

# U. S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE THURSDAY  
July 7, 1977

FHWA 38-77  
(202) 426-0677  
Contact: Ruth Ann Patrick

## FREE CARPOOL POSTER AVAILABLE

Noah and the Ark animals are featured on a colorful carpool poster available free in limited quantities upon request from the Department of Transportation's Federal Highway Administration.

These appealing cartoon characters encourage commuters to "kalaka" (Babylonian for "carpool") because, as they say, "We have it on high authority that sharing the ride is a very good idea."

The poster was developed by the Pima Association of Governments (Tucson, Arizona) to accompany TV public service announcements with the "kalaka" theme created by the Advertising Council as part of the Department of Transportation's "Double Up, America!" campaign. Limited quantities of the poster (in two sizes: 8" x 11" and 17" x 22") are available upon request from the Federal Highway Administration Regional Offices in Albany, Baltimore, Atlanta, Homewood (Illinois), Fort Worth, Kansas City (Missouri), Denver, San Francisco, and Portland. Request must include number and size of posters wanted.

Copies are also available from the Federal Highway Administration, Office of Public Affairs (HPA-1), Washington, DC 20590, telephone (202) 426-0677.

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**W**e have it on high  
authority that sharing the ride  
is a very good idea.



**\* Babylonian for CARPOOL**

U. S. DEPARTMENT OF TRANSPORTATION/Federal Highway Administration in cooperation with the Advertising Council and the Pima Association of Governments in Tucson, Arizona

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

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# U. S. Department of Transportation

# news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE MONDAY  
July 11, 1977

FHWA 39-77  
(202) 426-0677

The Department of Transportation today announced that more than \$2.954 billion in Federal and State funds was obligated through the first quarter of calendar year 1977 for development highways and local access roads in the 13-State Appalachian Region. The Federal share was \$1,703 billion.

Development highways and access roads completed or under construction in the region totaled 2,099 miles as of the end of March 1977, an increase of 14 miles since December 31, 1976. Engineering and right-of-way acquisition was underway on an additional 444 miles; design had been approved or hearings held on 123 miles, while locations had been approved and design underway on 147 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. 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 MARCH 31, 1977

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 <sup>2/</sup>	TOTAL APPALACHIAN DEVELOPMENT MILEAGE
	OPEN TO TRAFFIC <sup>1/</sup>	NOT OPEN TO TRAFFIC		CONCURRENT 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	4.7	11.3	2.2	-	2.8	16.3	21.2	13.2	-	50.8	2.5	144.3	155.6
Georgia	29.2	-	-	-	8.4	-	-	-	9.1	-	39.0	-	85.7	88.0
Kentucky	233.1	9.1	50.7	55.4	-	20.1	-	10.2	41.5	-	1.5	-	421.6	584.9
Maryland	50.0	-	-	-	-	-	-	-	-	25.6	6.3	-	81.9	85.9
Mississippi	24.7	-	1.4	16.0	-	4.8	-	-	-	-	5.3	59.5	111.7	111.7
New York	155.9	-	1.2	26.0	-	9.0	-	-	8.8	11.9	6.6	-	219.4	255.4
North Carolina	100.9	.5	39.0	16.1	2.8	-	-	-	-	9.0	37.1	-	205.4	206.5
Ohio	99.6	-	1.6	48.8	-	21.2	-	-	6.5	-	23.6	-	201.3	293.9
Pennsylvania	136.0	.6	19.4	24.5	-	9.5	28.8	43.7	15.9	47.5	126.9	-	452.8	505.4
South Carolina	-	-	-	-	-	-	-	-	-	-	11.0	-	11.0	28.0
Tennessee	132.5	-	28.1	8.8	-	20.9	-	-	28.2	-	111.9	-	330.4	340.9
Virginia	125.6	-	15.1	15.8	0.7	-	-	0.5	-	4.7	31.2	-	193.6	204.0
West Virginia	202.2	4.8	26.9	80.9	-	-	-	1.7	10.1	-	86.3	-	412.9	426.2
TOTAL	1,309.0	19.7	194.7	294.5	11.9	88.3	45.1	77.3	133.3	98.7	537.5	62.0	2,872.0	3,286.4
Percent to Total Under Consideration	46	1	7	10	=	3	2	3	5	3	19	2	100	=

<sup>1/</sup> Includes mileage with additional contracts required or underway on 19.3 miles in Alabama, 5.2 miles in Georgia, 25.6 miles in Kentucky, 6.1 miles in Maryland, 21.7 miles in Mississippi, 40.6 miles in Ohio, 97.3 miles in Tennessee, totaling 215.8 miles.

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

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

APPALACHIAN HIGHWAY PROGRAM

IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE

AS OF MARCH 31, 1977

TABLE 2

STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS AND OPEN TO TRAFFIC <u>1/</u>	UNDER CON-STRUC-TION NOT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED				DESIGNATED MILEAGE			TOTAL MILEAGE
			CON-CURRENT PS & E AND ROW	PREPARA-TION 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	13.1	3.8	6.1	1.3	-	-	-	-	-	24.3
Kentucky	6.8	6.6	-	-	-	1.7	-	-	-	15.1
Maryland	5.7	-	-	-	-	-	-	-	0.8	6.5
Mississippi	93.2	7.9	0.8	-	-	-	-	1.3	-	103.2
New York	3.4	-	-	2.5	-	<u>2/</u> 1.7	-	0.5	-	8.1
North Carolina	14.1	1.0	2.5	-	-	0.2	-	-	-	17.8
Ohio	34.6	0.8	3.2	1.5	-	-	-	0.9	-	41.0
Pennsylvania	71.2	8.9	-	-	0.3	7.3	-	-	2.7	90.4
South Carolina	68.0	7.1	16.9	-	-	-	-	22.6	-	114.6
Tennessee	39.6	-	3.4	4.6	-	-	-	7.9	-	55.5
Virginia	17.1	1.1	-	-	-	-	-	-	-	18.2
West Virginia	19.1	0.5	-	-	-	0.5	-	0.5	49.6	70.2
TOTAL	535.1	40.4	38.2	11.4	0.3	13.3	-	47.7	53.1	739.5
Percent to Total Under Consideration	73	6	5	1	-	2	-	6	7	100

1/ Includes mileage with additional contracts required or underway on 8.5 miles in Alabama, 1.4 miles in Georgia, and 26.4 miles in Tennessee, totaling 36.3 miles.

2/ Status of 0.4 miles in New York is DESIGN HEARING APPROVED OR HELD.

# U.S. DEPARTMENT OF TRANSPORTATION

## FEDERAL HIGHWAY ADMINISTRATION

### APPALACHIAN FUNDS OBLIGATED

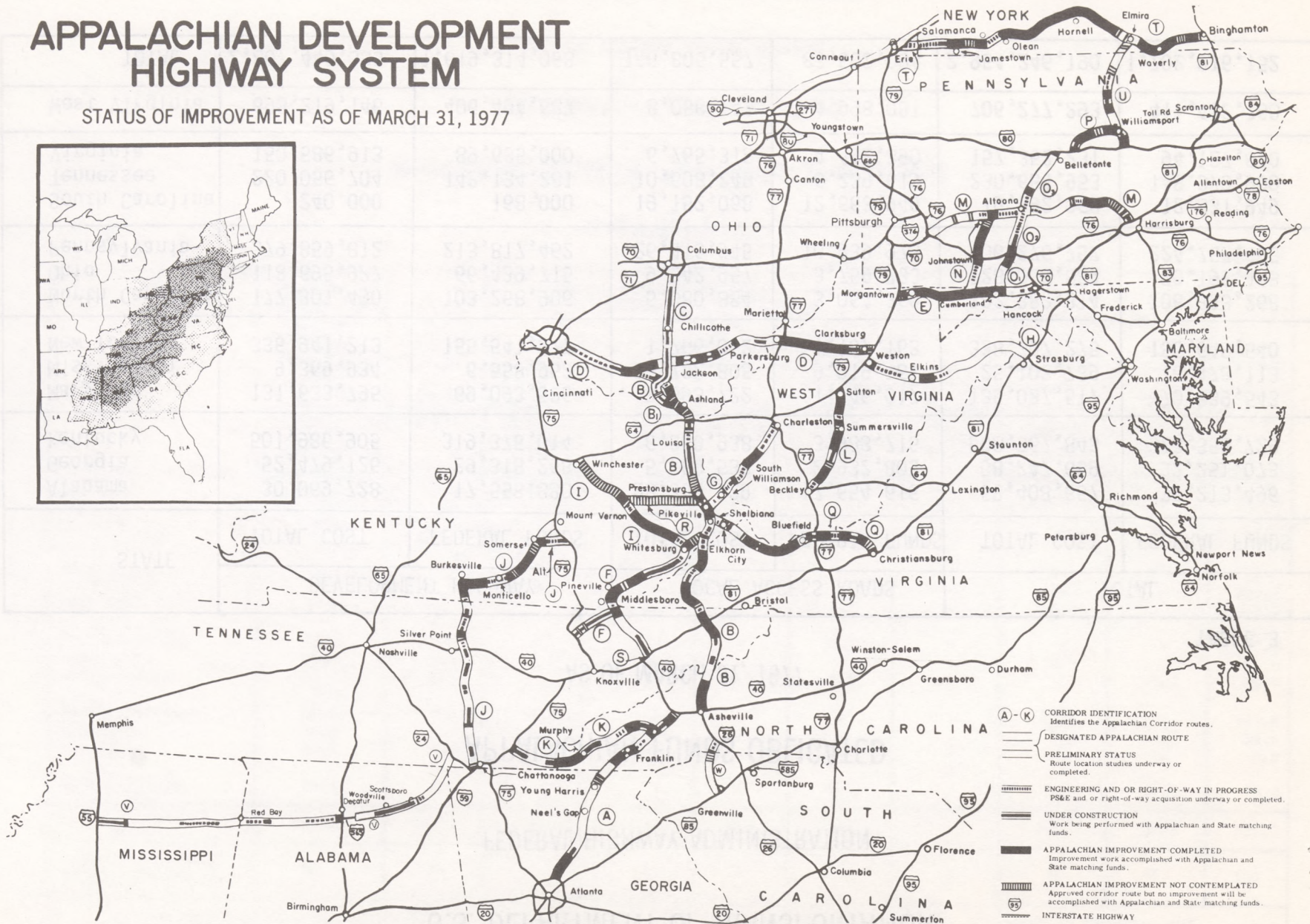
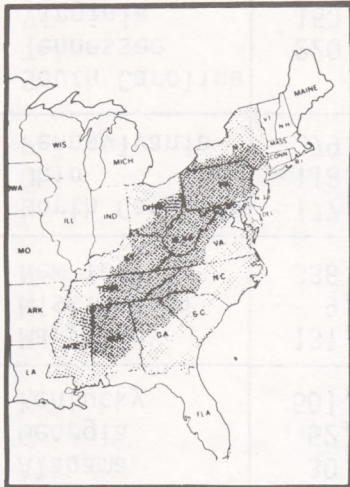
AS OF MARCH 31, 1977

TABLE 3

STATE	DEVELOPMENT HIGHWAY		LOCAL ACCESS ROADS		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
Alabama	30,069,728	17,558,880	28,338,929	17,654,616	58,408,657	35,213,496
Georgia	52,479,126	29,318,268	5,768,533	2,932,805	58,247,659	32,251,073
Kentucky	501,986,905	319,375,014	6,380,938	3,983,715	508,367,843	323,358,729
Maryland	131,633,795	69,093,526	3,393,722	1,746,017	135,027,517	70,839,543
Mississippi	9,369,934	6,558,952	15,732,805	9,919,161	25,102,739	16,478,113
New York	336,941,213	155,541,377	1,766,062	1,107,163	338,707,275	156,648,540
North Carolina	177,301,430	103,268,906	5,080,884	3,064,362	182,382,314	106,333,268
Ohio	118,695,927	66,439,715	9,342,957	3,759,733	128,038,884	70,199,448
Pennsylvania	379,859,812	213,817,462	26,416,945	10,939,973	406,276,757	224,757,435
South Carolina	240,000	168,000	19,152,068	12,663,949	19,392,068	12,831,949
Tennessee	220,056,704	142,134,281	10,608,249	6,239,619	230,664,953	148,373,900
Virginia	150,586,913	89,635,000	6,765,318	4,492,890	157,352,231	94,127,890
West Virginia	698,219,146	406,404,687	8,058,147	4,998,081	706,277,293	411,402,768
TOTAL	2,807,440,633	1,619,314,068	146,805,557	83,502,084	2,954,246,190	1,702,816,152

# APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF MARCH 31, 1977



- A-K** CORRIDOR IDENTIFICATION  
Identifies the Appalachian Corridor routes.
- DESIGNATED APPALACHIAN ROUTE**  
Route location studies underway or completed.
- PRELIMINARY STATUS**  
Route location studies underway or completed.
- ENGINEERING AND OR RIGHT-OF-WAY IN PROGRESS**  
P&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**

# U. S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE TUESDAY  
July 12, 1977

FHWA 40-77  
Tel: 202-426-0677

DOT APPROVES EMERGENCY  
RELIEF FUNDS FOR STORM-DAMAGED  
KENTUCKY ROADS

Federal Highway Administration Administrator William M. Cox today approved the use of Federal-aid highway emergency relief funds for repairs and reconstruction of roads in seven Kentucky counties which were seriously damaged by storms and flooding in early April 1977.

