



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY
January 10, 1977

FHWA 2-77
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration estimated today that the States will collect about \$14.3 billion of revenue from State road-user taxes in 1976. This is 6 percent greater than the \$13.5 billion collected in 1975. These figures do not include tolls which are not classified as regular State road-user tax receipts.

State motor-fuel taxes will account for approximately \$8.9 billion or about 63 percent of the 1976 State road-user revenues, up \$569 million, or 6.8 percent, from 1975. Eleven States have increased their gasoline tax rates in 1975 and 1976.

Motor-vehicle and motor-carrier receipts should total approximately \$5.4 billion. This is a 4.8 percent increase over the amount received by the States in 1975. The 1975 increase was 2.2 percent over 1974.

A table showing the State road-user tax estimate for 1976 is on the back of this sheet.

ESTIMATE OF STATE HIGHWAY-USER TAX RECEIPTS—1976¹

(In thousands of dollars)

TABLE ES-R
NOVEMBER 1976

STATE	MOTOR FUEL			MOTOR VEHICLES AND MOTOR CARRIERS					TOTAL HIGHWAY USER TAXES		STATE
	NET GALLONAGE RECEIPTS	OTHER RECEIPTS 2/	TOTAL	MOTOR VEHICLE REGISTRATION FEES	OTHER MOTOR VEHICLE FEES 3/	MOTOR CARRIER TAXES 4/	MISCELLANEOUS RECEIPTS 5/	TOTAL	AMOUNT	PERCENT CHANGE 1976 1975	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
Alabama	156,355	8,913	165,268	45,213	8,907	385	300	54,805	220,073	5.5	Alabama
Alaska	16,695	3	16,698	1,187	9,670	770	500	12,127	28,825	9.8	Alaska
Arizona	108,725	1,610	110,335	38,201	5,943	10,642	7,900	62,686	173,021	4.0	Arizona
Arkansas	116,484	-	116,484	36,959	5,317	625	2,210	45,111	161,595	6.6	Arkansas
California	785,142	22	785,164	643,618	10,205	7,575	34,250	695,648	1,480,812	4.4	California
Colorado	102,329	354	102,683	25,187	6,894	16,260	4,225	52,566	155,249	7.3	Colorado
Connecticut	153,441	737	154,178	43,075	9,042	1,524	5,635	59,276	213,454	6.5	Connecticut
Delaware	29,128	108	29,236	11,066	7,907	-	830	19,803	49,039	4.5	Delaware
Dist. of Col.	25,274	12	25,286	16,202	10,653	861	1,255	28,971	54,257	23.8	Dist. of Col.
Florida	369,855	5,738	375,593	154,962	19,646	3,475	11,025	189,108	564,701	3.4	Florida
Georgia	238,847	1,447	240,294	40,395	5,457	1,145	3,950	50,947	291,241	5.9	Georgia
Hawaii	25,911	1	25,912	13,705	948	87	410	15,150	41,062	17.2	Hawaii
Idaho	47,116	78	47,194	12,457	2,414	8,725	3,080	26,676	73,870	11.3	Idaho
Illinois	400,755	-	400,755	274,233	33,926	1,250	19,500	328,909	729,664	6.4	Illinois
Indiana	248,350	2,149	250,499	70,718	14,002	730	7,530	92,980	343,479	3.7	Indiana
Iowa	127,018	172	127,190	101,532	8,426	200	9,225	119,383	246,573	6.1	Iowa
Kansas	110,925	179	111,104	41,093	5,619	2,100	4,300	53,112	164,216	11.8	Kansas
Kentucky	186,379	-	186,379	40,611	73,171	700	4,850	119,332	305,711	4.6	Kentucky
Louisiana	168,321	770	169,091	29,468	9,119	720	5,175	44,482	213,573	12.4	Louisiana
Maine	53,184	40	53,224	17,285	2,260	616	1,610	21,771	74,995	6.2	Maine
Maryland	183,467	424	183,891	71,591	74,273	-	5,923	151,787	335,678	3.1	Maryland
Massachusetts	211,082	160	211,242	47,389	13,508	870	4,700	66,467	277,709	10.8	Massachusetts
Michigan	411,323	132	411,325	154,417	20,956	1,540	10,600	187,513	598,838	5.6	Michigan
Minnesota	189,486	555	190,041	104,026	9,790	750	3,100	117,666	307,707	10.3	Minnesota
Mississippi	125,668	2,440	128,108	26,400	6,379	148	2,700	35,627	163,735	7.4	Mississippi
Missouri	197,923	670	198,593	86,218	7,461	1,320	5,300	100,299	298,892	4.0	Missouri
Montana	41,303	613	41,916	14,082	2,143	506	4,000	20,731	62,647	8.5	Montana
Nebraska	81,368	21	81,389	31,030	3,687	270	2,400	37,387	118,776	6.4	Nebraska
Nevada	29,082	122	29,204	19,095	1,310	5,262	2,300	27,967	57,171	7.5	Nevada
New Hampshire	38,642	117	38,759	15,519	4,019	382	1,200	21,120	59,879	5.2	New Hampshire
New Jersey	291,364	188	291,552	159,747	17,865	1,495	11,750	190,857	482,409	8.2	New Jersey
New Mexico	60,515	559	61,074	13,217	2,467	10,900	2,400	28,984	90,058	7.3	New Mexico
New York	508,266	65	508,331	235,397	7,876	31,623	26,600	340,913	849,244	5.7	New York
North Carolina	283,064	7,904	290,968	90,838	17,630	723	5,200	103,914	394,882	5.3	North Carolina
North Dakota	27,061	222	27,283	17,630	3,520	-	2,450	24,323	51,606	7.2	North Dakota
Ohio	384,113	-	384,113	145,451	32,115	36,921	9,700	224,187	608,300	4.5	Ohio
Oklahoma	119,130	1,414	120,544	86,085	11,924	665	1,900	100,574	221,118	5.7	Oklahoma
Oregon	88,973	16	88,989	17,103	5,650	37,231	4,250	64,234	153,223	4.5	Oregon
Pennsylvania	486,865	787	487,652	175,071	25,620	-	12,000	212,691	700,343	6.8	Pennsylvania
Rhode Island	41,928	33	41,961	12,003	2,160	807	830	15,800	57,761	8.0	Rhode Island
South Carolina	137,768	6,153	143,921	19,896	1,786	810	7,090	29,582	173,503	7.3	South Carolina
South Dakota	36,114	337	36,451	16,864	712	4,210	1,655	23,441	59,892	6.5	South Dakota
Tennessee	186,190	26,522	212,712	76,752	11,954	1,265	1,765	91,736	304,448	6.3	Tennessee
Texas	429,213	76	429,289	245,380	247,717	1,045	15,605	509,747	939,036	5.6	Texas
Utah	48,891	863	49,754	11,461	1,635	900	3,365	17,361	67,115	5.3	Utah
Vermont	22,896	-	22,896	13,903	8,050	1,210	900	24,063	46,959	5.5	Vermont
Virginia	262,641	85	262,726	75,480	64,819	2,010	4,360	146,669	409,395	6.7	Virginia
Washington	177,532	19	177,551	130,058	16,918	2,337	6,750	156,063	333,614	6.5	Washington
West Virginia	80,386	272	80,658	30,720	34,370	655	2,165	67,910	148,568	3.9	West Virginia
Wisconsin	165,912	826	166,738	84,628	8,651	850	5,060	99,189	265,927	4.5	Wisconsin
Wyoming	29,756	3	29,759	7,488	669	7,791	3,025	18,973	48,732	26.0	Wyoming
Total	8,848,026	73,931	8,921,957	3,900,589	938,340	212,886	298,803	5,350,618	14,272,575	6.0	Total
Percentage	61.99	0.52	62.51	27.33	6.58	1.49	2.09	37.49	100.00	-	Percentage

1/ These estimates were made by the Federal Highway Administration on the basis of State reports of motor-fuel consumption and motor-vehicle registrations for the early months of 1976, and information available on current trends, fee and tax changes, motor-vehicle production and other factors. These data are comparable to those shown on FHWA tables MF-1 and MV-2.

2/ Includes distributors and dealers licenses, inspection fees, fines and penalties, and miscellaneous.

3/ Includes operators and chauffeurs permit fees, certificate of title fees, fines and penalties,

estimated service charges, and local collections.

4/ Includes gross receipts taxes; mileage, ton-mile, and passenger-mile taxes; special license fees and franchise taxes; and certificate or permit fees.

5/ Includes caravan fees, transfer and reregistration fees, dealers licenses, fees for official cars, oversize and overweight permit fees, vehicle inspection fees, driver examination fees, driver license duplicate and miscellaneous fees, less unclassified refunds.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

CONSUMER ADVISORY

FOR RELEASE TUESDAY
January 11, 1977

FHWA 3 -77
(202) 426-0677

As part of a nationwide effort to reduce costs and to improve quality of highway construction, the U.S. Department of Transportation's Federal Highway Administration (FHWA) is currently in the process of soliciting appropriate suggestions from the public for the application of "value engineering" techniques on Federal-aid highway projects.

Solicitation of public comments on "value engineering" techniques for highway construction activities was made through the publication of a Notice of Proposed Rulemaking (NPR) in the Federal Register on December 27, 1976.

"Value engineering," is the systematic application of recognized techniques which identify the function of a product or service, establish a value for that function, and provide the necessary function reliably at the lowest overall cost.

Federal Highway Administrator Norbert T. Tiemann, in announcing the issuance of the NPR, emphasized that value engineering has been used as a successful management tool for cost and quality control in a number of private sector organizations as well as public agencies.

"We believe," said Administrator Tiemann "that in view of the continuing rise in costs of highway construction and shortages of asphalts and aggregates, the use of value engineering techniques offers a high potential for reducing construction costs, conserving materials, and improving the quality of construction efforts on Federal-aid highway projects."

Comments and suggestions on the NPR should be submitted in triplicate by February 1, 1977 to the Federal Highway Administration, Room 4230, Docket No. 76-18, 400 Seventh Street, SW, Washington, D.C. 20590.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
March 18, 1977

FHWA 5-77
(202) 426-0648
Contact: Werner Siems

URBAN TRAFFIC AND TRANSIT FUNDS AVAILABLE

More than \$1.5 billion in Federal-aid highway funds are available to finance many needed traffic and transit improvements in the Nation's urban areas, Secretary of Transportation Brock Adams disclosed today.

Use of these funds could have a substantial impact on jobs, the Secretary said. It is estimated that each \$1 billion in construction expenditures will put more than 43,000 persons to work for one year in direct construction and in supporting industries. Spending by these workers will support another 60,000 jobs in induced employment.

The funds are set aside for the Urban System Program, and may be used for highways of local importance and transit facilities in urban areas over 5,000 population.

The program is unique in that local jurisdictions have the initiative in selecting the transportation systems and projects to be funded and developed. Together with State transportation agencies, they have full flexibility to select the best mix of projects for their urban area.

Another unique feature is that while urban system funds are apportioned to the States, about 70 percent of the funds are earmarked and further allocated to each of the 106 urbanized areas of more than 200,000 population for use exclusively in those areas. This amount is in direct proportion to the populations of those areas according to the 1970 decennial census.

Of the \$3 billion authorized by Congress, more than \$1.5 billion remained unobligated as of January 31, Secretary Adams said. The outstanding balance includes \$1.1 billion of the earmarked funds.

The Secretary expressed the hope that the opportunity afforded by the Urban System Program would be fully used for needed transportation projects, particularly in metropolitan areas of over 200,000 population.

He said the Federal Highway Administration has set a goal to obligate a minimum of \$1 billion in urban system funds during the current fiscal

year and emphasized that both the Federal Highway and Urban Mass Transportation Administrations are committed to assisting in the development of well-planned urban transportation systems. Such systems may include a wide range of projects from relatively inexpensive traffic improvements and bus purchases to major capital improvements, both highway and transit.

Federal-aid funds pay for 70 percent of the cost of such projects, with the remainder financed from State or local funds.

An extensive study of the status of the Urban System Program and the factors involved in its administration was completed in January and submitted to the Congress. The findings are being applied to improve and accelerate the use of the program.

The attached table shows the unobligated urban system funds balances as of January 31, 1977, and the obligations since late 1971. Obligation of funds earmarked for urbanized areas with populations over 200,000 are listed separately.

Questions concerning a specific urban area may be directed to the Federal Highway Administration Division Administrator in the appropriate State (list attached).

U. S. Department of Transportation
Federal Highway Administration

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1:9

Status of Urban System Funds

As of January 31, 1977

<u>State and Urbanized Area over 200,000 population</u>	<u>Funds Obligated</u>	<u>Funds Remaining to be Obligated</u>
Alabama		
Birmingham	7,228,720	4,141,040
Columbus (Ga.)*	219,120	295,849
Mobile	4,200,437	1,051,903
Not Earmarked	13,346,141	6,439,593
Total	24,994,418	11,928,385
Alaska **		
Total (Not Earmarked)	6,110,465	9,869,948
Arizona		
Phoenix	13,096,530	4,491,905
Tucson	1,756,692	4,236,605
Not Earmarked	4,387,490	1,285,387
Total	19,240,713	10,013,898
Arkansas		
Little Rock - North Little Rock	1,758,519	2,776,674
Not Earmarked	6,436,203	6,763,095
Total	8,194,722	9,539,769
California		
Fresno	947,446	4,409,375
Los Angeles - Long Beach	64,423,468	105,711,668
Oxnard - Ventura	1,886,551	3,096,539
Sacramento	6,378,515	6,530,802
San Bernadino - Riverside	7,415,799	4,471,984
San Diego	9,997,359	14,416,665
San Francisco - Oakland	32,964,321	26,190,744
San Jose	10,403,467	10,485,021
(Adjustment Pending)	16,600	16,600 CR
Not Earmarked	44,270,258	29,024,350
Total	178,703,786	204,320,550
Colorado		
Colorado Springs	2,104,730	2,066,790
Denver	13,894,118	6,100,890
Not Earmarked	7,875,000	2,687,464
Total	23,873,849	10,855,145

U. S. Department of Transportation
Federal Highway Administration

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Status of Urban System Funds

As of January 31, 1977

<u>State and Urbanized Area over 200,000 population</u>	<u>Funds Obligated</u>	<u>Funds Remaining to be Obligated</u>
Connecticut		
Bridgeport	3,025,029	5,396,294
Hartford	3,727,091	5,745,980
New Haven	2,185,638	4,910,920
Springfield-Chicopee-Holyoke (Mass.)*	887,201	297,763
(Adjustment Pending	47,060	47,060CR
Not Earmarked	9,906,495	13,483,727
Total	19,777,516	29,787,644
Delaware		
Wilmington (N.J.)*	10,758,512	3,051,410
Not Earmarked	881,481	1,008,426
Total	11,639,993	4,059,836
Dist. of Col.		
Washington (Md. - Va.)*	7,588,383	7,130,005
Not Earmarked	978,878	-----
Total	8,567,261	7,130,005
Florida		
Fort Lauderdale - Hollywood	9,878,127	2,626,268
Jacksonville	12,178,092	1,388,887 CR
Miami	25,667,184	820,261 CR
Orlando	5,597,182	626,222
St. Petersburg	5,378,343	4,708,911
Tampa	7,607,079	94,947 CR
West Palm Beach	5,858,420	-----
Not Earmarked	18,065,056	10,352,109
Total	90,229,483	16,009,414
Georgia		
Atlanta	10,147,160	10,744,860
Chattanooga (Tenn.)*	58,667	531,065
Columbus (Ala.)*	1,120,753	2,614,305
Not Earmarked	18,136,302	5,849,059
Total	29,462,883	19,739,289
Hawaii		
Honolulu	3,565,315	7,688,194
Not Earmarked	1,043,737	3,552,347
Total	4,609,052	11,240,541

U. S. Department of Transportation
Federal Highway Administration

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Status of Urban System Funds

As of January 31, 1977

<u>State and Urbanized Area over 200,000 population</u>	<u>Funds Obligated</u>	<u>Funds Remaining to be Obligated</u>
Idaho**		
Total (Not Earmarked)	12,183,416	3,089,228
Illinois		
Aurora - Elgin	1,217,049	2,110,301
Chicago - Northwestern (Ind.)*	33,763,895	40,563,087
Davenport - Rock Island - Moline (Iowa)*	1,309,248	1,539,717
Peoria	3,301,674	1,732,144
Rockford	737,585	3,460,499
Saint Louis (Mo.)*	3,343,867	1,515,349
Not Earmarked	26,452,241	10,553,410
Total	70,125,561	61,474,507
Indiana		
Chicago (Ill.) - NW. Ind.*	4,166,752	6,618,961
Fort Wayne	4,355,324	232,118
Indianapolis	7,861,656	8,848,702
Louisville (Ky.)*	526,834	1,133,318
South Bend (Mich.)*	1,473,009	3,928,654
Not Earmarked	15,166,934	10,251,873
Total	33,550,510	31,013,628
Iowa		
Davenport - Rock Island - Moline (Ill.)*	689,310	1,883,599
Des Moines	4,345,245	866,501
Omaha (Nebr.)*	554,699	766,358
(Adjustment Pending)	35,919	35,919 CR
Not Earmarked	7,550,806	14,159,980
Total	13,175,979	17,640,519
Kansas		
Kansas City (Mo.)*	2,336,005	4,798,489
Wichita	2,598,416	3,560,850
Not Earmarked	6,162,184	8,874,324
Total	11,096,605	17,233,663
Kentucky		
Cincinnati (Ohio)*	3,646,625	366,188
Louisville (Ind.)*	7,827,829	5,575,325
Not Earmarked	8,537,058	7,377,489
Total	20,011,512	13,319,002

U. S. Department of Transportation
Federal Highway Administration

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Status of Urban System Funds

As of January 31, 1977

<u>State and Urbanized Area over 200,000 population</u>	<u>Funds Obligated</u>	<u>Funds Remaining to be Obligated</u>
Louisiana		
Baton Rouge	2,336,049	2,746,119
New Orleans	6,088,409	13,504,223
Shreveport	622,798	4,155,705
(Adjustment Pending)	85,652	85,652 CR
Not Earmarked	6,547,063	10,549,003
Total	15,679,974	30,869,398
Maine**		
Total (Not Earmarked)	4,665,547	10,747,007
Maryland		
Baltimore	6,566,612	14,428,076
Washington (D.C. - Va.)*	3,330,022	9,935,607
Not Earmarked	120,573	11,200,887
Total	10,017,207	35,564,570
Massachusetts		
Boston	40,643,769	13,395,287
Lawrence - Haverhill (N.H.)*	1,124,163	2,592,260
Providence - Pawtucket-Warwick (R.I.)*	496,961	846,855
Springfield-Chicopee-Holyoke (Conn.)*	6,037,837	3,255,059
Worcester	1,804,735	3,235,678
Not Earmarked	13,464,580	7,358,274
Total	63,572,048	30,683,415
Michigan		
Detroit	53,122,176	27,767,450
Flint	5,582,090	1,143,014
Grand Rapids	6,681,946	504,057
Lansing	3,093,617	1,582,496
South Bend (Ind.)*	-----	476,929
Toledo (Ohio)*	143,448	98,022
Not Earmarked	25,228,711	11,389,725
Total	93,851,990	42,961,694
Minnesota		
Minneapolis - St. Paul	24,022,343	10,700,616
(Adjustment Pending)	42,925	42,925 CR
Not Earmarked	5,756,221	10,173,309
Total	29,821,490	20,831,000

U. S. Department of Transportation
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Status of Urban System Funds

As of January 31, 1977

<u>State and Urbanized Area over 200,000 population</u>	<u>Funds Obligated</u>	<u>Funds Remaining to be Obligated</u>
Mississippi		
Memphis (Tenn.)*	63,700	116,245
Not Earmarked	6,056,180	11,924,142
Total	6,119,880	12,042,387
Missouri		
Kansas City (Kansas)*	5,826,827	9,484,547
St. Louis (Ill.)*	5,626,201	26,327,042
Not Earmarked	9,851,093	9,876,326
Total	21,304,122	45,687,915
Montana**		
Total (Not Earmarked)	5,364,212	9,257,114
Nebraska		
Omaha (Iowa)*	7,159,653	186,578
Not Earmarked	5,343,863	4,218,431
Total	12,503,516	4,405,009
Nevada		
Las Vegas	5,869,621	3,581,513
Not Earmarked	3,401,838	2,805,367
Total	9,291,459	6,386,880
New Hampshire		
Lawrence - Haverhill (Mass.)*	247,682	448,792
Not Earmarked	5,513,621	7,555,900
Total	5,761,303	8,004,693
New Jersey		
Allentown - Bethlehem - Easton (Pa.)*	4,900	508,188
New York - NE New Jersey (N.Y.)*	16,341,893	82,204,575
Philadelphia (Pa.)	872,954	14,285,281
Trenton (Pa.)*	1,182,914	3,760,195
Wilmington (Del.)*	-----	440,132
(Adjustment Pending)	338,758	338,758 CR
Not Earmarked	12,481,426	4,722,470
Total	31,222,846	105,582,084

U. S. Department of Transportation
Federal Highway Administration

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Status of Urban System Funds

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<u>State and Urbanized Area over 200,000 population</u>	<u>Funds Obligated</u>	<u>Funds Remaining to be Obligated</u>
New Mexico		
Albuquerque	3,019,967	3,924,022
Not Earmarked	2,614,699	6,056,791
Total	5,634,667	9,980,813
New York		
Albany-Schenectady-Troy	3,552,332	6,359,018
Buffalo	12,540,109	9,596,654
New York - NE New Jersey (N.J.)*	44,051,752	144,893,519
Rochester	4,425,925	7,825,012
Syracuse	6,476,878	1,185,630
(Adjustment Pending)	577,100	577,100 CR
Not Earmarked	31,771,898	11,145,398
Total	103,395,996	180,428,133
North Carolina		
Charlotte	5,694,659	-----
Not Earmarked	31,642,648	6,724,958
Total	37,337,307	6,724,958
North Dakota **		
Total (Not Earmarked)	14,987,194	234,142
Ohio		
Akron	3,334,692	7,722,429
Canton	920,500	4,056,061
Cincinnati (Ky.)*	13,883,216	4,026,870
Cleveland	4,836,405	35,091,135
Columbus	8,840,225	7,254,654
Dayton	6,169,652	7,804,131
Toledo (Mich.)*	2,187,381	7,508,713
Youngstown-Warren	2,905,895	5,152,561
(Adjustment Pending)	35,000	35,000 CR
Not Earmarked	24,309,019	21,564,942
Total	67,421,985	100,146,496
Oklahoma		
Oklahoma City	4,766,699	7,044,945
Tulsa	5,809,926	1,758,302
Not Earmarked	6,812,420	8,030,423
Total	17,389,046	16,833,670

U. S. Department of Transportation
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Status of Urban System Funds

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<u>State and Urbanized Area over 200,000 population</u>	<u>Funds Obligated</u>	<u>Funds Remaining to be Obligated</u>
Oregon		
Portland (Washington)*	7,300,993	4,083,480
Not Earmarked	5,496,589	7,058,843
Total	12,797,583	11,142,323
Pennsylvania		
Allentown - Bethlehem - Easton (N.J.)*	4,214,635	2,676,910
Harrisburg	242,681	4,662,101
Philadelphia (N.J.)*	8,704,927	58,055,566
Pittsburgh	21,958,934	15,648,998
Scranton	188,581	3,971,949
Trenton (N.J.)*	-----	641,337
Wilkes-Barre	946,330	3,593,229
Not Earmarked	17,988,506	30,236,602
Total	54,244,595	119,486,713
Rhode Island		
Providence-Pawtucket-Warwick (Mass.)*	6,101,077	7,393,332
(Adjustment Pending)	85,040	85,040 CR
Not Earmarked	2,051,000	787,030
Total	8,237,117	8,095,323
South Carolina		
Charleston	1,817,169	2,835,843
Columbia	3,701,042	1,224,577
Not Earmarked	11,853,841	1,819,269
Total	17,372,052	5,879,690
South Dakota**		
Total (Not Earmarked)	9,334,625	5,923,190
Tennessee		
Chattanooga (Ga.)*	575,365	3,389,636
Memphis (Miss.)*	2,783,650	10,561,109
Nashville - Davidson	7,169,280	1,966,648
Not Earmarked	6,070,475	13,659,144
Total	16,598,770	29,576,537

U. S. Department of Transportation
Federal Highway Administration

P8230M50-1-HP

8:9

Status of Urban System Funds

As of January 31, 1977

<u>State and Urbanized Area over 200,000 population</u>	<u>Funds Obligated</u>	<u>Funds Remaining to be Obligated</u>
Texas		
Austin	1,100,175	4,288,595
Corpus Christi	1,177,365	3,158,179
Dallas	8,321,285	18,950,686
El Paso	5,196,049	1,679,230
Fort Worth	6,255,210	7,535,693
Houston	11,120,535	23,060,608
San Antonio	6,144,775	9,593,358
Not Earmarked	49,426,686	26,096,597
Total	88,742,080	94,362,946
Utah		
Salt Lake City	3,387,239	6,378,043
Not Earmarked	6,647,014	1,182,252
Total	10,034,253	7,560,296
Vermont**		
Total (Not Earmarked)	716,319	14,418,733
Virginia		
Newport News - Hampton	4,971,402	493,600
Norfolk - Portsmouth	10,455,525	3,158,508
Richmond	4,919,470	3,566,750
Washington (D.C. - Md.)*	7,143,821	7,439,633
(Adjustment Pending)	1,919,649	1,919,649 CR
Not Earmarked	16,511,855	2,666,492
Total	45,921,723	15,405,335
Washington		
Portland (Oreg.)*	1,347,698	143,057
Seattle - Everett	8,777,543	16,065,450
Spokane	2,231,029	2,446,948
Tacoma	1,904,341	4,869,702
Not Earmarked	6,812,540	5,316,544
Total	21,073,154	28,841,701

U. S. Department of Transportation
Federal Highway Administration

P8230M50-1-HP

9:9

Status of Urban System Funds

As of January 31, 1977

<u>State and Urbanized Area over 200,000 population</u>	<u>Funds Obligated</u>	<u>Funds Remaining to be Obligated</u>
West Virginia**		
Total (Not Earmarked)	5,321,297	8,921,038
Wisconsin		
Madison	1,925,309	2,260,454
Milwaukee	16,132,533	9,382,716
Not Earmarked	16,993,135	12,193,823
Total	35,050,978	23,836,994
Wyoming**		
Total (Not Earmarked)	10,939,909	4,195,144
Puerto Rico		
San Juan	2,299,173	14,415,090
(Adjustment Pending)	725,380	725,380 CR
Not Earmarked	2,007,967	11,947,185
Total	5,032,520	25,636,896
Grand Total Earmarked	890,712,779	1,112,340,911
Grand Total Not Earmarked	591,593,725	456,578,318
Grand Total Urban System	1,482,306,505	1,568,919,230

Notes

* Additional portions of the urbanized area lie in adjacent States shown in parentheses.

