICLES			MOTORCYCLES		STATE
	REGISTERED 1969	ESTIMATED 1970	PERCENT INCREASE 1970/1969	REGISTERED 1969	ESTIMATED 1970	PERCENT INCREASE 1970/1969	REGISTERED 1969	ESTIMATED 1970	PERCENT INCREASE 1970/1969	REGISTERED 1969	ESTIMATED 1970	
Alabama	1,470,975	1,510,000	2.7	386,363	407,000	5.3	1,857,338	1,917,000	3.2	33,382	35,880	Alabama
Alaska	91,299	96,000	5.1	40,108	44,000	9.7	131,407	140,000	6.5	6,376	6,750	Alaska
Arizona	782,386	832,000	6.3	241,907	259,000	7.1	1,024,293	1,091,000	6.5	27,699	30,100	Arizona
Arkansas	656,719	677,000	3.1	293,746	300,000	2.1	950,465	977,000	2.8	18,530	20,150	Arkansas
California	9,686,302	9,964,000	2.9	1,915,178	2,016,000	5.3	11,601,480	11,980,000	3.3	476,191	525,500	California
Colorado	1,049,329	1,099,000	4.7	324,221	340,000	4.9	1,373,550	1,439,000	4.8	34,834	37,200	Colorado
Connecticut	1,489,579	1,534,000	3.0	187,494	191,000	1.9	1,677,073	1,725,000	2.9	23,656	23,890	Connecticut
Delaware	250,433	265,000	5.8	46,222	49,000	6.0	296,655	314,000	5.8	3,799	4,090	Delaware
Florida	3,379,748	3,570,000	5.6	515,008	549,000	6.6	3,894,756	4,119,000	5.8	75,743	81,100	Florida
Georgia	1,997,356	2,088,000	4.5	490,038	523,000	6.7	2,487,394	2,611,000	5.0	42,091	49,500	Georgia
Hawaii	332,466	349,000	5.0	42,091	45,000	6.9	374,557	394,000	5.2	8,579	8,750	Hawaii
Idaho	325,907	333,000	2.2	150,730	154,000	2.2	476,637	487,000	2.2	23,973	24,500	Idaho
Illinois	4,507,915	4,648,000	3.1	654,483	677,000	3.4	5,162,398	5,325,000	3.1	102,527	107,200	Illinois
Indiana	2,254,599	2,304,000	2.2	551,607	570,000	3.3	2,806,206	2,874,000	2.4	71,705	76,150	Indiana
Iowa	1,367,233	1,398,000	2.3	386,822	395,000	2.1	1,754,055	1,793,000	2.2	48,293	53,650	Iowa
Kansas	1,109,962	1,134,000	2.2	404,973	431,000	6.4	1,514,935	1,565,000	3.3	39,835	44,160	Kansas
Kentucky	1,342,309	1,375,000	2.4	370,520	387,000	4.4	1,712,829	1,762,000	2.9	24,294	25,910	Kentucky
Louisiana	1,388,223	1,418,000	2.1	359,003	374,000	4.2	1,747,226	1,792,000	2.6	25,063	25,560	Louisiana
Maine	398,460	407,000	2.1	97,300	102,000	4.8	495,760	509,000	2.7	7,770	8,240	Maine
Maryland	1,567,510	1,638,000	4.5	227,753	242,000	6.3	1,795,263	1,880,000	4.7	21,973	23,480	Maryland
Massachusetts	2,181,975	2,250,000	3.1	244,121	256,000	4.9	2,426,096	2,506,000	3.3	33,400	35,220	Massachusetts
Michigan	3,873,379	4,045,000	4.4	615,084	647,000	5.2	4,488,463	4,692,000	4.5	131,829	148,500	Michigan
Minnesota	1,717,147	1,752,000	2.0	426,597	449,000	5.3	2,143,744	2,201,000	2.7	61,707	64,280	Minnesota
Mississippi	799,171	819,000	2.5	286,281	300,000	4.8	1,085,452	1,119,000	3.1	13,915	15,760	Mississippi
Missouri	1,830,457	1,890,000	3.3	482,548	512,000	6.1	2,313,005	2,402,000	3.8	30,618	32,610	Missouri
Montana	311,975	321,000	2.9	166,159	173,000	4.1	478,134	494,000	3.3	19,676	21,280	Montana
Nebraska	676,915	689,000	1.8	252,321	259,000	2.6	929,236	948,000	2.0	24,472	27,690	Nebraska
Nevada	249,457	261,000	4.6	79,472	84,000	5.7	328,929	345,000	4.9	15,786	17,840	Nevada
New Hampshire	318,154	327,000	2.8	58,722	62,000	5.6	376,876	389,000	3.2	7,176	7,230	New Hampshire
New Jersey	3,129,421	3,281,000	4.8	360,368	369,000	2.4	3,489,789	3,650,000	4.6	36,420	34,100	New Jersey
New Mexico	440,912	455,000	3.2	169,821	180,000	6.0	610,733	635,000	4.0	18,590	21,900	New Mexico
New York	5,824,398	5,978,000	2.6	680,599	697,000	2.4	6,504,997	6,675,000	2.6	85,178	94,810	New York
North Carolina	2,144,426	2,235,000	4.2	572,650	603,000	5.3	2,717,076	2,838,000	4.5	37,453	40,250	North Carolina
North Dakota	266,039	272,000	2.2	153,734	162,000	5.4	419,773	434,000	3.4	10,023	10,640	North Dakota
Ohio	5,097,348	5,331,000	4.6	642,228	671,000	4.5	5,739,576	6,002,000	4.6	112,082	115,100	Ohio
Oklahoma	1,176,273	1,206,000	2.5	473,909	491,000	3.6	1,650,182	1,697,000	2.8	42,108	48,800	Oklahoma
Oregon	1,088,847	1,123,000	3.1	245,674	261,000	6.2	1,334,521	1,384,000	3.7	45,414	51,200	Oregon
Pennsylvania	5,025,253	5,185,000	3.2	734,299	762,000	3.8	5,759,552	5,947,000	3.3	110,306	117,500	Pennsylvania
Rhode Island	416,787	425,000	2.0	53,018	54,000	1.9	469,805	479,000	2.0	7,957	8,750	Rhode Island
South Carolina	1,066,416	1,112,000	4.3	244,968	257,000	4.9	1,311,384	1,369,000	4.4	14,028	15,460	South Carolina
South Dakota	287,906	290,000	0.7	130,048	134,000	3.0	417,954	424,000	1.4	10,823	11,910	South Dakota
Tennessee	1,583,187	1,618,000	2.2	387,973	409,000	5.4	1,971,160	2,027,000	2.8	35,332	39,150	Tennessee
Texas	5,016,840	5,224,000	4.1	1,489,545	1,590,000	6.7	6,506,385	6,814,000	4.7	110,416	119,600	Texas
Utah	468,570	482,000	2.9	132,866	143,000	7.6	601,436	625,000	3.9	20,518	23,010	Utah
Vermont	178,652	188,000	5.2	35,887	38,000	5.9	214,539	226,000	5.3	6,236	6,970	Vermont
Virginia	1,816,787	1,899,000	4.5	344,491	367,000	6.5	2,161,278	2,266,000	4.8	24,622	26,230	Virginia
Washington	1,642,753	1,716,000	4.5	466,479	489,000	4.8	2,109,232	2,205,000	4.5	49,651	52,830	Washington
West Virginia	662,929	684,000	3.2	173,325	184,000	6.2	836,254	868,000	3.8	22,726	25,320	West Virginia
Wisconsin	1,734,464	1,775,000	2.3	340,238	347,000	2.0	2,074,702	2,122,000	2.3	49,198	55,100	Wisconsin
Wyoming	153,141	159,000	3.8	84,700	90,000	6.3	237,841	249,000	4.7	8,418	9,700	Wyoming
Dist. of Col.	232,645	230,000	-1.1	21,577	21,000	-2.7	254,222	251,000	-1.3	3,525	3,950	Dist. of Col.
Total	86,861,334	89,861,000	3.5	18,235,269	19,116,000	4.8	105,096,603	108,977,000	3.7	2,315,916	2,514,450	Total

1/ Numbers for 1970 were rounded to nearest "000" and percentages to nearest tenth of one percent in this tabulation. These estimates were made by the Federal Highway Administration on the basis of State reports of vehicle registrations in the early months of 1970 and information available on current trends, vehicle production, and other factors. They include both privately owned and publicly owned vehicles, except those owned by the military services. Registrations shown for 1969 are from table MV-1, 1969.

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR RELEASE FRIDAY
September 18, 1970

FHWA - 509
(202) 426-0648

"The Shortway" is now open across Pennsylvania from the New Jersey to the Ohio borders -- and a new transportation era for the entire region has been launched.

The 313 miles of Interstate Route 80 that cuts across the northerly part of Pennsylvania is well named -- it is indeed, "the short way" across the State.

Although I-80 parallels, roughly, the Pennsylvania Turnpike (I-76) to the south, there are notable differences. For one, traffic headed for New York City or environs from Cleveland, Chicago, or other points west will find that the new route is 90 miles shorter (or an hour and a half quicker at an average speed of 60 mph). In addition,it is a free road, already paid for in full by highway users themselves, while the Turnpike, of course, is a toll facility with outstanding bond indebtedness running a number of years into the future. And being much newer, with the advantage of modern engineering design, it will provide greater safety for motorists, with less driving tensions.

The new Pennsylvania Interstate route is expected to have great appeal for trucks, both because of the shorter distances between New York and the Midwest, and because of the lack of tolls. It also is expected to provide a dramatic stimulus for the economy of that section of the State, which is populated primarily by small towns and villages. The invariable trend with new Interstate routes in all parts of the country is that new motels, service

-more-

stations, restaurants, truck stops, and other facilities for motorists and tourists quickly spring up at interchanges. New industry also comes frequently to communities that have access to new Interstate routes.

Heading west from the New Jersey line, some of the larger communities along "The Shortway" that could be expected to reap economic benefits from its opening might include Wilkes Barre, Hazleton, Bloomsburg, Williamsport, Lock Haven, DuBois, and Sharon, plus many of the smaller villages.

I-80 should also be a boon to a part of Pennsylvania's recreation industry, since it slices through the Pocono Mountains with its numerous summer resorts and ski lodges.

I-80 has good connections, too. Along its 313-mile length, it has interchanges with I-81E (to Scranton), the Pennsylvania Turnpike's Northeast Extension (which runs between Scranton to just north of Philadelphia), I-81 (which extends from the New York-Canada border to Knoxville, Tenn.), and with I-79 (which connects Pittsburgh with Erie, Pa.).

"The Shortway" is one section of the 2,900 miles-plus of I-80 that stretch from Manhattan's George Washington Bridge to downtown San Francisco, passing through 12 States en route. More than 80 per cent of the transcontinental highway is already open to traffic. In fact, except for short gaps at Youngstown, Ohio, and Council Bluffs, Iowa, it is now possible to go straight through from the New Jersey border to the western part of Nebraska before having to make a detour.

Interstate 80, of course, is but one of the numerous safe, high-speed freeways that will criss-cross the Nation, connecting all the major urban areas, when the 42,500-mile Interstate System is completed. Present estimates call for most of the System to be open by 1976, with a few trouble spots perhaps taking until 1978 to complete.

-more-

And Federal Highway Administrator F. C. Turner perhaps best puts it into context when he says:

"When the Interstate System is completed, these modern freeways will do something more than provide motorists with the safest, most efficient roads the world has ever known -- they also will connect and pull together widely separated and diverse sections of the Nation, and will serve as a unifying influence."

The Interstate System program, launched in 1956, calls for 90 per cent Federal - 10 per cent State financing. The Federal funds are provided from the Highway Trust Fund, into which various highway user taxes are funneled.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR SUNDAY RELEASE
September 27, 1970

FHWA--512 (202-426-0648)

DISPOSITION OF RECEIPTS FROM STATE HIGHWAY-USER TAXES FOR 1969 LISTED

The Department of Transportation reported today that the States disbursed $9.1 billion in highway-user taxes in 1969. Of this, $5.9 billion went for State highway purposes, $2.4 billion for local roads and streets, and $0.8 billion for nonhighway purposes.

The data were compiled by the Federal Highway Administration.

Federal Highway Administrator Francis C. Turner said the $8.3 billion for highways was 12.2 percent more than in 1968.

The net collections (after refunds) from State road-user taxes in 1969 amounted to $9.5 billion. After deducting the cost of collection and administration of the highway-user imposts, $9.1 billion was available for distribution.

Of the $5.9 billion devoted to State highway purposes, $4.7 billion went for capital outlay, maintenance, and administration of the State highway systems; $574 million was for highway safety activities and law enforcement; and $646 million was for interest and retirement of State highway bonds.

In most States the local governments receive, by law, a designated portion of the State highway-user tax revenues as grants-in-aid; and in addition many States spend some of their own share of the highway-user revenues directly on local road and street improvements. Of the $2.4 billion applied to these purposes in 1969, grants-in-aid totaled $1.9 billion.

State highway-user revenues amounting to $840 million were used for nonhighway purposes in 1969. Most States make no nonhighway allocations, or the amounts are insignificant. In 25 States, road-user taxes assigned for nonhighway purposes aggregating $120 million were offset by appropriations for highways in like amount out of State general funds.

(more)

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

The disposition of highway-user tax revenues in 1969 is shown by States in the accompanying table DF. In many States the dispositions of revenues from motor-fuel taxes and from motor-vehicle registration fees and allied imposts are governed individually by legislation. The accompanying tables MF-3 and MV-3 show the separate dispositions. Table DF is a combination of the two.

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

	1967	1968	1969
Revenues:			
Motor-fuel taxes.....	$4,993	$5,395	$5,938
Motor-vehicle registration fees and allied imposts.....	2,534	2,820	3,140
Total	7,527	8,215	9,078
Allocations:			
For State-administered highways..	$4,878	$5,216	$5,895
For local roads and streets:			
Grants-in-aid.....	1,779	1,904	2,088
State expenditures.....	230	306	255
Subtotal, local roads and streets.....	2,009	2,210	2,343
For nonhighway purposes	640	789	840
Total	7,527	8,215	9,078

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

DISPOSITION OF RECEIPTS FROM STATE IMPOSTS ON HIGHWAY USERS—1969

Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

TABLE DF
SEPTEMBER 1970

STATE	RECEIPTS AVAILABLE FOR DISTRIBUTION 1/	FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES	NET FUNDS DISTRIBUTED	FOR STATE-ADMINISTERED HIGHWAYS				FOR LOCAL ROADS AND STREETS 2/			FOR NONHIGHWAY PURPOSES 4/				STATE
				CAPITAL OUTLAY, MAINTENANCE, AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS 3/	MUNICIPAL STREETS	TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES 5/	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDITIVE) 6/	TOTAL	
Alabama	148,299	5,855	142,444	47,490	5,152	20,837	73,479	3/ 50,173	18,214	68,387	-	578	(1,241)	578	Alabama
Alaska 7/	12,312	907	11,405	11,074	-	-	11,074	328	3	331	-	-	-	-	Alaska 7/
Arizona	87,649	4,873	82,776	50,502	9,319	-	59,821	12,852	10,103	22,955	-	-	-	-	Arizona
Arkansas	103,215	1,988	101,227	61,081	3,244	7,176	71,501	13,153	13,153	26,306	3,420	-	-	3,420	Arkansas
California	1,152,049	64,537	1,087,512	446,094	118,882	-	564,976	193,266	141,370	334,636	-	187,900	(21,930)	8/ 187,900	California
Colorado	94,007	8,089	85,918	47,446	7,070	2,103	56,619	20,781	8,336	29,117	71	111	(6,156)	182	Colorado
Connecticut	130,146	8,906	121,240	28,679	9,796	67,454	105,929	5,045	9,370	14,415	896	-	-	896	Connecticut
Delaware 7/	29,460	1,688	27,772	8,138	3,296	14,338	25,772	(3/)	2,000	2,000	-	-	-	-	Delaware 7/
Florida	355,922	14,104	341,818	173,599	11,722	17,220	202,541	19,494	28	19,522	117,131	2,624	-	119,755	Florida
Georgia	185,019	5,923	179,096	100,819	250	11,375	112,444	63,687	2,965	66,652	-	-	-	-	Georgia
Hawaii	23,189	-	23,189	8,548	23	4,999	13,570	9,619	-	9,619	-	-	(1,892)	-	Hawaii
Idaho	41,961	2,405	39,556	25,421	2,614	-	28,035	9,793	1,728	11,521	-	-	-	-	Idaho
Illinois	513,838	34,197	479,641	235,247	34,592	-	269,839	116,716	81,735	198,451	11,351	-	-	11,351	Illinois
Indiana	247,210	12,840	234,370	116,326	11,376	-	127,702	68,010	36,906	104,916	1,752	-	-	1,752	Indiana
Iowa	169,343	4,523	164,820	81,917	5,310	-	87,227	57,234	20,359	77,593	-	-	(5,642)	-	Iowa
Kansas	103,495	6,012	97,483	67,707	6,195	-	73,902	13,658	8,665	22,323	1,258	-	-	1,258	Kansas
Kentucky	171,164	5,117	166,047	109,777	631	33,558	143,966	22,081	-	22,081	-	-	(61)	-	Kentucky
Louisiana	135,758	5,724	130,034	88,833	2,525	18,199	109,557	15,657	4,820	20,477	-	-	(1,305)	-	Louisiana
Maine	46,519	1,982	44,537	33,613	2,686	5,241	41,540	2,195	802	2,997	-	-	(1)	-	Maine
Maryland	209,303	8,084	201,219	76,514	19,352	26,956	122,822	33,799	38,499	72,298	5,907	9/ 192	-	6,099	Maryland
Massachusetts	177,674	12,237	165,437	79,100	13,665	47,680	140,445	12,703	332	13,035	11,957	-	(1,263)	11,957	Massachusetts
Michigan	393,076	17,581	375,495	130,326	7,455	46,278	184,059	121,838	69,598	191,436	-	-	(12,630)	-	Michigan
Minnesota	183,846	7,726	176,120	94,536	7,807	6,461	108,804	50,169	15,809	65,978	1,338	-	(873)	1,338	Minnesota
Mississippi	97,666	4,260	93,406	42,541	7,071	9,977	59,589	32,425	1,392	33,817	-	-	-	-	Mississippi
Missouri	181,642	7,696	173,946	139,394	12,800	-	152,194	5,438	16,314	21,752	-	-	-	-	Missouri
Montana	40,908	2,354	38,554	28,675	1,892	-	30,567	5,260	2,727	7,987	-	-	(1,381)	-	Montana
Nebraska	75,886	2,087	73,799	37,168	3,733	-	40,901	24,242	8,656	32,898	-	-	(3,914)	-	Nebraska
Nevada	30,831	2,561	28,270	19,986	1,688	-	21,674	5,164	1,432	6,596	-	-	-	-	Nevada
New Hampshire	35,977	1,298	34,679	24,774	2,885	5,302	32,961	1,413	241	1,654	64	-	(153)	64	New Hampshire
New Jersey 7/	326,250	14,141	312,109	93,656	23,873	1,390	118,919	13,198	6,442	19,640	173,550	-	-	173,550	New Jersey 7/
New Mexico	56,828	3,422	53,406	35,470	4,730	1,799	41,999	4,257	2,708	6,965	-	4,442	(8,124)	4,442	New Mexico
New York 7/	612,396	30,880	581,516	303,094	49,104	91,734	443,932	79,718	57,866	137,584	-	-	-	-	New York 7/
North Carolina	254,992	10,789	244,203	187,395	21,349	24,226	232,970	(3/)	11,233	11,233	-	-	-	-	North Carolina
North Dakota	34,523	1,259	33,264	18,732	1,977	-	20,709	8,560	3,055	11,615	940	-	(53)	940	North Dakota
Ohio	495,886	20,416	475,470	180,539	30,992	75,460	286,991	131,013	57,466	188,479	-	-	-	-	Ohio
Oklahoma	154,518	5,741	148,777	58,783	8,115	3,069	69,967	43,714	6,449	50,163	-	28,647	(17,353)	28,647	Oklahoma
Oregon	113,200	7,344	105,856	51,871	7,869	5,450	65,190	21,880	12,872	34,752	5,914	-	(5,547)	5,914	Oregon
Pennsylvania	437,682	16,719	420,963	287,101	28,838	38,568	354,507	42,820	23,636	66,456	-	-	-	-	Pennsylvania
Rhode Island 7/	38,901	1,438	37,463	8,242	1,868	9,485	19,595	87	344	431	17,437	-	-	17,437	Rhode Island 7/
South Carolina	108,214	4,461	103,753	81,047	7,660	2,591	91,298	11,502	-	11,502	251	702	-	953	South Carolina
South Dakota	38,593	1,423	37,170	26,373	1,982	-	28,355	8,036	779	8,815	-	-	-	-	South Dakota
Tennessee	209,222	5,916	203,306	79,156	6,976	15,977	102,109	49,730	21,207	70,937	29,635	625	(11,109)	30,260	Tennessee
Texas	588,959	21,416	567,543	334,544	23,960	73	358,577	39,443	-	39,443	169,523	-	(15,065)	169,523	Texas
Utah	44,640	1,976	42,664	34,178	4,197	-	38,375	2,502	1,675	4,177	112	-	(31)	112	Utah
Vermont	31,022	590	30,432	14,054	3,362	5,801	23,217	6,185	523	6,708	507	-	-	507	Vermont
Virginia	229,370	10,620	218,750	197,243	5,263	-	202,506	3/ 2,065	14,179	16,244	-	-	-	-	Virginia
Washington	232,960	12,306	220,654	75,154	16,818	16,223	108,195	40,150	25,985	66,135	38,406	7,918	(2,769)	8/ 46,324	Washington
West Virginia	86,497	2,105	84,392	75,443	1,149	7,800	84,392	(3/)	-	-	-	-	(279)	-	West Virginia
Wisconsin	198,595	10,167	188,428	101,454	9,579	1,291	112,324	41,580	24,802	66,382	-	9,722	(1,207)	8/ 9,722	Wisconsin
Wyoming	25,017	1,934	23,083	15,755	1,451	-	17,206	4,717	1,160	5,877	-	-	-	-	Wyoming
Dist. of Col.	25,406	2,031	23,375	-	-	-	-	-	18,387	18,387	-	4,988	(207)	4,988	Dist. of Col.
Total	9,521,035	442,648	9,078,387	4,674,609	574,143	646,091	5,894,843	1,537,350	806,325	2,343,675	591,420	248,449	(120,186)	839,869	Total

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

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

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

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

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

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

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

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

9/ For mass transit studies.