Kentucky Governor Julian M. Carroll on April 5, 1977, issued a proclamation declaring certain counties including Bell, Floyd, Harlan, Knox, Leslie, Pike, and Whitley as disaster areas.

Based upon a subsequent application for federal emergency relief funds by Kentucky Department of Transportation Secretary Calvin G. Grayson, the Federal Highway Administration approved 100 percent federal-aid participation for the eligible costs of projects in those seven counties.

Federal-aid funds will be used to repair serious flood damage to highway pavements, shoulders and embankments. In addition, landslides and debris removal will be undertaken along with repairs to bridges, culverts, and stream channels.

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# U. S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE WEDNESDAY  
July 13, 1977

FHWA 47-77  
(202) 426-0662  
Contact: Tom Hyland

## DOT ANNOUNCES STUDY OF HIGHWAY MAINTENANCE RESPONSIBILITIES

A new research project to study and improve intergovernmental responsibilities for highway maintenance was announced today by the Department of Transportation.

The project, sponsored by the department's Federal Highway Administration, involves an 18-month, \$87,000 effort to be conducted by the National Institute for Community Development, Inc., of Washington, D.C.

A major emphasis of the project will be to examine the current practices of State, county and local authorities in assigning responsibilities for maintenance of both Federal-aid, State and local roads in each jurisdiction. Items to be studied include management practices, financial relationship, organizational concepts and equipment/manpower utilization factors affecting the performance of maintenance activities.

The first phase will evaluate relationships of State highway agencies with the local governments and local roads systems. More detailed analysis of a number of detailed case studies will then be undertaken in cooperation with selected State and local authorities to examine the specific organizational responsibilities and record of performance between the State, county and/or city for specific areas of highway maintenance.

According to Federal Highway Administrator William M. Cox, "This study when completed, will provide State and local authorities with the first comprehensive examination of alternative organization relationships and hopefully point the way towards more effective utilization of limited fiscal, energy, materials and manpower resources in the vital area of highway maintenance."

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# U.S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE THURSDAY

July 14, 1977

FHWA 42-77

202-426-0660

Contact: Richard Reilly

DOT PLANS DEMONSTRATION  
PROGRAM TO AID STATES,  
PROVINCES, AND TRUCKERS

The Department of Transportation announced today that several States, Canadian Provinces and Territories are being invited to participate in a one-year demonstration program aimed at cutting costs and red tape for them and for commercial trucking firms.

Developed by the Department's Federal Highway Administration, the program, the International Registration Information System (IRIS), is designed to offer administrative support to the International Registration Plan (IRP).

Currently including 22 member jurisdictions, IRP is a growing registration reciprocity compact among States and Provinces, and is managed by the American Association of Motor Vehicle Administrators (AAMVA). It provides for payment of license fees on the basis of fleet miles operated in the various jurisdictions. However, even though license fees are paid to all of the jurisdictions in which fleet vehicles are operated, only one license plate and one cab card are issued for each fleet vehicle when registered under the plan.

"There undoubtedly will be considerable paperwork involved for the States and Provinces involved in the IRP," said Federal Highway Administrator William M. Cox, "and at the Federal Highway Administration we feel that in IRIS we have come up with a computerized information system to handle it."

Cox said that IRIS borrows both from the computerized airlines reservation system and from the interbank check-clearing system, and is designed to save its member jurisdictions millions of dollars annually.

"It is planned to have IRIS fully operational in 1978 in several jurisdictions, with continued expansion to follow," the FHWA Administrator explained. "The system will be entered in one or more commercial computers, but it will not be a Federal Government system nor will it be identified with any particular State computer operation."

Cox said that any IRP member State or Province can readily gain access to IRIS by merely adapting one of its own computer terminals to dial into the system over regular phone lines. Jurisdictions that are not computerized need only rent a terminal and a trained operator.

Any State or Province that is a member of IRP may participate in the year-long IRIS demonstration program, Cox said. It is hoped that the program will demonstrate the practicality of computer-assisted commercial truck and bus registration and fee proration for interstate and provincial travel. One check registration, computerized fee calculations, more efficient recordkeeping, and lower unit registration costs are expected to be among the payoffs.

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FEDERAL HIGHWAY ADMINISTRATION  
Washington, D.C. 20590

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# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE FRIDAY  
August 12, 1977

## HIGHWAY CONSTRUCTION COSTS ROSE 6.5 PERCENT ABOVE PREVIOUS QUARTER

FHWA 44-77  
(202) 426-0677

The cost of highway construction during the second quarter of 1977 rose 6.5 per cent above the previous quarter, to 215.4 per cent of the 1967 average, the Federal Highway Administration of the U.S. Department of Transportation announced today.

The 6.5 per cent increase is the sharpest quarterly rise in 3 years. It follows a 0.9 per cent increase for the previous quarter. The composite price index for the second quarter is 7.5 per cent above that of a year ago.

Compared with the previous quarter, five of the six components in the price index rose and one fell. Excavation led the advance with a jump of 13.0 per cent, followed by a rise of 8.3 per cent for Portland cement concrete surfacing and a 7.1 per cent rise for structural concrete. Structural steel, which had risen 16.8 per cent during the previous quarter, fell 11.2 per cent. Bituminous concrete surfacing and structural reinforcing steel increased 2.8 and 2.3 per cent, respectively.

Compared with a year ago, five of the six index components increased and one decreased. Structural reinforcing steel increased 11.1 per cent. The surfacing index rose 9.1 per cent, reflecting a 9.9 per cent rise for Portland cement concrete surfacing and an 8.2 per cent increase for bituminous concrete. Excavation rose 10.5 per cent.

The three-quarter moving composite index for the first quarter of 1977 rose 2.6 per cent above the preceding quarter and 1.6 per cent above its year-ago level. The three-quarter moving index for any quarter is an index for that quarter and the quarter preceding and following it. On this basis, price increases appeared less inflationary, ranging from 0.6 per cent to 5.2 per cent for the various index components.

This quarter's sharp increase is probably due to the fact that highway bid prices actually decreased 1.2 per cent between 1974 and 1976 while the cost of labor, materials, and equipment increased about 13.6 per cent. This quarter's 6.5 per cent increase is probably a result of contractors including some overhead costs that they have been omitting the last

2 years. Another contributing factor was a very large increase in the unit bid price for excavation in a few States.

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
*				
2nd quarter, 1975	---	---	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	205.9	+2.6
2nd quarter, 1977	215.4	+6.5	---	---

\*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 second quarter of 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--	
	Second Quarter 1977	First Quarter 1977	Second Quarter 1976	First Quarter 1977	Second Quarter 1976
	Excavation.....	214.6	189.8	194.3	+13.0
Surfacing					
Portland cement concrete....	212.5	196.3	193.4	+ 8.3	+ 9.9
Bituminous concrete.....	236.4	230.1	218.5	+ 2.8	+ 8.2
Composite surfacing.....	224.1	212.6	205.5	+ 5.4	+ 9.1
Structures:					
Reinforcing steel.....	205.1	200.5	184.6	+ 2.3	+11.1
Structural steel.....	202.2	227.8	206.7	-11.2	- 2.2
Structural concrete.....	212.7	198.6	207.2	+ 7.1	+ 2.7
Composite structures.....	208.3	207.6	203.1	+ 0.3	+ 2.5
Composite price index.....	215.4	202.2	200.4	+ 6.5	+ 7.5

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

	Unit	Individual Quarters		Three Quarters	
		1st Qtr. 1977	2nd Qtr. 1977	4th Qtr. 1976 <sup>1/</sup>	1st Qtr. 1977 <sup>2/</sup>
Excavation.....	Cu.Yd.	\$ 1.03	\$ 1.16	\$ 1.02	\$ 1.06
PCC surface.....	Sq.Yd.	8.69	9.41	9.06	9.13
Bit. conc. surf.	Ton	14.88	15.29	14.89	14.98
Str. Reinf.....	Lb.	.262	.268	.266	.267
Str. Steel.....	Lb.	.562	.499	.496	.521
Str. concrete...	Cu.Yd.	139.60	149.54	138.61	142.93

<sup>1/</sup>Weighted average unit prices for the 3rd and 4th quarters of 1976 and 1st quarter of 1977.

<sup>2/</sup>Weighted average unit prices for the 4th quarter of 1976 and 1st and 2nd quarters of 1977.

# U. S. Department of Transportation

# news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE FRIDAY  
August 12, 1977

DOT, CANADIAN GOVERNMENT ANNOUNCE  
CONSULTANTS FOR ENVIRONMENTAL STUDIES

FHWA 47-77  
(202) 426-0660  
Contact: Richard Reilly

The following news release has been released jointly by the Canadian Government and the Federal Highway Administration's Region 10 Office in Portland, Oregon:

The Minister of Public Works of Canada, the Honourable Judd Buchanan, and The Secretary of the United States Department of Transportation, Mr. Brock Adams, are pleased to announce the appointment of Thurber Consultants Limited of Victoria, B.C., to conduct the necessary environmental studies to prepare an environmental impact statement for the Shakwak Project.

The Shakwak Project involves the proposed reconstruction and paving of the Canadian portion of the Haines Road through British Columbia and the Yukon Territory, and the Alaska Highway from Haines Junction to the Alaska border, through the Yukon Territory. This project would be financed by the United States Government through the Federal Highway Administration, U.S. Department of Transportation.

The environmental impact statement will be prepared in accordance with the guidelines issued by the Canadian Environmental Review Panel. These guidelines include requirements as stipulated in the National Environmental Policy Act of the United States.

Thurber's team, including members of the firm of DeLeuw Cather U.S.A. will commence field studies in the area immediately. Public meetings will be held in the communities affected by the project. The socio-economic impacts of the Shakwak Project will be an important part of the study.

In making this announcement, Mr. Buchanan said that the launching of this study is another example of the excellent cooperation between the United States and Canada.

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# U.S. Department of Transportation

# news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE TUESDAY  
August 16, 1977

FHWA 48-77  
(202) 426-0662  
Contact: Thomas Hyland

## FHWA ADMINISTRATOR COX OUTLINES FUTURE TRENDS IN HIGHWAY CONSTRUCTION

Federal Highway Administrator William M. Cox says "The trends in highway construction during the next decade will center basically on completing the Interstate Highway System, correcting serious structural and functional deficiencies of the Nation's bridges, and reconstructing and rehabilitating the Federal-Aid Primary Highway System."

Speaking on August 12, 1977, before the Annual Summer Meeting of the Contractors' Division, American Road and Transportation Builders (ARTBA), in Nashville, Tennessee, Cox emphasized that the trends of the future constitute "a tremendous challenge to the highway transportation industry." He said, "We are going to be called upon to question the accepted ways of doing things and to look for new and better ways."

"Our response," said Cox, "must be in the context of the problems and needs of today and tomorrow, not those of yesterday. This means planning, designing, and building better, safer roads while conserving money, materials, and energy and protecting the environment."

Comparing the Interstate Highway System to a transportation "skeleton", Cox stressed that providing the Nation with an efficient, orderly highway transportation network depends not only on finishing the Interstate System soon, but also on priority upgrading of the Federal Primary System, the major arterial feeder lines between local roads and the Interstate System.

"Because the Primary System connector links have not been developed in pace with the Interstate System," Cox said, "undesirable land-use patterns (such as excessive development clustered around the Interstate routes) have resulted, causing increased traffic congestion and a variety of other adverse social, environmental, and economic consequences."

-more-

Citing our country's history of responding to challenges, Cox pointed out that Americans traditionally have "run to meet" rather than "run away from" any national challenge. "I am confident," he said, "that we will complete the Interstate System, correct our serious bridge problems, and move on to improving our Primary Highway System. I believe we can do this and still meet our goals for conserving money, materials, and at the same time save the environment and precious human lives."

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Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE MONDAY  
August 22, 1977

FHWA 49-77  
(202) 426-0660  
Contact: Richard Reilly

DOT INVITES THE PUBLIC TO  
OPEN MEETING ON HIGHWAY  
CONSTRUCTION ZONE SAFETY

The Department of Transportation's Federal Highway Administration will hold a public meeting to discuss the subject of highway construction zone safety at 9:30 a.m., Friday, August 26, Federal Highway Administrator William M. Cox announced today.

The meeting will be held in Room 3200 of the Department of Transportation Headquarters Building, Washington, D.C. All interested organizations and individuals are invited to attend and participate in the discussion.

"Representatives of various organizations, such as the Building and Construction Trades Department, AFL-CIO, and the Center for Auto Safety, have requested a meeting with FHWA officials to discuss the status of current activities relating to safety in work zones on Federal-aid highway projects," Administrator Cox said.

"As a consequence, it was decided that it would be in the public interest to provide all interested parties an opportunity to attend and participate in the discussion."

Top FHWA officials will take part in the meeting, and it is expected that a number of current FHWA activities will be discussed, including the present rulemaking proceeding on construction zone safety; training in proper traffic control techniques sponsored by FHWA; reviews of traffic safety conditions at highway construction sites; modifications of regulations, directives and standards relating to carrying traffic safely through construction zones; and FHWA-sponsored research on traffic control devices for use in construction zones.

