DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
January 5, 1971

FHWA--537 (202-426-0648)

The Federal Highway Administration today announced publication of "Highway Environment Reference Book," which details many of the methods used by highway engineers to protect the environment and blend highways into their natural setting.

"For the first time," said Federal Highway Administrator F. C. Turner, "various kinds of reference material on environmental matters have been brought together in one publication. This book should be of great value to anyone who has anything to do with highway design, location, or construction."

The 92-page publication contains chapters on planning, location, design and construction, joint development and multiple use, air and water quality and noise abatement, relocation assistance, beautification, and research and development. Case histories are described.

Also included are appendices listing pertinent laws, FHWA memorandums, technical reports, directives, speeches, publications, news releases, and American Association of State Highway Officials specifications.

"As a result of using this book," said Mr. Turner, "anyone involved in highway environmental considerations will be able to quickly learn what source material is available in specific areas. Or, putting it another way, it lets interested persons know that reference material is available on the various facets of highway environment."

Copies of "Highway Environment Reference Book" may be obtained from the Federal Highway Administration, Department of Transportation, 400 Seventh Street S. W., Washington, D. C. 20591.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

RELEASE AT WILL

FHWA--538 (202-426-0648)

During fiscal year 1969, approximately $580 million was spent on environmental aspects of Federal-aid highway projects.

This is one of the facts contained in "Highway Environment Reference Book," a new publication just released by the Federal Highway Administration.

The book explains that the $580 million figure represents about 12 per cent of the total cost of Federal-aid highway projects during fiscal 1969.

Of the total, about $50 million was obligated for direct measures taken for improved environmental quality, and nearly $85 million was spent for indirect measure -- projects which had another primary purpose but which also had beneficial environmental aspects.

Other outlays of $445 million that were included in the over-all total went for positive programs such as roadside improvement for motorists and residents alike, research on the general environmental impact of highways, relocation assistance for those displaced by highway construction, and for highway beautification.

The 92-page book contains chapters on planning, location, design and construction, joint development and multiple use, air and water quality and noise abatement, relocation assistance, beautification, and

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research and development. Case histories are described in several of the areas. Also included are appendices listing pertinent laws, FHWA memorandums, technical reports, directives, speeches, publications, news releases, and American Association of State Highway Officials specifications.

"This book should be extremely valuable to anyone who is involved with highway design, location or construction," said Federal Highway Administrator F. C. Turner.

"For the first time it brings together various kinds of reference material on environmental matters in one publication. It lets interested persons know quickly what reference material is available on the various facets of highway environment."

Copies of "Highway Environment Reference Book" may be obtained from the Federal Highway Administration, Department of Transportation, 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 RELEASE MONDAY
January 11, 1971

FHWA -542
(202) 426-0648

Traffic is moving 12.2 percent faster through downtown Kansas City, Missouri, than formerly, and vehicles are making 18.5 per cent fewer stops -- all because of SIGOP. SIGOP? Yes, SIGOP.

SIGOP is an acronym for "Traffic Signal Optimization Program!" It is a cooperative project between the Federal Highway Administration and six selected cities in different parts of the country. Kansas City is the first community to complete its project and put the system in operation.

Briefly, the purpose of the SIGOP program is to improve the movement of traffic on downtown street grids containing up to 100 or more traffic signals by creating a synchronized system of stop lights, through computerization.

As in the case of Kansas City, the city itself decides what downtown streets it wants included in its SIGOP network, and then collects the needed data on traffic volumes, street widths, signal spacing, and speed and delay studies. This information, together with the SIGOP program tape provided by the Federal Highway Administration, is fed

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into a computer, which, in turn, determines the signal timing for each intersection that will provide for the most efficient movement of traffic.

The FHWA provides no funds for the SIGOP operation -- only the computer program tape. However, the program is attractive to cities because the only cost involved is staff time, and no new equipment is necessary.

Kansas City traffic officials say they are "most pleased" with the way SIGOP has improved the traffic flow in the downtown district.

"While no timing plan for signals in a closely spaced grid network will be satisfactory to every motorist or pedestrian, our experience indicates that the use of data processing equipment and techniques helps to achieve that goal," says Delbert F. Karmeier, Kansas City Director of Transportation. "In addition to achieving real improvements in traffic flow, the SIGOP program offers assurance that the best possible timing plan has been selected.

"We are sure that our traffic engineers and other cities will be utilizing the program in the years to come."

Other cities currently involved in the SIGOP program are Cincinnati, Ohio; Indianapolis, Indiana; Miami, Florida; San Antonio, Texas; and Seattle, Washington.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

RELEASE AT WILL FHWA-539 (202-426-0648)

By the year 2000, the population of the United States will soar to a total of some 275 million or more -- with most of the growth in about 50 large metropolitan areas -- and highway travel could double by 1985 and redouble by 2000.

Yet, despite the continually growing transportation demands, proportionately less urban land is now devoted to highways than in the past.

That is one of the facts disclosed in "Highway Environment Reference Book," a new Federal Highway Administration publication that has just been released.

The book reports that a major consultant's study of land use trends in 48 large American cities found consistent declines in the proportions of developed land devoted to highways. Also, that while there are now 3.7 million miles of roads and streets in the United States, more than 80 per cent of this mileage was already in existence when the Federal-aid highway program was launched in 1916.

According to the FHWA publication, reasons for the decline in developed land devoted to highways included the greater use of freeways and the emphasis on upgrading existing roads and streets.

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Compared to city streets, freeways carry three times more traffic per square foot of pavement. Upgrading existing streets has also allowed capacity increases as well as safety improvements.

The 92-page book contains chapters on planning, location, design and construction, joint development and multiple use, air and water quality and noise abatement, relocation assistance, beautification, and research and development. Case histories are detailed in several of the areas. Also included are appendices listing pertinent laws, FHWA memorandums, technical papers, directives, speeches, publications, news releases, and American Association of State Highway Officials specifications.

Federal Highway Administrator F. C. Turner said:

> "This new book should be of great use to anyone involved in highway design, location or contruction. For the first time various kinds of reference material on environmental matters are brought together in one publication. Now interested persons can quickly learn what reference material is available on the various facets of highway environment."

Copies of "Highway Environment Reference Book" may be obtained from the Federal Highway Administration, Department of Transportation, 400 Seventh Street, S.W. Washington, D.C. 20591.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

RELEASE AT WILL

FHWA- 543
(202) 426-0648

Johnny Appleseed, that legendary figure who roamed the country in the early days planting apple seeds, would like what's happening to a 144-year-old apple tree in Vancouver, Washington.

Plagued by old age, disease, and threatened by man-made progress down through the years, the old apple tree has just survived another threat to its existence: a plan to modernize an existing highway interchange between Interstate 5 and State Route 14 in the old Fort Vancouver National Historic Site.

The interchange plan called for the taking of 0.7 acres of land from the historic site including the old apple tree, itself.

The Advisory Council on Historical Preservation, National Park Service, and the Historical Society of Vancouver objected to the original routing and appealed to city, Federal and State highway officials. After taking another look, the officials agreed that alternate plans could be used which would save the old apple tree.

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The diary of an old sea captain who worked for the Hudson Bay Company disclosed that he brought a supply of apple seeds into the Vancouver area back in the early 1800's. The diary left no doubt that an apple tree had been planted on this very same spot.

The tree almost vanished in 1917. It was in a poor state of health and officials of the Vancouver Army Barracks had decreed that the whole area should be cleared. The late Senator Charles McNary of Oregon intervened and the old tree was saved.

Shortly thereafter, the tree appeared to be dying. Its bark was peeling and decay had set in in a number of places. The rotted sections were gouged out, all decayed wood removed and the remainder sterilized. Then branches from other apple trees were grafted on. The old tree, which had become non-productive, miraculously rebounded, and the next season bore full-sized, delicious apples.

It has flourished down through the years under the watchful eyes of 84-year old C. J. Moss of Vancouver who recently turned the chore over to Harley Mayes also of Vancouver, and seems destined to go on forever.

Federal Highway Administrator F. C. Turner says this story of the old apple tree is "symbolic of the concern and responsiveness of highway officials the Nation over who have compiled a long and impressive record in preserving historic things and sites and preserving the natural beauty along the country's highways."

The Interstate interchange involving the old tree is near the Columbia River. It links Interstate Route 5 with Vancouver's nearby central business district and State Route 14.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

FHWA--544
(202-426-0648)

Seven State highway departments, a town in Washington, a city in Florida, and a gasoline service station were first place winners in the nationwide third annual contest sponsored by the U.S. Department of Transportation's Federal Highway Administration to demonstrate the compatibility of highways and the environment.

The contest was initiated to recognize the efforts made by public and quasi-public bodies, civic and professional organizations, and private industry to improve the environment adjacent to highways.

The competition attracted 723 entries from 123 contestants in 46 States who submitted photographs illustrating the beneficial impact highways can have on the areas through which they pass.

Federal Highway Administrator F. C. Turner said the entries in the contest make it apparent that highways can and do play a role in enhancing the environment.

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"The entries prove that consideration is being given by highway builders to the esthetic and social impact roads have on the areas traversed," he said.

Two first places in the contest's 11 categories were won by the California Division of Highways. One first place each was won by the Vermont Department of Highways, Michigan Department of State Highways, Wisconsin Division of Highways, Oregon State Highway Division, Alabama Highway Department, and the New York State Department of Transportation. The other winners were the city of Fort Lauderdale in Florida, the town of Leavenworth in Washington, and the Liberty Oil Company in Mt. Vernon, Illinois.

The contest's 11 categories, the first place winners, and locations of the projects follow:

1. Highway in its rural setting and environment; New York State Department of Transportation; section of Route 17 expressway in Sullivan and Delaware Counties.

2. Highway in its urban setting and environment; City of Fort Lauderdale; improvement of Olas Boulevard.

3. Bridge, overpass, tunnel approach, ramp or interchange area; Oregon State Highway Division; Interstate 80N viaduct around Tooth Rock Mountain.

4. Safety rest area; Michigan Department of State Highways; facility on Interstate 69 near Coldwater.

5. Highway-oriented private enterprise that preserves or improves the environment; town of Leavenworth, Washington; business section turned into Alpine village.

6. Multiple use of highway right-of-way; California Division of Highways; division's maintenance station built under Interstate 405 and Interstate 10 interchange.

7. Preservation of wildlife or natural areas; Wisconsin Division of Highways; preservation of scenic view on Highway 107 between Merrill and Tomahawk.

8. Preservation of historic sites; Alabama Highway Department; number of buildings in Mobile with historic significance saved in construction of Interstate 10.

9. Landscape treatment along roadsides and interchanges;

California Division of Highways; State Highway 99 through Chico.

10. Screening or disposal of junked cars; Vermont Depar tment of Highways; unique program for disposing of junked autos.

11. Outstanding motorist service station; Liberty Oil Company; service station on U.S. 460 in Mt. Vernon, Illinois.

Selections for honorable mention were made in the various categories. They follow:

1. New Hampshire Department of Public Works; Interstate 89 from New London to Grantham.

2. City of West Palm Beach, Florida; improvement of Flagler Drive.

3. Washington State Highway Department; Cowlitz River arch span near town of Mossyrock.

4. California Division of Highways; Hunter Hill rest stop on Highway 80 east of Vallejo.

5. Tra Vel Information Center; on Interstate 80 near Echo Junction in Utah.

6. City of Chicago; development of rail rapid transit facilities in median strip of Dan Ryan Expressway.

7. Wisconsin Division of Highways; borrow pit utilized for swimming beach on Interstate 94 near Millstone.

8. New Hampshire Department of Public Works; preservation of 234-year-old home of Gen. John Stark in Manchester.

9. Arizona Highway Department; landscaping on Interstate 8 in the Vekol Valley.

10. Wisconsin Division of Highways; screening of automobile junkyard on U.S. 51 north of Stevens Point.

11. Shell Oil Company; service station on Highway 101 in Novato, California.

Judges for the contest were A. E. Johnson, executive director, American Association of State Highway Officials; Charles N. Brady, director, Highway Department, American Automobile Association; Edmund N. Bacon of Philadelphia; Mrs. Ralph A. Reynolds, President, California Roadside Council; Stanley W. Abbott, landscape architect, Williamsburg, Virginia; M. M. Nelson, deputy chief, National Forest Service, U.S. Department of Agriculture; Richard H. Broun, acting director, Environmental Planning Division, U.S. Department of Housing and Urban Development; Harrison Loesch, assistant secretary, Public Land Management, U.S. Department of the Interior; George B. Hartzog, Jr., director, National Park Service, U.S. Department of the Interior; and J. E. N. Jensen associate director for professional services, National Park Service.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FHWA--545
(202-426-0648)

Two Florida cities scored in the nationwide third annual contest sponsored by the U.S. Department of Transportation's Federal Highway Administration to demonstrate the compatibility of highways and the environment, it was announced today.

Fort Lauderdale was chosen first place winner in the category to select the outstanding highway in an urban setting. The City of West Palm Beach won honorable mention in the same category. There were 11 categories in the contest, ranging from the preservation of historic sites to the outstanding gasoline service station.

The project that won first place for Fort Lauderdale was the improvement of Las Olas Boulevard. Median islands and curb areas were landscaped in a cooperative venture between local businesses and the city. The businessmen donated property and decorative lighting. The city installed landscaping and a sprinkler system.

Honorable mention went to West Palm Beach for its improvement of Flagler Drive. About $750,000 of local funds was spent for landscaping, bulkhead and signalization work.

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The annual contest was initiated to recognize the efforts made by public and quasi-public bodies, civic and professional organizations, and private industry to improve the environment adjacent to highways.

The competition attracted 723 entries from 123 contestants in 46 States who submitted photographs illustrating the beneficial impact highways can have on the areas through which they pass.

Judges for the contest were A. E. Johnson, executive director, American Association of State Highway Officials; Charles N. Brady, director, Highway Department, American Automobile Association, Edmund N. Bacon of Philadelphia; Mrs. Ralph A. Reynolds, president, California Roadside Council; Stanley W. Abbott, landscape architect, Williamsburg, Virginia; M.M. Nelson, deputy chief, National Forest Service, U.S. Department of Agriculture; Richard H. Broun , acting director, Environmental Planning Division, U.S. Department of Housing and Urban Development; Harrison Loesch, assistant secretary, Public Land Management, U.S. Department of the Interior; George B. Hartzog, Jr., director, National Park Service, U.S. Department of the Interior; and J. E. N. Jensen associate director for professional services, National Park Service.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FHWA-546
(202-426-0648)

The Oregon State Highway Division has been chosen first place winner in one of 11 categories in the nationwide third annual contest sponsored by the U.S. Department of Transportation's Federal Highway Administration to demonstrate the compatibility of highways and the environment.

An Interstate 80N viaduct to carry westbound traffic around Tooth Rock Mountain near Bonneville Dam was the winner in the outstanding bridge, overpass, tunnel, approach, ramp or interchange category. Eastbound traffic uses an existing tunnel through the mountain.

Motorists using the viaduct are provided a breathtaking view of Columbia George and Bonneville Dam.

The other 10 categories in the competition ranged from the preservation of historic sites to the outstanding gasoline service station.

The annual contest was initiated to recognize the efforts made by public and quasi-public bodies, civic and professional organizations, and private industry to improve the environment adjacent to highways.

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The competition attracted 723 entries from 123 contestants in 46 States who submitted photographs illustrating the beneficial impact highways can have on the areas through which they pass.

Judges for the contest were A. E. Johnson, executive director, American Association of State Highway Officials, Charles N. Brady, director, Highway Department, American Automobile Association; Edmund N. Bacon of Philadelphia; Mrs. Ralph A. Reynolds, president, California Roadside Council; Stanley W. Abbott, landscape architect, Williamsburg, Virginia; M. M. Nelson, deputy chief, National Forest Service, U.S. Department of Agriculture; Richard H. Broun, acting director, Environmental Planning Division, U.S. Department of Housing and Urban Development; Harrison Loesch, assistant secretary, Public Land Management, U.S. Department of the Interior; George B. Hartzog, Jr., director, National Park Service, U.S. Department of the Interior; and J. E. N. Jensen, associate director for professional services, National Park Service.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FHWA--547
(202-426-0648)

A town in Washington has won first place, and the Washington State Highway Department has won honorable mention in two categories of the nationwide third annual contest sponsored by the U.S. Department of Transportation's Federal Highway Administration to demonstrate the compatibility of highways and the environment.

Leavenworth, a town of 1,540 population, was first place winner in the category for the outstanding example of highway-oriented private enterprise that helps preserve or enhance the environment. The State Highway Department received honorable mention in the outstanding bridge, overpass, tunnel, approach, ramp or interchange category.

There were nine other categories, ranging from the preservation of historic sites to the outstanding gasoline service station, in the contest.

In an effort to attract more visitors, Leavenworth turned its business section in the vicinity of State Highway 2 into an Alpine village. The town today is a major tourist attraction.

The State Highway Department was cited for the construction of the Cowlitz River arch span near the town of Mossyrock in Lewis County, the longest concrete arch bridge in North America. A major rest area is planned near the bridge.

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The annual contest was initiated to recognize the efforts made by public and quasi-public bodies, civic and professional organizations, and private industry to improve the environment adjacent to highways. The competition attracted 723 entries from 123 contestants in 46 States who submitted photographs illustrating the beneficial impact highways can have on the areas through which they pass.

Judges for the contest were A. E. Johnson, executive director, American Association of State Highway Officials; Charles N. Brady, director, Highway Department, American Automobile Association; Edmund N. Bacon of Philadelphia; Mrs. Ralph A. Reynolds, president, California Roadside Council; Stanley W. Abbott, landscape architect, Williamsburg, Virginia; M.M. Nelson, deputy chief, National Forest Service, U.S. Department of Agriculture; Richard H. Broun, acting director, Enviornmental Planning Division, U.S. Department of Housing and Urban Development; Harrison Loesch, assistant secretary, Public Land Management, U.S. Department of the Interior; George B. Hartzog, Jr., director, National Park Service, U.S. Department of the Interior; and J. E. N. Jensen associate director for professional services, National Park Service.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FHWA--548
(202-426-0648)

The Arizona Highway Department has won honorable mention in one of 11 categories in the nationwide third annual contest sponsored by the U.S. Department of Transportation's Federal Highway Administration to demonstrate the compatibility of highways and the environment.

The Department was cited in the category dealing with landscape treatment along roadsides and interchanges. The other categories ranged from selecting the best example of multiple use of highway right-of-way to the outstanding gasoline service station.

Landscaping on Interstate 8 in the Vekol Valley area won honorable mention for the Department's concentrated effort to preserve the native desert plant material growing in the median strip and along the right-of-way.

The annual contest was initiated to recognize the efforts made by public and quasi-public bodies, civic and professional organizations, and private industry to improve the environment adjacent to highways. The competition attracted 723 entries from 123 contestants in 46 States who submitted photographs illustrating the beneficial impact highways can have on the areas through which they pass.

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Judges for the contest were A. E. Johnson, executive director, American Association of State Highway Officials; Charles N. Brady, director, Highway Department, American Automobile Association; Edmund N. Bacon of Philadelphia; Mrs. Ralph A. Reynolds, president, California Roadside Council; Stanley W. Abbott, landscape architect, Williamsburg, Virginia; M. M. Nelson, deputy chief, National Forest Service, U.S. Department of Agriculture; Richard H. Broun, acting director, Environmental Planning Division, U.S. Department of Housing and Urban Development; Harrison Loesch, assistant secretary, Public Land Management, U.S. Department of the Interior; George B. Hartzog, Jr., director, National Park Service, U.S. Department of the Interior; and J. E. N. Jensen, associate director for professional services, National Park Service.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FHWA--549
(202-426-0648)

The Alabama Highway Department has been named first place winner in one of 11 categories in the nationwide third annual contest sponsored by the U.S. Department of Transportation's Federal Highway Administration to demonstrate the compatibility of highways and the environment.

The Department was judged outstanding in the preser vation of historic sites category. The other 10 categories in the contest ranged from the best example of multiple use of highway right-of-way to the outstanding gasoline service station.

Many groups, including the Mobile Historic Development Commission and the Colonial Dames of America, cooperated with the highway department to save sites with historic significance in the location of Interstate 10 in Mobile. As a result, such structures as the Phoenix Museum, Christ Episcopal Church, and City Hall were untouched even though they lie within 100 feetof an I-10 interchange.

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The annual contest was initiated to recognize the efforts made by public and quasi-public bodies, civic and professional organizations, and private industry to improve the environment adjacent to highways.

The competition attracted 723 entries from 123 contestants in 46 States who submitted photographs illustrating the beneficial impact highways can have on the areas through which they pass.

Judges for the contest were A. E. Johnson, executive director, American Association of State Highway Officials; Charles N. Brady, director, Highway Department, American Automobile Association; Edmund N. Bacon of Philadelphia; Mrs. Ralph A. Reynolds, president, California Roadside Council; Stanley W. Abbott, landscape architect, Williamsburg, Virginia; M. M. Nelson, deputy chief, National Forest Service, U.S. Department of Agriculture; Richard H. Broun, acting director, Environmental Planning Division, U.S. Department of Housing and Urban Development; Harrison Loesch, assistant secretary, Public Land Management, U.S. Department of the Interior; George B. Hartzog, Jr., director, National Park Service, U.S. Department of the Interior; and J. E. N. Jensen, associate director for professional services, National Park Service.

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0012571

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FHWA--550
(202-426-0648)

The Vermont Department of Highways has been named first place winner in one of 11 categories in the nationwide third annual contest sponsored by the U.S. Department of Transportation's Federal Highway Administration to demonstrate the compatibility of highways and the environment.

Vermont was selected because of its successful program for disposing of junked cars. It is estimated the program, which began in 1968, will be responsible for the removal of 23,000 derelict cars by the end of fiscal 1971.

Under the Vermont system for disposing of junk cars which are eyesores to the traveling public, the Department of Highways entered into an agreement with towns to collect junk cars and bring them to a central area. Towns are paid a nominal amount by the State for their services. The State then contracts with a private car-crushing firm for the final disposal.

The FHWA contest was initiated to recognize the efforts made by public and quasi-public bodies, civic and professional organizations, and private industry to improve the environment adjacent to highways. The categories in the contest ranged from preservation of historic sites to the outstanding gasoline service station.

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The competition attracted 723 entries from 123 contestants in 46 States who submitted photographs illustrating the beneficial impact highways can have on the areas through which they pass.

Judges for the contest were A. E. Johnson, executive director, American Association of State Highway Officials; Charles N. Brady, director, Highway Department, American Automobile Association; Edmund N. Bacon of Philadelphia; Mrs. Ralph A. Reynolds, president California Roadside Council; Stanley W. Abbott, landscape architect; Williamsburg, Virginia; M. M. Nelson, deputy chief, National Forest Service, U.S. Department of Agriculture; Richard H. Broun, acting director, Environmental Planning Division, U.S. Department of Housing and Urban Development; Harrison Loesch, assistant secretary, Public Land Management, U.S. Department of the Interior; George B. Hartzog, Jr., director, National Park Service, U.S. Department of the Interior; and J. E. N. Jensen, associate director for professional services, National Park Service.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FHWA--551
(202-426-0648)

An information center operated by a private firm in Utah has won honorable mention in one of 11 categories in the nationwide third annual contest sponsored by the U.S. Department of Transportation's Federal Highway Administration to demonstrate the compatibility of highways and the environment.

Winner of honorable mention in the category open to private enterprise which preserves, or enhances the environment was the Tra Vel Information Center on Interstate 80 near Echo Junction.

The building site for the center is owned by the Utah Highway Department but was leased to the Utah Travel Council. The Council entered into a contract with Tra Vel, which built the information center as a commercial enterprise.

The other categories in the contest ranged from the best example of multiple use of highway right-of-way to the outstanding gasoline service station.

The annual contest was initiated to recognize the efforts made by public and quasi-public bodies, civic and professional organizations, and private industry to improve the environment adjacent to highways. The competition attracted 723 entries from 123 contestants in 46 States who submitted photographs illustrating the beneficial impact highways can have on the areas through which they pass.

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Judges for the contest were A. E. Johnson, executive director, American Association of State Highway Officials; Charles N. Brady, director, Highway Department, American Automobile Association; Edmund N. Bacon of Philadelphia; Mrs. Ralph A. Reynolds, president, California Roadside Council; Stanley W. Abbott, landscape architect, Williamsburg, Virginia; M. M. Nelson, deputy chief, National Forest Service, U.S. Department of Agriculture; Richard H. Brown, acting director, Environmental Planning Division, U.S. Department of Housing and Urban Development; Harrison Loesch, assistant secretary, Public Land Management, U.S. Department of the Interior; George B. Hartzog, Jr., director, National Park Service, U.S. Department of the Interior; and J. E. N. Jensen associate director for professional services, National Park Service.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FHWA--552
(202-426-0548)

Two first places and one honorable mention were won by the California Division of Highways in the nationwide third annual contest sponsored by the U.S. Department of Transportation's Federal Highway Administration to demonstrate the compatibility of highways and the environment.

The contest was initiated to recognize the efforts made by public and quasi-public bodies, civic and professional organizations, and private industry to improve the environment adjacent to highways.

The competition was broken down into 11 categories ranging from the preservation of historic sites to the outstanding gasoline service station.

First place was won by California in the following categories:

1. Multiple use of highway right-of-way.

2. Landscape treatment along roadsides and interchanges.

Winning project in the first category was the division's Westdale Maintenance Station built under the San Diego Freeway (Interstate 405) and the Santa Monica Freeway (Interstate 10) interchange.

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In the second category, first place was won by the Chico Freeway (State Highway 99). One mile of the freeway is constructed on a pair of viaducts carrying traffic through a section of Bidwell Park. More than 900 pine, sycamore and Chinese pistache were planted to improve the landscape.

Honorable mention in the safety rest area category was won for the Hunter Hill rest stop on Highway 80 east of Vallejo. The $125,000 stop overlooks the City of Vallejo, the Carquinez Straits, and the waters of San Pablo Bay. Construction included not only sanitary facilities but extensive landscaping, the installation of an irrigation system, and 11 picnic tables protected from the weather.

A Shell Oil Company Service Station on Highway 101 in Novato, California, won honorable mention in the outstanding gas station category.

The station was designed and built to harmonize with the surroundings. The building blends with the background, and the pump islands were constructed with a terraced effect to conform with the natural topography of the site.

Signing has been limited to a company identification mounted on an attractive stand.

The contest attracted 723 entries from 123 contestants in 46 States who submitted photographs illustrating the beneficial impact highways can have on the areas through which they pass.