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER TAX RECEIPTS--1969

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE MV-3
SEPTEMBER 1970

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR 1/	ADJUSTMENTS DUE TO UNDISTRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR COLLECTING MOTOR-VEHICLE AND MOTOR-CARRIER TAXES 2/	NET FUNDS DISTRIBUTED 3/	FOR STATE-ADMINISTERED HIGHWAYS				FOR LOCAL ROADS AND STREETS 4/			FOR NONHIGHWAY PURPOSES 6/			
						CAPITAL OUTLAY, MAINTENANCE, AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS 5/	MUNICIPAL STREETS	TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES 7/	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDITIVE) 8/	TOTAL
Alabama	38,130	-558	37,572	4,993	32,579	17,413	4,745	-	22,158	5/ 6,192	3,651	9,843	-	578	(834)	578
Alaska 9/	5,253	31	5,284	885	4,399	4,271	-	-	4,271	127	1	128	-	-	-	-
Arizona	26,875	-253	26,622	3,980	22,642	19,115	3,527	-	22,642	-	-	-	-	-	-	-
Arkansas	29,420	-	29,420	863	28,557	15,664	3,183	1,840	20,687	3,373	3,373	6,746	1,124	-	-	1,124
California	300,706	6,540	307,246	62,533	244,713	113,614	118,882	-	232,496	11,771	12,546	24,317	-	187,900	(21,930)	10/ 187,900
Colorado	27,357	310	27,667	2,722	24,945	12,728	1,922	551	15,201	6,254	3,308	9,562	71	111	(1,614)	182
Connecticut	35,697	3,565	39,262	8,559	30,703	1,277	1,462	26,427	29,166	224	417	641	896	-	-	896
Delaware 9/	11,533	-	11,533	1,637	9,896	2,900	1,174	5,109	9,183	(5/)	713	713	-	-	-	-
Florida	139,424	109	139,533	12,881	126,652	3,518	10,766	-	14,284	188	28	216	109,528	2,624	-	112,152
Georgia	35,585	-	35,585	5,184	30,401	16,997	250	1,917	19,164	10,737	500	11,237	-	-	-	-
Hawaii	11,085	1	11,086	(2/)	11,086	1,492	-	-	1,492	9,594	-	9,594	-	-	(1,491)	-
Idaho	19,871	-3,468	16,403	2,284	14,119	7,390	2,614	-	10,004	3,498	617	4,115	-	-	-	-
Illinois	218,752	18,745	237,497	33,732	203,765	138,627	34,592	-	173,219	20,242	1,998	22,240	8,306	-	-	8,306
Indiana	62,586	1,132	63,718	12,632	51,086	25,324	2,973	-	28,297	15,538	7,251	22,789	-	-	-	-
Iowa	74,615	470	75,085	3,598	71,487	32,557	4,853	-	37,410	25,598	8,479	34,077	-	-	(5,642)	-
Kansas	34,691	-348	34,343	5,606	28,737	23,942	2,669	-	26,611	1,852	274	2,126	-	-	-	-
Kentucky	69,039	1	69,040	4,633	64,407	40,822	506	12,479	53,807	10,600	-	10,600	-	-	(61)	-
Louisiana	21,200	179	21,379	4,841	16,538	10,071	2,318	2,049	14,438	1,634	466	2,100	-	-	-	-
Maine	13,969	-193	13,776	587	13,189	9,954	796	1,552	12,302	650	237	887	-	-	(1)	-
Maryland	101,659	-18	101,641	7,038	94,603	35,845	19,352	3,558	58,755	14,343	15,406	29,749	5,907	11/ 192	-	6,099
Massachusetts	46,248	2,277	48,525	11,674	36,851	25,567	5,211	-	30,778	2,091	107	2,198	3,875	-	(480)	3,875
Michigan	137,629	-2,438	135,191	16,448	118,743	39,824	6,555	14,088	60,467	37,089	21,187	58,276	-	-	(12,618)	-
Minnesota	66,360	603	66,963	6,986	59,977	31,694	2,618	2,166	36,478	17,020	5,377	22,397	1,102	-	(873)	1,102
Mississippi	22,926	-428	22,498	2,650	19,848	1,823	6,300	-	8,123	11,695	30	11,725	-	-	-	-
Missouri	72,664	-3,110	69,554	3,271	66,283	60,708	5,575	-	66,283	-	-	-	-	-	-	-
Montana	14,076	-84	13,992	2,010	11,982	6,037	1,708	-	7,745	3,797	440	4,237	-	-	(1,381)	-
Nebraska	20,596	-171	20,425	1,719	18,706	7,230	2,669	-	9,899	5,780	3,027	8,807	-	-	(2,919)	-
Nevada	9,016	560	9,576	2,270	7,306	6,737	569	-	7,306	-	-	-	-	-	-	-
New Hampshire	13,326	11	13,337	1,216	12,121	8,380	1,324	1,794	11,498	478	81	559	64	-	(153)	64
New Jersey 9/	130,128	201	130,329	13,399	116,930	35,350	8,915	519	44,784	4,929	2,405	7,334	64,812	-	-	64,812
New Mexico	16,329	-579	15,750	2,650	13,100	5,635	1,644	-	7,279	4,168	1,058	5,226	-	595	(4,215)	595
New York 9/	250,198	-146	250,052	30,235	219,817	108,444	22,415	32,822	163,681	36,202	19,934	56,136	-	-	-	-
North Carolina	62,468	-9	62,459	5,432	57,027	49,057	7,970	-	57,027	-	-	-	-	-	-	-
North Dakota	14,650	64	14,714	1,154	13,560	7,585	800	-	8,385	3,218	1,149	4,367	808	-	(53)	808
Ohio	170,930	1,788	172,718	18,983	153,735	2,612	11,726	30,065	44,403	84,384	24,948	109,332	-	-	-	-
Oklahoma	66,509	-238	66,271	4,792	61,479	9,288	8,115	-	17,403	11,443	3,986	15,429	-	28,647	(15,580)	28,647
Oregon	47,360	-213	47,147	7,192	39,955	18,975	4,109	1,994	25,078	8,004	4,709	12,713	2,164	-	(2,323)	2,164
Pennsylvania	120,635	-	120,635	15,694	104,941	84,987	8,537	11,417	104,941	-	-	-	-	-	-	-
Rhode Island 9/	12,254	-17	12,237	1,278	10,959	2,525	539	2,738	5,802	25	99	124	5,033	-	-	5,033
South Carolina	18,363	100	18,463	4,084	14,379	12,823	1,288	-	14,111	-	-	-	-	268	-	268
South Dakota	16,039	-37	16,002	1,104	14,898	8,255	648	-	8,903	5,256	739	5,995	-	-	-	-
Tennessee	63,539	-199	63,340	5,518	57,822	26,390	6,976	6,000	39,366	5,110	688	5,798	12,033	625	(10,611)	12,658
Texas	296,418	2,718	299,136	18,922	280,214	146,984	3,968	-	150,952	32,125	-	32,125	97,137	-	(15,065)	97,137
Utah	10,492	1,529	12,021	1,625	10,396	5,210	1,009	-	6,219	2,502	1,675	4,177	-	-	-	-
Vermont	15,993	-445	15,548	558	14,990	6,923	1,656	2,857	11,436	3,046	258	3,304	250	-	-	250
Virginia	89,555	370	89,925	9,646	80,279	73,003	2,595	-	75,598	-	4,681	4,681	-	-	-	-
Washington	96,658	244	96,902	11,644	85,258	20,906	16,818	28	37,752	1,112	70	1,182	38,406	7,918	(2,769)	10/ 46,324
West Virginia	38,212	24	38,236	1,826	36,410	32,113	977	3,320	36,410	-	-	-	-	-	(279)	-
Wisconsin	71,146	83	71,229	9,286	61,943	30,242	8,730	383	39,355	12,341	7,361	19,702	-	2,886	(358)	10/ 2,886
Wyoming	9,275	-339	8,936	1,856	7,080	6,460	620	-	7,080	-	-	-	-	-	-	-
Dist. of Col.	9,101	-34	9,067	378	8,689	-	-	-	-	-	3,701	3,701	-	4,988	(207)	4,988
Total	3,506,540	28,330	3,534,870	394,688	3,140,182	1,415,288	369,168	165,673	1,950,129	434,230	166,975	601,205	351,516	237,332	(101,457)	588,848

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

2/ Collection expenses in many States include service charges deducted by county and local collectors. Amounts shown in some States include pro-rata costs of administering motor-fuel tax laws. Amount for Hawaii not reported.

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

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

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

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

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

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

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

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

11/ For mass transit studies.

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS—1969

Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

TABLE MF-3
SEPTEMBER 1970

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR 1/	ADJUSTMENTS DUE TO UNDISTRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR COLLECTING MOTOR-FUEL TAXES AND FEES 2/	NET FUNDS DISTRIBUTED 3/	FOR STATE-ADMINISTERED HIGHWAYS				FOR LOCAL ROADS AND STREETS 4/			FOR NONHIGHWAY PURPOSES 6/			
						CAPITAL OUTLAY, MAINTENANCE AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS 5/	MUNICIPAL STREETS	TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES 7/	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDITIVE) 8/	TOTAL
Alabama	110,775	-48	110,727	862	109,865	30,077	407	20,837	51,321	5/ 43,981	14,563	58,544	-	-	(407)	-
Alaska 9/	6,620	408	7,028	22	7,006	6,803	-	-	6,803	201	2	203	-	-	-	-
Arizona	62,543	-1,516	61,027	893	60,134	31,387	5,792	-	37,179	12,852	10,103	22,955	-	-	-	-
Arkansas	73,835	-40	73,795	1,125	72,670	45,417	61	5,336	50,814	9,780	9,780	19,560	2,296	=	=	2,296
California	646,953	-2,150	644,803	2,004	642,799	332,480	-	-	332,480	181,495	128,824	310,319	-	-	-	-
Colorado	66,340	-	66,340	5,367	60,973	34,718	5,148	1,552	41,418	14,527	5,028	19,555	-	-	(4,542)	-
Connecticut	92,994	-2,110	90,884	347	90,537	27,402	8,334	41,027	76,763	4,821	8,953	13,774	-	-	-	-
Delaware 9/	17,927	=	17,927	51	17,876	5,238	2,122	9,229	16,589	(5/)	1,287	1,287	-	"	-	-
Florida	218,610	-2,221	216,389	1,223	215,166	170,081	956	17,220	188,257	19,306	=	19,306	7,603	-	-	7,603
Georgia	149,433	1	149,434	739	148,695	83,822	-	9,458	93,280	52,950	2,465	55,415	-	-	-	-
Hawaii	11,960	143	12,103	(2/)	12,103	7,056	23	4,999	12,078	25	-	25	-	-	(401)	-
Idaho	25,700	-142	25,558	121	25,437	18,031	=	=	18,031	6,295	1,111	7,406	-	-	"	-
Illinois	275,378	963	276,341	465	275,876	96,620	-	-	96,620	96,474	79,737	176,211	3,045	=	=	3,045
Indiana	184,057	-565	183,492	208	183,284	91,002	8,403	-	99,405	52,472	29,655	82,127	1,752	-	-	1,752
Iowa	96,101	-1,843	94,258	925	93,333	49,360	457	-	49,817	31,636	11,880	43,516	-	-	-	-
Kansas	69,453	-301	69,152	406	68,746	43,765	3,526	=	47,291	11,806	8,391	20,197	1,258	"	-	1,258
Kentucky	102,124	-	102,124	484	101,640	68,955	125	21,079	90,159	11,481	-	11,481	=	=	=	-
Louisiana	114,921	-542	114,379	883	113,496	78,762	207	16,150	95,119	14,023	4,354	18,377	-	-	(1,305)	-
Maine	33,914	-1,171	32,743	1,395	31,348	23,659	1,890	3,689	29,238	1,545	565	2,110	-	-	-	-
Maryland	107,662	=	107,662	1,046	106,616	40,669	=	23,398	64,067	19,456	23,093	42,549	=	"	-	-
Massachusetts	128,878	271	129,149	563	128,586	53,533	8,454	47,680	109,667	10,612	225	10,837	8,082	=	(783)	8,082
Michigan	257,885	-	257,885	1,133	256,752	90,502	900	32,190	123,592	84,749	48,411	133,160	-	-	(12)	-
Minnesota	116,499	384	116,883	740	116,143	62,842	5,189	4,295	72,326	33,149	10,432	43,581	236	-	-	236
Mississippi	76,989	-1,821	75,168	1,610	73,558	40,718	771	9,977	51,466	20,730	1,362	22,092	=	=	=	=
Missouri	112,090	-2	112,088	4,425	107,663	78,686	7,225	-	85,911	5,438	16,314	21,752	=	=	=	-
Montana	27,225	-309	26,916	344	26,572	22,638	184	-	22,822	1,463	2,287	3,750	=	-	-	-
Nebraska	55,443	18	55,461	368	55,093	29,938	1,064	-	31,002	18,462	5,629	24,091	-	-	(995)	-
Nevada	21,297	-42	21,255	291	20,964	13,249	1,119	=	14,368	5,164	1,432	6,596	=	=	=	"
New Hampshire	21,607	1,033	22,640	82	22,558	16,394	1,561	3,508	21,463	935	160	1,095	=	-	=	-
New Jersey 9/	195,921	-	195,921	742	195,179	58,306	14,958	871	74,135	8,269	4,037	12,306	108,738	=	=	108,738
New Mexico	41,013	65	41,078	772	40,306	29,835	3,086	1,799	34,720	89	1,650	1,739	-	3,847	(3,909)	3,847
New York 9/	364,947	-2,603	362,344	645	361,699	194,650	26,689	58,912	280,251	43,516	37,932	81,448	=	=	"	-
North Carolina	192,533	-	192,533	5,357	187,176	138,338	13,379	24,226	175,943	(5/)	11,233	11,233	-	=	=	=
North Dakota	18,041	1,768	19,809	105	19,704	11,147	1,177	-	12,324	5,342	1,906	7,248	132	-	-	132
Ohio	317,771	5,397	323,168	1,433	321,735	177,927	19,266	45,395	242,588	46,629	32,518	79,147	-	-	-	-
Oklahoma	88,664	-417	88,247	949	87,298	49,495	=	3,069	52,564	32,271	2,463	34,734	=	=	(1,773)	-
Oregon	66,217	-164	66,053	152	65,901	32,896	3,760	3,456	40,112	13,876	8,163	22,039	3,750	=	(3,224)	3,750
Pennsylvania	317,545	-498	317,047	1,025	316,022	202,114	20,301	27,151	249,566	42,820	23,636	66,456	-	-	-	-
Rhode Island 9/	26,664	-	26,664	160	26,504	5,717	1,329	6,747	13,793	62	245	307	12,404	-	-	12,404
South Carolina	87,484	2,267	89,751	377	89,374	68,224	6,372	2,591	77,187	11,502	=	11,502	251	434	=	685
South Dakota	21,979	612	22,591	319	22,272	18,118	1,334	-	19,452	2,780	40	2,820	-	-	-	-
Tennessee	146,054	-172	145,882	398	145,484	52,766	=	9,977	62,743	44,620	20,519	65,139	17,602	-	(498)	17,602
Texas	292,812	-2,989	289,823	2,494	287,329	187,560	19,992	73	207,625	7,318	-	7,318	72,386	-	-	72,386
Utah	32,398	221	32,619	351	32,268	28,968	3,188	-	32,156	=	=	=	112	-	(31)	112
Vermont	15,474	-	15,474	32	15,442	7,131	1,706	2,944	11,781	3,139	265	3,404	257	-	-	257
Virginia	139,210	235	139,445	974	138,471	124,240	2,668	-	126,908	5/ 2,065	9,498	11,563	-	-	-	=
Washington	136,053	5	136,058	662	135,396	54,248	-	16,195	70,443	39,038	25,915	64,953	-	-	-	=
West Virginia	48,469	-208	48,261	279	47,982	43,330	172	4,480	47,982	(5/)	=	=	=	=	=	=
Wisconsin	127,366	-	127,366	881	126,485	71,212	849	908	72,969	29,239	17,441	46,680	-	10/ 6,836	(849)	6,836
Wyoming	16,236	-155	16,081	78	16,003	9,295	831	-	10,126	4,717	1,160	5,877	-	-	-	=
Dist. of Col.	16,540	-201	16,339	1,653	14,686	-	=	-	=	-	14,686	14,686	=	"	-	"
Total	5,994,604	-8,439	5,986,165	47,960	5,938,205	3,259,321	204,975	480,418	3,944,714	1,103,120	639,350	1,742,470	239,904	11,117	(18,729)	251,021

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

2/ Where no entry appears, funds for administering the motor-fuel tax laws were allocated from general revenues. Amounts shown in some States include pro-rata costs of administering motor-vehicle laws. Amount for Hawaii not reported.

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

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

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

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

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

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

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

10/ Allocations to towns, villages, and cities in lieu of personal property tax formerly imposed on motor vehicles.

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR SUNDAY RELEASE
September 27, 1970

FHWA -- 513
(202) 426-0648

"In the first month of our expanded safety inspection drive 404 interstate buses have been ordered out of service because of serious safety violations," Secretary of Transportation John A. Volpe announced today.

The Department of Transportation on August 18 announced the begining of a 60-day intensive nationwide inspection program of interstate buses, particularly those in charter operations. As of September 14, the Federal Highway Administration's Bureau of Motor Carrier Safety had inspected 3,516 buses and ordered 404, or 11.5 percent, off the road until they could meet safety standards.

"The buses ordered out of service were found to have hazardous defects which presented immediate dangers for passengers," Secretary Volpe said. "In addition, many other buses were cited for lesser safety violations as were a number of drivers.

"One positive aspect of this drive," Secretary Volpe continued, "is that more and more bus companies are voluntarily making equipment repairs or replacements to preclude the possibility of Bureau inspectors putting their buses out of service.

"I find this aspect particularly pleasing. We are not trying to set any record for disqualifying buses. It would delight me if there were never any safety violations for our inspectors to find," Secretary Volpe declared.

The inspectors -- often working in teams -- have been concentrating on national and historic points of interest and areas generally considered tourist attractions, where large concentrations of buses can be found. When inspectors have found safety violations serious enough to place a bus out of service, every effort has been made to minimize the inconvenience to the passengers by assuring the availability of substitute buses, or assuring that the repair work will be done while passengers are at scheduled activities.

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"I think that the results to date demonstrate just how serious we are about this program," said Federal Highway Administrator F. C. Turner. "We are determined that all buses engaged in interstate commerce be in safe operating condition. What we want is voluntary compliance by the operators. This is in their interest, as well as that of the general public."

A breakdown of the inspection results to date in the FHWA's nine operating regions follows:

Region 1 (Connecticut, New Hampshire, Rhode Island, Maine, New Jersey, Vermont, Massachusetts, New York, Puerto Rico) -- Inspected, 524; out-of-service, 45.

Region 2 (Delaware, Ohio, District of Columbia, Pennsylvania, Maryland, Virginia, West Virginia) -- Inspected, 470; out-of-service, 65.

Region 3 (Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, Tennessee) -- Inspected, 659; out-of-service, 80.

Region 4 (Illinois, Indiana, Kentucky, Michigan, Wisconsin) -- Inspected, 368; out-of-service, 33.

Region 5 (Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota) -- Inspected, 439; out-of-service, 76.

Region 6 (Arkansas, Louisiana, Oklahoma, Texas) -- Inspected, 297; out-of-service, 37.

Region 7 (Arizona, California, Hawaii, Nevada) -- Inspected, 370; out-of-service, 36.

Region 8 (Alaska, Idaho, Montana, Oregon, Washington) -- Inspected, 186; out-of-service, 9.

Region 9 (Colorado, New Mexico, Utah, Wyoming) -- Inspected, 203; out-of-service, 23.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

Mr. Krueser
Room - 3218

FOR A.M. RELEASE
Friday, October 2, 1970

FHWA - 518
(202) 426-0648

Secretary of Transportation John A. Volpe announced today a $500,000 project for providing an exclusive bus lane through New York's Lincoln Tunnel during the morning rush hours.

Secretary Volpe said the project will immediately cut about 15 minutes off the travel time of the 35,000 commuters from northern New Jersey who ride buses through the tunnel on their daily trips into midtown Manhattan.

He said it also is hoped that it will reduce the number of private automobiles using the route by encouraging more persons to ride buses and leave their cars at home.

The project will be financed by the Department of Transportation's Federal Highway Administration through a contract with the Tri-State Transportation Commission. It is being undertaken as a joint effort by the Department's Federal Highway and Urban Mass Transportation Administrations.

The Tri-State Transportation Commission is the official regional planning agency for the Connecticut, New Jersey and New York sectors of the New York City metropolitan region. Also participating in the project will be the New Jersey Turnpike Authority, Port of New York Authority, and New Jersey Department of Transportation.

"This project is in line with the Department of Transportation's increased emphasis on moving people, rather than vehicles, on urban freeways during rush hours," Secretary Volpe said. "We have high hopes this is going to prove quite successful, and that as a result many more motorists in northern New Jersey will decide to leave their cars at home and take the bus to work."

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The exclusive bus lane will be on a two-and-a-half mile stretch of Interstate Route 495 from the New Jersey Turnpike interchange to the Lincoln Tunnel toll plaza. Approximately 800 buses carrying the 35,000 rush-hour commuters will use the lane each day.

Because of the importance attached to the demonstration project, a target date of December 1 has been set for it to begin operation.

In connection with the project, it is hoped to establish additional park-ride lots where commuters can park their cars for convenient transfer to New York-bound buses. At present, only one such lot exists along the approaches to the Lincoln Tunnel, and its 1,500-car capacity is not sufficient to handle existing traffic.

Surveys have shown that 8,600 New Jersey residents drive to Manhattan daily between 6:30 and 8:30 a.m., in addition to those who commute by bus.

The exclusive bus lane, to be used for inbound morning traffic only, will be routed over one of the outbound roadway's three lanes. This will require the building of a new access ramp for the buses as well as a complex system of overhead signals, changeable signs, special lane markings and traffic posts. If the demonstration program proves successful, permanent automatic traffic control and surveillance equipment may be designed and installed.

"We are very happy to cooperate with the Tri-State Transportation Commission in this very significant experimental program," said Federal Highway Administrator F. C. Turner. "I think it demonstrates once more our very real concern with relieving the peak-hour traffic congestion that plagues our metropolitan areas -- and I think this is a very promising method of attaining that goal."

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE WEDNESDAY A.M.
October 7, 1970

FHWA--511 (202-426-0648)
MOTOR-FUEL CONSUMPTION
ESTIMATE FOR 1970

Motor-fuel consumption is expected to reach 97.5 billion gallons for the United States in 1970, an increase of 5.7 percent over 1969, the U.S. Department of Transportation announced today. State reports of motor-fuel consumption and other sources form the basis for the 1970 estimate, prepared by the Department's Federal Highway Administration.

According to Secretary of Transportation John A. Volpe, 93.3 billion gallons of motor fuel are expected to be consumed in highway use during 1970, including 86.4 billion gallons of gasoline and 6.9 billion gallons of special fuel such as diesel and butane. Nonhighway use of motor fuel is estimated to be 4.2 billion gallons.

Based on this estimate of highway use of motor fuel and the current estimate of 109 million motor-vehicle registrations in 1970, the average fuel consumption for 1970 is expected to be 856 gallons per vehicle, compared with the 838-gallon figure for 1969.

Highway use of motor fuel in 1970 is expected to be 5.9 percent more than in 1969, as compared with a 6.2 percent increase in the previous year.

California will lead the States in motor-fuel consumption on the highways in 1970 with 9.6 billion gallons. Texas and New York come next, with 6.3 and 5.6 billion gallons, respectively. These are followed by Ohio, Illinois, Pennsylvania, and Michigan in the 4 billion gallon class, and Florida with over 3 billion gallons. These 8 States account for 46 percent of the total consumption. Seven other States will each use more than 2 billion gallons of highway motor fuel in 1970.