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# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
FRIDAY, August 26, 1977

FHWA 51-77  
(202) 426-0662  
Contact: Thomas Hyland

## DOT REQUESTS COMMENTS ON HIGHWAY DESIGN STANDARDS

An Advanced Notice of Proposed Rulemaking (ANPR) requesting public suggestion and comments on establishing geometric design standards for resurfacing, restoration, and rehabilitation of Federal-aid highway systems was issued August 25 in the Federal Register by the Department of Transportation.

The rules proposed by the Department's Federal Highway Administration contain three specific alternative proposals for implementing the Federal-Aid Highway Act of 1976 which redefined the term "construction" to include resurfacing, restoration, and rehabilitation.

The purpose of the new definition is to provide greater flexibility in using Federal-aid funds for obtaining maximum use of present highway facilities by improving their serviceability through measures short of reconstruction. Additional alternative suggestions from the public also are being solicited.

Comments and suggestions on the ANPR should be submitted in triplicate by October 23, 1977 to the Federal Highway Administration, Room 4230, Docket No. 77-4, 400 Seventh Street, S.W., Washington, D.C. 20590.

\* \* \* \*

# U.S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE FRIDAY  
August 26, 1977

DOT ANNOUNCES U.S. - SAUDI ARABIA  
HIGHWAY DEVELOPMENT TECHNICAL  
ASSISTANCE AGREEMENT

FHWA 52-77  
(202) 426-0662  
Contact: Thomas Hyland

Secretary of Transportation Brock Adams today announced the signing of a 6-year highway development technical assistance agreement between the governments of the United States and the Kingdom of Saudi Arabia. Participating in the agreement for the United States will be the U.S. Department of Transportation's Federal Highway Administration (FHWA) and the U.S. Department of the Treasury.

Under the agreement, the FHWA will furnish a 15-member technical assistance team, 12 of whom will be located in Riyadh, Saudi Arabia, with 3 located in Washington, D.C., to provide technical advisory services in the field of highway organization, planning, programming, design, construction, and maintenance. The government of the Kingdom of Saudi Arabia will reimburse the FHWA for services provided under this agreement, estimated at \$6.3 million.

This agreement will be carried out under the auspices of the Saudi Arabian - U.S. Joint Commission on Economic Cooperation. Overall coordination of the project with other Joint Commission activities and provision of certain administrative facilities and support will be the responsibility of the U.S. Treasury Department.

The government of the Kingdom of Saudi Arabia has projected highway development expenditures of about \$5 billion during the next five years.

Signing the agreement for the U.S. was Deputy Federal Highway Administrator Karl S. Bowers, and John P. Hummon, Director, U.S. Representation, Joint Commission on Economic Cooperation, U.S. Department of the Treasury. Saudi Arabian signers were Dr. Nasser Al-Salloum, Deputy Minister of Communications and Dr. Mansoor Al-Turki, Deputy Minister of Finance and National Economy and Coordinator, Joint Commission on Economic Cooperation.

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# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE THURSDAY  
September 8, 1977

FHWA 53-77  
(202) 426-0645  
Contact: Bill Johnson

DOT LAUNCHES ROADSIDE  
CRACKDOWN ON FAULTY  
COMMERCIAL TRUCKS

Federal Highway Administrator William M. Cox today announced that the Department of Transportation is launching an intensified national campaign of roadside truck inspections.

The Federal Highway Administration's Bureau of Motor Carrier Safety (BMCS) is administering the program.

"These unannounced road checks are designed to identify and correct safety defects discovered by State and local enforcement officers and BMCS investigators on heavy commercial vehicles being operated on the Nation's highways," Administrator Cox said.

He added that the campaign includes checks at ocean ports, State weighing scale facilities, and highway ports of entry. The inspection covers vehicle conditions, driver qualifications and hours of service, and cargo checks.

"The intent of these activities is to remove patently defective commercial vehicles from the highways and to influence improved driver and employer inspection of equipment before it is dispatched to make sure that it is safe for operation," Cox explained.

To date, road checks have been held at Dumphries, Troutville, and Winchester, Virginia; Upper Marlboro, Maryland; and the Port of Houston in Texas. Others are scheduled for New England, the South, the Middle West, the Far West, and Alaska.

These are normal activities of BMCS highway inspectors but they have been accelerated because of a rash of commercial truck accidents across the country.

- more -

The campaign so far has resulted in several hundred vehicles being ordered out of service until repairs were completed, and several drivers being ordered off their vehicles until they complied with hours of service limitations.

State and local police, port authorities, and other government agencies are cooperating as active participants or observers at the check points.

The intensified campaign will continue over the next six weeks.

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# U. S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590  
FOR RELEASE WEDNESDAY  
September 7, 1977

DOT RELEASES FINAL REPORT ON  
BOTTOM LOADING OF FLAMMABLE  
LIQUIDS IN CARGO TANK MOTOR VEHICLES

FHWA 54-77  
(202) 426-0645  
Contact: Bill Johnson

A two-volume final report which examines and recommends solutions to problems associated with bottom loading of flammable liquids in cargo tank motor vehicles is now available from the U.S. Department of Transportation's Federal Highway Administration (FHWA).

The report was prepared by Dynamic Science, Inc., of Phoenix, Arizona, under a \$63,000 contract authorized by FHWA's Bureau of Motor Carrier Safety.

Volume I of the report, titled "Improved Protection for Bottom Loading on Petroleum Tank Trucks," focuses on the mechanical aspect of bottom loading devices, procedures for removing flammable liquid products from the loading lines beneath cargo tanks and the protection of those lines from underride accidents.

Conclusions arrived at are:

-- All existing cargo tank loading lines are not efficient, safe, and practical for product evacuation.

-- Cargo tanks now operating with bottom loading equipment do not provide the basic protection against side underride accidents. The piping and valve outlets are exposed with no protection against such accidents.

-- Loading line protection guards can be attached to existing cargo tanks with relative ease.

-- Guards should be designed to be crash proof.

Volume II deals with an "Anaylsis of Liquid Level Control Systems Used in Bottom Loading of Flammable Liquid into Tank Trucks". It includes a review of liquid level sensing devices, presently in use, with

particular emphasis on: (1) safety characteristics; (2) comparison of different systems used from tank vehicle to loading terminal; (3) fail-safe features in the systems; and (4) longevity of the system.

Other conclusions arrived at are:

=- Automatic overfill protection systems should be required to minimize spillage.

=- Such systems must be intrinsically safe from electrical shortage.

=- Systems must perform in close harmony to prevent tampering with or defeating the overfill protection.

== Systems must not be capable of being easily bypassed on a permanent basis.

The report's findings will be presented to the Department of Transportation's Materials Transportation Bureau for consideration and possible use in future rule-making on hazardous materials.

Single copies of the report are available without cost, while supplies last, from the Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C. 20590. Copies are also available through the National Technical Information Service, Springfield, Virginia 22161.

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

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ADMINISTRATION

DOT 512

FIRST CLASS



# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE FRIDAY  
September 9, 1977

FHWA ADMINISTRATOR COX ASKS  
EVANSVILLE TEAMSTERS TO  
SUPPORT 55 MPH SPEED LIMIT

FHWA 55-77  
(202) 426-0662  
Contact: Thomas Hyland

Supporting President Carter's recent endorsement of the national 55 mph speed limit as a means of saving thousands of lives annually and conserving scarce fuel resources on the Nation's highways, the U.S. Department of Transportation's Federal Highway Administrator William M. Cox last week appealed to over-the-road truckers for their active support and compliance with the 55 mph speed limit program.

Speaking in Evansville, Indiana, on September 2, 1977, before a local Teamsters Union banquet, Cox pointed out that "historically truckers and highway administrators have worked cooperatively to build a national highway system that is one of the greatest engineering marvels ever created by man." "However," said Cox, "the Nation can no longer tolerate the slaughter taking place each day on our Nation's roads and highways." According to Cox, the adoption of the 55 mph speed limit in 1974 and construction of safer highways and vehicles have saved over 9,000 lives annually. In addition, he cited the fact that total national compliance could save 3 billion gallons of fuel a year.

"Truckers," Cox emphasized, "have always been known for practicing courtesy and safety on the Nation's highways. In the future, however, truckers are going to have to set a new, higher public example for highway safety. Your reputation as professionals in the highway transportation field," he continued, "demands nothing less==your personal sense of pride should motivate you to do even more."

Cox spoke to the Teamsters' group after having participated earlier that day in a nationwide motor carrier safety road check program conducted by his agency in the Evansville area. Speaking on highway and motor carrier safety in general, Cox asked the local Teamsters to support the national 55 mph speed limit for "your own safety and the safety of your loved ones. The benefits inherent in this program," he stressed, "far outweigh the costs of any inconvenience of lower highway speeds."

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# U.S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE MONDAY  
September 19, 1977

FHWA 56-77  
Tel: (202) 426-0645  
Contact: Bill Johnson

DOT RELEASES NEW REPORT  
ON ACCIDENTS INVOLVING  
VEHICLES ON ROAD SHOULDERS

A new report containing safety recommendations and statistics on accidents involving vehicles parked or stopped on highway shoulders has been published by the Department of Transportation's Federal Highway Administration.

The report, entitled "Commercial and Noncommercial Vehicles in Collisions Involving Vehicles Parked or Stopped on Highway Shoulders," is available to the public.

It contains a statistical analysis of 58 accidents investigated by FHWA's Bureau of Motor Carrier Safety during the period 1967-1975. It includes percentage graphs relating to each statistical table, sequential photographs indicating the position of the parked vehicle, the final resting position of the impacting vehicle, and the highway traveled prior to impact.

Safety recommendations for reducing highway shoulder accidents are suggested.

The objective of this report is to provide information on the causes and effects of accidents involving moving vehicles and vehicles parked on the shoulders of Interstate and other highways. The report stresses that motorists should stop on highway shoulders only in emergencies.

BMCS Director Robert A. Kaye explained, "In-depth accident investigations are undertaken to obtain the necessary data to take corrective measures for improvement in the area of driver and vehicle performance, including vehicle design, highway and/or signing requirements, and driver practices to decrease loss of life, injury, and property damage on our Nation's highways."

Single copies of the report may be obtained from the U.S. Department of Transportation, Federal Highway Administration, Bureau of Motor Carrier Safety, Washington; D.C. 20590.

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# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE TUESDAY  
September 13, 1977

FHWA 57-77  
Tel: (202) 426-0677

INTERSTATE HIGHWAY SYSTEM  
STILL NEEDS FUNDING  
OF 35.6 PERCENT OF TOTAL COSTS

(Quarterly Report on the  
Federal-Aid Highway  
Program, June 30, 1977)

Most recent cost estimates released today by the Department of Transportation indicate 64.4 percent of the projected total funds needed to complete the 42,500-mile Interstate Highway System had been obligated as of June 30, 1977.

Federal Highway Administration figures show the amount still to be funded as 35.6 percent of the total cost of the system, down from the 36.5 percent shown in the March 31, 1977, quarterly report. The total cost of the Interstate System is presently estimated at \$104.3 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 38,528 miles or 90.7 percent. Of this total, 10,903 miles are completed or essentially completed. The other 27,882 miles now in use include segments that either are 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, and landscaping.

The 38,528 miles now open includes 811 miles put into service in the 12-month period since June 30, 1976. In addition, further major improvements were completed on 172 miles which already are serving traffic.

Active construction or improvement currently is underway on 4,305 miles. This figure includes improvement of 2,642 miles which are already in use and construction of 1,663 new miles, or 3.9 percent of the entire system.