Judges for the contest were A. E. Johnson, executive director, American Association of State Highway Officials; Charles N. Brady, director Highway Department, American Automobile Association; Edmund N. Bacon of Philadelphia; Mrs. Ralph A. Reynolds, president, California Roadside Council; Stanley W. Abbott, landscape architect, Williamsburg, Virginia; M. M. Nelson, deputy chief, National Forest Service, U. S. Department of Agriculture, Richard H. Broun, acting director, Environmental Planning Division, U. S. Department of Housing and Urban Development; Harrison Loesch, assistant secretary, Public Land Management, U. S. Department of the Interior; George B. Hartzog, Jr., director, National Park Service, U.S. Department of the Interior; and J. E. N. Jensen, associate director for professional services, National Park Service.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FHWA--553
(202-426-0648)

One first place and two honorable mentions have been won by the Wisconsin Division of Highways in the nationwide third annual contest sponsored by the U.S. Department of Transportation's Federal Highway Administration to demonstrate the compatibility of highways and the environment, it was announced today.

The contest was initiated to recognize the efforts made by public and quasi-public bodies, civic and professional organizations, and private industry to improve the environment adjacent to highways.

The competition, broken down into 11 categories ranging from the preservation of historic sites to the outstanding gasoline service station, attracted 723 entries from 123 contestants in 46 States. They submitted photographs illustrating the beneficial impact highways can have on the areas through which they pass.

Both first place and honorable mention were won by the Wisconsin Division in the category dealing with the preservation of wildlife or natural areas.

First place was won for the steps taken by the division to preserve the scenic view for motorists traveling on Highway 107. For more than half the 27-mile distance where the highway hugs the Wisconsin River between Merrill and Tomahawk, the division obtained scenic easements to save the beautiful scenery for public enjoyment.

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Honorable mention was won in the same category for another location where the division took advantage of the topography to develop a swimming beach adjacent to Interstate 94 near Millstone by utilizing a borrow pit.

The second honorable mention was garnered in the junkyard screening category. Pine trees were used to screen from motorists' view an ugly automobile junkyard on U.S. 51 north of Steven's Point.

Judges for the contest were A. E. Johnson, executive director, American Association of State Highway Officials; Charles N. Brady, director, Highway Department, American Automobile Association; Edmund N. Bacon of Philadelphia; Mrs. Ralph A. Reynolds, president, California Roadside Council; Stanley W. Abbott, landscape architect, Williamsburg, Virginia; M. M. Nelson, deputy chief, National Forest Service, U.S. Department of Agriculture; Richard H. Broun, acting director, Environmental Planning Division, U.S. Department of Housing and Urban Development; Harrison Loesch, assistant secretary, Public Land Management, U.S. Department of the Interior; George B. Hartzog, Jr., director, National Park Service, U.S. Department of the Interior; and J. E. N. Jensen associate director for professional services, National Park Service.

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0012571

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FHWA-554
(202-426-0648)

A gasoline service station on U.S. 460 in Mt. Vernon, Illinois, and the City of Chicago were winners in the nationwide third annual contest sponsored by the U.S. Department of Transportation's Federal Highway Administration to demonstrate the compatibility of highways and the environment.

The Liberty Oil Company won first place as the outstanding gas station because of its unusually attractive and efficient layout and design.

Honorable mention went to the City of Chicago in the category to pick the outstanding example of multiple use of highway right-of-way. Chicago was cited for the development of rail rapid transit facilities in the median strip of the Dan Ryan Expressway extending rapid transit service to the city's south side.

Three agencies cooperated in the project. They were the Chicago Transit Authority, Cook County Highway Department, and the Illinois Division of Highways.

There were 11 categories in the contest ranging from the preservation of historic sites to the outstanding rest area. The contest was initiated to recognize the efforts made by public and quasi-public bodies, civic and professional organizations, and private industry to improve the environment adjacent to highways.

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The competition attracted 723 entries from 123 contestants in 46 States who submitted photographs illustrating the beneficial impact highways can have on the areas through which they pass.

Judges for the contest were A. E. Johnson, executive director, American Association of State Highway Officials; Charles N. Brady, director, Highway Department, American Automobile Association; Edmund N. Bacon of Philadelphia; Mrs. Ralph A. Reynolds, president, California Roadside Council; Stanley W. Abbott, landscape architect, Williamsburg, Virginia; M. M. Nelson, deputy chief, National Forest Service, U.S. Department of Agriculture; Richard H. Broun, acting director, Environmental Planning Division, U.S. Department of Housing and Urban Development; Harrison Loesch, assistant secretary, Public Land Management, U.S. Department of the Interior; George B. Hartzog, Jr., director, National Park Service, U.S. Department of the Interior; and J. E. N. Jensen, associate director for professional services, National Park Service.

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0012571

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FHWA--555
(202-426-0648)

The New Hampshire Department of Public Works and Highways has won honorable mention in two of 11 categories in the nationwide third annual contest sponsored by the U.S. Department of Transportation's Federal Highway Administration to demonstrate the compatibility of highways and the environment.

A section of Interstate 89 from New London to Grantham in Merrimack and Sullivan Counties received honorable mention in the category dealing with the highway in its rural setting. The second honorable mention was won for the preservation of a historic site.

The attractive Interstate 89 section traverses high ground between the Sunapee Lake area and the Connecticut River Valley watershed. The historic site that was preserved was the home of Gen. John Stark, hero of Bunker Hill. Built in Manchester 234 years ago, the home faced relocation or demolition because of a proposed bridge project.

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Through the combined efforts of the New Hampshire Department and the Molly Stark Chapter of the Daughters of the American Revolution, which had acquired the house in 1937, the house was moved to a new site a short distance away. The building was transported in two parts to its present location.

The other categories in the contest ranged from the outstanding example of landscape treatment to the outstanding gasoline service station.

The annual contest was initiated to recognize the efforts made by public and quasi-public bodies, civic and professional organizations, and private industry to improve the environment adjacent to highways.

The competition attracted 723 entires from 123 contestants in 46 States who have submitted photographs illustrating the beneficial impact highways can have on the areas through which they pass.

Judges for the contest were A. E. Johnson, executive director, American Association of State Highway Officials; Charles N. Brady, director, Highway Department, American Automobile Association; Edmund N. Bacon of Philadelphia; Mrs. Ralph A. Reynolds, president, California Roadside Council; Stanley W. Abbott, landscape architect, Williamsburg, Virginia; M. M. Nelson, deputy chief, National Forest Service, U.S. Department of Agriculture; Richard H. Broun, acting director, Environmental Planning Division, U.S. Department of Housing and Urban Development; Harrison Loesch, assistant secretary, Public Land Management, U.S. Department of the Interior; George B. Hartzog, Jr., director, National Park Service, U.S. Department of the Interior; and J. E. N. Jensen, associate director for professional services, National Park Service.

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0012571

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FHWA--556
(202-426-0648)

The New York State Department of Transportation has been chosen first place winner in one of 11 categories in the nationwide third annual contest sponsored by the U.S. Department of Transportation's Federal Highway Administration to demonstrate the compatibility of highways and the environment.

A section of the Route 17 Expressway in Sullivan and Delaware Counties was selected as the outstanding highway in a rural setting. The other categories ranged from the preservation of historic sites to the outstanding gasoline service station.

The annual contest was initiated to recognize the efforts made by public and quasi-public bodies, civic and professional organizations, and private industry to improve the environment adjacent to highways.

The competition attracted 723 entries from 123 contestants in 46 States who submitted photographs illustrating the beneficial impact highways can have on the areas through which they pass.

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Judges for the contest were A. E. Johnson, executive director, American Association of State Highway Officials; Charles N. Brady, director, Highway Department, American Automobile Association; Edmund N. Bacon of Philadelphia; Mrs. Ralph A. Reynolds, president, California Roadside Council; Stanley W. Abbott, landscape architect; Williamsburg, Virginia; M. M. Nelson, deputy chief, National Forest Service, U.S. Department of Agriculture; Richard H. Broun, acting director, Environmental Planning Division; U.S. Department of Housing and Urban Development; Harrison Loesch, assistant secretary, Public Land Management, U.S. Department of the Interior; George B. Hartzog, Jr., director, National Park Service, U.S. Department of the Interior; and J.E.N. Jensen associate director for professional services, National Park Service.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FHWA--557
(202-426-0648)

The Michigan Department of State Highways has been named the first place winner in one of 11 categories in the nationwide third annual contest sponsored by the U.S. Department of Transportation's Federal Highway Administration to demonstrate the compatibility of highways and the environment.

Michigan's facility on Interstate 69 near Coldwater was the winner in the outstanding safety rest area category. The other categories in the contest ranged from the preservation of historic sites to the outstanding gasoline service station.

The Michigan rest area, which includes a travel information center, is built of rough-sawed cedar and faced with fieldstone. Rustic tables are available for picnicking.

The annual contest was initiated to recognize the efforts made by public and quasi-public bodies, civic and professional organizations, and private industry to improve the environment adjacent to highways.

The competition attracted 723 entries from 123 contestants in 46 States who submitted photographs illustrating the beneficial impact highways can have on the areas through which they pass.

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Judges for the contest were A. E. Johnson, executive director, American Association of State Highway Officials; Charles N. Brady, director, Highway Department, American Automobile Association; Edmund N. Bacon of Philadelphia; Mrs. Ralph A. Reynolds, president, California Roadside Council; Stanley W. Abbott, landscape architect; Williamsburg, Virginia; M. M. Nelson, deputy chief, National Forest Service, U.S. Department of Agriculture; Richard H. Broun, acting director, Environmental Planning Division, U.S. Department of Housing and Urban Development; Harrison Loesch, assistant secretary, Public Land Management, U.S. Department of the Interior; George B. Hartzog, Jr., director, National Park Service, U.S. Department of the Interior; and J.E.N. Jensen, associate director for professional services, National Park Service.

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0012571

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

RELEASE AT WILL

FHWA -558
(202) 426-0648

The problem was thirsty sheep in Wyoming.

And the solution was provided by sympathetic highway officials.

On part of the I-80 right-of-way between Laramie and Cheyenne, in the Medicine Bow National Forest, there is a natural spring. For many years, sheep have been allowed to graze in the general area, but an adequate water supply for them was becoming an increasing problem. In short, the sheep were getting thirsty.

The Forest Service's District Ranger, after other efforts proved fruitless, approached the Wyoming Highway Department with the request to use the spring by building a fenced water gap from the right-of-way fence. The Highway Department agreed, and the Federal Highway Administration gave its approval, assuring that the sheep could continue to graze in the area.

A sheep type fence was constructed along the water gap, and the original right-of-way fence was also left intact. The bottom wires of the right-of-way fence will be lifted during the two to three week period each year that the water is needed, and then replaced.

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At no time do the sheep have access to the Interstate freeway itself, and since it is virtually impossible to see into the watering area from the roadway, there is no problem from traffic slowing down or stopping when the sheep are in the area.

R. G. Stapp, superintendent of the Wyoming Highway Department, explained that the highway officials felt that it was "in the best interests of the taxpaying public to grant the change of access control line in order that this forest area might better serve multiple use."

And Federal Highway Administrator F. C. Turner said:

"This is one more example of how highway officials all over the nation are anxious to cooperate in any worthwhile joint endeavor involving multiple use of highway right-of-way. I am glad that we were able to make it possible for the sheep to continue to use their habitual grazing area."

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55859

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
January 22, 1971

FHWA - 559
(202) 426-0648

The Department of Transportation's Federal Highway Administration today issued a summary report for 1969 which analyzes highway accidents of commercially operated vehicles in which fire was involved.

The report, compiled by FHWA's Bureau of Motor Carrier Safety, discloses that in the 12-month period there were 765 incidents reported by property carriers involving fire. This was 1.57 percent of the 48,643 accident reports submitted by such carriers during the year. The 765 occurrences resulted in 126 fatalities, 363 injuries, and property damage totaling almost $9 million. The reporting requirement includes all vehicles involved in fires, not only those caused by collision.

Passenger carriers reported 10 incidents involving fire in the same period, which was 0.50 percent of the 2,014 reports submitted

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by such carriers during the year. The 10 occurrences resulted in no fatalities, 25 injuries, and property damage of $156,450.

Copies of the report, entitled "1969 Analysis of Accident Reports Involving Fire," may be obtained from the Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, 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 RELEASE FRIDAY
January 22, 197o

FHWA - 560
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety today released its "1969 Analysis of Motor Carrier Accidents Involving Vehicle Defects or Mechanical Failure."

The report concerns all motor carriers, except private carriers, operating in interstate or foreign commerce, which are required to report accidents that result in a fatality, personal injury or $250 or more property damage.

Of the 50,657 accident reports BMCS received in 1969, 2,922 reports, or 5.8 percent indicated that a vehicle defect or a mechanical failure was a causative factor. Property carriers accounted for 2,897 of the accidents in this area, which resulted in 64 fatalities, 1,072 personal injuries, and $8,266,073 property damage. Passenger carriers accounted for the other 25 accidents, which resulted in 25 injuries and $83,324 property damage.

The report stated brake system defects accounted for the largest number of accidents, 702 or 26.6 percent, and $1,566,109 property damage. Accidents resulting from tire failure accounted for 410 or 15.5 percent, and $2,566,053 property damage.

Copies of the new report are available from the Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, 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 RELEASE FRIDAY
February 12, 1971

FHWA--561 (202-426-0648)

HIGHWAY CONSTRUCTION PRICE INDEX FOR 4TH QUARTER 1970

The Department of Transportation's Federal Highway Administration announced today that highway construction costs in the fourth quarter of 1970 dropped 2.8 percent below the previous quarter.

This decrease, the FHWA indicated, is primarily due to exceptionally high prices in the third quarter and does not necessarily signify a downward trend. The decrease brought current prices to 130.2 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 second issue of the index based on the year 1967. The previous base period was 1957-59.

The decrease of 2.8 percent follows a 10.4 percent increase for the previous quarter. The composite price index for the fourth quarter of 1970 is 11.7 percent above that for the fourth quarter of 1969.

The decrease in the fourth quarter 1970 composite index below that of the previous quarter reflects changes ranging from a decrease of 6.6 percent for portland cement concrete surfacing to an increase of 5.4 percent for structural steel.

The composite index for calendar year 1970 is 12.3 percent above that for calendar year 1969 as compared to the previous annual increase of 8.2 percent.

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

	Price Index	Percentage Change
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
4th quarter, 1970	130.2	- 2.8

The price levels of the component items of the index in the fourth 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--	
	Fourth quarter 1970	Third quarter 1970	Fourth quarter 1969	Third quarter 1970	Fourth quarter 1969
Excavation	126.4	128.8	105.4	- 1.9	+20.0
Surfacing:					
Portland cement concrete	126.2	135.1	123.7	- 6.6	+ 2.0
Bituminous concrete	126.2	131.7	116.2	- 4.2	+ 8.6
Composite surfacing	126.2	133.4	120.1	- 5.4	+ 5.1
Structures:					
Reinforcing steel	131.2	130.4	121.2	+ 0.6	+ 8.3
Structural steel	149.7	142.0	131.0	+ 5.4	+14.2
Structural concrete	134.8	143.4	126.7	- 6.0	+ 6.4
Composite structures	138.5	140.8	127.0	- 1.6	+ 9.1
Composite price index	130.2	134.0	116.6	- 2.8	+11.7

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

	Unit	3rd Qtr. 1970	4th Qtr. 1970
Excavation	Cu. Yd.	$ .70	$ .68
PCC surface	Sq. Yd.	5.98	5.59
Bit. conc. surf.	Ton	8.52	8.16
Str. reinf.	Lb.	.171	.172
Str. steel	Lb.	.350	.369
Str. concrete	Cu. Yd.	100.82	94.73

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR MONDAY RELEASE
February 15, 1971

FHWA--562 (202-426-0648)

Secretary of Transportation John A. Volpe announced today that $1,192 million in Federal and State funds was obligated through December 31, 1970, for development highways and local access roads in the 13-state Appalachia Region.

The Federal share was $657 million.

As of the end of December, 1,197 miles of highways and roads were completed or under construction, an increase of 41 miles since the September 30, 1970 quarterly report. Of the total, 615 miles were completed and 582 miles were under construction. Engineering and right-of-way acquisition were underway on 1,047 miles.

The Appalachican 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, 429 miles of the 2,533 miles of development highways being considered for improvement were completed and open to traffic. An additional 23.3 miles were also completed but not yet open to traffic, and 400 miles were under construction. Preliminary engineering and right-of-way acquisition were underway or completed on 917 miles, centerline locations were approved on 214 miles, and route location studies were underway or completed on 489 miles. Work has not yet been started on the remaining 84 miles.

Table 2 shows that of the 578 miles of local access roads approved as of December 30, 186 miles were completed, and 182 miles were under construction. Preliminary engineering and right-of-way acquisition were underway or completed on 130 miles, centerline locations were approved on 15 miles, and route location studies were underway or completed on 14 miles. No work was started on the remaining 51 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 Appalachican 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.

# # #

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF DECEMBER 31, 1970

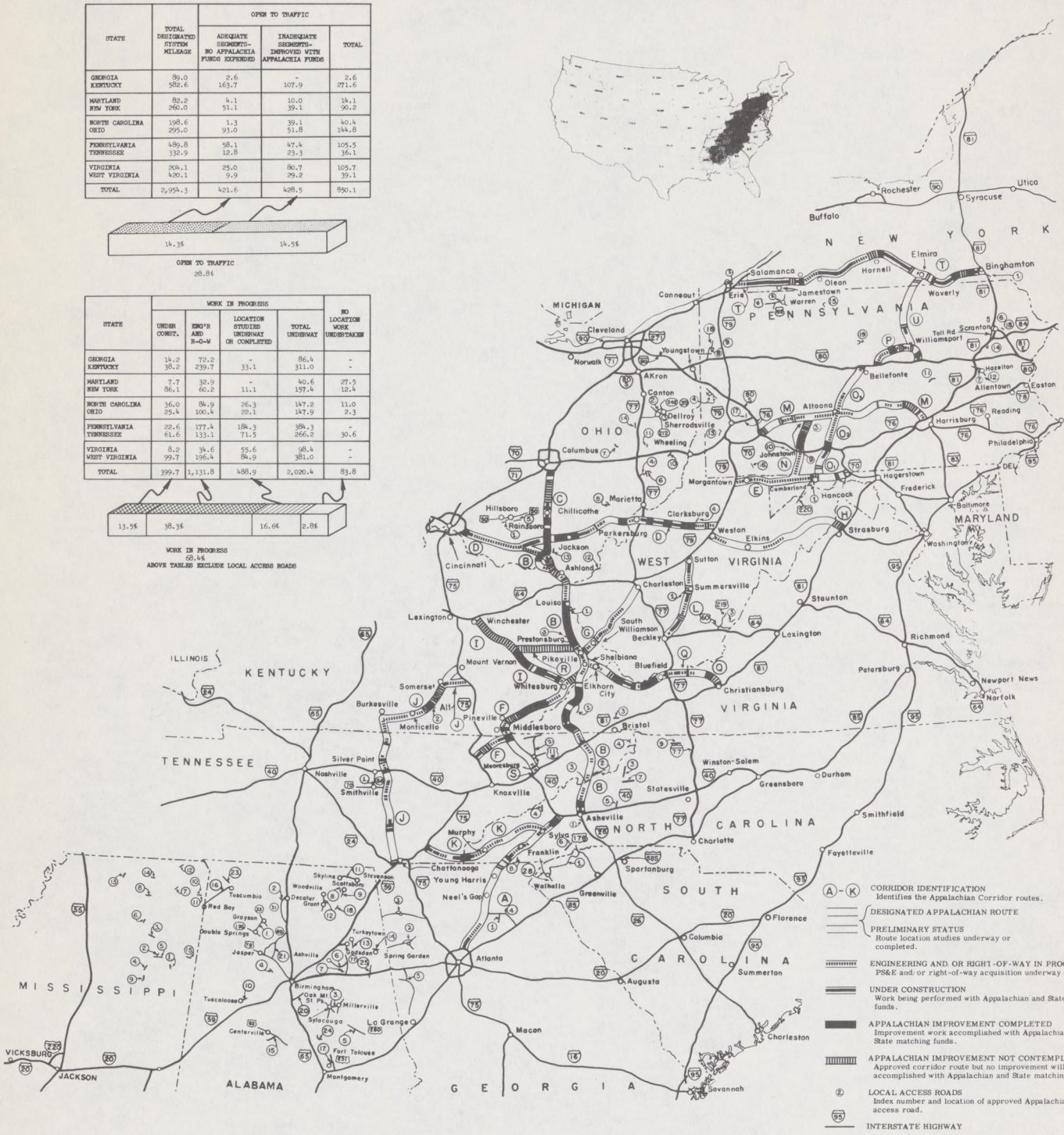
STATE	TOTAL DESIGNATED SYSTEM MILEAGE	OPEN TO TRAFFIC		
		ADEQUATE SEGMENTS-NO APPALACHIA FUNDS EXPENDED	INADEQUATE SEGMENTS-IMPROVED WITH APPALACHIA FUNDS	TOTAL
GEORGIA KENTUCKY	89.0 582.6	2.6 163.7	- 107.9	2.6 271.6
MARYLAND NEW YORK	82.2 260.0	4.1 51.1	10.0 39.1	14.1 90.2
NORTH CAROLINA OHIO	198.6 295.0	1.3 93.0	39.1 51.8	40.4 144.8
PENNSYLVANIA TENNESSEE	489.8 332.9	58.1 12.8	47.4 23.3	105.5 36.1
VIRGINIA WEST VIRGINIA	204.1 420.1	25.0 9.9	80.7 29.2	105.7 39.1
TOTAL	2,954.3	421.6	428.5	850.1

OPEN TO TRAFFIC
28.8%

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 38.2	72.2 239.7	- 33.1	86.4 311.0	- -
MARYLAND NEW YORK	7.7 86.1	32.9 60.2	- 11.1	40.6 157.4	27.5 12.4
NORTH CAROLINA OHIO	36.0 25.4	84.9 100.4	26.3 22.1	147.2 147.9	11.0 2.3
PENNSYLVANIA TENNESSEE	22.6 61.6	177.4 133.1	184.3 71.5	384.3 266.2	- 30.6
VIRGINIA WEST VIRGINIA	8.2 99.7	34.6 196.4	55.6 84.9	98.4 381.0	- -
TOTAL	399.7	1,131.8	488.9	2,020.4	83.8

WORK IN PROGRESS
68.4%

ABOVE TABLES EXCLUDE LOCAL ACCESS ROADS



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

TABLE 1

STATE	APPALACHIAN IMPROVEMENT COMPLETED	WORK IN PROGRESS					ROUTE LOCATION WORK NOT STARTED	CORRIDOR MILEAGE BEING CONSIDERED FOR APPALACHIAN IMPROVEMENT 1/	TOTAL APPALACHIAN CORRIDOR MILEAGE	FUNDS OBLIGATED UNDER APPALACHIAN PROGRAM	
		UNDER CONSTRUCTION	ENGINEERING AND RIGHT-OF-WAY	CENTER-LINE LOCATION APPROVED	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY				TOTAL COST	FEDERAL FUNDS
Alabama	-	-	-	-	-	-	-	-	-	-	-
Georgia	-	14.2	15.4	56.8	-	86.4	-	86.4	89.0	$19,776,330	$10,884,491
Kentucky	107.9	38.2	233.5	6.2	33.1	311.0	-	418.9	582.6	183,987,258	116,376,788
Maryland	10.0	7.7	29.9	3.0	-	40.6	27.5	78.1	82.2	44,214,458	23,566,426
Mississippi	-	-	-	-	-	-	-	-	-	-	-
New York	39.1	86.1	60.2	-	11.1	157.4	12.4	208.9	260.0	192,716,124	83,730,000
North Carolina	39.1	36.0	76.6	8.3	26.3	147.2	11.0	197.3	198.6	65,870,122	36,128,225
Ohio	51.8	25.4	93.9	6.5	22.1	147.9	2.3	202.0	295.0	81,114,573	44,171,000
Pennsylvania	47.4	22.6	165.8	11.6	184.3	384.3	-	431.7	489.8	122,455,203	60,197,441
South Carolina	-	-	-	-	-	-	-	-	-	-	-
Tennessee	23.3	61.6	80.1	53.0	71.5	266.2	30.6	320.1	332.9	71,842,291	44,645,113
Virginia	80.7	8.2	21.6	13.0	55.6	98.4	-	179.1	204.1	72,386,420	42,177,930
West Virginia	29.2	99.7	140.4	56.0	84.9	381.0	-	410.2	420.1	264,858,806	152,125,654
Total	2/ 428.5	399.7	917.4	214.4	488.9	2,020.4	83.8	2,532.7	2,954.3	1,119,221,585	614,003,068
Percent of Total Under Consideration	17	16	36	9	19	80	3	100			

1/ From which not to exceed 2,700 miles is to be designated for construction under the Appalachian program.
2/ Does not include 23.3 miles completed but not yet open to traffic.

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE
AS OF DECEMBER 31, 1970

TABLE 2

STATE	APPALACHIAN IMPROVEMENT COMPLETED	WORK IN PROGRESS					ROUTE LOCATION WORK NOT STARTED	TOTAL MILEAGE	FUNDS OBLIGATED UNDER APPALACHIAN PROGRAM	
		UNDER CONSTRUCTION	ENGINEERING AND RIGHT-OF-WAY	CENTER-LINE LOCATION APPROVED	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY			TOTAL COST	FEDERAL FUNDS
Alabama	90.3	42.9	18.5	-	2.4	63.8	-	154.1	$18,718,452	$12,249,622
Georgia	2.0	6.0	10.8	-	-	16.8	-	18.8	2,759,779	1,476,895
Kentucky	2.1	1.4	28.0	-	-	29.4	-	31.5	1,448,726	845,737
Maryland	2.5	-	0.2	1.0	-	1.2	-	3.7	1,160,332	585,894
Mississippi	-	77.0	-	-	-	77.0	-	77.0	8,959,643	5,557,243
New York	1.9	-	-	-	-	-	-	1.9	508,932	238,748
North Carolina	3.8	4.4	5.6	-	4.0	14.0	-	17.8	2,234,030	1,152,136
Ohio	21.5	2.1	8.5	-	-	10.6	-	32.1	4,906,625	1,778,991
Pennsylvania	9.5	4.7	22.4	9.7	0.9	37.7	24.4	71.6	10,438,288	4,822,033
South Carolina	17.1	26.0	16.2	-	-	42.2	26.3	85.6	9,297,554	6,438,530
Tennessee	13.2	16.0	11.8	4.8	-	32.6	-	45.8	6,600,388	4,589,766
Virginia	9.6	-	7.7	-	-	7.7	-	17.3	1,624,411	926,175
West Virginia	12.3	1.4	-	-	6.7	8.1	-	20.4	3,886,319	2,572,359
Total	185.8	181.9	129.7	15.5	14.0	341.1	50.7	577.6	72,543,479	43,234,129
Percent of Total Mileage	32	32	22	3	2	59	9	100		

55963

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
February 17, 1971

FHWA--563 (202-426-0648)

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

Over 31,500 miles of the 42,500 mile National System of Interstate and Defense Highways are now open to traffic and construction is underway on another 4,183 miles, Secretary of Transportation John A. Volpe announced today.