** No urbanized areas over 200,000 population are located in the State.

CR Credit amount (minus) is to be adjusted after reconciliation of State and Federal accounts. (Earmarked funds only)

Not Earmarked - These funds are available for urban system projects in any urban (and urbanized) area over 5,000 population within the State.

Total Apparent discrepancies are due to omission of amounts less than one dollar.

Federal Highway Administration

Division Administrators

Richard B. Gillette III Montgomery, AL 205-832-7370	Jay W. Miller Springfield, IL 217-529-6781	Harold N. Stewart Helena, MT 406-449-5306	Francis Geiser, Jr. Hato Rey, PR 809-753-4600
Gene A. Hanna Juneau, AK 907-586-7418	George D. Gibson, Jr. Indianapolis, IN 317-269-7474	Raymond H. Hogrefe Lincoln, NE 402-471-5521	Gordon G. Hoxie Providence, RI 401-528-4541
Thomas O. Willett Phoenix, AZ 602-261-6675	H. A. Willard Ames, IA 515-233-1664	Albert E. Stone, Jr. Carson City, NV 702-784-5911	Bobby G. Cloyd Columbia, SC 803-765-5411
Chas. F. McMillen Little Rock, AR 501-378-5625	Robert W. Morrissey Topeka, KS 913-234-8385	F. T. Comstock, Jr. Concord, NH 603-224-3385	Arthur L. Johnson Pierre, SD 605-224-7351
Omar L. Homme Sacramento, CA 916-440-2428	Robert E. Johnson Frankfort, KY 502-227-7321	John J. Kessler, Jr. Trenton, NJ 609-989-2288	Edward G. Oakley Nashville, TN 615-749-5394
A. J. Siccardi Denver, CO 303-234-4425	Morris C. Reinhardt Baton Rouge, LA 504-387-0181 Ext. 244	John F. MacAllister Sante Fe, NM 505-988-1255	John J. Conrado Austin, TX 512-397-5511
Donato J. Altobelli Hartford, CT 203-244-2410	J. J. Barakos Augusta, ME 207-622-6171	Victor E. Taylor Albany, NY 518-472-3616	George W. Bohn Salt Lake City, UT 801-524-5141
Paul F. Chamberlain Dover, DE 302-678-4860	Emil Elinsky Baltimore, MD 301-962-4440	Teddy J. Morawski Raleigh, NC 919-755-4346	David B. Kelley Montpelier, VT 802-223-5294
Ronald E. Heinz Washington, D.C. 202-724-3379	Norman J. Van Ness Boston, MA 617-223-2879	George H. Seaworth Bismarck, ND 501-255-4011	Harold C. King Richmond, VA 804-782-2371
P. E. Carpenter Tallahassee, FL 904-224-8111	David A. Merchant Lansing, MI 517-372-1910 Ext. 654	John W. McBee Columbus, OH 614-469-6896	Paul C. Gregson Olympia, WA 206-753-9480
Herschel Bryant Atlanta, GA 404-881-4751	E. Dean Carlson St. Paul, MN 612-725-7001	Gordon E. Penney Oklahoma City, OK 405-231-4624	Merrill W. Nelson Charleston, WV 304-343-6181 Ext. 203
Ralph T. Segawa Honolulu, HI 808-546-5150	Emery L. Shaw Jackson, MS 601-969-4215	Glen L. Green Salem, OR 503-378-3835	John O. Hibbs Madison, WI 608-252-5395
Edwin M. Wood Boise, ID 208-342-2711	Rudolf M. Lemke Jefferson City, MO 314-636-7104	Donald E. Hammer Harrisburg, PA 717-782-2222	James N. McDonald Cheyenne, WY 307-778-2220 Ext. 2101



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY
February 7, 1977

FHWA 6-77
(202) 426-0677

The Department of Transportation today announced that more than \$2.936 billion in Federal and State funds was obligated through the third quarter of calendar year, 1976, for development highways and local access roads in the 13-State Appalachian Region. The Federal share was over \$1.691 billion.

Development highways and access roads completed or under construction in the region totaled 2,056 miles as of the end of September 1976, an increase of 24 miles since June 30. Engineering and right-of-way acquisition were underway on an additional 436 miles; design had been approved or hearings held on 131 miles, while locations had been approved and design underway on 186 miles.

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

The Act and subsequent amendments authorize a total of \$2.930 billion for the construction of up to 2,900 miles of development highways and up to 1,400 miles of local access roads. Provided are yearly authorizations of \$175 million for each of the fiscal years 1971 and 1972; \$180 million for each of the fiscal years 1973 and 1974; \$185 million for each of the fiscal years 1975 through 1977; \$250 million for fiscal year 1978; \$300 million for fiscal year 1979; \$300 million for fiscal year 1980; and \$170 million for fiscal year 1981. Participating States include Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia.

The highway program is being carried on by the Appalachian States through the Appalachian Regional Commission, in cooperation with the Federal Highway Administration. Consisting of Governors of the 13 States and a Federal Cochairman appointed by the President, the Commission's primary purpose is to conduct a coordinated attack on the region's most severe economic problems, one of which has long been lack of 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 and Transportation Officials, and approved by the Federal Highway Administration.

Attached are tables which provide breakdowns on the progress on both the Appalachian development highways and local access roads.

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

APPALACHIAN HIGHWAY PROGRAM

IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE

AS OF SEPTEMBER 30, 1976

TABLE 1

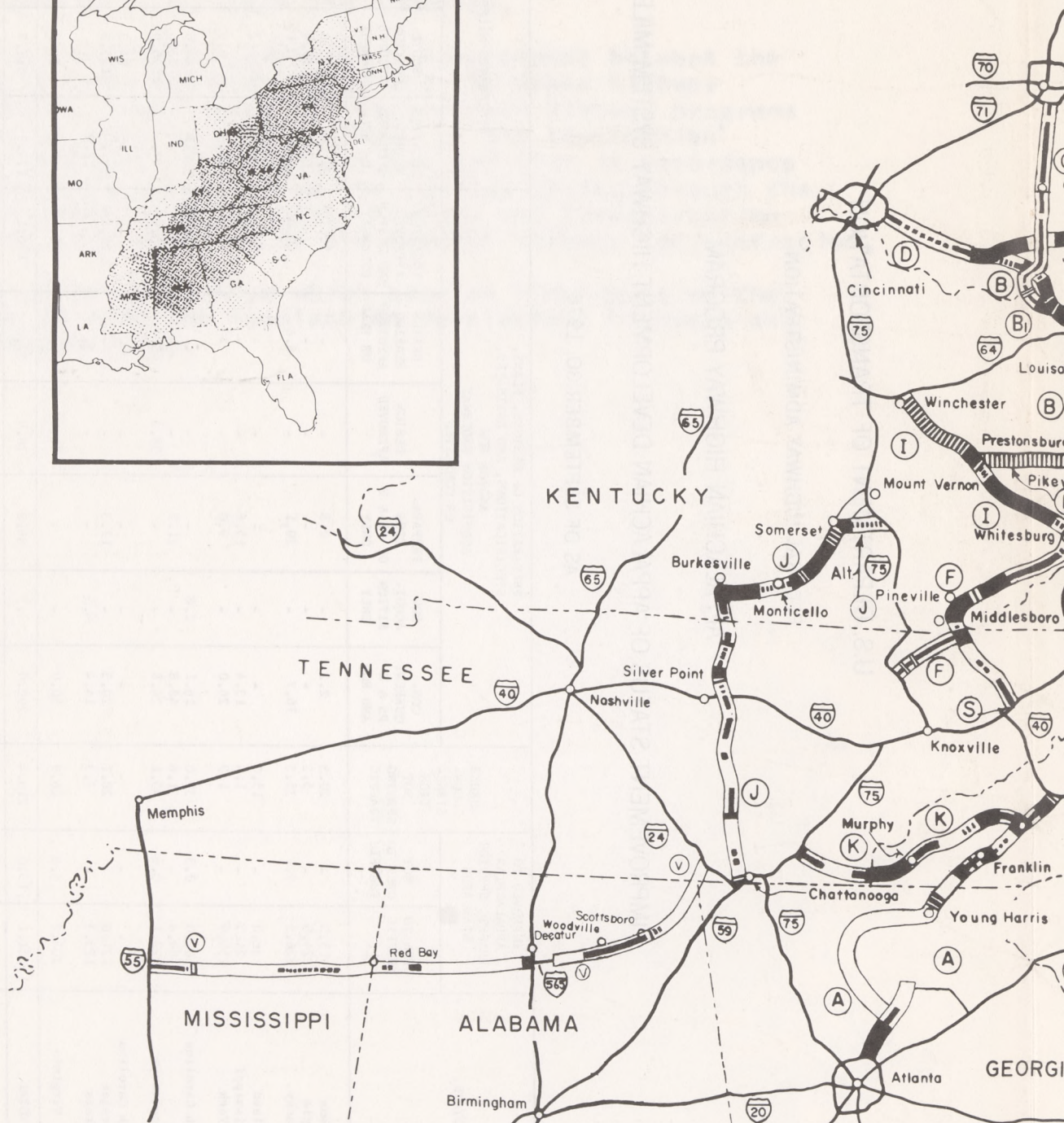
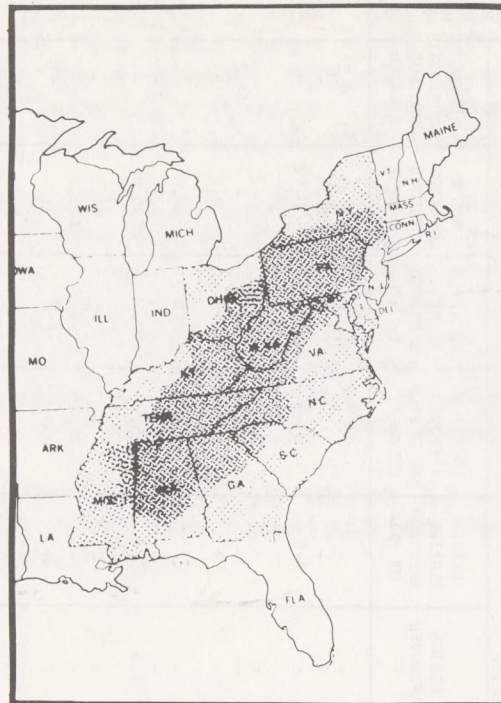
STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS		UNDER CONSTRUCTION NOT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED						DESIGNATED MILEAGE			PARTICIPATING MILEAGE <u>2/</u>	TOTAL APPALACHIAN DEVELOPMENT MILEAGE
	OPEN TO TRAFFIC <u>1/</u>	NOT OPEN TO TRAFFIC		CON-CURRENT PS & E AND ROW	ROW ACQUISITION ONLY	PREPARATION OF PS & E ONLY	DESIGN APPROVED	DESIGN HEARING AFFORDED OR HELD	LOCATION APPROVED AND DESIGN UNDERWAY	LOCATION HEARING AFFORDED OR HELD	ROUTE LOCATION STUDIES UNDERWAY	ROUTE LOCATION WORK NOT STARTED		
Alabama	15.0	-	20.3	2.2	-	2.8	-	-	50.7	-	50.8	0.2	142.0	155.6
Georgia	24.0	-	5.2	-	-	-	-	-	-	17.5	39.0	-	85.7	88.0
Kentucky	226.5	9.1	35.3	76.7	=	20.1	=	8.4	40.6	=	4.1	=	420.8	584.1
Maryland	36.0	-	15.0	-	-	-	-	-	-	25.6	6.3	-	82.9	85.9
Mississippi	21.5	-	1.4	13.4	-	15.6	-	-	15.3	-	-	44.2	111.4	111.4
New York	155.9	=	1.2	26.0	=	9.0	=	=	8.8	11.9	6.6	=	219.4	255.4
North Carolina	102.0	0.5	39.0	16.1	2.8	-	-	-	-	1.5	44.6	-	206.5	206.5
Ohio	99.6	-	1.6	48.8	-	21.2	-	-	6.5	-	23.6	-	201.3	293.9
Pennsylvania	122.1	0.6	35.1	24.8	=	=	38.3	43.7	15.9	47.5	126.9	-	454.9	507.5
South Carolina	-	-	-	-	-	-	-	-	-	-	14.3	-	14.3	30.8
Tennessee	121.0	-	28.1	20.5	-	17.3	-	-	28.2	-	115.3	-	330.4	340.9
Virginia	125.3	=	7.3	14.4	4.5	=	=	5.7	=	18.9	-	=	176.1	186.5
West Virginia	202.2	4.8	26.9	50.0	=	=	32.6	-	10.1	-	86.3	-	412.9	425.7
TOTAL	1,251.1	15.0	216.4	292.9	7.3	86.0	70.9	57.8	176.1	122.9	517.8	44.4	2,858.6	3,272.2
Percent to Total Under Consideration	44	1	8	10	-	3	2	2	6	4	18	2	100	=

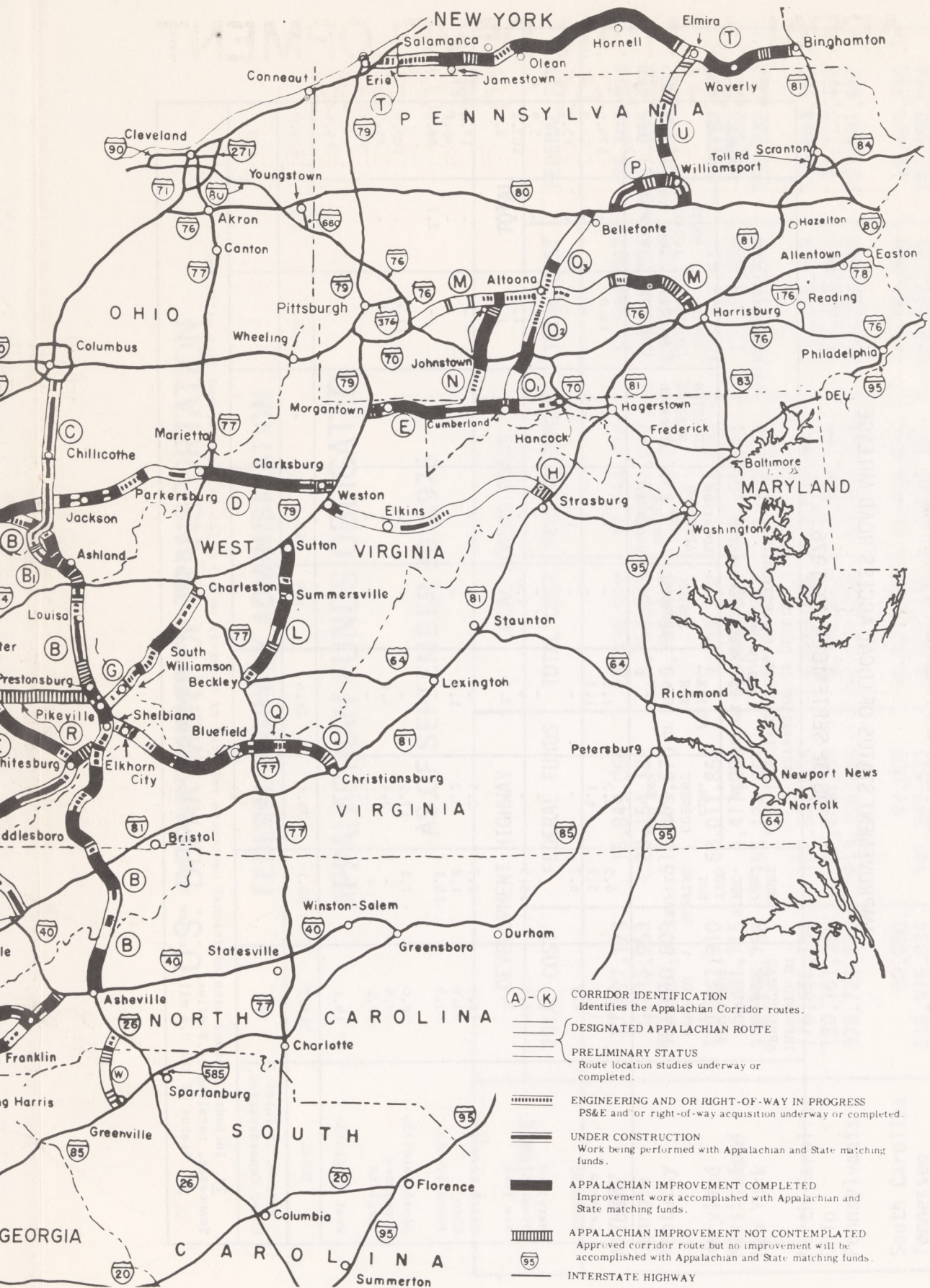
1/ Includes mileage with additional contracts required or underway on 15.0 miles in Alabama, 25.6 miles in Kentucky, 6.1 miles in Maryland, 9.1 miles in North Carolina, 40.6 miles in Ohio, 85.8 miles in Tennessee, totaling 182.2 miles.

2/ From which not to exceed 2,700 miles is to be designated for construction under the Appalachian program.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF SEPTEMBER 30, 1976





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

THE APPALACHIAN CORRIDOR PROJECT
 A JOINT EFFORT OF THE FEDERAL GOVERNMENT AND THE STATES
 THROUGH THE APPALACHIAN DEVELOPMENT ACT OF 1965

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

APPALACHIA HIGHWAY PROGRAM

IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE

AS OF SEPTEMBER 30, 1976

TABLE 2

STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS AND OPEN TO TRAFFIC <u>1/</u>	UNDER CONSTRUCTION NOT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED				DESIGNATED MILEAGE			TOTAL MILEAGE
			CONCURRENT PS & E AND ROW	PREPARATION OF PS & E ONLY	DESIGN APPROVED	LOCATION APPROVED AND DESIGN UNDERWAY	LOCATION HEARING AFFORDED OR HELD	ROUTE LOCATION STUDIES UNDERWAY	ROUTE LOCATION WORK NOT STARTED	
Alabama	145.4	6.5	5.3	1.5	-	1.9	-	14.0	-	174.6
Georgia	11.7	5.2	6.1	1.3	-	-	-	-	-	24.3
Kentucky	6.8	6.7	-	-	-	1.7	-	-	-	15.2
Maryland	5.9	-	-	-	-	-	-	-	-	5.9
Mississippi	86.8	13.5	-	-	1.6	-	-	1.3	-	103.2
New York	3.4	-	-	2.5	-	<u>2/</u> 0.4	-	1.3	0.5	8.1
North Carolina	12.4	2.7	2.5	-	-	-	-	-	-	17.6
Ohio	33.6	1.8	3.2	1.5	-	-	-	-	-	40.1
Pennsylvania	63.5	16.1	-	-	0.3	6.2	-	-	2.7	88.8
South Carolina	68.0	7.1	17.2	-	-	-	-	11.6	-	103.9
Tennessee	39.6	-	3.4	4.6	-	-	-	7.9	-	55.5
Virginia	17.1	-	1.1	-	-	-	-	-	-	18.2
West Virginia	19.1	0.5	-	-	-	-	-	-	-	19.6
TOTAL	513.3	60.1	38.8	11.4	1.9	10.2	-	36.1	3.2	675.0
Percent to Total Under Consideration	76	9	6	2	-	2	-	5	-	100

1/ Includes mileage with additional contracts required or underway on 8.5 miles in Alabama, and 26.4 miles in Tennessee, totaling 34.9 miles.
2/ Status of the 0.4 miles in New York is DESIGN HEARING APPROVED OR HELD.

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

APPALACHIAN FUNDS OBLIGATED

AS OF SEPTEMBER 30, 1976

TABLE 3

STATE	DEVELOPMENT HIGHWAY		LOCAL ACCESS ROADS		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
Alabama	27,627,128	15,849,060	28,338,929	17,654,616	55,966,057	33,503,676
Georgia	50,815,953	28,154,182	5,754,843	2,931,287	56,570,796	31,085,469
Kentucky	501,010,609	318,809,670	5,395,916	3,539,212	506,406,525	322,348,882
Maryland	129,947,910	68,011,855	3,393,722	1,746,017	133,341,632	69,757,872
Mississippi	6,301,715	4,411,200	16,063,305	10,150,511	22,365,020	14,561,711
New York	336,346,758	155,124,861	1,766,062	1,107,162	338,112,820	156,232,023
North Carolina	176,656,104	102,831,035	4,990,465	3,001,068	181,646,569	105,832,103
Ohio	120,151,388	67,458,334	9,141,272	3,662,164	129,292,660	71,120,498
Pennsylvania	378,729,112	213,028,424	26,221,630	10,803,253	404,950,742	223,831,677
South Carolina	60,000	42,000	18,721,076	12,362,255	18,781,076	12,404,255
Tennessee	218,916,834	141,347,511	10,616,439	6,245,353	229,533,273	147,592,864
Virginia	150,406,077	89,635,000	6,765,318	4,493,000	157,171,395	94,128,000
West Virginia	693,893,271	403,679,141	8,058,147	4,998,081	701,951,418	408,677,222
TOTAL	2,790,862,859	1,608,382,273	145,227,124	82,693,979	2,936,089,983	1,691,076,252



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY
February 9, 1977

FHWA 7-77
(202) 426-0677

FHWA ANNOUNCES ADVISORY RADIO PROGRAM FOR MOTORIST

Use of standard automobile AM radio receivers as a means of providing various types of useful information to motorist is the subject of a program effort recently announced by the U.S. Department of Transportation's Federal Highway Administration (FHWA).

The new effort, known as Highway Advisory Radio (HAR), provides for the use of Federal-aid highway funds to place transmitters and other facilities for traffic advisory information purposes on appropriate sections of the Federal-aid highway systems.

Informational messages would be broadcast at the frequencies of 530 and 1610 KHz of the standard AM radio band. These frequencies are sufficiently close to the commercial AM broadcast bands to allow the majority of existing AM receivers to be tuned to them. Use of these frequencies by State and local government agencies can be authorized by the Federal Communications Commission.

Types of information generally provided by HAR would concern lanes or facilities closed or restricted to traffic in construction zones; warnings on inclement weather conditions such as fog or ice; motorist services available at upcoming interchanges; police or state highway reports on traffic congestion; and suggested alternate routing.

According to the FHWA, the new program not only has the potential for enhancing safety on the Nation's roads but also can provide information to motorist which cannot be effectively provided by traditional signing techniques.

State and local highway agencies interested in advisory radio or in placing HAR installations on State Federal-aid systems should contact the State FHWA Division Office.

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**DEPARTMENT OF
TRANSPORTATION**

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590



FOR RELEASE TUESDAY
February 15, 1977

FHWA ISSUES PROPOSED RULES FOR
SAFER OFF-SYSTEM ROADS PROGRAM

FHWA 8-77
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration has issued a Notice of Proposed Rulemaking (NPR) to implement the Safer Off-Systems Road program established by the Federal-Aid Highway Act of 1976.

Published in the Federal Register of February 4, 1977, the major provisions of the NPR call for the use of simplified project procedures and set 20 feet minimum bridge widths on bus routes.

The principal objective of the Safer Off-System Roads Program is to construct, reconstruct, or otherwise improve roads and streets not on the Federal-aid highway systems. Special emphasis is to be given to projects which contribute significantly to the safety of the traveling public.

Comments and suggestions on the NPR should be submitted in triplicate by March 16, 1977 to the Federal Highway Administration, Room 4230, Docket No. 76-22, 400 Seventh Street, S.W., Washington, D.C. 20590.

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**DEPARTMENT OF
TRANSPORTATION**

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY
March 3, 1977

DOT LIMITS USE OF TIMBER BARRICADES
ON FEDERAL-AID HIGHWAY PROJECTS

FHWA 9-77
(202) 426-0677

Timber barricades, once a familiar sight to motorists traveling in highway construction zones, will no longer routinely be used as traffic control devices on the Nation's highways under a new policy announced by the U.S. Department of Transportation's Federal Highway Administration (FHWA).

The new FHWA policy resulted from the findings of a six month testing program which confirmed operating experience that timber barricades fail to retain and redirect colliding vehicles traveling in excess of 35 m.p.h. Moreover, wooden components of the barricades tended to splinter with the resulting debris creating a hazard to construction personnel, pedestrians and occupants of impacting or passing vehicles.

FHWA instructions now require that where positive barriers are needed to control traffic in construction zones, concrete safety-shape barriers or metal beam systems be used. For purposes of marking traffic lanes or channelizing traffic, a variety of approved temporary devices are listed in the FHWA's Manual on Uniform Traffic Control Devices.

Further, the FHWA recommends that timber barricades used to mark work areas be specified only on an exception basis and only for city street types of improvements where operating speeds of 20 m.p.h. or less are expected.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
March 1, 1977

FHWA 10-77
(202) 426-0677

DOT ANNOUNCES RESULTS OF ENERGY CONSERVATION STUDY

Substantial improvements in energy conservation by motor vehicles can be achieved through the use of various urban traffic control techniques.

This conclusion is one of the major findings of a study on motor vehicle fuel consumption conducted by the Honeywell Traffic Management Center of Hopkins, Minnesota for the U.S. Department of Transportation's Federal Highway Administration and the Federal Energy Administration.

To keep the study within reasonable cost and time limits, and to avoid possible disturbances to traffic, the investigation was performed on a digital computer rather than in the field. Traffic typical of both east and west coast street networks was represented in a computer model named UTCS-1. This model simulates traffic in a manner similar to real traffic behavior, and keeps track of the position, speed and acceleration of each simulated vehicle. The model also duplicated the effect of traffic control alternatives on traffic flow.

The study indicated that traffic control actions such as changing two-way streets to one-way, use of traffic signals which are more responsive to actual demand, and longer cycle lengths for signals can decrease fuel consumption. On the other hand, preserving a period of time at a signalized intersection for exclusive pedestrian movement can result in fuel waste. Also, under heavy traffic conditions, the use of reserved bus lanes on arterial streets may increase fuel use because of congestion caused from forcing cars into fewer lanes.

Copies of the Fuel Consumption Study (Report No. FHWA-RD-76-81) may be purchased from the National Technical Information Service, U.S. Department of Commerce, 5285 Port Royal Road, Springfield, Virginia 22161.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
March 1, 1977

FHWA 11-77
(202) 426-0677

DOT ANNOUNCES AVAILABILITY OF 1976 R & D REPORT

The U. S. Department of Transportation's Federal Highway Administration (FHWA) today announced the availability of its fiscal year 1976 annual report on the Federally Coordinated Program of Highway Research and Development (FCP).

This is the third year for the issue of this detailed account of FHWA's progress in highway research and development (R&D). The 101-page document consists of two major parts. The first is an in-depth treatment of the agency's R&D activities, organized by FCP program area and amply illustrated to emphasize major points.

The second part deals with the agency's mission, organization, contracting operations, information transfer and reporting services, and funding. New for this year is detail on how individual parts of the program are assigned to work groups in the R&D organization, and the names and organizational locations of group leaders and division chiefs.