As of June 30, 1977, work had either been completed or was under way on 99.2 percent or 42,157 miles of the Interstate System. Only 335 miles





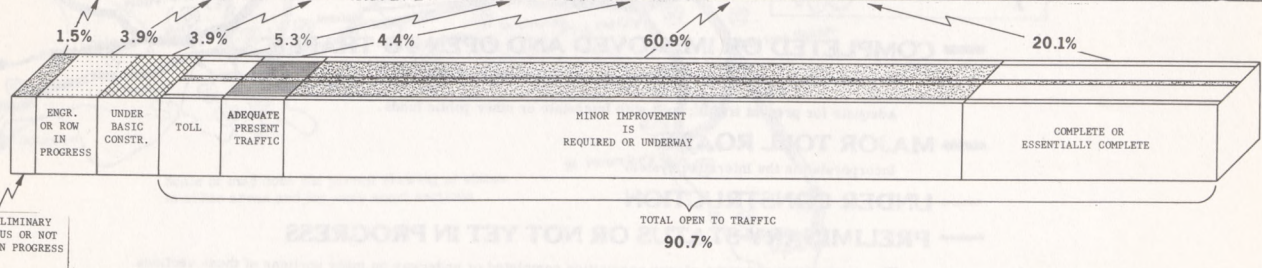
# THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

## IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF JUNE 30, 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 FULL OR ACCEPTABLE GEOMETRIC STANDARDS			TOTAL OPEN TO TRAFFIC	TOTAL DESIGNATED SYSTEM MILEAGE 2/	
						CONSTRUCTED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	ADDITIONAL MINOR IMPROVEMENT IS REQUIRED OR UNDERWAY	COMPLETE OR ESSENTIALLY COMPLETE			
ALABAMA	20.20	55.20	76.30	131.50	-	48.80	699.40	-	748.20	899.90	ALABAMA
ARIZONA	-	52.59	72.99	125.58	-	82.33	959.18	2.20	1,043.71	1,169.29	ARIZONA
ARKANSAS	-	2.25	2.62	4.87	-	17.54	500.35	3.58	521.47	526.34	ARKANSAS
CALIFORNIA	-	88.50	39.00	127.50	10.20	96.40	2,045.00	8.70	2,160.30	2,287.80	CALIFORNIA
COLORADO	24.70	68.21	21.37	89.58	-	30.51	809.46	23.05	863.02	977.30	COLORADO
CONNECTICUT	44.27	4.56	3.74	8.30	12.41	49.60	211.95	7.27	280.83	333.40	CONNECTICUT
DELAWARE	-	-	11.47	11.47	14.36	-	12.44	2.40	29.14	40.61	DELAWARE
DIST. OF COL.	3.56	5.54	0.38	5.92	-	2.47	9.80	0.05	12.32	21.80	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	1,111.82	1,155.14	GEORGIA
HAWAII	-	11.12	8.58	19.70	-	2.01	10.06	19.23	31.30	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	36.29	66.83	103.12	154.92	32.68	1,053.88	367.94	1,609.42	1,729.22	ILLINOIS
INDIANA	14.30	2.00	3.30	3.30	156.90	-	936.69	18.23	1,111.82	1,129.42	INDIANA
IOWA	55.62	2.00	4.25	4.25	3.01	0.16	699.51	26.11	728.79	788.66	IOWA
KANSAS	-	19.80	13.30	33.10	187.70	5.60	594.20	0.60	788.10	821.20	KANSAS
KENTUCKY	-	0.49	80.54	81.03	-	51.22	561.51	43.69	656.42	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	169.72	5.40	291.86	311.81	MAINE
MARYLAND	11.80	9.00	4.30	13.30	53.30	13.67	183.71	81.40	332.08	357.18	MARYLAND
MASSACHUSETTS	4.55	21.44	5.04	26.48	132.83	21.79	179.95	84.29	418.86	449.89	MASSACHUSETTS
MICHIGAN	40.40	13.65	24.90	38.55	5.46	27.63	877.80	1,098.43	1,177.38	1,177.38	MICHIGAN
MINNESOTA	14.01	40.25	48.47	88.72	-	13.06	802.88	0.69	816.63	919.36	MINNESOTA
MISSISSIPPI	-	4.00	30.30	34.30	-	8.40	36.34	5.50	648.90	683.20	MISSISSIPPI
MISSOURI	-	45.70	26.67	72.37	-	92.00	953.10	29.40	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	-	476.92	2.88	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	2.95	23.50	21.24	1.42	166.18	6.21	195.05	218.55	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	903.32	9.05	960.33	999.30	NEW MEXICO
NEW YORK	7.07	53.31	23.78	77.09	490.83	31.81	488.39	235.00	1,246.03	1,330.19	NEW YORK
NORTH CAROLINA	40.89	44.55	74.14	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	57.53	554.63	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	1,061.14	41.80	1,469.30	1,566.91	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	-	68.90	754.70	165.60	989.20	1,045.30	TENNESSEE
TEXAS	26.20	110.53	129.92	240.45	-	252.58	2,621.35	22.22	2,896.15	3,162.80	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	53.44	98.91	152.35	8.30	82.30	224.84	951.61	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	-	33.62	29.85	63.47	-	26.18	488.27	-	514.45	577.92	WISCONSIN
WYOMING	-	32.34	30.72	63.06	-	-	111.96	738.61	850.57	913.63	WYOMING
PENDING 3/	4.97	-	-	-	-	-	-	-	4.97	4.97	PENDING 3/
<b>TOTAL</b>	<b>650.33</b>	<b>1,659.03</b>	<b>1,663.18</b>	<b>3,322.21</b>	<b>2,269.60</b>	<b>1,829.30</b>	<b>25,889.30</b>	<b>8,539.26</b>	<b>38,527.46</b>	<b>42,500.00</b>	<b>TOTAL</b>



### INTERSTATE MILEAGE CHARGEABLE TO SECTION 105(e)(2) OF TITLE 23 USC - (Howard-Cramer Amendment)

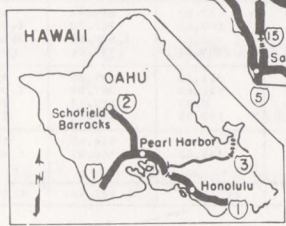
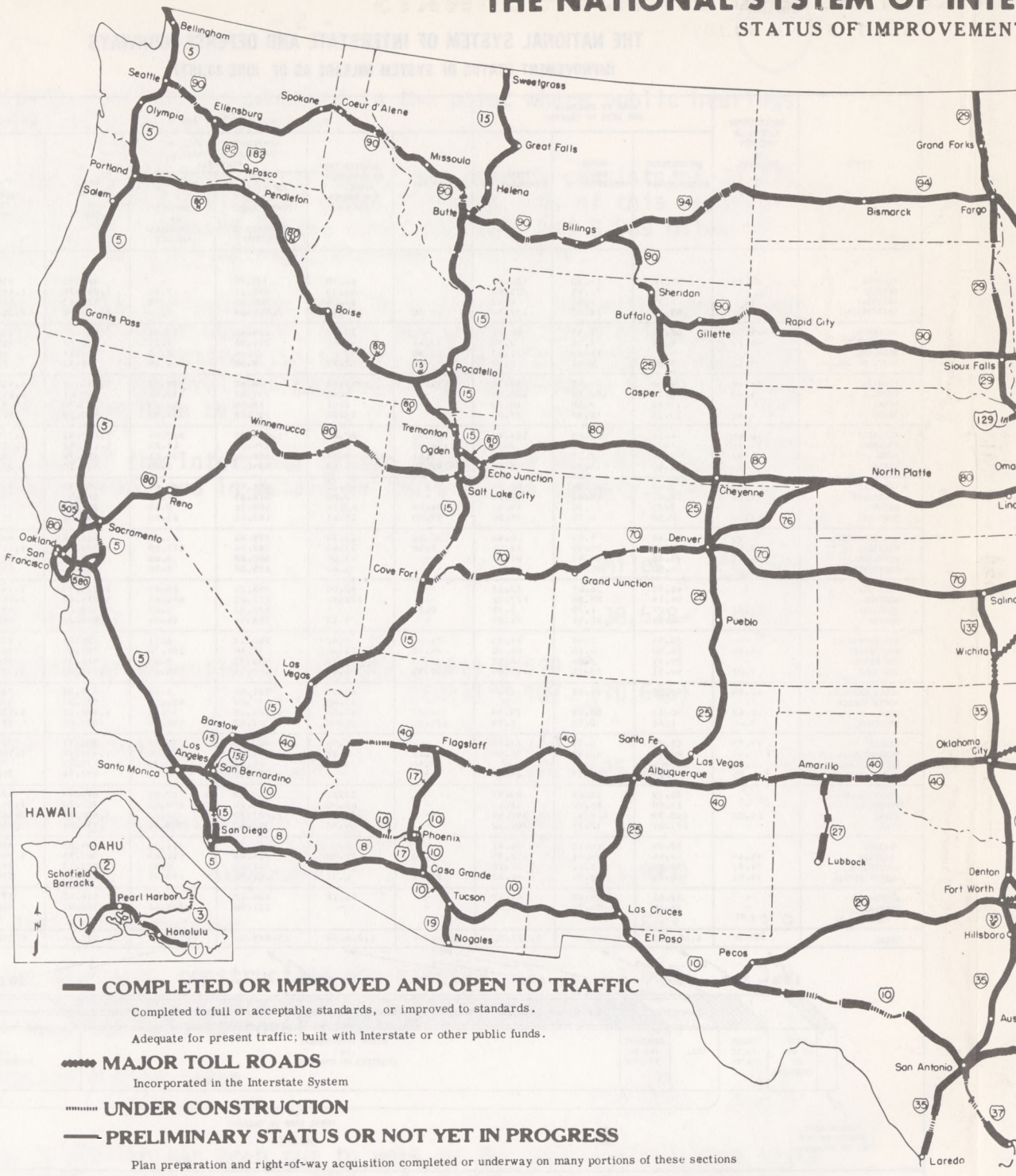
State	Route	Miles	Description	State	Route	Miles	Description
California	I-105	7.00	Century Freeway	Maryland	I-297	8.10	Bowie to Millersville
Connecticut	I-284	1.04	Hartford	"	I-370	1.10	Spur to Washington Grove
"	I-691	6.69	Hartford	Massachusetts	I-93	7.25	SE Expressway - Boston Urban Area
Florida	I-75	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-195	27.30	Trenton-Asbury Park Spur
"	I-420	5.00	In Atlanta	New York	I-390	55.20	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-95	30.95	Capital Beltway to Parolee then North to Baltimore				
"	I-195	2.10	From I-95 to Friendship Airport				
"	I-197	3.40	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 105(e)(2).

3/ Mileage which has not been assigned to any specific route and is being held in reserve for final measurement of the system.

# THE NATIONAL SYSTEM OF INTERSTATE HIGHWAYS

## STATUS OF IMPROVEMENT



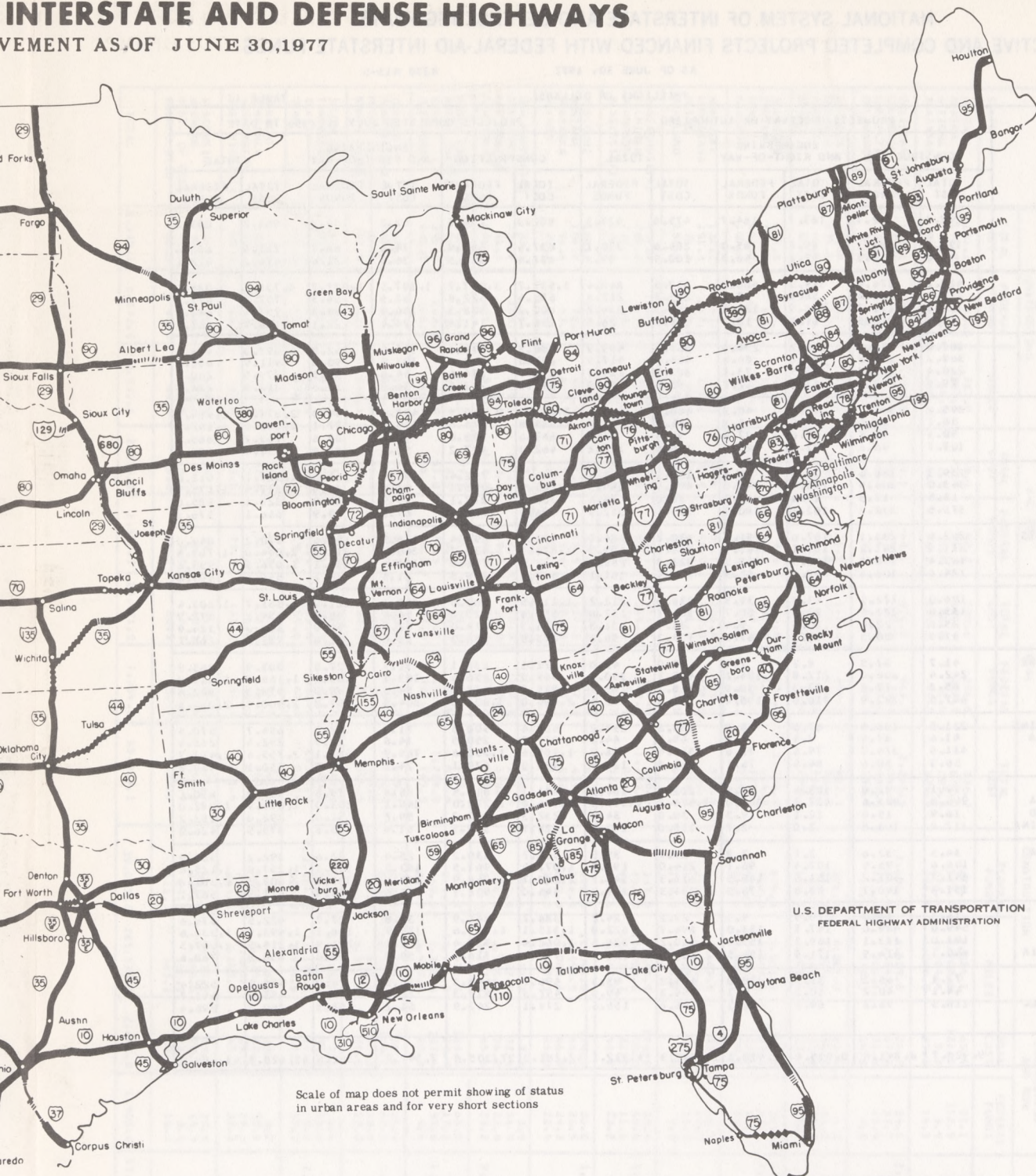
- COMPLETED OR IMPROVED AND OPEN TO TRAFFIC**  
Completed to full or acceptable standards, or improved to standards.  
Adequate for present traffic; built with Interstate or other public funds.
- MAJOR TOLL ROADS**  
Incorporated in the Interstate System
- ..... UNDER CONSTRUCTION**
- PRELIMINARY STATUS OR NOT YET IN PROGRESS**  
Plan preparation and right-of-way acquisition completed or underway on many portions of these sections