A table showing the estimated motor-fuel consumption for 1970 by States is shown on the back of this sheet.

(over)

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

ESTIMATE OF MOTOR-FUEL USE—1970[1]

(In thousands of gallons) SEPTEMBER 1970

STATE	HIGHWAY USE					NONHIGHWAY USE OF GASOLINE	TOTAL USE	
	GASOLINE	SPECIAL FUELS	TOTAL	PERCENT CHANGE 1970/1969	GALLONS PER VEHICLE		AMOUNT	PERCENT CHANGE 1970/1969
Alabama	1,517,777	131,801	1,649,578	6.0	860	44,904	1,694,482	6.0
Alaska	84,844	4,938	89,782	6.0	641	34,215	123,997	2.7
Arizona	899,780	109,395	1,009,175	10.2	925	36,061	1,045,236	9.7
Arkansas	922,883	98,082	1,020,965	4.9	1,045	29,086	1,050,051	4.5
California	8,995,534	633,597	9,629,131	6.3	804	203,536	9,832,667	6.0
Colorado	1,040,844	70,575	1,111,419	8.1	772	57,266	1,168,685	7.4
Connecticut	1,185,079	85,483	1,270,562	5.1	737	22,105	1,292,667	5.0
Delaware	262,459	13,233	275,692	6.5	878	7,272	282,964	6.1
Florida	3,167,367	196,447	3,363,814	9.6	817	133,238	3,497,052	9.3
Georgia	2,271,809	231,597	2,503,406	7.4	959	47,446	2,550,852	7.1
Hawaii	224,812	8,953	233,765	7.2	593	10,504	244,269	6.4
Idaho	369,115	30,620	399,735	7.1	821	42,890	442,625	6.9
Illinois	4,287,330	351,633	4,638,963	5.0	871	322,495	4,961,458	5.4
Indiana	2,348,416	252,554	2,600,970	4.4	905	164,254	2,765,224	4.6
Iowa	1,307,507	128,998	1,436,505	4.1	801	240,675	1,677,180	3.2
Kansas	1,134,115	97,949	1,232,064	5.7	787	134,012	1,366,076	4.8
Kentucky	1,390,489	112,255	1,502,744	6.0	853	36,953	1,539,697	5.8
Louisiana	1,446,610	99,409	1,546,019	5.7	863	48,308	1,594,327	5.3
Maine	455,921	26,433	482,354	5.8	948	10,145	492,499	5.5
Maryland	1,554,551	90,651	1,645,202	7.5	875	27,771	1,672,973	7.3
Massachusetts	2,041,996	108,152	2,150,148	5.0	858	26,335	2,176,483	4.9
Michigan	4,082,025	210,777	4,292,802	6.5	915	318,156	4,610,958	6.5
Minnesota	1,701,370	125,374	1,826,744	6.2	830	202,972	2,029,716	6.5
Mississippi	1,009,876	117,218	1,127,094	6.0	1,007	30,324	1,157,418	5.6
Missouri	2,222,711	200,919	2,423,630	5.5	1,009	153,055	2,576,685	5.2
Montana	367,341	54,157	421,498	7.3	853	30,553	452,051	7.4
Nebraska	722,805	70,572	793,377	5.2	837	80,964	874,341	4.7
Nevada	283,885	38,017	321,902	5.9	933	13,587	335,489	5.3
New Hampshire	321,227	13,141	334,368	7.4	860	6,233	340,601	7.4
New Jersey	2,735,878	238,872	2,974,750	6.1	815	64,741	3,039,491	6.0
New Mexico	554,351	77,748	632,099	6.9	995	15,543	647,642	6.7
New York	5,395,286	235,361	5,630,647	3.7	844	256,072	5,886,719	3.7
North Carolina	2,339,430	186,390	2,525,820	6.7	890	73,028	2,598,848	6.5
North Dakota	258,883	29,727	288,610	3.7	665	110,795	399,405	2.2
Ohio	4,368,051	438,957	4,807,008	5.1	801	150,715	4,957,723	4.9
Oklahoma	1,332,297	119,481	1,451,778	6.1	855	52,499	1,504,277	5.8
Oregon	995,282	116,641	1,111,923	6.1	803	53,981	1,165,904	5.9
Pennsylvania	4,201,782	436,922	4,638,704	5.5	780	187,307	4,826,011	5.3
Rhode Island	321,686	20,024	341,710	3.4	713	7,580	349,290	3.4
South Carolina	1,180,645	92,525	1,273,170	6.6	930	35,733	1,308,903	6.3
South Dakota	309,649	25,107	334,756	2.8	790	107,926	442,682	2.5
Tennessee	1,758,715	166,935	1,925,650	5.7	950	40,302	1,965,952	5.3
Texas	5,851,344	451,946	6,303,290	5.9	925	168,260	6,471,550	5.5
Utah	502,211	51,007	553,218	8.5	885	25,825	579,043	8.0
Vermont	206,352	6,998	213,350	6.2	944	5,740	219,090	6.0
Virginia	2,023,286	197,394	2,220,680	6.5	980	51,348	2,272,028	6.2
Washington	1,502,834	101,771	1,604,605	6.1	728	54,073	1,658,678	5.8
West Virginia	650,487	69,082	719,569	4.8	829	10,735	730,304	4.6
Wisconsin	1,783,180	126,620	1,909,800	4.6	900	137,463	2,047,263	5.0
Wyoming	225,077	38,634	263,711	6.6	1,059	32,261	295,972	6.3
Dist. of Col.	236,325	14,391	250,716	0.3	999	3,741	254,457	0.3
Total	86,353,509	6,955,463	93,308,972	5.9	856	4,160,983	97,469,955	5.7

1/ These estimates were made by the Federal Highway Administration on the basis of State reports of motor-fuel consumption in the early months of 1970, and information available on current trends, motor-fuel production, and other factors.

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE WEDNESDAY A.M.
October 7, 1970

FHWA--514
(202-426-0648)

The U.S. Department of Transportation reported today that receipts for highways by State highway departments and related agencies totaled $15.2 billion in calendar year 1969. Expenditures totaled $14.8 billion.

The $15.2 billion total receipts included $1.3 billion borrowed funds and $4.2 billion Federal aid, according to data compiled by the Federal Highway Administration.

Federal Highway Administrator Francis C. Turner said the $4.2 billion Federal aid to the States accounted for 51 percent of the $8.3 billion of total capital expenditures for highways by the States. Some $3.7 billion of Federal aid and State funds were spent on the 42,500-mile National System of Interstate and Defense Highways.

The $15.2 billion of State receipts for highways in 1969 was an increase of 4.1 percent over 1968. Of the $15.2 billion total receipts, State road-user taxes provided $8.2 billion or 54 percent. Federal-aid funds, derived from Federal road-user taxes, comprised $4.1 billion of the total receipts, or 27 percent. Of the remainder, $773 million came from tolls, $1.3 billion from proceeds of highway construction bonds, and $751 million from other sources.

Expenditures for current highway purposes totaled $14.1 billion in 1969, 3.7 percent higher than in 1968. Capital expenditures, including roadway and bridge improvement and new construction, engineering, and right-of-way costs, amounted to $8.3 billion, of which $3.7 billion was for projects on the Interstate System and $3.9 billion for work on other Federal-aid systems.

(more)

Maintenance expenditures were $1.7 billion, while the costs of administration, highway safety and law enforcement, and interest on highway debt accounted for $1.9 billion. Grants-in-aid to local governments for highway purposes (derived chiefly from State road-user tax revenues) amounted to $2.2 billion.

Retirement of highway bonds during 1969 took $668 million, bringing total disbursements to $14.8 billion. The $408 million excess of receipts over disbursements in 1969, nationwide, was placed in highway fund reserves.

The $8.3 billion capital outlay expenditures on the Federal-aid systems not only includes the cooperative work involving Federal-aid funds and State and some local matching moneys, but also includes work for which the entire cost was met from State agency funds.

Comparisons of receipts and disbursements for 1967, 1968, and 1969 follows:

	(Billions of dollars)		
	1967	1968	1969
Receipts:			
State highway-user tax revenue.....	$6.9	$7.4	$8.2
Federal funds.....	4.0	4.4	4.2
Other.....	1.3	1.4	1.5
Total current income.....	12.2	13.2	13.9
Construction bonds.....	1.0	1.4	1.3
Total receipts.....	13.2	14.6	15.2
Disbursements:			
Capital outlay:			
Interstate System.....	3.8	4.0	3.7
Other Federal-aid systems.....	3.3	3.7	3.9
Other roads and streets.....	0.7	0.7	0.7
Subtotal.....	7.8	8.4	8.3
Maintenance.....	1.5	1.6	1.7
Administration and enforcement.....	1.1	1.2	1.4
Interest on debt.....	0.4	0.5	0.5
Grants-in-aid to local governments..	1.9	1.9	2.2
Total current expenditures.....	12.7	13.6	14.1
Debt retirement.....	0.5	0.6	0.7
Total disbursements.....	13.2	14.2	14.8

The data contained in the accompanying table SF-21 are drawn from a series of tables on State highway finance available from the Federal Highway Administration. These and tables for 1969 on motor vehicles, motor fuel, and mileage will appear in the Administration's annual publication HIGHWAY STATISTICS, to be printed later this year.

STATE RECEIPTS AND DISBURSEMENTS FOR HIGHWAYS—SUMMARY—1969[1]

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE SF-21
SEPTEMBER 1970

STATE	RECEIPTS									DISBURSEMENTS									
					FEDERAL FUNDS					CAPITAL OUTLAY									
										FEDERAL-AID SYSTEMS									
	STATE HIGHWAY USER TAX REVENUES 2/	ROAD AND CROSSING TOLLS 3/	OTHER STATE IMPOSTS, GENERAL FUND REVENUES	MISCELLANEOUS INCOME	FEDERAL HIGHWAY ADMINISTRATION	OTHER AGENCIES	TRANSFERS FROM LOCAL GOVERNMENTS	BOND PROCEEDS 4/	TOTAL RECEIPTS	INTERSTATE	OTHER FEDERAL-AID SYSTEMS	TOTAL	OTHER ROADS AND STREETS	TOTAL	MAINTENANCE AND TRAFFIC SERVICES	ADMINISTRATION AND HIGHWAY POLICE	BOND INTEREST	GRANTS-IN-AID TO LOCAL GOVERNMENTS	SUBTOTAL, CURRENT EXPENDITURES	BOND RETIREMENT 4/	TOTAL DISBURSEMENTS
Alabama	141,866	-	-	601	65,871	119	4,594	15,022	228,073	63,782	70,967	134,749	14,294	149,043	25,729	13,824	10,318	51,343	250,257	16,495	266,752
Alaska	11,405	5,704	8,139	80	36,541	106	292	12,040	74,307	-	44,236	44,236	932	45,168	13,875	12,624	2,327	-	73,994	890	74,884
Arizona	82,776	-	51	473	50,419	-	1,453	-	135,172	49,455	33,501	82,956	-	82,956	10,261	16,404	-	22,955	132,576	-	132,576
Arkansas	97,807	421	390	2,293	36,578	9,523	292	-	147,304	28,055	57,992	86,047	678	86,725	19,053	13,567	881	26,770	146,996	6,571	153,567
California	899,612	18,320	450	30,304	371,288	4,392	10,865	-	1,335,231	462,733	301,813	764,546	35,451	799,997	82,034	167,255	6,863	312,449	1,368,598	7,236	1,375,834
Colorado	85,736	-	1,025	1,231	58,763	1,235	6	-	147,996	48,361	30,887	79,248	258	79,506	17,191	11,729	547	29,740	138,713	4,675	143,388
Connecticut	120,344	32,822	-	16,156	66,115	76	224	60,035	295,772	31,136	53,663	84,799	12,567	97,366	35,078	35,569	28,956	14,263	211,232	44,412	255,644
Delaware	27,772	15,529	1,253	3,485	8,769	-	-	19,431	76,239	24,554	10,584	35,138	9,202	44,340	11,091	9,024	9,456	2,115	76,026	10,565	86,591
Florida	222,063	36,307	-	22,216	65,996	4	783	28,444	375,813	59,713	103,680	163,393	35,819	199,212	38,127	24,007	26,588	19,051	306,985	25,040	332,025
Georgia	179,096	-	31,138	5,061	62,756	142	2,051	18,507	298,751	46,133	52,952	99,085	76,847	175,932	27,957	22,638	8,296	9,503	244,326	9,827	254,153
Hawaii	23,189	-	17,526	65	27,268	26	-	4,083	72,157	31,653	10,092	41,745	25	41,770	4,412	2,530	2,101	9,668	60,481	2,898	63,379
Idaho	39,556	-	79	321	23,949	2,870	726	-	67,501	24,081	19,124	43,205	-	43,205	9,908	7,640	-	14,339	75,092	-	75,092
Illinois	468,290	55,612	-	5,071	185,495	101	9,361	-	723,930	164,277	92,335	256,612	50,424	307,036	75,035	57,316	14,593	196,203	650,183	25,522	675,705
Indiana	232,618	19,663	-	8,365	102,732	-	3,150	-	366,528	123,109	39,000	162,109	83	162,192	39,281	30,547	8,402	-	332,805	6,814	339,619
Iowa	164,820	-	33,722	6,395	60,593	257	374	-	266,161	48,887	82,468	131,355	1,190	132,545	23,829	18,843	-	73,808	249,025	-	249,025
Kansas	96,225	13,401	-	5,382	44,669	1,793	190	-	161,660	29,834	48,939	78,773	282	79,055	28,604	16,902	5,565	16,737	146,863	5,845	152,708
Kentucky	166,047	13,154	10,531	11,303	110,756	167	715	108,979	421,652	69,541	80,881	150,422	69,955	220,377	57,172	29,247	28,979	4,075	339,850	16,416	356,266
Louisiana	130,034	731	45,184	2,502	111,757	952	6,867	35,339	333,366	102,256	56,576	158,832	16,468	175,300	37,943	30,858	12,050	22,797	278,948	9,350	288,298
Maine	44,537	9,777	564	2,291	19,211	-	2,137	-	78,517	12,679	18,590	31,269	6,806	38,075	25,429	8,254	4,179	3,133	79,070	8,772	87,842
Maryland	195,120	31,972	-	18,003	55,989	-	13,585	-	314,669	77,819	57,442	135,261	3,018	138,279	23,440	32,588	24,973	65,210	284,490	46,810	331,300
Massachusetts	153,480	40,228	-	7,300	110,215	-	-	15,147	326,370	104,220	40,904	145,124	8,789	153,913	35,838	45,376	32,728	9,598	277,453	47,563	325,016
Michigan	375,495	4,509	22,777	5,802	151,203	" 48	8,031	-	567,865	124,708	73,766	198,474	2,432	200,906	42,480	63,772	20,007	191,445	518,610	32,356	550,966
Minnesota	174,782	-	-	7,335	98,238	59	2,256	1,000	283,670	86,750	98,983	185,733	2,139	187,872	39,158	14,717	2,073	54,906	298,726	3,405	302,131
Mississippi	93,406	541	17,879	1,597	49,252	1,269	606	1,943	166,493	36,794	55,519	92,313	5,680	97,993	10,699	15,873	4,640	34,481	284,490	46,810	331,300
Missouri	173,946	1,736	6,306	42	97,259	346	2,308	-	281,943	70,237	135,455	205,692	1,806	207,498	53,943	31,676	177	20,970	314,264	1,373	315,637
Montana	38,554	-	1,122	124	57,332	4,509	15	-	101,656	49,531	27,070	76,601	6	76,607	9,128	5,181	-	8,675	99,591	-	99,591
Nebraska	73,799	-	4,940	153	32,037	66	2,354	20,020	133,369	20,557	31,943	52,500	966	53,466	13,861	9,743	-	32,775	109,845	-	109,845
Nevada	28,270	-	11	1,445	29,603	41	-	-	59,370	18,208	17,818	36,026	1,068	37,094	6,914	8,531	-	6,637	59,176	-	59,176
New Hampshire	34,615	5,821	-	576	19,404	10	2,265	-	62,691	18,287	13,728	32,015	2,538	34,553	16,265	8,465	1,686	422	61,391	5,955	67,346
New Jersey	138,559	109,221	-	25,486	100,261	-	3,062	313,140	689,729	229,381	57,949	287,330	26,685	314,015	47,522	49,822	45,233	19,259	475,851	38,068	513,919
New Mexico	48,964	-	-	586	46,611	505	140	803	97,609	38,082	20,235	58,317	1,512	59,829	16,290	8,260	131	7,321	91,831	2,000	93,831
New York	581,516	152,014	8,619	22,210	228,570	-	-	191,183	1,184,112	176,158	391,773	567,931	71,231	639,162	153,274	94,743	87,332	135,069	1,109,580	69,416	1,178,996
North Carolina	244,203	214	38	11,343	49,888	-	1,394	-	307,080	25,800	61,187	86,987	86,986	173,973	71,215	48,896	7,770	11,291	313,145	24,200	337,345
North Dakota	32,324	-	1,584	99	22,183	52	2,555	-	58,797	16,694	14,682	31,376	-	31,376	6,393	5,231	-	12,621	55,621	-	55,621
Ohio	475,470	32,140	45	10,352	243,870	-	17,206	75,015	854,098	187,515	252,972	440,487	5,941	446,428	60,640	49,461	22,680	180,054	759,263	82,414	841,677
Oklahoma	120,130	13,186	4,714	9,120	48,313	6,739	4,123	-	206,325	38,741	49,751	88,492	24,799	113,291	22,955	16,713	15,142	52,141	220,242	1,417	221,659
Oregon	99,942	706	-	3,095	55,600	23,146	1,195	-	183,684	49,687	31,333	81,020	763	81,783	28,055	15,840	1,128	55,529	182,335	5,200	187,535
Pennsylvania	420,963	82,878	331	21,076	245,309	1,218	2,170	185,724	959,669	222,022	330,536	552,558	50,384	602,942	165,979	68,621	32,490	66,631	936,663	33,128	969,791
Rhode Island	20,026	910	-	824	23,460	-	-	9,031	54,251	20,355	16,234	36,589	9,585	46,174	6,984	3,247	4,988	387	61,780	5,884	67,664
South Carolina	102,800	-	-	690	23,063	" 38	153	-	126,744	14,385	40,450	54,835	11,447	66,282	29,805	15,974	57	11,540	123,658	950	124,608
South Dakota	37,170	-	5,017	718	33,830	99	1,230	-	78,064	25,890	19,959	45,849	544	46,393	7,827	10,259	-	8,791	73,270	-	73,270
Tennessee	173,046	-	1,416	1,713	103,131	32	1,241	-	280,579	81,858	79,433	161,291	12,773	174,064	22,473	19,477	4,977	53,791	274,782	11,000	285,782
Texas	398,020	10,075	2,585	8,104	190,743	1,138	5,035	-	615,700	179,030	277,104	456,134	5,550	461,684	91,535	63,514	2,608	39,737	659,078	4,522	663,600
Utah	42,552	-	-	-	62,476	1,676	215	-	106,919	71,688	11,834	83,522	464	83,986	9,641	9,143	-	4,602	107,372	-	107,372
Vermont	29,925	-	-	68	26,805	-	-	31,097	87,895	25,631	15,479	41,110	1,760	42,870	10,260	6,387	2,388	4,972	66,877	3,510	70,387
Virginia	218,750	37,764	2,170	4,574	114,530	" 86	5,391	-	383,265	89,605	125,697	215,302	14,378	229,680	63,474	38,433	17,488	18,453	367,528	17,323	384,851
Washington	174,330	19,447	-	9,315	64,400	8,161	3,521	42,309	321,483	57,162	83,145	140,307	8,790	149,097	40,958	35,803	9,666	78,797	314,321	14,353	328,674
West Virginia	84,392	7,833	6,247	2,166	109,347	930	-	110,239	321,154	69,969	88,465	158,434	5,280	163,714	23,133	25,161	11,021	265	223,294	6,572	229,866
Wisconsin	178,706	-	-	1,301	42,747	8	9,799	35,570	268,131	19,286	106,422	125,708	3,196	128,904	30,483	20,861	1,208	66,511	247,967	83	248,050
Wyoming	23,083	-	-	944	32,186	7,488	375	-	64,076	23,852	22,529	46,381	2,397	48,778	7,661	5,891	-	4,108	66,438	-	66,438
Dist. of Col.	18,387	-	786	569	33,392	-	-	10,950	64,084	31,977	7,501	39,478	1,739	41,217	8,530	7,756	2,677	-	60,180	1,183	61,363
Total	8,238,518	772,636	236,639	300,325	4,110,773	79,427	134,305	1,345,051	15,217,674	3,722,118	3,865,578	7,587,696	705,927	8,293,623	1,758,822	1,384,193	525,369	2,178,321	14,140,328	668,372	14,808,700

1/ This table is one of a series on State highway finance. Table 21 summarizes the receipts and disbursements of (1) State highway-user revenue, excluding amounts allocated for collection and nonhighway purposes, and (2) all other receipts and disbursements by the States for highways. Data in greater detail are given in Tables SF-1, 2, 3, 3A, 3B, 4, 4A, 4B, 4C, 5, 5A, 6, 11, and 15.

2/ The entries in this column are identical with the combined receipts allocated for State-administered highways and for local roads and streets as shown on Table DF. See table DF for allocations for collection and nonhighway purposes.

3/ Toll receipts allocated for nonhighway purposes are excluded. See Table SF-4B for amounts.

4/ Par value of bonds issued and redeemed by refunding are excluded. See SB tables for complete information on highway debt.

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR RELEASE THURSDAY
October 8, 1970

FHWA-515
(202) 426-0648

Federal Motor Carrier Safety Regulations require that certain items on all interstate commercial vehicles be checked prior to each trip. In order to enable bus drivers to do a better job of it, the Federal Highway Administration's Bureau of Motor Carrier Safety has published a new brochure, "Bus Drivers' Pretrip Check List."

Prepared in cooperation with the National Association of Motor Bus Owners, the brochure was designed to provide bus drivers with a safe, sequential and time-saving procedure for safety-checking their buses prior to each time they take them out. The checklist includes all the Federal regulatory pretrip check requirements.

"The recommended procedure can be likened to a pilot performing his preflight check of the aircraft before takeoff," explained BMCS Director Robert A. Kaye. "Much of the preflight check is a visual inspection, and the same type procedure can be equally effective in a passenger bus precheck."

Stressing that BMCS is determined that buses engaged in interstate commerce be in safe operating condition at all times, he added:

"It is our experience that many drivers are not familiar with the proper procedure for a pre-trip check of their vehicle. This check must include more than just 'checking the lights and kicking the tires." Drivers must use a systematic procedure when checking their vehicle, and more important, they must be trained in what to look for, not just what to look at. This brochure is intended to help bus drivers to do this --

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for, after all, the driver is the first line of defense against an unsafe vehicle."

Mass distribution of the "Bus Drivers' Pre-Trip Check List" will be made through the National Association of Motor Bus Owners. Copies may also be obtained, without cost, by writing the Bureau of Motor Carrier Safety, Federal Highway Administration, Washington, D.C. 20591.