The report's preface portrays the expansion of FCP, from being primarily a rapid-response program addressed to near-term solutions for urgent highway problems, to more distant objectives.

Although the report's primary concern is with direct research and development efforts conducted by FHWA staff and research contractors, also covered is other highway research financed with Federal-aid highway funds, particularly that conducted by State highway agencies.

Individual copies of the report can be obtained without charge by members of State and local transportation agencies, college and university instructors in transportation-related subjects, highway researchers, technical and university libraries and operators of highway toll facilities. Requests on the appropriate letterhead should be addressed to the Associate Administrator for Research and Development (Attention: HDV-14), Federal Highway Administration, Washington, D.C. 20590.

Copies of the report are on sale to the public by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The price is \$2.30; Stock No. 050-001-00121-7.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR PM RELEASE FRIDAY
March 11, 1977

FHWA 12-77
(202) 426-0677

Cranston, Rhode Island, March 11, 1977--The Presidential Medal of honor for Lifesaving on the Highways was presented tonight to Armand E. Aubin, Jr., a local professional truck driver.

The presentation was made by the Department of Transportation's Acting Federal Highway Administrator L. P. Lamm in a ceremony at the Cranston-Hilton Hotel. It was the fourth time the Medal of Honor was presented since the award for civilians was authorized 20 years ago.

Mr. Aubin was cited for saving the life of another truck driver trapped in a burning tractor-tank trailer carrying hot asphalt, following an accident on Interstate 95 in Hopkinton, Rhode Island, on March 9, 1976.

The cargo tanks ruptured, allowing hot asphalt to spill into the cab of the tractor and 2 to 4 inches onto the ground. The driver of the wrecked vehicle was severely burned by the escaping asphalt.

Despite the intense heat and burns to his hands, legs and feet, Mr. Aubin waded through the hot asphalt and freed the injured driver, removing him to a place of safety.

In making the award, Acting Administrator Lamm said: "This medal is presented in the name of and on behalf of the President of the United States, as authorized by Congress, to persons who have endangered their lives on the highways while saving, or endeavoring to save, the life of another person. The U.S. Department of Transportation and the Federal Highway Administration are honored to officially recognize the heroism displayed by Mr. Armand F. Aubin, Jr."

The awards dinner was sponsored by the Rhode Island Truck Owners' Association.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
March 4, 1977

FHWA 13-77
(202) 426-0677

U.S. highway travel in 1976 amounted to 1,390 billion vehicle miles --an increase of 4.5 percent--according to statistics released by the Department of Transportation's Federal Highway Administration.

This preliminary estimate of travel compares to the 1,330 billion vehicle miles reported for 1975. It is 8.1 percent above the 1,286 billion for 1974. It is significant to note, however, that the 4.5 percent increase in travel from 1975 to 1976 is below the average annual rate of increase of 5.6 percent for the 5 years preceding the energy crisis.

The 1976 national estimates are projected from recently compiled detailed reports of 1975 travel provided by each State. Seven States report 1975 travel in excess of 60 billion vehicle miles and those States accounted for 40 percent of all the travel in the Nation. California accounts for approximately 10 percent of the total at 132.6 billion; followed by Texas, 84.6 billion; New York, 65.1 billion; Ohio, 64.1 billion; Pennsylvania, 63.7 billion; Florida, 61.7 billion; and Illinois, 60.9 billion.

Eight other States report travel exceeding 30 billion annual vehicle-miles. Combined, these 15 States account for nearly 64 percent of the Nation's travel.

With less than 17 percent of the Nation's total of 3.8 million route miles, main rural roads serve 35.0 percent of the 1975 travel. Urban streets account for 54.8 percent of the total travel, although they represent only 17 percent of the total mileage. Local rural roads account for 10.2 percent of the travel on approximately 66 percent of the mileage.

The Interstate System accounts for about 1 percent of the total mileage of roads and streets and carries 19.5 percent of the travel. The Federal-aid Primary-System (including Interstate) and the Federal-aid Urban System represent 8 percent of the mileage and carry 60 percent of the travel. All Federal-aid systems combined, which include 25 percent of the total U.S. road and street mileage, carry 75 percent of the travel.

Passenger cars represent nearly 77 percent of the vehicles and account for 77 percent of the travel; motorcycles, 3.6 percent of all vehicles and 1.7 percent of all travel; trucks and truck combinations, 19 percent of all vehicles and 21 percent of all travel; similar figures for buses are less than one-half of 1 percent.

In the area of vehicle performance, annual miles per vehicle rose from 9,530 in 1974 to 9,644 in 1975. Gallons of fuel consumed per vehicle rose from 788 in 1974 to 790 in 1975.

Between 1966 and 1973 fuel efficiency dropped from 12.47 miles per gallon to 11.85 miles per gallon. (These are averages for all vehicles including trucks and buses). In 1974, fuel efficiency increased to 12.09 miles per gallon, and in 1975 it rose to 12.20 miles per gallon. There are a number of factors which influenced this, including reduced speed limits; changes in driving habit, i.e., slower acceleration, fewer speed change, reduced use of automobile air conditioning, etc.; and increasing numbers of small cars in the automobile population.

Additional travel and related data for the Nation for 1975 are shown on the accompanying table VM-1 by road class and vehicle type. These data are based on estimates prepared annually by the State highway departments. The summary of States estimates of travel by administrative highway system is shown on table VM-2. Also included is table RD-2, showing travel, fuel consumption, vehicle registrations and other related items on a State-by-State basis.

ESTIMATED MOTOR-VEHICLE TRAVEL IN THE UNITED STATES AND RELATED DATA ¹

1975 AND REVISED 1974

Source: Highway Statistics Division
Office of Highway Planning, FHWA

TABLE VM-1
JANUARY 1977

YEAR	ITEM	PASSENGER VEHICLES						CARGO VEHICLES			ALL MOTOR VEHICLES	
		PERSONAL PASSENGER VEHICLES			BUSES			ALL PASSENGER VEHICLES	SINGLE-UNIT TRUCKS	COMBI-NATIONS		ALL TRUCKS
		PASSENGER CARS ^{2/}	MOTOR-CYCLES ^{2/}	ALL PERSONAL PASSENGER VEHICLES	COMMERCIAL	SCHOOL AND OTHER NONREVENUE	ALL BUSES					
	Motor-vehicle travel: (million vehicle-miles)											
1975	Main rural roads			329,050	928	930	1,858	330,908	90,410	44,317	134,727	465,635
1974				313,703	965	920	1,885	315,588	86,062	44,562	130,624	446,212
1975	Local rural roads			111,848	80	1,020	1,100	112,948	20,712	1,336	22,048	134,996
1974				113,606	90	1,010	1,100	114,706	21,169	1,387	22,556	137,262
1975	All rural roads			440,898	1,008	1,950	2,958	443,856	111,122	45,653	156,775	600,631
1974				427,309	1,055	1,930	2,985	430,294	107,231	45,949	153,180	583,474
1975	Urban streets			609,574	1,640	550	2,190	611,764	107,772	9,907	117,679	729,443
1974				585,759	1,555	520	2,075	587,834	104,229	10,110	114,339	702,173
1975	Total travel	1,028,121	22,351	1,050,472	2,648	2,500	5,148	1,055,620	218,894	55,560	274,454	1,330,074
1974		990,721	22,347	1,013,068	2,610	2,450	5,060	1,018,128	211,460	56,059	267,519	1,285,647
1975	Number of vehicles registered (thousands)	106,712.6	4,966.8	111,679.4	93.8	368.3	462.1	112,141.5	24,644.7	1,131.0	25,775.7	137,917.2
1974		104,856.3	4,966.4	109,822.7	90.1	356.9	447.0	110,269.7	23,545.2	1,085.0	24,630.2	134,899.9
1975	Average miles traveled per vehicle	9,634	4,500	9,406	28,230	6,788	11,140	9,413	8,882	49,125	10,648	9,644
1974		9,448	4,500	9,225	28,968	6,865	11,320	9,233	8,981	51,667	10,861	9,530
1975	Fuel consumed (million gallons)	76,010	447	76,457	553	342	895	77,352	21,868	9,764	31,632	108,984
1974		73,770	447	74,217	525	333	858	75,075	21,125	10,101	31,226	106,301
1975	Average fuel consumption per vehicle (gallons)	712	90	685	5,896	929	1,937	697	887	8,633	1,227	790
1974		704	90	676	5,827	933	1,919	681	897	9,310	1,268	788
1975	Average miles traveled per gallon of fuel consumed	13.53	50.00	13.74	4.79	7.31	5.75	13.65	10.01	5.69	8.68	12.20
1974		13.43	50.00	13.65	4.97	7.36	5.90	13.56	10.01	5.55	8.57	12.09

^{1/} For the 50 States and District of Columbia.

^{2/} Separate estimates of passenger car and motorcycle travel are not available by highway category.

VEHICLE MILES, BY STATE AND HIGHWAY SYSTEM - 1975

Source: Highway Statistics Division
Office of Highway Planning, FHWA

(In millions of vehicle miles and vehicle kilometres)

TABLE VM-2
JANUARY 1977

FEDERAL HIGHWAY ADMINISTRATION REGION	STATE	FEDERAL-AID HIGHWAY SYSTEM															NOT ON FEDERAL-AID SYSTEMS					TOTAL URBAN AND MUNICIPAL	TOTAL			
		INTERSTATE RURAL			INTERSTATE URBAN			TOTAL INTER-STATE	OTHER PRIMARY			SECONDARY			TOTAL FEDERAL AID	OTHER STATE RURAL	OTHER STATE URBAN AND MUNICIPAL	LOCAL RURAL	LOCAL URBAN AND MUNICIPAL							
		FINAL	TRAVELED MAY 1/	TOTAL RURAL	FINAL	TRAVELED MAY 1/	TOTAL URBAN		RURAL	URBAN	TOTAL	STATE RURAL	STATE URBAN	LOCAL RURAL						LOCAL URBAN	TOTAL			RURAL	URBAN	TOTAL
		01	31	02	32	03	04	05	06	07	08	14	09	10	11	12	13	14								
REGION 1	Connecticut	507	296	803	3,410	504	3,914	4,717	1,089	2,350	3,439	975	220	15	990	5,749	2,882	12,013	14,895	276	991	315	1,757	3,473	14,761	18,234
	Maine	639	162	801	121	16	137	938	1,579	522	2,101	1,045			1,265	122	3,425	1,001	4,426	1,145	320	467	5,037	1,879	6,916	
	Massachusetts	1,553	34	1,587	4,935	98	5,033	6,620	2,200	8,210	11,010	490	1,170	850	2,500	5,010	2,900	5,127	20,413	25,540	60	1,850	410	1,580	5,597	23,503
	New Hampshire	629	26	655	214	62	276	931	1,488	358	1,846	851	77		335	4	611	2,998	1,325	4,323	202	207	181	377	1,909	5,290
	New Jersey	1,066	117	1,183	3,945	704	4,649	5,835	3,093	6,631	9,704	67			7,156	12,034	5,992	23,294	29,286	1,010	3,104	3,154	11,891	10,156	38,289	48,445
	New York	3,693	339	4,032	6,864	436	7,300	11,312	9,293	11,592	20,885	2,657	1,270	1,921	1,009	6,787	5,542	17,883	26,713	44,596	248	423	4,468	15,389	22,599	42,525
	Rhode Island	148	22	170	46	87	959	1,159	398	1,461	1,859	253	496	19	209	977	671	840	3,886	4,666	51	67	112	764	1,003	4,657
	Vermont	610	44	654	92	9	589	705	1,759	264	1,849	510	16		729	28	2,330	376	2,706	75	2	304	227	2,709	605	3,314
Total	8,845	1,020	9,865	20,437	1,916	22,353	32,218	20,116	31,968	52,084	6,848	3,249	4,648	3,734	18,479	27,657	41,477	88,961	130,438	3,067	6,964	9,411	32,203	53,955	128,128	182,083
REGION 3	Delaware	108	(2/)	108	394	(2/)	394	502	1,075	521	1,996	474	229		703	453	1,657	1,597	3,254	-	-	174	197	1,831	1,794	3,625
	Dist. of Col.	-	-	-	319	172	491	491	-	1,072	1,072	-	-	-	570	570	-	2,133	1,233	3,366	2,834	70	3,642	2,834	12,018	13,168
	Maryland	1,588	-	1,588	3,451	464	3,915	5,503	3,794	3,973	7,767	2,019	1,701	525	504	4,749	171	7,926	10,264	18,190	3,783	2,683	2,403	6,337	33,299	63,702
	Pennsylvania	6,739	247	6,986	2,303	635	2,938	9,924	10,205	8,896	19,101	6,963	4,997	63	110	12,133	7,338	24,217	24,279	48,496	1,145	169	2,306	5,270	18,893	34,641
	Virginia	3,626	526	4,152	2,342	584	2,926	7,076	5,639	3,528	9,167	4,050	463	125	7,222	3,267	16,425	10,309	26,734	162	152	657	1,012	7,204	3,366	10,570
	West Virginia	1,018	186	1,204	411	150	561	1,765	2,436	1,168	3,604	1,676	316	1,209	74	3,275	83	6,525	2,202	8,727	22	152	692	1,012	7,204	3,366
Total	13,079	959	14,038	9,220	2,005	11,225	25,263	23,149	19,158	42,307	15,182	7,706	4,381	3,383	28,652	11,312	56,790	50,778	107,534	4,417	3,074	9,182	16,599	70,349	70,457	140,806
REGION 4	Alabama	1,758	627	2,385	887	601	1,488	3,873	5,149	3,954	9,103	1,406	385	4,082	559	10,938	6,728	17,666	24,394	46	401	1,344	5,381	12,328	12,510	24,838
	Florida	3,944	1,370	5,314	2,962	1,043	4,004	9,385	7,365	3,604	10,969	5,921	2,379	2,087	577	10,564	9,968	20,532	40,827	1,148	4,117	14,250	25,785	35,930	61,715	
	Georgia	4,662	813	5,475	3,126	230	3,386	8,861	7,291	3,040	10,331	3,839	473	1,933	487	6,732	10,40	18,538	7,796	26,334	96	470	3,356	9,016	17,282	39,272
	Kentucky	2,853	321	3,174	1,011	566	1,577	4,751	4,947	2,478	7,425	4,479	1,065	264	91	5,899	623	12,864	5,834	18,698	1,544	698	1,226	2,522	15,634	9,054
	Mississippi	1,469	130	1,599	450	342	792	2,391	1,053	5,812	1,150	109	1,518	355	2,132	1,094	9,026	3,463	12,429	10	9	673	1,237	9,709	4,649	36,400
	North Carolina	2,539	692	3,231	1,260	565	1,825	5,056	6,564	3,157	9,721	11,072	3,526	7	21	14,606	20,874	9,603	30,477	1,835	687	286	3,155	22,955	13,445	36,400
	South Carolina	2,622	182	2,804	618	265	3,450	6,223	3,333	4,958	3,497	1,286	166	21	4,970	1,095	12,600	5,288	17,978	135	1,415	426	349	13,551	7,052	20,603
	Tennessee	4,091	111	4,202	2,447	233	2,680	6,882	6,775	3,998	10,773	1,618	275	1,218	214	3,325	1,584	13,813	8,752	22,565	425	233	2,770	747	16,704	32,926
Total	23,938	4,254	28,192	12,790	3,608	16,398	44,590	49,122	24,619	73,741	33,125	9,481	8,599	2,105	53,318	15,333	119,038	67,936	186,974	5,460	5,061	14,158	43,147	138,656	116,144	254,800
REGION 5	Illinois	4,594	637	5,231	7,014	438	7,452	12,683	8,522	10,524	19,046	761	1,208	1,912	818	4,696	3,854	16,246	23,866	40,292	1,011	2,422	2,749	14,469	20,186	40,757
	Indiana	4,165	123	4,288	2,727	276	3,003	7,291	3,920	7,441	9,602	3,920	1,109	1,999	328	7,359	4,815	17,068	11,996	29,064	141	100	1,391	6,663	18,600	18,759
	Michigan	3,735	168	3,903	5,712	1,176	6,888	10,791	7,592	6,329	13,921	1,843	192	6,550	70	8,655	16,016	19,888	29,455	49,383	29	64	2,985	5,712	22,902	35,271
	Minnesota	1,366	125	1,491	2,249	488	2,737	4,228	5,652	3,162	8,777	1,221	137	1,898	289	3,545	3,763	10,229	10,460	20,313	22	44	1,228	4,017	11,475	14,149
	Ohio	6,267	4	6,271	8,952	349	9,301	15,572	8,637	6,475	15,112	6,127	1,960	2,681	2,775	13,343	2,804	23,715	23,115	46,831	378	5	5,546	11,121	29,598	34,666
	Wisconsin	2,144	136	2,280	1,124	243	1,370	3,650	6,008	3,307	9,315	2,222	47	1,854	603	4,726	3,165	12,364	8,492	20,856	76	2	2,002	5,648	14,442	28,584
Total	22,271	1,193	23,464	27,781	2,970	30,751	54,215	43,235	32,538	75,773	16,094	4,653	16,894	4,683	42,324	34,427	99,687	107,052	206,739	1,545	3,002	15,901	47,630	117,133	157,684	274,817
REGION 6	Arkansas	1,586	-	1,586	671	-	671	2,257	3,316	1,434	4,750	2,878	559	278	94	3,809	701	8,058	3,459	11,517	100	71	1,001	1,254	9,159	4,784
	Louisiana	1,757	211	1,968	1,378	68	1,446	3,434	3,089	2,034	5,090	4,409	1,141	2,121	1,590	2,121	5,966	6,709	16,175	997	304	1,503	1,347	11,966	8,360	
	New Mexico	1,813	214	2,027	524	98	624	1,286	780	2,708	1,228	96	11	7	3,842	1,567	5,404	8,258	130	49	617	867	5,941	3,900	9,921	
	Oklahoma	2,317	1,341	3,658	83	1,404	3,741	4,242	967	5,239	2,017	52	568	44	3,481	4,972	9,944	7,489	17,433	386	31	1,090	3,784	11,420	11,304	
	Texas	7,218	906	8,224	10,436	375	10,811	19,635	12,809	4,944	23,273	2,862	2,083	47	12,089	9,771	31,639	33,155	64,794	1,746	339	3,626	14,077	37,401	47,571	
	Total	15,391	1,331	16,722	14,350	616	14,966	31,688	25,384	15,676	41,060	21,338	3,931	897	145	26,271	19,158	64,301	53,876	118,177	3,359	794	7,837	21,329	75,497	75,999
REGION 7	Iowa	2,051	92	2,143	716	174	890	3,033	6,060	1,733	7,793	-	2,394	473	2,867	723	10,597	3,819	14,416	100	165	949	4,083	11,646	7,987	
	Kansas	1,507	19	1,526	746	52	798	2,324	4,302	1,429	5,731	653	35	1,560	506	2,754										

TRAVEL AND RELATED DATA BY STATE--1975

Source: Highway Statistics Division
Office of Highway Planning, FHWA

TABLE RD-2
JANUARY 1977

REGION CODE	STATE	ANNUAL VEHICLE MILES IN MILLIONS	VEHICLES REGISTERED IN THOUSANDS	ANNUAL MILES PER VEHICLE	GALLONS OF MOTOR FUEL IN MILLIONS	GALLONS PER VEHICLE	MILES TRAVELED PER GALLON	POPULATION IN THOUSANDS	LICENSED DRIVERS IN THOUSANDS	LICENSED DRIVERS AS % OF PJP.	PERSONS PER VEHICLE	LICENSED DRIVERS PER VEHICLE	ANNUAL TRAVEL PER CAPITA (MILES)	TRAVEL PER LICENSED DRIVER (MILES)
		(1)	(2)*	(3)*	(4)	(5)*	(6)	(7)	(8)	(9)	(10)*	(11)*	(12)	(13)
01	CONNECTICUT	18234	1949	9355	1404	720	12.99	3137	1861	59.33	1.61	0.96	5812	9797
	MAINE	6916	648	10672	566	873	12.22	1023	628	61.39	1.53	0.97	6760	11012
	MASSACHUSETTS	29100	3107	9365	2413	776	12.06	5830	3554	60.77	1.88	1.15	4991	8187
	NEW HAMPSHIRE	5290	485	10907	407	839	13.00	825	534	64.73	1.71	1.11	4412	9906
	NEW JERSEY	48445	4155	11659	3476	836	13.94	7434	4323	58.16	1.79	1.05	6516	11206
	NEW YORK	65124	7591	8579	5723	754	11.37	18120	8832	48.75	2.27	1.17	3594	7373
	RHODE ISLAND	5360	563	10053	390	692	14.52	948	529	55.61	1.67	0.94	5970	10699
	VERMONT	3314	287	11547	255	888	13.00	471	310	65.62	1.65	1.07	7036	10690
REGION TOTAL	182383	19785	9692	14639	779	12.44	37788	20571	56.44	1.62	1.10	4618	8651	
03	DELAWARE	3625	351	10327	312	888	11.62	591	374	63.29	1.67	1.07	6133	9692
	DIST OF COLUMBIA	3082	255	12086	255	1000	12.09	716	336	46.93	2.01	1.32	4304	9172
	MARYLAND	25186	2423	10394	1934	798	13.03	4139	2441	58.98	1.71	1.04	6085	10317
	PENNSYLVANIA	63702	7659	8317	5044	658	12.63	11841	6861	57.95	1.55	0.90	5379	9284
	VIRGINIA	34641	3251	10655	2693	828	12.87	4967	3017	60.72	1.53	0.93	6974	11481
	WEST VIRGINIA	13570	966	10942	898	929	11.78	1803	1262	70.00	1.87	1.31	5002	8375
	REGION TOTAL	140806	14905	9446	11136	747	12.65	24057	14291	59.71	1.62	0.96	5853	9852
	04	ALABAMA	24838	2493	9963	2056	824	12.39	3614	1944	33.80	1.43	0.78	6872
FLORIDA		61715	5395	11439	4457	826	13.85	8485	5674	66.66	1.53	1.00	7273	10876
GEORGIA		39272	3211	12230	3042	947	12.91	4926	3038	61.68	1.54	0.95	7972	12926
KENTUCKY		24688	2245	10996	1844	821	13.39	3392	1910	56.31	1.52	0.86	7276	12925
MISSISSIPPI		14358	1377	10427	1280	929	11.22	2346	1456	62.07	1.71	1.00	6120	9861
NORTH CAROLINA		36400	3690	9864	3010	815	12.10	5454	3294	60.40	1.48	0.90	6674	11050
SOUTH CAROLINA		20663	1772	11626	1609	908	12.81	2818	1566	55.53	1.60	0.89	7311	13156
TENNESSEE		32926	2726	12078	2485	911	13.25	4209	2430	57.74	1.55	0.90	7822	13549
REGION TOTAL		254800	22909	11122	19783	863	12.88	35244	21312	60.47	1.54	0.94	7229	11955
05		ILLINOIS	60943	6344	9636	2056	826	11.63	11145	6390	57.34	1.76	1.01	5468
	INDIANA	37359	3315	11269	3017	910	12.39	5350	3338	62.40	1.62	1.04	6982	11192
	MICHIGAN	58173	5545	10491	4650	838	12.52	9157	5950	64.98	1.60	1.00	6352	9776
	MINNESOTA	25624	2525	10148	2054	813	12.48	3926	2417	61.27	1.56	0.96	6526	10001
	OHIO	64134	7179	8933	5390	750	11.90	10759	7545	70.13	1.50	1.00	5960	8500
	WISCONSIN	28584	2591	11032	2270	876	12.60	4582	2721	59.39	1.77	1.00	6238	10504
	REGION TOTAL	274817	27499	9993	22624	822	12.15	44919	28361	63.14	1.64	1.04	6118	9689
06	ARKANSAS	15943	1283	10867	1288	1003	10.83	2116	1312	62.01	1.63	1.03	5589	10627
	LOUISIANA	20326	2188	9289	1945	888	10.46	3791	2122	55.96	1.74	1.17	5361	9578
	NEW MEXICO	9921	827	11996	792	957	12.53	1147	735	64.09	1.39	0.89	6649	13497
	OKLAHOMA	22724	2113	10754	1759	832	12.92	2712	1721	63.46	1.29	0.82	6379	13203
	TEXAS	84562	8396	10074	8006	953	10.57	12237	7509	61.37	1.46	0.90	6911	11264
	REGION TOTAL	151496	14807	10231	13790	931	10.99	22003	13399	60.90	1.47	0.91	6885	11306
07	IOWA	19633	2099	9353	1671	796	11.75	2924	1884	64.44	1.40	0.90	6714	10420
	KANSAS	15485	1805	8578	1371	759	11.30	2267	1672	73.76	1.26	0.93	6830	9261
	MISSOURI	30675	2866	10703	2744	957	11.18	4910	2972	60.53	1.72	1.04	6247	10521
	NEBRASKA	11211	1178	9516	902	765	12.43	1542	1064	69.01	1.31	0.91	7270	10536
	REGION TOTAL	77004	7946	9688	6668	841	11.52	11643	7592	65.21	1.47	0.90	6613	10142
	08	COLORADO	16597	1925	8621	1401	727	11.85	2534	1690	66.70	1.32	0.83	6549
MONTANA		5723	602	9506	477	792	12.00	748	514	60.72	1.23	0.80	7651	11134
NORTH DAKOTA		4902	531	8170	372	675	12.11	635	373	58.75	1.16	0.86	7089	12069
SOUTH DAKOTA		5060	521	9712	421	838	12.02	682	418	61.00	1.31	0.81	7419	12105
UTAH		7942	845	9398	685	810	11.60	1207	729	60.40	1.43	0.87	6579	10894
WYOMING		3682	337	10925	344	1020	10.71	375	280	74.37	1.12	0.84	9818	13150
REGION TOTAL	43506	4781	9099	3700	773	11.76	6181	4004	64.76	1.30	0.84	7036	10865	
09	ARIZONA	15983	1459	10954	1233	879	12.46	2185	1326	60.69	1.50	0.94	7314	12053
	CALIFORNIA	132600	13891	9545	10768	775	12.32	21113	13564	64.25	1.52	0.98	6280	9775
	HAWAII	4146	462	8974	290	627	14.30	865	518	59.89	1.68	1.13	4793	8003
	NEVADA	4439	464	9566	447	963	9.94	592	419	70.78	1.28	0.91	7498	10594
	REGION TOTAL	157168	16276	9656	12738	785	12.30	24755	15827	62.94	1.53	0.98	6346	9930
10	ALASKA	2560	226	11327	184	814	13.92	352	208	59.10	1.53	0.75	7272	12307
	HAWAII	5873	647	9077	404	748	12.14	820	523	63.79	1.27	0.81	7166	11229
	OREGON	15938	1628	9789	1347	827	11.84	2699	1551	67.47	1.42	0.90	6932	10275
	WASHINGTON	24023	2540	9457	1821	716	13.20	3494	2177	62.31	1.38	0.86	6875	11034
	REGION TOTAL	46394	5041	9600	3336	760	12.62	6965	4459	69.00	1.37	0.89	6946	10853
	U.S. TOTAL	1330074	132951	10004	106964	819	12.21	213555	129816	60.77	1.61	0.98	6228	10245

* Does Not Include 4,966 thousand Registered Motorcycles.