Information as of December 31, 1970, compiled by DOT's Federal Highway Administration showed that 74 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 29,638 a year ago and 30,595 as of September 30, 1970, the date of the last survey, to 31,543 as of December 31. Thus mileage open to traffic was increased by 1,905 miles during the past 12 months, including 948 miles in the quarter ending December 31.

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

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

Of the 31,543 miles of the Interstate System now in use by motorists 26,305 miles meet the standards of adequacy for future traffic and 2,932 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 2,306 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, 4,183 miles were under construction as of December 31, and engineering or right-of-way acquisition was in progress on another 5,139 miles. Thus some form of work was underway or completed on 40,865 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 $4.044 billion for fiscal year 1972 was announced on December 31, 1970. 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 December 31, 1970 is shown on the accompanying map, and in detail in table 1. In summary, the status is as follows:

Mileage improved and open to traffic:	
Completed to full or acceptable standards:	
With Interstate funds	26,305
Improved to standards adequate for present traffic but additional improvement needed to meet full standards:	
With Interstate funds	2,932
Toll facilities	2,306
Total mileage improved and open to traffic	31,543
Mileage under construction	4,183
Preliminary engineering or right-of-way acquisition underway	5,139
Total mileage improved or work underway	40,865

Some $42.62 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 $31.11 billion, of which $25.55 billion was for construction and $5.56 billion for engineering and right-of-way acquisition. As of December 31, 1970 work estimated to cost $11.51 billion was underway or authorized, including $7.93 billion of construction, and $3.58 billion of engineering and right-of-way acquisition. Interstate financing data, by States, are reported in table II.

The continuing program of Federal assistance for the improvement of the Federal-aid primary and secondary highway systems and their urban extensions, and the new urban system, for which $1.425 billion was apportioned for fiscal year 1972, has also shown considerable accomplishment, with $29.34 billion worth of work involving 258,333 miles of construction contracts completed or underway.

Construction contracts involving 244,416 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of $22.56 billion; and contracts involving 13,917 miles at a cost of $4.11 billion were underway on December 31. In addition, $1.79 billion of engineering and right-of-way acquisition work had been completed and $879 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.

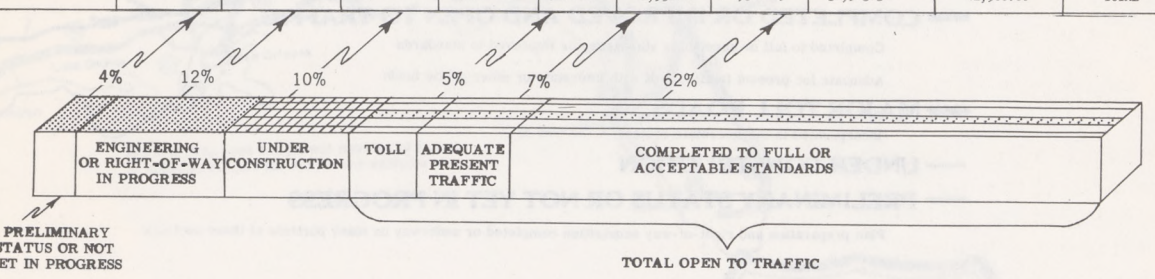
The Highway Trust Fund, source of Federal funds for the Federal-aid highway program received $1.348 billion of tax revenue income during the three months ended December 31, about 72 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to $1.376 billion. The status of the Trust Fund is shown in table IV.

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF DECEMBER 31, 1970

TABLE I

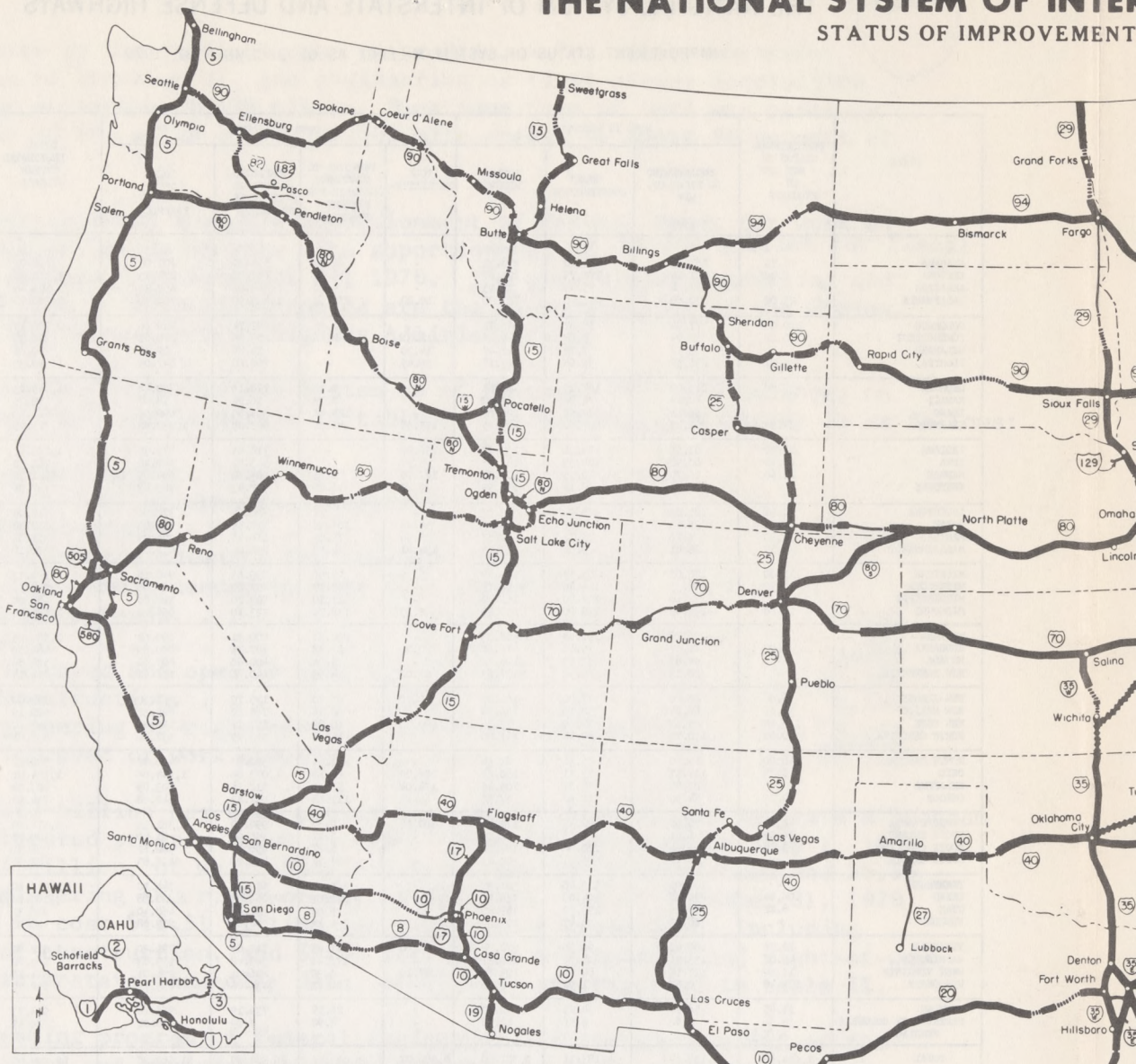
STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS			OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	COMPLETED TO FULL OR ACCEPTABLE STANDARDS	TOTAL OPEN TO TRAFFIC		
ALABAMA	18.70	161.91	116.40	278.31	-	66.80	534.20	601.00	898.01	ALABAMA
ARIZONA	1.00	121.14	178.73	299.87	-	183.64	687.71	871.35	1,172.22	ARIZONA
ARKANSAS	-	17.64	55.49	73.13	-	5.30	448.01	453.31	526.44	ARKANSAS
CALIFORNIA	23.00	230.80	276.20	507.00	10.20	276.60	1,463.90	1,750.70	2,280.70 2/	CALIFORNIA
COLORADO	120.08	77.84	58.87	136.71	-	81.92	637.74	719.66	976.45	COLORADO
CONNECTICUT	40.21	27.09	9.67	36.76	12.31	48.46	209.24	270.01	346.98	CONNECTICUT
DELAWARE	-	3.75	7.72	11.47	14.30	-	14.84	29.14	40.61	DELAWARE
FLORIDA	229.11	231.52	91.65	323.17	56.45	-	790.60	847.05	1,399.33	FLORIDA
GEORGIA	38.70	213.46	167.19	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	-	86.12	34.55	120.67	-	125.46	365.50	490.96	611.63	IDAHO
ILLINOIS	83.82	201.43	207.82	409.25	155.38	147.16	927.88	1,230.42	1,723.49	ILLINOIS
INDIANA	14.30	87.56	152.21	239.77	156.90	-	718.45	875.35	1,129.42	INDIANA
IOWA	48.42	80.92	104.53	185.45	3.57	-	543.91	547.48	781.35	IOWA
KANSAS	21.60	56.70	49.35	106.05	187.70	1.75	504.60	694.05	821.70	KANSAS
KENTUCKY	-	105.39	49.14	154.53	39.20	16.80	527.43	583.43	737.96	KENTUCKY
LOUISIANA	40.91	125.03	178.04	303.07	-	5.37	368.69	374.06	718.04	LOUISIANA
MAINE	2.06	26.13	8.10	34.23	54.48	103.96	117.59	276.03	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	9.34	35.75	134.41	24.33	254.06	412.80	470.12	MASSACHUSETTS
MICHIGAN	41.00	120.02	65.57	185.59	5.39	42.96	899.83	948.18	1,174.77	MICHIGAN
MINNESOTA	21.32	168.35	124.40	292.75	-	107.77	492.29	600.06	914.13	MINNESOTA
MISSISSIPPI	-	33.60	127.80	161.40	-	17.10	503.70	520.80	682.20	MISSISSIPPI
MISSOURI	27.60	133.00	130.20	263.20	0.30	132.70	723.10	856.10	1,146.90	MISSOURI
MONTANA	-	296.79	191.54	488.33	-	290.31	409.31	699.62	1,187.95	MONTANA
NEBRASKA	3.07	41.57	35.10	76.67	0.22	12.88	387.75	400.85	480.59	NEBRASKA
NEVADA	-	94.83	33.93	128.76	-	5.34	400.46	405.80	534.56	NEVADA
NEW HAMPSHIRE	-	28.13	9.50	37.63	21.02	14.93	140.66	176.61	214.24	NEW HAMPSHIRE
NEW JERSEY	18.90	86.20	77.80	164.00	45.70	25.70	129.70	201.10	384.00 3/	NEW JERSEY
NEW MEXICO	37.49	86.24	50.10	136.34	-	60.14	765.22	825.36	999.19	NEW MEXICO
NEW YORK	135.62	35.65	37.69	73.34	490.38	60.89	587.17	1,138.44	1,347.40	NEW YORK
NORTH CAROLINA	50.05	170.76	80.44	251.20	-	15.37	522.19	537.56	838.81	NORTH CAROLINA
NORTH DAKOTA	48.00	14.60	75.34	89.94	-	51.94	380.93	432.87	570.81	NORTH DAKOTA
OHIO	8.73	107.51	73.11	180.62	206.20	64.60	1,073.86	1,344.66	1,534.01	OHIO
OKLAHOMA	-	26.58	78.87	105.45	174.04	17.11	512.74	703.89	809.34	OKLAHOMA
OREGON	24.73	54.90	12.62	67.52	-	111.16	531.52	642.68	734.93	OREGON
PENNSYLVANIA	41.03	79.98	92.45	172.43	360.18	8.35	992.80	1,361.33	1,574.79	PENNSYLVANIA
RHODE ISLAND	26.59	6.51	6.08	12.59	-	5.11	55.99	61.10	100.28	RHODE ISLAND
SOUTH CAROLINA	63.02	16.64	170.64	187.28	-	8.17	498.44	506.61	756.91	SOUTH CAROLINA
SOUTH DAKOTA	-	116.42	85.71	202.13	-	37.58	439.25	476.83	678.96	SOUTH DAKOTA
TENNESSEE	-	177.90	123.40	301.30	-	64.20	679.90	744.10	1,045.40	TENNESSEE
TEXAS	106.94	435.38	304.08	739.46	-	257.01	2,063.37	2,320.38	3,166.78	TEXAS
UTAH	8.42	326.16	133.33	459.49	-	76.94	391.46	468.40	936.31	UTAH
VERMONT	-	68.83	38.47	107.30	-	4.43	208.65	213.08	320.38	VERMONT
VIRGINIA	10.72	180.42	90.36	270.78	37.60	41.65	712.05	791.30	1,072.80	VIRGINIA
WASHINGTON	42.08	133.56	27.75	161.31	-	176.41	383.42	559.83	763.22	WASHINGTON
WEST VIRGINIA	17.69	115.18	84.55	199.73	87.10	0.30	206.61	294.01	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	58.27	34.23	92.50	-	26.59	739.19	765.78	913.73	WYOMING
DISTRICT OF COLUMBIA	9.36	7.62	2.56	10.18	-	2.92	7.09	10.01	29.55	DISTRICT OF COLUMBIA
PENDING	6.22 4/								6.22 4/	PENDING
TOTAL	1,634.82	5,138.69	4,183.11	9,321.80	2,306.07	2,932.42	26,304.89	31,543.38	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
1,635 Miles	5,139 Miles	4,183 Miles

INTERSTATE AND DEFENSE HIGHWAYS

...EMENT AS OF DECEMBER 31, 1970

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

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

Open to Traffic

31,543 Miles

35,726 Miles

INTERSTATE

TOTAL

42,500

MILES

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS

AS OF DECEMBER 31, 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	$216.6	$194.8	$127.4	$114.6	$344.0	$309.4	$482.4	$426.2	$54.0	$46.9	$536.4	$473.1
ALASKA												
ARIZONA	60.8	57.4	48.6	46.0	109.4	103.4	399.0	368.8	54.4	50.8	453.4	419.6
ARKANSAS	64.6	58.3	19.5	17.5	84.1	75.8	301.5	268.5	34.6	29.6	336.1	298.1
CALIFORNIA	684.5	605.6	409.6	361.1	1,094.1	966.7	2,127.8	1,859.7	837.6	699.5	2,965.4	2,559.2
COLORADO	112.3	98.7	19.4	17.7	131.7	116.4	347.3	309.4	55.3	48.2	402.6	357.6
CONNECTICUT	73.2	63.6	88.4	77.6	161.6	141.2	418.8	353.1	94.8	84.1	513.6	437.2
DELAWARE	24.1	21.7	32.2	28.1	56.3	49.8	82.4	73.0	1.4	1.2	83.8	74.2
FLORIDA	121.3	108.3	51.3	46.3	172.6	154.6	549.2	482.8	163.7	140.4	712.9	623.2
GEORGIA	169.2	152.3	62.2	56.0	231.4	208.3	509.6	450.8	82.7	73.4	592.3	524.2
HAWAII	42.1	37.6	76.7	68.7	118.8	106.3	97.4	84.2	28.0	25.0	125.4	109.2
IDAHO	61.0	55.9	15.0	13.9	76.0	69.8	167.9	153.1	22.3	19.2	190.2	172.3
ILLINOIS	407.4	356.4	63.0	55.8	470.4	412.2	1,488.0	1,286.5	308.5	268.8	1,796.5	1,555.3
INDIANA	147.9	133.2	28.8	25.9	176.7	159.1	694.1	620.4	161.1	144.9	855.2	765.3
IOWA	89.5	81.2	7.3	6.5	96.8	87.7	400.4	355.2	57.1	49.7	457.5	404.9
KANSAS	43.8	39.3	24.0	21.6	67.8	60.9	283.6	249.8	44.4	39.4	328.0	289.2
KENTUCKY	107.7	94.6	45.5	40.9	153.2	135.5	594.4	530.2	107.6	91.9	702.0	622.1
LOUISIANA	279.9	251.6	139.6	124.9	419.5	376.5	619.8	551.6	62.4	55.9	682.2	607.5
MAINE	46.2	40.8	13.2	11.7	59.4	52.5	166.5	146.9	13.1	11.3	179.6	158.2
MARYLAND	121.0	104.7	86.4	77.8	207.4	182.5	344.5	296.3	59.7	52.7	404.2	349.0
MASSACHUSETTS	127.9	112.8	138.0	116.6	265.9	229.4	586.4	513.7	130.8	115.1	717.2	628.8
MICHIGAN	254.4	227.4	223.9	200.2	478.3	427.6	900.1	765.0	225.3	192.1	1,125.4	957.1
MINNESOTA	214.9	194.6	80.1	67.9	295.0	262.5	502.1	451.8	173.3	154.8	675.4	606.6
MISSISSIPPI	98.0	85.6	41.7	37.2	139.7	122.8	363.1	324.6	20.9	17.8	384.0	342.4
MISSOURI	179.6	160.6	78.6	70.1	258.2	230.7	652.4	583.9	172.9	153.6	825.3	737.5
MONTANA	135.9	123.8	38.8	35.4	174.7	159.2	281.9	255.8	34.4	30.7	316.3	286.5
NEBRASKA	32.5	29.0	18.5	16.5	51.0	45.5	199.8	178.3	38.0	33.7	237.8	212.0
NEVADA	35.7	33.4	53.3	50.6	89.0	84.0	153.1	142.4	10.3	9.0	163.4	151.4
NEW HAMPSHIRE	39.8	33.4	5.0	4.5	44.8	37.9	159.1	139.2	18.5	16.0	177.6	155.2
NEW JERSEY	269.8	236.2	198.0	176.7	467.8	412.9	512.3	450.8	110.4	95.0	622.7	545.8
NEW MEXICO	44.0	40.9	19.6	18.0	63.6	58.9	360.3	331.6	42.0	37.6	402.3	369.2
NEW YORK	483.7	405.4	170.1	149.6	653.8	555.0	1,416.9	1,217.4	242.5	203.3	1,659.4	1,420.7
NORTH CAROLINA	108.5	97.3	53.7	48.4	162.2	145.7	305.8	268.7	28.7	25.0	334.5	293.7
NORTH DAKOTA	29.9	26.9	7.1	6.3	37.0	33.2	194.3	175.6	11.6	10.1	205.9	185.7
OHIO	492.5	429.7	48.8	43.9	541.3	473.6	1,337.7	1,176.9	631.2	559.1	1,968.9	1,736.0
OKLAHOMA	80.2	70.5	74.4	66.8	154.6	137.3	319.8	281.4	19.2	16.6	339.0	298.0
OREGON	167.1	154.0	56.0	51.6	223.1	205.6	452.7	396.4	71.3	64.1	524.0	460.5
PENNSYLVANIA	529.4	469.0	250.7	221.0	780.1	690.0	1,057.2	930.8	210.6	180.3	1,267.8	1,111.1
RHODE ISLAND	21.2	18.9	14.6	12.8	35.8	31.7	122.0	105.3	55.0	47.8	177.0	153.1
SOUTH CAROLINA	106.5	95.4	6.3	5.7	112.8	101.1	244.0	217.9	36.8	32.4	280.8	250.3
SOUTH DAKOTA	31.5	27.9	7.4	6.7	38.9	34.6	252.7	227.4	16.0	14.3	268.7	241.7
TENNESSEE	198.2	177.9	126.7	113.7	324.9	291.6	619.5	556.5	132.1	115.3	751.6	671.8
TEXAS	377.9	335.8	5.6	5.1	383.5	340.9	1,341.8	1,188.5	377.8	339.6	1,719.6	1,528.1
UTAH	104.6	98.6	55.7	52.8	160.3	151.4	316.9	296.8	43.1	38.7	360.0	335.5
VERMONT	33.3	29.9	8.9	8.0	42.2	37.9	245.5	218.8	23.2	19.3	268.7	238.1
VIRGINIA	277.5	252.5	123.0	110.9	400.5	363.4	791.3	703.9	124.8	110.7	916.1	814.6
WASHINGTON	101.6	92.1	93.2	84.6	194.8	176.7	645.5	562.9	125.1	110.9	770.6	673.8
WEST VIRGINIA	303.0	272.6	118.0	106.5	421.0	379.1	318.6	285.4	49.0	42.9	367.6	328.3
WISCONSIN	33.3	30.0	20.8	18.8	54.1	48.8	347.9	310.1	77.6	67.2	425.5	377.3
WYOMING	25.2	22.9	10.0	9.2	35.2	32.1	323.0	297.2	16.3	14.4	339.3	311.6
DIST. OF COL.	117.0	90.8	78.3	69.9	195.3	160.7	154.0	136.8	47.4	41.5	201.4	178.3
PUERTO RICO												
TOTAL	7,927.8	7,031.9	3,582.9	3,198.3	11,510.7	10,230.2	25,552.4	22,558.2	5,558.7	4,841.8	31,111.1	27,400.0

FEDERAL-AID PRIMARY AND SECONDARY ~~HIGHWAY SYSTEMS~~

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

AS OF DECEMBER 31, 1970

/MILLIONS OF DOLLARS/

TABLE VI

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	$71.3	$37.8	245.5	$23.7	$11.9	$95.0	$49.7	$451.0	226.0	7,496.3	39.8	19.4	490.8	245.4
ALASKA	60.7	56.4	300.4	34.5	32.4	95.2	88.8	347.7	320.1	2,661.8	50.7	47.6	398.4	367.7
ARIZONA	22.3	15.6	69.4	.9	.7	23.2	16.3	246.6	170.1	1,944.2	4.5	3.0	251.1	173.1
ARKANSAS	73.3	35.7	408.2	15.4	7.7	88.7	43.4	320.3	159.8	5,185.9	19.1	9.2	339.4	169.0
CALIFORNIA	226.5	131.6	260.4	10.1	6.7	236.6	138.3	1,411.6	737.3	3,618.7	9.5	5.4	1,421.1	742.7
COLORADO	34.5	19.3	164.8	13.6	7.8	48.1	27.1	332.1	179.9	3,682.5	48.1	26.3	380.2	206.2
CONNECTICUT	26.0	13.8	6.7	14.3	7.1	40.3	20.9	209.1	101.8	260.7	30.3	14.7	239.4	116.5
DELAWARE	20.0	10.4	34.0	11.2	6.0	31.2	16.4	85.3	42.1	508.6	6.9	3.5	92.2	45.6
FLORIDA	89.5	45.6	195.3	13.7	7.1	103.2	52.7	510.7	238.6	3,520.3	6.4	3.1	517.1	241.7
GEORGIA	104.8	53.4	501.8	45.9	23.1	150.7	76.5	498.3	246.8	5,757.6	56.4	28.0	554.7	274.8
HAWAII	18.9	9.4	27.7	14.8	7.7	33.7	17.1	71.6	35.3	144.7	16.9	7.7	88.5	43.0
IDAHO	35.5	25.2	232.3	10.5	6.6	46.0	31.8	159.1	102.0	2,329.7	15.8	8.9	174.9	110.9
ILLINOIS	187.2	93.9	619.6	11.9	6.0	199.1	99.9	1,075.6	550.6	8,038.8	48.3	23.7	1,123.9	574.3
INDIANA	71.8	36.0	101.6	19.1	9.8	90.9	45.8	567.0	290.7	3,488.9	73.6	35.0	640.6	325.7
IOWA	97.7	49.4	1,334.2	2.1	1.5	99.8	50.9	462.0	238.2	11,334.9	14.0	7.1	476.0	245.3
KANSAS	60.6	30.4	556.2	5.5	2.8	66.1	33.2	486.9	242.8	13,525.0	36.7	18.4	523.6	261.2
KENTUCKY	47.2	22.6	86.5	30.0	15.4	77.2	38.0	355.5	178.1	2,409.9	68.7	33.6	424.2	211.7
LOUISIANA	74.1	37.6	172.3	23.1	11.5	97.2	49.1	385.6	187.8	2,839.5	21.4	10.6	407.0	198.4
MAINE	20.7	10.0	52.3	5.1	2.6	25.8	12.6	167.9	82.7	978.3	22.3	10.5	190.2	93.2
MARYLAND	41.7	21.1	97.8	17.2	8.8	58.9	29.9	260.3	127.8	1,457.5	6.0	3.0	266.3	130.8
MASSACHUSETTS	89.3	47.1	71.8	43.6	22.0	132.9	69.1	363.2	177.8	453.5	96.2	24.4	459.4	202.2
MICHIGAN	123.1	65.3	423.3	44.0	22.5	167.1	87.8	851.7	410.4	9,354.7	48.4	23.1	900.1	433.5
MINNESOTA	124.9	58.3	1,048.3	3.3	1.7	128.2	60.0	579.9	292.3	15,345.6	20.4	10.3	600.3	302.6
MISSISSIPPI	55.3	25.8	553.6	23.4	11.8	78.7	37.6	353.2	173.1	7,710.5	29.5	14.8	382.7	187.9
MISSOURI	113.0	56.5	222.6	55.7	29.3	168.7	85.8	541.9	276.2	9,903.3	101.2	48.5	643.1	324.7
MONTANA	30.4	19.9	201.5	13.5	8.3	43.9	28.2	306.5	183.9	4,730.0	31.9	17.8	338.4	201.7
NEBRASKA	54.4	27.4	607.1	7.6	3.6	62.0	31.0	378.9	194.7	8,086.5	33.0	16.3	411.9	211.0
NEVADA	10.2	9.5	71.3	9.3	8.3	19.5	17.8	130.7	111.7	1,855.5	14.0	11.5	144.7	123.2
NEW HAMPSHIRE	21.0	10.1	32.6	1.5	.4	22.5	10.5	115.0	56.7	456.4	3.8	1.9	118.8	58.6
NEW JERSEY	118.6	55.1	54.2	98.6	47.2	217.2	102.3	359.0	173.5	528.9	42.8	21.4	401.8	194.9
NEW MEXICO	16.0	10.5	56.8	8.3	5.5	24.3	16.0	236.6	155.1	2,517.9	20.5	12.0	257.1	167.1
NEW YORK	347.7	150.8	146.7	6.7	3.3	354.4	154.1	1,751.9	813.0	3,526.2	26.1	12.5	1,778.0	825.5
NORTH CAROLINA	109.6	54.2	258.4	58.1	29.0	167.7	83.2	473.5	235.7	4,932.0	72.1	35.6	545.6	271.3
NORTH DAKOTA	27.7	15.0	795.7	3.3	1.8	31.0	16.8	268.6	136.6	14,439.0	15.0	7.7	283.6	144.3
OHIO	212.3	105.6	207.7	3.0	1.5	215.3	107.1	855.6	441.4	2,781.6	135.6	66.9	991.2	508.3
OKLAHOMA	72.7	35.4	308.4	9.9	4.9	82.6	40.3	466.6	232.1	6,450.4	14.5	6.9	481.1	239.0
OREGON	46.2	28.4	66.3	5.0	3.2	51.2	31.6	298.0	171.4	2,184.2	22.0	12.8	320.0	184.2
PENNSYLVANIA	370.1	178.4	237.6	32.0	16.0	402.1	194.4	905.1	445.3	2,091.0	97.6	42.8	1,002.7	488.1
RHODE ISLAND	8.6	4.0	9.8	10.6	5.4	19.2	9.4	107.4	53.0	253.6	30.9	14.9	138.3	67.9
SOUTH CAROLINA	77.9	37.6	812.0	2.7	1.4	80.6	39.0	278.7	140.5	7,375.3	21.0	10.6	299.7	151.1
SOUTH DAKOTA	28.0	15.6	270.9	1.5	.8	29.5	16.4	291.9	159.9	10,005.4	5.1	2.9	297.0	162.8
TENNESSEE	47.9	23.4	243.4	25.4	12.7	73.3	36.1	448.7	225.1	7,509.8	53.9	25.3	502.6	250.4
TEXAS	266.3	139.6	908.6	1.0	.5	267.3	140.1	1,469.7	754.8	19,638.6	4.8	2.6	1,474.5	757.4
UTAH	15.1	11.5	92.1	8.7	6.7	23.8	18.2	162.8	116.3	1,663.0	12.8	8.5	175.6	124.8
VERMONT	12.3	6.2	17.2	3.0	1.5	15.3	7.7	98.3	49.0	537.3	13.5	6.1	111.8	55.1
VIRGINIA	82.5	40.2	173.1	8.3	4.1	90.8	44.3	487.3	236.2	3,907.3	50.9	24.3	538.2	260.5
WASHINGTON	45.1	25.6	133.5	12.3	6.5	57.4	32.1	392.2	193.6	3,995.2	20.0	10.3	412.2	203.9
WEST VIRGINIA	75.6	37.8	45.3	23.2	12.0	98.8	49.8	178.5	89.8	1,111.0	42.3	21.1	220.8	110.9
WISCONSIN	56.3	27.8	262.3	26.2	13.1	82.5	40.9	550.1	273.3	6,923.6	57.5	28.4	607.6	301.7
WYOMING	8.8	6.5	72.2	4.1	3.1	12.9	9.6	190.1	125.6	2,550.4	8.6	5.7	198.7	131.3
DIST. OF COL.	13.8	8.4	3.6	2.0	1.5	15.8	9.9	107.3	58.9	88.3	12.8	6.0	120.1	64.9
PUERTO RICO	49.0	23.6	42.0	.8	.4	49.8	24.0	158.3	71.5	326.9	29.8	12.3	188.1	83.8
TOTAL	4,113.8	2,116.5	13,916.7	879.3	473.2	4,993.1	2,589.7	22,561.2	11,686.8	244,416.5	1,784.2	885.0	24,345.4	12,571.8