A similar brochure is presently being developed for truck drivers and will be released in the near future.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE MONDAY
October 12, 1970

FHWA - 517
(202) 426-0648

Highway engineers faced a formidable challenge when they had to plan the right-of-way for Interstate Route 684 between the communities of Armonk and Katonah in New York State's exclusive Westchester County.

The route had to go through beautiful rolling countryside, past a clear lake, between two extensive wildlife sanctuaries, and then through an area of impressive estates, with many horse stables and paths.

It took quite a bit of doing, including overcoming local opposition, but with much planning, time and effort, Federal and State highway officials were equal to the task.

First, the freeway was designed to blend into its natural environment. Horizontal and vertical alignment and roadway slopes were established to minimize damage to adjacent property, to maintain swamp and other water levels, and to provide buffer areas to reduce visual and aural pollution of the surroundings.

Heading north on I-684, motorists pass under a pedestrian overpass near the Armonk interchange that gives the appearance of being a welcoming archway. Provided with a roof and covered with wire mesh rail, it was built to provide access from residences on the east side of the freeway to a school on the west side.

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Driving past Byram Lake, a reservoir for the village of Mt. Kisco, motorists are not aware that the highway designers provided special drainage appurtenances in the roadway median to eliminate water runoff going directly into, and possibly polluting, the lake. The design provided that all surface drainage be directed into the median area and carried through it past Byram Lake before being released into the existing natural drainage ways. In one instance, where I-684 overpassed a local road, this involved providing a concrete channel, or flume, on the median side of the southbound bridge as an integral part of the structure. Drainage from the median north of the crossroad was directed into this flume, carried across the local road on the bridge structure, and discharged into the median south of the cross-road, where it resumed its course to the area south of the lake.

Because this is "horse country," the highway designers also provided special facilities for equestrians. Two special overpasses were constructed to connect with bridle paths -- and they were equipped with "horse blinds." These consist of vertical steel panels similar to large venetian blind slats, oriented to block a downward view. The idea is to enable the horses to canter over the freeway without being unduly conscious or apprehensive of the automobile and truck traffic passing directly beneath them.

Along the entire right-of-way, special attention has been given to the planting of trees, shrubs and vines, to blend the freeway as completely as possible into its environment.

Federal Highway Administrator F. C. Turner said:

"We believe what has been accomplished in constructing I-684 demonstrates that a high-type freeway facility can be laid out through almost any area without destroying its esthetic, cultural or economic value when a concerted, cooperative effort is made to guarantee consideration of all aspects. Properly done, a new freeway can often add to the esthetic quality of an area.

"I am pleased, too, that with I-684 we were able to provide such useful side benefits as the equestrian overpasses. This is typical of the approach of highway officials all over the country today -- to make highways as useful in as many ways as possible -- while constantly safeguarding the environment through which they pass."

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE TUESDAY A.M.
October 13, 1970

FHWA-516
(202) 426-0648

The Federal Highway Administration is asking for comments on proposed new national bridge inspection standards.

The proposed standards -- which would cover the 236,000 bridges on the Federal-Aid Highway Systems -- are based largely on inspection guides and procedures contained in "A Manual for Maintenance Inspection of Bridges," issued last June by the American Association of State Highway Officials. The Consulting Engineers Council assisted in preparation of the manual.

There actually are 563,000 highway bridges in the country, but 327,000 of them are on city and rural roads that are not in the jurisdiction of the Federal Highway Administration and the State Highway Departments.

National bridge inspection standards were required by the Federal-Aid Highway Act of 1968, and came in the wake of the Silver Bridge tragedy on December 15, 1967. The two-lane Silver Bridge, which carried U.S. Route 35 over the Ohio River between Point Pleasant, West Virginia, and Kanuga, Ohio, collapsed, killing 46 persons and dropping 31 vehicles into the river.

Some of the provisions of the proposed new standards are:

-- Each State Highway Department must include a bridge inspection organization.

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-- Each bridge is to be inspected at regular intervals not to exceed two years.

-- The individual in charge of the State bridge inspection organizational unit must be a registered professional engineer, or be qualified for registration as a professional engineer under the laws of the State, or have a minimum of 10 years experience in bridge inspection assignments in a responsible capacity.

-- All States must complete by July 1, 1972, an inventory of all bridge structures subject to the standards.

A copy of the Manual is available at all Division Engineers of the Federal Highway Administration, at all Regional FHWA Offices, and at FHWA's Washington, D.C., headquarters. In addition, copies at 75 cents each may be obtained from the American Association of State Highway Officials, 341 National Press Building, Washington, D.C. 20005.

Interested persons are invited to submit written data, views, or arguments about the proposed standards by November 30. Comments should be submitted to the Bridge Division, Office of Engineering, Federal Highway Administration, 400 Seventh Street, S.W., Washington, D.C. 20591

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE SATURDAY
October 17, 1970

FHWA - 519
(202) 426 - 0648

The men who conduct the Department of Transportation's highway beautification competition find that beauty is, as the poets say, contagious.

A year ago, they noted, two gasoline filling stations won awards in a category open to highway-oriented business.

This year, they received so many entries from filling stations that they've decided to create another category for filling stations only.

"Of 725 entries received this year, 30 per cent or 216 were submitted by gas stations," said Federal Highway Administrator F. C. Turner. "We think that's indicative of the way America reacts to a good idea. So we're creating a separate category just for filling stations. After all, there's nothing in the books that says they can't be pretty, too, is there?"

This is the fourth year for the competition, which has as its theme "The Highway and Its Environment." Besides the new contest for filling stations, awards are made in 10 other categories of highway beauty such as safety rest areas, multiple-use applications, preservation of wildlife areas and historic sites, roadside landscaping, and junkyard screening or removal.

The date for judging this year's entries has been tentatively set for November 15.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE FRIDAY
October 23, 1970

FHWA 520
(202) 426-0648

Of the 46,731 trucks, highway tractors, trailers and semi-trailers inspected during 1969 by the Federal Highway Administration's Bureau of Motor Carrier Safety, 10,781 -- or 23.1 per cent -- were found to be mechanically unsafe and were placed out of service until necessary repairs were made.

This is one of the facts reported in a new BMCS publication, "Selected Safety Road Checks -- Motor Carriers of Property -- 1969."

The number of vehicles engaged in interstate commerce that were placed out of service by the BMCS inspectors represented an .8 per cent increase over the 1968 figure. The report points out, though, that since the vehicles inspected for both years were drawn from passing traffic on a selective basis, they cannot be regarded as comprising a representative sample of the vehicle population under BMCS jurisdiction.

"However, it is significant that enough vehicles with serious types of defects in advanced stages were in operation on our highways for them to be selected in the substantial numbers reported," Federal Highway Administrator F. C. Turner said. "At the same time, because of our manpower limitations, many other vehicles in unknown mechanical condition were allowed to pass through the checkpoints without being examined.

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"I think this demonstrates rather vividly the importance of the Bureau of Motor Carrier Safety's mission -- to keep unsafe vehicles and drivers, who are a menace to both themselves and others, off the highways."

According to the report, defects of all kinds uncovered by the BMCS inspectors totaled 68,594. There were 13,436 disqualifying defects found on the 10,781 vehicles placed out of service.

The most common defective area in vehicles placed out of service was the brake system. There were 8,400 brake system defects, of which 6,352 were found within service brake application systems.

The area of second greatest concentration of out of service defects was signal light devices on trailers. Serious defects in stop lights, turn signals, and flashing emergency warning signals were reported 1,632 times.

Driver violations discovered in the course of the inspections totaled 21,394, over half of which related to the driver's daily log, the report discloses. In some instances log entries showed violations of the maximum permissible driving or on-duty hours. In others, comparison of log information with other records revealed discrepancies which indicated false entries had been made on log sheets. There also were 7,358 violations of the requirement that each driver carry a prescribed doctor's certificate of physical fitness. These ranged from "no certificate in driver's possession" to "carrying expired certificate," "incomplete certificate," or "no doctor's signature on certificate."

Commenting on the report, BMCS Director Robert A. Kaye said:

"While we wish we had the manpower to inspect every vehicle under our jurisdiction regularly, the fact is that in ordering those 10,781 seriously defective vehicles out of service in 1969, the Bureau made a positive and direct contribution to highway safety. It removed from the stream of mixed traffic, where trucks and buses are mingled with passenger cars, thousands of mechanically unsafe vehicles -- and removed them before an accident occurred. We intend to continue doing this -- and, hopefully, on an expanding scale."

Copies of "Selected Safety Road Checks -- Motor Carriers of Property -- 1969" are available from the Bureau of Motor Carrier Safety, U.S. Department of Transportation, 400 Seventh Street, Washington, D.C. 20591.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE FRIDAY
October 30, 1970

FHWA -- 521
(202) 426-0648

Secretary of Transportation John A. Volpe today announced that four Federal Highway Administration engineers are being temporarily transferred to Puerto Rico to assist in the reconstruction of bridges and highways damaged by floods on October 2 and 3.

The highway networks of both Puerto Rico and the Virgin Islands were severely damaged by the floods. In Puerto Rico the damage was estimated at more than $10 million, while in the Virgin Islands repairs are expected to cost at least $890,000.

The four engineers who are reporting immediately to the FHWA Division Office in Santurce, Puerto Rico, are Juan Cruz and Tony Alonzo, from headquarters in Washington, D.C.; Penchi Angel Torres, from the FHWA Division Office in Tennessee, and Felix Rodriguez, from the Division Office in Texas. All are native Puerto Ricans, and have previously worked on FHWA projects in Puerto Rico.

The Federal Highway Administration, in moving to meet the emergencies in Puerto Rico and the Virgin Islands, is acting under authority of Federal highway law and the Disaster Relief Act of 1950.

Repair of damage on the Puerto Rico Federal-aid system is expected to cost $357,000. Some 240 separate locations, involving a major landslide and seven major bridge washouts are involved.

Repair of damage to rural roads not on the Federal-aid system -- involving some 300 separate locations -- is anticipated to cost $2,600,000. In addition, 51 Puerto Rican municipalities have reported damage to their highway facilities estimated at a total of $3,800,000.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE SUNDAY
November 1, 1970

FHWA--522 (202-426-0648)

FEDERAL-AID HIGHWAY CONTRACTS TOTALED 2,404 IN FIRST SIX MONTHS OF 1970

A total of 2,404 Federal-aid highway and bridge construction contracts was awarded by the State highway departments during the first 6 months of 1970, involving a total cost of approximately $2.4 billion, the U. S. Department of Transportation's Federal Highway Administration announced today.

These figures indicate decreases of 15 percent in the number of contracts and 17 percent in the total dollar amount of contracts, as compared with the same period for 1969.

The contracts awarded in the first half of 1970 averaged about $980,700, with the median size about $228,500. They varied from less than $25,000 to nearly $41 million, with a good distribution throughout the entire range.

Sixteen percent of the contracts awarded were for amounts less than $50,000 and 30 percent were below $100,000. Contracts for amounts less than $500,000 comprised 67 percent of contracts awarded and 10 percent of the total dollar amount.

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

(over)

Summary by Size of Contract

First Six Months - 1970

All Federal-aid Highway Construction Contracts

Contract Size Group (Dollars)	Total Number of Contracts	Percentage of Total Contracts	Total Amount of Low Bids (Dollars)	Percentage of Total Value
$0 - 49,999	385	16.02	9,823,400	.42
50,000 - 99,999	339	14.10	24,781,700	1.05
100,000 - 249,999	558	23.21	92,642,300	3.93
250,000 - 499,999	329	13.69	118,577,600	5.03
500,000 - 999,999	282	11.73	202,095,500	8.57
1,000,000 - 2,999,999	308	12.81	528,006,400	22.40
3,000,000 - 4,999,999	84	3.49	327,039,600	13.87
5,000,000 and over	119	4.95	1,054,706,600	44.73
Totals	2,404	100.00	2,357,673,100	100.00

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR SUNDAY RELEASE
November 8, 1970

FHWA--524 (202-426-0648)

U.S. ROADS AND STREETS
TOTAL 3.7 MILLION MILES

Roads and streets in the United States, under the jurisdiction of all levels of government, totaled nearly 3.71 million miles in 1969, the U.S. Department of Transportation announced today. The data were compiled by the Department's Federal Highway Administration from information supplied by the States.

According to Federal Highway Administrator Francis C. Turner, the 3,710,299-mile total includes 548,573 miles of municipal roads and streets, and 3,161,726 miles of roads in rural areas. The municipal mileage comprises 15 percent, and the rural mileage 85 percent, of the U.S. total.

About 796,000 miles of all roads and streets in the U.S., or 21 percent of the total, are unsurfaced; 1.30 million miles or 35 percent of the total have surfaces of granular material, gravel, crushed stone, or slag; 1.62 million miles, accounting for 44 percent of the total, have surfaces ranging from bituminous surface treatment to bituminous and portland cement concrete. This last group includes the surfaces which the public generally thinks of as "paved," although some of the lowest types, if old and not well maintained, may appear to be gravel roads.

Nearly 462,000 miles of roads and streets, or 13 percent of the U.S. total, are on the State primary systems; and an additional 314,121 miles, 8 percent of the total, are also under State control. Roads and streets under local control amount to 2.75 million miles, or 74 percent of the total. Over 183,000 miles of roads in National Parks, Forests, etc., are under Federal control, accounting for 5 percent of the total U.S. mileage.

(more)

The road and street mileage in the U.S. has grown but little in extent in recent years. Although construction of highways on new location continues, most construction is for the resurfacing, widening, elimination of hazards, and other improvements of existing roads and streets. The total U.S. mileage for any one year does not reflect only those changes resulting from construction, but is the net result of all changes resulting from construction, reconstruction, and abandonments. A comparison of rural, municipal, and total mileage for the years 1956-1969 follows:

Year	Rural Mileage (1,000 miles)	Municipal Mileage (1,000 miles)	Total Mileage (1,000 miles)
1956	3,051	379	3,430
1957	3,065	389	3,454
1958	3,074	405	3,479
1959	3,087	416	3,503
1960	3,108	430	3,538
1961	3,127	446	3,573
1962	3,145	455	3,600
1963	3,145	475	3,620
1964	3,153	491	3,644
1965	3,183	507	3,690
1966	3,188	510	3,698
1967	3,184	521	3,705
1968	3,152	532	3,684
1969	3,162	548	3,710

The accompanying tables M-1 and M-3 report mileage for 1969, by States, classified by system (M-1) and by type of surface (M-3). Table M-2 summarizes these data for the U.S. as a whole.

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

TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES—1969

CLASSIFIED BY SYSTEM

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

TABLE M-1
OCTOBER 1970

STATE	RURAL MILEAGE										MUNICIPAL MILEAGE					TOTAL RURAL AND MUNICIPAL MILEAGE	STATE
	UNDER STATE CONTROL				UNDER LOCAL CONTROL				UNDER FEDERAL CONTROL 1/	TOTAL RURAL ROADS	UNDER STATE CONTROL			UNDER LOCAL CONTROL LOCAL CITY STREETS 2/	TOTAL MUNICIPAL MILEAGE		
	STATE PRIMARY SYSTEM	STATE SECONDARY ROADS 3/	OTHER STATE ROADS 4/	TOTAL	COUNTY ROADS	TOWN AND TOWNSHIP ROADS	OTHER LOCAL ROADS 2/	TOTAL			EXTENSIONS OF STATE PRIMARY SYSTEM	EXTENSIONS STATE SECONDARY ROADS 3/	TOTAL				
Alabama	8,511	10,502	864	19,877	46,800	-	-	46,800	-	66,677	1,561	87	1,648	9,755	11,403	78,080	Alabama
Alaska	3,342	-	1,039	4,381	147	-	1,360	1,507	542	6,430	156	-	156	537	693	7,123	Alaska
Arizona	5,212	-	-	5,212	17,465	-	-	17,465	12,930	35,607	305	-	305	5,861	6,166	41,773	Arizona
Arkansas	12,913	-	-	12,913	50,740	-	4,567	55,307	1,943	70,163	1,474	-	1,474	7,224	8,698	78,861	Arkansas
California	12,308	-	1,531	13,839	70,955	-	-	70,955	33,349	118,143	2,193	-	2,193	41,887	44,080	162,223	California
Colorado	8,282	-	-	8,282	66,558	-	-	66,558	51	74,891	503	-	503	6,605	7,108	81,999	Colorado
Connecticut	328	992	191	1,511	-	3,834	-	3,834	-	5,345	895	1,425	2,320	10,586	12,906	18,251	Connecticut
Delaware	435	3,011	-	3,446	-	-	-	-	-	3,446	201	725	926	475	1,401	4,847	Delaware
Florida	9,979	6,555	266	16,800	49,823	-	-	49,823	1,052	67,675	1,771	554	2,325	17,654	19,979	87,654	Florida
Georgia	15,335	-	109	15,444	68,608	-	-	68,608	342	84,394	2,314	-	2,314	12,193	14,507	98,901	Georgia
Hawaii	464	420	-	884	1,573	-	-	1,573	91	2,548	58	16	74	890	964	3,512	Hawaii
Idaho	4,683	-	47	4,730	16,034	-	10,338	26,372	21,051	52,153	307	-	307	2,605	2,912	55,065	Idaho
Illinois	13,146	-	73	13,219	16,061	73,303	-	89,364	-	102,583	3,411	-	3,411	23,394	26,805	129,388	Illinois
Indiana	10,148	-	157	10,305	67,939	-	-	67,939	-	78,244	1,163	-	1,163	11,550	12,713	90,957	Indiana
Iowa	8,940	-	209	9,149	90,376	-	-	90,376	26	99,551	1,236	-	1,236	11,533	12,769	112,320	Iowa
Kansas	9,785	-	241	10,026	113,261	-	-	113,261	-	123,287	662	-	662	10,168	10,830	134,117	Kansas
Kentucky	4,136	19,548	137	23,821	39,992	-	-	39,992	436	64,249	370	703	1,073	4,293	5,366	69,615	Kentucky
Louisiana	3,853	10,381	32	14,266	27,536	-	-	27,536	286	42,088	773	804	1,577	8,847	10,424	52,512	Louisiana
Maine	3,472	7,230	256	10,958	-	7,833	-	7,833	162	18,953	411	385	796	1,592	2,388	21,341	Maine
Maryland	1,870	2,870	193	4,933	15,325	-	1,614	16,939	145	22,017	159	185	344	3,753	4,097	26,114	Maryland
Massachusetts	798	-	416	1,214	-	6,095	-	6,095	49	7,358	1,926	-	1,926	19,613	21,539	28,897	Massachusetts
Michigan	7,972	-	-	7,972	86,793	-	-	86,793	2	94,767	1,268	-	1,268	18,527	19,795	114,562	Michigan
Minnesota	10,126	-	1,350	11,476	42,770	54,688	-	97,458	1,848	110,782	1,922	-	1,922	14,874	16,796	127,578	Minnesota
Mississippi	9,735	-	-	9,735	49,956	-	-	49,956	529	60,220	942	-	942	5,493	6,435	66,655	Mississippi
Missouri	7,083	23,008	1	30,092	69,105	-	-	69,106	674	99,871	725	994	1,719	13,226	14,945	114,816	Missouri
Montana	5,981	5,753	19	11,753	53,492	-	-	53,492	10,683	75,928	188	83	271	2,054	2,325	78,253	Montana
Nebraska	9,266	-	275	9,541	67,319	17,977	-	85,296	562	95,399	468	-	468	5,882	6,350	101,749	Nebraska
Nevada	2,039	4,107	-	6,146	40,660	-	-	40,660	1	46,807	105	117	222	1,800	2,022	48,829	Nevada
New Hampshire	1,246	1,758	45	3,049	-	6,880	-	6,880	120	10,049	731	584	1,315	3,421	4,736	14,785	New Hampshire
New Jersey	966	-	838	1,804	6,758	6,504	15	13,277	5	15,086	1,067	-	1,067	15,426	16,493	31,579	New Jersey
New Mexico	11,577	-	19	11,596	45,862	-	-	45,862	5,579	63,037	882	-	882	3,655	4,537	67,574	New Mexico
New York	12,816	-	1,220	14,036	19,149	50,220	-	69,369	35	83,440	1,764	-	1,764	19,512	21,276	104,716	New York
North Carolina	11,662	58,375	41	70,078	-	-	-	-	1,813	71,891	1,541	2,048	3,589	9,980	13,569	85,460	North Carolina
North Dakota	6,489	-	23	6,512	17,478	78,310	-	95,788	1,277	103,577	257	-	257	2,837	3,094	106,671	North Dakota
Ohio	15,886	-	834	16,720	29,713	38,900	-	68,613	-	85,333	3,012	-	3,012	20,299	23,311	108,644	Ohio
Oklahoma	10,824	-	566	11,390	82,712	-	-	82,712	30	94,132	1,139	-	1,139	12,538	13,677	107,809	Oklahoma
Oregon	4,430	2,535	1,997	8,962	27,958	-	7,046	35,004	43,023	86,989	387	182	569	5,581	6,150	93,139	Oregon
Pennsylvania	13,162	25,172	5,846	44,180	639	45,664	-	46,303	722	91,205	2,816	2,813	5,629	17,849	23,478	114,683	Pennsylvania
Rhode Island	285	-	229	514	-	521	-	521	-	1,035	757	-	757	3,605	4,362	5,397	Rhode Island
South Carolina	8,601	22,171	151	30,923	21,731	-	-	21,731	493	53,147	993	3,581	4,574	2,104	6,678	59,825	South Carolina
South Dakota	8,293	-	351	8,644	20,680	50,400	-	71,080	1,673	81,397	254	-	254	2,704	2,958	84,355	South Dakota
Tennessee	7,803	-	343	8,146	58,738	-	28	58,766	1,207	68,119	1,596	-	1,596	7,780	9,376	77,495	Tennessee
Texas	60,347	-	38	60,385	136,937	-	-	136,937	943	198,265	6,211	-	6,211	38,974	45,185	243,450	Texas
Utah	4,671	-	-	4,671	21,298	-	-	21,298	9,107	35,076	641	-	641	3,722	4,363	39,439	Utah
Vermont	2,284	-	184	2,468	-	10,773	-	10,773	133	13,374	210	-	210	736	946	14,320	Vermont
Virginia	8,028	41,624	-	49,652	805	-	-	805	2,042	52,499	1,325	679	2,004	6,202	8,206	60,705	Virginia
Washington	6,222	-	4,718	10,940	39,537	-	-	39,537	14,153	64,630	640	-	640	9,300	9,940	74,570	Washington
West Virginia	4,753	26,232	314	31,299	-	-	-	-	964	32,263	510	187	697	2,860	3,557	35,820	West Virginia
Wisconsin	10,198	-	562	10,760	18,769	58,790	1	77,560	79	88,399	1,705	-	1,705	12,195	13,900	102,299	Wisconsin
Wyoming	5,687	-	-	5,687	15,442	-	5,554	20,996	12,524	39,207	155	-	155	1,124	1,279	40,486	Wyoming
Dist. of Col. 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	1,086	1,086	1,086	Dist. of Col. 6/
Total	406,372	272,244	25,725	704,341	1,733,494	510,692	30,523	2,274,709	182,676	3,161,726	56,060	16,152	72,212	476,361	548,573	3,710,299	Total

1/ Mileage in Federal parks, forests, and reservations that are not a part of the State highway system.