DEPARTMENT OF TRANSPORTATION

NEWS

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WASHINGTON, D. C. 20590

DEPARTMENT OF
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37 PERCENT OF TOTAL COST OF
INTERSTATE STILL TO BE FUNDED

(Quarterly Report on the
Federal-Aid Highway
Program, December 31, 1976.)

Based on the most recent cost estimates, 63 percent of the projected total funds needed to complete the 42,500-mile Interstate System had been obligated as of December 31, 1976, the U.S. Department of Transportation's Federal Highway Administration reported today.

The latest cost estimates raised the amount still to be funded to 37 percent of the total cost of the system, as compared to the 26.9 percent shown in the September 30, 1976, quarterly report. The increase results from inflation over the past 3 years and additional improvements to the system identified in the most recent estimates. The total cost of the Interstate System is presently estimated at about \$100 billion.

While considerable Interstate System mileage is now open to traffic, a sizable portion of it requires safety or other improvements.

Total Interstate mileage now open to traffic is 38,183 miles, or 89.9 percent. Of this total, 10,826 miles are completed or essentially completed. The other 27,357 miles now in use include segments that are either currently under improvement or still require additional development to meet full standards. This additional work generally involves such things as rest areas, lighting, fencing, safety improvement, landscaping, etc.

The 38,183 miles now open include 791 put into service in the 12-month period since December 31, 1975. In addition, further major improvements were completed on 91 miles which were already serving traffic.

Active construction or improvement is currently underway on 4,480 miles. This figure includes improvement of 2,639 miles which are already in use and construction of 1,841 new miles, or 4.3 percent of the entire System.

As of December 31, 1976, work had either been completed or was under way on 99.2 percent or 42,153 miles of the Interstate System. Only 347 miles, or 0.8 percent, had not yet advanced to the point where public hearings had been held on proposed locations.

The Interstate System, as currently designated, consists of 33,491 miles of rural and 9,009 miles of urban highways. As of this report, 30,295 miles or 90.5 percent of the rural mileage, and 7,888 miles or 87.5 percent of the urban mileage, are open to traffic.

In addition to the sections open to traffic, 1,841 miles were under basic construction as of December 31, 1976; engineering or right-of-way acquisition prior to construction was in progress on another 1,800 miles and route location approval was pending on 329 additional miles for which public hearings had been held.

The status of the Interstate System as of December 31, 1976, is shown on the accompanying map, and in detail in Table 1. In summary, the status follows:

	<u>Miles</u>	<u>Percent</u>
1. Open to traffic	38,183	89.9
a. Complete or essentially complete (Free)	8,719	
(Toll)	2,107	(10,826)
b. Minor improvement-needed	23,084	
-underway	2,173	(25,257)
c. Major improvement-needed (Free)	1,475	
(Toll)	159	
-underway	466	(2,100)
2. Under basic construction	1,841	4.3
3. Location approved, construction not started	1,800	4.2
4. Public hearings held-approval pending	329	0.8
5. No location action taken	<u>347</u>	<u>0.8</u>
	42,500	100.0

Some \$63 billion has been put to work on the Interstate System since the accelerated program began in 1956. A breakdown of these expenditures, by State is given in Table III.

Details concerning expenditures on the Federal-Aid Primary, Secondary and Urban Systems--for which the matching ratio is 70-30 Federal-State--are given in Table III. The status of the Highway Trust Fund is reported in Table IV.



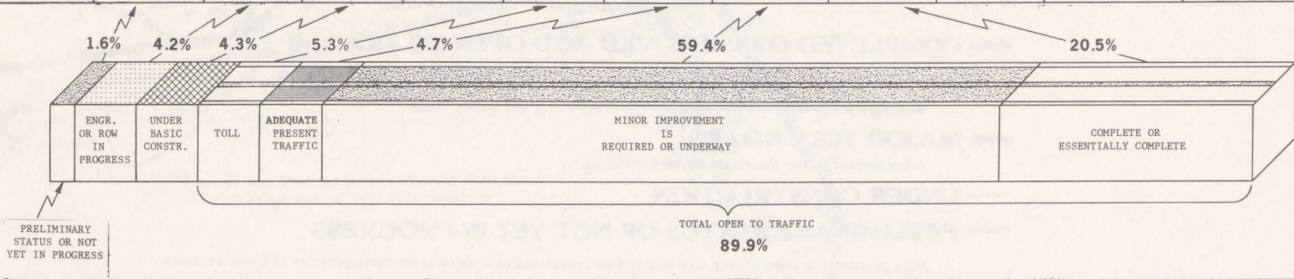
THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF DECEMBER 31, 1976



TABLE I

STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS NOT OPEN TO TRAFFIC				OPEN TO TRAFFIC				STATE	
		ENGINEERING OR RIGHT-OF-WAY	UNDER BASIC CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS		TOTAL OPEN TO TRAFFIC	TOTAL DESIGNATED SYSTEM MILEAGE 2/		
						ADDITIONAL MINOR IMPROVEMENT IS REQUIRED OR UNDERWAY	COMPLETE ESSENTIALLY COMPLETE				
ALABAMA	20.20	63.80	92.60	156.40	-	48.80	674.50	723.30	899.90	ALABAMA	
ARIZONA	54.65	73.15	127.40	156.90	-	106.04	935.65	1,043.79	1,172.59	ARIZONA	
ARKANSAS	-	2.25	9.32	11.57	-	10.84	500.35	514.77	526.34	ARKANSAS	
CALIFORNIA	-	100.50	33.50	134.00	10.20	99.60	2,035.30	2,153.80	2,287.80	CALIFORNIA	
COLORADO	49.21	50.75	27.74	78.49	-	33.20	738.24	81.31	976.45	COLORADO	
CONNECTICUT	44.11	4.56	4.17	8.73	12.31	47.69	213.72	7.27	333.83	CONNECTICUT	
DELAWARE	-	-	11.47	11.47	14.30	-	12.44	2.40	40.61	DELAWARE	
DIST. OF COL.	5.74	5.54	0.79	6.33	-	3.87	8.24	0.05	24.23	DIST. OF COL.	
FLORIDA	33.40	175.20	49.59	224.79	91.20	8.89	58.58	989.22	1,406.18	FLORIDA	
GEORGIA	4.90	8.76	157.87	166.63	-	5.46	107.97	870.18	1,155.14	GEORGIA	
HAWAII	-	11.12	16.71	27.83	-	2.01	2.64	19.07	51.55	HAWAII	
IDAHO	4.62	10.23	16.82	27.05	-	78.08	297.68	204.36	611.79	IDAHO	
ILLINOIS	16.68	38.51	64.61	103.12	154.92	32.68	1,053.88	367.94	1,729.22	ILLINOIS	
INDIANA	14.30	-	3.30	156.90	-	-	936.69	18.23	1,129.42	INDIANA	
IOWA	53.62	3.20	1.31	4.51	3.01	0.16	699.25	26.11	788.66	IOWA	
KANSAS	-	20.30	12.80	33.10	187.70	5.60	594.20	0.60	821.20	KANSAS	
KENTUCKY	-	33.60	55.78	89.38	-	51.22	168.38	428.09	737.07	KENTUCKY	
LOUISIANA	40.01	18.92	110.24	129.16	-	0.86	473.43	74.58	718.04	LOUISIANA	
MAINE	-	2.25	17.70	19.95	54.48	-	169.72	5.40	311.81	MAINE	
MARYLAND	14.68	8.80	5.30	14.10	-	43.07	208.88	25.38	359.41	MARYLAND	
MASSACHUSETTS	5.75	23.83	1.44	25.27	132.83	22.60	179.96	83.48	449.89	MASSACHUSETTS	
MICHIGAN	40.40	13.65	47.40	61.05	5.46	27.63	187.94	855.30	1,177.38	MICHIGAN	
MINNESOTA	14.01	63.07	65.94	129.01	-	13.06	763.15	0.69	919.92	MINNESOTA	
MISSISSIPPI	-	4.00	30.30	34.30	-	8.40	635.00	5.50	683.20	MISSISSIPPI	
MISSOURI	-	46.50	46.17	92.67	-	87.20	935.30	31.70	1,146.87	MISSOURI	
MONTANA	-	101.24	75.78	177.02	-	193.02	177.01	644.65	1,188.70	MONTANA	
NEBRASKA	1.92	-	1.75	1.75	0.22	-	477.20	2.60	483.69	NEBRASKA	
NEVADA	5.00	38.54	32.51	71.05	-	3.13	364.34	96.81	540.33	NEVADA	
NEW HAMPSHIRE	-	20.55	4.18	24.73	21.09	1.42	165.40	6.01	218.65	NEW HAMPSHIRE	
NEW JERSEY	18.20	54.90	9.10	64.00	45.70	15.80	39.60	204.70	388.00	NEW JERSEY	
NEW MEXICO	-	25.37	26.90	52.27	-	41.83	896.15	9.05	999.30	NEW MEXICO	
NEW YORK	24.52	52.79	48.15	100.94	490.78	27.21	302.38	387.81	1,333.64	NEW YORK	
NORTH CAROLINA	40.89	50.17	68.52	118.69	-	87.50	581.99	9.58	679.07	NORTH CAROLINA	
NORTH DAKOTA	-	-	-	-	-	37.40	77.20	456.73	571.33	NORTH DAKOTA	
OHIO	10.68	40.11	35.28	75.39	206.20	40.96	1,185.33	19.72	1,452.21	OHIO	
OKLAHOMA	3.66	1.41	0.58	1.99	174.04	16.80	112.90	499.26	803.00	OKLAHOMA	
OREGON	15.88	11.97	5.77	17.74	-	49.84	515.64	130.54	729.64	OREGON	
PENNSYLVANIA	12.67	42.46	49.85	92.31	360.18	6.18	1,053.48	41.90	1,461.74	PENNSYLVANIA	
RHODE ISLAND	23.66	-	6.89	6.89	0.60	3.94	52.39	11.51	98.99	RHODE ISLAND	
SOUTH CAROLINA	4.95	11.57	53.13	64.70	-	-	690.92	2.42	762.99	SOUTH CAROLINA	
SOUTH DAKOTA	-	35.58	23.71	59.29	-	32.22	559.38	27.82	678.71	SOUTH DAKOTA	
TENNESSEE	-	18.00	46.40	64.40	-	73.90	742.60	164.00	980.70	TENNESSEE	
TEXAS	26.20	134.99	144.33	276.54	-	204.91	2,575.95	22.22	3,162.80	TEXAS	
UTAH	-	171.09	59.86	230.95	-	46.81	305.28	355.67	938.71	UTAH	
VERMONT	-	10.79	18.12	26.91	-	-	82.37	211.28	293.65	VERMONT	
VIRGINIA	41.65	76.05	76.80	152.85	9.15	102.70	259.16	504.62	871.63	VIRGINIA	
WASHINGTON	77.03	36.64	18.51	55.15	-	87.27	561.62	0.84	629.73	WASHINGTON	
WEST VIRGINIA	14.01	22.74	26.84	49.58	81.73	6.93	291.68	69.61	513.54	WEST VIRGINIA	
WISCONSIN	-	41.98	21.65	63.63	-	26.02	488.27	-	514.29	WISCONSIN	
WYOMING	-	38.50	33.91	72.41	-	1.04	111.96	728.22	841.22	WYOMING	
PENDING 3/	-5.07	-	-	-	-	-	-	-	-5.07	PENDING 3/	
TOTAL	676.48	1,800.43	1,840.74	3,641.17	2,266.30	1,940.35	25,257.19	8,718.81	38,182.35	42,500.00	TOTAL



INTERSTATE MILEAGE CHARGEABLE TO SECTION 103(e)(2) OF TITLE 23 USC - (Howard-Cramer Amendment)

State	Route	Miles	Description	State	Route	Miles	Description
California	I-105	7.00	Century Freeway	Maryland	I-297	7.40	Bowie to Millersville
Connecticut	I-284	1.04	Hartford	"	I-370	0.50	Spur to Washington Grove
"	I-691	6.69	Hartford	Massachusetts	I-93	7.25	SE Expressway - Boston Urban Area
Florida	I-75	43.80	St. Petersburg-Tampa Bypass	"	I-495	13.00	Extension of I-495 to Wareham
Georgia	I-175	35.10	Spur to Albany	New Jersey	I-95	629.73	Trenton-Asbury Park Spur
"	I-420	5.00	In Atlanta	New York	I-390	54.30	Genesee Expressway
"	I-675	7.70	In Atlanta	"	I-590	10.60	Rochester
Maryland	I-97	31.20	Capital Beltway to Parole then North to Baltimore	Rhode Island	I-895	27.40	From Hope Valley to Mass. State Line
"	I-195	1.20	From I-95 to Friendship Airport				
"	I-197	4.20	Spur Route to Annapolis				

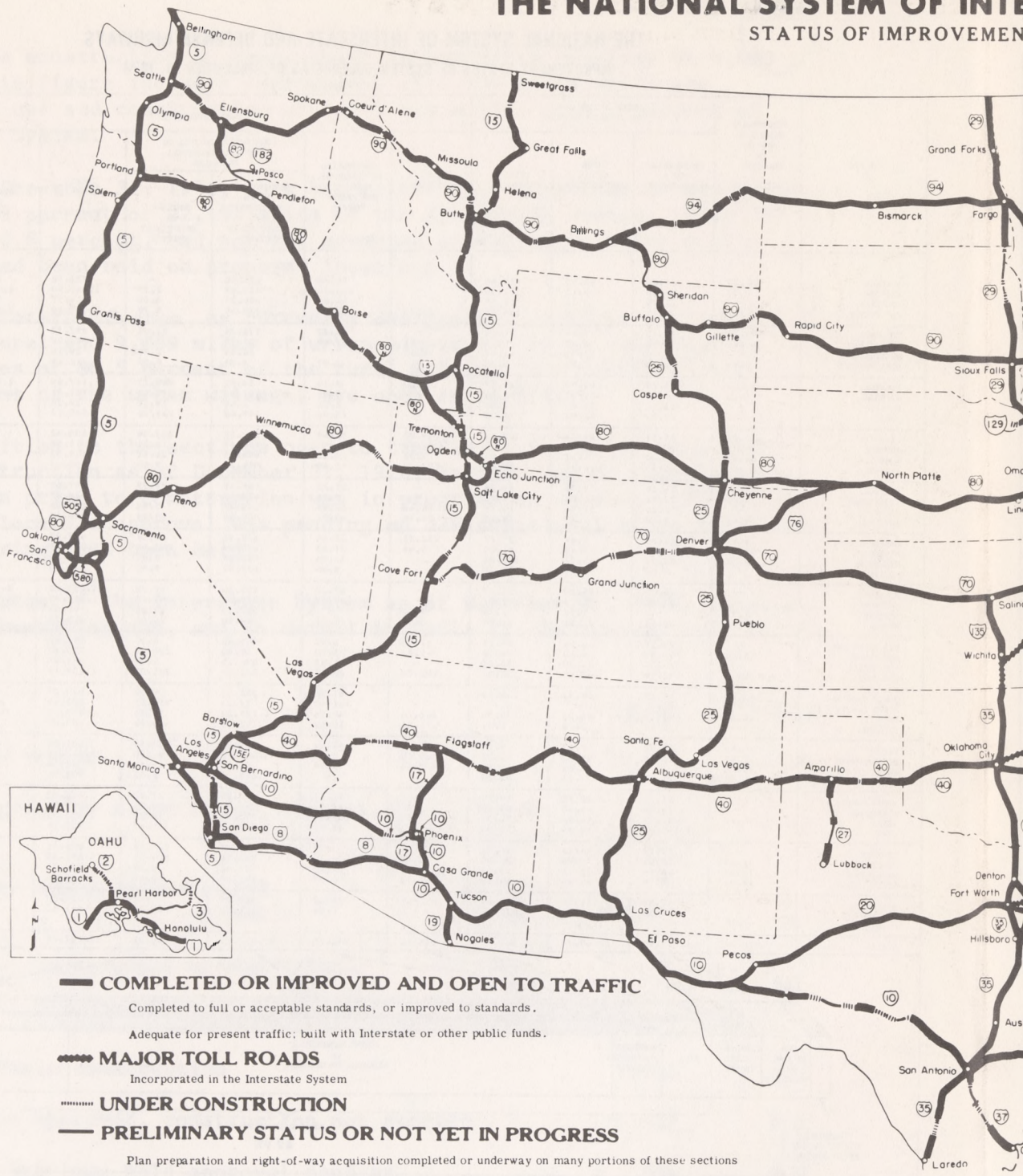
1/ Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.

2/ Total designated system mileage excludes the mileage chargeable to Section 103(e)(2).

3/ The "minus" mileage reserve, temporarily indicated, results from System measurements. The final mileage measurements will provide an adequate reserve in all designated routes on the system.

THE NATIONAL SYSTEM OF INTERSTATE HIGHWAYS

STATUS OF IMPROVEMENT



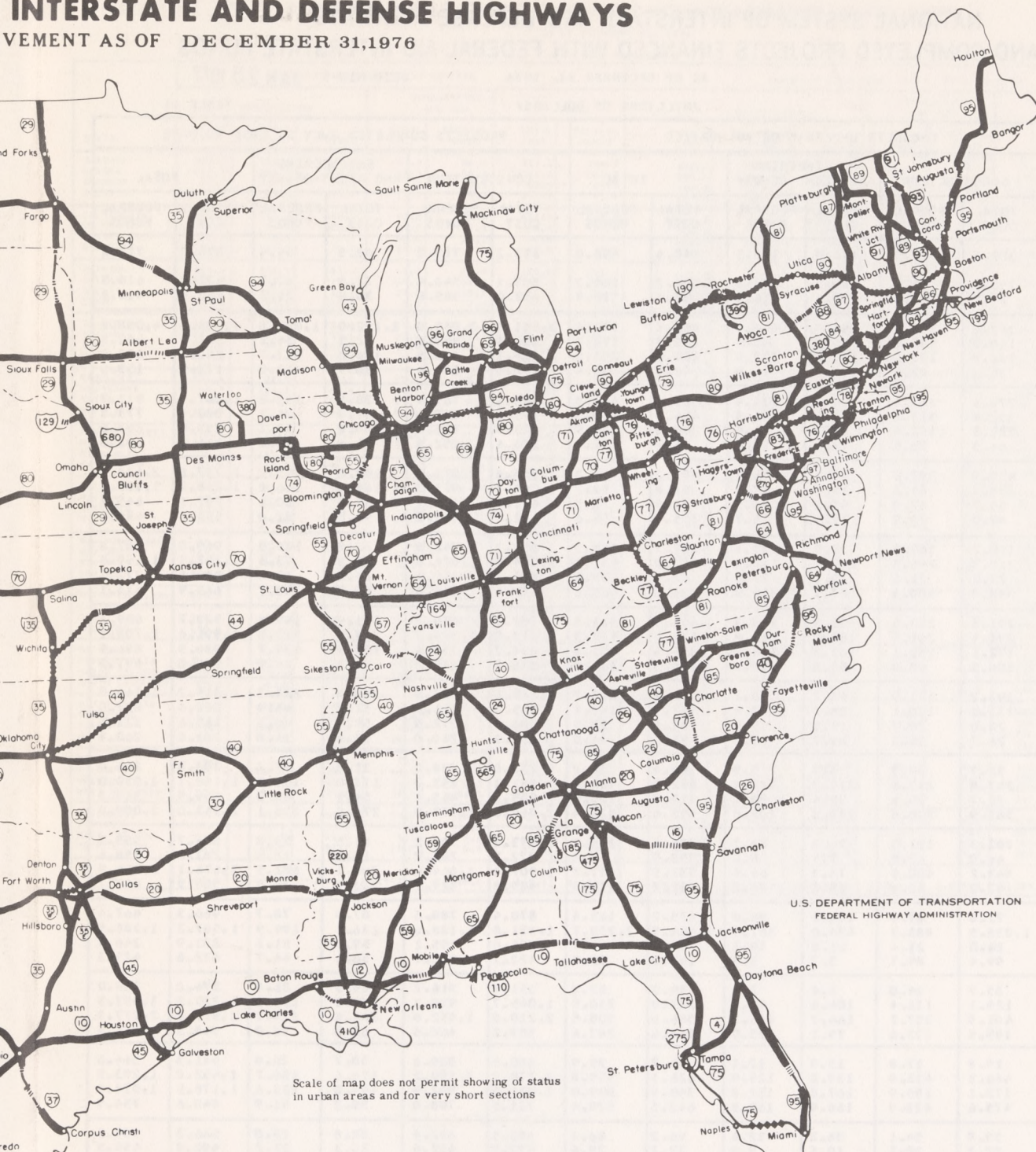
Preliminary Status or Not Yet in Progress
676 Miles

Engineering and Right-of-Way in Progress	Under Basic Construction	Toll	Adequate Present Traffic	Minimum Requirements
1,800 Miles	1,841 Miles	2,266 Miles	1,941 Miles	2,838 Miles

Total
3

INTERSTATE AND DEFENSE HIGHWAYS

AS OF DECEMBER 31, 1976



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

Minor Improvement
is
Required or Underway
25,257 Miles

Complete or
Essentially Complete
8,719 Miles

INTERSTATE
TOTAL
42,500
MILES

Total Open to Traffic
38,183 Miles

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS

AS OF DECEMBER 31, 1976

8230 M13-5 JAN 25 1977

/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	363.5	327.5	176.8	158.5	540.4	486.0	813.2	719.2	62.8	54.4	876.0	773.6
ALASKA												
ARIZONA	195.1	184.8	89.1	84.3	284.2	269.2	599.1	548.4	72.8	67.1	672.0	615.5
ARKANSAS	34.3	30.8	51.4	46.0	85.6	76.9	432.0	385.6	36.4	31.2	468.3	416.8
CALIFORNIA	362.8	325.2	497.7	446.3	860.5	771.6	3,511.9	3,055.0	1,192.0	1,003.8	4,703.9	4,058.8
COLORADO	146.3	132.8	46.0	41.9	192.3	174.7	668.7	598.6	62.3	54.1	731.0	652.8
CONNECTICUT	141.6	128.5	138.5	122.5	280.0	251.0	585.1	495.5	156.2	137.7	741.3	633.2
DELAWARE	25.2	22.6	15.3	13.8	40.5	36.4	152.0	135.6	20.9	18.0	172.9	153.6
FLORIDA	275.4	247.1	254.1	214.4	529.5	461.5	868.7	761.4	178.8	152.3	1,047.5	913.7
GEORGIA	352.6	317.1	101.5	91.3	454.0	408.5	783.2	687.6	97.8	86.2	880.9	773.8
HAWAII	227.3	197.4	81.3	69.5	308.6	266.9	213.9	183.9	69.0	59.1	283.0	243.0
IDAH0	64.3	59.5	14.1	13.0	78.4	72.5	276.6	252.5	34.6	30.4	311.2	283.0
ILLINOIS	435.9	397.6	45.3	39.7	481.2	437.3	2,385.8	2,073.3	402.0	345.2	2,787.8	2,418.5
INDIANA	38.7	34.9	19.1	17.3	57.8	52.2	1,083.7	971.2	184.6	166.1	1,268.3	1,137.3
IOWA	50.7	42.0	41.2	36.5	91.9	78.5	641.6	564.7	95.5	80.6	737.1	645.2
KANSAS	88.0	78.9	17.4	15.7	105.4	94.6	461.5	407.0	91.8	82.0	553.3	489.0
KENTUCKY	190.2	169.2	32.5	29.1	222.7	198.3	835.3	742.8	133.8	115.0	969.0	857.8
LOUISIANA	319.3	286.8	162.7	146.3	482.0	433.1	1,204.0	1,076.3	83.9	73.3	1,287.9	1,149.5
MAINE	23.2	21.6	19.1	17.0	42.3	38.6	295.1	259.3	14.8	12.8	309.9	272.1
MARYLAND	338.3	300.5	187.7	168.0	526.0	468.6	595.0	514.4	68.9	60.7	663.9	575.1
MASSACHUSETTS	291.3	258.5	170.3	153.3	461.5	411.8	757.8	659.8	171.9	149.3	929.7	809.1
MICHIGAN	294.1	261.6	180.2	161.8	474.4	423.3	1,623.9	1,394.3	367.8	313.8	1,991.6	1,708.1
MINNESOTA	172.1	155.1	163.3	146.7	335.4	301.8	839.2	756.8	145.3	129.7	984.5	886.5
MISSISSIPPI	100.5	90.0	55.8	49.9	156.3	139.9	536.7	479.2	21.3	18.1	558.0	497.3
MISSOURI	193.2	171.5	43.2	38.7	236.4	210.2	1,065.8	942.8	249.4	221.2	1,315.2	1,164.0
MONTANA	131.2	120.1	36.7	33.4	167.9	153.5	565.7	511.1	51.7	45.9	617.4	557.0
NEBRASKA	23.0	20.7	5.8	5.2	28.8	25.9	304.9	272.5	55.7	49.3	360.6	321.9
NEVADA	26.7	25.3	69.7	66.2	96.4	91.5	268.2	249.0	13.4	11.8	281.6	260.8
NEW HAMPSHIRE	33.7	30.3	6.7	5.9	40.4	36.2	272.0	238.0	31.8	27.7	303.8	265.8
NEW JERSEY	247.9	213.1	214.7	187.4	462.7	400.6	981.1	853.0	177.0	157.0	1,158.1	1,010.0
NEW MEXICO	82.7	75.4	32.4	30.1	115.2	105.5	505.3	465.4	54.2	48.0	559.5	513.3
NEW YORK	367.9	320.6	230.8	203.8	598.6	524.4	2,064.8	1,773.9	278.2	235.1	2,343.0	2,009.0
NORTH CAROLINA	202.3	181.0	74.3	64.7	276.6	245.7	573.2	501.2	61.5	53.8	634.7	555.1
NORTH DAKOTA	46.0	41.5	7.5	6.6	53.5	48.1	272.3	245.7	14.8	12.9	287.1	258.6
OHIO	463.2	400.4	74.3	66.9	537.5	467.3	1,907.1	1,664.4	769.1	682.5	2,676.1	2,346.9
OKLAHOMA	47.2	42.4	85.0	76.2	132.2	118.5	485.6	427.2	23.9	20.5	509.5	447.7
OREGON	71.0	67.4	104.2	96.0	175.2	163.4	878.4	788.6	87.8	78.7	966.3	867.4
PENNSYLVANIA	1,038.5	883.3	426.0	367.4	1,464.5	1,250.7	1,351.0	1,188.6	236.2	199.9	1,587.2	1,388.5
RHODE ISLAND	24.0	21.4	21.8	19.1	45.8	40.4	224.4	195.2	59.5	51.3	283.9	246.6
SOUTH CAROLINA	99.4	89.7	3.7	3.3	103.0	93.0	422.2	378.7	50.4	44.7	472.6	423.3
SOUTH DAKOTA	35.5	34.0	3.4	3.1	39.0	37.2	351.7	316.2	24.5	21.8	376.2	338.0
TENNESSEE	129.3	116.4	104.6	94.1	233.9	210.5	1,045.7	939.3	179.9	158.0	1,225.5	1,097.3
TEXAS	401.9	357.2	164.7	148.3	566.6	505.5	2,210.8	1,952.6	364.4	324.7	2,575.2	2,277.3
UTAH	185.5	172.6	79.1	75.0	264.6	247.6	503.2	468.5	65.0	58.0	568.3	526.5
VERMONT	19.8	17.8	13.9	12.1	33.7	29.9	380.5	339.6	30.7	25.0	411.3	364.6
VIRGINIA	486.3	433.9	139.8	125.9	626.1	559.8	1,278.2	1,139.2	174.6	154.2	1,452.8	1,293.5
WASHINGTON	173.1	156.9	167.8	152.2	340.9	309.0	1,034.5	902.9	144.0	125.6	1,178.5	1,028.6
WEST VIRGINIA	475.6	428.9	166.9	150.5	642.5	579.4	781.5	703.0	59.2	51.9	840.6	754.9
WISCONSIN	59.9	54.1	36.2	32.6	96.2	86.7	483.5	432.4	82.8	73.0	566.3	505.5
WYOMING	22.2	20.1	10.5	9.5	32.7	29.6	472.5	432.4	26.3	23.2	498.8	455.5
DIST. OF COL.	123.4	102.4	69.1	60.5	192.5	162.8	269.6	234.2	60.9	53.3	330.5	287.5
PUERTO RICO												
TOTAL	9,741.2	8,668.5	4,953.1	4,417.6	14,694.3	13,086.2	41,117.7	36,278.0	7,191.6	6,250.4	48,309.3	42,528.4