	Engineering and Right-of-Way in Progress	Under Basic Construction	Toll	Adequate Present Traffic	Minimum Requirements
Preliminary Status or Not Yet in Progress	1,659 Miles	1,663 Miles	2,270 Miles	1,830 Miles	650 Miles

Tot

# INTERSTATE AND DEFENSE HIGHWAYS

AS OF JUNE 30, 1977



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  
25,889 Miles

Complete or  
Essentially Complete  
8,539 Miles

**INTERSTATE**

---

**TOTAL**

**42,500**

**MILES**

Total Open to Traffic  
38,528 Miles

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

AS OF JUNE 30, 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	292.1	262.7	183.7	164.7	475.8	427.3	901.3	798.9	62.8	54.3	964.2	853.2
ALASKA												
ARIZONA	194.8	185.1	85.8	85.0	284.6	270.1	637.4	583.9	74.6	68.7	711.9	652.0
ARKANSAS	48.9	42.5	52.1	46.8	100.9	89.3	437.4	390.5	36.8	31.6	474.2	422.1
CALIFORNIA	418.2	374.4	519.3	466.0	937.5	840.4	3,537.7	3,077.7	1,197.5	1,007.7	4,735.2	4,085.4
COLORADO	178.9	162.6	56.4	50.3	235.3	212.8	695.4	622.8	62.5	54.3	757.9	677.1
CONNECTICUT	122.0	111.7	138.5	122.5	260.5	234.2	600.2	508.3	156.9	138.3	757.1	646.5
DELAWARE	18.4	16.5	11.1	10.0	29.5	26.5	158.7	141.6	25.4	22.1	184.1	163.7
FLORIDA	287.2	257.0	280.2	236.9	567.4	493.9	906.3	792.6	191.0	162.0	1,097.3	954.6
GEORGIA	368.2	331.2	96.2	86.6	464.5	417.9	809.0	710.8	102.9	90.8	911.9	801.6
HAWAII	220.4	191.2	85.5	73.1	305.9	264.3	214.7	184.6	64.8	55.5	279.5	240.2
IDAHO	79.9	73.8	13.1	12.1	93.0	85.9	277.0	252.8	36.0	31.6	312.9	284.4
ILLINOIS	395.2	365.7	45.7	40.3	440.9	406.1	2,473.9	2,150.5	401.6	344.0	2,875.5	2,494.5
INDIANA	56.7	51.0	7.6	6.9	64.4	58.0	1,088.8	975.8	196.7	177.1	1,265.5	1,152.9
IOWA	50.9	46.9	4.6	37.6	93.4	84.5	667.6	588.0	95.6	80.6	763.2	668.6
KANSAS	107.7	96.6	22.9	20.6	130.6	117.2	462.0	407.2	92.4	82.6	554.4	489.7
KENTUCKY	209.3	186.6	28.8	25.8	238.1	212.4	890.7	792.4	138.4	118.6	1,029.1	911.0
LOUISIANA	343.0	308.4	156.9	141.0	499.9	449.5	1,225.7	1,095.3	91.8	80.4	1,317.5	1,175.7
MAINE	18.5	17.3	19.4	17.3	38.0	34.6	308.2	272.1	14.9	12.9	323.1	285.0
MARYLAND	373.5	332.2	202.1	180.7	575.6	512.9	596.9	515.9	69.1	60.9	666.1	576.8
MASSACHUSETTS	262.6	233.1	167.6	151.0	430.2	384.1	793.6	691.4	176.5	152.6	970.2	844.0
MICHIGAN	271.9	241.1	187.1	167.9	459.0	409.0	1,675.7	1,439.2	368.3	314.3	2,044.0	1,753.5
MINNESOTA	163.4	146.8	160.5	144.3	323.9	291.1	882.9	796.5	153.6	137.1	1,036.5	933.0
MISSISSIPPI	124.4	108.8	58.5	52.3	182.9	161.1	537.1	479.5	21.3	18.1	558.4	497.6
MISSOURI	194.0	172.9	43.9	39.3	238.0	212.2	1,111.5	981.6	250.2	221.9	1,361.7	1,203.4
MONTANA	133.0	121.9	33.7	30.7	166.7	152.6	579.4	523.2	54.8	48.7	634.2	571.9
NEBRASKA	25.0	22.4	10.4	9.4	35.4	31.8	306.3	274.0	57.7	50.9	364.0	324.9
NEVADA	31.9	30.3	71.3	67.8	103.2	98.1	273.8	254.3	13.4	11.8	287.2	266.1
NEW HAMPSHIRE	41.7	37.5	8.2	7.4	50.0	45.0	272.1	238.1	31.9	27.8	303.9	265.9
NEW JERSEY	242.4	206.0	212.8	184.2	455.1	390.2	985.0	856.6	183.8	163.1	1,168.8	1,019.8
NEW MEXICO	85.3	77.8	33.3	30.9	118.7	108.7	515.7	474.6	54.6	48.0	570.3	522.6
NEW YORK	447.5	392.9	216.0	190.4	663.5	583.4	2,096.0	1,801.3	304.9	259.2	2,400.9	2,060.5
NORTH CAROLINA	221.5	198.4	67.6	58.8	289.2	257.2	583.4	508.0	71.3	62.5	654.7	570.5
NORTH DAKOTA	41.6	37.5	7.4	6.6	49.1	44.1	277.7	250.5	14.8	12.9	292.4	263.4
OHIO	431.9	374.7	79.6	71.6	511.4	446.3	1,985.6	1,730.6	769.7	683.1	2,755.4	2,413.7
OKLAHOMA	56.3	50.6	84.9	76.1	141.2	126.7	489.0	430.1	24.1	20.7	513.1	450.8
OREGON	99.1	92.0	103.6	95.5	202.8	187.5	901.1	810.5	88.8	79.6	989.9	890.1
PENNSYLVANIA	946.8	803.6	427.3	368.0	1,374.2	1,171.6	1,454.8	1,279.0	240.1	203.0	1,694.9	1,482.0
RHODE ISLAND	16.9	15.0	22.1	19.3	39.0	34.3	232.3	202.2	59.7	51.0	292.0	253.2
SOUTH CAROLINA	112.0	101.0	3.0	2.7	115.0	103.7	424.1	380.5	51.4	45.6	475.5	426.0
SOUTH DAKOTA	34.5	32.6	3.1	2.8	37.7	35.5	366.7	330.2	25.4	22.6	392.2	352.9
TENNESSEE	106.6	95.9	107.4	96.7	214.0	192.6	1,077.0	967.5	180.0	158.1	1,257.0	1,125.6
TEXAS	451.7	401.2	161.6	145.5	613.3	546.7	2,229.7	1,968.9	373.6	333.0	2,603.3	2,301.8
UTAH	151.4	140.7	82.8	78.5	234.3	219.2	546.0	508.7	65.4	58.4	611.5	567.1
VERMONT	16.3	14.7	10.9	9.5	27.2	24.2	388.7	346.9	33.8	27.7	422.5	374.6
VIRGINIA	549.0	489.0	147.7	133.0	696.7	622.0	1,315.1	1,172.6	178.9	158.1	1,493.9	1,330.6
WASHINGTON	191.0	173.1	169.2	153.4	360.2	326.6	1,062.4	925.4	152.1	131.9	1,214.5	1,057.3
WEST VIRGINIA	460.1	414.9	171.4	154.5	631.5	569.4	796.6	716.6	59.2	52.0	855.8	768.6
WISCONSIN	72.1	65.3	31.1	28.0	103.2	93.3	496.7	444.3	88.5	78.0	585.2	522.4
WYOMING	44.1	40.2	10.2	9.3	54.3	49.5	457.3	418.3	26.6	23.4	483.8	441.7
DIST. OF COL.	116.5	96.2	69.1	60.5	185.6	156.6	279.1	242.9	61.2	53.5	340.3	296.4
PUERTO RICO												
TOTAL	9,926.7	8,841.8	5,015.6	4,470.3	14,942.3	13,312.1	42,281.3	37,305.4	7,347.2	6,382.6	49,628.5	43,688.0

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

AS OF JUNE 30, 1977

/ MILLIONS OF DOLLARS /

STATE	CONSTRUCTION		ENGINEERING AND ROW		TOTAL	
	FEDERAL FUNDS	TOTAL	FEDERAL FUNDS	TOTAL	FEDERAL FUNDS	TOTAL
ALABAMA	140.2	199.0	69.4	188.5	32.9	140.2
ALASKA	96.9	199.0	188.5	199.0	31.1	96.9
ARIZONA	36.0	35.0	29.0	35.0	1.6	36.0
ARKANSAS	39.6	273.5	25.7	273.5	10.1	39.6
CALIFORNIA	513.1	1,308.5	395.6	1,308.5	48.1	513.1
CONNECTICUT	56.1	35.0	49.9	35.0	2.6	56.1
DELAWARE	36.0	188.5	24.9	188.5	9.3	36.0
FLORIDA	39.6	398.5	25.7	398.5	10.9	39.6
GEORGIA	215.5	416.8	150.2	416.8	65.5	215.5
HAWAII	49.9	70.5	49.9	70.5	1.6	49.9
IDAHO	85.5	181.6	70.2	181.6	9.1	85.5
ILLINOIS	44.8	1,131.1	29.1	1,131.1	13.8	44.8
INDIANA	120.8	430.2	61.7	430.2	15.3	120.8
IOWA	141.0	430.2	101.1	430.2	15.3	141.0
KANSAS	100.0	396.8	70.0	396.8	19.3	100.0
KENTUCKY	122.2	305.8	80.8	305.8	51.1	122.2
LOUISIANA	191.3	305.8	117.9	305.8	40.9	191.3
MAINE	25.3	143.5	16.5	143.5	20.8	25.3
MASSACHUSETTS	157.8	377.3	104.3	377.3	43.7	157.8
MICHIGAN	260.2	751.7	174.7	751.7	85.5	260.2
MISSISSIPPI	124.4	505.3	79.9	505.3	23.9	124.4
MISSOURI	188.2	558.9	127.1	558.9	61.4	188.2
MONTANA	104.8	300.5	78.2	300.5	26.6	104.8
NEBRASKA	94.6	353.6	67.9	353.6	3.6	94.6
NEVADA	29.1	185.9	26.1	185.9	3.0	29.1
NEW HAMPSHIRE	22.1	93.8	16.7	93.8	5.2	22.1
NEW JERSEY	154.2	307.0	105.1	307.0	49.1	154.2
NEW MEXICO	41.6	271.6	33.2	271.6	7.6	41.6
NEW YORK	656.6	1,178.6	449.5	1,178.6	184.7	656.6
NORTH CAROLINA	205.9	467.2	144.8	467.2	60.2	205.9
OHIO	395.5	785.9	263.8	785.9	132.0	395.5
OKLAHOMA	145.7	394.1	100.9	394.1	44.3	145.7
OREGON	67.2	315.0	42.5	315.0	24.5	67.2
PENNSYLVANIA	769.0	1,676.6	468.7	1,676.6	297.7	769.0
RHODE ISLAND	36.4	92.9	26.6	92.9	9.8	36.4
SOUTH CAROLINA	81.0	273.8	60.3	273.8	20.3	81.0
SOUTH DAKOTA	65.4	257.0	49.0	257.0	16.7	65.4
TENNESSEE	137.1	367.2	95.0	367.2	42.1	137.1
TEXAS	444.6	1,273.2	302.8	1,273.2	115.5	444.6
UTAH	47.4	180.5	40.6	180.5	17.2	47.4
VERMONT	9.8	83.7	7.4	83.7	2.0	9.8
VIRGINIA	205.6	410.4	149.6	410.4	56.0	205.6
WASHINGTON	75.5	963.8	284.3	963.8	12.8	75.5
WEST VIRGINIA	89.3	166.6	59.8	166.6	22.5	89.3
WISCONSIN	131.8	502.6	99.2	502.6	35.5	131.8
WYOMING	39.1	203.2	36.4	203.2	2.7	39.1
DIST. OF COL.	99.1	203.2	96.0	203.2	3.1	99.1
PURTO RICO	65.3	127.6	41.7	127.6	23.6	65.3
TOTAL	8,315.1	20,411.3	5,832.8	20,411.3	2,156.7	8,315.1

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

	4/1/77-6/30/77	10/1/76-6/30/77
Balance at beginning of period . . . . .	.2/ \$ 9,452,204	\$ 9,008,523
Income:		
Tax Revenue:		
Motor-fuel taxes (4¢ per gal. net after refunds) . . . . .	\$ 1,083,830	\$ 3,445,206
Less motorboat fuel revenue 1/ . . . . .	8,000	24,000
Net for highways . . . . .	\$ 1,075,830	\$ 3,421,206
Trucks, buses, and trailers (10% of wholesale price) . . . . .	169,540	449,281
Tires, Tubes (Highway 10¢, Other 5¢/lb.) Tread Rubber (5¢/lb.) . . . . .	240,271	591,352
Vehicle use (\$3 per 1,000 pounds over 26,000 pounds) . . . . .	40,273	107,084
Parts and accessories, trucks and buses (8% of wholesale price) . . . . .	40,739	116,592
Lubricating oil (6¢ per gallon, net after refunds) . . . . .	17,210	42,284
Total excise revenues . . . . .	\$ 1,583,863	\$ 4,727,799
Interest earned . . . . .	299,807	576,378
Total Income . . . . .	\$ 1,883,670	\$ 5,304,177
Disbursements:		
For highways . . . . .	\$ 1,124,182	2/ \$ 3,843,335
National Highway Traffic Safety Administration . . . . .	33,600	80,100
Highway safety construction (includes R and D funds.) . . . . .	85,475	286,146
Trust Fund share other highway programs . . . . .	7,228	17,730
Total disbursements . . . . .	\$ 1,250,485	\$ 4,227,311
Balance at end of period . . . . .	10,085,389	\$10,085,389
Unpaid authorizations (6-30-77) (rounded to millions) . . . . .	19,781,000	
Balance less liability for unpaid authorizations . . . . .	-\$ 9,695,611	

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

2/ Adjusted.