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV

	THREE MONTHS ENDED DECEMBER 31, 1970	FISCAL YEAR 7-1-70 TO 12-31-70
Balance at beginning of period 1/	$2,809,533	$2,611,611
Income:		
Tax revenue:		
Motor-fuel taxes (net after refunds) . .	973,544	1/ 2,035,333
Less motorboat fuel revenue 2/	5,700	22,100
Net for highways	967,844	2,013,233
Trucks, buses, and trailers	145,471	288,692
Tires, tubes, and tread rubber	166,716	319,624
Vehicle use	23,652	95,861
Parts and accessories, trucks and buses.	19,968	39,895
Lubricating oil (net after refunds) . .	24,818	1/ 33,112
Total excise revenues	1,348,469	2,790,417
Interest earned	77,475	84,749
Total Income	1,425,944	2,875,166
Disbursements:		
For highways	1,375,932	2,627,232
Interest on advances from General Fund . .	-	-
Total Disbursements	1,375,932	2,627,232
Balance at end of period	2,859,545	2,859,545

1/ Revised.
2/ 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, 1977) 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

RELEASE AT WILL

FHWA - 564
(202) 426-0648

Back in 1609, Henry Hudson sailed up the river which was later to bear his name and arrived at a site which was eventually to become the capital of New York State, and claimed it for the Dutch.

Fifteen years later, Dutch traders built Fort Orange there, and it became an important fur trading center. However, in 1664 it was captured by the English, who renamed it Albany, and that was the beginning of a long slide into oblivion for Fort Orange.

Now, because of an Interstate System freeway that is being built 307 years later -- and the cooperation of highway officials -- New York State archeologists believe that old Fort Orange has finally been found.

For many years the site of the old Fort has been the subject of much speculation, so when highway officials of the New York Department of Transportation began planning for the construction of Interstate Route 787 along the banks of the Hudson River, where the location of the Fort was indicated on old maps, they considered the possibility of uncovering evidence of it.

The State DOT reached an agreement with the Historic Trust, a division of the New York State Office of Parks and Recreation, that

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if any evidence of the Fort was uncovered, construction would immediately be halted to permit archeologists to explore the site.

Last Fall, while excavating for a planned ramp to I-87, the construction crew uncovered numerous artifacts of the 17th Century. Construction was halted, and a team of archeologists from the Historic Trust went in to explore the site.

The head of the team, Paul Huey, says he is certain now that old Fort Orange finally has been found.

While so far nothing has been uncovered that can be identified as part of the Fort itself, Huey says he has definitely identified the remains of a 17th Century house that either was inside the Fort or just outside of it.

The expert diggers have uncovered hundreds of clay pipe stems and bowls, glass beads used by the Dutch in trading with the Indians, yellow bricks, terra cotta flooring tiles, remnants of glass wear, beer mugs, iron nails, musket flints, stone fireplaces, and other evidences of the early settlement.

In addition, a prehistoric Indian site -- believed to be that of the Owascos, forebears of the Iroquois -- was discovered below the layer of Dutch occupation. It has been identified by Indian flint chips and pottery of the type last made by the Indians before contact with the Europeans.

Commissioner Sal J. Prezioso of the New York State Office of Parks and Recreation, commented that the "splendid cooperation" of the State highway officials has "allowed the Historic Trust to excavate the site of the original Fort Orange." Pointing out that New York DOT officials "have provided excavation service, advice, coordination with contractors, and, most recently, a temporary structure to enable the archeology dig to continue throughout the winter," he said that this is "an illustration of inter-departmental cooperation of the highest order."

When the work on the freeway ramp was halted, the contractor was directed to other phases of the Interstate System project. It is expected that when the construction season begins again in the Spring,

the Fort Orange site will have yielded its treasures to the archeologists and the highway work can be resumed.

Federal Highway Administrator F. C. Turner said:

"This is one more example of the many priceless archeological discoveries that have been valuable by-products of the Interstate System program. Highway officials are most anxious to work closely with archeologists and others in preserving the heritage of our past. I am delighted that the construction of I-787 has apparently led to the discovery of the long-lost Fort Orange."

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022271

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
February 25, 1971

FHWA - 565
(202) 426-0648

The Department of Transportation's Federal Highway Administration has issued a summary report which analyzes highway accidents of commercially operated buses in 1969.

The report, compiled by FHWA's Bureau of Motor Carrier Safety, discloses that in the 12-month period there were 1,521 accidents reported by 93 Class I passenger carriers (that is, carriers which have annual operating revenue of $1 million or more and which operate principally in intercity service). Involved in the accidents were 62 fatalities, 2,379 injuries and property damage of $2,195,620. The number of accidents for these types of buses is the lowest in five years; however, this is partly a reflection of a redefinition of Class I Motor Carriers of Passengers by the Interstate Commerce Commission. In past years, annual gross operating revenues of $200,000 or more defined a Class I carrier. This amount was increased to $1 million, effective January 1, 1969.

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All motor carriers, except private carriers, operating in interstate or foreign commerce are required to report to the Bureau of Motor Carrier Safety accidents which result in a fatality, personal injury or $250 or more property damage.

BMCS Director Robert A. Kaye said: "The motor carrier passenger industry is urged to use the statistical data in this report as a guide in assisting in its safety programs. This Bureau uses the data in the formulation of safety regulations or changes in existing regulations."

Copies of the report, entitled "1969 Accidents of Class I Motor Carriers of Passengers," may be obtained from the Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, 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 RELEASE FRIDAY A.M.
March 12, 1971

FHWA - 566
(202) 426-0648

The Federal Highway Administration will hold public hearings to decide whether the tolls on the Chester Bridge, at Chester, Illinois, are just and reasonable, Secretary of Transportation John A. Volpe announced today.

The City of Chester, which owns the bridge, charges 60 cents for a passenger car to cross it. Vernon Bruckerhoff, who represents a district across the Mississippi River from Chester in the Missouri House of Representatives, petitioned the Federal Highway Administration to require the city to reduce its toll charges, since the bridge is subject to a Federal statute which prohibits the use of toll revenues for non-bridge purposes. Bruckerhoff, who is represented by Robert Hyder, Chief Counsel for the Missouri State Highway Commission, charged in his petition to FHWA that revenues have been diverted to the city treasury. The city has denied the charges.

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The hearing will be held before a Federal hearing examiner, but since the Federal Highway Administration does not have such an official, it must borrow one through the Civil Service Commission. "Consequently," said Federal Highway Administrator F. C. Turner, "we will not know the exact date for the hearing until the examiner has been appointed." The examiner probably will be appointed about March 1, and will go to Chester to conduct the hearing sometime during April, Mr. Turner added.

The Chester Bridge case is the fourth time since the establishment of the Department of Transportation in 1967 that the Federal Highway Administrator has exercised his power to determine whether tolls are just and reasonable. In 1968, hearings on the tolls of two bridges in Philadelphia resulted in an order under which the tolls were reduced. Last year, Administrator Turner ordered hearings on disputes about tolls on bridges in Keokuk and Burlington, Iowa. A decision in the two Iowa cases is expected shortly.

The authority to rule on bridge toll disputes stems from a series of statutes, the first of which was enacted in 1906. In those statutes, the Secretary of the Army was named as the arbiter. In 1967, Congress transferred the power to the Department of Transportation, and the Secretary of Transportation delegated it to the Federal Highway Administration.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY P.M.
March 13, 1971

FHWA-- 567 (426-0648) (202)

FEDERAL-AID HIGHWAY CONTRACTS TOTALED 4,632 IN CALENDAR YEAR 1970

A total of 4,632 Federal-aid highway and bridge construction contracts was awarded by the State highway departments during 1970, involving a total cost of approximately $5.0 billion, the U.S. Department of Transportation's Federal Highway Administration announced today.

These figures indicate decreases of 9 percent in the number of contracts and 4 percent in the total dollar amount of contracts, as compared with 1969.

The contracts awarded in 1970 averaged about $1,069,300, with the median size about $242,500. They varied from less than $25,000 to nearly $52 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 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 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 users.

(over)

Summary by Size of Contract

Calendar Year 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	759	16.39	19,513,100	0.39
50,000 - 99,999	610	13.17	44,940,700	0.91
100,000 - 249,999	997	21.52	165,696,000	3.35
250,000 - 499,999	675	14.57	241,124,600	4.87
500,000 - 999,999	524	11.31	371,889,100	7.51
1,000,000 - 2,999,999	631	13.62	1,100,023,000	22.21
3,000,000 - 4,999,999	180	3.89	694,420,600	14.02
5,000,000 and over	256	5.53	2,315,372,000	46.74
Totals	4,632	100.00	4,952,979,100	100.00

56081

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY A.M.
March 13, 1971

FHWA - 568
(202) 426-0648

Trade and consumer organizations are being asked by the Federal Highway Administration's Bureau of Motor Carrier Safety for comments on the advisability of requiring the installation of "hand valves" on trucks and truck tractors.

BMCS took the action after petitions and letters signed by almost 5,000 commercial vehicle drivers and other interested persons were submitted, requesting that a "hand valve" be required.

The petitioners are concerned that motor carriers may order new trucks and truck tractors for use in interstate or foreign commerce without the "hand valve," a separate brake control which actuates the brakes of a trailer in a combination vehicle. The petitioners contend that omission of this extra control can, in many circumstances, decrease the safety of the operation of the vehicle.

While the Motor Carrier Safety Regulations specifically allow installation of the "hand valve," they do not require it. The Bureau has previously identified both safety advantages and disadvantages in the use of the "hand valve," but has neither required nor prohibited its use.

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BMCS Director Robert A. Kaye, in asking for comments from interested organizations, stated that "I have committed the Bureau to consult on technical and complex rule making actions, insofar as possible, with groups representing the motor carrier management supplier, labor and consumer interests, in order to draw on the broadest experience base to assist us in arriving at reasonable rules and regulations." He asked for the comments within 60 days so that the petitions could be dealt with as expeditiously as possible.

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56094

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY P.M.
March 16, 1971

FHWA--569
(202) 426-0648

There is a continuing trend of commercial truck drivers being killed in single vehicle accidents, according to a Federal Highway Administration summary report which analyzes highway accidents of commercially operated trucks in 1969.

The report, compiled by FHWA's Bureau of Motor Carrier Safety, discloses that in the 12-month period there were 30,672 intercity accidents reported by 2,753 large interstate motor carriers of property (that is, carriers which have annual operating revenue of $300,000 or more). Involved in the accidents were 1,361 fatalities, 16,232 injuries and property damage of $72,191,010.

The report disclosed that in 1969, 142 -- or 59.4 percent of the 239 commercial truck drivers killed were involved in single vehicle accidents. The one-vehicle type accident also was responsible for 2,512 (48.7 percent) of all truck driver injuries.

Accidents in which drivers were killed in collisons with other trucks resulted in 59 fatalities, 24.6 percent of the total killed.

The report indicated that the accident frequency rate showed a small decrease this year over the past year, from 2.5 per million vehicle miles for 1968 to 2.4 per million vehicle miles for 1969.

All motor carriers, except private carriers, operating in interstate or foreign commerce are required to report to the Bureau of Motor Carrier Safety accidents which result in a fatality, personal injury or property damage of $250 or more.

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BMCS Director Robert A. Kaye said: "The motor carrier trucking industry is urged to use the statistical data in this report as a guide in assisting in its safety programs. The Bureau uses the data in the formulation of safety regulations or changes in existing regulations."

Copies of the report, entitled, "1969 Accidents of Large Motor Carriers of Property," may be obtained from the Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, 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 RELEASE TUESDAY A.M.
March 23, 1971

FHWA - 571
(202) 426-0648

A major revision of the Motor Carrier Safety regulations pertaining to the safe transportation of hazardous materials by motor vehicles has been issued by the Federal Highway Administration's Bureau of Motor Carrier Safety.

BMCS Director Robert A. Kaye said the revision is part of a broad Federal program aimed at reducing the risks involved in the movement of hazardous materials. "These risks are neither abstract nor theorteical," he said. "They are as manifest and concrete as the number of fatal -- and sometimes catastrophic -- accidents that have occurred in recent years."

Dr. Kaye said that the revision, taken in conjunction with programmed increases in enforcement and educational activities, should increase the safety with which hazardous substances are moved over highways.

Effective June 1, 1971, the new regulations will:

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-- Make the rules applicable to all motor carriers transporting hazardous materials and their employees.

-- Provide for additional precautions to ensure that a vehicle carrying hazardous materials is under observation, so that if the need arises emergency action can be taken.

-- Specify guidelines to prevent the parking of such vehicles near congested areas, on public highways, and at other places where a number of people are assembled.

-- Govern the operation of vehicles near open fires and establish precautions for the fueling of such vehicles.

-- Require periodic inspection of tires and the removal of over-heated tires from vehicles laden with hazardous materials.

-- Require each carrier to furnish drivers with instructions and documents relating to the hazardous nature of the commodities in their vehicles, and the precautions to be taken for the protection of the general public and emergency personnel in case of accident.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

RELEASE AT WILL

FHWA - 572
(202) 426-0648

Do the views expressed by citizens at highway location and design hearings carry any weight with highway officials?

Indeed they do -- and because they do, an important wildlife preserve near Norman, Oklahoma, was spared for the continued educational use of students of the University of Oklahoma.

Years ago, Professor Arthur Bragg, director of zoology at the University of Oklahoma, often strolled through "Oliver's Woods," two miles south of Norman near the South Canadian River. The owner of the bottomland forest, a farmer named Fred Oliver, didn't mind if the professor's students came, too, in order to study the wildlife on his land for their research papers.

Soon students in botany, zoology and entomology were flocking to "Oliver's Woods," and in 1953 Mr. Oliver deeded the main forest area to the University to be established as the Fred Oliver Wildlife Preserve. When Mr. Oliver died in 1961, the University purchased an additional 20 acres to add to the preserve.

Through the years, a large variety of animals and birds, lizards, three-toed box turtles, coyotes, raccoons, squirrels, and owls have been chronicled in the preserve. One of the few breeding populations

-more-

of salamanders in Oklahoma resides there. At least 35 research projects have been based on studies in the preserve.

Then on December 15, 1965, a public hearing was held in Norman on a proposal for a Federal-aid highway project. It was planned to build 4.1 miles of State Route 9 from I-35 west of Norman to U.S. 77 in Norman. It would be a four-lane divided highway with two 12-foot lanes in each direction and with 10-foot outside shoulders.

The 33 citizens attending the hearing were enthusiastic about the proposal. A State Senator said construction of the road would mean more to the people of Oklahoma than any other piece of highway construction he could think of. The Mayor of Norman stressed the road's importance to both the city and the University. A State Representative emphasized the benefits of increased highway safety.

Then Horace Brown, the vice-president of the University of Oklahoma at the time, spoke. He agreed that the road would, indeed, be a good thing, but he pointed out that its right-of-way would cut directly across the middle of the Oliver Wildlife Preserve. Botany and zoology spokesmen from the University emphasized the irreplaceable nature of the forest, and the fact that no amount of money could compensate for the laboratory nature of the preserve.

The highway officials were impressed, and immediately brought all plans to a halt while they took a second look at the project.

After studying the transcript of the hearing carefully, and after several conferences, both the Oklahoma State Highway Department and the Federal Highway Administration agreed that keeping the preserve intact was worth the thousands of extra dollars it would cost to change the road's location. New surveys were run, design and drainage features were changed, and the highway was relocated on the upper edge of the preserve where it would cut across only a corner of the preserve.

Preliminary grading and drainage has been completed, and the new Route 9 is scheduled to be completed and open to traffic in the spring of 1972.

Dr. E. L. Rice, professor of botany at the University of Oklahoma, said:

"Yes, I am an ecologist, but am aware that there has got to be some trading off. The new State Highway 9 is a necessary and needed

development and the University is willing to compromise with the Highway Department in order to save the important parts of the preserve. We are most appreciative of what the Highway Department did for us."

And Federal Highway Administrator F. C. Turner commented:

"This is one more example of how highway officials all over the National are vitally interested in preserving the environment and protecting the ecology. We welcome citizen participation in highway planning -- and you may be sure that we pay keen attention to all views expressed at highway hearings. I am delighted that it was possible to save this important wildlife preserve -- and I think it shows what can be accomplished when persons of good will work together."

# # #

032471

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
March 26, 1971

FHWA - 570
(202) 426-0648

A report entitled "Analysis and Summary of Accident Investigations -- 1969," has been released by the Federal Highway Administration's Bureau of Motor Carrier Safety.

The report contains a statistical review of 286 accidents investigated in depth by the Bureau's field staff during 1969, along with a short narrative relating to each accident occurrence. Included is extensive data and numerous comparisons with respect to accident conditions, equipment, hazardous cargoes, personnel, and environmental factors.

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

"The Bureau of Motor Carrier Safety, through its various programs of notification, reporting and investigation, is continually evaluating the accident experience of commercial motor vehicles. In-depth field investigations are conducted of those accidents involving (1) unusual severity, (2) notable contribution to actual or probable cause by the motor carrier's vehicle, cargo or personnel, and (3) general public interest."

Copies of "Analysis and Summary of Accident Investigations -- 1969" may be obtained from the Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20591.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY A.M.
March 30, 1971

FHWA - 573
(202) 426-0648

Minority group employment on Federal-aid highway projects rose 25.4 percent -- from 27,900 to 34,200 -- between July, 1969, and July, 1970, a new publication released today by the Department of Transportation's Federal Highway Administration discloses.

The publication is entitled "Statistical Summary and Analysis of Employment Data Including Minority Breakdown for All Federal-Aid Highway Projects as of July 31, 1969 and 1970."

During the 12-month period, over-all employment on Federal-aid highway projects increased from 150,000 workers to more than 176,000. Minority workers represent 19.8 percent of that total.

The greatest area of improvement in minority employment occurred in unskilled and semi-skilled groups, which showed a 27.2 increase from 16,300 to 20,800. Minority employes among skilled craftsman and apprentices (foremen, clerical personnel and on-the-job trainees) rose 22.7 percent from 11,400 to 13,900.

-more-

The number of minority workers in managerial and supervisory positions increased 36.8 percent from 163 to 223. On-the-job trainees -- composed entirely of minority groups -- rose 146.5 percent from 187 to 461.

Leading all the States was Hawaii, where minority workers on Federal-aid highway projects represented 90 percent of the total. Texas and Mississippi each had over 30 percent minority representation, and in several other southern States and the District of Columbia minority workers represented more than 20 percent of the total.

Federal Highway Administration regulations require that qualified workers be employed on Federal-aid projects without regard to race, color or national origin, and that they be treated in the same manner. The regulations also require contractors to provide on-the-job training aimed at developing unskilled and semi-skilled workers already employed to full journeyman status. While not confined to minority groups, such programs must "meet the equal employment obligations of the contractor."

Commenting on the upward trend in minority group employment on Federal-aid road projects, Federal Highway Administrator F. C. Turner said:

"Naturally it is gratifying to us to see such evidence of progress in this area. However, there obviously is still much room for improvement, particularly in managerial and supervisory positions and in the skilled craftsmen and apprenticeship categories. We intend to see that this improvement comes about."

Copies of the new publication on minority employment can be obtained from the Federal Highway Administration, Department of Transportation, 400 Seventh Street, S. W., Washington, D.C. 20591.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FHWA-- 584 (202- 426-0648)

QUARTERLY REPORT ON THE FEDERAL-AID HIGHWAY PROGRAM, MARCH 31, 1971

Almost 31,900 miles of the 42,500-mile National System of Interstate and Defense Highways are now open to traffic and construction is underway on another 4,020 miles, Secretary of Transportation John A. Volpe announced today.

Information as of March 31, 1971, compiled by DOT's Federal Highway Administration, showed that with traffic now moving on 75 percent of the 42,500-mile system, only 4 percent has not been advanced beyond the preliminary status.

The total mileage in use by passenger and commercial vehicles rose from 29,906 a year ago and 31,543 as of December 31, 1970, the date of the last survey, to 31,900 as of March 31. Thus mileage open to traffic was increased by 1,994 miles during the past 12 months, including 357 miles in the quarter ending March 31.

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

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

Of the 31,900 miles of the Interstate System now in use by motorists, 26,694 miles meet the standards of adequacy for future traffic and 2,900 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 2,306 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, 4,020 miles were under construction as of March 31, and engineering or right-of-way acquisition was in progress on another 4,943 miles. Thus, some form of work was underway or completed on 40,863 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 $4.044 billion for fiscal year 1972 was announced on December 31, 1970. The preliminary scheduling and actual construction of Interstate routes are the responsibility of the States, subject to review by the Federal Highway Administration.

The status of the Interstate System as of March 31, 1971, 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	26,694
Improved to standards adequate for present traffic but additional improvement needed to meet full standards:	
With Interstate funds	2,900
Toll facilities	2,306
Total mileage improved and open to traffic	31,900
Mileage under construction	4,020
Preliminary engineering or right-of-way acquisition underway	4,943
Total mileage improved or work underway	40,863

Some $43.30 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 $31.82 billion, of which $26.15 billion was for construction and $5.67 billion for engineering and right-of-way acquisition. As of March 31, 1971, work estimated to cost $11.48 billion was underway or authorized, including $7.88 billion of construction, and $3.60 billion of engineering and right-of-way acquisition. Interstate financing data, by States, are reported in table II.

The continuing program of Federal assistance for the improvement of the Federal-aid primary and secondary highway systems and their urban extensions, and the new urban system, for which $1.425 billion was apportioned for fiscal year 1972, has also shown considerable accomplishment, with $29.86 billion worth of work involving 260,413 miles of construction contracts completed or underway.

Construction contracts involving 246,123 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of $22.89 billion; and contracts involving 14,290 miles at a cost of $4.26 billion were underway on March 31. In addition, $1.81 billion of engineering and right-of-way acquisition work had been completed and $899 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.

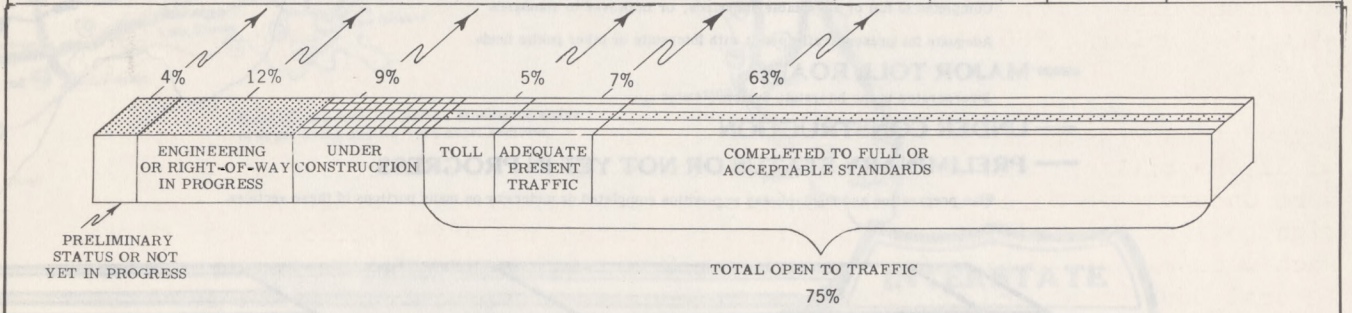
The Highway Trust Fund, source of Federal funds for the Federal-aid highway program received $1.421 billion of tax revenue income during the three months ended March 31, about 71 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to $917 million. The status of the Trust Fund is shown in table IV.