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

AS OF DECEMBER 31, 1976

TABLE III 8230 M13-1

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	160.3	108.4	335.8	61.2	36.4	221.5	144.8	698.1	357.0	8,049.5	62.7	30.7	760.8	387.7
ALASKA	180.1	164.9	269.9	38.5	36.3	218.6	201.2	595.6	548.0	3,630.9	103.8	96.3	699.4	644.3
ARIZONA	82.2	67.8	85.1	1.7	1.4	83.9	69.3	369.0	252.2	2,246.5	5.8	3.9	374.8	256.0
ARKANSAS	119.6	83.6	271.7	17.7	9.8	137.2	93.4	457.8	257.0	5,972.4	28.5	13.8	526.4	270.8
CALIFORNIA	416.6	315.9	440.6	45.2	33.4	461.9	349.3	2,156.7	1,244.0	4,569.3	35.6	23.4	2,192.2	1,267.4
COLORADO	46.5	36.5	150.4	41.9	27.4	88.4	63.9	706.6	352.3	6,653.4	80.6	40.1	787.2	392.5
CONNECTICUT	50.2	38.8	76.9	40.6	24.1	90.8	62.9	314.7	160.1	301.8	31.7	15.8	346.3	175.9
DELAWARE	36.8	24.7	20.7	14.2	9.1	51.0	33.9	135.9	69.0	568.1	14.2	7.5	150.2	76.5
FLORIDA	334.3	232.7	563.6	47.8	27.9	382.0	260.6	750.8	362.4	3,932.4	11.5	5.8	762.3	368.2
GEORGIA	198.3	133.3	723.4	104.2	60.8	302.5	194.2	883.4	706.6	6,653.4	30.3	14.7	787.2	392.5
HAWAII	49.1	21.7	14.1	27.0	15.1	76.2	36.8	111.8	55.6	189.5	30.3	14.7	142.1	70.3
IDAH0	80.5	65.3	208.2	8.7	7.0	89.2	72.3	242.6	162.6	2,783.2	27.5	16.3	270.1	178.9
ILLINOIS	470.8	336.9	734.5	11.9	8.2	482.7	345.1	1,860.0	1,244.0	4,569.3	35.6	23.4	2,192.2	1,267.4
INDIANA	123.2	88.5	97.6	62.8	41.1	186.0	129.6	883.4	466.7	3,850.6	90.7	44.2	974.1	510.9
IOWA	133.4	94.7	750.6	18.4	12.6	151.8	107.3	731.9	390.4	13,869.5	22.4	11.4	754.3	401.7
KANSAS	100.5	69.6	320.2	6.0	4.0	106.6	73.6	704.5	355.6	14,989.4	58.8	30.6	763.3	366.2
KENTUCKY	111.4	72.9	81.5	77.6	47.3	189.0	120.2	514.0	264.5	2,594.8	94.0	46.5	608.1	311.1
LOUISIANA	164.9	104.3	85.4	67.6	38.1	232.5	142.4	556.6	276.1	3,092.7	23.6	11.3	580.3	287.4
MAINE	24.6	19.2	86.2	13.3	8.3	38.0	27.4	241.8	124.4	1,220.2	31.7	15.6	273.5	135.9
MARYLAND	133.5	91.2	258.1	81.6	49.2	215.0	140.5	351.6	173.7	1,609.0	9.4	4.8	361.0	178.4
MASSACHUSETTS	175.4	120.4	75.1	84.4	37.9	255.8	158.2	618.8	318.8	632.4	128.2	39.2	747.0	358.1
MICHIGAN	220.5	161.8	415.4	77.5	47.0	298.0	208.8	1,336.4	688.4	11,363.5	86.7	41.3	1,423.2	725.7
MINNESOTA	226.4	157.3	887.3	17.0	10.8	242.4	168.1	880.4	447.2	18,014.5	20.3	10.3	900.6	457.6
MISSISSIPPI	123.8	80.7	396.5	28.0	14.8	151.9	55.5	514.3	252.5	8,880.8	42.1	20.9	556.3	273.3
MISSOURI	195.6	133.4	256.1	89.0	54.9	284.6	188.3	849.5	445.5	10,530.2	169.2	82.5	1,018.7	528.0
MONTANA	60.2	44.8	250.2	26.8	18.0	87.0	62.8	433.3	269.9	5,470.5	42.5	24.0	475.8	293.9
NEBRASKA	103.5	73.8	684.5	3.9	2.6	107.4	76.4	594.5	313.4	9,875.9	46.2	23.9	640.7	337.3
NEVADA	22.1	20.3	85.7	45.7	39.5	67.8	59.8	185.5	162.2	2,131.6	18.6	15.8	204.0	178.0
NEW HAMPSHIRE	20.1	14.4	24.2	5.4	3.8	25.5	18.1	174.8	88.8	541.6	7.2	3.5	181.9	92.3
NEW JERSEY	149.6	101.1	77.4	118.9	66.4	268.5	167.5	529.6	259.2	617.9	71.7	34.4	601.3	293.5
NEW MEXICO	47.4	35.9	113.2	10.8	7.9	58.1	43.8	356.6	232.4	2,884.1	34.8	21.2	391.5	253.5
NEW YORK	553.8	375.0	431.5	118.2	77.7	672.0	452.7	2,351.3	1,128.9	3,896.8	43.1	21.7	2,394.4	1,150.6
NORTH CAROLINA	219.3	152.7	291.0	72.6	45.3	291.9	198.0	733.9	368.3	5,380.3	127.4	62.8	861.4	431.1
NORTH DAKOTA	71.4	50.6	775.7	8.5	6.0	80.0	56.7	401.5	212.6	18,458.2	26.7	15.1	428.2	227.7
OHIO	317.2	205.3	303.5	38.6	27.3	355.7	232.7	1,258.4	643.1	3,164.5	182.0	94.0	1,440.4	737.1
OKLAHOMA	125.1	86.1	307.2	14.0	7.7	139.1	93.7	730.8	374.6	7,432.5	19.9	9.4	750.7	384.1
OREGON	58.9	34.6	127.8	28.4	21.0	87.3	55.7	435.6	279.4	2,513.3	25.8	15.4	461.4	294.8
PENNSYLVANIA	736.9	445.6	335.3	87.9	53.1	824.7	498.7	1,209.4	591.6	2,321.1	107.7	46.6	1,317.1	638.2
RHODE ISLAND	39.9	25.3	45.4	26.1	14.1	66.1	39.4	138.5	69.6	287.8	36.6	17.9	175.1	87.5
SOUTH CAROLINA	83.0	61.2	472.8	23.0	15.9	106.0	77.1	466.1	242.8	9,023.9	30.2	16.2	496.3	259.0
SOUTH DAKOTA	55.9	43.3	480.2	6.6	4.6	62.4	47.9	428.0	242.6	11,765.5	6.7	3.9	434.7	246.5
TENNESSEE	159.9	110.9	328.3	57.5	32.7	217.5	143.7	644.8	326.3	8,630.3	73.6	35.5	718.4	361.8
TEXAS	420.1	282.4	824.9	9.8	7.8	429.9	290.2	2,311.5	1,224.3	22,983.7	13.4	8.2	2,324.9	1,232.5
UTAH	55.6	47.3	193.1	20.8	18.1	76.3	65.3	208.2	151.6	1,902.0	23.3	16.9	231.5	168.5
VERMONT	8.2	6.0	18.7	3.9	2.8	12.0	8.8	142.3	74.4	659.9	19.9	9.6	162.2	84.0
VIRGINIA	179.7	126.2	184.4	46.8	30.8	226.5	157.0	730.8	360.6	4,395.3	58.2	28.2	789.0	388.8
WASHINGTON	62.8	48.9	180.6	12.5	8.7	75.3	57.7	610.2	338.2	4,963.3	27.7	14.5	637.9	352.6
WEST VIRGINIA	99.4	64.2	39.0	38.8	23.1	138.1	87.3	273.1	139.5	1,161.9	44.4	22.2	317.6	161.8
WISCONSIN	85.3	61.3	393.2	57.7	34.1	143.1	55.4	859.2	458.2	8,403.8	66.7	34.0	925.9	492.1
WYOMING	26.1	22.1	92.8	7.0	5.9	33.1	28.0	274.1	193.0	2,976.5	17.4	12.0	291.5	205.0
DIST. OF COL.	37.8	22.1	11.6	4.1	3.1	41.9	25.2	148.9	87.8	151.0	15.7	8.3	164.5	96.0
PUERTO RICO	68.2	44.4	51.2	14.1	8.8	82.3	53.1	228.7	107.6	378.5	36.6	15.7	265.2	123.4
TOTAL	7,825.9	5,430.6	14,729.3	1,992.2	1,249.6	9,818.1	6,680.2	33,821.7	18,154.4	285,955.4	2,566.4	1,327.0	36,388.1	19,481.4

TABLE IV - STATUS OF THE HIGHWAY TRUST FUND
THREE MONTHS ENDED DECEMBER 31, 1976
(Thousands of Dollars)

Balance at beginning of period	\$ 9,008,523
Income:	
Tax Revenue:	
Motor-fuel taxes (4¢ per gal, net after refunds) . . .	\$ 1,220,592
Less motorboat fuel revenue 1/	<u>8,000</u>
Net for highways	\$ 1,212,592
Trucks, buses, and trailers (10% of wholesale price) . .	124,333
Tires, tubes, and tread rubber (5¢ per pound)	165,073
Vehicle use (\$3 per 1,000 pounds over 26,000 pounds) . .	40,399
Parts and accessories, trucks and buses (8% of wholesale price)	34,226
Lubricating oil (6¢ per gallon net after refunds) . . .	22,966
Total excise revenues	\$ 1,599,589
Interest earned	<u>274,076</u>
Total income	\$ 1,873,665
Disbursements:	
For highways	\$ 1,811,685
National Highway Traffic Safety Administration	25,000
Highway safety construction (includes R and D funds) . .	109,166
Trust Fund share other highway programs	<u>6,651</u>
Total disbursements	\$ 1,952,502
Balance at end of period	\$ 8,929,686
Unpaid authorizations (12-31-76) (rounded to millions) . .	<u>22,039,000</u>
Balance less liability for unpaid authorizations	=\$13,109,314

1/ Transferred to the Land and Water Conservation Fund pursuant to Title II, Section 202, Public Law 88-578, effective January 1, 1965.

The Federal share of the Federal-aid highway program (interstate, primary, secondary and urban) is wholly financed by highway users on a pay-as-you-build basis.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590
Official Business
PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
March 21, 1977

FHWA 15-77
(202) 426-0677

More than \$2.943 billion in Federal and State funds was obligated for development highways and local access roads in the 13-State Appalachian Region through the fourth quarter of calendar year 1976, the Department of Transportation announced today. The Federal share was over \$1.695 billion.

Development highways and access roads completed or under construction in the region totaled 2,085 miles as of the end of December 1976, an increase of 24 miles since September 30. Engineering and right-of-way acquisition were underway on an additional 422 miles; design had been approved or hearings held on 152 miles, while locations had been approved and design underway on 133 miles.

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

The Act and subsequent amendments authorize a total of \$2.930 billion for the construction of up to 2,900 miles of development highways and up to 1,400 miles of local access roads. Provided are yearly authorizations of \$175 million for each of the fiscal years 1971 and 1972; \$180 million for each of the fiscal years 1973 and 1974; \$185 million for each of the fiscal years 1975 through 1977; \$250 million for fiscal year 1978; \$300 million for fiscal year 1979; \$300 million for fiscal year 1980; and \$170 million for fiscal year 1981. Participating States include Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia.

The highway program is being carried on by the Appalachian States through the Appalachian Regional Commission, in cooperation with the Federal Highway Administration. Consisting of Governors of the 13 States and a Federal Cochairman appointed by the President, the Commission's primary purpose is to conduct a coordinated attack on the region's most severe economic problems, one of which has long been lack of 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 and Transportation Officials, and approved by the Federal Highway Administration.

Attached are tables which provide breakdowns on the progress on both the Appalachian development highways and local access roads.

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

APPALACHIA HIGHWAY PROGRAM

IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE

AS OF DECEMBER 31, 1976

TABLE 1

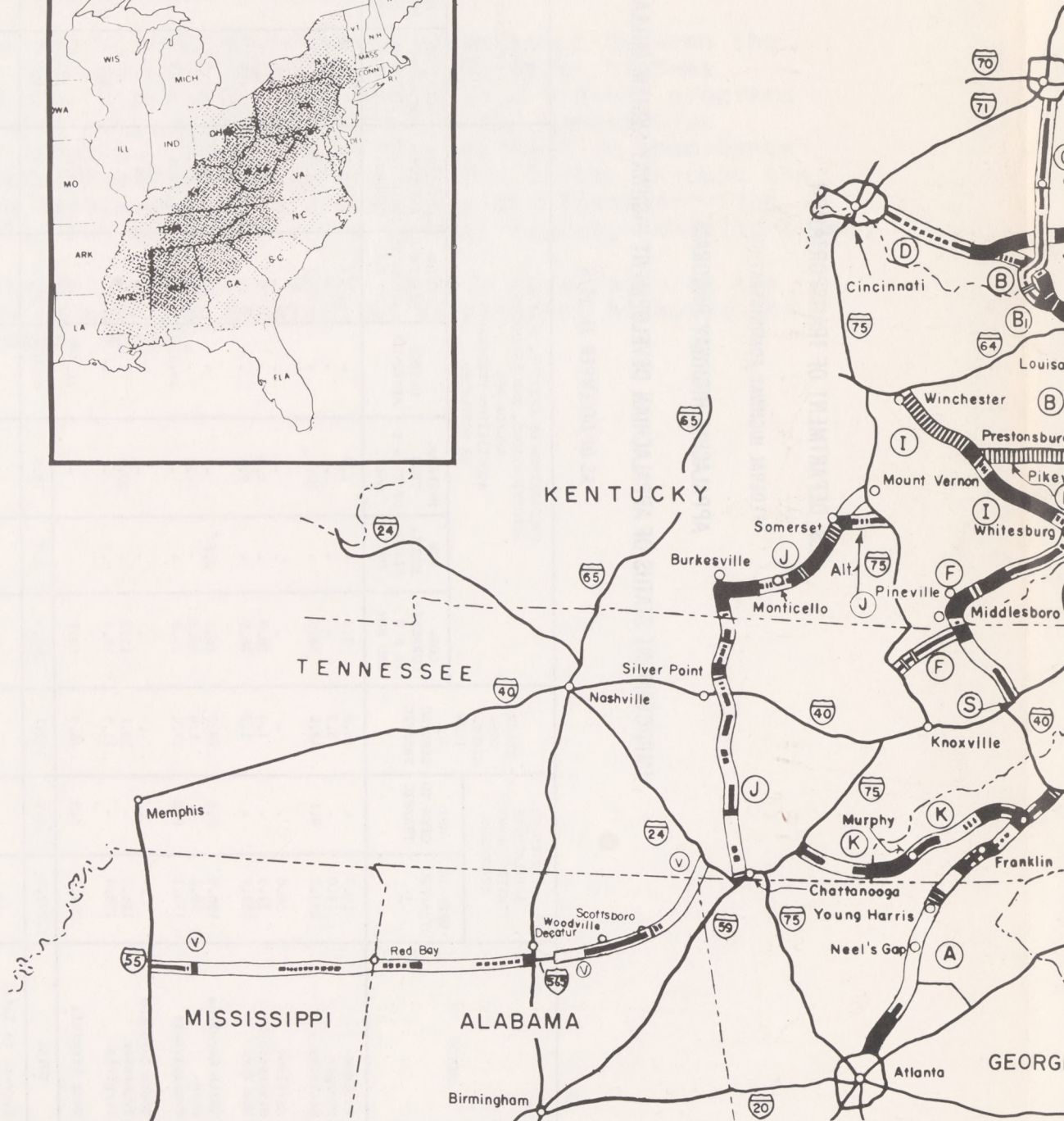
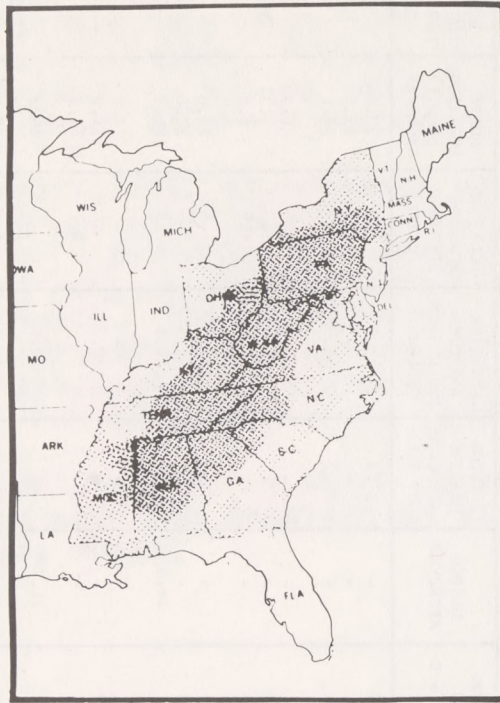
STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS		UNDER CONSTRUCTION NOT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED						DESIGNATED MILEAGE			PARTICIPATING MILEAGE ^{2/}	TOTAL APPALACHIAN DEVELOPMENT MILEAGE
	OPEN TO TRAFFIC ^{1/}	NOT OPEN TO TRAFFIC		CON-CURRENT PS & E AND ROW	ROW ACQUISITION ONLY	PREPARATION OF PS & E ONLY	DESIGN APPROVED	DESIGN HEARING AFFORDED OR HELD	LOCATION APPROVED AND DESIGN UNDERWAY	LOCATION HEARING AFFORDED OR HELD	ROUTE LOCATION STUDIES UNDERWAY	ROUTE LOCATION WORK NOT STARTED		
Alabama	19.3	-	16.0	2.2	-	2.8	-	37.5	13.2	-	50.8	0.2	142.0	155.6
Georgia	24.0	-	5.2	-	-	-	-	-	-	17.5	39.0	-	85.7	88.0
Kentucky	233.1	9.1	48.1	58.0	-	20.1	-	10.2	38.9	-	4.1	-	421.6	584.9
Maryland	50.0	-	-	-	-	-	-	-	-	25.6	6.3	-	81.9	85.9
Mississippi	21.5	-	1.4	18.9	-	4.8	-	-	-	-	5.3	59.5	111.4	111.4
New York	155.9	-	1.2	26.0	-	9.0	-	-	8.8	11.9	6.6	-	219.4	255.4
North Carolina	100.9	0.5	39.0	16.1	2.8	-	-	-	-	1.5	44.6	-	205.4	206.5
Ohio	99.6	-	1.6	48.8	-	21.2	-	-	6.5	-	23.6	-	201.3	293.9
Pennsylvania	134.1	0.6	23.1	24.8	-	-	38.3	43.7	15.9	47.5	126.9	-	454.9	507.5
South Carolina	-	-	-	-	-	-	-	-	-	-	12.2	-	12.2	29.2
Tennessee	126.0	-	28.1	15.3	-	20.9	-	-	28.2	-	111.9	-	330.4	340.9
Virginia	125.6	-	11.5	19.4	0.7	-	-	0.5	-	4.7	31.2	-	193.6	204.0
West Virginia	202.2	4.8	26.9	60.9	-	-	21.7	-	10.1	-	86.3	-	412.9	425.7
TOTAL	1,292.2	15.0	202.1	290.4	3.5	78.8	60.0	91.9	121.6	108.7	548.8	59.7	2,872.7	3,288.9
Percent to Total Under Consideration	45	1	7	10	=	3	2	3	4	4	19	2	100	-

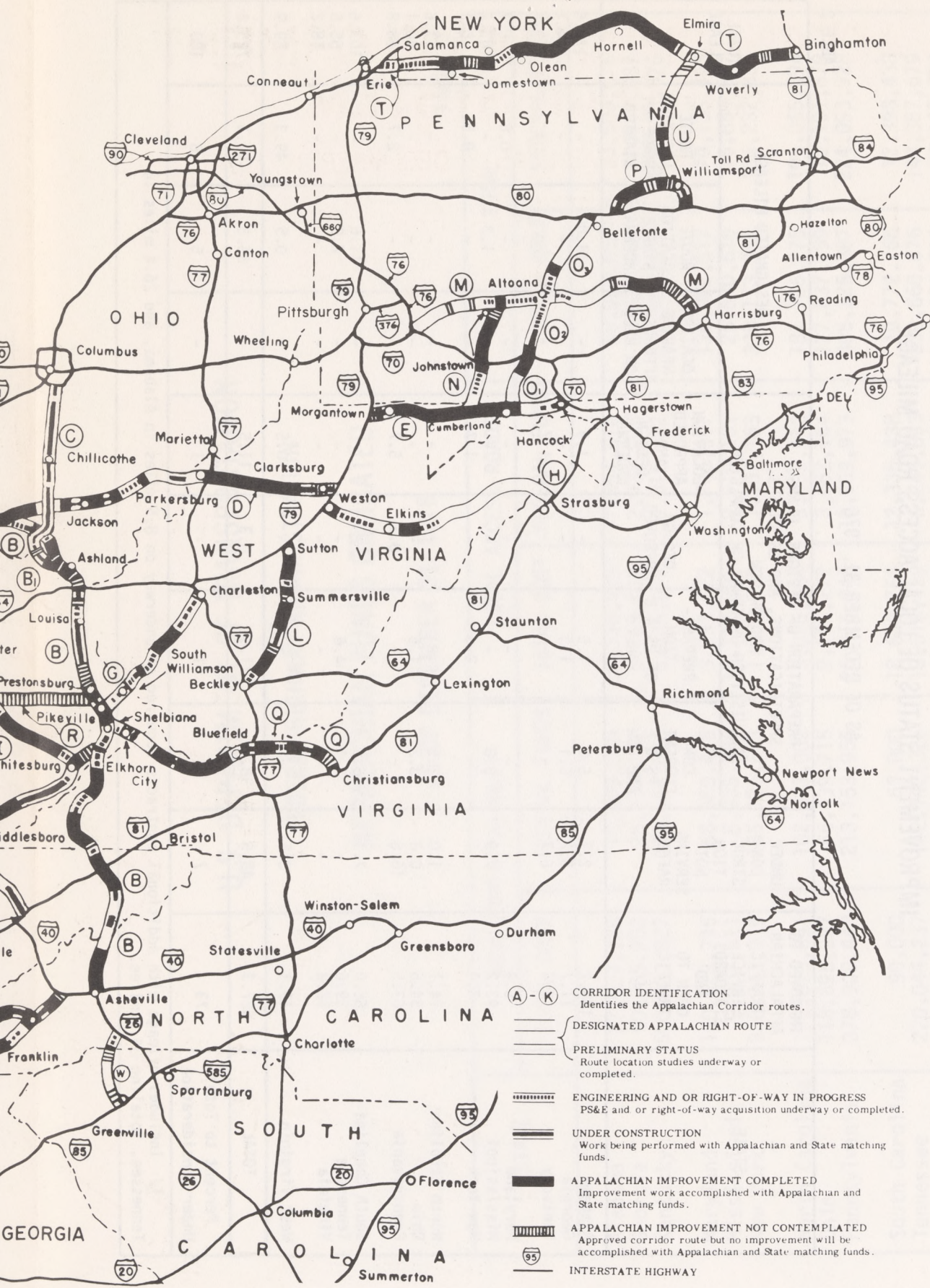
^{1/} Includes mileage with additional contracts required or underway on 19.3 miles in Alabama, 25.6 miles in Kentucky, 6.1 miles in Maryland, 18.5 miles in Mississippi, 9.1 miles in North Carolina, 40.6 miles in Ohio, 90.8 miles in Tennessee, totaling 210.0 miles.

^{2/} From which not to exceed 2,700 miles is to be designated for construction under the Appalachian program.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF DECEMBER 31, 1976





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

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

APPALACHIA HIGHWAY PROGRAM

IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE

AS OF DECEMBER 31, 1976

TABLE 2

STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS AND OPEN TO TRAFFIC <u>1/</u>	UNDER CONSTRUCTION NOT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED				DESIGNATED MILEAGE			TOTAL MILEAGE
			CONCURRENT PS & E AND ROW	PREPARATION OF PS & E ONLY	DESIGN APPROVED	LOCATION APPROVED AND DESIGN UNDERWAY	LOCATION HEARING AFFORDED OR HELD	ROUTE LOCATION STUDIES UNDERWAY	ROUTE LOCATION WORK NOT STARTED	
Alabama	149.2	2.7	5.3	1.5	=	1.9	=	14.0	-	174.6
Georgia	11.7	5.2	6.1	1.3	-	-	-	-	-	24.3
Kentucky	6.8	6.7	-	-	-	1.7	-	-	-	15.2
Maryland	5.9	-	=	=	=	=	-	=	0.8	6.7
Mississippi	93.2	7.9	0.8	-	-	-	-	1.3	-	103.2
New York	3.4	-	-	2.5	-	1.7	-	-	0.5	8.1
North Carolina	14.1	1.0	2.5	=	-	=	-	=	-	17.6
Ohio	34.6	0.8	3.2	1.5	-	-	-	-	-	40.1
Pennsylvania	63.5	16.6	-	-	0.3	5.7	-	-	2.7	88.8
South Carolina	68.0	7.1	16.9	-	-	-	=	11.6	-	103.6
Tennessee	39.6	-	3.4	4.6	-	-	-	7.9	-	55.5
Virginia	18.2	-	-	-	-	-	-	-	-	18.2
West Virginia	19.1	0.5	-	-	-	0.5	-	0.5	49.3	69.9
TOTAL	527.3	48.5	38.2	11.4	0.3	11.5	-	35.3	53.3	725.8
Percent to Total Under Consideration	73	7	5	1	-	1	-	5	8	100

1/ Includes mileage with additional contracts required or underway on 8.5 miles in Alabama, and 26.4 miles in Tennessee, totaling 34.9 miles.