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  
Official Business  
PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID  
FEDERAL HIGHWAY  
ADMINISTRATION  
DOT 512  
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# U. S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE TUESDAY  
September 13, 1977

FHWA 58-77  
Tel: (202) 426-0662  
Contact: Thomas Hyland

DOT URGES SAVINGS AND LOAN  
INSTITUTIONS TO EXPAND MORTGAGE  
SERVICES FOR HIGHWAY RELOCATEES

Federal Highway Administrator William M. Cox urged savings and loan institutions to consider the possibility of expanding the role they have traditionally shared with highway agencies in providing low-cost mortgage funding for persons whose homes require replacement as a result of highway projects.

Speaking September 10 to the Fall Management Conference of the Kentucky Savings and Loan League, Cox described a number of the Federal Highway Administration's (FHWA) programs for assuring that persons displaced by Federal-aid highway projects are fairly treated. According to Cox, "no person is ever required to move from a residence acquired for highway purposes until a comparable house meeting certain basic standards is located and available for immediate occupancy."

"Relocates," said Cox, "may also be eligible for replacement housing payments to assist in paying any necessary higher costs for a replacement home, a moving cost allowance, and incidental expense payment and an increased expense payment. When no suitable housing units are available on the market the FHWA's last resort housing program permits State highway agencies to exceed existing money limits and to provide homes by almost any financially sound, innovative method."

"A business or farm operator being displaced," Cox added, "is usually eligible for reimbursement of moving expenses incurred in relocating business and personal property, payment for actual direct losses of tangible personal property and actual expenses incurred in searching for a replacement business."

The Federal-aid highway programs exist to serve people Cox emphasized. "We have tried to make certain that our programs dealing directly with people are operated with a heart instead of strings."

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# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR P.M. RELEASE FRIDAY  
September 16, 1977

DOT AWARDS 2 PRESIDENTIAL  
MEDALS OF HONOR FOR  
LIFESAVING ON HIGHWAYS

FHWA 59-77  
(202) 426-0645  
Contact: Bill Johnson

Memphis, Tennessee, September 16, 1977 -- Federal Highway Administrator William M. Cox, in a ceremony held here tonight, presented two Presidential Medals of Honor for Lifesaving on the Highways.

It was the fifth time the Medal of Honor was presented since the award for civilians was authorized 20 years ago.

Raymond Earle Wilson and Robert Harry Thompson, professional truck drivers from Greenville, South Carolina, and Franklin, Tennessee, respectively, were the recipients of the Medals.

Both were cited for saving the life of another truck driver trapped in an overturned, burning tractor-trailer on Interstate 40 near Fairview, Tennessee on March 9, 1976.

Wilson and Thompson raced down an embankment to the wreckage and, standing in escaping diesel fuel and only a few feet from the blaze, used a metal pipe to free the trapped driver from the wreckage. Moments later the entire accident area burst into flames.

In making the awards, Administrator Cox said: "This medal is presented by the Secretary of Transportation in the name 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 Department of Transportation and the Federal Highway Administration are honored to officially recognize the heroism displayed by Messrs. Wilson and Thompson."

The awards were made at a dinner at the Airport Hilton Hotel, sponsored by the Tennessee Motor Transport Association during its annual convention being held here.

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# U. S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE MONDAY  
September 19, 1977

FHWA 60-77  
Tel: (202) 426-0660  
Contact: Richard Reilly

DOT ANNOUNCES \$2.4 BILLION  
IN ROAD, BRIDGE CONTRACTS

Nearly \$2.4 billion in Federal-aid highway and bridge construction contracts were awarded by State highway departments during the first six months of 1977, providing 249,000 jobs, Secretary of Transportation Brock Adams announced today.

These figures indicate increases of 5 per cent in the number of contracts and 8 per cent in the total dollar amount of contracts, as compared with the same period of 1976.

The Department's Federal Highway Administration estimates the 3,307 contracts will provide employment for about 249,000 persons. Included are 52,000 onsite jobs, 52,000 offsite jobs, and 145,000 induced jobs. Onsite labor represents contractors' and subcontractors' employees working at the project site; offsite labor, 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 the first half of 1977 averaged about \$723,800 with median size about \$226,100. They varied from less than \$25,000 to nearly \$53 million, with a good distribution throughout the entire range.

Sixteen per cent of the contracts awarded were for amounts less than \$50,000 and 29 per cent were below \$100,000. Contracts for amounts less than \$500,000 comprised 71 per cent of contracts awarded and 16 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 Contract

First Half - 1977

All Federal-Aid Highway Construction Contracts

Contract Size Group (Dollars)	Total Number of Contracts	Percentage of Total Contract	Total Amount of Low Bids (Dollars)	Percentage of Total Value
\$0 - 49,999	519	15.69	14,773,500	0.62
50,000 - 99,999	442	13.37	32,214,800	1.35
100,000 - 249,999	824	24.92	137,809,600	5.76
250,000 - 499,999	559	16.90	200,092,600	8.36
500,000 - 999,999	407	12.31	290,649,700	12.14
1,000,000 - 2,999,999	396	11.97	663,278,200	27.71
3,000,000 - 4,999,999	76	2.30	289,277,900	12.08
5,000,000 and over	<u>84</u>	<u>2.54</u>	<u>765,430,500</u>	<u>31.98</u>
Totals	3,307	100.00	2,393,526,800	100.00

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

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PENALTY FOR PRIVATE USE, \$300

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# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE WEDNESDAY  
September 28, 1977

FHWA 61-77  
Tel: (202) 426-0644  
Contact: Ruth Ann Patrick

DOT REQUESTS COMMENTS ON  
NATIONAL STANDARDS FOR  
INFORMATION SIGNS

Public comment is being requested by the Department of Transportation on a proposed new regulation to revise standards for information signs within the rights-of-way of Federal-aid Primary System highways.

A Notice of the Proposed Rulemaking was published in the Federal Register on September 14, 1977 by the department's Federal Highway Administration.

Changes to the current standards arise from a provision of the 1976 Federal-Aid Highway Act authorizing the Secretary of Transportation, in consultation with the States, to provide for, within the rights-of-way of the Federal-aid Primary System, areas in which signs, displays, and devices may be erected and maintained to give specific information in the interest of the traveling public. Such signs would typically contain directional information about goods and services available to motorists.

Comments and suggestions regarding the proposed standards should be submitted in triplicate by October 31, 1977, to the Federal Highway Administration, Room 4230, Docket No. 77-6, 400 Seventh Street, S.W., Washington, D.C. 20590.

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# U. S. Department of Transportation

# news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE THURSDAY  
September 22, 1977

FHWA 64-77  
Tel: (202) 426-0644  
Contact: Ruth Ann Patrick

DOT OFFICIAL DETAILS  
ENERGY-ORIENTED CHANGES  
IN TRANSPORTATION

Deputy Federal Highway Administrator Karl S. Bowers met Tuesday (Sept. 20) with Federal, State, and local government and university transportation officials to discuss energy-oriented changes in transportation.

Speaking before the 50th Annual Colorado Transportation Conference in Denver, Bowers told attendees that the transportation of goods and people in the United States consumes nearly one-half of the Nation's energy.

"Highway transportation alone," said Bowers, "represents more than half of all transportation-consumed energy. Consequently, any successful national effort to conserve energy must include the highway area."

"Conservation-oriented highway construction practices could save millions of gallons of petroleum," commented Bowers. "For instance, recycling of fifty million tons of asphaltic concrete annually could save up to 700 million gallons of liquid asphalt. Use of asphalt substitutes such as sulphur and emulsified asphalts could save an additional 300 million gallons each year."

Bowers cautioned the group that any analysis of energy-oriented transportation strategies would have to take into account all the possible ways they would affect mobility, the national economy, and State and federal tax revenues. "Remember," said Bowers, "the transportation of goods and people underlies our social organization and is essential to the economic, cultural, and political life of the Nation."

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# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE THURSDAY  
September 22, 1977

FHWA 65-77  
Tel: (202) 426-0644  
Contact: Ruth Ann Patrick

DOT ISSUES NOTICE  
OF PROPOSED RULEMAKING  
FOR CONSTRUCTION ZONE SAFETY

A Notice of Proposed Rulemaking requiring states to prepare traffic safety control plans in construction zones on Federal-aid highway projects has been issued by the U.S. Department of Transportation's Federal Highway Administration.

The proposed rules incorporate a number of the suggestions from states and the public made in response to an Advance Notice of Proposed Rulemaking of Sept. 10, 1976. Comments were received from over 130 state and local agencies, associations, organizations, manufacturers, suppliers, contractors, consultants, and individuals.

One main element in the proposed rule is a requirement for a reasonably specific plan for moving traffic through or around a construction zone in a manner to assure the safety of motorists, workers, and pedestrians.

Also included is a requirement for appointing a person at each work site who will assure that the traffic control plan and other safety aspects of the project are effectively administered.

Comments and suggestions on the proposed rules should be submitted in triplicate on or before Oct. 26, 1977, to the Federal Highway Administration, Docket No. 76-14, Room 4230, 400 Seventh Street, S.W., Washington, D.C. 20590.

# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE WEDNESDAY  
October 12, 1977

FHWA 66-77  
Tel: (202) 426-0644  
Contact: Ruth Ann Patrick

TRAFFIC RULES FOR RIGHT-TURN-  
ON-RED ISSUED BY THE DEPARTMENT  
OF TRANSPORTATION

National standards for permitting right-turns-on-red at traffic-signal controlled intersections on the Nation's highways and streets were announced today by the U.S. Department of Transportation.

All governmental units having responsibility for traffic control are encouraged to use the new standards to the maximum practical extent as a means of energy conservation and improved traffic engineering.

The rule permits right turns at signal-controlled intersections after stopping and yielding to pedestrians and other vehicles lawfully using the intersection, except where signs prohibit such turns.

As of July 1, 1977, 48 states and Puerto Rico have adopted legislation for the permissive right-turn-on-red rule.

In Maryland and Maine, the legislation will become effective July 1, 1978, and May 1, 1978, respectively. The New York State law does not apply to New York City, where right-turn-on-red is prohibited.

Only the states of Connecticut and Massachusetts now prohibit making right turns on red signal, except where a sign permits it. The District of Columbia does not permit right turns at any red signals.

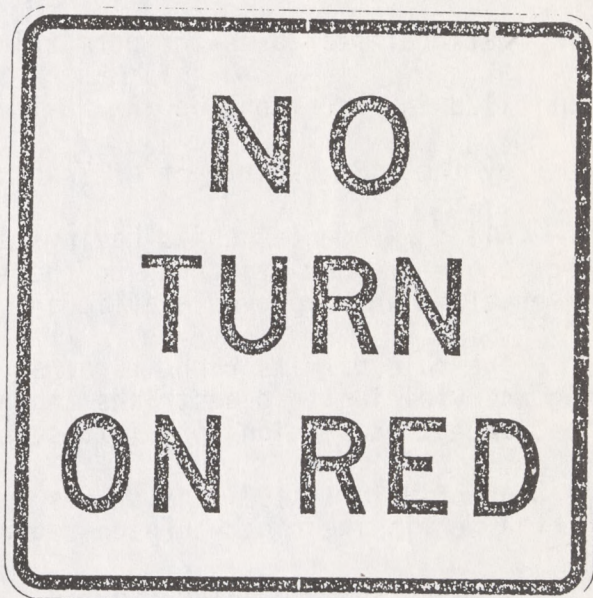
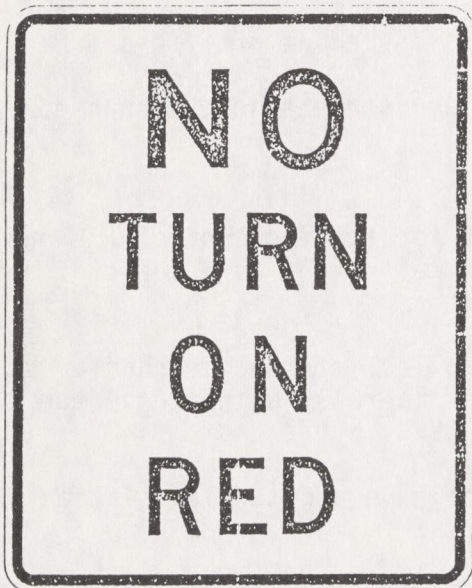
The new standards provide for right-turn-on-red (or left-turn-on-red for one-way streets), except when engineering studies find one or more of the following conditions exist:

1. Sight distance to vehicles approaching from the left (or right, if applicable) is inadequate.
2. The intersection area is designed in a way that may result in unexpected conflicts.