2/ Includes all roads, streets, and public ways not under State control in: Municipalities; delimited-unincorporated places having an estimated population of 1,000 or more; areas which comprise the unincorporated fringe around cities of 50,000 population or greater, defined as urbanized areas by the Bureau of Census in the latest enumeration or as determined by the State highway departments.

3/ Includes mileage of county roads under State control in all counties of Delaware, North Carolina, and West Virginia; 10 counties in Alabama; all but 2 counties in Virginia; some county mileage in Nevada, and in Kentucky; mileage designated as farm-to-market in Louisiana; and the State-aid system in Maine.

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

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

6/ Includes 76 miles of streets in Federal parks.

TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES—1969

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

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

TABLE M-2
OCTOBER 1970

SYSTEM	NONSURFACED MILEAGE 1/			SURFACED MILEAGE 2/					TOTAL EXISTING MILEAGE
	A B	C	TOTAL	D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE	
Rural Mileage:									
Under State control:									
State primary systems	488	3,032	3,520	10,090	117,557	230,635	44,570	402,852	406,372
Secondary roads under State control:									
State secondary systems 3/	2,572	807	3,379	9,313	64,974	41,060	1,778	117,125	120,504
County roads under State control 4/	10,475	6,626	17,101	49,797	58,228	26,209	405	134,639	151,740
Subtotal	13,535	10,465	24,000	69,200	240,759	297,904	46,753	654,616	678,616
State parks, forests, and reservations, etc. 5/	2,517	7,895	10,412	8,153	2,008	3,140	2,012	15,313	25,725
Total	16,052	18,360	34,412	77,353	242,767	301,044	48,765	669,929	704,341
Under local control:									
County roads	230,443	251,131	481,574	811,351	316,486	113,849	10,234	1,251,920	1,733,494
Town and township roads	57,214	53,332	110,546	286,925	88,401	23,461	1,359	400,146	510,692
Other local roads	8,447	5,352	13,799	12,383	3,389	822	130	16,724	30,523
Total	296,104	309,815	605,919	1,110,659	408,276	138,132	11,723	1,668,790	2,274,709
Under Federal control:									
National parks, forests, reservations, etc. 5/	71,148	58,922	130,070	41,474	5,442	5,621	69	52,606	182,676
Total Rural Mileage	383,304	387,097	770,401	1,229,486	656,485	444,797	60,557	2,391,325	3,161,726
Municipal Mileage:									
Under State control:									
Extensions of State primary systems	14	61	75	97	5,681	38,126	12,081	55,985	56,060
Extensions of secondary roads under State control 3/ 4/	177	43	220	283	7,650	6,933	1,066	15,932	16,152
Total	191	104	295	380	13,331	45,059	13,147	71,917	72,212
Under local control:									
Local city streets	10,222	15,250	25,472	66,205	208,110	133,063	43,511	450,889	476,361
Total Municipal Mileage	10,413	15,354	25,767	66,585	221,441	178,122	56,658	522,806	548,573
TOTAL RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES	393,717	402,451	796,168	1,296,071	877,926	622,919	117,215	2,914,131	3,710,299

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

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

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

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

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

TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES—1969

CLASSIFIED BY TYPE OF SURFACE[1]

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

TABLE M-3
OCTOBER 1970

STATE	RURAL MILEAGE							MUNICIPAL MILEAGE							TOTAL NON-SURFACED MILEAGE	TOTAL SURFACED MILEAGE	TOTAL EXISTING MILEAGE IN THE UNITED STATES	STATE
	NON-SURFACED MILEAGE 2/	SURFACED MILEAGE 3/					TOTAL RURAL MILEAGE	NON-SURFACED MILEAGE 2/	SURFACED MILEAGE 3/					TOTAL MUNICIPAL MILEAGE				
		D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE			D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE					
Alabama	7,130	23,786	29,270	6,142	349	59,547	66,677	2,778	1	7,207	1,314	103	8,625	11,403	9,908	68,172	78,080	Alabama
Alaska	3,383	1,399	1,372	276	-	3,047	6,430	202	260	178	43	10	491	693	3,585	3,538	7,123	Alaska
Arizona	20,608	4,496	5,348	5,028	127	14,999	35,607	650	281	4,194	907	134	5,516	6,166	21,258	20,515	41,773	Arizona
Arkansas	18,889	37,200	7,704	5,744	626	51,274	70,163	404	2,101	3,371	2,147	675	8,294	8,698	19,293	59,568	78,861	Arkansas
California	42,090	18,636	33,436	21,969	2,012	76,053	118,143	2,093	3,368	19,532	15,377	3,710	41,987	44,080	44,183	118,040	162,223	California
Colorado	32,072	29,104	273	12,945	497	42,819	74,891	423	1,142	46	5,405	92	6,685	7,108	32,495	49,504	81,999	Colorado
Connecticut	86	619	3,621	847	172	5,259	5,345	60	408	7,607	4,052	779	12,846	12,906	146	18,105	18,251	Connecticut
Delaware	8	436	2,026	743	233	3,438	3,446	10	102	352	785	152	1,391	1,401	18	4,829	4,847	Delaware
Florida	24,772	9,456	16,800	16,239	408	42,903	67,675	2,378	1,438	5,845	9,317	1,001	17,601	19,979	27,150	60,504	87,654	Florida
Georgia	28,899	19,299	19,459	15,963	774	55,495	84,394	2,047	1,083	4,530	6,029	818	12,460	14,507	30,946	67,955	98,901	Georgia
Hawaii	169	318	423	1,630	8	2,379	2,548	-	2	145	797	20	964	964	169	3,343	3,512	Hawaii
Idaho	24,415	15,296	8,266	4,107	69	27,738	52,153	48	824	1,759	267	14	2,864	2,912	24,463	30,602	55,065	Idaho
Illinois	6,522	63,933	19,077	7,259	5,792	96,061	102,583	26	1,893	12,651	8,007	4,228	26,779	26,805	6,548	122,840	129,388	Illinois
Indiana	4,102	38,941	23,927	8,650	2,624	74,142	78,244	890	813	7,167	2,041	1,802	11,823	12,713	4,992	85,965	90,957	Indiana
Iowa	6,720	72,921	1,641	11,987	6,282	92,831	99,551	244	2,016	3,610	3,533	3,366	12,525	12,769	6,964	105,356	112,320	Iowa
Kansas	35,642	66,980	15,390	4,044	1,231	87,645	123,287	321	2,730	3,368	2,231	2,180	10,509	10,830	35,963	98,154	134,117	Kansas
Kentucky	10,523	24,118	12,819	15,690	1,099	53,726	64,249	120	791	1,958	1,803	694	5,246	5,366	10,643	58,972	69,615	Kentucky
Louisiana	4,949	17,624	-	18,201	1,314	37,139	42,088	175	1,754	-	6,448	2,047	10,249	10,424	5,124	47,388	52,512	Louisiana
Maine	1,612	4,509	10,194	2,594	44	17,341	18,953	17	108	1,594	651	18	2,371	2,388	1,629	19,712	21,341	Maine
Maryland	55	3,929	4,927	11,957	1,149	21,962	22,017	17	124	463	2,700	793	4,080	4,097	72	26,042	26,114	Maryland
Massachusetts	412	1,316	3,643	1,964	23	6,946	7,358	242	1,385	10,172	9,604	136	21,297	21,539	654	28,243	28,897	Massachusetts
Michigan	17,069	39,434	30,745	4,541	2,978	77,698	94,767	371	2,038	7,938	5,236	4,212	19,424	19,795	17,440	97,122	114,562	Michigan
Minnesota	11,964	72,722	9,435	14,241	2,420	98,818	110,782	477	4,263	7,928	2,918	1,210	16,319	16,796	12,441	115,137	127,578	Minnesota
Mississippi	2,562	35,499	17,445	2,696	2,018	57,658	60,220	74	1,401	3,982	358	620	6,361	6,435	2,636	64,019	66,655	Mississippi
Missouri	7,241	59,246	26,875	3,164	3,345	92,630	99,871	529	3,312	5,237	3,242	2,625	14,416	14,945	7,770	107,046	114,816	Missouri
Montana	36,757	28,986	3,348	6,748	89	39,171	75,928	184	527	277	1,303	34	2,141	2,325	36,941	41,312	78,253	Montana
Nebraska	26,110	57,882	7,935	1,755	1,717	69,289	95,399	263	2,073	751	1,291	1,972	6,087	6,350	26,373	75,376	101,749	Nebraska
Nevada	33,045	8,097	1,492	4,171	2	13,762	46,807	209	166	909	730	8	1,813	2,022	33,254	15,575	48,829	Nevada
New Hampshire	2,148	2,235	5,118	466	82	7,901	10,049	486	576	3,016	546	112	4,250	4,736	2,634	12,151	14,785	New Hampshire
New Jersey	256	1,899	7,603	3,954	1,374	14,830	15,086	488	1,818	9,694	3,246	1,247	16,005	16,493	744	30,835	31,579	New Jersey
New Mexico	46,850	6,512	3,797	5,713	165	16,187	63,037	780	610	498	2,580	69	3,757	4,537	47,630	19,944	67,574	New Mexico
New York	3,989	21,436	38,764	15,355	3,896	79,451	83,440	359	474	12,812	6,257	1,374	20,917	21,276	4,348	100,368	104,716	New York
North Carolina	7,135	18,774	23,525	21,539	918	64,756	71,891	833	1,592	877	10,020	247	12,736	13,569	7,968	77,492	85,460	North Carolina
North Dakota	38,559	56,741	2,914	4,837	526	65,018	103,577	195	1,329	514	852	204	2,899	3,094	38,754	67,917	106,671	North Dakota
Ohio	1,642	23,157	15,495	42,892	2,147	83,691	85,333	76	1,818	6,319	10,706	4,392	23,235	23,311	1,718	106,926	108,644	Ohio
Oklahoma	28,136	45,482	13,429	4,848	2,237	65,996	94,132	1,258	3,436	7,170	914	899	12,419	13,677	29,394	78,415	107,809	Oklahoma
Oregon	34,500	32,532	6,702	12,946	309	52,489	86,989	329	837	1,107	3,648	229	5,821	6,150	34,829	58,310	93,139	Oregon
Pennsylvania	18,165	21,235	23,026	25,235	3,544	73,040	91,205	1,260	2,054	11,748	5,641	2,775	22,218	23,478	19,425	95,258	114,683	Pennsylvania
Rhode Island	60	345	378	203	49	975	1,035	156	233	2,060	1,770	143	4,206	4,362	216	5,181	5,397	Rhode Island
South Carolina	19,673	453	29,364	3,195	462	33,474	53,147	737	4	5,166	688	83	5,941	6,678	20,410	39,415	59,825	South Carolina
South Dakota	25,252	43,977	5,900	5,430	838	56,145	81,397	113	1,060	1,465	148	172	2,845	2,958	25,365	58,990	84,355	South Dakota
Tennessee	1,858	33,340	22,949	9,726	246	66,261	68,119	189	1,294	4,809	2,672	412	9,187	9,376	2,047	75,448	77,495	Tennessee
Texas	63,943	57,332	57,644	17,448	1,898	134,322	198,265	2,308	8,258	20,153	9,444	5,022	42,877	45,185	66,251	177,199	243,450	Texas
Utah	16,960	9,246	4,297	4,498	75	18,116	35,076	87	806	2,620	796	54	4,276	4,363	17,047	22,392	39,439	Utah
Vermont	1,960	7,049	2,773	1,575	17	11,414	13,374	4	124	511	285	22	942	946	1,964	12,356	14,320	Vermont
Virginia	1,175	17,087	24,631	9,189	417	51,324	52,499	4	44	861	7,100	197	8,202	8,206	1,179	59,526	60,705	Virginia
Washington	12,814	25,409	19,507	5,909	991	51,816	64,630	565	1,533	2,254	3,583	2,005	9,375	9,940	13,379	61,191	74,570	Washington
West Virginia	9,410	9,663	4,369	8,278	543	22,853	32,263	58	626	482	1,651	740	3,499	3,557	9,468	26,352	35,820	West Virginia
Wisconsin	5,348	30,708	25,421	24,586	2,336	83,051	88,399	111	1,376	3,638	6,186	2,589	13,789	13,900	5,459	96,840	102,299	Wisconsin
Wyoming	22,762	8,692	1,988	5,680	85	16,445	39,207	119	279	704	158	19	1,160	1,279	22,881	17,605	40,486	Wyoming
Dist. of Col.	-	-	-	-	-	-	-	-	-	192	695	199	1,086	1,086	-	1,086	1,086	Dist. of Col.
Total	770,401	1,229,486	656,485	444,797	60,557	2,391,325	3,161,726	25,767	66,585	221,441	178,122	56,658	522,806	548,573	796,168	2,914,131	3,710,299	Total

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

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

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

TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES—1969

CLASSIFIED BY FEDERAL-AID AND NONFEDERAL-AID SYSTEM MILEAGE

Compiled for end of calendar year
from reports of State authorities

TABLE M-21
OCTOBER 1970

STATE OR LOCAL ROAD SYSTEM	TRAVELED WAY INTERSTATE HIGHWAY SYSTEM			FEDERAL-AID HIGHWAY SYSTEMS							NOT ON FEDERAL-AID SYSTEMS	TOTAL
				TRAVELED WAY FEDERAL-AID PRIMARY HIGHWAY SYSTEM 1/			TRAVELED WAY FEDERAL-AID SECONDARY HIGHWAY SYSTEM			TOTAL FEDERAL-AID SYSTEMS		
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL			
State primary highway system:												
Rural	31,406	1,641	33,047	204,121	6,486	210,607	170,978	2,135	173,113	383,720	22,652	406,372
Municipal 5,000 and over	353	5,387	5,740	1,709	21,680	23,389	570	5,858	6,428	29,817	3,787	33,604
Municipal under 5,000	1,141	235	1,376	12,161	825	12,986	8,041	219	8,260	21,246	1,210	22,456
Subtotal	32,900	7,263	40,163	217,991	28,991	246,982	179,589	8,212	187,801	434,783	27,649	462,432
State secondary highway system:												
Rural	71	12	83	2,717	140	2,857	75,141	946	76,087	78,944	41,560	120,504
Municipal 5,000 and over	6	68	74	99	616	715	475	1,641	2,116	2,831	4,380	7,211
Municipal under 5,000	2	-	-	175	10	185	1,937	43	1,980	2,165	2,843	5,008
Subtotal	79	80	159	2,991	766	3,757	77,553	2,630	80,183	83,940	48,783	132,723
County roads under State control:												
Rural	49	-	49	176	6	182	50,090	200	50,290	50,472	101,268	151,740
Municipal 5,000 and over	-	12	12	-	88	88	-	481	481	569	1,146	1,715
Municipal under 5,000	-	-	-	7	2	9	725	3	728	737	1,481	2,218
Subtotal	49	12	61	183	96	279	50,815	684	51,499	51,778	103,895	155,673
Total State highways	33,028	7,355	40,383	221,165	29,853	251,018	307,957	11,526	319,483	570,501	180,327	750,828
County roads	4	8	12	268	498	766	282,481	4,824	287,305	288,071	1,445,423	1,733,494
Town, township and other local	1	1	2	77	30	107	5,843	38	5,881	5,988	535,227	541,215
City streets 2/	1	106	107	114	1,220	1,334	10,085	9,567	19,652	20,986	455,375	476,361
Roads not overlapping State, county, or other local systems:												
State park, forest, and reservation roads	193	13	206	234	163	397	15	14	29	426	22,132	22,558
National park, forest, and reservation roads	-	-	-	250	-	250	154	2	156	406	182,270	182,676
Toll facilities	1,543	502	2,045	1,583	534	2,117	5	-	5	2,122	1,045	3,167
TOTAL EXISTING MILEAGE 3/	34,770	7,985	42,755	223,691	32,298	255,989	606,540	25,971	632,511	888,500	2,821,799	3,710,299

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

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR SATURDAY RELEASE
November 21, 1970

FHWA - 527
(202) 426-0648

For the first time, the Department of Transportation is contemplating setting standards to control the noise level inside trucks and buses.

Dr. Robert A. Kaye, Director of the Federal Highway Administration's Bureau of Motor Carrier Safety, today announced that the BMCS is considering rule-making action aimed at decreasing the noise level inside the cabs of commercial vehicles.

Pointing out that a potential safety hazard can be created by high noise levels in the cab of a truck or bus engaged in sustained highway travel, Dr. Kaye said:

"The more pressing and direct hazard is the effect of extended high noise levels on drivers' alertness, while behind the wheel under certain circumstances. There is also a possible long-run personal occupational hazard of damage to drivers' hearing, therefore serious consideration of Federal regulatory action is warranted."

Comments on the feasibility of regulations, based on standards of the Society of Automotive Engineers or on safety and health standards set by the Department of Labor under the Walsh-Healey Public Contracts Act, are being requested from all interested parties.

-more-

The proposal does not deal directly with commercial vehicle noise as a contributor to environmental pollution. However, in focusing on the noise to which the truck or bus driver is exposed, it is expected that the total noise level of the vehicle will also be reduced, thus having a secondary effect of decreasing environmental noise pollution.

Recognizing that a noise level test on a stationary vehicle, rather than a moving vehicle, would be much simpler and less costly for both motor carriers and enforcement personnel, Director Kaye specifically requested information on whether there is a reasonable correlation between the sound level when the vehicle is stationary, with its engine operating, and when it is operating on the road at highway speeds.

All interested persons are invited to comment on the proposal on or before February 19, 1971. Comments should be submitted in three copies to the Bureau of Motor Carrier Safety, Federal Highway Administration, Room 5306, 400 Seventh Street, S.W., Washington, D.C. 20591.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR SATURDAY RELEASE
November 21, 1970

FHWA - 528
(202) 426-0648

The Department of Transportation today proposed an amendment to the Motor Carrier Safety Regulations which would require all trucks and buses engaged in interstate commerce to carry and use emergency reflective triangles to mark vehicles disabled, stopped, or parked on the highway or the shoulder.

Dr. Robert A. Kaye, Director of the Federal Highway Administration's Bureau of Motor Carrier Safety, said the triangles would replace the wide assortment of warning devices, including electric lanterns, fusees, "dot-over-dot" reflectors, pot torches and less effective triangles, which are now allowed.

In a companion Notice of Proposed Rule Making, the National Highway Safety Bureau proposed a requirement that each new truck and bus be equipped with three bi-directional emergency triangles. Each new passenger car and multipurpose passenger vehicle would be equipped with one uni-directional device. The amendment of the Motor Carrier Safety Regulations would require that those devices included as original equipment on commercial vehicles be set out in emergency situations, to warn other motorists of the disabled vehicle.

The faces of the equilateral triangle would be covered with both red reflex-reflective material for nighttime visibility and orange fluoresce material for daytime visibility.

-more-

In order to avoid the high cost of scrapping the emergency warning devices presently in sue, Dr. Kaye indicated that vehicles equipped with devices before January 1, 1972, the proposed effective date of the standard could continue to use those devices. However, replacement warning devices would have to be of the new type.

All interested persons are invited to comment on the proposal on or before February 2, 1971. Comments should be submitted in three copies to the Bureau of Motor Carrier Safety, Federal Highway Administration, Room 5306, 400 Seventh Street, S.W., Washington, D.C. 20591.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
November 27, 1970

FHWA--525 (202-426-0648)

Secretary of Transportation John A. Volpe announced today that $1,170 million in Federal and State funds was obligated through September 30, 1970, for development highways and local access roads in the 13-state Appalachia Region.

The Federal share was $648 million.

As of the end of September, 1,156 miles of highways and roads were completed or under construction, an increase of 42 miles since the June 30, 1970 quarterly report. Of the total, 464 miles were completed and 692 miles were under construction. Engineering and right-of-way acquisition were underway on 1,098 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, are given in table 1 for Appalachian development highways and in table 2 for local access roads.

As shown in table 1, 307 miles of the 2,554 miles of development highways being considered for improvement were completed and 485 miles were under construction. Preliminary engineering and right-of-way acquisition were underway or completed on 968 miles, centerline locations were approved on 201 miles, and route location studies were underway or completed on 509 miles. Work has not yet been started on the remaining 84 miles.

Table 2 shows that of the 587 miles of local access roads approved as of September 30, 157 miles were completed, and 207 miles were under construction. Preliminary engineering and right-of-way acquisition were underway or completed on 130 miles, centerline locations were approved on 24 miles, and route location studies were underway or completed on 38 miles. No work was started on the remaining 31 miles of approved access roads.

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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 Federal Highway Administration. 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 Federal Highway Administration 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 Federal Highway Administration.

# # #

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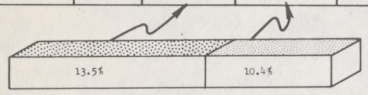
APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

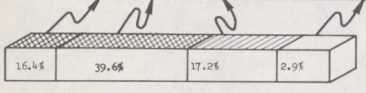
STATUS OF IMPROVEMENT AS OF SEPTEMBER 30, 1970

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	582.6	163.7	73.0	236.7
MARYLAND	82.2	4.1	10.0	14.1
NEW YORK	260.0	29.5	25.6	55.1
NORTH CAROLINA	198.6	1.3	21.4	22.7
OHIO	295.0	93.0	28.9	121.9
PENNSYLVANIA	489.8	58.1	35.9	94.0
TENNESSEE	332.9	12.8	21.1	33.9
VIRGINIA	204.1	25.0	78.6	103.6
WEST VIRGINIA	420.1	9.9	12.5	22.4
TOTAL	2,954.3	400.0	307.0	707.0



OPEN TO TRAFFIC 23.9%

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	73.1	239.7	33.1	345.9	-
MARYLAND	7.7	32.9	-	40.6	27.5
NEW YORK	88.8	85.6	18.1	192.5	12.4
NORTH CAROLINA	48.6	90.0	26.3	164.9	11.0
OHIO	40.7	108.0	22.1	170.8	2.3
PENNSYLVANIA	34.1	177.4	184.3	395.8	-
TENNESSEE	56.2	140.7	71.5	268.4	30.6
VIRGINIA	10.3	21.6	68.6	100.5	-
WEST VIRGINIA	111.5	201.3	84.9	397.7	-
TOTAL	485.2	1,169.4	508.9	2,163.5	83.8



WORK IN PROGRESS 73.2%

ABOVE TABLES EXCLUDE LOCAL ACCESS ROADS

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE
AS OF SEPTEMBER 30, 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	$19,776,330	$10,884,491
Kentucky	73.0	73.1	233.5	6.2	33.1	345.9	-	418.9	582.6	182,076,500	115,278,786
Maryland	10.0	7.7	29.9	3.0	-	40.6	27.5	78.1	82.2	44,024,464	23,921,060
Mississippi	-	-	-	-	-	-	-	-	-	-	-
New York	25.6	88.8	85.6	-	18.1	192.5	12.4	230.5	260.0	192,716,124	83,730,000
North Carolina	21.4	48.6	81.7	8.3	26.3	164.9	11.0	197.3	198.6	61,234,100	33,562,184
Ohio	28.9	40.7	101.5	6.5	22.1	170.8	2.3	202.0	295.0	78,626,204	42,734,965
Pennsylvania	35.9	34.1	165.8	11.6	184.3	395.8	-	431.7	489.8	114,312,369	56,505,706
South Carolina	-	-	-	-	-	-	-	-	-	-	-
Tennessee	21.1	56.2	87.7	53.0	71.5	268.4	30.6	320.1	332.9	70,559,647	43,747,263
Virginia	78.6	10.3	21.6	-	68.6	100.5	-	179.1	204.1	72,381,181	42,177,580
West Virginia	12.5	111.5	145.3	56.0	84.9	397.7	-	410.2	420.1	266,825,603	154,523,499
Total	307.0	485.2	968.0	201.4	508.9	2,163.5	83.8	2,554.3	2,954.3	1,102,532,522	607,065,534
Percent of Total Under Consideration	12	19	38	8	20	85	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 SEPTEMBER 30, 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	90.3	42.9	28.5	-	27.9	99.3	-	189.6	$17,630,962	$11,510,027
Georgia	2.0	3.0	13.8	-	-	16.8	-	18.8	1,656,109	704,377
Kentucky	2.0	8.4	20.9	-	-	29.3	-	31.3	1,448,726	845,737
Maryland	2.5	-	0.2	1.0	-	1.2	-	3.7	1,159,332	585,194
Mississippi	-	75.8	-	-	-	75.8	-	75.8	8,572,716	5,514,728
New York	1.9	-	-	-	-	-	-	1.9	508,932	238,748
North Carolina	3.6	0.1	10.1	-	4.0	14.2	-	17.8	1,583,631	1,019,890
Ohio	15.9	5.6	9.8	-	-	15.4	-	31.3	5,302,375	1,778,991
Pennsylvania	5.0	8.5	18.0	14.1	0.9	41.5	24.4	70.9	8,691,083	4,265,145
South Carolina	11.3	32.8	16.2	-	-	49.0	6.4	66.7	9,297,554	6,438,530
Tennessee	0.7	28.5	11.8	4.8	-	45.1	-	45.8	6,688,184	4,651,222
Virginia	9.6	-	1.3	4.1	-	5.4	-	15.0	1,166,188	786,175
West Virginia	12.3	1.2	-	-	4.9	6.1	-	18.4	3,521,159	2,331,559
Total	157.1	206.8	130.6	24.0	37.7	399.1	30.8	587.0	67,226,951	40,670,323
Percent of Total Mileage	27	35	22	4	7	68	5	100		

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR TUESDAY RELEASE
December 1, 1970

FHWA - 532
(202-426-0648)

HIGHWAY CONSTRUCTION PRICE INDEX FOR 3RD QUARTER 1970

The Department of Transportation's Federal Highway Administration announced today that highway construction costs in the third quarter of 1970 rose 10.4 per cent over the previous quarter.