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

APPALACHIAN FUNDS OBLIGATED

AS OF DECEMBER 31, 1976

TABLE 3

STATE	DEVELOPMENT HIGHWAY		LOCAL ACCESS ROADS		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
Alabama	27,627,128	15,849,060	28,338,929	17,654,616	55,966,057	33,503,676
Georgia	50,905,953	28,217,182	5,768,533	2,932,805	56,674,486	31,149,987
Kentucky	500,880,827	318,558,054	6,076,072	4,015,322	506,956,899	322,573,376
Maryland	130,628,795	68,389,426	3,393,722	1,746,017	134,022,517	70,135,443
Mississippi	9,907,811	6,935,466	15,732,805	9,919,161	25,640,616	16,854,627
New York	336,347,919	155,125,673	1,766,062	1,107,163	338,113,981	156,232,836
North Carolina	176,670,891	102,833,082	5,035,384	3,032,512	181,706,275	105,865,594
Ohio	118,695,927	66,439,715	9,141,272	3,662,164	127,837,199	70,101,879
Pennsylvania	378,908,442	213,153,955	26,416,945	10,939,973	405,325,387	224,093,928
South Carolina	90,000	63,000	18,682,766	12,335,438	18,772,766	12,398,438
Tennessee	220,044,237	142,142,326	10,616,439	6,245,353	230,660,676	148,387,679
Virginia	150,586,913	89,635,000	6,765,318	4,492,890	157,352,231	94,127,890
West Virginia	696,469,755	405,222,809	8,058,147	4,998,081	704,527,902	410,220,890
TOTAL	2,797,764,598	1,612,564,748	145,792,394	83,081,495	2,943,556,992	1,695,646,243



DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

TAD-493
NEWS

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
April 1, 1977

FHWA 17-77
(202) 426-0677

The cost of highway construction during the fourth quarter of 1976 rose 0.7 percent above the previous quarter, to 200.4 percent of the 1967 average, the Federal Highway Administration of the U.S. Department of Transportation announced today.

The 0.7 percent increase follows an 0.7 percent decrease during the previous quarter. The composite price index for the fourth quarter is 4.5 percent below that of a year ago.

Compared to the previous quarter, of the six items used to construct the composite price index, three rose, two fell, and one remained practically unchanged. Each of the three structural items increased. Structural steel led the advance with a 9.9 percent rise. During the preceding quarter, structural steel had dropped to its lowest level in two and a half years. Structural reinforcing steel rose 2.9 percent, continuing the rise that began during the previous quarter. Structural reinforcing steel had fallen continuously in each of the seven preceding quarters. The rise in the two steel components, and the 4.5 percent rise in structural concrete boosted the composite price index for structures 5.7 percent above the previous quarter, reversing a two-year downward trend.

The structural index is 14 percent below its high in the third quarter of 1974. Bituminous concrete surfacing dropped 1.7 percent below the previous quarter, Portland cement concrete surfacing dropped less than one-half cent per square yard, and excavation dropped 2.0 percent.

Compared with a year ago, four index components were lower and two higher. Structural steel was 12.2 percent lower, bituminous concrete 10.1 percent lower, and excavation 7.5 percent lower. The price of structural concrete was 7.2 percent higher. Changes in the remaining components were less than 2 percent.

- more -

The composite three-quarter moving index rose 0.3 percent above the preceding quarter but remained 1.8 percent below the level of a year ago. The three-quarter moving index for any quarter is an index for that quarter and the quarter preceding and following it.

Since the end of 1974, quarterly changes in highway construction prices have been very moderate and in 1976, for the first time in 16 years, the annual composite index actually dropped.

Trends in highway construction costs are measured by an index of average contract prices compiled from reports of State highway contract awards for Federal-aid projects.

The composite price index during the past 2 years and the percentage change from the preceding quarter have been as follows:

	(Three-quarter moving index)			
	Quarterly Price Index	Percentage Change	Three-quarter Price Index	Percentage Change
*				
4th quarter, 1974	---	---	208.3	+0.7
1st quarter, 1975	207.3	-1.2	204.1	-2.0
2nd quarter, 1975	199.3	-3.9	202.8	-0.6
3rd quarter, 1975	203.9	+2.3	203.5	+0.3
4th quarter, 1975	209.8	+2.9	204.2	+0.4
1st quarter, 1976	200.3	-4.5	202.7	-0.7
2nd quarter, 1976	200.4	0.0	199.1	-1.8
3rd quarter, 1976	199.0	-0.7	199.7	+0.3
4th quarter, 1976	200.4	+0.7	---	---

*For the three-quarter moving index, these are the middle quarters of the three quarter periods.

The price levels of the component items of the quarterly index in the fourth quarter of 1976, 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 1976	Third Quarter 1976	Fourth Quarter 1975	Third Quarter 1976	Fourth Quarter 1975
	Excavation.....	187.3	191.1	202.6	-2.0
Surfacing					
Portland cement concrete....	207.2	207.3	203.3	0.0	+ 1.9
Bituminous concrete.....	228.3	232.3	253.8	-1.7	-10.1
Composite surfacing.....	217.4	219.4	227.7	-0.9	- 4.5
Structures:					
Reinforcing steel.....	207.4	201.6	211.4	+2.9	- 1.9
Structural steel.....	195.0	177.5	222.0	+9.9	-12.2
Structural concrete.....	201.1	192.4	187.6	+4.5	+ 7.2
Composite structures.....	200.4	189.6	201.9	+5.7	- 0.8
Composite price index.....	200.4	199.0	209.8	+0.7	- 4.5

The U.S. Average contract unit prices for the index items during the various periods shown are:

	Unit	Individual Quarters		Three Quarters	
		3rd Qtr. 1976	4th Qtr. 1976	2nd Qtr. 1976 ^{1/}	3rd Qtr. 1976 ^{2/}
Excavation.....	Cu.Yd.	\$ 1.03	\$ 1.01	\$ 1.04	\$ 1.03
PCC surface.....	Sq.Yd.	9.18	9.17	8.51	8.96
Bit. conc. surf.	Ton	15.02	14.76	14.88	14.66
Str. Reinf.....	Lb.	.264	.271	.253	.259
Str. steel.....	Lb.	.438	.481	.485	.474
Str. concrete...	Cu.Yd.	135.28	141.34	138.90	140.55

^{1/}Weighted average unit prices for the 1st, 2nd, and 3rd quarters of 1976.

^{2/}Weighted average unit prices for the 2nd, 3rd, and 4th quarters of 1976.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
March 25, 1977

FHWA 18-77
(202) 426-0645

Contact: Bill Johnson

DOT PROPOSES LOWER TRUCK, BUS
CLEARANCE, IDENTIFICATION LAMPS

An amendment to the Federal Motor Carrier Safety Regulations (FMCSR) to permit a lower location for clearance and identification lamps on large trucks, buses, and trailers has been proposed by the U.S. Department of Transportation's Federal Highway Administration. The purpose is to provide for greater safety and servicing convenience.

Presently, on van-type vehicle bodies, the clearance and identification lamps are usually mounted 12 to 13 feet above the road and must show both extreme height and width of the vehicle.

The new proposal was prompted by a petition filed by the American Trucking Associations, Inc. (ATA) in 1976 to permit the option of lowering all trailer lamps.

Arguments for lower-mounted lamps include:

-- Low-mounted lights on flat-bed vehicles are more easily cleaned and maintained than high-mounted lights on van body vehicles. Also, high-mounted vehicle lights have proven to be maintenance hazards resulting in ladder slips and falls injuring those servicing the lights.

-- Approximately one-half of all the trailers on the Nation's highways are required to have high-mounted lights; however, recent FHWA night accident data do not show significant differences between vehicles with high- or low-mounted lights, if consideration is given to the number of vehicles in use.

-- Originally, the purpose of high-mounted trailer lamps was to identify large, and possibly slow-moving vehicles, but with the introduction of the 55-mile per hour national speed limit the speed differential has narrowed between the slower trucks and the faster passenger cars.

The proposed optional lamp location would impose no known economic hardship and would not require retrofit on older highway vehicles.

Recently, the National Highway Traffic Safety Administration (NHTSA) published a proposal in the Federal Register (41 FR 52892) to amend its lighting standard--Federal Motor Vehicle Safety Standard (FMVSS) No. 108 (49 CFR 571.108)--which applied to all new motor vehicles. This proposal will prevent any conflict between FMVSS No. 108 and the proposed FHWA amendment to the FMCSR which would apply to motor vehicles engaged in interstate commerce.

Interested persons are invited to submit written data, views, or arguments pertaining to the proposal. All comments should be forwarded to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C. 20590, on or before the close of business April 1, 1977, referring to Docket Number MC-66, Notice Number 77-1.

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Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY
April 6, 1977

FHWA 19-77
(202) 426-0677

Contact: Tom Hyland

CONSUMER ADVISORY

DOT APPROVES NEW
SYMBOLIZED SIGNS

New design standards for several symbol signs used on the Nation's streets and highways were announced today by the U.S. Department of Transportation's Federal Highway Administration (FHWA).

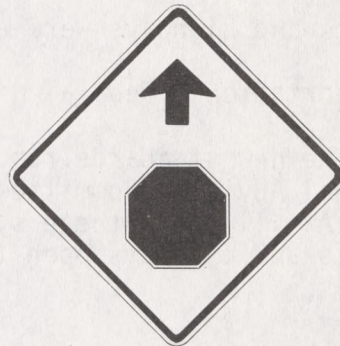
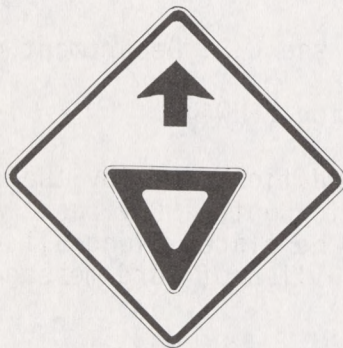
The new standards resulted from recommendations made by the National Advisory Committee on Uniform Traffic Control Devices. Approval by FHWA will allow these symbolized signs to be placed along all streets and highways open to public travel in lieu of word message signs.

Among the design standards approved were the following:

- "Reserved Parking" (for the handicapped) which shows a white stick figure in a wheelchair on a blue panel with a green legend and border and a white background.
- "Handicapped Crossing" which features a black figure on a yellow background.
- "Fire station" showing a black fire truck, legend and border on a yellow background.
- "Stop Ahead" sign featuring a red and white stop sign and a black arrow and border on a yellow background.
- "Yield Ahead" sign featuring a red and white triangular yield sign and a black arrow and border on a yellow background.

Copies of the new standards are available to highway agencies and organizations involved in the fabrication and erection of highway signs. Requests for standards and design layouts should be submitted to the Office of Traffic Operations (HTO-21), Federal Highway Administration, Washington, D.C., 20590, telephone (202) 426-0411.

Examples of the new symbolized signs are shown on the reverse side of this release.



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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

FOR RELEASE WEDNESDAY
April 6, 1977

WASHINGTON, D.C. 20590

DOT ANNOUNCES PROPOSED REGULATIONS TO
SIMPLIFY FEDERAL AID FOR HIGHWAYS

CONTACT: Tom Hyland
FHWA-20-77
(202) 426-0677

In an effort to eliminate unnecessary red tape, the U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced a notice of proposed rulemaking for revising its regulations on Certification Acceptance (CA) and the Secondary Road Plan (SRP). The proposed regulations were contained in the Federal Register of March 29, 1977, and are designed to implement changes in Section 117 of Federal-aid highway statutes which were made by the Federal-Aid Highway Act of 1976.

Except for projects on the Interstate System, CA and SRP are procedures by which States may elect to use State rather than Federal regulations in the performance of Federal-aid highway projects. As proposed, these FHWA regulations would be simpler than those now in effect and would provide State and local governments more flexibility in their administration of federally aided highway projects.

Interested persons and organizations are encouraged to submit written comments, in five copies, concerning these proposed regulations to Docket No. 77-2, Federal Highway Administration, Room 4230, Washington, D.C. 20590, by May 6, 1977. All submissions received on or before that date will be considered prior to issuance of final regulations.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY
April 14, 1977

NEW DOT PUBLICATION TELLS
ALL ABOUT U.S. HIGHWAYS

CONSUMER ADVISORY

FHWA 22-77
(202) 426-0660
Contact: Richard Reilly

"America On The Move!", a new publication which tells the story of the Federal-Aid Highway Program, has just been released by the Department of Transportation's Federal Highway Administration.

The 40-page, illustrated booklet contains chapters on the Federal-Aid Highway Program, How the Program Is Financed, How the Program Operates, and Other Activities of the Federal Highway Administration.

Among the numerous subjects covered are the Interstate, Primary, Secondary and Urban Systems; highway safety; beautification; Economic Growth Centers; rural highway public transportation; financial procedures; the Highway Trust Fund; transportation planning; consideration of social, economic and environmental consequences; public hearings; environmental impact statements; relocation assistance; motor carrier safety; foreign technical assistance; National Highway Institute, and research and development.

Also included is a foreword which details the role played by highways in the development of civilization from the earliest times to the present day.

Printed in 2-colors, "America On The Move!" contains a centerfold map of the 42,500-mile Interstate System, along with an organizational chart of FHWA and a map showing the 9 FHWA field regions.

Individual copies of "America On The Move!" may be obtained free of charge from the Office of Public Affairs, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C. 20590.

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DEPARTMENT OF TRANSPORTATION

NEWS

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY P.M.
APRIL 7, 1977

FHWA 22-77
(202) 426-0648
Contact: Werner Siems

WILLIAM M. COX IS SWORN IN AS
FEDERAL HIGHWAY ADMINISTRATOR

William M. Cox of Madisonville, Kentucky, was sworn in today as Federal Highway Administrator by Secretary of Transportation Brock Adams.

The ceremony was held in the Department of Transportation Headquarters Building in Washington, D.C.

Mr. Cox, 35, was nominated to the post by President Carter on March 31, and was confirmed by the Senate, following a public hearing, on April 5.

As Administrator, Mr. Cox will head up the Federal Highway Administration, the Department of Transportation agency charged with administering the annual multi-billion-dollar Federal-aid highway program.

Prior to his appointment, Mr. Cox had been senior vice-president of the Ligon Specialized Hauler, Inc., of Madisonville, a common carrier trucking firm operating approximately 700 truck-trailers. Previously, he had been special assistant to Kentucky Governor Julian M. Carroll.

Mr. Cox had served as president of the Kentucky Motor Transport Association and as vice-chairman of the Kentucky Public Service Commission.

A native of Madisonville, he received a Bachelor of Arts Degree from the University of Kentucky in 1965.

Mr. Cox is married to the former Edith Ann Pritchett. They have a son, William, Jr., 9, and a daughter, Ann Lowrey, 12.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY
April 20, 1977

FHWA 23-77
(202) 426-0677

A total of 6,775 Federal-aid highway and bridge construction contracts were awarded by State highway departments during 1976, involving a total cost of approximately \$5.2 billion, the U.S. Department of Transportation's Federal Highway Administration announced today.

These figures indicate an increase of 6 per cent in the number of contracts and an 11 per cent decrease in the total dollar amount of contracts, as compared with 1975.

It is estimated the 6,775 contracts will provide employment for more than 544,000 persons. Included are 113,000 onsite jobs, 114,000 offsite jobs, and 317,000 induced jobs. Onsite labor represents the contractors' and subcontractors' employees working at the project site; offsite labor, the contractors' and subcontractors' home office employees and workers producing construction materials and equipment; and induced labor, employment created by the respending of wages and profits (services, housing, food, transportation, utilities, etc.).

The contracts awarded in 1976 averaged about \$771,600 with the median size about \$204,800. They varied from less than \$25,000 to nearly \$50 million, with a good distribution throughout the entire range.

Nineteen per cent of the contracts awarded were for amounts less than \$50,000 and 34 per cent were below \$100,000. Contracts for amounts less than \$500,000 comprised 71 per cent of contracts awarded and 14 per cent 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 approximately 90 per cent on the Interstate System and 70 per cent on all other Federal-aid systems. The funds for the Federal-aid program come from user taxes levied on the highway users.

Summary by Size of Contracts

Calendar Year 1976

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	1,262	18.63	\$ 34,571,800	0.66
50,000 - 99,999	1,033	15.25	76,488,100	1.46
100,000 - 249,999	1,564	23.08	254,624,400	4.87
250,000 - 499,999	976	14.41	348,364,700	6.66
500,000 - 999,999	771	11.38	543,449,500	10.40
1,000,000 - 2,999,999	790	11.66	1,374,888,100	26.30
3,000,000 - 4,999,999	193	2.85	754,645,000	14.44
5,000,000 - and over	186	2.74	1,840,580,600	35.21
Total	<u>6,775</u>	<u>100.00</u>	<u>5,227,612,200</u>	<u>100.00</u>

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
April 25, 1977

DOT TO REVIEW BAN ON DIABETICS
AS DRIVERS OF TRUCKS, BUSES

FHWA 24-77
(202) 426-0645
Contact: Bill Johnson

The U.S. Department of Transportation is re-examining regulations which prohibit insulin-dependent diabetics from driving commercial trucks or buses in interstate or foreign commerce, and is seeking public comment.

An Advance Notice of Proposed Rulemaking has been issued by the Department's Federal Highway Administration (FHWA).

Although the evidence outlined in the Advance Notice is supportive of the present rule, FHWA's Bureau of Motor Carrier Safety decided to conduct a more thorough investigation by inviting interested persons to submit their comments and documentation in the following areas:

-- Should the diabetic who requires insulin be allowed to drive in interstate or foreign commerce?

-- Should the diabetic who requires diet and an oral hypoglycemic agent be allowed to drive in these areas?

-- Should exemptions be considered for insulin-dependent diabetics?

The minimum diabetic requirement has been in effect for six years. During this time advancements in medical technology and existing controls have been reported. In view of these findings, the Juvenile Diabetes Foundation and other interested persons requested the present rule be reviewed for possible regulatory changes.

Comments should be submitted to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C., 20590, on or before May 23, 1977.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
April 26, 1977

NEW DOT STUDY TELLS HOW
TRAFFIC ENGINEERING
CAN HELP SMALL CITIES

FHWA 25-77
(202) 426-0662
Contact: Tom Hyland

Community leaders and citizens must understand and support local programs for improved traffic engineering programs and services if the street networks of small cities and towns are to become safer and more efficient. This is one of the conclusions made in a study just issued by the U.S. Department of Transportation's Federal Highway Administration (FHWA).

Entitled "Traffic Engineering Services for Small Political Jurisdictions," the study was conducted by the American Public Works Association Research Foundation of Chicago, Illinois, under the sponsorship of the FHWA. The study represents survey data collected from 47 States and nearly 400 communities. Communities included in the study range in population from 2,500 to 40,000.

The study identifies various methods for providing traffic engineering services and evaluates those that appear to be the more productive and beneficial. Factors influencing delivery of services such as cost-effectiveness, governmental relationships and constraints and community resources are discussed in detail.

Also included in the study are guides to assist small communities evaluate their current traffic engineering programs and to assist them in obtaining needed services.

According to Howard L. Anderson, FHWA Associate Administrator for Safety, "Implementation of the recommended methods of providing traffic and safety services could significantly increase the level of service and safety in small cities."

State governmental agencies may obtain free copies of the report by contacting the FHWA Division Office for their State. Local governmental units will receive copies directly from the American Public Works Association. Additional copies will be available

through the Technical Development Branch (HHS-12) Office of Highway Safety, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C. 20590.

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DEPARTMENT OF TRANSPORTATION

TAD-493

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY
April 27, 1977

DOT MOVES TO STRENGTHEN
INSPECTION, MAINTENANCE
STEPS FOR TRUCKS, BUSES

FHWA 26-77
(202) 426-0660
Contact: Bill Johnson

The U.S. Department of Transportation is considering rules to strengthen inspection and maintenance procedures required of commercial trucks and buses.

A Notice of Proposed Rulemaking has been issued by the Department's Federal Highway Administration (FHWA).

The action to beef up the inspection and maintenance requirements was initiated by FHWA's Bureau of Motor Carrier Safety (BMCS), partially in response to petitions by the Professional Drivers Council (PROD) and the International Brotherhood of Teamsters.

Other contributing factors include:

- Numerous complaints from commercial drivers about unsafe maintenance practices by their employers.
 - A continuing high percentage of vehicles placed "out-of-service" at roadside inspections by BMCS safety investigators.
 - Vehicle defect-caused accidents that are reported to BMCS.
 - A study made by the University of Michigan Highway Research Institute which identified a definite relationship between accident frequency and the degree of motor carrier preventive maintenance.
- The proposed revisions to the Federal Motor Carrier Safety Regulations would require commercial drivers to:
- Prepare a written "walk-around" pre-trip vehicle inspection report in addition to the presently required post-trip inspection report.
 - Carry the prior 30 days vehicle condition reports on the vehicle.
 - Remedy all needed safety-related defects noted on both pre- and post-trip reports before the vehicle is placed in operation.

-- Certify if no corrections are needed.

The proposal also adds a specific requirement for maintenance of frames, springs, axles, wheels, rims and steering mechanisms, which BMCS field personnel have been inspecting for many years but which were not explicitly identified by the Federal Motor Carrier Safety Regulations as parts and accessories necessary for safe operation.

"These proposed changes would reduce vehicle defect-related accidents resulting from inadequate vehicle inspection, repair and maintenance," said BMCS Director Robert A. Kaye.

Interested persons are invited to submit written data, views or arguments pertaining to the proposal to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C. 20590 on or before the close of business, July 29, 1977 (Docket Number MC-48).

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY

April 26, 1977

PUBLIC COMMENTS SOUGHT ON
TIMETABLE FOR METRIC
CONVERSION ON ROAD SIGNS

FHWA 27-77
(202) 426-0660
Contact: Richard Reilly

The Department of Transportation is seeking comments from the public on a recommended timetable for conversion of highway signs in the United States to the metric system.

This is disclosed by an Advance Notice of Proposed Rulemaking to be published by the Department's Federal Highway Administration (FHWA) in the Federal Register on April 27.

The conversion of highway signs will be the first DOT conversion effort to affect all highway users, vehicle manufacturers, law enforcement officers, and others. The FHWA is striving to develop a coordinated plan for the conversion, and is working, along with other Departmental elements, with representatives of interested groups. The DOT activity is in line with the United States' policy of converting all measurements to the metric system, as provided by the Metric Conversion Act passed by Congress on December 23, 1975.

The Advance Notice was issued to advise the public of preparatory actions being taken by FHWA to publish a 1977 Metric Edition of the Manual on Uniform Traffic Control Devices (MUTCD). The edition, which is being prepared with the advice and assistance of the National Advisory Committee on Uniform Traffic Control Devices, will contain only metric units of measurement and rational metric standards. For example, on sign legends, miles will be replaced with kilometres (km), feet with metres (m) and miles per hour with kilometres per hour (km/h). Sign sizes will be converted from inches to centimetres.

The last edition of the manual, which contains the national standards for traffic control devices (signs, signals and pavement markings), was published in 1971.

The present standards in the manual include units of measurement in the English system for the physical characteristics of the devices, for the location of devices within the highway rights of way, and for distances and speed limits that appear upon the face of signs. These units of measurements will be converted to the metric system in a manner which will result in the least amount of change from the present

English standards. Existing sign sizes in inches will meet or exceed any future metric designs and will not require replacement. For example, a 24x24 inch sign will be converted to an equivalent metric size of 600x600 centimetres reducing the length of the sides by 1.6 percent (24 inches = 609.6 centimetres in exact conversion)

It is also intended that the conversion of existing sign legends to metric system standards, when adopted, will be implemented within reasonable periods of time. For this conversion a proposed timetable has been established by FHWA as follows:

Recommended Timetable for Planning Conversion of U.S.
Traffic Signs to the Metric (SI) System

	<u>Completion</u>
A - Develop Conversion Guidelines	1976
B - Develop Metric Sign Drawings	1977
C - Publish Metric MUTCD	1977
D - Publish Information Program	1978
E - Revision of Pertinent Laws and Regulations	1978
F - Speed Sign Conversion (90 days) (Includes Advisory Speed Plates and Vertical Clearance Warning Signs)	Sept. 30, 1978
G - Warning and Regulatory Signs (Yellow warning signs whose legends contain numbers such as (x) miles or (x) feet to be converted to kilometres and metres)	Sept. 30, 1980
H - Guide signs, mileposts and other advisory signs (Mileage and destination signs to be converted to show kilometres instead of miles)	Sept. 30, 1982

Many signs may be converted by the use of overlays or simple letter and number changes, but in some instances entirely new signs may be necessary.

Between the effective date of the 1977 Metric Edition of the Manual and the conversion dates indicated above, an orderly transition period between use of the present Manual and the new metric standards will be provided to achieve maximum economies and to provide continuity of information.

In regard to the conversion to metric legends, the existing manual would also be considered an official document during the transition period. It is planned to convert all speed signs, advisory speed plates

and vertical clearance warning signs between July 1, 1978, and September 30, 1978, to minimize driver confusion and facilitate law enforcement efforts.

Those desiring to comment on the Advance Notice of Proposed Rule-making are asked to submit their views, data, and arguments in writing, preferably in triplicate, on or before June 11, 1977. Communications should be addressed to FHWA Docket No. 77-7, Room 4230, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C. 20590.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY

May 6, 1977

DOT PROGRAMS ARE IMPROVING
DELIVERY OF SERVICES TO STATES

FHWA 28-77
(202) 426-0662
Contact: Tom Hyland

Computers and electronic fund transfer have helped improve delivery of Federal-aid highway money to State governments as part of an extensive program instituted by the U.S. Department of Transportation's Federal Highway Administration (FHWA).

Under the Federal-aid highway program, reimbursements are made to the States after they incur costs for right-of-way, design and construction efforts.