3. There is a special pedestrian crossing phase in the signal system.
4. Significant pedestrian conflicts are resulting from right-turn-on-red maneuvers.
5. More than three right-turns-on-red accidents per year have been identified for the particular approach.
6. There is significant crossing activity by children, elderly, or handicapped people.

If any of the six hazards exist, a "No Turn on Red" sign may be posted.

The new standards are more flexible than and replace an interim policy issued July 16, 1976, and have been incorporated into the Manual on Uniform Traffic Control Devices. Sample signs are indicated below.



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

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FIRST CLASS



# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE FRIDAY  
October 7, 1977

FHWA 67-77  
(202) 426-0199  
Contact: D.W. Briggs

DOT ANNOUNCES MORE THAN  
\$3 BILLION IN APPALACHIAN  
HIGHWAY FUNDS OBLIGATED

The Department of Transportation today announced that \$3 billion in Federal and State funds was obligated through the second quarter of calendar year 1977 for development highways and local access roads in the 13-State Appalachian Region. The Federal share was \$1.734 billion.

Development highways and access roads completed or under construction in the region totaled 2,127 miles as of the end of June 1977, an increase of 28 miles since March 31, 1977. Engineering and right-of-way acquisition were underway on an additional 472 miles; design had been approved or hearings held on 86 miles, while locations had been approved and design underway on 135 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. 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 JUNE 30, 1977

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 <sup>2/</sup>	TOTAL APPALACHIAN DEVELOPMENT MILEAGE
	OPEN TO TRAFFIC <sup>1/</sup>	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	4.7	16.3	6.1	-	31.4	-	-	13.2	-	50.8	0.2	142.0	155.6
Georgia	29.2	-	-	-	17.5	-	-	-	-	-	39.0	-	85.7	88.0
Kentucky	233.1	9.1	57.6	57.6	=	15.9	=	8.3	39.3	=	1.5	=	422.4	585.7
Maryland	50.0	-	-	-	-	-	-	-	-	25.6	6.3	-	81.9	85.9
Mississippi	3.0	-	22.8	16.0	-	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	-	7.5	-	-	1.5	37.1	-	205.4	206.5
Ohio	99.6	-	1.6	48.8	-	21.2	-	-	6.5	-	23.6	-	201.3	293.9
Pennsylvania	136.0	0.6	21.5	25.7	=	15.9	22.4	40.4	15.9	47.5	126.9	-	452.8	505.4
South Carolina	-	-	-	1.4	-	-	-	-	-	-	9.6	-	11.0	28.0
Tennessee	141.3	-	28.1	5.3	-	15.6	-	-	28.2	-	111.9	-	330.4	340.9
Virginia	125.6	-	18.2	12.9	0.7	-	-	0.5	-	4.5	31.5	-	193.9	204.3
West Virginia	202.2	4.8	26.9	80.9	-	=	-	1.7	10.1	=	86.3	-	412.9	425.7
TOTAL	1,296.1	19.7	233.2	296.8	21.0	113.8	29.9	50.9	122.0	91.0	536.4	59.7	2,870.6	3,286.7
Percent to Total Under Consideration	45	1	8	10	1	4	1	2	4	3	19	2	100	-

<sup>1/</sup> Includes mileage with additional contracts required or underway on 19.3 miles in Alabama, 5.2 miles in Georgia, 25.6 miles in Kentucky, 6.1 miles in Maryland, 40.6 miles in Ohio, and 106.1 miles in Tennessee, totaling 202.9 miles.

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

APPALACHIAN HIGHWAY PROGRAM

IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE

AS OF JUNE 30, 1977

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 OF 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	13.1	3.8	6.1	<u>2/</u> 1.3	-	-	-	-	-	24.3
Kentucky	6.8	6.6	-	-	-	1.7	-	-	-	15.1
Maryland	5.7	-	-	-	-	-	-	-	0.8	6.5
Mississippi	91.6	7.9	-	-	-	-	-	1.3	-	100.8
New York	3.4	-	-	2.5	-	<u>3/</u> 1.7	-	0.5	-	8.1
North Carolina	15.1	-	2.7	-	-	0.6	-	0.9	0.3	19.6
Ohio	34.6	1.6	2.4	1.5	-	-	-	1.1	-	41.2
Pennsylvania	77.4	2.7	-	-	0.3	6.3	-	"	2.7	89.4
South Carolina	68.0	7.1	16.9	-	-	-	-	22.6	-	114.6
Tennessee	42.5	-	0.5	-	4.6	-	-	7.9	-	55.5
Virginia	17.1	1.1	-	-	-	"	-	-	-	18.2
West Virginia	19.6	-	-	-	-	0.5	-	0.5	50.2	70.8
Total	544.1	33.5	33.9	6.8	4.9	12.7	-	48.8	54.0	738.7
Percent to Total Under Consideration	73	5	5	1	1	2	-	6	7	100

1/ Includes mileage with additional contracts required or underway on 8.5 miles in Alabama, 1.4 miles in Georgia, and 29.3 miles in Tennessee, totaling 39.2 miles.  
2/ 1.3 miles in ROW ACQUISITION ONLY.  
3/ 0.4 miles in DESIGN HEARING AFFORDED OR HELD.

# U.S. DEPARTMENT OF TRANSPORTATION

## FEDERAL HIGHWAY ADMINISTRATION

### APPALACHIAN FUNDS OBLIGATED

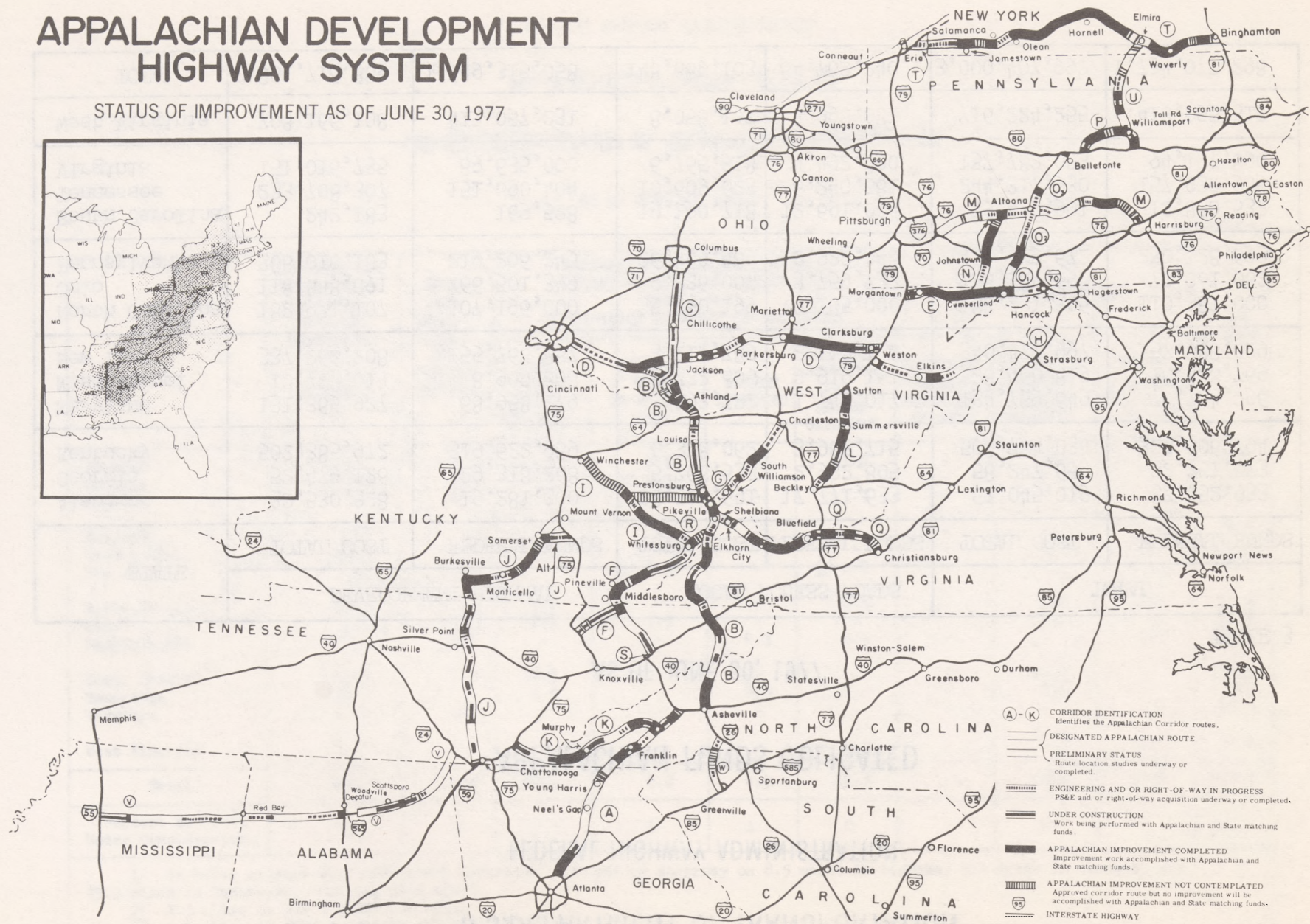
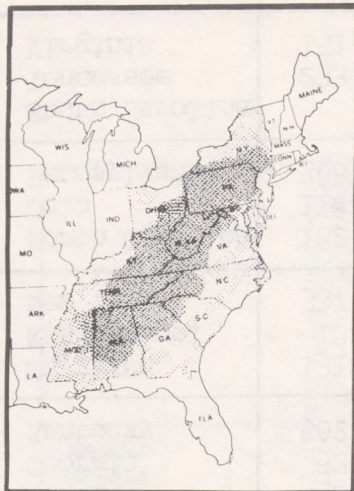
AS OF JUNE 30, 1977

TABLE 3

STATE	DEVELOPMENT HIGHWAY		LOCAL ACCESS ROADS		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
Alabama	32,530,328	19,281,300	28,514,691	17,771,633	61,045,019	37,052,933
Georgia	52,479,126	29,318,268	5,768,533	2,932,805	58,247,659	32,251,073
Kentucky	502,385,972	319,622,989	6,378,062	3,983,715	508,764,034	323,606,704
Maryland	131,365,927	68,958,279	3,393,722	1,746,017	134,759,649	70,704,296
Mississippi	12,728,014	8,909,608	15,732,805	9,919,161	28,460,819	18,828,769
New York	337,266,208	155,768,857	3,211,789	2,119,172	340,477,997	157,888,029
North Carolina	182,971,107	107,196,000	5,260,199	3,185,000	188,231,306	110,381,000
Ohio	118,848,691	66,501,349	9,336,007	3,759,733	128,184,698	70,261,082
Pennsylvania	388,010,183	219,206,245	26,469,489	10,922,448	414,479,672	230,128,693
South Carolina	242,183	169,528	19,190,718	12,691,004	19,432,901	12,860,532
Tennessee	233,708,307	151,690,404	10,609,623	6,240,581	244,317,930	157,930,985
Virginia	151,016,735	89,635,000	6,765,318	4,492,890	157,782,053	94,127,890
West Virginia	708,166,108	413,057,231	8,058,147	4,998,081	716,224,255	418,055,312
TOTAL	2,851,718,889	1,649,315,058	148,689,103	84,762,240	3,000,407,992	1,734,077,298

# APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF JUNE 30, 1977



# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE THURSDAY  
September 22, 1977

DOT OFFICIAL ASKS OKLAHOMA  
MOTOR CARRIERS TO SUPPORT DOT  
HIGHWAY SAFETY EFFORTS

FHWA 69-77  
(202) 426-0644  
Contact: Ruth Ann Patrick

Federal Highway Administrator William M. Cox today called upon the motor carrier industry to make even greater efforts to improve safety on this country's highways and to give more visible support to the national 55 mph speed limit.

Speaking before the Annual Conference of the Associated Motor Carriers of Oklahoma in Oklahoma City, Cox detailed current efforts of his agency to assure the safety of both commercial vehicles and drivers.

"The recently instituted stepped-up inspection activities throughout the Nation by special Bureau of Motor Carrier Safety Strike Force teams have confirmed our initial appraisal that the quality of the commercial motor carrier fleet equipment is deteriorating," said Cox. "The percentages of vehicles placed out of service and the numbers of defects are running much higher than in the past."

Cox also informed the group of a proposal by the U.S. Department of Transportation to simplify and reduce the paperwork for keeping commercial vehicle drivers' logs.

"The relationship between the Nation's truckers and highway designers and builders has always been an effective partnership," said Cox as he called upon the trucking industry "to renew the historic commitment (you) . . . have always made to highway safety."