More than half of the increase, the FHWA said, resulted from the initiation of a group of new high-cost projects. The increase brought current costs to 134.0 percent of the 1967 average.

Trends in highway construction costs are measured by an index of average contract prices compiled by the Administration from reports of Federal-aid highway construction contracts awarded by State highway departments. This is the first issue of the index based on the year 1967. The previous base period was 1957-59.

Six unusually complex and costly urban highway projects were initiated during the third quarter 1970, involving such problems as maintenance of heavy traffic during construction and high-level steel erection over a navigable waterway. The six projects represent more than half of the third quarter increase. If they were removed from the index the price rise during the third quarter 1970 would be 4.9 percent, rather than 10.4 percent.

The increase of 10.4 percent follows a 4.3 percent increase for the previous quarter. The composite price index for the third quarter of 1970 is 16.4 percent above that for the third quarter of 1969.

The increase in the third quarter 1970 composite index above that of the previous quarter reflects increases ranging from 5.6 percent for reinforcing steel to 14.8 percent for structural concrete.

(more)

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
4th quarter, 1968	113.1	+11.5
1st quarter, 1969	105.1	- 7.1
2nd quarter, 1969	110.6	+ 5.3
3rd quarter, 1969	115.1	+ 4.1
4th quarter, 1969	116.6	+ 1.3
1st quarter, 1970	116.4	- 0.2
2nd quarter, 1970	121.3	+ 4.3
3rd quarter, 1970	134.0	+10.4

The price levels of the component items of the index in the third 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 1967=100			Percentage change this quarter from--	
	Third quarter 1970	Second quarter 1970	Third quarter 1969	Second quarter 1970	Third quarter 1969
Excavation	128.8	116.3	108.3	+10.8	+18.9
Surfacing:					
Portland cement concrete	135.1	122.8	120.9	+10.0	+11.7
Bituminous concrete	131.7	122.1	104.5	+ 7.9	+26.0
Composite surfacing	133.4	122.4	113.0	+ 9.0	+18.1
Structures:					
Reinforcing steel	130.4	123.5	113.2	+ 5.6	+15.2
Structural steel	142.0	130.7	151.0	+ 8.7	- 6.0
Structural concrete	143.4	124.9	115.1	+14.8	+24.6
Composite, structures	140.8	126.4	125.4	+11.3	+12.2
Composite price index	134.0	121.3	115.1	+10.4	+16.4

The U.S. average contract unit prices for the index items during the second and third quarters of 1970 are:

	Unit	2nd Qtr. 1970	3rd Qtr. 1970
Excavation	Cu. Yd.	$ .63	$ .70
PPC surface	Sq. Yd.	5.44	5.98
Bit. conc. surf.	Ton	7.89	8.52
Str. reinf.	Lb.	.162	.171
Str. steel	Lb.	.323	.350
Str. concrete	Cu. Yd.	87.83	100.82

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR WEDNESDAY RELEASE
December 2, 1970

FHWA -- 533
(202) 426-0648

Motor vehicle travel in the Nation in 1970 is estimated at 1,125 billion vehicle miles, an increase of 5 percent over the 1,071 billion traveled in 1969, Secretary of Transportation John A. Volpe announced today.

Based on the estimate for 1970, motor vehicle travel in the United States increased by more than 56 percent in the decade 1960-1970.

The travel and related information for 1969 are shown on the accompanying table by road system and vehicle type. Total travel and travel by highway system are considered to be final figures, but because of incomplete data on which to make the distribution by vehicle type, the travel by vehicle type is subject to revision.

Of the 1969 travel, 37.1 percent was on main rural roads which comprise 17 percent of the Nation's total of 3.7 million miles of roads and streets. Urban streets accounted for 50.9 percent of the total travel although they represent only 14 percent of the total mileage. Local rural roads accounted for 12 percent of the travel on approximately 69 percent of the mileage.

-more-

Passenger cars represented 81 percent of the vehicles registered and accounted for 79 percent of the travel; motorcycles, 2 percent of all vehicles and less than 1 percent of all travel; trucks and truck combinations, 17 percent of all vehicles and 19 percent of all travel; similar figures for buses were less than 1 percent.

In the area of vehicle performance, annual miles per vehicle rose from 9847 in 1968 to 9969 in 1969. Gallons of fuel consumed per vehicle continued the sharp rising trend which began in 1967, going from 804 in 1968 to 821 in 1969. Miles traveled per gallon of fuel consumed, which began dropping in 1967 after several years of relative stability, went down again from 12.25 in 1968 to 12.15 in 1969.

The decreases in miles traveled per gallon are primarily attributable to passenger cars, since they represent by far the greater portion of the travel. Further decreases in miles per gallon are expected as more and more cars having pollution control devices are introduced into the automobile population, and as stricter pollution control requirements are implemented. The use of low lead gasolines and the lower compression engines required by these fuels will tend to reduce engine efficiency and thereby reduce miles per gallon. If the American "mini" cars take a significant part of the market, the higher miles per gallon for these cars may tend to moderate the downward trend somewhat.

# # #

ESTIMATED MOTOR-VEHICLE TRAVEL IN THE UNITED STATES AND RELATED DATA
CALENDAR YEAR—1969[1]

TABLE VM-1
PRELIMINARY OCTOBER 1970

ITEM	PASSENGER VEHICLES							CARGO VEHICLES			ALL MOTOR VEHICLES
	PERSONAL PASSENGER VEHICLES			BUSES			ALL PASSENGER VEHICLES	SINGLE-UNIT TRUCKS	COMBINATIONS	ALL TRUCKS	
	PASSENGER CARS 2/	MOTORCYCLES 2/	ALL PERSONAL PASSENGER VEHICLES	COMMERCIAL	SCHOOL	ALL BUSES					
Motor-vehicle travel: (million vehicle-miles)											
Main rural roads			295,194	935	769	1,704	296,898	74,142	26,514	100,656	397,554
Local rural roads			97,649	193	880	1,073	98,722	28,172	1,580	29,752	128,474
All rural roads			392,843	1,128	1,649	2,777	395,620	102,314	28,094	130,408	526,028
Urban streets			466,015	1,879	381	2,260	468,275	64,927	11,345	76,272	544,547
Total travel	849,633	9,225	858,858	3,007	2,030	5,037	863,895	167,241	39,439	206,680	1,070,575
Number of vehicles registered (thousands)	86,861	2,295	89,156	90.3	274.0	364.3	89,520	16,942	929	17,871	107,391
Average miles traveled per vehicle	9,782	4,020	9,633	33,300	7,409	13,826	9,650	9,871	42,453	11,565	9,969
Fuel consumed (million gallons)	62,325	123	62,448	657	290	947	63,395	16,528	8,199	24,727	88,122
Average fuel consumption per vehicle (gallons)	718	54	700	7,276	1,058	2,600	708	976	8,826	1,384	821
Average miles traveled per gallon of fuel consumed	13.63	75.00	13.75	4.58	7.00	5.32	13.63	10.12	4.81	8.36	12.15

1/ For the 50 States and District of Columbia.
2/ Separate estimates of passenger car and motorcycle travel are not available by highway category.

55610

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR FRIDAY RELEASE
December 4, 1970

FHWA--534 (202-426-0648)

HIGHWAY RECEIPTS AND DISBURSEMENTS, 1968-71

Federal, State and local governments will have $21.2 billion available for highway purposes during calendar year 1971, according to the latest estimate released today by the Department of Transportation's Federal Highway Administration.

The 1971 estimate, compiled by the Federal Highway Administration, indicates that receipts for highways by all units of government are expected to reach $21.1 billion supplemented by $2.1 billion from bond sales, making a total of $23.2 billion. However, redemption of highway bonds issued in prior years, plus bond interest, will require $2.0 billion of the total receipts, leaving $21.2 billion available for highway improvements, administration and maintenance.

According to Federal Highway Administrator Francis C. Turner, the 1971 total receipts will be $1.6 billion more than the $21.6 billion total receipts in 1970, which included $1.8 billion from bonds.

Revenues to the Federal Highway Trust Fund, obtained wholly from Federal excise taxes on highway users, are expected to exceed $5.5 billion or about 26 percent of all current income in 1971 (excluding bond proceeds). State and local vehicle registration fees, motor-fuel taxes, and other imposts on highway users, plus tolls and parking fees, will yield $10.8 billion or 51 percent of current income. Although not all road-user taxes are used for highways, the amounts of these taxes that are used for highways will account for 77 percent of the 1971 current highway income. Most of the remainder of the money for highways will be provided from property taxes and assessments and from general fund appropriations, largely at the local government level.

Most Federal funds are not spent directly, but are paid to the States in reimbursement for work done on the Federal-aid highway program. Federal-aid and other Federal payments to the States are estimated at approximately $5.1 billion for 1970 and 1971.

(more)

The States will transfer $2.4 billion of highway-user taxes in 1971 to local governments—about one-fourth of all State highway-user tax revenues—as State aid for local roads and streets. Taking into account the Federal and State intergovernmental transfers, and changes in reserves, the States will administer $15.2 billion of highway funds in 1971, about 70 percent of the total. County and township governments as a group, and municipalities will handle in excess of $2.8 billion and $3.2 billion respectively.

Highway disbursements in 1971 are expected to reach $20.4 billion, plus $1.2 billion for retirement of bonds. Capital outlay (expenditures for right-of-way, engineering, and construction) will amount to $12.2 billion or 60 percent of total current disbursements (excluding debt retirement). Maintenance, including traffic services such as snow removal, sanding, traffic control and service facilities, is expected to cost $4.8 billion or 24 percent of the total. Capital outlay will be more than 9 percent higher and maintenance will be about 6 percent higher in 1971 than in 1970.

Capital outlay on municipal streets and highways, including extensions of State systems, will amount to $4.4 billion, over one-third of all capital outlay for highways in 1971.

Highway construction expenditures (excluding right-of-way and engineering costs) are expected to reach $9.8 billion in 1971, as compared with $8.9 billion in 1970, and will constitute 80 percent of the total of 1971 capital outlay. Right-of-way will account for $1.3 billion or 11 percent; preliminary and construction engineering for $1.1 billion or 9 percent.

The Interstate Highway System will take 35 percent of the total capital outlay in 1971, and another 39 percent will be spent on the other Federal-aid highway systems. The $9.0 billion that constitute this combined 74 percent includes Federal, State, and some local funds.

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

Total long-term debt for highway purposes outstanding at the end of 1969 was $18.6 billion. This was increased by $578 million in 1970 and is expected to be additionally increased by $1,259 million in 1971, with the total outstanding debt reaching $20.1 billion at the end of 1971. Highway obligations of the States will account for $14.5 billion of this total, those of county and township governments for $1.9 billion, and those of municipalities for $3.7 billion. Of the total debt, $7.9 billion and $12.2 billion will be obligations for toll and toll-free facilities, respectively.

Actual amounts for 1968, estimates for 1969 and 1970 and forecasts for 1971 of receipts, disbursements, and capital expenditures for highways are shown separately in the accompanying tables HF-11, HF-12, and HF-21.

TOTAL RECEIPTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1968--1971[1]

(In millions of dollars)

TABLE HF-11
NOVEMBER 1970

ITEM	COLLECTING AGENCIES								COLLECTING AGENCIES							
	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL
	FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL					FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL				
	HIGHWAY TRUST FUND	OTHER FUNDS							HIGHWAY TRUST FUND	OTHER FUNDS						
	1968								1969							
Imposts on highway users: 2/																
Motor-fuel and vehicle taxes	4,498	-	-	4,498	7,434	18	87	12,037	5,120	-	-	5,120	8,248	18	89	13,475
Tolls	-	-	-	-	716	21	85	822	-	-	-	-	773	21	87	881
Parking fees	-	-	-	-	-	2	45	47	-	-	-	-	1	1	45	47
Subtotal	4,498	-	-	4,498	8,150	41	217	12,906	5,120	-	-	5,120	9,022	40	221	14,403
Other taxes and fees:																
Property taxes and assessments	-	-	-	-	-	653	544	1,197	-	-	-	-	-	692	525	1,217
General fund appropriations	-	217	243	460	138	325	879	1,802	-	262	224	486	154	317	922	1,879
Other taxes and fees	-	-	10	10	114	15	39	178	-	-	11	11	120	18	40	189
Subtotal	-	217	253	470	252	993	1,462	3,177	-	262	235	497	274	1,027	1,487	3,285
Investment income and other receipts	41	6	49	96	257	85	122	560	78	8	75	161	294	89	125	669
Total current income	4,539	223	302	5,064	8,659	1,119	1,801	16,643	5,198	270	310	5,778	9,590	1,156	1,833	18,357
Bond issue proceeds (par value) 3/	=	=	=	=	1,377	241	373	1,991	-	-	-	-	1,351	241	430	2,022
Grand total receipts	4,539	223	302	5,064	10,036	1,360	2,174	18,634	5,198	270	310	5,778	10,941	1,397	2,263	20,379
Intergovernmental payments:																
Federal government:																
Highway Trust Fund	-4,230	-	-	-4,230	+4,230	-	-	=	-3,911	-	-	-3,911	+3,911	-	-	-
All other funds	-	-143	-77	-220	+171	+44	+5	-	-	-200	-98	-298	+230	+60	+8	-
State agencies:																
Highway-user imposts	-	-	-	-	-1,873	+1,207	+666	-	-	-	-	-	-2,103	+1,325	+778	-
All other funds	-	-	-	-	-97	+48	+49	-	-	-	-	-	-74	+51	+23	-
Counties and townships	-	-	-	-	+71	-138	+67	-	-	-	-	-	+57	-101	+44	-
Municipalities	-	-	-	-	+75	+4	-79	-	-	-	-	-	+77	+5	-82	-
Subtotal	-4,230	-143	-77	-4,450	+2,577	+1,165	+708	-	-3,911	-200	-98	-4,209	+2,098	+1,340	+771	-
Funds drawn from (+) or placed in (-) reserves	-242	=	=	-242	-310	-60	-39	-651	-1,217	+3	-	-1,214	-409	-149	-87	-1,859
Total funds available	67	80	225	372	12,303	2,465	2,843	17,983	70	73	212	355	12,630	2,588	2,947	18,520
	1970 (PRELIMINARY)								1971 (FORECAST)							
Imposts on highway users: 2/																
Motor-fuel and vehicle taxes	5,277	-	-	5,277	8,972	19	91	14,359	5,519	-	-	5,519	9,633	19	93	15,264
Tolls	-	-	-	-	826	22	89	937	-	-	-	-	876	22	91	989
Parking fees	-	-	-	-	1	1	44	46	-	-	-	-	1	1	44	46
Subtotal	5,277	-	-	5,277	9,799	42	224	15,342	5,519	-	-	5,519	10,510	42	228	16,299
Other taxes and fees:																
Property taxes and assessments	-	-	-	-	-	732	510	1,242	-	-	-	-	-	772	490	1,262
General fund appropriations	-	334	275	609	173	335	1,135	2,252	-	410	282	692	190	350	1,205	2,437
Other taxes and fees	-	-	11	11	126	19	40	196	-	-	12	12	131	19	40	202
Subtotal	-	334	286	620	299	1,086	1,685	3,690	-	410	294	704	321	1,141	1,735	3,901
Investment income and other receipts	144	12	68	224	330	93	126	773	200	10	79	289	356	97	127	869
Total current income	5,421	346	354	6,121	10,428	1,221	2,035	19,805	5,719	420	373	6,512	11,187	1,280	2,090	21,069
Bond issue proceeds (par value) 3/	=	=	=	=	1,185	239	335	1,759	-	-	-	-	1,527	240	380	2,147
Grand total receipts	5,421	346	354	6,121	11,613	1,460	2,370	21,564	5,719	420	373	6,512	12,714	1,520	2,470	23,216
Intergovernmental payments:																
Federal government:																
Highway Trust Fund	-4,710	-	-	-4,710	+4,710	-	-	-	-4,651	-	-	-4,651	+4,651	-	-	-
All other funds	-	-252	-104	-356	+288	+58	+10	-	-	-320	-114	-434	+357	+62	+15	-
State agencies:																
Highway user imposts	-	-	-	-	-2,266	+1,422	+844	-	-	-	-	-	-2,367	+1,473	+894	-
All other funds	-	-	-	-	-79	+50	+29	-	-	-	-	-	-82	+52	+30	-
Counties and townships	-	-	-	-	+60	-106	+46	-	-	-	-	-	+65	-113	+48	-
Municipalities	-	-	-	-	+78	+5	-83	-	-	-	-	-	+79	+5	-84	-
Subtotal	-4,710	-252	-104	-5,066	+2,791	+1,429	+846	-	-4,651	-320	-114	-5,085	+2,703	+1,479	+903	-
Funds drawn from (+) or placed in (-) reserves	-610	-	-	-610	-522	-178	-164	-1,474	-963	-	-	-963	-234	-164	-212	-1,573
Total funds available	101	94	250	445	13,882	2,711	3,052	20,090	105	100	259	464	15,183	2,835	3,161	21,643

1/ Federal and State data are generally for calendar year; local data for fiscal years ending in various months of the calendar year. Data for 1968 are final; those for later years are subject to future adjustments.

2/ Excludes amounts allocated for nonhighway purposes. Motor-fuel and vehicle taxes are net after refunds and collection expenses. Parking fees are amounts in excess of parking costs considered available for highways.

3/ Proceeds of short-term notes and refunding issues are excluded. Premium and discounts on sale of bonds are included with "Investment income and other receipts".

TOTAL DISBURSEMENTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1968–1971[1]

(In millions of dollars)

TABLE HF-12
NOVEMBER 1970

ITEM	EXPENDING AGENCIES								EXPENDING AGENCIES							
	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL
	FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL					FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL				
	HIGHWAY TRUST FUND	OTHER FUNDS							HIGHWAY TRUST FUND	OTHER FUNDS						
	1968								1969							
"Capital outlay:																
On rural State-administered highways	-	-	-	-	5,230	14	-	5,244	-	-	-	-	5,431	13	-	5,444
On municipal extensions of State highways	-	-	-	-	2,636	2	42	2,680	-	-	-	-	2,445	2	50	2,497
On local rural roads	-	-	-	-	337	774	-	1,111	-	-	-	-	304	819	-	1,123
On local municipal roads and streets	-	-	-	-	160	16	894	1,070	-	-	-	-	114	16	908	1,038
Not classified by system	2/ 8	50	183	241	-	-	-	241	4/ 6	44	168	218	-	-	-	218
Subtotal	8	50	183	241	8,363	806	936	10,346	6	44	168	218	8,294	850	958	10,320
Maintenance and traffic services:																
On rural State-administered highways	-	-	-	-	1,370	4	-	1,374	-	-	-	-	1,490	3	-	1,493
On municipal extensions of State highways	-	-	-	-	224	-	21	245	-	-	-	-	233	-	22	255
On local rural roads	-	-	-	-	18	1,242	-	1,260	-	-	-	-	21	1,312	-	1,333
On local municipal roads and streets	-	-	-	-	12	25	1,045	1,082	-	-	-	-	15	23	1,084	1,122
Not classified by system	-	2	40	42	-	-	-	42	-	2	42	44	-	-	-	44
Subtotal	-	2	40	42	1,624	1,271	1,066	4,003	-	2	42	44	1,759	1,338	1,106	4,247
Administration and research 3/	59	28	2	89	629	167	132	1,017	64	27	2	93	681	175	142	1,091
Highway law enforcement and safety	-	-	-	-	593	34	313	940	-	-	-	-	703	36	335	1,074
Interest on debt	-	-	-	-	437	51	118	606	-	-	-	-	488	52	126	666
Total current disbursements	67	80	225	372	11,646	2,329	2,565	16,912	70	73	212	355	11,925	2,451	2,667	17,398
Debt retirement (par value) 4/	-	-	-	-	657	136	278	1,071	-	-	-	-	705	137	280	1,122
Grand total disbursements	67	80	225	372	12,303	2,465	2,843	17,983	70	73	212	355	12,630	2,588	2,947	18,520
	1970 (PRELIMINARY)								1971 (FORECAST)							
Capital outlay:																
On rural State-administered highways	-	-	-	-	5,799	13	-	5,812	-	-	-	-	6,334	13	-	6,347
On municipal extensions of State highways	-	-	-	-	2,842	2	46	2,890	-	-	-	-	3,191	2	45	3,238
On local rural roads	-	-	-	-	288	864	-	1,152	-	-	-	-	319	909	-	1,228
On local municipal roads and streets	-	-	-	-	124	16	942	1,082	-	-	-	-	150	16	973	1,139
Not classified by system	2/ 12	52	204	268	-	-	-	268	2/ 11	55	211	277	-	-	-	277
Subtotal	12	52	204	268	9,053	895	988	11,204	11	55	211	277	9,994	940	1,018	12,229
Maintenance and traffic services:																
On rural State-administered highways	-	-	-	-	1,615	3	-	1,618	-	-	-	-	1,748	2	-	1,750
On municipal extensions of State highways	-	-	-	-	263	-	23	286	-	-	-	-	284	-	24	308
On local rural roads	-	-	-	-	39	1,384	-	1,423	-	-	-	-	40	1,452	-	1,492
On local municipal roads and streets	-	-	-	-	28	18	1,123	1,169	-	-	-	-	31	18	1,166	1,215
Not classified by system	-	1	44	45	-	-	-	45	-	1	46	47	-	-	-	47
Subtotal	-	1	44	45	1,945	1,405	1,146	4,541	-	1	46	47	2,103	1,472	1,190	4,812
Administration and research 3/	89	41	2	132	734	183	152	1,201	94	44	2	140	783	192	162	1,277
Highway law enforcement and safety	-	-	-	-	821	38	350	1,209	-	-	-	-	914	40	365	1,319
Interest on debt	-	-	-	-	567	53	134	754	-	-	-	-	599	54	142	795
Total current disbursements	101	94	250	445	13,120	2,574	2,770	18,909	105	100	259	464	14,393	2,698	2,877	20,432
Debt retirement (par value) 4/	-	-	-	-	762	137	282	1,181	-	-	-	-	790	137	284	1,211
Grand total disbursements	101	94	250	445	13,882	2,711	3,052	20,090	105	100	259	464	15,183	2,835	3,161	21,643

1/ Federal and State data are generally for calendar years; local data for fiscal years ending in various months of the calendar year. Data for 1968 are final; those for later years are subject to future adjustment.