Continuing escalation of highway construction costs, failure of tax revenues to rise in comparison with construction costs, economic impacts of energy and materials shortages and emphasis on speeding up vital construction programs have all served to create cash flow problems for many State governments. For the past several years, FHWA and the States have been working on ways to overcome a variety of administrative problems to improve the flow of Federal-aid funds and lessen the States' cash flow problems.

One of the most effective means of easing the cash flow problem has been the use of electronic fund transfer (EFT). EFT involves the use of a computer-to-computer link between the Treasury Department's Washington, D.C. disbursing office, which orders payments from the Federal-Aid Highway Trust Fund, and the Federal Reserve Banks in various cities which issue the actual payments to member banks. This process has decreased delivery time by 5 to 7 days over mail delivery.

Other steps adopted by the FHWA for improved delivery of Federal-aid highway funds to the States include:

-- encouraging the States to increase the frequency of claiming reimbursements from the FHWA with payments made from 1 to 5 weeks sooner.

- more -

-- assuring that all eligible participating costs are being claimed by the States.

-- reviewing accounting and billing procedures to develop techniques for prompt voucher preparation with billing time being reduced from 20 to 30 days.

-- reduction of the amounts of eligible Federal-aid costs which are unbilled as a result of State failure to process needed minor additional approval actions.

-- use of telecopier or telefax transmission of data for payment of claims in lieu of or to supplement regular mail service. This speeds issuance of reimbursement 2 to 5 days.

Federal Highway Administrator William M. Cox emphasized that he "was pleased with the degree of Federal-State cooperation represented by these improved procedures. Among the benefits of these procedures," said Cox, "are that the States are now able to carry out more effective cash planning, make more efficient and economical use of cash, and escalate the use of State-matching funds to permit construction at an earlier stage."

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DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

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DOT 512

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U. S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
May 19, 1977

NY-NJ PORT AUTHORITY
TOLL COMMENT ASKED

FHWA 29-77
(202) 426-0660
Contact: Richard Reilly

Federal Highway Administrator William M. Cox announced today that all parties of record would have until June 13 to submit written comments on an Administrative Law Judge's recommendation that tolls on four bridges in the metropolitan New York area be rolled back to 1975 levels.

The Judge's recommendations involved toll increases imposed by the Port Authority of New York and New Jersey on the George Washington Bridge, the Bayonne Bridge, the Goethals Bridge and the Outerbridge Crossing.

Administrative Law Judge John E. Faulk issued a decision May 9 stating that toll increases for the four bridges imposed in 1975 were excessive. He recommended that the toll for passenger cars be reduced from the present \$1.50 to \$1 and that similar reductions take effect for trucks, depending on size.

Under the law, the Federal Highway Administrator has 90 days from the date of the Administrative Law Judge's recommendations (or until August 8) to reach a decision.

The Administrator can accept the recommendations, reject them (and order further hearings), or modify them.

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U. S. Department of Transportation

news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE MONDAY

May 23, 1977

1977 DOT "HIGHWAY AND ITS
ENVIRONMENT" CONTEST OPENS

FHWA 31-77

(202) 426-0644

Contact: Ruth Patrick

The Secretary of Transportation's annual "Highway and Its Environment" awards competition is now accepting entries for the tenth consecutive year.

Conducted by the Department of Transportation's Federal Highway Administration, the awards program gives national public recognition to state, county, and local organizations whose highway and highway-related construction and improvement projects most successfully enhance the visual aesthetic appeal of the highway and protect and preserve its natural environment.

The deadline for entries in the 1977 contest is July 15. Eligible for the competition are any highway or highway-related projects in the United States and its possessions completed since 1970 by state, county, or local agencies; freeway or toll authorities; civic organizations; highway-oriented consultants and contactors; and business and industry. Ineligible are any projects built for federal agencies, and projects which have won awards in any previous DOT "Highway and Its Environment" awards competitions.

The Secretary of Transportation's Awards for Excellence will be presented to outstanding projects in the following categories: The Highway in its Rural Environment, The Highway in its Urban Environment; Major Highway Structural Feature; Safety Rest Area and/or Information Center; Highway-Oriented Public or Private Enterprise Adjacent to the Highway Right-of-Way; Multiple Use of Highway Right-of-Way in Urban or Rural Areas; Sympathetic Treatment of Historic, Cultural, or Natural Environment; Landscape Treatment Along Roadsides and Interchanges; and Motorist Services Adjacent to the Highway Right-of-Way.

"The number and quality of entries in this competition have increased every year since the program's inception in 1968," said Federal Highway Administrator William M. Cox. "I am certain this is because more and more Americans are coming to appreciate the many

economic, social and cultural benefits that derive from the scenic and ecological enhancement of our nation's highways."

"We in the Federal Highway Administration have always believed that a harmonious relationship can exist between highways and their natural surroundings. This annual awards program clearly demonstrates this fact--that highways can be and are compatible with our environment."

Entry forms for the 1977 "The Highway and Its Environment" competition are available by calling or writing to the Office of Engineering, Federal Highway Administration, Washington, D.C. 20590, telephone (202) 426-0314.

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U. S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE THURSDAY
May 26, 1977

DOT ANNOUNCES START OF RESEARCH
PROJECT ON URBAN TRAFFIC MANAGEMENT

FHWA 30-77
(202) 426-0662
Contact: Tom Hyland

Initiation of a new research project dealing with the improvement of traffic management in the Nation's metropolitan areas was announced today by the Department of Transportation's Federal Highway Administration (FHWA).

Entitled Metropolitan Multimodal Traffic Management (MMIM), the new project is designed to encourage better urban transportation programs through the research, development, testing and evaluation of better traffic management procedures. Items to be studied include signal control, route diversion, preferential lane and street assignment, and other traffic management elements affecting efficiency of the urban highway system.

The first study within the MMIM project, "Measures of Effectiveness for Multimodal Urban Traffic Management," involves a 21-month, \$387,000 effort to be conducted under a contract with JHK and Associates of Alexandria, Virginia in association with Peat, Marwick, Mitchell and Company of Washington, D.C.

A three-stage effort, the measures of effectiveness study will involve development of a comprehensive set of objectives for the traffic management process, use of case studies to identify and evaluate basic traffic management procedures for improving people and goods movement in urban areas, and establishment of data collection techniques necessary to evaluate and monitor the effectiveness of various procedures.

According to Federal Highway Administrator William M. Cox, "the anticipated outcome of this initial research effort will be to incorporate the findings in an operational guide for traffic engineers and public officials that will help them solve local traffic management problems."

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U. S. Department of Transportation

news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE THURSDAY

June 2, 1977

DOT RESEARCH REPORT CONFIRMS
55 MPH SPEED LIMIT SAVES LIVES

FHWA 32-77
(202) 426-0662
Contact: Tom Hyland

Fatality rates on the Nation's highways have been substantially reduced as a result of the national 55 mph speed limit established in 1973. This is one of the major findings of a recently published research report by the U.S. Department of Transportation's Federal Highway Administration (FHWA).

Entitled "Safety Aspects of the National 55mph Speed Limit," the research report was prepared under an FHWA contract with the Pennsylvania Transportation Institute of the Pennsylvania State University, University Park, Pennsylvania. The study reflects nationwide data on the various highway systems and a representative sample of 17 States during 1974.

The report indicated that fatality rates under the national 55mph speed limit decreased most on highways where speed limits changed the most, particularly the Interstate Highway System. However, injury rates were not generally below expected rates based on past trends, except that the Interstate Highway System did show a large decrease.

Other matters analyzed in the report included pedestrian fatalities, time of day and day of week for fatal accidents, type of vehicle in fatal accidents, and the relationship between economic indicators and traffic safety.

Federal Highway Administrator William M. Cox cited the report results as "further evidence that enforcement of the 55mph speed limit by the States and observation of the law by motorist is paying off--in terms of lives as well as in energy conservation. While it is not possible to assign exact numerical proportions to the various causes involved in reducing traffic fatalities, the evidence indicated," said Cox, "that the national speed limit and decreased traveling speed have played a substantial role in this achievement."

Copies of the report are being distributed by the FHWA to State highway and traffic safety agencies. The report is also available to the public and interested organizations from the National Technical Information Service, U.S. Department of Commerce, 5285 Port Royal Road, Springfield, Virginia 22161

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U. S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
June 6, 1977

FHWA 33-77
(202) 426-0677

**36.5 PERCENT OF TOTAL COST OF
INTERSTATE STILL TO BE FUNDED**

(Quarterly Report on the
Federal-Aid Highway
Program, March 31, 1977)

Based on the most recent cost estimates, 63.5 percent of the projected total funds needed to complete the 42,500-mile Interstate System had been obligated as of March 31, 1977, the U.S. Department of Transportation reported today.

The latest cost estimates of the Federal Highway Administration show the amount still to be funded as 36.5 percent of the total cost of the system, down from the 37 percent shown in the December 31, 1976, quarterly report. The total cost of the Interstate System is presently estimated at about \$100 billion.

While considerable Interstate System mileage is now open to traffic, a sizable portion of it requires safety or other improvements.

Total Interstate mileage now open to traffic is 38,378 miles or 90.3 percent. Of this total, 10,903 miles are completed or essentially completed. The other 27,475 miles now in use include segments that are either currently under improvement or still require additional development to meet full standards. This additional work generally involves such things as rest areas, lighting, fencing, safety improvement, landscaping, etc.

The 38,378 miles now open include 780 miles put into service in the 12-month period since March 31, 1976. In addition, further major improvements were completed on 153 miles which were already serving traffic.

Active construction or improvement is currently underway on 4,333 miles. This figure includes improvement of 2,608 miles which are already in use and construction of 1,725 new miles, or 4.1 percent of the entire System.



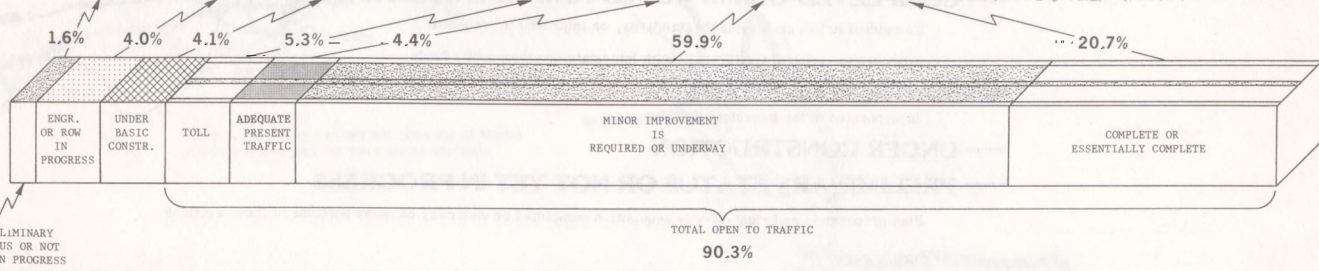
THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF MARCH 31, 1977



TABLE I

STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS ^{1/}	WORK IN PROGRESS NOT OPEN TO TRAFFIC				OPEN TO TRAFFIC					STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER BASIC CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	CONSTRUCTED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS		TOTAL OPEN TO TRAFFIC	TOTAL DESIGNATED SYSTEM MILEAGE ^{2/}	
							ADDITIONAL MINOR IMPROVEMENT IS REQUIRED OR UNDERWAY	COMPLETE OR ESSENTIALLY COMPLETE			
ALABAMA	20.20	59.70	96.70	156.40	-	48.80	674.50	-	723.30	899.90	ALABAMA
ARIZONA	1.00	54.65	73.13	127.78	-	82.33	959.18	2.20	1,043.71	1,172.49	ARIZONA
ARKANSAS	-	2.25	9.32	11.57	-	10.84	500.35	3.58	514.77	526.34	ARKANSAS
CALIFORNIA	-	90.30	37.20	127.50	10.20	96.40	2,045.00	8.70	2,160.30	2,287.80	CALIFORNIA
COLORADO	45.21	50.75	27.74	78.49	-	53.20	738.24	81.31	852.75	976.45	COLORADO
CONNECTICUT	43.82	4.56	4.17	8.73	12.41	50.05	211.55	7.27	281.28	333.83	CONNECTICUT
DELAWARE	-	-	11.47	11.47	14.30	-	12.44	2.40	29.14	40.61	DELAWARE
DIST. OF COL.	5.74	5.54	0.63	6.17	-	2.47	9.80	0.05	12.32	24.23	DIST. OF COL.
FLORIDA	33.40	174.40	45.40	219.80	91.20	13.88	58.68	989.22	1,152.98	1,406.18	FLORIDA
GEORGIA	4.90	8.76	157.87	166.63	-	5.46	107.97	870.18	983.61	1,155.14	GEORGIA
HAWAII	-	11.12	14.81	25.93	-	2.01	4.24	18.82	25.07	51.00	HAWAII
IDAHO	4.62	10.23	16.82	27.05	-	78.08	297.68	204.36	580.12	611.79	IDAHO
ILLINOIS	16.68	38.51	64.61	103.12	154.92	32.68	1,053.88	367.94	1,609.42	1,729.22	ILLINOIS
INDIANA	14.30	-	3.30	3.30	156.90	-	936.69	18.23	1,111.82	1,129.42	INDIANA
IOWA	55.62	3.20	1.05	4.25	3.01	0.16	699.51	26.11	728.09	788.66	IOWA
KANSAS	-	20.30	12.80	33.10	187.70	-	5.60	0.60	788.10	821.20	KANSAS
KENTUCKY	-	8.49	75.04	83.53	-	51.22	596.21	206.49	653.92	737.45	KENTUCKY
LOUISIANA	41.88	18.92	68.67	87.59	-	0.86	512.83	74.58	588.27	717.74	LOUISIANA
MAINE	-	2.25	17.70	19.95	54.48	-	62.26	5.40	291.86	311.81	MAINE
MARYLAND	14.68	8.80	5.30	14.10	53.30	43.07	208.88	25.38	330.63	359.41	MARYLAND
MASSACHUSETTS	4.55	21.43	5.04	26.47	132.83	21.79	179.96	84.29	418.87	449.89	MASSACHUSETTS
MICHIGAN	40.40	13.65	24.90	38.55	5.46	27.63	187.54	877.80	1,098.43	1,177.38	MICHIGAN
MINNESOTA	14.01	63.07	65.94	129.01	-	13.06	763.15	0.69	776.90	919.92	MINNESOTA
MISSISSIPPI	-	4.00	30.30	34.30	-	8.40	635.00	5.50	648.90	683.20	MISSISSIPPI
MISSOURI	-	45.70	26.67	72.37	-	92.00	951.80	30.70	1,074.50	1,146.87	MISSOURI
MONTANA	-	94.14	82.88	177.02	-	190.02	177.01	644.65	1,011.68	1,188.70	MONTANA
NEBRASKA	1.92	-	1.75	1.75	0.22	-	477.20	2.60	480.02	483.69	NEBRASKA
NEVADA	5.00	38.54	32.51	71.05	-	3.13	364.34	96.81	464.28	540.33	NEVADA
NEW HAMPSHIRE	-	20.55	3.08	23.63	21.09	1.42	166.50	6.01	195.02	218.65	NEW HAMPSHIRE
NEW JERSEY	18.20	54.90	9.10	64.00	45.70	15.80	39.60	204.70	305.80	388.00	NEW JERSEY
NEW MEXICO	-	29.91	9.06	38.97	-	47.36	903.52	9.05	960.33	999.30	NEW MEXICO
NEW YORK	24.52	52.79	48.15	100.94	490.78	27.21	302.38	387.81	1,208.18	1,335.64	NEW YORK
NORTH CAROLINA	40.89	45.55	73.14	118.69	-	87.50	581.99	9.58	679.07	838.65	NORTH CAROLINA
NORTH DAKOTA	-	-	-	-	-	37.40	77.20	456.73	571.33	571.33	NORTH DAKOTA
OHIO	10.68	40.11	35.28	75.39	206.20	40.96	1,185.33	19.72	1,452.21	1,538.28	OHIO
OKLAHOMA	3.66	1.41	0.58	1.99	174.04	16.80	109.48	502.68	803.00	808.65	OKLAHOMA
OREGON	15.88	11.80	0.89	12.69	-	7.98	417.69	275.44	701.11	729.68	OREGON
PENNSYLVANIA	12.67	42.46	42.48	84.94	360.18	6.18	1,060.95	41.80	1,469.11	1,566.72	PENNSYLVANIA
RHODE ISLAND	23.66	-	-	-	0.60	3.94	70.01	0.78	75.33	98.99	RHODE ISLAND
SOUTH CAROLINA	4.95	7.29	57.37	64.66	-	-	690.92	2.42	693.34	762.95	SOUTH CAROLINA
SOUTH DAKOTA	-	35.72	23.65	59.37	-	32.22	559.38	27.82	619.42	678.79	SOUTH DAKOTA
TENNESSEE	-	18.00	38.10	56.10	-	0.00	68.90	165.60	989.20	1,045.30	TENNESSEE
TEXAS	26.20	114.96	136.91	251.87	-	255.12	2,607.40	22.22	2,884.74	3,162.81	TEXAS
UTAH	-	171.09	32.23	203.32	-	46.81	332.60	355.67	735.08	938.40	UTAH
VERMONT	-	10.79	16.12	26.91	-	-	82.37	211.28	293.65	320.56	VERMONT
VIRGINIA	48.65	70.08	82.27	152.35	8.30	81.60	225.54	551.61	867.05	1,068.05	VIRGINIA
WASHINGTON	77.03	36.64	18.51	55.15	-	67.27	561.62	0.84	629.73	761.91	WASHINGTON
WEST VIRGINIA	14.01	22.74	23.59	46.33	85.58	6.33	201.95	159.34	453.20	513.54	WEST VIRGINIA
WISCONSIN	-	41.98	21.65	63.63	-	26.02	488.27	-	514.29	577.92	WISCONSIN
WYOMING	-	32.34	39.25	71.59	-	-	111.96	730.08	842.04	913.63	WYOMING
PENDING ^{2/}	6.40	-	-	-	-	-	-	-	-	-6.40	PENDING ^{2/}
TOTAL	682.53	1,714.37	1,725.13	3,439.50	2,269.40	1,852.22	25,459.31	8,797.04	38,377.97	42,500.00	TOTAL



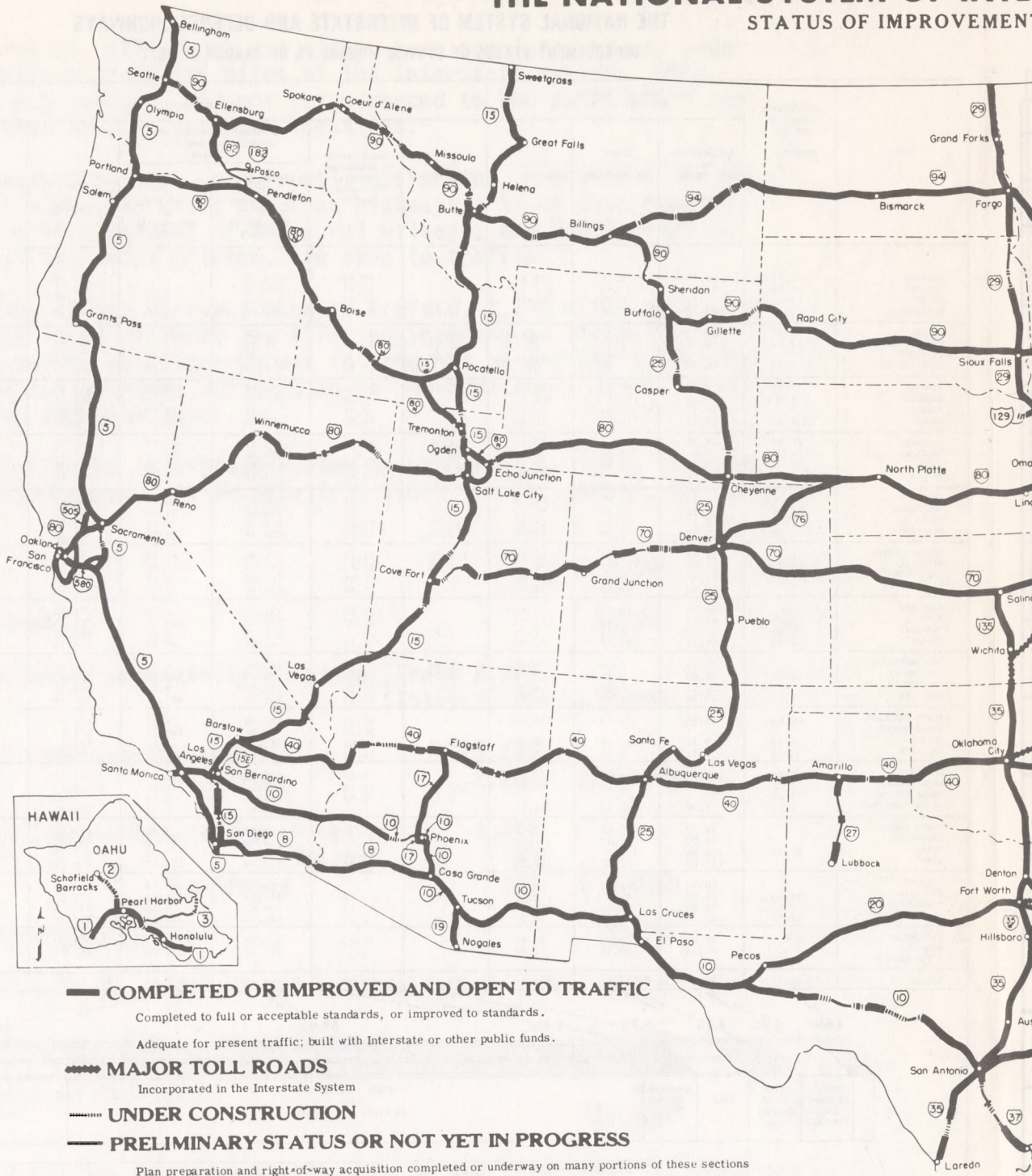
INTERSTATE MILEAGE CHARGEABLE TO SECTION 103(e) (2) OF TITLE 23 USC - (Howard-Cramer Amendment)							
State	Route	Miles	Description	State	Route	Miles	Description
California	I-105	7.00	Century Freeway	Maryland	I-297	7.40	Bowie to Millersville
Connecticut	I-284	1.04	Hartford	"	I-370	0.50	Spur to Washington Grove
"	I-691	6.69	Hartford	Massachusetts	I-93	7.25	SE Expressway - Boston Urban Area
Florida	I-75	43.80	St. Petersburg-Tampa Bypass	"	I-485	13.00	Extension of I-495 to Wareham
Georgia	I-175	35.10	Spur to Albany	New Jersey	I-195	27.30	Trenton-Asbury Park Spur
"	I-420	5.00	In Atlanta	New York	I-390	54.30	Genesee Expressway
"	I-675	7.70	In Atlanta	"	I-590	10.60	Rochester
Louisiana	I-49	145.90	North-South Expressway - Opelousas to Shreveport	Rhode Island	I-895	27.40	From Hope Valley to Mass. State Line
Maryland	I-97	31.20	Capital Beltway to Parolee then North to Baltimore				
"	I-195	1.20	From I-95 to Friendship Airport				
"	I-197	4.20	Spur Route to Annapolis				

^{1/} Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.
^{2/} Total designated system mileage excludes the mileage chargeable to Section 103(e)(2).

^{3/} The "minus" mileage reserve, temporarily indicated, results from System measurements. The final mileage measurements will provide an adequate reserve in all designated routes on the system.