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF MARCH 31, 1971

TABLE I

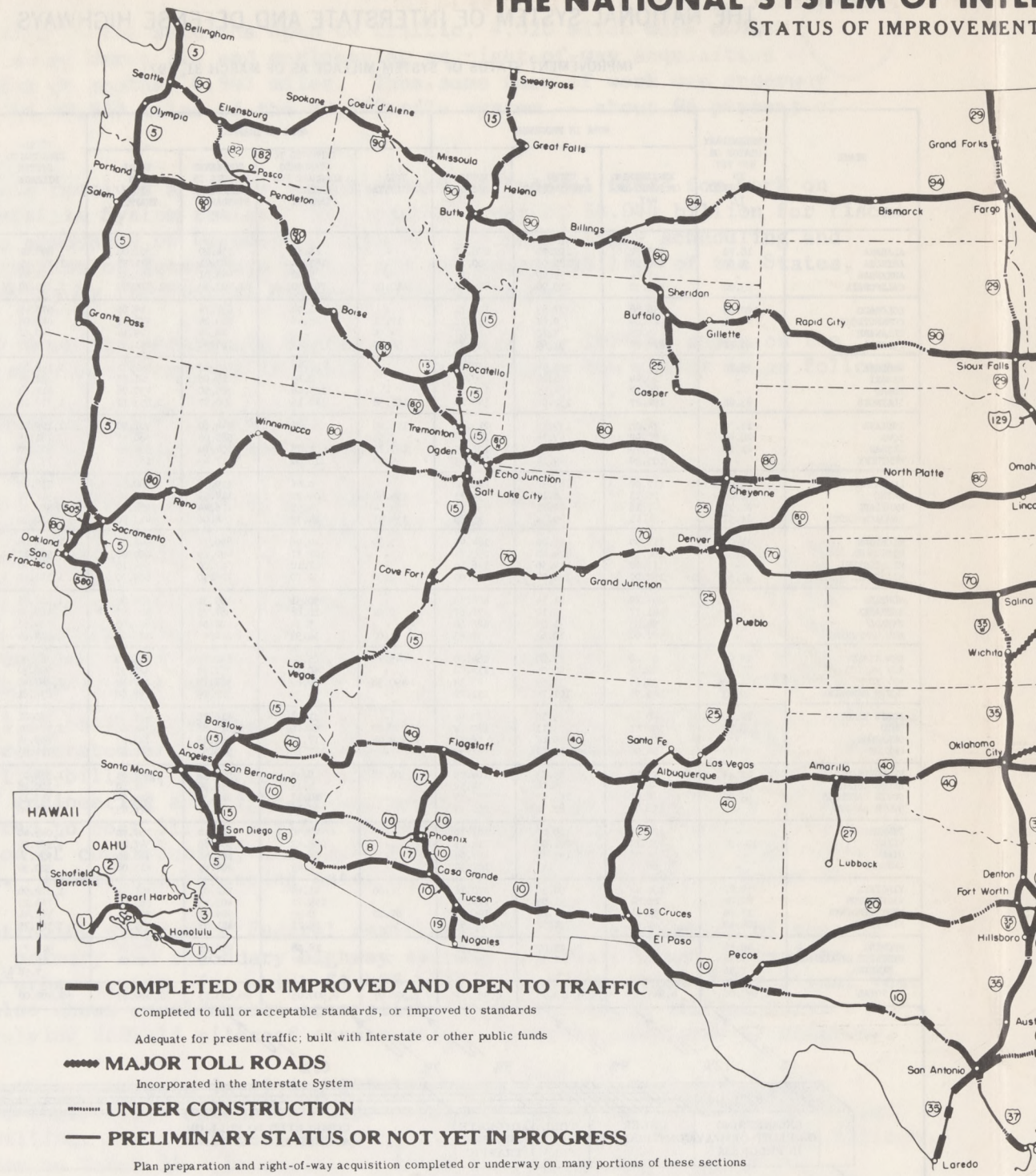
STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS			OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	COMPLETED TO FULL OR ACCEPTABLE STANDARDS	TOTAL OPEN TO TRAFFIC		
ALABAMA	18.70	125.61	152.70	278.31	-	66.80	534.20	601.00	898.01	ALABAMA
ARIZONA	1.00	120.18	180.06	300.24	"	183.64	687.71	871.35	1,172.59	ARIZONA
ARKANSAS	-	17.64	55.49	73.13	-	5.30	448.01	453.31	526.44	ARKANSAS
CALIFORNIA	23.00	221.30	259.90	481.20	10.20	263.30	1,503.00	1,776.50	2,280.70 2/	CALIFORNIA
COLORADO	120.08	58.88	77.83	136.71	-	81.92	637.74	719.66	976.45	COLORADO
CONNECTICUT	40.21	27.09	9.67	36.76	12.31	48.46	209.24	270.01	346.98	CONNECTICUT
DELAWARE	-	3.75	7.72	11.47	14.30	"	14.84	29.14	40.61	DELAWARE
FLORIDA	229.11	227.22	91.65	318.87	56.45	"	794.90	851.35	1,399.33	FLORIDA
GEORGIA	38.70	202.87	165.54	368.41	-	2.32	740.40	742.72	1,149.83	GEORGIA
HAWAII	-	22.44	8.04	30.48	"	2.69	19.08	21.77	52.25	HAWAII
IDAHO	-	86.12	34.55	120.67	"	125.46	365.50	490.96	611.63	IDAHO
ILLINOIS	83.82	194.27	152.02	346.29	155.38	147.16	990.57	1,293.11	1,723.22	ILLINOIS
INDIANA	14.30	74.06	139.56	213.62	156.90	-	744.60	901.50	1,129.42	INDIANA
IOWA	48.42	80.92	63.36	144.28	3.57	"	585.08	588.65	781.35	IOWA
KANSAS	21.60	56.70	49.35	106.05	187.70	1.75	504.60	694.05	821.70	KANSAS
KENTUCKY	-	105.39	49.14	154.53	39.20	16.80	527.43	583.43	737.96	KENTUCKY
LOUISIANA	40.91	112.97	183.92	296.89	-	0.86	379.38	380.24	718.04	LOUISIANA
MAINE	2.06	26.13	8.10	34.23	54.48	104.21	117.59	276.28	312.57	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	9.34	35.75	134.41	24.33	254.06	412.80	470.12	MASSACHUSETTS
MICHIGAN	41.00	117.99	67.00	184.99	5.39	42.96	899.74	948.09	1,174.08	MICHIGAN
MINNESOTA	21.32	168.35	124.40	292.75	"	107.77	492.29	600.06	914.13	MINNESOTA
MISSISSIPPI	-	33.60	114.50	148.10	"	17.10	517.00	534.10	682.20	MISSISSIPPI
MISSOURI	27.60	132.00	128.00	260.00	0.30	132.70	726.30	859.30	1,146.90	MISSOURI
MONTANA	-	296.79	191.54	488.33	-	290.31	409.31	699.62	1,187.95	MONTANA
NEBRASKA	3.07	41.57	35.10	76.67	0.22	12.88	387.75	400.85	480.59	NEBRASKA
NEVADA	-	94.83	31.85	126.68	"	5.34	402.54	407.88	534.56	NEVADA
NEW HAMPSHIRE	-	27.00	10.63	37.63	21.02	14.93	140.66	176.61	214.24	NEW HAMPSHIRE
NEW JERSEY	18.90	86.20	77.80	164.00	45.70	25.70	129.70	201.10	384.00 3/	NEW JERSEY
NEW MEXICO	37.49	82.83	50.05	132.88	"	60.14	767.79	827.93	998.30	NEW MEXICO
NEW YORK	135.62	35.65	37.69	73.34	490.38	60.89	587.17	1,138.44	1,347.40	NEW YORK
NORTH CAROLINA	50.03	149.98	101.24	251.22	"	15.37	522.19	537.56	838.81	NORTH CAROLINA
NORTH DAKOTA	22.20	40.40	39.52	79.92	-	51.94	416.75	468.69	570.81	NORTH DAKOTA
OHIO	8.73	107.51	73.11	180.62	206.20	64.60	1,073.86	1,344.66	1,534.01	OHIO
OKLAHOMA	-	26.43	39.88	66.31	174.04	17.11	551.88	743.03	809.34	OKLAHOMA
OREGON	24.73	54.90	12.62	67.52	"	111.16	531.52	642.68	734.93	OREGON
PENNSYLVANIA	41.43	75.12	89.63	164.75	360.18	8.35	999.32	1,367.85	1,574.03	PENNSYLVANIA
RHODE ISLAND	26.59	6.51	6.08	12.59	"	5.11	55.99	61.10	100.28	RHODE ISLAND
SOUTH CAROLINA	63.02	8.02	163.53	171.55	"	8.17	514.37	522.54	757.11	SOUTH CAROLINA
SOUTH DAKOTA	"	116.42	85.71	202.13	"	37.58	439.25	476.83	678.96	SOUTH DAKOTA
TENNESSEE	-	177.70	110.00	287.70	-	72.30	685.40	757.70	1,045.40	TENNESSEE
TEXAS	106.94	431.77	281.08	712.85	"	258.43	2,088.86	2,347.29	3,167.08	TEXAS
UTAH	-	334.58	133.36	467.94	"	76.94	391.46	468.40	936.34	UTAH
VERMONT	"	68.83	38.47	107.30	"	4.43	208.65	213.08	320.38	VERMONT
VIRGINIA	10.82	180.42	90.36	270.78	37.60	41.65	712.05	791.30	1,072.90	VIRGINIA
WASHINGTON	82.62	86.54	31.03	117.57	"	159.71	403.33	563.04	763.23	WASHINGTON
WEST VIRGINIA	17.69	92.14	104.60	196.74	87.10	0.30	209.61	297.01	511.44	WEST VIRGINIA
WISCONSIN	104.40	0.67	1.92	2.59	"	24.71	431.05	455.76	562.75	WISCONSIN
WYOMING	49.55	63.85	25.07	88.92	-	18.98	756.28	775.26	913.73	WYOMING
DISTRICT OF COLUMBIA	9.36	7.62	2.56	10.18	"	2.92	7.09	10.01	29.55	DISTRICT OF COLUMBIA
PENDING	7.56 4/								7.56 4/	PENDING
TOTAL	1,637.06	4,943.33	4,019.98	8,963.31	2,306.07	2,900.03	26,693.53	31,899.63	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 INTE

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
1,637 Miles	4,943 Miles	4,020 Miles

INTERSTATE AND DEFENSE HIGHWAYS

VEMENT AS OF AS OF MARCH 31, 1971

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

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Open to Traffic

31,900 Miles

35,920 Miles

INTERSTATE

TOTAL

42,500

MILES

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS
ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS

AS OF MARCH 31, 1971

/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	$223.9	$201.4	$127.8	$115.0	$351.7	$316.4	$481.3	$424.8	$54.0	$46.9	$535.3	$471.7
ALASKA												
ARIZONA	56.4	53.3	59.8	56.5	116.2	109.8	414.8	383.1	55.0	51.3	469.8	434.4
ARKANSAS	65.9	59.4	19.6	17.6	85.5	77.0	305.1	271.7	34.6	29.6	339.7	301.3
CALIFORNIA	624.1	553.3	419.1	370.3	1,043.2	923.6	2,239.7	1,956.1	844.1	705.5	3,083.8	2,661.6
COLORADO	128.0	101.2	19.5	17.8	147.5	119.0	351.9	313.5	57.0	49.6	408.9	363.1
CONNECTICUT	72.7	63.0	88.4	77.6	161.1	140.6	420.4	354.3	93.3	82.6	513.7	436.9
DELAWARE	24.3	21.8	32.2	28.1	56.5	49.9	82.4	73.0	1.4	1.2	83.8	74.2
FLORIDA	138.3	123.7	55.9	50.4	194.2	174.1	554.3	486.5	163.9	140.7	718.2	627.2
GEORGIA	176.3	158.7	63.2	56.9	239.5	215.6	519.9	460.1	82.9	73.6	602.8	533.7
HAWAII	42.2	37.6	78.9	70.2	121.1	107.8	100.4	86.9	28.6	25.6	129.0	112.5
IDAHO	63.7	58.4	15.3	14.2	79.0	72.6	170.1	155.1	22.7	19.5	192.8	174.6
ILLINOIS	385.6	336.5	64.5	57.1	450.1	393.6	1,526.6	1,320.4	310.7	269.8	1,837.3	1,590.2
INDIANA	166.0	149.5	29.5	26.5	195.5	176.0	694.8	621.1	161.0	144.9	855.8	766.0
IOWA	87.8	79.8	6.7	6.0	94.5	85.8	407.6	361.2	58.1	50.3	465.7	411.5
KANSAS	61.9	55.6	22.3	20.1	84.2	75.7	288.2	253.9	48.7	43.3	336.9	297.2
KENTUCKY	100.0	87.4	46.2	41.5	146.2	128.9	604.1	538.9	107.6	91.9	711.7	630.8
LOUISIANA	283.3	254.5	138.9	124.2	422.2	378.7	619.8	551.6	63.6	57.0	683.4	608.6
MAINE	48.2	42.4	14.8	13.1	63.0	55.5	169.0	149.1	13.1	11.3	182.1	160.4
MARYLAND	103.8	89.4	86.4	77.8	190.2	167.2	378.4	326.1	59.6	52.4	438.0	378.5
MASSACHUSETTS	124.1	109.4	139.4	117.9	263.5	227.3	590.9	517.7	130.8	115.1	721.7	632.8
MICHIGAN	305.2	274.1	216.4	193.9	521.6	468.0	910.9	771.5	242.7	207.0	1,153.6	978.5
MINNESOTA	224.5	203.3	85.2	74.5	309.7	277.8	506.2	455.4	169.0	151.0	675.2	606.4
MISSISSIPPI	100.9	90.7	42.0	37.5	142.9	128.2	371.8	330.0	20.9	17.8	392.7	347.8
MISSOURI	187.3	167.6	78.8	70.3	266.1	237.9	657.1	588.0	173.8	154.4	830.9	742.4
MONTANA	136.4	124.1	39.7	36.2	176.1	160.3	291.4	264.1	34.6	30.7	326.0	294.8
NEBRASKA	32.8	29.3	18.0	16.2	50.8	45.5	199.9	178.4	38.4	33.9	238.3	212.3
NEVADA	37.4	35.0	53.7	51.0	91.1	86.0	153.1	142.4	10.4	9.1	163.5	151.5
NEW HAMPSHIRE	41.3	34.8	5.5	5.0	46.8	39.8	160.6	140.5	18.6	16.1	179.2	156.6
NEW JERSEY	237.6	208.2	195.5	174.5	433.1	382.7	553.7	486.8	113.6	97.9	667.3	584.7
NEW MEXICO	49.6	46.1	21.0	19.3	70.6	65.4	361.5	332.6	42.6	38.0	404.1	370.6
NEW YORK	476.4	407.9	171.1	150.2	647.5	558.1	1,428.5	1,227.8	250.3	210.0	1,678.8	1,437.8
NORTH CAROLINA	118.7	106.4	54.4	49.0	173.1	155.4	316.4	278.2	28.9	25.2	345.3	303.4
NORTH DAKOTA	31.6	28.4	7.4	6.6	39.0	35.0	194.6	175.8	11.6	10.2	206.2	186.0
OHIO	437.3	380.8	46.9	42.2	484.2	423.0	1,392.7	1,225.7	644.3	570.6	2,037.0	1,796.3
OKLAHOMA	73.4	64.5	74.3	66.8	147.7	131.3	330.3	290.7	19.3	16.7	349.6	307.4
OREGON	166.3	153.4	58.4	53.8	224.7	207.2	469.6	411.8	71.3	64.1	540.9	475.9
PENNSYLVANIA	559.5	495.9	252.0	222.1	811.5	718.0	1,068.4	940.6	214.7	182.4	1,283.1	1,123.0
RHODE ISLAND	20.6	18.4	14.8	12.9	35.4	31.3	124.5	107.3	55.0	47.8	179.5	155.1
SOUTH CAROLINA	108.5	97.2	6.4	5.7	114.9	102.9	250.2	223.5	36.9	32.5	287.1	256.0
SOUTH DAKOTA	36.6	33.4	7.6	6.9	44.2	40.3	252.7	227.3	16.1	14.4	268.8	241.7
TENNESSEE	185.3	166.4	133.7	120.1	319.0	286.5	645.1	579.5	132.4	115.5	777.5	695.0
TEXAS	381.8	338.2	5.8	5.2	387.6	343.4	1,368.5	1,212.3	386.8	347.7	1,755.3	1,560.0
UTAH	99.1	93.3	52.0	49.3	151.1	142.6	322.7	301.8	48.3	43.0	371.0	344.8
VERMONT	33.3	29.9	8.9	8.0	42.2	37.9	245.5	218.7	23.2	19.3	268.7	238.0
VIRGINIA	261.4	238.0	98.1	88.6	359.5	326.6	822.0	731.3	153.3	136.2	975.3	867.5
WASHINGTON	92.6	83.9	95.4	86.6	188.0	170.5	657.8	573.6	126.5	112.1	784.3	685.7
WEST VIRGINIA	285.7	257.0	119.5	107.9	405.2	364.9	348.8	312.5	49.9	43.7	398.7	356.2
WISCONSIN	42.5	37.7	20.6	18.5	63.1	56.2	348.0	310.2	77.5	67.1	425.5	377.3
WYOMING	22.5	20.3	8.6	7.8	31.1	28.1	326.8	300.7	17.9	15.8	344.7	316.5
DIST. OF COL.	117.1	90.9	77.7	69.3	194.8	160.2	155.2	137.7	48.0	42.1	203.2	179.8
PUERTO RICO												
TOTAL	7,879.8	6,991.3	3,597.7	3,214.8	11,477.5	10,206.1	26,154.4	23,081.6	5,667.4	4,934.3	31,821.8	28,015.9

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

AS OF MARCH 31, 1971

/MILLIONS OF DOLLARS/

TABLE III

STATE	PROJECTS UNDERWAY OR AUTHORIZED							PROJECTS COMPLETED JULY 1, 1956 TO DATE						
	CONSTRUCTION			ENGINEERING AND ROW		TOTAL		CONSTRUCTION			ENGINEERING AND ROW		TOTAL	
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	$69.8	$37.1	212.7	$25.0	$12.6	$94.8	$49.7	$457.3	228.3	7,529.6	39.8	19.4	497.1	247.7
ALASKA	66.3	61.6	317.8	34.9	32.7	101.2	94.3	347.9	320.3	2,661.8	51.5	48.3	399.4	368.6
ARIZONA	25.1	18.0	80.6	1.0	.8	26.1	18.8	249.6	171.5	1,960.0	4.5	3.0	254.1	174.5
ARKANSAS	75.9	37.0	414.1	17.3	8.7	93.2	45.7	326.0	162.5	5,217.6	19.1	9.2	345.1	171.7
CALIFORNIA	241.3	147.5	249.4	10.8	7.2	252.1	154.7	1,450.1	758.7	3,678.1	9.5	5.4	1,459.6	764.1
COLORADO	34.0	19.1	159.2	14.3	8.3	48.3	27.4	336.0	182.1	3,694.3	49.2	26.9	385.2	209.0
CONNECTICUT	31.1	16.5	9.9	15.1	7.5	46.2	24.0	210.2	102.3	261.1	30.3	14.7	240.5	117.0
DELAWARE	19.4	10.2	31.4	10.7	5.8	30.1	16.0	86.8	42.8	511.2	7.6	3.8	94.4	46.6
FLORIDA	78.7	40.2	180.6	14.0	7.2	92.7	47.4	518.5	242.5	3,530.6	6.4	3.1	524.9	245.6
GEORGIA	107.7	54.8	487.4	48.9	24.5	156.6	79.3	503.3	249.3	5,796.7	56.5	28.0	559.8	277.3
HAWAII	16.5	8.3	23.7	13.7	7.0	30.2	15.3	73.4	36.1	148.8	19.5	9.8	92.9	45.9
IDAHO	33.3	24.2	208.8	9.7	6.2	43.0	30.4	164.0	105.1	2,360.2	16.7	9.4	180.7	114.5
ILLINOIS	204.1	101.9	612.2	14.6	7.2	218.7	109.1	1,090.0	557.6	8,086.1	48.5	23.7	1,138.5	581.3
INDIANA	76.3	38.2	106.2	20.6	10.5	96.9	48.7	572.3	293.4	3,497.9	74.5	35.4	646.8	328.8
IOWA	110.0	56.2	1,447.6	2.1	1.4	112.1	57.6	470.2	242.3	11,456.5	14.2	7.2	484.4	249.5
KANSAS	59.1	29.7	565.1	4.3	2.2	63.4	31.9	492.8	245.6	13,599.1	36.8	18.4	529.6	264.0
KENTUCKY	43.9	21.0	74.3	30.9	15.9	74.8	36.9	359.6	180.1	2,423.6	69.4	34.0	429.0	214.1
LOUISIANA	72.8	37.0	163.9	23.1	11.5	95.9	48.5	387.5	188.8	2,848.0	21.4	10.6	408.9	199.4
MAINE	23.8	11.5	70.9	5.7	2.9	29.5	14.4	168.3	82.9	979.5	22.6	10.6	190.9	93.5
MARYLAND	42.5	21.7	93.3	18.8	9.6	61.3	31.3	264.5	129.8	1,466.0	6.0	3.0	270.5	132.8
MASSACHUSETTS	99.6	52.2	86.6	45.1	22.8	144.7	75.0	363.6	177.9	453.5	96.2	24.4	459.8	202.3
MICHIGAN	128.2	68.9	434.4	39.6	20.3	167.8	89.2	859.4	414.3	9,381.2	54.3	26.0	913.7	440.3
MINNESOTA	142.8	67.8	961.5	3.4	1.7	146.2	69.5	593.1	298.5	15,681.4	20.4	10.3	613.5	308.8
MISSISSIPPI	52.0	24.5	445.0	23.5	11.9	75.5	36.4	359.4	175.9	7,826.5	30.1	15.1	389.5	191.0
MISSOURI	127.7	63.8	262.0	60.8	31.8	188.5	95.6	542.0	276.2	9,903.3	101.7	48.6	643.7	324.8
MONTANA	32.5	21.3	207.1	14.0	8.6	46.5	29.9	307.5	184.5	4,730.0	32.1	17.9	339.6	202.4
NEBRASKA	54.6	27.5	618.6	6.5	3.2	61.1	30.7	388.7	198.8	8,177.4	34.9	16.9	423.6	215.7
NEVADA	16.5	15.4	85.6	9.6	8.6	26.1	24.0	130.9	111.8	1,855.5	14.4	11.9	145.3	123.7
NEW HAMPSHIRE	16.9	8.2	30.2	1.1	.3	18.0	8.5	119.3	58.7	458.9	4.3	2.0	123.6	60.7
NEW JERSEY	118.7	55.1	52.5	93.1	44.2	211.8	99.3	362.4	175.1	531.4	42.9	21.4	405.3	196.5
NEW MEXICO	19.5	12.8	104.9	8.8	5.8	28.3	18.6	237.5	155.6	2,519.2	20.6	12.1	258.1	167.7
NEW YORK	369.7	162.4	132.0	7.2	3.6	376.9	166.0	1,775.5	824.4	3,552.9	27.6	13.3	1,803.1	837.7
NORTH CAROLINA	103.6	51.2	215.2	58.5	29.2	162.1	80.4	481.2	239.5	4,953.3	72.2	35.7	553.4	275.2
NORTH DAKOTA	35.4	18.9	1,041.1	3.0	1.7	38.4	20.6	270.1	137.5	14,480.3	15.5	8.0	285.6	145.5
OHIO	201.6	100.1	177.5	5.3	2.7	206.9	102.8	884.4	455.7	2,819.6	136.1	66.9	1,020.5	522.6
OKLAHOMA	66.1	32.1	240.7	9.9	4.9	76.0	37.0	475.5	236.4	6,524.3	14.5	6.9	490.0	243.3
OREGON	62.5	28.3	70.9	4.9	3.1	67.4	31.4	285.0	173.1	2,181.1	21.9	12.7	306.9	185.8
PENNSYLVANIA	362.9	174.7	216.4	33.0	16.5	395.9	191.2	924.5	454.8	2,116.3	98.0	42.7	1,022.5	497.5
RHODE ISLAND	10.1	4.8	9.0	10.8	5.5	20.9	10.3	107.8	53.2	254.8	30.9	14.9	138.7	68.1
SOUTH CAROLINA	82.5	40.0	842.9	3.4	1.8	85.9	41.8	282.2	142.2	7,425.0	21.0	10.6	303.2	152.8
SOUTH DAKOTA	30.1	16.9	375.5	1.5	.8	31.6	17.7	293.0	160.3	10,008.4	5.1	2.9	298.1	163.2
TENNESSEE	49.0	24.3	306.3	30.0	15.0	79.0	39.3	458.6	229.8	7,562.4	54.1	25.4	512.7	255.2
TEXAS	271.9	142.7	960.4	1.1	.5	273.0	143.2	1,503.8	771.5	19,834.3	4.9	2.6	1,508.7	774.1
UTAH	16.1	12.3	84.7	7.5	5.8	23.6	18.1	164.1	117.2	1,675.3	14.2	9.5	178.3	126.7
VERMONT	15.7	8.0	23.3	2.8	1.4	18.5	9.4	98.9	49.3	540.0	13.7	6.2	112.6	55.5
VIRGINIA	86.4	42.9	179.8	8.3	4.2	94.7	47.1	496.3	240.2	3,938.2	53.0	25.3	549.3	265.5
WASHINGTON	58.7	28.4	146.4	12.8	6.8	71.5	35.2	389.9	196.5	4,006.9	19.5	10.1	409.4	206.6
WEST VIRGINIA	56.1	28.2	37.0	24.3	12.5	80.4	40.7	198.0	99.5	1,119.3	42.3	21.1	240.3	120.6
WISCONSIN	57.7	28.1	273.0	26.8	13.4	84.5	41.5	554.1	275.5	6,939.9	57.3	28.3	611.4	303.8
WYOMING	14.2	10.7	105.1	4.1	3.1	18.3	13.8	191.6	126.7	2,550.9	8.8	5.8	200.4	132.5
DIST. OF COL.	12.7	8.2	6.5	2.0	1.5	14.7	9.7	108.2	59.4	88.6	12.9	6.2	121.1	65.6
PUERTO RICO	54.6	26.4	48.6	.8	.4	55.4	26.8	160.7	72.7	326.9	29.8	12.2	190.5	84.9
TOTAL	4,258.4	2,198.5	14,289.7	899.1	483.1	5,157.5	2,681.6	22,895.6	11,864.6	246,123.7	1,808.9	897.9	24,704.5	12,762.5

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV

	THREEE MONTHS ENDED MARCH 31, 1971	FISCAL YEAR 7-1-70 TO 3-31-71
Balance at beginning of period 1/	$2,830,550	$2,611,611
Income:		
Tax revenue:		
Motor-fuel taxes (net after refunds) . . .	1,008,027	3,043,360
Less motorboat fuel revenue 2/	1,800	23,900
Net for highways	1,006,227	3,019,460
Trucks, buses, and trailers	213,801	502,493
Tires, tubes, and tread rubber	150,408	470,033
Vehicle use	19,340	115,201
Parts and accessories, trucks and buses .	24,727	64,622
Lubricating oil (net after refunds) . . .	6,219	39,331
Total excise revenues	1,420,722	4,211,140
Interest earned	2,718	87,467
Total Income	1,423,440	4,298,607
Disbursements:		
For highways	916,884	1/ 3,573,112
Interest on advances from General Fund . . .	-	-
Total Disbursements	916,884	3,573,112
Balance at end of period	3,337,106	3,337,106

1/ Revised.
2/ 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, 1977) 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.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

RELEASE AT WILL

FHWA - 576
(202) 426-0648

Case History: An "S" curve on Florida State Route 82, constructed during World War II to provide clearance for a now-abandoned military airport, caused a sharp and unexpected jog in an otherwise adequate roadway alignment. The abrupt curve led drivers to lose control of their vehicles, and during an 18-month period, there were 11 accidents injuring 13 people. Eight of the accidents were of the "run-off-the-road" type. To correct the problem, the "S" curve was removed, at a cost of $103,182, providing astraight alignment through this section. During the 15-month period after the reconstruction, no accidents occurred at this location.