2/ Includes payments to Puerto Rico of $8 million in 1968; $5 million in 1969; $10 million in 1970 and $10 million in 1971.

3/ Includes small amounts of miscellaneous expenditures and engineering and equipment costs not charged to capital outlay and maintenance.

4/ Redemption premiums and discounts are included with interest payments. Redemption of short-term-notes, or by refunding, is excluded.

ESTIMATED EXPENDITURES FOR HIGHWAYS, 1968—1971
BY FEDERAL SYSTEMS, BY EXPENDING AGENCIES

(In millions of dollars)

HF-21
NOVEMBER 1970

EXPENDING AGENCIES	FEDERAL-AID SYSTEMS								OTHER STATE ROADS				OTHER LOCAL ROADS AND STREETS				ALL SYSTEMS			
	INTERSTATE SYSTEM				OTHER ABC SYSTEMS															
	RIGHT-OF-WAY	ENGINEERING	CONSTRUCTION	TOTAL	RIGHT-OF-WAY	ENGINEERING	CONSTRUCTION	TOTAL	RIGHT-OF-WAY	ENGINEERING	CONSTRUCTION	TOTAL	RIGHT-OF-WAY	ENGINEERING	CONSTRUCTION	TOTAL	RIGHT-OF-WAY	ENGINEERING	CONSTRUCTION	TOTAL 1/
1968																				
State Highway Departments	569	361	2,857	3,787	525	366	2,780	3,671	54	53	299	406	-	5	150	155	1,148	785	6,086	8,019
State Toll Facilities	8	6	173	187	-	-	28	28	2	8	119	129	"	-	-	-	10	14	320	344
Local Toll Facilities	-	-	26	26	-	-	2	2	"	"	-	"	"	-	19	19	-	-	47	47
Counties and Townships	-	-	-	-	23	5	91	119	"	-	"	-	59	44	566	669	82	49	657	788
Municipalities	-	-	-	-	11	2	44	57	-	"	-	-	66	41	743	850	77	43	787	907
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	10	223	233	-	10	223	233
Total	577	367	3,056	4,000	559	373	2,945	3,877	56	61	418	535	125	100	1,701	1,926	1,317	901	8,120	10,338
1969																				
State Highway Departments	525	352	2,606	3,483	547	422	2,878	3,847	52	57	339	448	-	6	134	140	1,124	837	5,957	7,918
State Toll Facilities	11	15	213	239	-	-	19	19	9	15	94	118	"	"	-	-	20	30	326	376
Local Toll Facilities	-	-	20	20	-	-	2	2	"	-	-	-	-	-	13	13	-	-	35	35
Counties and Townships	-	-	-	-	23	6	96	125	"	-	-	-	58	45	610	713	81	51	706	838
Municipalities	-	-	-	-	11	1	40	52	"	-	-	-	73	42	768	883	84	43	808	935
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	9	204	213	-	9	204	213
Total	536	367	2,839	3,742	581	429	3,035	4,045	61	72	433	566	131	102	1,729	1,962	1,309	970	8,036	10,315
1970																				
State Highway Department	476	378	2,892	3,746	418	438	3,235	4,091	153	60	466	679	-	5	123	128	1,047	881	6,716	8,644
State Toll Facilities	10	12	165	187	-	1	51	52	6	22	142	170	-	-	-	-	16	35	358	409
Local Toll Facilities	-	-	15	15	-	-	2	2	-	-	-	"	-	-	4	4	-	-	21	21
Counties and Townships	-	-	-	-	24	7	101	132	"	"	"	-	57	47	656	760	81	54	757	892
Municipalities	-	-	-	-	11	1	41	53	"	-	"	-	79	43	795	917	90	44	836	970
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	10	248	258	-	10	248	258
Total	486	390	3,072	3,948	453	447	3,430	4,330	159	82	608	849	136	105	1,826	2,067	1,234	1,024	8,936	11,194
1971																				
State Highway Departments	516	402	3,146	4,064	420	482	3,598	4,500	166	84	516	766	-	6	151	157	1,102	974	7,411	9,487
State Toll Facilities	8	10	165	183	-	1	42	43	4	10	267	281	-	-	-	-	12	21	474	507
Local Toll Facilities	-	-	15	15	-	-	2	2	"	"	-	-	-	-	4	4	-	-	21	21
Counties and Townships	-	-	-	-	25	7	107	139	"	-	-	-	55	49	694	798	80	56	801	937
Municipalities	-	-	-	-	11	1	42	54	-	-	-	-	85	45	816	946	96	46	858	1,000
Federal Government	-	-	-	-	-	-	-	-	-	"	-	-	-	10	257	267	-	10	257	267
Total	524	412	3,326	4,262	456	491	3,791	4,738	170	94	783	1,047	140	110	1,922	2,172	1,290	1,107	9,822	12,219

1/ Excludes expenditures on roads in Puerto Rico, and thus differs from Table HF-12 totals.

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR MONDAY RELEASE
December 7, 1970

FHWA--531 (202-426-0648)

QUARTERLY REPORT ON THE FEDERAL-AID HIGHWAY PROGRAM, SEPTEMBER 30, 1970

Almost 30,600 miles of the 42,500 mile National System of Interstate and Defense Highways are now open to traffic and construction is underway on another 4,853 miles, Secretary of Transportation John A. Volpe announced today.

Information as of September 30, 1970, compiled by DOT's Federal Highway Administration showed that 72 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 28,748 a year ago and 29,906 as of March 31, 1970, the date of the last survey, to 30,595 as of September 30. Thus mileage open to traffic was increased by 1,847 miles during the past 12 months, including 689 miles in the six month period ending September 30.

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 30,595 miles of the Interstate System now in use by motorists 25,268 miles meet the standards of adequacy for future traffic and 3,016 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, 4,853 miles were under construction as of September 30, and engineering or right-of-way acquisition was in progress on another 5,393 miles. Thus some form of work was underway or completed on 40,841 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 Federal Highway Administration.

The status of the Interstate System as of September 30, 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	25,268
Improved to standards adequate for present traffic but additional improvement needed to meet full standards:	
With Interstate funds	3,016
Toll facilities	2,311
Total mileage improved and open to traffic	30,595
Mileage under construction	4,853
Preliminary engineering or right-of-way acquisition underway	5,393
Total mileage improved or work underway	40,841

Some $41.69 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 $30.32 billion, of which $24.84 billion was for construction and $5.48 billion for engineering and right-of-way acquisition. As of September 30, 1970 work estimated to cost $11.37 billion was underway or authorized, including $7.85 billion of construction, and $3.52 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 $28.97 billion worth of work involving 257,203 miles of construction contracts completed or underway.

Construction contracts involving 242,053 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of $22.04 billion; and contracts involving 15,150 miles at a cost of $4.30 billion were underway on September 30. In addition, $1.76 billion of engineering and right-of-way acquisition work had been completed and $870 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.

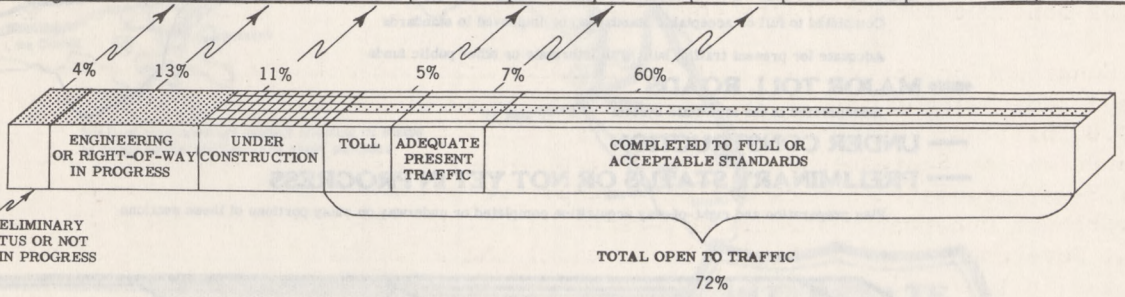
The Highway Trust Fund, source of Federal funds for the Federal-aid highway program received $1.442 billion of tax revenue income during the three months ended September 30, about 73 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to $1.251 billion. The status of the Trust Fund is shown in table IV.

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF SEPTEMBER 30, 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	18.70	165.81	119.50	285.31	-	242.90	350.20	593.10	897.11	ALABAMA
ARIZONA	5.25	119.59	206.37	325.96	"	209.42	631.59	841.01	1,172.22	ARIZONA
ARKANSAS	8.50	12.14	72.37	84.51	"	6.25	428.13	434.38	527.39	ARKANSAS
CALIFORNIA	23.00	233.80	296.40	530.20	10.20	280.00	1,437.50	1,727.70	2,280.90 2/	CALIFORNIA
COLORADO	120.08	91.46	73.35	164.81	"	89.40	602.16	691.56	976.45	COLORADO
CONNECTICUT	52.00	23.08	11.20	34.28	16.40	47.37	197.50	261.27	347.55	CONNECTICUT
DELAWARE	-	3.75	7.72	11.47	14.30	"	14.84	29.14	40.61	DELAWARE
FLORIDA	229.11	243.89	118.65	362.54	56.45	"	751.23	807.68	1,399.33	FLORIDA
GEORGIA	38.70	223.07	157.58	380.65	"	2.32	728.16	730.48	1,149.83	GEORGIA
HAWAII	"	28.42	4.86	33.28	"	2.73	16.24	18.97	52.25	HAWAII
IDAHO	"	96.48	46.01	142.49	"	116.74	352.40	469.14	611.63	IDAHO
ILLINOIS	83.82	216.01	215.16	431.17	155.38	148.05	905.07	1,208.50	1,723.49	ILLINOIS
INDIANA	14.30	96.60	156.13	252.73	156.90	-	705.49	862.39	1,129.42	INDIANA
IOWA	48.42	94.38	91.07	185.45	3.57	"	543.91	547.48	781.35	IOWA
KANSAS	21.60	56.70	51.10	107.80	187.70	"	504.60	692.30	821.70	KANSAS
KENTUCKY	"	121.09	36.34	157.43	39.20	16.80	524.53	580.53	737.96	KENTUCKY
LOUISIANA	40.91	131.19	196.97	328.16	"	5.37	343.60	348.97	718.04	LOUISIANA
MAINE	2.06	27.86	5.20	33.06	54.95	104.22	118.03	277.20	312.32	MAINE
MARYLAND	22.91	7.16	23.71	30.87	53.04	74.55	176.44	304.03	357.81	MARYLAND
MASSACHUSETTS	21.57	26.41	10.42	36.83	134.41	24.33	252.98	411.72	470.12	MASSACHUSETTS
MICHIGAN	41.00	127.53	74.62	202.15	5.39	42.96	883.27	931.62	1,174.77	MICHIGAN
MINNESOTA	8.31	190.19	200.03	390.22	"	31.24	484.38	515.62	914.15	MINNESOTA
MISSISSIPPI	"	29.70	140.10	169.80	"	18.40	490.10	508.50	678.30	MISSISSIPPI
MISSOURI	27.60	137.00	133.00	270.00	0.30	132.70	716.30	849.30	1,146.90	MISSOURI
MONTANA	-	316.03	249.66	565.69	-	295.65	326.61	622.26	1,187.95	MONTANA
NEBRASKA	3.07	41.57	46.30	87.87	0.22	13.58	375.85	389.65	480.59	NEBRASKA
NEVADA	"	94.83	35.35	130.18	"	5.34	399.04	404.38	534.56	NEVADA
NEW HAMPSHIRE	6.41	22.11	9.11	31.22	21.02	14.93	140.66	176.61	214.24	NEW HAMPSHIRE
NEW JERSEY	18.90	98.40	72.60	171.00	45.70	25.70	122.70	194.10	384.00 3/	NEW JERSEY
NEW MEXICO	37.49	105.78	50.53	156.31	"	60.14	745.25	805.39	999.19	NEW MEXICO
NEW YORK	135.62	35.65	53.64	89.29	490.38	60.89	571.22	1,122.49	1,347.40	NEW YORK
NORTH CAROLINA	50.05	170.76	132.76	303.52	"	16.64	468.60	485.24	838.81	NORTH CAROLINA
NORTH DAKOTA	48.00	14.60	92.41	107.01	-	51.94	363.86	415.80	570.81	NORTH DAKOTA
OHIO	8.80	127.95	93.68	221.63	206.20	53.89	1,043.59	1,303.68	1,534.11	OHIO
OKLAHOMA	"	34.63	91.84	126.47	174.04	23.35	485.48	682.87	809.34	OKLAHOMA
OREGON	24.73	54.90	12.62	67.52	"	111.16	531.52	642.68	734.93	OREGON
PENNSYLVANIA	40.96	80.07	113.30	193.37	360.18	8.35	971.71	1,340.24	1,574.57	PENNSYLVANIA
RHODE ISLAND	26.59	6.51	6.08	12.59	"	13.81	47.29	61.10	100.28	RHODE ISLAND
SOUTH CAROLINA	63.02	16.79	202.80	219.59	"	8.17	466.13	474.30	756.91	SOUTH CAROLINA
SOUTH DAKOTA	-	125.89	86.21	212.10	"	37.58	429.28	466.86	678.96	SOUTH DAKOTA
TENNESSEE	-	189.70	145.90	335.60	-	64.20	645.60	709.80	1,045.40	TENNESSEE
TEXAS	106.94	437.37	302.09	739.46	-	265.81	2,054.56	2,320.37	3,166.77	TEXAS
UTAH	8.42	344.01	188.01	532.02	-	11.58	383.16	394.74	935.18	UTAH
VERMONT	-	68.83	68.91	137.74	-	4.43	178.21	182.64	320.38	VERMONT
VIRGINIA	9.72	183.83	113.90	297.73	37.60	41.65	685.10	764.35	1,071.80	VIRGINIA
WASHINGTON	42.08	133.56	27.75	161.31	-	176.41	383.42	559.83	763.22	WASHINGTON
WEST VIRGINIA	19.35	113.52	93.75	207.27	87.10	0.30	197.41	284.81	511.43	WEST VIRGINIA
WISCONSIN	104.40	0.67	1.92	2.59	"	24.71	431.05	455.76	562.75	WISCONSIN
WYOMING	55.45	64.87	111.48	176.35	-	26.59	655.34	681.93	913.73	WYOMING
DISTRICT OF COLUMBIA	9.91	7.32	2.29	9.61	"	2.92	7.15	10.07	29.59	DISTRICT OF COLUMBIA
PENDING	11.50 4/								11.50 4/	PENDING
TOTAL	1,659.25	5,393.46	4,852.75	10,246.21	2,310.63	3,015.47	25,268.44	30,594.54	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 28.00 miles chargeable to the Howard-Cramer Act of the total 35.00 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 INTER

STATUS OF IMPROVEMENT

COMPLETED OR IMPROVED AND OPEN TO TRAFFIC

Completed to full or acceptable standards, or improved to standards

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

MAJOR TOLL ROADS

Incorporated in the Interstate System

UNDER CONSTRUCTION

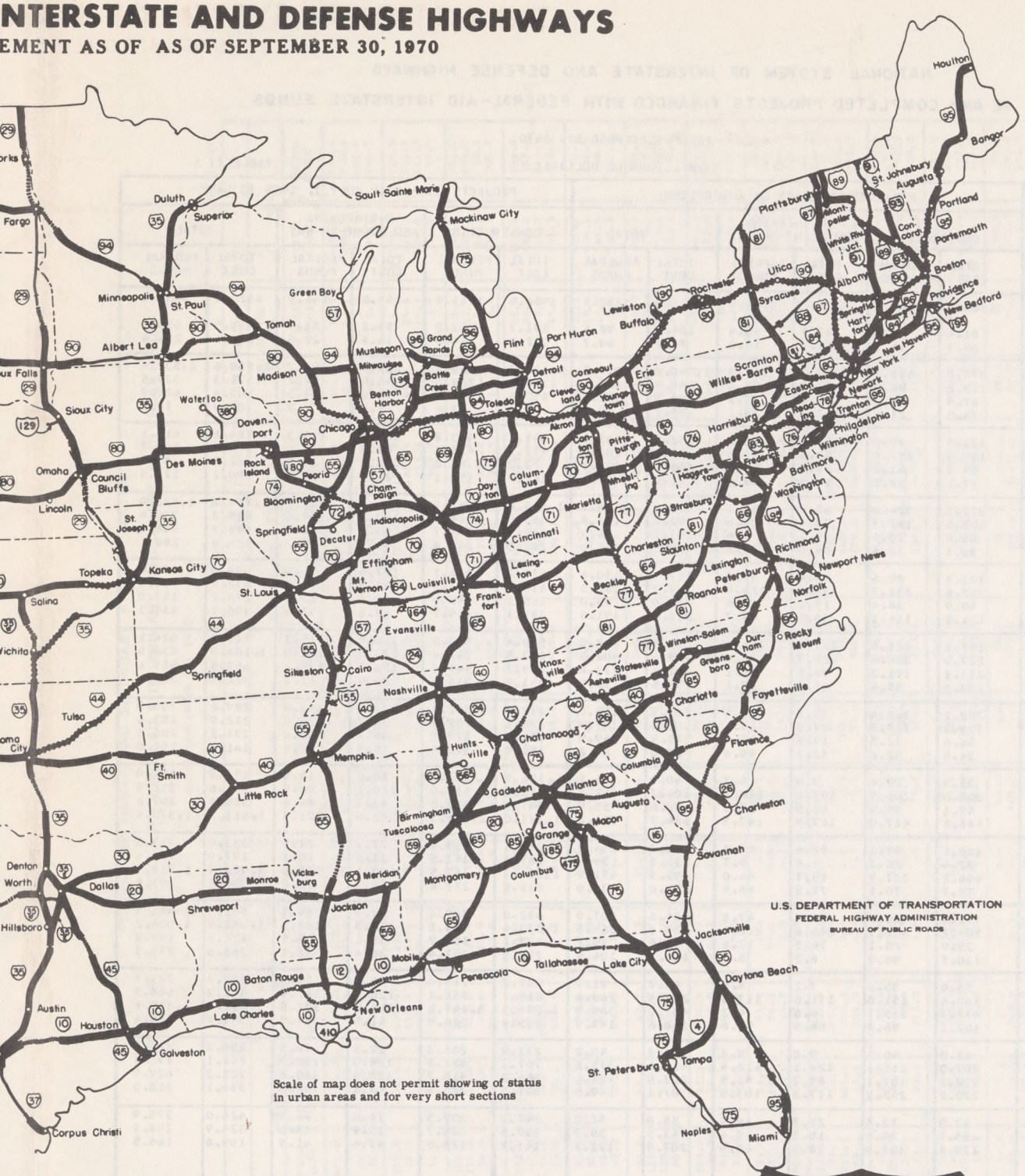
PRELIMINARY STATUS OR NOT YET IN PROGRESS

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

Preliminary Status or Not Yet in Progress	Engineering and Right-of-Way in Progress	Under Construction	
1,659 Miles	5,393 Miles	4,853 Miles	

NTERSTATE AND DEFENSE HIGHWAYS

EMENT AS OF AS OF SEPTEMBER 30, 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