THE NATIONAL SYSTEM OF INTERSTATE HIGHWAYS

STATUS OF IMPROVEMENT



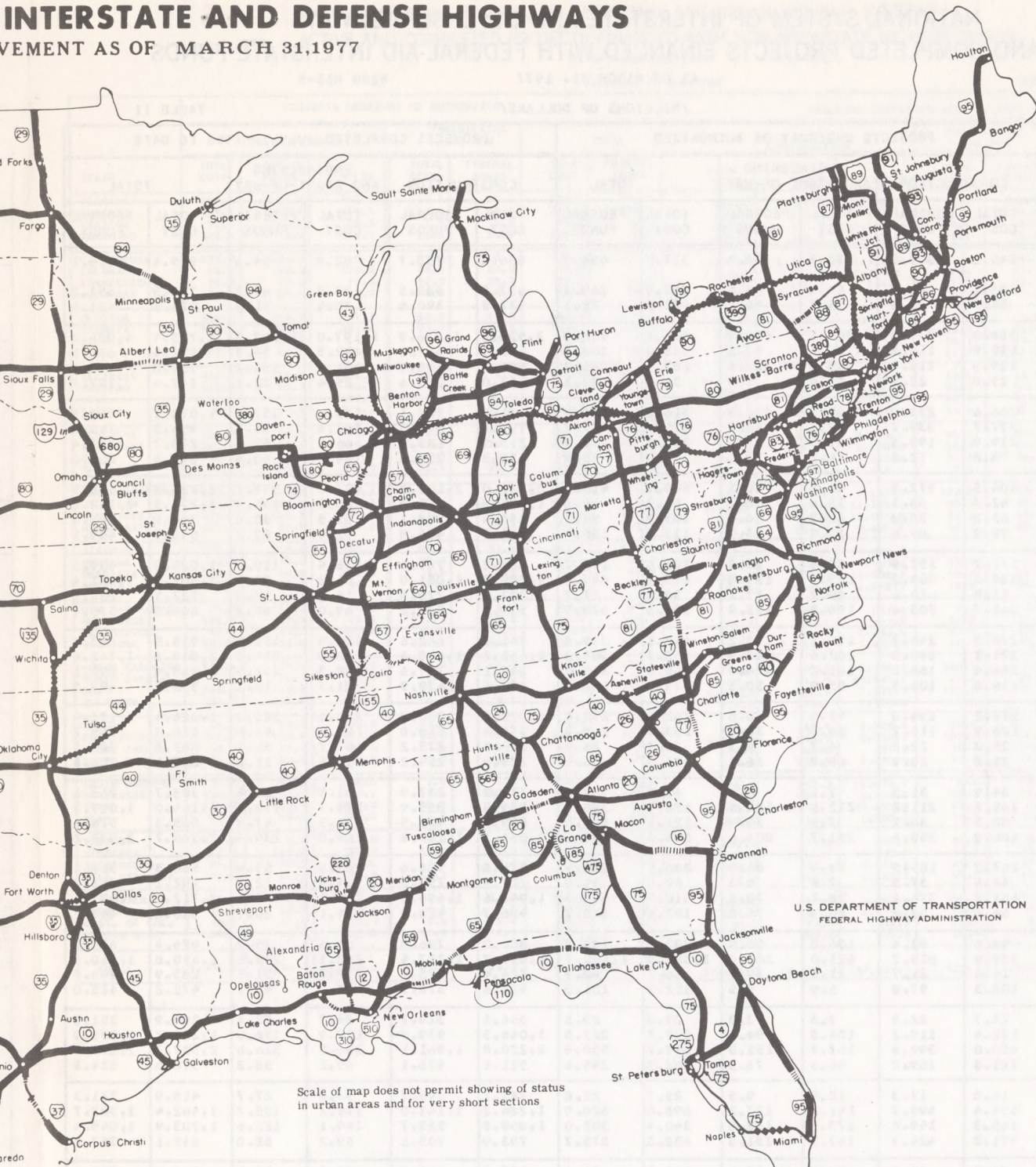
Preliminary Status or Not Yet in Progress
683 Miles

Preliminary Status or Not Yet in Progress	Engineering and Right-of-Way in Progress	Under Basic Construction	Toll	Adequate Present Traffic	Minor Requirements
683 Miles	1,714 Miles	1,725 Miles	2,269 Miles	1,853 Miles	

Total

INTERSTATE AND DEFENSE HIGHWAYS

AVEMENT AS OF MARCH 31, 1977



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

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

<p>INTERSTATE</p>	
<p>Minor Improvement is Required or Underway 25,459 Miles</p>	<p>Complete or Essentially Complete 8,797 Miles</p>
<p>TOTAL 42,500 MILES</p>	
<p>Total Open to Traffic 38,378 Miles</p>	

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

AS OF MARCH 31, 1977

8230 M13=5

/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	340.1	305.8	176.8	158.5	517.0	464.3	856.6	758.7	62.8	54.4	919.4	813.1
ALASKA												
ARIZONA	194.1	184.4	89.4	84.6	283.5	269.1	637.0	583.5	73.5	67.7	710.5	651.2
ARKANSAS	28.9	26.0	51.4	46.1	80.3	72.1	437.5	390.6	36.4	31.2	473.9	421.8
CALIFORNIA	358.9	321.0	507.1	454.9	866.1	775.9	3,536.4	3,076.9	1,197.0	1,007.3	4,733.4	4,084.2
COLORADO	130.9	118.9	52.1	47.5	183.0	166.4	689.9	617.8	62.5	54.3	752.4	672.1
CONNECTICUT	129.3	118.4	138.6	122.6	267.9	241.0	600.1	508.1	156.9	138.2	757.0	646.4
DELAWARE	25.0	22.4	11.0	9.9	36.0	32.3	152.0	135.6	25.4	22.1	177.4	157.7
FLORIDA	266.6	238.9	249.5	210.3	516.1	449.2	893.0	783.1	185.0	157.5	1,078.1	940.5
GEORGIA	377.7	339.7	97.7	88.0	475.4	427.7	793.0	696.3	101.4	89.5	894.3	785.8
HAWAII	219.9	190.8	85.6	73.1	305.5	263.9	213.9	183.9	64.8	55.5	278.7	239.4
IDAHO	78.8	72.8	14.2	13.1	93.0	85.9	276.8	252.6	34.6	30.4	311.4	283.0
ILLINOIS	404.5	372.9	45.5	40.1	449.9	413.0	2,422.0	2,102.2	401.7	344.1	2,823.7	2,446.3
INDIANA	42.3	38.1	18.4	16.7	60.7	54.8	1,088.8	975.8	185.5	166.9	1,274.3	1,142.8
IOWA	63.2	58.3	40.7	36.1	103.9	94.4	645.4	568.1	95.5	80.6	740.9	648.6
KANSAS	99.9	89.6	17.9	16.1	117.8	105.7	461.7	406.9	92.0	82.2	553.7	489.1
KENTUCKY	177.7	157.9	28.9	25.8	206.6	183.7	885.2	787.6	138.9	119.7	1,024.0	907.3
LOUISIANA	339.8	305.2	155.5	139.8	495.2	445.0	1,209.3	1,081.0	91.8	80.4	1,301.1	1,161.4
MAINE	11.0	10.6	19.2	17.1	30.2	27.7	307.4	270.5	14.9	12.9	322.3	283.4
MARYLAND	341.7	303.6	196.5	175.9	538.3	479.5	595.3	514.6	69.0	60.8	664.3	575.4
MASSACHUSETTS	278.0	246.7	170.1	153.2	448.1	399.9	761.1	662.6	174.4	151.0	935.5	813.6
MICHIGAN	271.1	240.3	182.6	163.9	453.7	404.3	1,662.8	1,428.4	368.0	314.0	2,030.8	1,742.4
MINNESOTA	184.4	166.0	161.2	144.9	345.6	310.9	840.1	757.6	148.3	132.5	988.4	890.1
MISSISSIPPI	118.8	106.5	55.9	50.1	174.8	156.6	537.5	479.9	21.3	18.1	558.7	498.0
MISSOURI	219.2	194.8	43.4	38.8	262.6	233.6	1,075.8	950.3	250.6	221.7	1,326.4	1,171.9
MONTANA	126.9	116.2	36.0	32.8	163.0	149.0	574.4	518.8	52.3	46.4	626.7	565.2
NEBRASKA	25.0	22.5	4.7	4.3	29.7	26.7	305.5	273.2	57.7	50.9	363.3	324.1
NEVADA	21.2	20.1	69.8	66.3	91.0	86.4	273.8	254.2	13.4	11.8	287.1	266.1
NEW HAMPSHIRE	34.9	31.5	7.1	6.3	42.0	37.8	271.8	237.9	31.8	27.8	303.7	265.6
NEW JERSEY	245.8	211.2	212.5	185.5	458.4	396.7	984.3	855.9	179.7	159.5	1,164.0	1,015.3
NEW MEXICO	88.5	80.7	33.3	30.9	121.8	111.6	509.1	468.5	54.3	47.8	563.3	516.4
NEW YORK	406.9	355.6	231.7	204.6	638.6	560.2	2,083.7	1,790.8	283.0	239.4	2,366.7	2,030.2
NORTH CAROLINA	207.2	185.5	73.4	63.9	280.6	249.4	576.8	504.6	63.5	55.6	640.3	560.1
NORTH DAKOTA	41.6	37.5	7.4	6.6	49.0	44.0	277.4	250.3	14.8	12.9	292.2	263.2
OHIO	431.8	374.1	78.7	70.8	510.5	445.0	1,943.6	1,694.5	769.2	682.6	2,712.8	2,377.1
OKLAHOMA	58.6	52.7	84.8	76.0	143.4	128.7	486.7	428.0	24.1	20.7	510.8	448.7
OREGON	98.6	92.4	104.0	95.9	202.6	188.3	886.0	796.0	88.4	79.2	974.4	875.2
PENNSYLVANIA	959.9	815.7	423.0	365.0	1,382.9	1,180.7	1,430.7	1,257.4	240.1	203.0	1,670.8	1,460.4
RHODE ISLAND	24.3	21.7	21.8	19.1	46.2	40.7	224.4	195.1	59.5	51.3	283.9	246.5
SOUTH CAROLINA	108.3	97.8	3.9	3.5	112.2	101.3	421.8	378.3	50.5	44.7	472.2	423.0
SOUTH DAKOTA	23.7	22.8	3.3	3.0	27.0	25.8	366.1	329.7	24.7	22.1	390.9	351.8
TENNESSEE	132.4	119.2	104.8	94.3	237.3	213.5	1,046.3	939.9	179.9	158.0	1,226.2	1,097.9
TEXAS	450.0	399.8	167.7	151.0	617.7	550.8	2,220.8	1,961.1	366.5	326.6	2,587.3	2,287.7
UTAH	181.8	169.2	80.6	76.3	262.3	245.6	511.4	476.1	65.2	58.2	576.6	534.3
VERMONT	14.8	13.3	10.9	9.5	25.7	22.8	385.1	343.7	33.8	27.7	418.9	371.3
VIRGINIA	554.4	493.7	141.2	127.2	695.6	620.9	1,286.2	1,147.0	176.2	155.7	1,462.4	1,302.7
WASHINGTON	165.3	149.8	175.1	158.8	340.4	308.6	1,059.9	923.7	144.1	125.6	1,203.9	1,049.4
WEST VIRGINIA	471.0	424.7	167.5	151.0	638.5	575.7	783.9	705.2	59.2	52.0	843.1	757.1
WISCONSIN	70.3	63.5	36.3	32.6	106.5	96.1	485.1	433.9	82.8	73.1	567.9	506.9
WYOMING	21.9	19.8	10.4	9.4	32.3	29.2	477.3	436.8	26.4	23.3	503.7	460.1
DIST. OF COL.	122.5	101.7	69.3	60.6	191.8	162.3	272.6	236.9	61.0	53.3	333.6	290.2
PUERTO RICO												
TOTAL	9,789.5	8,722.0	4,968.7	4,432.4	14,758.2	13,154.3	41,723.2	36,810.0	7,254.1	6,302.0	48,977.3	43,112.0

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

AS OF MARCH 31, 1977

8230 M13-1

/MILLIONS OF DOLLARS/

APR 14 1977

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	153.3	103.9	346.5	65.4	39.3	218.7	143.3	705.6	361.6	8,055.2	62.8	30.7	768.3	392.3
ALASKA	169.6	161.4	238.3	35.9	33.8	205.6	195.2	635.4	578.8	3,697.1	110.6	102.8	746.0	681.6
ARIZONA	72.3	60.5	85.3	1.9	1.6	74.2	62.1	388.7	267.9	2,257.4	5.7	3.9	394.4	271.8
ARKANSAS	108.4	75.9	228.8	18.2	10.1	126.6	86.0	515.5	269.3	6,037.9	28.7	14.0	544.2	283.3
CALIFORNIA	451.9	339.0	889.6	53.6	40.3	505.5	379.3	2,179.7	1,256.5	4,601.3	36.5	24.2	2,216.2	1,280.7
COLORADO	48.7	38.1	179.2	44.4	29.0	93.1	67.1	539.5	311.0	4,356.9	63.6	35.5	603.1	346.5
CONNECTICUT	35.8	28.6	74.6	42.0	25.3	77.7	53.9	329.9	170.8	304.1	31.7	15.8	361.5	186.6
DELAWARE	36.9	25.5	19.8	13.8	8.9	50.7	34.4	142.0	72.5	569.6	14.7	7.8	156.7	80.3
FLORIDA	346.3	246.2	701.3	106.5	29.8	396.7	276.0	773.0	373.4	3,955.0	11.5	5.8	784.5	379.2
GEORGIA	196.6	136.9	881.8	106.9	63.5	303.5	200.4	732.4	365.8	6,709.2	84.2	41.9	816.6	407.7
HAWAII	43.8	20.2	14.1	27.2	15.2	71.0	35.4	111.8	55.6	189.5	30.3	14.7	142.1	70.3
IDAHO	81.7	66.8	208.3	9.1	7.4	90.8	74.2	245.7	164.8	2,804.7	27.5	16.3	273.2	181.1
ILLINOIS	406.1	289.5	591.5	12.3	8.5	418.5	298.0	1,744.2	939.8	9,857.9	70.6	33.9	1,814.8	973.7
INDIANA	126.0	90.7	96.7	63.5	41.8	189.5	132.5	888.2	470.1	3,856.3	91.9	44.9	980.1	515.0
IOWA	122.2	87.5	659.5	19.9	13.6	142.1	101.2	764.3	410.5	14,076.9	22.4	11.4	786.7	421.9
KANSAS	93.6	65.4	324.3	16.1	11.1	109.7	76.4	713.9	361.9	15,027.6	59.0	30.7	772.9	392.6
KENTUCKY	120.7	79.5	88.9	81.5	50.0	202.2	129.5	514.9	265.3	2,595.0	96.4	48.2	611.3	313.4
LOUISIANA	167.8	106.2	118.3	69.5	39.9	237.3	146.1	572.8	287.2	3,108.1	26.8	12.8	599.6	300.0
MAINE	23.5	18.6	57.8	14.8	9.4	38.3	27.9	242.7	125.3	1,222.8	32.4	16.0	275.1	141.3
MARYLAND	145.2	99.9	347.9	83.5	50.6	228.7	150.5	352.5	174.3	1,618.4	9.4	4.8	361.9	179.1
MASSACHUSETTS	165.4	114.2	67.2	90.4	42.1	255.8	156.2	630.9	326.8	643.1	128.2	39.1	759.1	366.0
MICHIGAN	220.7	161.7	450.1	89.3	54.0	309.9	215.7	1,350.9	699.2	11,376.9	89.3	43.3	1,440.2	742.5
MINNESOTA	235.9	164.5	894.7	17.9	11.4	253.8	175.9	886.3	451.0	18,076.8	20.3	10.3	906.6	461.3
MISSISSIPPI	127.0	83.1	410.8	28.0	14.8	155.0	97.9	515.3	252.9	8,885.6	42.5	21.1	557.9	274.1
MISSOURI	201.7	138.5	265.1	92.4	57.4	294.1	195.9	862.4	454.1	10,557.4	172.1	84.5	1,034.5	538.6
MONTANA	98.6	73.3	449.3	29.0	19.7	127.6	93.0	436.4	272.0	5,485.6	43.0	24.4	479.4	296.3
NEBRASKA	85.2	60.5	633.5	4.4	2.9	89.6	63.3	623.7	334.0	10,036.2	46.8	24.2	670.5	358.2
NEVADA	28.0	25.2	84.3	43.9	39.0	72.0	64.3	186.6	163.3	2,148.5	19.9	16.7	206.5	180.0
NEW HAMPSHIRE	19.2	13.8	24.6	6.1	4.3	25.3	18.1	176.4	89.9	547.6	7.2	3.5	183.5	93.4
NEW JERSEY	138.8	95.1	75.6	122.5	69.1	261.3	164.2	544.5	268.1	619.8	72.0	34.6	616.5	302.6
NEW MEXICO	46.1	35.2	105.2	10.8	8.0	56.9	43.2	362.7	236.7	2,898.8	34.8	21.1	397.5	257.8
NEW YORK	587.3	403.6	460.4	122.2	80.7	709.5	484.4	2,383.6	1,148.4	3,932.2	44.5	22.6	2,428.1	1,171.0
NORTH CAROLINA	179.4	125.4	257.9	72.9	45.7	252.2	171.1	781.5	401.0	5,434.4	128.1	63.2	909.7	464.1
NORTH DAKOTA	72.1	51.3	727.5	9.0	6.3	81.1	57.6	408.6	217.0	18,596.1	27.7	15.8	436.3	232.8
OHIO	340.2	223.1	332.0	39.6	28.0	379.8	251.1	1,269.3	648.6	3,171.0	185.5	96.3	1,454.8	744.8
OKLAHOMA	134.7	92.8	324.5	16.0	9.3	150.8	102.1	734.0	376.7	7,451.0	19.9	9.4	753.9	386.1
OREGON	65.0	40.0	140.8	29.0	21.7	94.0	61.7	440.1	285.6	2,528.6	26.3	15.8	466.4	301.4
PENNSYLVANIA	746.7	452.6	377.0	95.0	56.8	841.7	509.5	1,216.4	596.6	2,326.7	107.7	46.6	1,324.1	643.2
RHODE ISLAND	40.7	25.7	38.6	27.0	14.8	67.7	40.5	138.5	69.7	297.2	36.7	18.0	175.3	87.7
SOUTH CAROLINA	81.6	60.2	560.8	26.3	18.1	107.9	78.3	488.2	250.9	9,053.4	30.7	16.6	518.8	267.5
SOUTH DAKOTA	59.5	45.2	536.8	7.0	4.9	66.5	50.1	434.6	247.7	11,876.7	6.7	3.9	441.4	251.6
TENNESSEE	154.8	107.5	328.1	59.6	34.2	214.4	141.7	650.2	330.2	8,638.1	73.7	35.5	724.0	365.7
TEXAS	429.8	289.4	825.0	10.3	8.2	440.1	297.6	2,340.4	1,242.7	23,095.2	14.1	8.7	2,354.5	1,251.4
UTAH	58.0	49.5	205.6	21.7	18.9	79.7	68.3	209.2	152.4	1,905.8	23.3	16.9	232.5	169.4
VERMONT	8.4	6.2	18.6	5.7	4.1	14.1	10.3	142.4	74.5	660.2	20.0	9.6	162.4	84.1
VIRGINIA	207.8	145.6	203.3	48.3	31.9	256.1	177.5	737.3	364.2	4,398.3	58.8	28.6	796.2	392.8
WASHINGTON	64.2	50.2	232.6	13.1	9.1	77.2	59.3	619.1	343.8	5,008.6	27.9	14.6	647.0	358.4
WEST VIRGINIA	92.2	60.3	37.8	39.1	23.3	131.2	83.6	279.2	142.8	1,163.1	44.5	22.3	323.7	165.1
WISCONSIN	105.1	75.7	542.4	56.5	33.5	161.6	109.2	865.7	462.9	8,443.6	68.3	34.9	933.9	497.7
WYOMING	26.4	22.4	104.7	4.1	3.5	30.5	25.8	274.9	193.6	2,978.5	19.9	14.0	294.7	207.7
DIST. OF COL.	38.3	22.4	13.9	4.6	3.4	42.8	25.8	150.5	88.7	151.0	15.9	8.5	166.4	97.2
PUERTO RICO	67.5	43.7	51.3	13.8	8.6	81.3	52.3	231.5	109.2	378.5	36.9	15.9	268.3	125.1
TOTAL	7,876.6	5,498.4	15,932.3	2,085.4	1,316.8	9,962.0	6,815.2	34,463.9	18,577.7	287,665.4	2,610.1	1,356.5	37,074.0	19,934.2

TABLE IV - STATUS OF THE HIGHWAY TRUST FUND
(Thousands of Dollars)

	1/1/77-3/31/77	10/1/76-3/31/77
Balance at beginning of period	\$ 8,929,686	\$9,008,523
Income:		
Tax Revenue:		
Motor-fuel taxes (4¢ per gal. net after refunds)	\$ 1,140,785	\$2,361,377
Less motorboat fuel revenue 1/	8,000	16,000
Net for highways	\$ 1,132,785	\$2,345,377
Trucks, buses, and trailers (1% of wholesale price)	155,408	279,741
Tires, Tubes (Highway 10¢, Other 5¢/lb.) Tread Rubber (5¢/lb.)	186,908	351,081
Vehicle use (\$3 per 1,000 pounds over 26,000 pounds)	26,412	66,811
Parts and accessories, trucks and buses (8% of wholesale price)	41,627	75,853
Lubricating oil (6¢ per gallon, net after refunds)	2,108	25,074
Total excise revenues	\$ 1,544,348	\$3,143,937
Interest earned	2,494	276,570
Total Income	\$ 1,546,842	\$3,420,507
Disbursements:		
For highways	\$ 907,333	\$2,719,018
National Highway Traffic Safety Administration	21,500	46,500
Highway safety construction (includes R and D funds.)	91,505	200,671
Trust Fund share other highway programs	3,328	10,502
Total disbursements	\$ 1,024,189	\$2,976,691
Balance at end of period	9,452,339	\$9,452,339
Unpaid authorizations (3-31-77) (rounded to millions)	21,018,000	
Balance less liability for unpaid authorizations	-\$11,565,661	

1/ Transferred to the Land and Water Conservation Fund pursuant to Title II, Section 202, Public Law 88-578, effective January 1, 1965.

The Federal share of the Federal-aid highway program (interstate, primary, secondary and urban) is wholly financed by highway users on a pay-as-you-build basis.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590
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FOR RELEASE TUESDAY

June 7, 1977

HIGHWAY CONSTRUCTION
COSTS RISE SLIGHTLY

FHWA 34-77
(202) 426-0677

The cost of highway construction during the first quarter of 1977 rose 0.9 per cent above the previous quarter, to 202.2 per cent of the 1967 average, the Federal Highway Administration of the U.S. Department of Transportation announced today.

The 0.9 per cent increase follows a 0.7 per cent increase during the previous quarter. The composite price index for the first quarter is 0.9 per cent above that of a year ago.

Compared with the previous quarter, of the six items used to construct the composite price index, three rose and three fell. Structural steel led the advance with a 16.8 per cent rise, and was the prime factor for the rise in the composite index. Structural reinforcing steel and structural concrete dropped 3.3 and 1.2 per cent respectively, but were unable to offset the rise in structural steel and to keep the structural index from rising 3.6 per cent.

The composite surfacing index dropped 2.2 per cent, reflecting a 5.2 per cent decrease in Portland cement concrete surfacing and a modest 0.8 per cent rise in bituminous concrete. Excavation rose 1.3 per cent.

Highway construction prices since the second quarter of 1974 have been very stable. During this 2 3/4-year period, the composite index increased only 0.4 per cent. During the same period, the Consumer Price Index rose 22 per cent and the Wholesale Price Index increased 23 per cent.

Compared with a year ago, four index components rose and two declined. All three structural index components rose, placing the structural index 4.1 per cent above a year ago. The surfacing index was 0.2 per cent higher, reflecting a 12.0 per cent rise for Portland cement concrete surfacing and an 8.6 per cent drop for bituminous concrete. Excavation fell 1.1 per cent below a year ago.

The composite three-quarter moving index for the fourth quarter of 1976 rose 0.5 per cent above the preceding quarter but remained 1.7 per cent below the level of a year ago. The three-quarter moving index for any quarter is an index for that quarter and the quarter preceding and following it. The largest increase occurred in structural steel, the price of which increased 4.6 per cent above the previous quarter. There were no significant changes in the other five index items. It appears at this point in time that there will be no rapid price inflation in 1977 unless oil prices should suddenly rise.

Trends in highway construction costs are measured by an index of average contract prices compiled from reports of State highway contract awards for Federal-aid projects.

The composite price index during the past 2 years and the percentage change from the preceding quarter have been as follows:

	(Three-quarter moving index)			
	Quarterly Price Index	Percentage Change	Three-quarter Price Index	Percentage Change
*				
1st quarter, 1975	---	---	204.1	-2.0
2nd quarter, 1975	199.3	-3.9	202.8	-0.6
3rd quarter, 1975	203.9	+2.3	203.5	+0.3
4th quarter, 1975	209.8	+2.9	204.2	+0.4
1st quarter, 1976	200.3	-4.5	202.7	-0.7
2nd quarter, 1976	200.4	0.0	199.1	-1.8
3rd quarter, 1976	199.0	-0.7	199.7	+0.3
4th quarter, 1976	200.4	+0.7	200.6	+0.5
1st quarter, 1977	202.2	+0.9	---	---

*For the three-quarter moving index, these are the middle quarters of the three quarter periods.

The price levels of the component items of the quarterly index in the first quarter 1977, 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 1977	Fourth Quarter 1976	First Quarter 1976	Fourth Quarter 1976	First Quarter 1976
	Excavation.....	189.8	187.3	192.0	+ 1.3
Surfacing					
Portland cement concrete....	196.3	207.2	175.3	- 5.2	+12.0
Bituminous concrete.....	230.1	228.3	251.8	+ 0.8	- 8.6
Composite surfacing.....	212.6	217.4	212.3	- 2.2	+ 0.2
Structures:					
Reinforcing steel.....	200.5	207.4	191.8	- 3.3	+ 4.5
Structural steel.....	227.8	195.0	220.0	+16.8	+ 3.5
Structural concrete.....	198.6	201.1	190.2	- 1.2	+ 4.4
Composite structures.....	207.6	200.4	199.3	+ 3.6	+ 4.1
Composite price index.....	202.2	200.4	200.3	+ 0.9	+ 0.9

The U.S. Average contract unit prices for the index items during the various periods shown are:

	Unit	Individual Quarters		Three Quarters	
		4th Qtr. 1976	1st Qtr. 1977	3rd Qtr. 1976 ^{1/}	4th Qtr. 1976 ^{2/}
Excavation.....	Cu.Yd.	\$ 1.01	\$ 1.03	\$ 1.03	\$ 1.02
PCC surface.....	Sq.Yd.	9.17	8.69	8.96	9.06
Bit. conc. surf. Ton		14.76	14.88	14.66	14.89
Str. Reinf.....	Lb.	.271	.262	.259	.266
Str. steel.....	Lb.	.481	.562	.474	.496
Str. concrete... Cu.Yd.		141.34	139.60	140.55	138.61

^{1/}Weighted average unit prices for the 2nd, 3rd, and 4th quarters of 1976.

^{2/}Weighted average unit prices for the 3rd and 4th quarters of 1976 and 1st quarter of 1977.

U. S. Department of Transportation

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Washington, D.C. 20590
FOR 2 PM RELEASE WEDNESDAY
June 8, 1977

KARL S. BOWERS SWORN
IN AS DEPUTY FEDERAL
HIGHWAY ADMINISTRATOR

FHWA 35-77
(202) 426-0662
Contact: Richard Reilly

Karl S. Bowers, who has been Commissioner of the South Carolina State Highway Department, was sworn in today as Deputy Federal Highway Administrator.

The oath of office was administered by Secretary of Transportation Brock Adams at a ceremony in the Department of Transportation Headquarters Building in Washington, D.C.

As Deputy Administrator, Mr. Bowers, 35, becomes the number two official in the Department's Federal Highway Administration, which is headed by Administrator William M. Cox.

While serving as South Carolina's State Highway Commissioner, Mr. Bowers also operated an insurance and real estate business in Estill, South Carolina. Previously, he had served as Judge of Magistrate's Court for Hampton County, S.C., and had been an account executive with Radio Station WSAV in Savannah, Ga.

Born October 31, 1941, he is a graduate of Virginia Southern College, Roanoke, Va., and also attended the University of South Carolina and Armstrong College in Savannah. He served in the U.S. Air Force from 1961 to 1962.

Mr. Bowers is a Judicial Associate of the American Bar Association; a Life Member of the South Carolina Magistrate's Association, and Chairman Emeritus of the South Carolina Highway Commission.

He is married to the former Susan Davis, and they have three sons, Karl, Jr., 11, Tim, 8, and Neal, 5.

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Washington, D.C. 20590



FOR RELEASE FRIDAY
June 24, 1977

DOT DROPS PROPOSAL TO
CHANGE ROAD SIGNS TO
METRIC SYSTEM

FHWA 37-77
(202) 426-0660
Contact: Richard Reilly

Federal Highway Administrator William M. Cox today announced that the Department of Transportation's Federal Highway Administration will not pursue a proposal to convert the Nation's highway signs to the metric system.

"There simply was too much opposition to the proposal from the general public," he said.

On April 27 and 29, 1977, the Federal Highway Administration issued an advance notice of proposed rulemaking, inviting the public to comment on a recommended timetable for conversion to the metric system, and to advise the public that FHWA was contemplating revising the Manual on Uniform Traffic Control Devices to establish metric standards for traffic control devices.

"More than 5,000 comments were received," Administrator Cox disclosed, "and about 98 percent of them were negative."

In light of such overwhelming sentiment, he said, "the Federal Highway Administration has determined that it would be inappropriate to issue a regulation converting the Manual on Uniform Traffic Control Devices to metric standards."

He added that FHWA is closing its Docket No. 77-7 without further action and does not intend to institute additional rulemaking proceedings on the subject of conversion of traffic control devices to the metric system.

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