Case History: On Massachusetts State Route 113, reverse 12 degree curves separated by a 330-foot tangent section, coupled with impaired sight distances, created an accident prone location. During a one year period there were 14 accidents, which caused nine injuries. The reverse curves were flattened to about five degrees each, shoulders were provided, and sight distances were improved, at a total cost of about $100,000. During a one year period after the improvement, accidents dropped to nine, with but one injury.

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Case History: The McGuire Circle intersection in Richmond, Virginia, had a two year average daily traffic volume of 48,310 vehicles, and during that period there were 176 accidents which resulted in 31 injuries. The circle intersection was reconstructed into a four-way intersection with channelization for right turn movements, and a traffic signal system was installed -- a total cost of $612,000. During the 22-month period after reconstruction, there were only 21 accidents with nine injuries, while the average daily traffic volume rose to 51,850 vehicles.

These are but a few of the actual examples of accident reductions as a result of "spot safety" improvements that are described in a new Federal Highway Administration publication, "Safety Improvement Projects: Summary." It is authored by Charles W. Dale of the Traffic Performance and Analysis Division of the FHWA Office of Traffic Operations.

Since March, 1964, State highway departments, in cooperation with the Federal Government, have stepped up their attack on highway traffic accidents by focusing special attention on highway locations with high accident rates. After preparing inventories of high hazard locations on their Federal-aid highway systems, the States were asked to correct substantially all of the dangerous locations by the end of 1969.

Early in 1969, however, the guidelines were revised to provide for a continuing program which calls for: (1) a system of ranking proposed safety projects based on the potential for reducing the number and/or severity of accidents, and (2) a before-and-after accident evaluation program to permit the measurement of the effectiveness of various improvements.

"There is still a shortage of information regarding the effectiveness of the various types of spot safety improvements," said Federal Highway Administrator F. C. Turner. "The purpose of this brochure -- which is based on 257 evaluation studies submitted by 27 States -- is to illustrate the variety and effectiveness of some of the safety improvements that have been implemented under the Spot Safety Improvement Program."

Mr. Turner added that while the program has made a positive contribution to highway safety, "much more remains to be done -- and it is our goal to see that it is done."

The 28-page brochure is in two parts. The first part represents an over-all summary of State highway department before-and-after

evaluations of 257 safety improvement projects completed since January, 1965; the second part contains descriptive data for 13 selected safety improvement projects.

Copies of "Safety Improvement Projects: Summary" can be obtained from the Federal Highway Administration, Department of Transportation, 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 RELEASE WEDNESDAY A.M.
March 31, 1971

FHWA - 575
(202) 426-0648

Problems arising in the location and design of a highway project are many and varied. Not the least of them is the loss of, or adverse impact upon, park, recreation and other open space caused by necessary highway development.

To help minimize the impact, and to make highways and parks as compatible as possible, the Federal Highway Administration has issued a new publication, "Park and Recreational Facilities, Their Consideration as an Environmental Factor Influencing the Location and Design of a Highway."

"This is a positive example," said Federal Highway Administrator F. C. Turner, "of FHWA's continuing effort to weave the environmental considerations into the Federal-State highway program, particularly in the early stages of location and design. I believe this publication, which we plan to give wide distribution, will be of particular interest to public officials, planners, organizations, and others concerned with protecting and preserving our environment, while at the same time constructing the new freeways that are needed by the Nation."

Whenever highway route location alternatives become involved with a park, playground or other planned open space, the National

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Environmental Policy Act of 1969 requires that each proposal include a detailed statement on the environmental impact of the proposed action, any adverse environmental effects which cannot be avoided should the proposal be implemented, and alternatives to the proposed action." Further requirements that directly affect park resources are contained in Section 4(f) of the Department of Transportation Act as amended by the Federal Aid Highway Act of 1968.

This publication is designed to assist highway officials and others in preparing such detailed statements to evaluate the full range of impacts that a highway can have upon a particular park, and within these limits provide a series of alternatives that will minimize adverse impact with varying degrees of economic and social cost.

The authors of the new publication, Larry Isaacson, FHWA landscape architect, and Barry L. Peterson, FHWA ecologist, both have extensive backgrounds in the environmental field. Mr. Isaacson for 11 years was employed by the National Park Service, where he was concerned with the planning and design of park and recreational facilities. Mr. Peterson had more than 10 years' experience with the U.S. Fish & Wildlife Service and with several State Game & Fish Departments in ecologically-oriented programs.

Copies of "Park and Recreational Facilities, Their Consideration as an Environmental Factor Influencing the Location and Design of a Highway," can be obtained from the Federal Highway Administration, Department of Transportation, 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 IMMEDIATE RELEASE
April 12, 1971

FHWA- 577
(202) 426-0648

Dr. Robert A. Kaye, Director of the Federal Highway Administration's Bureau of Motor Carrier Safety, today announced that he and other BMCS officials will meet April 20 with representatives of nine major farm organizations to discuss newly revised driver qualification regulations as they apply to farm vehicles.

This is a follow-up to a meeting held recently between the BMCS Director and members of Congress and a larger gathering of leading farm groups.

Although for many years nurserymen, cattlemen, produce men and farmers transporting their produce in interstate commerce have been under the provisions of the Motor Carrier Safety Regulations, they had been given an exemption which permitted 18-year-olds to drive lightweight farm vehicles in interstate commerce under certain conditions. The conditions included provisions that the driving be done exclusively in farm-to-market movements and in the movement of supplies to the farm, providing that the youthful drivers meet other applicable sections of the rules.

Recently the driver qualification regulations were revised in accordance with a Notice of Proposed Rule Making published in the Federal Register on June 7, 1969. The notice set forth the proposed revisions and called for views, comments and arguments. The final rules were published on April 22, 1970, and became effective this past January 1. They reflected many of the suggestions submitted by interested groups and individuals, but deleted the exemptions given

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the 18-year-old farm drivers.

However, in response to petitions filed by farm organizations, elimination of the exemption was suspended until July 1, 1971, to allow all interested parties to express their views on the subject, and the Bureau to reconsider its earlier action.

At his previous meeting with Congressional and farm leaders, Dr. Kaye expressed a willingness to publish a Notice of Proposed Rule Making which would exempt drivers of the 10,000 pounds or less gross weight classification from the driver qualification rules. The exemption would not apply, though, to operators of vehicles which transport passengers for hire or hazardous materials of a type or quantity that require the vehicle to be marked or placarded. Accoring to BMCS, use of lightweight vehicles is a major area of concern to many operators, including public utilities and construction firms, as well as farm groups.

Commenting on the upcoming April 20 meeting, Dr. Kaye said:

"It is our conviction that through these meetings a satisfactory solution will be reached. Our purpose in conducting these discussions is to reach a reasonable compromise with interested parties, while still increasing safety for all highway users."

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY,
May 8, 1971

FHWA- 580
(202) 426-0648

Federal Highway Administrator F. C. Turner today announced that bonuses totaling $677,761 were paid to six States for controlling outdoor advertising adjacent to the Interstate Highway System.

The bonuses represent one-half of 1 percent of the cost of 16 Federal-aid highway projects on various Interstate System routes, and bring to $4,973,974 the amount paid out since the start of the program in 1958.

The six States and the amount each received follow:

California, $90,227; Kentucky, $89,477; Maryland, $35,671; Ohio, $128,197; Oregon, $13,630; and Vermont, $320,557.

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

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

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

The 1965 Act provides for the control of outdoor advertising along Federal-Aid Primary System highways as well as the 42,500-mile Interstate System--a total of about 265,000 miles. It also calls for the control of junkyards along Federal-Aid Primary and Interstate highways, and for landscaping, scenic enhancement and roadside development of all Federal-aid highways.

The amounts paid previously to each eligible State since the bonus program began follow:

California, $135,450; Iowa, $94,324; Kentucky, $143,147; Maine, $169,031; Maryland, $569,096; Nebraska, $427,313; New Hampshire, $49,802; New York, $66,425; Ohio, $670,465; Oregon, $298,993; Pennsylvania, $457,940; Vermont, $395,852; Virginia, $156,605; Washington, $218,193; and Wisconsin, $443,577.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY P.M.
May 15, 1971

FHWA - 581
(202) 426-0648

New national bridge inspection standards designed to ensure that all structures on a Federal-aid highway system will be adequately inspected at regular intervals by qualified inspectors have been established by the U.S. Department of Transportation's Federal Highway Administration.

Of the 563,000 highway bridges in the country, 236,000 of them are on a Federal-aid system and will be covered by the new standards. The Federal Highway Administration said there are indications that many of the owners of the remaining 327,000 bridges will voluntarily comply with the standards.

Prior to adoption of the standards, they were published in proposed form in the Federal Register to give interested parties an opportunity to comment about them.

In general, the approved standards are patterned after the

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proposals published in the Register, which, in turn, were based largely on guides and procedures in the "Manual for Maintenance Inspection of Bridges," published by the American Association of State Highway Officials. Minor revisions were made in the proposed standards as result of comments received from individuals and groups.

Some of the provisions of the new standards are:

--Each State highway department must include a bridge inspection organization.

--Each bridge is to be inspected at regular intervals not to exceed 2 years, and the results must be recorded.

--The person in charge of a State's bridge inspection organization, and the persons in charge of the actual inspection must meet rigid qualification requirements.

--A list of the physical characteristics of all Federal-aid system bridges must be made and maintained. The completion date for the inventory was fixed at July 1, 1973. However, to implement the bridge replacement program required by the Federal-Aid Highway Act of 1970, an inventory of critically deficient bridges must be completed by July 1, 1972.

The 1970 Act directed the Federal Highway Administration in consultation with the States to inventory all bridges, classify them according to their serviceability and safety, and then assign priorities for those that should be replaced. The Act also authorized funds to start the replacement program. It approved the expenditure of $100 million for fiscal year 1972 and $150 million for fiscal 1973.

National inspection standards were required by the Federal-Aid Highway Act of 1968 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, Virginia, and Kanauga, Ohio, collapsed, killing 46 persons and dropping 31 vehicles into the river.

# # #

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY, A.M.
May 25, 1971

FHWA -585
(202) 426-0648

To help truck drivers do a better job of safety-checking their vehicles, the Federal Highway Administration's Bureau of Motor Carrier Safety has just published a new brochure, "Truck Drivers' Pretrip Checklist."

Federal Motor Carrier Safety Regulations require that certain items on all interstate commercial vehicles be checked prior to each trip.

Prepared in cooperation with the American Trucking Associations, Inc., and the Private Truck Council of America, the brochure is designed to provide truck drivers with a safe, sequential and time-saving procedure.

"The recommended procedure can be likened to a pilot performing his preflight check of the aircraft before takeoff," said 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 truck precheck."

-more-

Stressing that BMCS is determined that trucks 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 pretrip check of their vehicle. This check must include more than just 'checking the lights and kicking the tires.' Drivers must use a systematic procedure, and more important, they must be trained in what to look for, not just what to look at. This brochure is intended to help truck drivers do this--for, after all, the driver is the first line of defense against an unsafe vehicle."

Distribution of "Truck Drivers' Pretrip Checklist" will be made with the cooperation of the American Trucking Associations, Inc., and the Private Truck Council. Individual copies may also be obtained, without cost, by writing the Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, 400 Seventh Street, S. W., Washington, D.C. 20591. Motor carriers or other interested parties may reproduce the checklist in any desired quantities.

A similar brochure was recently released for bus drivers.

# # #

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FOR RELEASE WEDNESDAY, P.M.
May 26, 1971

FHWA--586 (202-426-0648)

HIGHWAY CONSTRUCTION PRICE INDEX FOR 1ST QUARTER 1971

The Department of Transportation's Federal Highway Administration announced today that highway construction costs in the first quarter of 1971 dropped 4.7 percent below the previous quarter, to 124.1 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 third issue of the index based on the year 1967. The previous base period was 1957-59.

The decrease of 4.7 percent follows a 2.8 percent decrease for the previous quarter. The composite price index for the first quarter of 1971 is 6.6 percent above that for the first quarter of 1970.

The decrease in the first quarter 1971 composite index below that of the previous quarter reflects decreases of 6.7 percent for excavation, 10.0 percent for structural steel, and 6.0 percent for structural concrete.

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

	Price Index	Percentage Change
2nd quarter, 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
4th quarter, 1970	130.2	- 2.8
1st quarter, 1971	124.1	- 4.7

The price levels of the component items of the index in the first quarter of 1971, 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--	
	First quarter 1971	Fourth quarter 1970	First quarter 1970	Fourth quarter 1970	First quarter 1970
Excavation	117.9	126.4	115.7	- 6.7	+ 1.9
Surfacing:					
Portland cement concrete	124.3	126.2	109.0	- 1.6	+14.0
Bituminous concrete	127.5	126.2	116.1	+ 1.0	+ 9.8
Composite surfacing	125.8	126.2	112.4	- 0.3	+11.9
Structures:					
Reinforcing steel	131.5	131.2	114.9	+ 0.2	+14.4
Structural steel	134.6	149.7	119.5	-10.0	+12.7
Structural concrete	126.7	134.8	123.4	- 6.0	+ 2.6
Composite structures	129.9	138.5	120.8	- 6.3	+ 7.5
Composite price index	124.1	130.2	116.4	- 4.7	+ 6.6

The U. S. average contract unit prices for the index items during the fourth quarter of 1970 and the first quarter of 1971 are:

	Unit	4th Qtr. 1970	1st Qtr. 1971
Excavation	Cu. Yd.	$ .68	$ .64
PCC surface	Sq. Yd.	5.59	5.50
Bit. conc. surf.	Ton	8.16	8.24
Str. reinf.	Lb.	.172	.172
Str. steel	Lb.	.369	.332
Str. concrete	Cu. Yd.	94.73	89.05

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FEDERAL HIGHWAY ADMINISTRATION

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RELEASE AT WILL

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Like untold numbers of other motorists, a Houston, Texas, physician is alive and well today because of the giant strides made by highway engineers in developing energy-absorbing barriers to shield hazardous fixed objects on roads and bridges.

Unlike most other motorists who have collided with such protective barriers, however, he did not simply drive off and make no report of the incident.

Instead, George W. Zeluff, M.D., wrote the Texas Transportation Institute which, with the Federal Highway Administration and the Texas Highway Department, has been instrumental in the development of such barriers.

He wrote that he simply wanted to express "extreme appreciation to those individuals involved who were instrumental in placing these protective barrels which almost certainly saved my life, or at least grievous injury."

On March 5, Dr. Zeluff was driving on State Route 610 in the Houston area when, without warning at an intersection, another car cut sharply in front of his vehicle. As a result, Dr. Zeluff's car was forced out of control and crashed headlong into a cluster of empty barrels that had been placed in front of an abutment.

-more-

Dr. Zeluff explains what happened then.

"To add insult to injury, while in a lateral position I was struck a glancing blow from a second approaching vehicle that struck me in the rear. Despite the gravity of this accident, I was completely unhurt and, in fact, my car suffered relatively minor damage considering the nature of the forces involved."

The Houston physician added:

"A few days later while inspecting the site of the accident, it seemed almost impossible to me that such a tremendous force could be encountered without serious injury. I cannot begin to overstate the safety factor of this simple but ingenious device to provide a rapid but safe deceleration..."

Commented Federal Highway Administrator F. C. Turner:

"Dr. Zeluff is living evidence of how the widespread and continuing research carried on by highway engineers contributes to greater highway safety. There is no question but that these energy-absorbing devices that are being used ever more widely across the Nation are preventing numerous deaths and serious injuries. We want America's highway network to be the safest the world has ever known, and we are working constantly to that end."

The energy-absorbing barriers come in several varieties: clusters of empty barrels, such as saved Dr. Zeluff, barrels partially filled with sand, and cylindrical plastic tubes partially filled with liquid. Each type is designed for specific circumstances.

The Federal Highway Administration has now authorized the use of four types of energy-absorbing barriers in regular construction on Federal-aid highway projects. They are the steel drum impact attenuator, sand containers, the Hi-dro cushion, and the TOR-SHOK energy-absorbing barrier. (The latter device is limited to locations where impact speeds above 50 mph are not expected.) These devices previously had been authorized on an experimental basis.

# # #

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FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.
June 2, 1971

FHWA--582
(202) 426-0648

Secretary of Transportation John A. Volpe announced today that $1,240 million in Federal and State funds was obligated through March 31, 1971, for development highways and local access roads in the 13-state Appalachia Region.

The Federal share was $682 million.

As of the end of March, 1,207 miles of highways and roads were completed or under construction, an increase of 10 miles since the December 31, 1970 quarterly report. Of the total, 658 miles were completed and 549 miles were under construction. Engineering and right-of-way acquisition were underway on 1,052 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, 456 miles of the 2,523 miles of development highways being considered for improvement were completed and open to traffic. An additional 27 miles were also completed but not yet open to traffic, and 384 miles were under construction. Preliminary engineering and right-of-way acquisition were underway or completed on 922 miles, centerline locations were approved on 216 miles, and route location studies were underway or completed on 461 miles. Work has not yet been started on the remaining 84 miles.

Table 2 shows that of the 581 miles of local access roads approved as of March 31, 202 miles were completed, and 165 miles were under construction. Preliminary engineering and right-of-way acquisition were underway or completed on 130 miles, centerline locations were approved on 16 miles, and route location studies were underway or completed on 16 miles. No work was started on the remaining 52 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 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.

* * *

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF MARCH 31, 1971

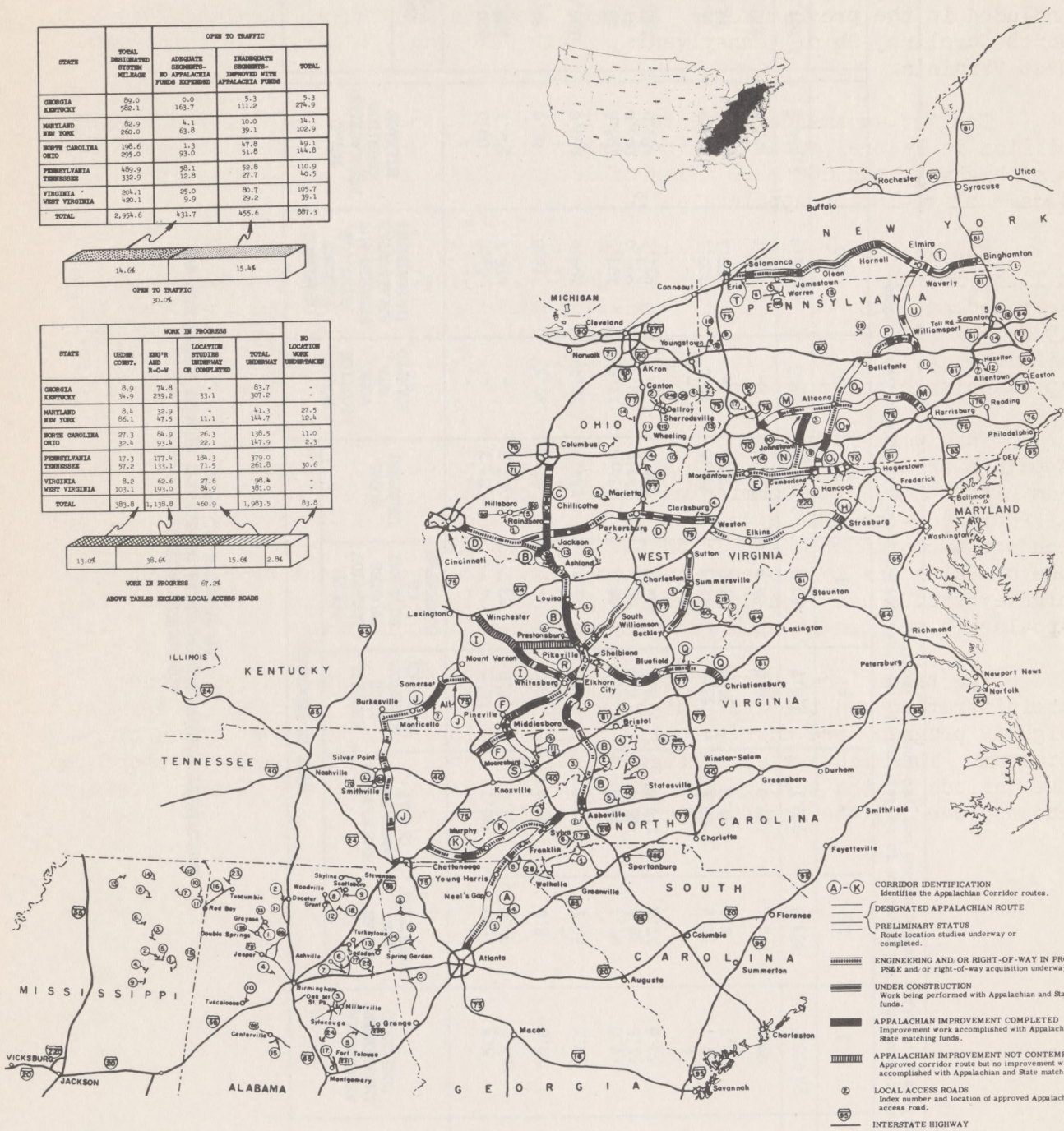
STATE	TOTAL DESIGNATED SYSTEM MILEAGE	OPEN TO TRAFFIC		
		ADEQUATE SEGMENTS-NO APPALACHIA FUNDS EXPENDED	INADEQUATE SEGMENTS-IMPROVED WITH APPALACHIA FUNDS	TOTAL
GEORGIA KENTUCKY	89.0 582.1	0.0 163.7	5.3 111.2	5.3 274.9
MARYLAND NEW YORK	82.9 260.0	4.1 63.8	10.0 39.1	14.1 102.9
NORTH CAROLINA OHIO	198.6 295.0	1.3 93.0	47.8 51.8	49.1 144.8
PENNSYLVANIA TENNESSEE	489.9 332.9	58.1 12.8	52.8 27.7	110.9 40.5
VIRGINIA WEST VIRGINIA	204.1 420.1	25.0 9.9	80.7 29.2	105.7 39.1
TOTAL	2,954.6	431.7	455.6	887.3

OPEN TO TRAFFIC
30.0%

STATE	WORK IN PROGRESS				NO LOCATION WORK UNDERTAKEN
	UNDER CONST.	RWY'R AND R-O-W	LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY	
GEORGIA KENTUCKY	8.9 34.9	74.8 239.2	- 33.1	83.7 307.2	- -
MARYLAND NEW YORK	8.4 86.1	32.9 47.5	- 11.1	41.3 144.7	27.5 12.4
NORTH CAROLINA OHIO	27.3 32.4	84.9 93.4	26.3 22.1	138.5 147.9	11.0 2.3
PENNSYLVANIA TENNESSEE	17.3 57.2	177.4 133.1	184.3 71.5	379.0 261.8	30.6
VIRGINIA WEST VIRGINIA	8.2 103.1	62.6 193.0	27.6 94.9	98.4 351.0	- -
TOTAL	383.8	1,138.8	460.9	1,983.5	83.8

WORK IN PROGRESS 67.2%

ABOVE TABLES EXCLUDE LOCAL ACCESS ROADS



APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE
AS OF MARCH 31, 1971

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	5.3	8.9	28.7	46.1	-	83.7	-	89.0	89.0	$20,104,154	$11,068,403
Kentucky	111.2	34.9	233.0	6.2	33.1	307.2	-	418.4	582.1	188,512,216	119,449,638
Maryland	10.0	8.4	29.9	3.0	-	41.3	27.5	78.8	82.9	52,676,000	27,848,039
Mississippi	-	-	-	-	-	-	-	-	-	-	-
New York	39.1	86.1	47.5	-	11.1	144.7	12.4	196.2	260.0	192,716,124	83,730,000
North Carolina	47.8	27.3	76.6	8.3	26.3	138.5	11.0	197.3	198.6	68,463,045	37,523,446
Ohio	51.8	32.4	86.9	6.5	22.1	147.9	2.3	202.0	295.0	81,189,448	44,127,662
Pennsylvania	52.8	17.3	170.6	6.8	184.3	379.0	-	431.8	489.9	138,605,204	67,898,980
South Carolina	-	-	-	-	-	-	-	-	-	-	-
Tennessee	27.7	57.2	80.1	53.0	71.5	261.8	30.6	320.1	332.9	71,331,311	44,275,864
Virginia	80.7	8.2	31.8	30.8	27.6	98.4	-	179.1	204.1	72,397,686	42,047,237
West Virginia	29.2	103.1	137.0	56.0	84.9	381.0	-	410.2	420.1	278,690,635	159,403,010
Total	2/ 455.6	383.8	922.1	216.7	460.9	1,983.5	83.8	2,522.9	2,954.6	1,164,685,823	637,372,279
Percent to Total Under Consideration	18	15	37	9	18	79	3	100			

1/ From which not to exceed 2,700 miles is to be designated for construction under the Appalachian program.
2/ Does not include 27.0 miles completed but not yet open to traffic.