INTERSTATE

TOTAL

42,500

MILES

Open to Traffic

30,595 Miles

35,448 Miles

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

VE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS

AS OF SEPTEMBER 30, 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	$184.7	$166.1	$127.2	$114.4	$311.9	$280.5	$466.4	$411.9	$54.0	$46.9	$520.4	$458.8
ALASKA												
ARIZONA	61.4	58.0	42.7	40.4	104.1	98.4	391.7	362.2	55.2	51.4	446.9	413.6
ARKANSAS	60.3	54.1	17.4	15.6	77.7	69.7	297.1	264.8	34.5	29.6	331.6	294.4
CALIFORNIA	675.8	599.0	364.2	316.3	1,040.0	915.3	2,110.7	1,845.2	828.9	692.2	2,939.6	2,537.4
COLORADO	113.2	98.8	27.1	24.8	140.3	123.6	325.3	289.6	46.0	39.7	371.3	329.3
CONNECTICUT	67.9	59.8	88.0	77.3	155.9	137.1	410.4	345.6	95.0	84.3	505.4	429.9
DELAWARE	24.0	21.6	32.2	28.1	56.2	49.7	82.4	73.0	1.4	1.2	83.8	74.2
FLORIDA	111.0	99.0	51.1	46.1	162.1	145.1	541.1	475.8	163.5	140.3	704.6	616.1
GEORGIA	169.6	152.6	53.6	48.3	223.2	200.9	493.1	436.3	82.6	73.4	575.7	509.7
HAWAII	69.0	61.2	77.0	69.0	146.0	130.2	73.2	63.0	28.0	25.0	101.2	88.0
IDAHO	57.1	52.8	14.5	13.4	71.6	66.2	167.9	153.1	22.3	19.2	190.2	172.3
ILLINOIS	372.3	324.6	60.7	53.7	433.0	378.3	1,460.6	1,262.2	309.2	269.8	1,769.8	1,532.0
INDIANA	163.6	147.3	28.4	25.6	192.0	172.9	665.0	594.4	160.2	144.0	825.2	738.4
IOWA	86.6	78.5	7.1	6.4	93.7	84.9	389.1	345.1	56.2	49.0	445.3	394.1
KANSAS	36.1	32.4	24.0	21.6	60.1	54.0	282.5	248.9	44.1	39.2	326.6	288.1
KENTUCKY	102.0	89.6	45.4	40.8	147.4	130.4	579.2	516.7	107.6	91.9	686.8	608.6
LOUISIANA	258.8	232.7	138.5	123.8	397.3	356.5	610.1	542.9	62.3	55.9	672.4	598.8
MAINE	40.9	36.4	13.1	11.6	54.0	48.0	165.1	145.7	13.1	11.3	178.2	157.0
MARYLAND	131.9	114.1	86.3	77.7	218.2	191.8	331.1	284.7	59.6	52.6	390.7	337.3
MASSACHUSETTS	137.8	121.5	137.6	116.3	275.4	237.8	580.6	509.0	130.8	115.1	711.4	624.1
MICHIGAN	227.9	204.6	221.7	198.2	449.6	402.8	880.5	747.8	223.8	191.0	1,104.3	938.8
MINNESOTA	211.1	191.2	92.5	81.2	303.6	272.4	499.7	449.4	158.7	139.7	658.4	589.1
MISSISSIPPI	108.9	95.4	41.6	37.1	150.5	132.5	351.9	314.6	20.9	17.8	372.8	332.4
MISSOURI	209.1	187.6	78.8	70.4	287.9	258.0	617.4	552.0	172.2	153.0	789.6	705.0
MONTANA	124.5	113.3	37.9	34.6	162.4	147.9	278.2	252.4	34.7	31.0	312.9	283.4
NEBRASKA	36.6	32.5	19.3	17.4	55.9	49.9	194.5	173.7	36.7	32.6	231.2	206.3
NEVADA	34.8	32.6	52.2	49.6	87.0	82.2	150.9	140.4	10.9	9.6	161.8	150.0
NEW HAMPSHIRE	33.3	29.4	7.6	6.7	40.9	36.1	156.9	137.2	16.0	13.8	172.9	151.0
NEW JERSEY	306.6	266.5	197.6	176.3	504.2	442.8	471.5	416.9	110.1	94.9	581.6	511.8
NEW MEXICO	42.1	38.9	18.5	17.0	60.6	55.9	347.8	320.0	42.1	37.6	389.9	357.6
NEW YORK	486.8	417.0	167.9	147.8	654.7	564.8	1,371.0	1,176.1	242.5	203.3	1,613.5	1,379.4
NORTH CAROLINA	108.1	97.1	52.6	47.3	160.7	144.4	295.1	259.2	27.9	24.3	323.0	283.5
NORTH DAKOTA	32.4	29.2	6.4	5.7	38.8	34.9	185.5	167.5	11.5	10.1	197.0	177.6
OHIO	446.2	387.9	49.7	44.0	495.9	431.9	1,326.2	1,167.5	620.1	551.0	1,946.3	1,718.5
OKLAHOMA	79.7	70.1	73.3	65.9	153.0	136.0	315.9	277.8	18.5	16.0	334.4	293.8
OREGON	172.7	159.2	51.9	47.8	224.6	207.0	432.0	377.4	71.3	64.1	503.3	441.5
PENNSYLVANIA	504.2	446.7	246.6	218.1	750.8	664.8	1,038.6	914.1	210.3	180.1	1,248.9	1,094.2
RHODE ISLAND	25.9	23.1	14.5	12.6	40.4	35.7	117.1	100.9	55.2	47.9	172.3	148.8
SOUTH CAROLINA	110.5	98.9	6.2	5.6	116.7	104.5	232.2	207.4	36.4	32.1	268.6	239.5
SOUTH DAKOTA	38.6	35.2	7.1	6.5	45.7	41.7	237.2	213.4	16.0	14.3	253.2	227.7
TENNESSEE	168.4	151.0	131.0	117.6	299.4	268.6	619.7	556.7	128.0	111.6	747.7	668.3
TEXAS	417.4	365.7	4.6	4.2	422.0	369.9	1,294.5	1,147.3	358.0	321.8	1,652.5	1,469.1
UTAH	102.1	96.3	56.5	53.6	158.6	149.9	305.9	286.5	41.9	37.9	347.8	324.4
VERMONT	45.0	40.4	9.8	8.8	54.8	49.2	233.9	208.3	22.3	18.5	256.2	226.8
VIRGINIA	287.0	261.1	124.6	112.4	411.6	373.5	767.1	682.3	124.0	110.0	891.1	792.3
WASHINGTON	118.2	107.1	89.7	81.5	207.9	188.6	596.2	518.7	125.0	110.8	721.2	629.5
WEST VIRGINIA	270.2	243.1	117.4	105.9	387.6	349.0	307.5	275.4	48.6	42.6	356.1	318.0
WISCONSIN	13.9	12.5	21.7	19.5	35.6	32.0	347.2	309.5	76.8	66.4	424.0	375.9
WYOMING	33.2	30.5	10.3	9.4	43.5	39.9	309.5	284.7	15.4	13.6	324.9	298.3
DIST. OF COL.	129.6	101.8	78.3	69.9	207.9	171.7	141.2	125.0	47.4	41.5	188.6	166.5
PUERTO RICO												
TOTAL	7,849.1	6,966.1	3,524.1	3,143.6	11,373.2	10,109.7	24,845.2	21,930.3	5,478.1	4,770.9	30,323.3	26,701.2

FEDERAL-AID PRIMARY AND SECONDARY HIGHWAY SYSTEMS

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

AS OF SEPTEMBER 30, 1970

/MILLIONS OF DOLLARS/

TABLE II-C

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	$66.2	$35.2	247.1	$25.0	$12.6	$91.2	$47.8	$446.1	223.7	7,478.9	38.6	18.9	484.7	242.6
ALASKA	70.5	65.6	375.7	33.4	31.4	103.9	97.0	334.3	309.2	2,579.7	50.8	47.7	385.1	356.9
ARIZONA	29.3	20.4	93.7	.9	.7	30.2	21.1	238.3	164.6	1,915.2	4.5	3.0	242.8	167.6
ARKANSAS	71.1	34.6	395.8	15.1	7.6	86.2	42.2	316.1	157.7	5,161.3	19.0	9.2	335.1	166.9
CALIFORNIA	239.5	138.9	271.9	12.1	7.8	251.6	146.7	1,386.8	723.0	3,589.8	7.7	4.5	1,394.5	727.5
COLORADO	32.7	18.5	167.3	16.0	9.2	48.7	27.7	326.0	176.5	3,652.9	45.2	24.6	371.2	201.1
CONNECTICUT	34.0	17.8	13.4	14.4	7.2	48.4	25.0	198.4	96.5	253.9	30.2	14.7	228.6	111.2
DELAWARE	17.3	8.7	30.9	11.3	6.1	28.6	14.8	85.0	42.0	507.7	6.8	3.4	91.8	45.4
FLORIDA	106.2	53.7	230.2	13.6	7.0	119.8	60.7	488.1	227.9	3,476.1	6.4	3.1	494.5	231.0
GEORGIA	116.6	59.6	510.8	39.6	19.9	156.2	79.5	477.9	236.5	5,704.5	55.6	27.5	533.5	264.0
HAWAII	19.4	9.6	28.6	13.9	7.3	33.3	16.9	71.2	35.1	144.8	16.9	7.7	88.1	42.8
IDAHO	36.7	25.9	237.4	10.6	6.6	47.3	32.5	157.5	101.0	2,314.5	15.7	8.8	173.2	109.8
ILLINOIS	202.7	101.9	705.0	11.9	6.0	214.6	107.9	1,056.5	540.8	7,958.3	48.8	24.0	1,105.3	564.8
INDIANA	61.8	31.0	94.5	17.5	9.0	79.3	40.0	560.3	287.4	3,479.9	73.0	34.7	633.3	322.1
IOWA	97.5	49.4	1,380.3	1.8	1.3	99.3	50.7	457.1	235.8	11,243.6	14.6	7.3	471.7	243.1
KANSAS	76.0	38.2	662.4	5.9	2.9	81.9	41.1	465.0	232.1	13,387.0	36.3	18.2	501.3	250.3
KENTUCKY	51.6	24.2	88.8	38.3	19.7	89.9	43.9	342.4	172.0	2,394.6	63.8	31.1	406.2	203.1
LOUISIANA	59.1	30.1	130.5	23.0	11.4	82.1	41.5	382.6	186.3	2,837.6	21.5	10.6	404.1	196.9
MAINE	19.2	9.4	52.0	4.7	2.4	23.9	11.8	163.5	80.7	972.2	21.9	10.2	185.4	90.9
MARYLAND	49.2	24.2	102.6	17.0	8.6	66.2	32.8	251.5	124.0	1,447.1	6.0	3.0	257.5	127.0
MASSACHUSETTS	93.0	48.4	69.2	41.7	21.1	134.7	69.5	350.7	171.4	445.5	96.8	24.7	447.5	196.1
MICHIGAN	125.4	66.6	498.9	48.2	24.6	173.6	91.2	826.2	397.5	9,233.0	43.9	20.9	870.1	418.4
MINNESOTA	125.2	58.7	1,099.9	3.2	1.6	128.4	60.3	573.0	289.1	15,270.5	20.4	10.3	593.4	299.4
MISSISSIPPI	60.5	28.7	576,1	23.5	11.9	84.0	40.6	344.8	168.8	7,648.6	29.0	14.6	373.8	183.4
MISSOURI	105.0	52.3	209.5	50.2	27.0	155.2	79.3	536.5	273.5	9,889.8	99.7	47.8	636.2	321.3
MONTANA	32.8	21.5	222.0	12.1	7.4	44.9	28.9	300.9	180.2	4,688.9	32.5	18.1	333.4	198.3
NEBRASKA	51.5	25.8	597.5	7.1	3.4	58.6	29.2	372.9	192.0	8,018.4	32.9	16.3	405.8	208.3
NEVADA	12.3	10.8	59.9	7.9	7.0	20.2	17.8	125.0	107.1	1,828.2	15.4	12.8	140.4	119.9
NEW HAMPSHIRE	26.9	12.9	41.8	1.5	.5	28.4	13.4	107.1	53.0	442.9	3.8	1.9	110.9	54.9
NEW JERSEY	125.5	58.4	56.5	97.1	46.4	222.6	104.8	351.1	169.8	525.4	42.6	21.3	393.7	191.1
NEW MEXICO	19.2	13.4	84.5	7.9	5.2	27.1	18.6	233.1	152.0	2,492.3	20.4	12.0	253.5	164.0
NEW YORK	407.6	176.3	197.3	5.6	2.8	413.2	179.1	1,691.8	786.8	3,475.6	26.1	12.5	1,717.9	799.3
NORTH CAROLINA	103.2	51.0	208.5	59.6	29.8	162.8	80.8	465.1	231.6	4,919.5	70.7	35.0	535.8	266.6
NORTH DAKOTA	34.7	18.4	1,097.9	3.3	1.8	38.0	20.2	260.2	132.3	14,055.0	14.9	7.7	275.1	140.0
OHIO	211.5	105.4	208.3	2.0	1.0	213.5	106.4	851.9	440.0	2,777.2	135.1	66.9	987.0	506.9
OKLAHOMA	68.1	33.1	306.9	9.6	4.7	77.7	37.8	460.7	229.2	6,408.2	14.4	6.9	475.1	236.1
OREGON	42.7	26.0	61.2	4.4	2.8	47.1	28.8	294.5	169.2	2,179.7	21.8	12.8	316.3	182.0
PENNSYLVANIA	381.9	184.1	243.2	32.0	16.0	413.9	200.1	884.3	435.2	2,079.3	97.5	42.9	981.8	478.1
RHODE ISLAND	10.8	5.2	10.6	10.1	5.2	20.9	10.4	104.1	51.4	251.7	30.9	14.9	135.0	66.3
SOUTH CAROLINA	73.4	35.4	815.9	1.3	.8	74.7	36.2	277.1	139.7	7,326.3	21.0	10.6	298.1	150.3
SOUTH DAKOTA	36.0	20.2	450.5	2.0	1.1	38.0	21.3	281.8	154.5	9,822.3	4.6	2.6	286.4	157.1
TENNESSEE	36.1	17.6	295.3	23.3	11.7	59.4	29.3	445.6	223.6	7,419.6	53.8	25.3	499.4	248.9
TEXAS	254.9	134.8	890.9	.9	.5	255.8	135.3	1,441.6	740.3	19,496.0	4.8	2.6	1,446.4	742.9
UTAH	14.5	11.0	87.2	8.6	6.7	23.1	17.7	161.6	115.4	1,658.9	12.6	8.3	174.2	123.7
VERMONT	14.0	7.1	23.2	2.8	1.4	16.8	8.5	96.1	47.9	530.1	13.4	6.1	109.5	54.0
VIRGINIA	95.9	47.6	210.2	8.3	4.1	104.2	51.7	471.6	228.5	3,871.2	50.9	24.3	522.5	252.8
WASHINGTON	39.7	22.4	139.5	12.6	6.7	52.3	29.1	387.5	191.2	3,968.3	19.5	10.1	407.0	201.3
WEST VIRGINIA	75.6	38.1	47.8	23.5	12.2	99.1	50.3	174.7	87.6	1,106.3	42.4	21.1	217.1	108.7
WISCONSIN	81.9	40.3	345.4	26.4	13.2	108.3	53.5	523.1	260.1	6,816.7	57.3	28.3	580.4	288.4
WYOMING	13.3	9.6	125.5	4.0	2.9	17.3	12.5	185.6	122.7	2,496.9	8.1	5.4	193.7	128.1
DIST. OF COL.	19.9	12.1	6.4	2.0	1.5	21.9	13.6	100.9	53.9	85.4	12.8	6.0	113.7	59.9
PUERTO RICO	50.4	24.3	43.2	.8	.4	51.2	24.7	156.7	70.7	325.7	29.6	12.2	186.3	82.9
TOTAL	4,300.1	2,214.4	15,149.6	869.5	467.8	5,169.6	2,682.2	22,042.6	11,419.2	242,053.0	1,763.0	875.4	23,805.6	12,294.6

STATUS OF THE HIGHWAY TRUST FUND -

(Thousands of Dollars)

TABLE IV

	THREE MONTHS ENDED SEPTEMBER 30, 1970
Balance at beginning of period	$2,611,609
Income:	
Tax revenue:	
Motor-fuel taxes (net after refunds)	1,062,294
Less motorboat fuel revenue 1/	16,400
Net for highways	1,045,894
Trucks, buses, and trailers	143,221
Tires, tubes, and tread rubber	152,908
Vehicle use	72,209
Parts and accessories, trucks and buses	19,927
Lubricating oil (net after refunds)	7,789
Total excise revenues	1,441,948
Interest earned	7,274
Total Income	1,449,222
Disbursements:	
For highways	1,251,300
Interest on advances from General Fund	-
Total Disbursements	1,251,300
Balance at end of period	2,809,531

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. 20590

FOR WEDNESDAY RELEASE
December 9, 1970

FHWA - 523
(202) 426-0648

They've got some "groovey" pavement out on a lonely stretch of Interstate 80 in Wyoming which highway officials hope will help keep drivers from falling asleep at the wheel.

Recessed grooves have been cut into the pavement in what are known as rumble strips. When a car hits 'em, it sets up a rumble and a vibration that officials hope will reduce the unusual number of single-car, off-the-road accidents that have been occurring in the area.

On a 33-mile stretch of I-80 between Rawlins and Rock Spring, described as quiet country where you still can hear the coyote's wail, the Wyoming Highway Department noted they had been averaging some 48 accidents a year -- most of them involving drowsy drivers.

Four sections of the rumble strips each about 30 feet long have been installed. Wyoming officials say it's too early to judge but that they are encouraged by the results to date.

Federal Highway Administrator F. C. Turner says "most fatal mishaps on the Interstate System involve single cars running off the road. Consequently, we are watching this experiment very closely."

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR THURSDAY RELEASE
December 10, 1970

FHWA - 530
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety today announced it was lifting a ban against the use of contact lenses by commercial motor vehicle operators.

The Bureau said contacts could be used if the driver had an extra set in his possession while on the job.

This was one of a series of amendments to recently-adopted driver qualification regulations which the Bureau said were being issued primarily for purposes of clarifying new regulations which become effective January 1.

One of these, designed to reduce the number of drivers suffering heart attacks while at the wheel, makes it clear that persons "suffering from cardiovascular disease or high blood pressure are physically disqualified to drive." Another establishes procedures for dealing with conflicting medical evaluations of a driver's physical fitness.

Also clarified is a rule requiring the driver to be familiar with how to secure cargoes his rig is carrying. It says it is not necessary for the driver, himself, to perform corrective actions he finds are needed.

-more-

The commercial carriers are required to make annual reviews of the drivers they employ and keep rules on same. Under the new driver disqualification provisions, all drivers start with a clean slate as of next January 1.

Dr. Robert A. Kaye, Director of the Bureau of Motor Carrier Safety, said a number of other petitions for changes in the new regulations, which were issued April 22, were being denied. These included one which proposed labor union representation on disqualification cases. Another objected to the stringency of medical requirements.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE
December 13, 1970

FHWA - 535
(202) 426-0648

Breakaway sign posts and energy absorbing barriers are proving so effective in saving lives on the Nation's highways that highway officials are having difficulty compiling scientific statistical evidence.

Federal Highway Administrator F. C. Turner says "these new safety devices are proving so successful that we can't determine just how successful they are." He explained:

"Drivers who used to perish or suffer serious injury in slamming into a sign pole or roadside barrier now are walking away or driving away with little or no injury to themselves or their cars.

"Many times the only evidence we have that an accident has occurred is the breakaway sign pole slipped from its base and dangling in air, or impact barriers smashed with no car in sight.

"It's impossible to tell how many lives these new techniques have saved."

-more-

In recent years there has been a growing awareness that even on the best engineered highways, vehicles sometimes do go out of control -- either because of driver error or mechanical difficulty -- and that when they do, they generally collide with something. Often the "something" is an appurtenance of the highway itself: a steel or concrete pole holding informational or directional signs, bridge piers, some types of guard rail, the space between twin bridges, and the gore area on bridges.

Last year, throughout the Nation, 6,500 persons lost their lives in motor vehicle collisions with such fixed objects.

Since in certain places such fixed objects are unavoidable, Federal and State highway officials began looking for ways to protect motorists from them. Extensive research led to the breakaway sign posts and the energy absorbing barriers as two of the most promising devices.

Breakaway sign posts now are mandatory along new Federal-aid high-speed highways. They are designed to slip their base and move forward and upward out of a vehicle's way upon impact. They are the product of cooperative Federal-State-sponsored research at Texas A&M's Texas Transportation Institute.

The energy absorbing barriers, placed in front of hazardous fixed objects, come in several varieties: clusters of empty barrels, barrels partially filled with sand, cylindrical plastic tubes partially filled with liquid.

There have been some impressive examples of the effectiveness of the new safety devices. For example:

-- In Texas, of 117 accidents with breakaway signs reported as of February 1968, only one fatality, one major injury accident, and 10 minor injury accidents occurred.

-- Since Minnesota installed 5,000 breakaway sign posts, there have been 117 collisions reported, resulting in only one fatality and 33 injuries, most of which were of a very minor nature. However, 216 poles have been repaired or replaced, indicating that at least another 99 vehicles struck them but drove off without a report being made of the collision.

-- In Connecticut, energy absorbing barriers have been struck 19 times -- without a single injury. In each case, tire marks on the pavement indicated that without the protective barriers, a head-on major crash, with probable fatalities, would undoubtedly have resulted.

-- In New York City, the protective barrier in front of the concrete roadway divider on the Northern Boulevard viaduct in the Queens was struck by speeding vehicles at least 10 times in 1969, yet, no injuries were reported to police.

-- In Houston, during the first year after energy absorbing barriers were placed on the city's freeways they were struck 13 times, with no serious injuries or fatalities. In one instance a vehicle traveling 70 miles per hour collided with a protective barrier and the two occupants -- even though they were not wearing their seat belts -- received only a broken nose and a broken collar bone.

-- However, as elsewhere, many other collisions went unreported in Houston because the motorists were able to drive their cars away. The protective barriers there have been replaced or repaired 43 times, but the number of incidents would be much higher than that since the barriers may be struck several times before extensive repair or replacement is needed.

-- In New Orleans, a car traveling between 70 and 80 mph rammed into an energy absorbing barrier at an exit ramp on the New Orleans Expressway. Although not wearing a seat belt, the driver received only some minor facial cuts and bruises, and bruised ribs.

-- And in Atlanta, since energy absorbing barriers were placed at two Interstate freeway interchanges in August, they have been hit four times -- but in each instance the vehicles were driven away without a report.

"I think these are good examples of how well these new safety devices are performing in helping to prevent death and serious injury on our highways," said Federal Highway Administrator Turner.

"I think, too, it shows the great interest highway engineers have in highway safety, in continually conducting research programs in order to come up with better ways of doing things. I am confident that as a result of research going on at the present time we will see even more innovative approaches in the near future, that will lead to even greater highway safety."

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55648

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR MONDAY A.M. RELEASE
December 14, 1970

FHWA - 536
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety today released details of a nation-wide bus safety check last fall, which showed 609 (11 percent) of 5,520 commercial buses checked were ordered out of service until safety-threatening defects were corrected.

The report, entitled, "Safety Bus Inspection Program -- Motor Carriers of Passengers," said nearly half (49.5 percent) of the "imminently hazardous" defects found were in service brake application systems. Nearly one-fifth had more than one safety defect. Other defects found in significant numbers: exhaust systems, wheels (with cracks), stop lights and steering systems.

The safety check, held between August 10 and October 15, involved both chartered and scheduled carriers in interstate commerce and was centered around heavily-attended tourists centers. Bureau of Motor Carrier Safety spokesmen said the check-up is continuing on a year-round basis.

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55690

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR TUESDAY RELEASE
December 29, 1970

FHWA-540 (202-426-0648)

The Federal Highway Administration will participate with the States of Florida, Georgia and Louisiana in a program aimed at developing bridge maintenance inspectors to keep check on the Nation's 536,000 highway bridges.

The three States have pooled a portion of their Federal-aid research funds and have entered into a contract with the firm of Singer Company, Link Division, to develop and implement the training course.

The program will consist of a four week course to be given in Tallahassee, Atlanta and Baton Rouge in April and May of 1971.

Twenty trainees will be selected from each of the three State highway departments.

Training of bridge inspectors was a requirement of the Federal-Aid Highway Act of 1968, and came in the wake of the Silver Bridge tragedy on December 15, 1967. The two-lane bridge at Point Pleasant, West Virginia, collapsed into the Ohio River, killing 46 persons.

The Federal Highway Administration will evaluate the results of the Florida-Georgia-Louisiana project, and if it is deemed successful FHWA will make the complete course curriculum available to all interested State highway departments and other public agencies.

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55742

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR WEDNESDAY RELEASE
December 30, 1970

FHWA--541 (202-426-0648)

The Federal Highway Administration's Bureau of Motor Carrier Safety has authorized an extended road test of coiled nylon air brake tubing on truck-tractor semitrailer combinations.

At the present time, the Motor Carrier Safety Regulations do not allow the use of this type of tubing.

Leaseway Transportation Corporation of Cleveland, Ohio, and its four operating subsidiaries will use the tubing on no less than 40 and no more than 100 truck-tractor units to insure that adequate data is obtained. The test must be completed by December 31, 1971, and detailed information must be reported to BMCS at the beginning and end of the test, and each 30 days during it. BMCS is requiring assurances that practical safety precautions will be taken by those involved in the test.

BMCS Director Robert A. Kaye said that "information obtained from this test will be of value in determining future standards for this type of air brake tubing. The Society of Automotive Engineers and the National Highway Safety Bureau also will be interested in the results, and no doubt will consider the data in setting their own future standards for air brake tubing."

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55743