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE
AS OF MARCH 31, 1971

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	93.5	39.7	20.9	-	-	60.6	2.9	157.0	$18,668,452	$12,214,622
Georgia	2.0	6.0	3.8	-	7.0	16.8	-	18.8	3,270,524	1,644,526
Kentucky	2.1	-	28.0	-	-	28.0	-	30.1	1,490,862	873,392
Maryland	2.5	-	0.8	0.4	-	1.2	-	3.7	1,389,003	742,252
Mississippi	13.4	63.6	-	-	-	63.6	-	77.0	9,174,035	5,727,495
New York	1.9	-	-	-	-	-	-	1.9	508,932	238,748
North Carolina	3.8	4.4	5.6	-	4.0	14.0	-	17.8	2,234,030	1,152,136
Ohio	21.5	3.3	8.2	-	-	11.5	-	33.0	5,066,773	1,865,091
Pennsylvania	9.5	4.1	23.9	11.0	0.9	39.9	22.9	72.3	10,648,388	4,958,469
South Carolina	17.1	26.0	16.2	-	-	42.2	26.3	85.6	9,297,854	6,438,740
Tennessee	13.2	16.0	11.8	4.8	-	32.6	-	45.8	6,609,388	4,596,066
Virginia	9.6	-	7.7	-	-	7.7	-	17.3	2,024,411	1,210,353
West Virginia	12.3	1.4	2.8	-	4.6	8.8	-	21.1	4,699,249	3,026,659
Total	202.4	164.5	129.7	16.2	16.5	326.9	52.1	581.4	75,081,901	44,688,549
Percent of Total Mileage	35	28	22	3	3	56	9	100		

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RELEASE AT WILL

FHWA - 583
(202) 426-0648

Highways and parks are both important elements of the American life-style. Few would dispute the premise that both are needed--for the contributions that each makes in its own way.

Yet, what is the solution when the two vie for the same land use? When should part of the park be given up for the highway right-of-way--and when should the park be declared inviolate and the highway rerouted? And when a park and a highway share the same land area, how can they be made as compatible as possible?

It is to help answer questions such as these that the Federal Highway Administration has published "Park and Recreational Facilities, Their Consideration as an Environmental Factor Influencing the Location and Design of a Highway." The authors are Larry Isaacson, FHWA landscape architect, and Barry L. Peterson, FHWA ecologist, both of whom have extensive backgrounds in the environmental field.

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"The ability to weave freeways appropriately into the land use fabric is and always has been a goal of the highway location and design process," said Federal Highway Administrator F. C. Turner. "A formal methodology or 'how to do it' has really never been presented due to the infinite number of variables in each specific case. While this new publication is not a panacea for solving all problems in the environmental area, it is designed to be a framework for consideration of the conflicts that may surface when highways and parks are analyzed for the environmental impact of one upon the other.

"In other words, the environmental impact of a highway upon a park, open space or other recreational area cannot be determined without first obtaining adequate knowledge of the function and use of the specific area. This publication serves as a tool toward that end."

The 48-page, illustrated booklet points up three areas of concern:

1. The inventory data required for meaningful consideration of environmental impact of highways upon parks.

2. The generally accepted major classification of parks and their functions--present, designed, or proposed.

3. Suggested design criteria for each classification that needs to be considered when determining highway impact upon a park.

Among various land uses that can be affected by highways, the authors discuss large parks, miniparks , playgrounds, neighborhood parks, athletic fields, stadiums, golf courses, and organized camps.

They also explain the advantages and disadvantages of the following types of freeways in reducing sight and noise impact: surface, covered/depressed, open-depressed, semi-depressed, banked with median, and banked/two level.

In conclusion, the authors write:

"Environmental impact criteria are now, and will always be, elusive.... Environmental impact criteria are relative. It is always necessary to determine some sort of base or standard against which they can be evaluated. Perhaps the most important element to remember

is that parks, like people, are complex. To determine highway impact, one must be able to determine either by himself or with the assistance of others the true nature of the particular land use being affected..."

Copies of, "Park and Recreational Facilities, Their Consideration as an Environmental Factor Influencing the Location and Design of a Highway," can be obtained from the Federal Highway Administration, 400 Seventh Street, S. W., Washington, D.C. 20591.

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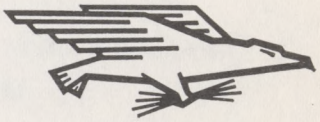

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FHWA-- 584 (202-426-0648)

QUARTERLY REPORT ON THE FEDERAL-AID HIGHWAY PROGRAM, MARCH 31, 1971

Almost 31,900 miles of the 42,500-mile National System of Interstate and Defense Highways are now open to traffic and construction is underway on another 4,020 miles, Secretary of Transportation John A. Volpe announced today.

Information as of March 31, 1971, compiled by DOT's Federal Highway Administration, showed that with traffic now moving on 75 percent of the 42,500-mile system, only 4 percent has not been advanced beyond the preliminary status.

The total mileage in use by passenger and commercial vehicles rose from 29,906 a year ago and 31,543 as of December 31, 1970, the date of the last survey, to 31,900 as of March 31. Thus mileage open to traffic was increased by 1,994 miles during the past 12 months, including 357 miles in the quarter ending March 31.

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

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

Of the 31,900 miles of the Interstate System now in use by motorists, 26,694 miles meet the standards of adequacy for future traffic and 2,900 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 2,306 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, 4,020 miles were under construction as of March 31, and engineering or right-of-way acquisition was in progress on another 4,943 miles. Thus, some form of work was underway or completed on 40,863 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 $4.044 billion for fiscal year 1972 was announced on December 31, 1970. The preliminary scheduling and actual construction of Interstate routes are the responsibility of the States, subject to review by the Federal Highway Administration.

The status of the Interstate System as of March 31, 1971, 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	26,694
Improved to standards adequate for present traffic but additional improvement needed to meet full standards:	
With Interstate funds	2,900
Toll facilities	2,306
Total mileage improved and open to traffic	31,900
Mileage under construction	4,020
Preliminary engineering or right-of-way acquisition underway	4,943
Total mileage improved or work underway	40,863

Some $43.30 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 $31.82 billion, of which $26.15 billion was for construction and $5.67 billion for engineering and right-of-way acquisition. As of March 31, 1971, work estimated to cost $11.48 billion was underway or authorized, including $7.88 billion of construction, and $3.60 billion of engineering and right-of-way acquisition. Interstate financing data, by States, are reported in table II.

The continuing program of Federal assistance for the improvement of the Federal-aid primary and secondary highway systems and their urban extensions, and the new urban system, for which $1.425 billion was apportioned for fiscal year 1972, has also shown considerable accomplishment, with $29.86 billion worth of work involving 260,413 miles of construction contracts completed or underway.

Construction contracts involving 246,123 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of $22.89 billion; and contracts involving 14,290 miles at a cost of $4.26 billion were underway on March 31. In addition, $1.81 billion of engineering and right-of-way acquisition work had been completed and $899 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.

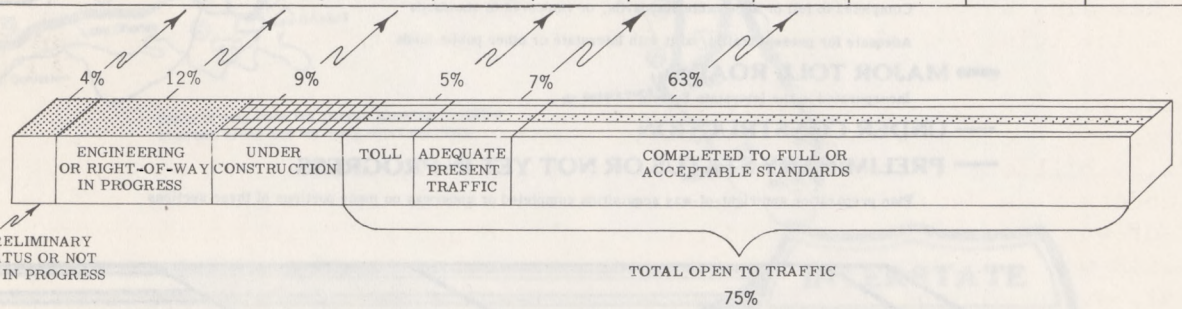
The Highway Trust Fund, source of Federal funds for the Federal-aid highway program received $1.421 billion of tax revenue income during the three months ended March 31, about 71 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to $917 million. The status of the Trust Fund is shown in table IV.

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF MARCH 31, 1971

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	125.61	152.70	278.31	-	66.80	534.20	601.00	898.01	ALABAMA
ARIZONA	1.00	120.18	180.06	300.24	=	183.64	687.71	871.35	1,172.59	ARIZONA
ARKANSAS	-	17.64	55.49	73.13	=	5.30	448.01	453.31	526.44	ARKANSAS
CALIFORNIA	23.00	221.30	259.90	481.20	10.20	263.30	1,503.00	1,776.50	2,280.70 2/	CALIFORNIA
COLORADO	120.08	58.88	77.83	136.71	-	81.92	637.74	719.66	976.45	COLORADO
CONNECTICUT	40.21	27.09	9.67	36.76	12.31	48.46	209.24	270.01	346.98	CONNECTICUT
DELAWARE	-	3.75	7.72	11.47	14.30	-	14.84	29.14	40.61	DELAWARE
FLORIDA	229.11	227.22	91.65	318.87	56.45	=	794.90	851.35	1,399.33	FLORIDA
GEORGIA	38.70	202.87	165.54	368.41	-	2.32	740.40	742.72	1,149.83	GEORGIA
HAWAII	-	22.44	8.04	30.48	=	2.69	19.08	21.77	52.25	HAWAII
IDAHO	-	86.12	34.55	120.67	=	125.46	365.50	490.96	611.63	IDAHO
ILLINOIS	83.82	194.27	152.02	346.29	155.38	147.16	990.57	1,293.11	1,723.22	ILLINOIS
INDIANA	14.30	74.06	139.56	213.62	156.90	-	744.60	901.50	1,129.42	INDIANA
IOWA	48.42	80.92	63.36	144.28	3.57	-	585.08	588.65	781.35	IOWA
KANSAS	21.60	56.70	49.35	106.05	187.70	1.75	504.60	694.05	821.70	KANSAS
KENTUCKY	=	105.39	49.14	154.53	39.20	16.80	527.43	583.43	737.96	KENTUCKY
LOUISIANA	40.91	112.97	183.92	296.89	-	0.86	379.38	380.24	718.04	LOUISIANA
MAINE	2.06	26.13	8.10	34.23	54.48	104.21	117.59	276.28	312.57	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	9.34	35.75	134.41	24.33	254.06	412.80	470.12	MASSACHUSETTS
MICHIGAN	41.00	117.99	67.00	184.99	5.39	42.96	899.74	948.09	1,174.08	MICHIGAN
MINNESOTA	21.32	168.35	124.40	292.75	=	107.77	492.29	600.06	914.13	MINNESOTA
MISSISSIPPI	-	33.60	114.50	148.10	=	17.10	517.00	534.10	682.20	MISSISSIPPI
MISSOURI	27.60	132.00	128.00	260.00	0.30	132.70	726.30	859.30	1,146.90	MISSOURI
MONTANA	-	296.79	191.54	488.33	-	290.31	409.31	699.62	1,187.95	MONTANA
NEBRASKA	3.07	41.57	35.10	76.67	0.22	12.88	387.75	400.85	480.59	NEBRASKA
NEVADA	-	94.83	31.85	126.68	=	5.34	402.54	407.88	534.56	NEVADA
NEW HAMPSHIRE	=	27.00	10.63	37.63	21.02	14.93	140.66	176.61	214.24	NEW HAMPSHIRE
NEW JERSEY	18.90	86.20	77.80	164.00	45.70	25.70	129.70	201.10	384.00 3/	NEW JERSEY
NEW MEXICO	37.49	82.83	50.05	132.88	=	60.14	767.79	827.93	998.30	NEW MEXICO
NEW YORK	135.62	35.65	37.69	73.34	490.38	60.89	587.17	1,138.44	1,347.40	NEW YORK
NORTH CAROLINA	50.03	149.98	101.24	251.22	=	15.37	522.19	537.56	838.81	NORTH CAROLINA
NORTH DAKOTA	22.20	40.40	39.52	79.92	-	51.94	416.75	468.69	570.81	NORTH DAKOTA
OHIO	8.73	107.51	73.11	180.62	206.20	64.60	1,073.86	1,344.66	1,534.01	OHIO
OKLAHOMA	-	26.43	39.88	66.31	174.04	17.11	551.88	743.03	809.34	OKLAHOMA
OREGON	24.73	54.90	12.62	67.52	=	111.16	531.52	642.68	734.93	OREGON
PENNSYLVANIA	41.43	75.12	89.63	164.75	360.18	8.35	999.32	1,367.85	1,574.03	PENNSYLVANIA
RHODE ISLAND	26.59	6.51	6.08	12.59	=	5.11	55.99	61.10	100.28	RHODE ISLAND
SOUTH CAROLINA	63.02	8.02	163.53	171.55	=	8.17	514.37	522.54	757.11	SOUTH CAROLINA
SOUTH DAKOTA	=	116.42	85.71	202.13	=	37.58	439.25	476.83	678.96	SOUTH DAKOTA
TENNESSEE	-	177.70	110.00	287.70	-	72.30	685.40	757.70	1,045.40	TENNESSEE
TEXAS	106.94	431.77	281.08	712.85	=	258.43	2,088.86	2,347.29	3,167.08	TEXAS
UTAH	=	334.58	133.36	467.94	=	76.94	391.46	468.40	936.34	UTAH
VERMONT	=	68.83	38.47	107.30	=	4.43	208.65	213.08	320.38	VERMONT
VIRGINIA	10.82	180.42	90.36	270.78	37.60	41.65	712.05	791.30	1,072.90	VIRGINIA
WASHINGTON	82.62	86.54	31.03	117.57	=	159.71	403.33	563.04	763.23	WASHINGTON
WEST VIRGINIA	17.69	92.14	104.60	196.74	87.10	0.30	209.61	297.01	511.44	WEST VIRGINIA
WISCONSIN	104.40	0.67	1.92	2.59	=	24.71	431.05	455.76	562.75	WISCONSIN
WYOMING	49.55	63.85	25.07	88.92	-	18.98	756.28	775.26	913.73	WYOMING
DISTRICT OF COLUMBIA	9.36	7.62	2.56	10.18	-	2.92	7.09	10.01	29.55	DISTRICT OF COLUMBIA
PENDING	7.56 4/								7.56 4/	PENDING
TOTAL	1,637.06	4,943.33	4,019.98	8,963.31	2,306.07	2,900.03	26,693.53	31,899.63	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 INTE

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

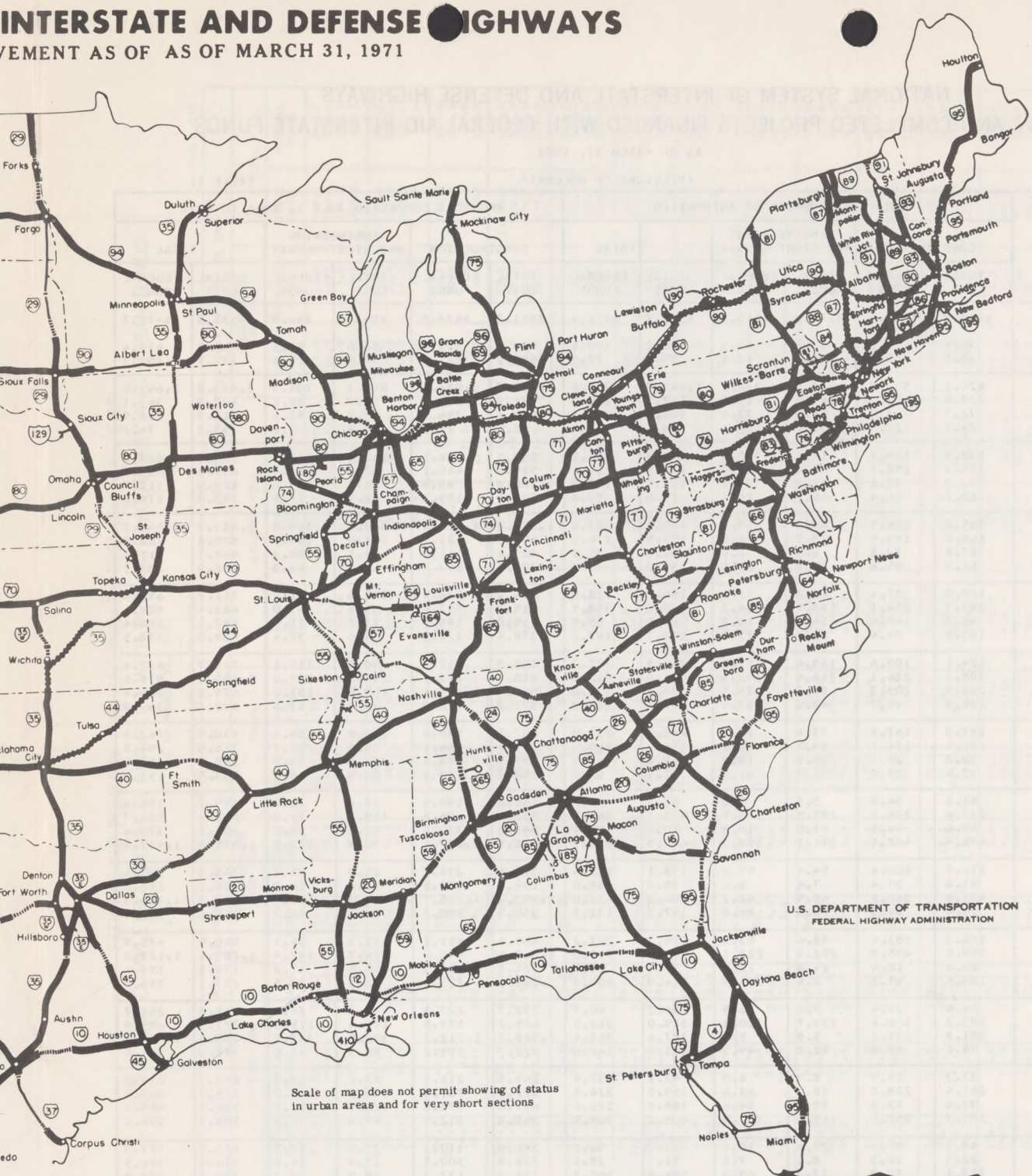
PRELIMINARY STATUS OR NOT YET IN PROGRESS

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
1,637 Miles	4,943 Miles	4,020 Miles

INTERSTATE AND DEFENSE HIGHWAYS

VEMENT AS OF AS OF MARCH 31, 1971



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

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Open to Traffic

31,900 Miles

35,920 Miles

INTERSTATE

TOTAL

42,500

MILES

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS
ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS

AS OF MARCH 31, 1971

/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	$223.9	$201.4	$127.8	$115.0	$351.7	$316.4	$481.3	$424.8	$54.0	$46.9	$535.3	$471.7
ALASKA												
ARIZONA	56.4	53.3	59.8	56.5	116.2	109.8	414.8	383.1	55.0	51.3	469.8	434.4
ARKANSAS	65.9	59.4	19.6	17.6	85.5	77.0	305.1	271.7	34.6	29.6	339.7	301.3
CALIFORNIA	624.1	553.3	419.1	370.3	1,043.2	923.6	2,239.7	1,956.1	844.1	705.5	3,083.8	2,661.6
COLORADO	128.0	101.2	19.5	17.8	147.5	119.0	351.9	313.5	57.0	49.6	408.9	363.1
CONNECTICUT	72.7	63.0	88.4	77.6	161.1	140.6	420.4	354.3	93.3	82.6	513.7	436.9
DELAWARE	24.3	21.8	32.2	28.1	56.5	49.9	82.4	73.0	1.4	1.2	83.8	74.2
FLORIDA	138.3	123.7	55.9	50.4	194.2	174.1	554.3	486.5	163.9	140.7	718.2	627.2
GEORGIA	176.3	158.7	63.2	56.9	239.5	215.6	519.9	460.1	82.9	73.6	602.8	533.7
HAWAII	42.2	37.6	78.9	70.2	121.1	107.8	100.4	86.9	28.6	25.6	129.0	112.5
IDAHO	63.7	58.4	15.3	14.2	79.0	72.6	170.1	155.1	22.7	19.5	192.8	174.6
ILLINOIS	385.6	336.5	64.5	57.1	450.1	393.6	1,526.6	1,320.4	310.7	269.8	1,837.3	1,590.2
INDIANA	166.0	149.5	29.5	26.5	195.5	176.0	694.8	621.1	161.0	144.9	855.8	766.0
IOWA	87.8	79.8	6.7	6.0	94.5	85.8	407.6	361.2	58.1	50.3	465.7	411.5
KANSAS	61.9	55.6	22.3	20.1	84.2	75.7	288.2	253.9	48.7	43.3	336.9	297.2
KENTUCKY	100.0	87.4	46.2	41.5	146.2	128.9	604.1	538.9	107.6	91.9	711.7	630.8
LOUISIANA	283.3	254.5	138.9	124.2	422.2	378.7	619.8	551.6	63.6	57.0	683.4	608.6
MAINE	48.2	42.4	14.8	13.1	63.0	55.5	169.0	149.1	13.1	11.3	182.1	160.4
MARYLAND	103.8	89.4	86.4	77.8	190.2	167.2	378.4	326.1	59.6	52.4	438.0	378.5
MASSACHUSETTS	124.1	109.4	139.4	117.9	263.5	227.3	590.9	517.7	130.8	115.1	721.7	632.8
MICHIGAN	305.2	274.1	216.4	193.9	521.6	468.0	910.9	771.5	242.7	207.0	1,153.6	978.5
MINNESOTA	224.5	203.3	85.2	74.5	309.7	277.8	506.2	455.4	169.0	151.0	675.2	606.4
MISSISSIPPI	100.9	90.7	42.0	37.5	142.9	128.2	371.8	330.0	20.9	17.8	392.7	347.8
MISSOURI	187.3	167.6	78.8	70.3	266.1	237.9	657.1	588.0	173.8	154.4	830.9	742.4
MONTANA	136.4	124.1	39.7	36.2	176.1	160.3	291.4	264.1	34.6	30.7	326.0	294.8
NEBRASKA	32.8	29.3	18.0	16.2	50.8	45.5	199.9	178.4	38.4	33.9	238.3	212.3
NEVADA	37.4	35.0	53.7	51.0	91.1	86.0	153.1	142.4	10.4	9.1	163.5	151.5
NEW HAMPSHIRE	41.3	34.8	5.5	5.0	46.8	39.8	160.6	140.5	18.6	16.1	179.2	156.6
NEW JERSEY	237.6	208.2	195.5	174.5	433.1	382.7	553.7	486.8	113.6	97.9	667.3	584.7
NEW MEXICO	49.6	46.1	21.0	19.3	70.6	65.4	361.5	332.6	42.6	38.0	404.1	370.6
NEW YORK	476.4	407.9	171.1	150.2	647.5	558.1	1,428.5	1,227.8	250.3	210.0	1,678.8	1,437.8
NORTH CAROLINA	118.7	106.4	54.4	49.0	173.1	155.4	316.4	278.2	28.9	25.2	345.3	303.4
NORTH DAKOTA	31.6	28.4	7.4	6.6	39.0	35.0	194.6	175.8	11.6	10.2	206.2	186.0
OHIO	437.3	380.8	46.9	42.2	484.2	423.0	1,392.7	1,225.7	644.3	570.6	2,037.0	1,796.3
OKLAHOMA	73.4	64.5	74.3	66.8	147.7	131.3	330.3	290.7	19.3	16.7	349.6	307.4
OREGON	166.3	153.4	58.4	53.8	224.7	207.2	469.6	411.8	71.3	64.1	540.9	475.9
PENNSYLVANIA	559.5	495.9	252.0	222.1	811.5	718.0	1,068.4	940.6	214.7	182.4	1,283.1	1,123.0
RHODE ISLAND	20.6	18.4	14.8	12.9	35.4	31.3	124.5	107.3	55.0	47.8	179.5	155.1
SOUTH CAROLINA	108.5	97.2	6.4	5.7	114.9	102.9	250.2	223.5	36.9	32.5	287.1	256.0
SOUTH DAKOTA	36.6	33.4	7.6	6.9	44.2	40.3	252.7	227.3	16.1	14.4	268.8	241.7
TENNESSEE	185.3	166.4	133.7	120.1	319.0	286.5	645.1	579.5	132.4	115.5	777.5	695.0
TEXAS	381.8	338.2	5.8	5.2	387.6	343.4	1,368.5	1,212.3	386.8	347.7	1,755.3	1,560.0
UTAH	99.1	93.3	52.0	49.3	151.1	142.6	322.7	301.8	48.3	43.0	371.0	344.8
VERMONT	33.3	29.9	8.9	8.0	42.2	37.9	245.5	218.7	23.2	19.3	268.7	238.0
VIRGINIA	261.4	238.0	98.1	88.6	359.5	326.6	822.0	731.3	153.3	136.2	975.3	867.5
WASHINGTON	92.6	83.9	95.4	86.6	188.0	170.5	657.8	573.6	126.5	112.1	784.3	685.7
WEST VIRGINIA	285.7	257.0	119.5	107.9	405.2	364.9	348.8	312.5	49.9	43.7	398.7	356.2
WISCONSIN	42.5	37.7	20.6	18.5	63.1	56.2	348.0	310.2	77.5	67.1	425.5	377.3
WYOMING	22.5	20.3	8.6	7.8	31.1	28.1	326.8	300.7	17.9	15.8	344.7	316.5
DIST. OF COL.	117.1	90.9	77.7	69.3	194.8	160.2	155.2	137.7	48.0	42.1	203.2	179.8
PUERTO RICO												
TOTAL	7,879.8	6,991.3	3,597.7	3,214.8	11,477.5	10,206.1	26,154.4	23,081.6	5,667.4	4,934.3	31,821.8	28,015.9

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

AS OF MARCH 31, 1971

/MILLIONS OF DOLLARS/

TABLE III

STATE	PROJECTS UNDERWAY OR AUTHORIZED							PROJECTS COMPLETED JULY 1, 1956 TO DATE						
	CONSTRUCTION			ENGINEERING AND ROW		TOTAL		CONSTRUCTION			ENGINEERING AND ROW		TOTAL	
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	$69.8	$37.1	212.7	$25.0	$12.6	$94.8	$49.7	$457.3	228.3	7,529.6	39.8	19.4	497.1	247.7
ALASKA	66.3	61.6	317.8	34.9	32.7	101.2	94.3	347.9	320.3	2,661.8	51.5	48.3	399.4	368.6
ARIZONA	25.1	18.0	80.6	1.0	.8	26.1	18.8	249.6	171.5	1,960.0	4.5	3.0	254.1	174.5
ARKANSAS	75.9	37.0	414.1	17.3	8.7	93.2	45.7	326.0	162.5	5,217.6	19.1	9.2	345.1	171.7
CALIFORNIA	241.3	147.5	249.4	10.8	7.2	252.1	154.7	1,450.1	758.7	3,678.1	9.5	5.4	1,459.6	764.1
COLORADO	34.0	19.1	159.2	14.3	8.3	48.3	27.4	336.0	182.1	3,694.3	49.2	26.9	385.2	209.0
CONNECTICUT	31.1	16.5	9.9	15.1	7.5	46.2	24.0	210.2	102.3	261.1	30.3	14.7	240.5	117.0
DELAWARE	19.4	10.2	31.4	10.7	5.8	30.1	16.0	86.8	42.8	511.2	7.6	3.8	94.4	46.6
FLORIDA	78.7	40.2	180.6	14.0	7.2	92.7	47.4	518.5	242.5	3,530.6	6.4	3.1	524.9	245.6
GEORGIA	107.7	54.8	487.4	48.9	24.5	156.6	79.3	503.3	249.3	5,796.7	56.5	28.0	559.8	277.3
HAWAII	16.5	8.3	23.7	13.7	7.0	30.2	15.3	73.4	36.1	148.8	19.5	9.8	92.9	45.9
IDAHO	33.3	24.2	208.8	9.7	6.2	43.0	30.4	164.0	105.1	2,360.2	16.7	9.4	180.7	114.5
ILLINOIS	204.1	101.9	612.2	14.6	7.2	218.7	109.1	1,090.0	557.6	8,086.1	48.5	23.7	1,138.5	581.3
INDIANA	76.3	38.2	106.2	20.6	10.5	96.9	48.7	572.3	293.4	3,497.9	74.5	35.4	646.8	328.8
IOWA	110.0	56.2	1,447.6	2.1	1.4	112.1	57.6	470.2	242.3	11,456.5	14.2	7.2	484.4	249.5
KANSAS	59.1	29.7	565.1	4.3	2.2	63.4	31.9	492.8	245.6	13,599.1	36.8	18.4	529.6	264.0
KENTUCKY	43.9	21.0	74.3	30.9	15.9	74.8	36.9	359.6	180.1	2,423.6	69.4	34.0	429.0	214.1
LOUISIANA	72.8	37.0	163.9	23.1	11.5	95.9	48.5	387.5	188.8	2,848.0	21.4	10.6	408.9	199.4
MAINE	23.8	11.5	70.9	5.7	2.9	29.5	14.4	168.3	82.9	979.5	22.6	10.6	190.9	93.5
MARYLAND	42.5	21.7	93.3	18.8	9.6	61.3	31.3	264.5	129.8	1,466.0	6.0	3.0	270.5	132.8
MASSACHUSETTS	99.6	52.2	86.6	45.1	22.8	144.7	75.0	363.6	177.9	453.5	96.2	24.4	459.8	202.3
MICHIGAN	128.2	68.9	434.4	39.6	20.3	167.8	89.2	859.4	414.3	9,381.2	54.3	26.0	913.7	440.3
MINNESOTA	142.8	67.8	961.5	3.4	1.7	146.2	69.5	593.1	298.5	15,681.4	20.4	10.3	613.5	308.8
MISSISSIPPI	52.0	24.5	445.0	23.5	11.9	75.5	36.4	359.4	175.9	7,826.5	30.1	15.1	389.5	191.0
MISSOURI	127.7	63.8	262.0	60.8	31.8	188.5	95.6	542.0	276.2	9,903.3	101.7	48.6	643.7	324.8
MONTANA	32.5	21.3	207.1	14.0	8.6	46.5	29.9	307.5	184.5	4,730.0	32.1	17.9	339.6	202.4
NEBRASKA	54.6	27.5	618.6	6.5	3.2	61.1	30.7	388.7	198.8	8,177.4	34.9	16.9	423.6	215.7
NEVADA	16.5	15.4	85.6	9.6	8.6	26.1	24.0	130.9	111.8	1,855.5	14.4	11.9	145.3	123.7
NEW HAMPSHIRE	16.9	8.2	30.2	1.1	.3	18.0	8.5	119.3	58.7	458.9	4.3	2.0	123.6	60.7
NEW JERSEY	118.7	55.1	52.5	93.1	44.2	211.8	99.3	362.4	175.1	531.4	42.9	21.4	405.3	196.5
NEW MEXICO	19.5	12.8	104.9	8.8	5.8	28.3	18.6	237.5	155.6	2,519.2	20.6	12.1	258.1	167.7
NEW YORK	369.7	162.4	132.0	7.2	3.6	376.9	166.0	1,775.5	824.4	3,552.9	27.6	13.3	1,803.1	837.7
NORTH CAROLINA	103.6	51.2	215.2	58.5	29.2	162.1	80.4	481.2	239.5	4,953.3	72.2	35.7	553.4	275.2
NORTH DAKOTA	35.4	18.9	1,041.1	3.0	1.7	38.4	20.6	270.1	137.5	14,480.3	15.5	8.0	285.6	145.5
OHIO	201.6	100.1	177.5	5.3	2.7	206.9	102.8	884.4	455.7	2,819.6	136.1	66.9	1,020.5	522.6
OKLAHOMA	66.1	32.1	240.7	9.9	4.9	76.0	37.0	475.5	236.4	6,524.3	14.5	6.9	490.0	243.3
OREGON	62.5	28.3	70.9	4.9	3.1	67.4	31.4	285.0	173.1	2,181.1	21.9	12.7	306.9	185.8
PENNSYLVANIA	362.9	174.7	216.4	33.0	16.5	395.9	191.2	924.5	454.8	2,116.3	98.0	42.7	1,022.5	497.5
RHODE ISLAND	10.1	4.8	9.0	10.8	5.5	20.9	10.3	107.8	53.2	254.8	30.9	14.9	138.7	68.1
SOUTH CAROLINA	82.5	40.0	842.9	3.4	1.8	85.9	41.8	282.2	142.2	7,425.0	21.0	10.6	303.2	152.8
SOUTH DAKOTA	30.1	16.9	375.5	1.5	.8	31.6	17.7	293.0	160.3	10,008.4	5.1	2.9	298.1	163.2
TENNESSEE	49.0	24.3	306.3	30.0	15.0	79.0	39.3	458.6	229.8	7,562.4	54.1	25.4	512.7	255.2
TEXAS	271.9	142.7	960.4	1.1	.5	273.0	143.2	1,503.8	771.5	19,834.3	4.9	2.6	1,508.7	774.1
UTAH	16.1	12.3	84.7	7.5	5.8	23.6	18.1	164.1	117.2	1,675.3	14.2	9.5	178.3	126.7
VERMONT	15.7	8.0	23.3	2.8	1.4	18.5	9.4	98.9	49.3	540.0	13.7	6.2	112.6	55.5
VIRGINIA	86.4	42.9	179.8	8.3	4.2	94.7	47.1	496.3	240.2	3,938.2	53.0	25.3	549.3	265.5
WASHINGTON	58.7	28.4	146.4	12.8	6.8	71.5	35.2	389.9	196.5	4,006.9	19.5	10.1	409.4	206.6
WEST VIRGINIA	56.1	28.2	37.0	24.3	12.5	80.4	40.7	198.0	99.5	1,119.3	42.3	21.1	240.3	120.6
WISCONSIN	57.7	28.1	273.0	26.8	13.4	84.5	41.5	554.1	275.5	6,939.9	157.3	28.3	611.4	303.8
WYOMING	14.2	10.7	105.1	4.1	3.1	18.3	13.8	191.6	126.7	2,550.9	8.8	5.8	200.4	132.5
DIST. OF COL.	12.7	8.2	6.5	2.0	1.5	14.7	9.7	108.2	59.4	88.6	12.9	6.2	121.1	65.6
PUERTO RICO	54.6	26.4	48.6	.8	.4	55.4	26.8	160.7	72.7	326.9	29.8	12.2	190.5	84.9
TOTAL	4,258.4	2,198.5	14,289.7	899.1	483.1	5,157.5	2,681.6	22,895.6	11,864.6	246,123.7	1,808.9	897.9	24,704.5	12,762.5

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV

	THREEE MONTHS ENDED MARCH 31, 1971	FISCAL YEAR 7-1-70 TO 3-31-71
Balance at beginning of period 1/	$2,830,550	$2,611,611
Income:		
Tax revenue:		
Motor-fuel taxes (net after refunds) . . .	1,008,027	3,043,360
Less motorboat fuel revenue 2/	1,800	23,900
Net for highways	1,006,227	3,019,460
Trucks, buses, and trailers	213,801	502,493
Tires, tubes, and tread rubber	150,408	470,033
Vehicle use	19,340	115,201
Parts and accessories, trucks and buses .	24,727	64,622
Lubricating oil (net after refunds) . . .	6,219	39,331
Total excise revenues	1,420,722	4,211,140
Interest earned	2,718	87,467
Total Income	1,423,440	4,298,607
Disbursements:		
For highways	916,884	1/ 3,573,112
Interest on advances from General Fund . . .	-	-
Total Disbursements	916,884	3,573,112
Balance at end of period	3,337,106	3,337,106

1/ Revised.
2/ 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, 1977) 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 RELEASE TUESDAY A.M.
June 8, 1971

FHWA--587 (202-426-0648)

The Department of Transportation reported today that more than 108 million motor vehicles were registered in the United States during the 1970 calendar year. The totals released today by the Department's Federal Highway Administration show 108,435,903 motor-vehicle registrations which is a gain of 3,337,217 over 1969.

The 1970 registration total includes 89,309,101 automobiles, 379,021 buses, and 18,747,781 trucks. The percentage increases over 1969 are 2.8 for automobiles, 4.0 for buses and 4.8 for trucks.

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

California registered 11.9 million motor vehicles in 1970, followed by New York with 6,718,026, and Texas with 6,693,280. Ohio registered 6.0 million, Pennsylvania 5.8 million, Illinois 5.2 million, and Michigan registered 4.6 million motor vehicles. There were an additional 26 States with more than a million motor vehicles registered.

Motorcycles and trailers are not included in the figure above. Most States combine motorcycles, motor scooters, and motorized bicycles into one group, and the 1970 total of these registrations was 2,814,626. The State laws governing trailer registrations vary greatly. The Federal Highway Administration reports that there were 9,224,505 trailers registered, but because of the laws exempting some kinds of trailers, it considers the total to be of limited significance.

The 1970 motor-vehicle registrations, by State, are shown on the reverse side of this sheet.

(over)

STATE MOTOR-VEHICLE REGISTRATIONS--1970[1]

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

TABLE MV-1
MAY 1971

STATE	MOTOR VEHICLES															MOTORCYCLES	
	AUTOMOBILES			BUSES			TRUCKS			ALL MOTOR VEHICLES			COMPARISON OF TOTAL MOTOR-VEHICLES REGISTRATIONS, 1969-1970			PRIVATE AND COMMERCIAL	PUBLICLY OWNED 3/
	PRIVATE AND COMMERCIAL (INCLUDING TAXICABS)	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL 4/	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL 5/	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY OWNED 3/	TOTAL	TOTAL 1969 REGISTRATIONS	INCREASE OR DECREASE 1970	PERCENTAGE CHANGE		
Alabama	1,552,922	6,175	1,559,097	1,909	5,898	7,807	382,743	16,285	399,028	1,937,574	28,358	1,965,932	1,857,338	108,594	5.8	42,679	383
Alaska	93,005	1,448	94,453	514	28	542	39,919	3,845	43,764	133,438	5,321	138,759	131,407	7,352	5.6	8,535	-
Arizona	821,941	6,825	828,766	586	1,536	2,122	249,851	12,573	262,424	1,072,378	20,934	1,093,312	1,024,293	69,019	6.7	34,079	256
Arkansas	724,001	4,354	728,355	626	3,601	4,227	304,352	6,402	310,754	1,028,979	14,357	1,043,336	6/ 1,018,804	24,532	2.4	22,000	30
California	9,820,663	63,127	9,883,790	12,052	8,720	20,772	1,893,675	102,659	1,996,334	11,726,390	174,506	11,900,896	11,601,480	299,416	2.6	561,574	6,266
Colorado	1,092,330	7,238	1,099,568	1,141	2,634	3,775	322,508	16,627	339,135	1,415,979	26,499	1,442,478	1,373,550	68,928	5.0	44,519	225
Connecticut	1,527,028	7,776	1,534,804	5,973	511	6,484	177,453	13,868	191,321	1,710,454	22,155	1,732,609	1,677,073	55,536	3.3	29,274	266
Delaware	260,758	2,379	263,137	1,089	82	1,171	45,701	2,333	48,034	307,548	4,794	312,342	296,655	15,687	5.3	4,828	33
Florida	3,539,837	16,573	3,556,410	2,469	5,274	7,743	518,897	37,313	556,210	4,061,203	59,160	4,120,363	3,894,756	225,607	5.8	97,329	1,359
Georgia	2,059,731	4,838	2,064,569	2,562	6,025	8,587	493,432	17,454	510,886	2,555,725	28,317	2,584,042	2,487,394	96,648	3.9	51,905	275
Hawaii	355,285	3,172	358,457	1,066	58	1,124	42,412	3,448	45,860	398,763	6,678	405,441	374,557	30,884	8.2	10,703	131
Idaho	327,422	3,024	330,446	566	1,508	2,074	132,461	8,892	141,353	460,449	13,424	473,873	476,637	-2,764	-0.6	26,778	98
Illinois	4,538,683	20,386	4,559,069	13,343	5,014	18,357	629,636	30,814	660,450	5,181,662	56,214	5,237,876	5,162,398	75,478	1.5	116,364	583
Indiana	2,292,803	6,808	2,299,611	7,011	3,492	10,503	489,478	15,796	505,274	2,789,292	26,096	2,815,388	2,806,206	9,182	0.3	70,900	305
Iowa	1,381,334	6,373	1,387,707	1,314	5,914	7,228	376,692	18,434	395,126	1,759,340	30,721	1,790,061	1,754,055	36,006	2.1	60,711	124
Kansas	1,120,478	6,333	1,126,811	1,486	3,613	5,099	400,569	15,164	415,733	1,522,533	25,110	1,547,643	1,514,935	32,708	2.2	53,086	761
Kentucky	1,370,204	4,136	1,374,340	1,718	5,592	7,310	367,978	12,889	380,867	1,739,900	22,617	1,762,517	1,712,829	49,688	2.9	26,194	140
Louisiana	1,358,172	8,899	1,367,071	7,490	2,562	10,052	352,455	12,773	365,228	1,718,117	24,234	1,742,351	6/ 1,702,076	40,275	2.4	30,004	186
Maine	404,580	2,070	406,650	779	874	1,653	103,671	3,518	107,189	509,030	6,462	515,492	495,760	19,732	4.0	9,955	18
Maryland	1,619,684	6,254	1,625,938	6,745	1,647	8,392	226,339	11,165	237,504	1,852,768	19,066	1,871,834	1,795,263	76,571	4.3	26,910	150
Massachusetts	2,301,446	10,502	2,311,948	7,125	421	7,546	233,343	22,001	255,344	2,541,914	32,924	2,574,838	2,426,096	148,742	6.1	44,918	-
Michigan	3,897,365	20,748	3,918,113	5,591	7,960	13,551	597,145	40,510	637,655	4,500,101	69,218	4,569,319	4,488,463	80,856	1.8	159,287	1,100
Minnesota	1,747,321	5,945	1,753,266	4,509	6,210	10,719	425,715	16,221	441,936	2,177,545	28,376	2,205,921	2,143,744	62,177	2.9	72,266	77
Mississippi	817,347	1,618	818,965	2,491	5,554	8,045	279,571	10,730	290,301	1,099,409	17,902	1,117,311	1,085,452	31,859	2.9	16,650	12
Missouri	1,882,742	5,712	1,888,454	4,155	4,613	8,768	496,782	13,683	510,465	2,383,679	24,008	2,407,687	2,313,005	94,682	4.1	50,183	51
Montana	310,707	1,984	312,691	1,021	691	1,712	163,354	7,233	170,587	475,082	9,908	484,990	478,134	6,856	1.4	24,696	69
Nebraska	706,583	4,350	710,933	952	2,151	3,103	250,390	9,822	260,122	957,835	16,323	974,158	929,236	44,922	4.8	32,758	95
Nevada	262,012	3,936	265,948	227	642	869	79,408	8,365	87,773	341,647	12,943	354,590	328,929	25,661	7.8	18,284	196
New Hampshire	302,010	1,581	303,591	868	154	1,022	52,171	4,927	57,098	355,049	6,662	361,711	6/ 355,770	5,941	1.7	9,537	-
New Jersey	3,197,824	18,867	3,216,691	7,829	2,543	10,372	319,284	39,290	358,574	3,524,937	60,700	3,585,637	3,489,789	95,848	2.7	46,592	1,045
New Mexico	450,600	5,130	455,730	2,404	334	2,738	170,391	8,512	178,903	623,395	13,976	637,371	610,733	26,638	4.4	21,765	74
New York	5,967,910	32,558	6,000,468	16,721	13,116	29,837	631,678	56,043	687,721	6,616,309	101,717	6,718,026	6,504,997	213,029	3.3	85,586	720
North Carolina	2,208,418	18,487	2,226,905	7,724	12,870	20,594	533,156	45,146	578,302	2,749,298	76,503	2,825,801	2,717,076	108,725	4.0	47,419	422
North Dakota	266,063	1,915	267,978	615	1,230	1,845	152,764	5,494	158,258	419,442	8,639	428,081	419,773	8,308	2.0	11,293	34
Ohio	5,289,945	15,436	5,305,381	6,727	12,892	19,619	621,336	28,920	650,256	5,918,008	57,248	5,975,256	5,739,576	235,680	4.1	128,641	589
Oklahoma	1,210,484	4,579	1,215,063	1,491	5,153	6,644	474,515	16,300	490,815	1,686,490	26,032	1,712,522	1,650,182	62,340	3.8	56,119	130
Oregon	1,106,836	9,366	1,116,202	2,747	3,845	6,592	229,773	15,966	245,739	1,339,356	29,177	1,368,533	1,334,521	34,012	2.5	58,671	364
Pennsylvania	5,039,923	18,759	5,058,682	13,508	2,498	16,006	702,066	41,799	743,865	5,755,497	63,056	5,818,553	5,759,552	59,001	1.0	114,711	645
Rhode Island	431,057	2,205	433,262	856	107	963	51,022	3,030	54,052	482,935	5,342	488,277	469,805	18,472	3.9	10,571	332
South Carolina	1,095,332	5,976	1,101,308	1,702	6,283	7,985	238,363	12,155	250,518	1,335,397	24,414	1,359,811	1,311,384	48,427	3.7	17,188	115
South Dakota	289,555	1,599	291,154	557	1,237	1,794	125,920	7,529	133,449	416,032	10,365	426,397	417,954	8,443	2.0	11,964	31
Tennessee	1,631,157	7,111	1,638,268	2,727	4,705	7,432	385,045	19,247	404,292	2,018,929	31,063	2,049,992	1,971,160	78,832	4.0	45,296	154
Texas	5,104,238	23,683	5,127,921	10,960	10,295	21,255	1,477,151	66,953	1,544,104	6,592,349	100,931	6,693,280	6,506,385	186,895	2.9	143,204	1,420
Utah	475,755	4,700	480,455	321	852	1,173	136,481	7,761	144,242	612,557	13,313	625,870	601,436	24,434	4.1	28,973	92
Vermont	188,665	1,055	189,720	412	418	830	36,012	2,234	38,246	225,089	3,707	228,796	214,539	14,257	6.6	7,259	-
Virginia	1,875,509	19,023	1,894,532	2,289	6,810	9,099	340,257	18,833	359,090	2,218,055	44,666	2,262,721	2,161,278	101,443	4.7	32,324	242
Washington	1,605,545	13,058	1,618,603	3,249	6,086	9,335	449,394	24,629	474,023	2,058,188	43,773	2,101,961	2,109,232	-7,271	-0.3	61,697	587
West Virginia	680,079	3,921	684,000	674	2,043	2,717	166,325	7,112	173,437	847,078	13,076	860,154	836,254	23,900	2.9	39,125	66
Wisconsin	1,850,703	8,788	1,859,491	5,634	2,939	8,573	322,544	27,855	350,399	2,178,881	39,582	2,218,463	2,074,702	143,761	6.9	53,995	459
Wyoming	156,527	1,243	157,770	860	656	1,516	82,907	4,468	87,375	240,294	6,367	246,661	237,841	8,820	3.7	10,530	20
Dist. of Col.	230,022	7/ 6,537	236,559	1,700	45	1,745	14,885	3,481	18,366	246,607	10,063	256,670	254,222	2,448	1.0	3,612	455
Total	88,840,541	468,560	89,309,101	189,085	189,936	379,021	17,789,280	958,501	18,747,781	106,818,906	1,616,997	108,435,903	105,098,686	3,337,217	3.2	2,793,441	21,185

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

2/ Where the registration year is not more than one month removed from the calendar year, registration-year data are given. Where the registration year is more than one month removed, registrations are given for the calendar year.

3/ Includes Federal, State, county, and municipal vehicles, except for 43 Federal motorcycles in the District of Columbia. Vehicles owned by the military services are not included.

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

5/ The following farm trucks, registered at a nominal fee and restricted to use in the vicinity of the owner's farm, are not included in this table: Connecticut, 5,570; New Hampshire, 3,451; New Jersey, 7,473; New York, 16,175; and Rhode Island, 1,558.

6/ Additional information required the revision of the 1969 data for Arkansas, Louisiana, and New Hampshire.

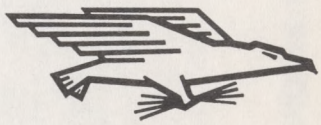
7/ Includes 3,691 automobiles of the Diplomatic Corps.

56791

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20591

Official Business

PENALTY FOR PRIVATE USE, $300



POSTAGE AND FEES PAID
FEDERAL HIGHWAY ADMINISTRATION

FIRST CLASS MAIL

DEPARTMENT OF TRANSPORTATION
NEWS
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, June 9, 1971

FHWA -579
(202) 426-0648

The Department of Transportation today announced its intention to revise its commercial vehicle driver qualification regulations insofar as they apply to drivers of certain vehicles controlled and operated by farmers. This action followed consultations and study within the Department, with the Department of Agriculture, with farm group representatives, and with other interested parties.

The Department's Federal Highway Administration (FHWA) found that the seasonal and intermittent nature of interstate farm operations; the general short range of the majority of farm trips; and the lower incidence of exposure of farm vehicles to highway collision risks support revision of the regulations.

Dr. Robert A. Kaye, Director of the FHWA's Bureau of Motor Carrier Safety, said, a formal filing of a Notice of Proposed Rule Making in the Federal Register will be made within a week or 10 days. Kaye said this filing will cover a proposed exemption from

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the new driver qualification rules for all drivers of farm vehicles under 10,000 pounds gross vehicle weight; a lowering of the minimum age to 18 for drivers of farmer-controlled and operated vehicles, and selected exemptions from some other requirements. The agency also will consider a 150-mile radius exemption for single vehicles (nonarticulated) and limited exemptions for the larger and heavier multiple-unit (articulated) types of farm vehicles. There is also a general exemption proposed for drivers of vehicles used in custom combine harvesting operations.

The regulation affecting certain farm truck drivers, now scheduled to become effective July 1, will not become applicable until the revisions are ordered. Dr. Kaye said adequate time will be allowed to permit farmers to become familiar with the regulations.

Director Kaye said, "The previously published rules are intended to increase the safety of operation of all trucks and buses used for commercial purposes on the Nation's highways, and that continues to be the Department goal. I trust that this will clear up the misunderstanding about the applicability of these rules to farmers and let me add that it was never intended that the use of farm trucks for personal transportation by farm youth would come under these rules."

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WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY P.M.
June 12, 1971

FHWA - 589
(202) 426-0648

The expiration date of the exemption from certain driver qualification rules for drivers of lightweight farm vehicles has been extended until January 1, 1972, the Federal Highway Administration's Bureau of Motor Carrier Safety announced today.

The exemption had been due to expire on July 1.

Today's action follows a previous Department of Transportation announcement that it plans to revise its commercial driver qualification regulations insofar as they apply to drivers of certain vehicles controlled and operated by farmers.

BMCS Director Robert A. Kaye said he plans to issue a proposal for permanent resolution of the issues in the near future. The proposed notice will invite comments from interested persons concerning the minimum age of farm vehicle drivers and other areas of interest to farmers who operate vehicles, including those persons who perform transportation related to farm harvesting.

"It appears to be in the public interest to continue the status quo pending the outcome of proceedings on the proposal," said Kaye. "It is for that reason the exemption has been extended at this time."

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FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY A.M.
June 18, 1971

FHWA--588
(202) 426-0648

Secretary of Transportation John A. Volpe today announced the details of the Fourth Annual "Highway and Its Environment" competition sponsored by the U.S. Department of Transportation to afford public recognition to those agencies, organizations, and business enterprises that took action in 1971 to protect, preserve, or enhance the highway environment.

The contest is open to State and local government agencies, civic, conservation and industry groups, and private business. Federal agencies are excepted. It was initiated to stimulate interest throughout the country in the highway beauty program.

The Secretary's Award for Excellence will be given in eleven categories ranging from highway location and attractiveness as they relate to rural or urban settings, to the preservation of historic sites and wildlife areas.

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The list of categories follows:

Subject I	The Outstanding Section of Highway in Its Rural Setting and Environment
Subject II	The Outstanding Section of Highwa y in Its Urban Setting and Environment
Subject III	The Outstanding Bridge, Overpass, Tunnel Approach, Interchange Structures, or Other Highway Structural Features
Subject IV	The Outstanding Safety Rest Area with Sanitary and Other Facilities of Benefit to Highway Users, and may include Information Centers or Sign Plazas
Subject V	The Outstanding Example of Highway-Oriented Private Enterprises Which Preserve or Enhance the Environment, such as Hotels, Motels, and Office or Industrial Buildings
Subject VI	The Outstanding Example of Multiple Use of Highway Right-of-Way in Urban or Rural Areas (parks, schools, parking lots, recreation and camping facilities, and parks or buildings under or over highways, etc.)
Subject VII	The Outstanding Example of the Preservation of Wildlife or Natural Areas
Subject VIII	The Outstanding Example of the Preservation of Historic Sites
Subject IX	The Outstanding Example of Landscape Treatment Along Roadsides and Interchanges
Subject X	The Outstanding Example of Screening, Removal, or Disposal of Junked Automobiles Adjacent to the Highway Right-of-Way (preferably "before" and "after")
Subject XI	The Outstanding Example of Motorist Service Station

Secretary Volpe said each entry will be judged within its own area of competition as to pictorial quality and composition and top recognition will be given to those entries which best exemplify the beneficial socioeconomical, and esthetical impact of highways on the environment through which it traverses.

Entries, consisting of color photographs 8" x 10" or larger, with supporting text must be submitted no later than September 30, 1971. A panel of eminent environmental experts appointed by the Secretary will select the winners. Awards will be given to the top three entries in each category.

Information concerning the contest categories and entry requirements may be obtained by writing to the Office of Environmental Policy, Scenic Enhancement Division, Federal Highway Administration, U. S. Department of Transportation, Washington, D.C. 20591.

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