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# U. S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE FRIDAY  
September 23, 1977

DOT OFFICIAL SPEAKS ON HIGHWAY  
SAFETY TO NATIONAL CITIZENS' GROUP

FHWA 70-77  
(202) 426-0662  
Contact: Thomas Hyland

Highway safety improvement programs, the 55 mph speed limit, and safer cars have contributed to an annual savings of over 9000 lives, a 17 percent decrease in traffic fatalities, during both 1974 and 1975, Federal Highway Administrator, William M. Cox told a gathering of prominent citizens interested in highway safety.

Emphasizing that safety was one of the major transportation principles promoted by the Federal Highway Administration (FHWA), Cox described the current progress and future prognosis for the FHWA highway safety programs to the Annual Meeting of the Citizens for Highway Safety at the International Club in Washington, D.C., September 20th.

"No value is greater than that of the human life and no transportation responsibility more important than the safety of people . . ." said Cox, quoting from the FHWA's 1976 Statement of National Highway Transportation Policy. "If we are ever going to make the Nation's highways truly safe," he said "then safe driving must be a part of the national way of life and a national state of mind."

"Safe driving," he informed the group "makes good sense as well as good social practice . . . [when you consider] that in one moment of inattention or foolishness, valuable human lives can be lost, maimed, or economically deprived as a result of an accident."

Citing the importance of good highway design practices to highway safety, Cox noted that the fatality rate on the Nation's Interstate Highway System has consistently been about half the rate of that of the remainder of the Nation's highways. "Since its inception, the Interstate System [which incorporates the latest and safest design standards] has saved about 60,000 lives," said Cox.

# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE WEDNESDAY  
October 12, 1977

FHWA 72-77  
Tel: (202) 426-0644  
Contact: Ruth Ann Patrick

## DOT ANNOUNCES RESEARCH PROJECT ON TRAFFIC MANAGEMENT IN HIGHWAY CONSTRUCTION ZONES

An innovative research project dealing with the improvement of safety and traffic operations in highway construction and maintenance work zones has been initiated by the U.S. Department of Transportation.

Entitled "Traffic Management in Construction and Maintenance Zones," the new project area is designed to develop and test safe and effective methods for controlling and directing traffic in and through construction and maintenance zones. Emphasis will be placed on identifying, understanding, and designing signs and marking systems based on the use of sound engineering and human-factors principles.

Three studies initiated by DOT's Federal Highway Administration are scheduled to begin this fall. The first study, "Identification of Traffic Management Problems in Work Zones," will provide direction to later studies which will develop and test solutions to those problems.

The second study, "Planning and Scheduling Work Zone Traffic Control," is an effort to produce a procedural guide that can be used by local and State highway agencies to estimate the consequences of alternative work zone strategies for specific site conditions in terms of construction costs, traffic flow, and safety.

The third study will develop guidelines for the use of arrow board warning devices in work zones with regard to the conditions under which the devices should be used and where in the zone the devices should be placed to provide for the greatest safety and efficiency in movement of traffic.

According to Federal Highway Administrator William M. Cox, "the results of this program and other related R&D projects and activities will provide the basis by which improvements in traffic management at construction and maintenance sites can take place."

Also available to State and local government transportation agencies and organizations interested in the problems of traffic control in highway construction zones is a two-volume report covering both the office and field functions for this subject area. This report, entitled "Traffic Controls in Construction and Maintenance Work Zones," was prepared for the FHWA by the American Public Works Association. Copies can be obtained by contacting the FHWA's Offices of Research and Development, Implementation Division, HDV-20, 400 7th Street SW., Washington, D.C. 20590.

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# U. S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE THURSDAY  
October 13, 1977

FHWA 73-77  
Tel: (202) 426-0662  
Contact: Ruth Ann Patrick

## PAVEMENT MARKING FUNDS ALLOCATED BY DEPARTMENT OF TRANSPORTATION

The U.S. Department of Transportation today announced that a total of \$48,875,000 in Pavement Marking Demonstration Program funds has been allocated to the States for FY 1978.

The purpose of this program is to improve vehicle and pedestrian safety on our Nation's roads and streets. The States may use the funds to provide pavement markings in accordance with specified standards on any public highway (except the Interstate), with priority to be given to roads in rural areas.

Funds for the Pavement Marking Demonstration Program were first authorized by the Federal-Aid Highway Act of 1973 (P.L. 93-87). Over \$220,000,000 has been allocated through FY 1977. Because the funds are used in a demonstration program, the Federal government pays 100 percent of the cost of each project.

The return from this investment has been high; major reductions in injury and property damage accidents have been achieved for a relatively small expenditure—approximately \$3,000 annually for each accident reduced.

Distribution of these funds to each State is based on its mileage of hard-surfaced roads (excluding Interstate system mileage) and a minimum share of \$150,000. The amounts available to each State are shown in the following table.

-MORE-

U. S. DEPARTMENT OF TRANSPORTATION  
Federal Highway Administration

Allocation of Pavement Marking  
Demonstration Program Funds

Authorized for Fiscal Year 1978

<u>State</u>	<u>Allocation</u>
Alabama	\$1,445,448
Alaska	150,000
Arizona	500,497
Arkansas	636,634
California	2,834,375
Colorado	574,799
Connecticut	468,592
Delaware	150,000
Florida	1,695,563
Georgia	1,354,138
Hawaii	150,000
Idaho	413,751
Illinois	2,048,147
Indiana	1,382,813
Iowa	880,100
Kansas	786,921
Kentucky	1,088,405
Louisiana	885,733
Maine	424,565
Maryland	619,012
Massachusetts	787,722
Michigan	1,692,920
Minnesota	1,105,278
Mississippi	838,183
Missouri	1,319,349
Montana	406,543
Nebraska	498,333
Nevada	190,256
New Hampshire	262,156
New Jersey	777,550
New Mexico	367,776
New York	2,212,693
North Carolina	1,690,303
North Dakota	295,263
Ohio	1,737,903
Oklahoma	993,089
Oregon	755,390
Pennsylvania	2,033,116
Rhode Island	150,000
South Carolina	1,119,402
South Dakota	400,563
Tennessee	1,283,200
Texas	3,271,381
Utah	345,537
Vermont	150,000
Virginia	1,219,843
Washington	1,009,991
West Virginia	456,149
Wisconsin	2,453,440
Wyoming	232,334
Dist. of Col.	150,000
Puerto Rico	179,844
Subtotal	48,875,000
Administration	1,125,000
TOTAL	\$50,000,000

Allocations to Ohio and Wisconsin reflect repayment of  
\$550,000 loaned by Wisconsin to Ohio during FY 1977

# U. S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE WEDNESDAY  
October 5, 1977

DOT GIVES ESTIMATE OF  
NATION'S HIGHWAY NEEDS  
IN REPORT TO CONGRESS

FHWA 76-77  
Tel: (202) 426-0660  
Contact: Richard Reilly

A new Department of Transportation report shows that although highway capital expenditures by Federal, State and local governments have increased steadily in recent years, because of inflation the constant dollar values of the sums spent have declined markedly.

For example, in 1967, capital improvement expenditures for highways in the United States totaled \$9.7 billion. In 1974, the capital expenditures had risen to \$11.9 billion--but in 1967 dollars, because of inflation, this was equivalent to only \$5.9 billion. So that in constant dollars less was spent than in 1967.

The report to Congress discusses the condition of the Nation's highways and future highway investment needs.

The report, "The Status of the Nation's Highways: Conditions and Performance," was prepared by the Department's Federal Highway Administration and is the fifth in a series of reports on the Nation's highways prepared for Congress as required by Senate Joint Resolution 81, enacted in 1965. Earlier highway needs reports were issued in 1968, 1970, 1972 and 1974.

The report is divided into three major sections:

- Financial aspects of Federal, State and local highways programs.
- Highway system status: mileage classification, travel, and system physical condition.
- Alternative future investment levels.

Among the major findings in the report are the following:

- States have been spending proportionately less for highway capital improvements. Other needs, such as maintenance, administration, law enforcement, and debt service, have increased and now amount to about 42 percent of highway expenditures by the States.

-- While Federal-aid funds are used predominately on projects involving new location and reconstruction, projects funded completely with State or local revenues generally involve widening or resurfacing existing highways.

-- Pavement deterioration during the 1970-75 period resulted in slippage of pavement from good to fair condition. The proportion of poor pavement did not change.

-- In urban areas in 1975, a large percentage of arterial mileage was congested during peak hours of travel. However, congestion on these roadways increased only slightly over the 1970-75 period.

-- Travel per lane-mile increased on all systems.

-- Potential peak-hour operating speeds increased on urban freeways and decreased on rural arterial and collector roads.

-- Travel increased proportionally on highways with safer engineering features, such as wider lanes, divided facilities, and access control.

The report also provides estimates of the effects of various funding levels on 1990 highway conditions and performance. Estimates also are given of 15-year investment costs of maintaining 1975 highway conditions and performance.

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# U.S. Department of Transportation

# news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE THURSDAY  
October 6, 1977

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

DOT ALLOCATES \$180 MILLION  
TO STATES IN FISCAL 1978  
BRIDGE REPLACEMENT FUNDS

The Department of Transportation announced today that \$180 million in bridge replacement funds has been distributed among the 50 States, the District of Columbia, and Puerto Rico for fiscal year 1978.

The funds, authorized by Congress, are administered by the Department's Federal Highway Administration under the Special Bridge Replacement Program which was established in 1970.

During the time the Special Bridge Replacement Program has been in existence, more than 1,400 structurally deficient or functionally obsolete bridges have been replaced or are in the process of being replaced throughout the United States.

It is presently estimated that there are about 33,500 deficient bridges on the Federal-aid system, while roughly another 72,000 spans on roads not on the Federal-aid system need to be rehabilitated or replaced.

The Special Bridge Replacement Program was enacted by Congress because of the compelling need to replace unsafe bridges. Most States have placed major emphasis on bridge replacement, and many are also reconstructing bridges with other Federal-aid funds, or under wholly State and/or local government-financed programs.

In announcing the allocation of the 1978 bridge replacement funds, Federal Highway Administrator William M. Cox said:

"The need to replace or rebuild unsafe bridges is certainly a matter of the highest priority. The Federal Highway Administration, in consultation with the States, is continuing to establish bridge replacement priorities by assigning each bridge replacement candidate a sufficiency rating. The lower the sufficiency rating, the higher

- more -

the priority for replacement, with major emphasis being placed on those bridges that are structurally deficient."

The accompanying table shows the fiscal 1978 bridge replacement funds allocated by State along with total allocations to date.

<u>State</u>	<u>FY 1978 Funds Allocated</u>	<u>Total Allocations</u>
Alabama	341,297	9,524,619
Alaska	164,788	7,449,714
Arizona	248,726	3,594,138
Arkansas	1,552,396	9,183,580
California	4,501,171	26,828,502
Colorado	549,896	4,487,580
Connecticut	69,990	8,526,282
Delaware	216,481	7,614,431
District of Columbia	1,560,930	3,541,665
Florida	8,644,199	30,827,513
Georgia	6,591,240	16,278,963
Hawaii	188,729	2,534,865
Idaho	32,688	10,664,855
Illinois	14,033,948	60,288,264
Indiana	1,906,675	9,176,730
Iowa	3,294,929	14,755,513
Kansas	5,893,484	17,696,168
Kentucky	6,291,573	20,962,139
Louisiana	11,055,398	42,622,957
Maine	44,940	4,243,371
Maryland	1,702,618	11,538,225
Massachusetts	1,704,641	22,548,186
Michigan	1,330,590	15,173,231
Minnesota	3,085,821	29,158,656
Mississippi	1,411,661	6,754,464
Missouri	4,841,179	16,231,067
Montana	3,476,656	7,542,410
Nebraska	3,792,654	16,858,275
Nevada	195,570	3,383,030
New Hampshire	2,147,790	7,498,275
New Jersey	3,147,835	9,550,879
New Mexico	563,649	6,621,444
New York	16,628,058	55,568,517
North Carolina	2,905,676	24,750,524
North Dakota	542,314	3,818,941
Ohio	5,673,258	20,490,636
Oklahoma	1,160,339	11,437,257
Oregon	2,021,473	7,552,678
Pennsylvania	9,451,854	24,476,535
Puerto Rico	1,113,597	6,211,555
Rhode Island	2,107,999	3,624,010
South Carolina	2,413,138	9,648,432
South Dakota	1,704,531	11,363,189
Tennessee	6,165,330	12,958,416
Texas	7,527,126	33,154,001

Utah	575,391	6,476,555
Vermont	4,586,137	7,512,457
Virginia	6,367,036	34,248,357
Washington	3,384,184	32,225,277
West Virginia	1,694,088	22,191,515
Wisconsin	4,536,165	20,380,303
Wyoming	808,164	3,849,854
TOTAL	175,950,000	815,599,000
Administration	4,050,000	
GRAND TOTAL	180,000,000	

# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
October 28, 1977

FHWA 77-77  
(Revision)

Tel: 202-426-0660

CORRECTED FIGURES FOR  
FISCAL 1978 FEDERAL  
BRIDGE REPLACEMENT FUNDS

In an October 6 news release concerning \$180 million in bridge replacement funds being distributed by the Department of Transportation's Federal Highway Administration to the 50 States, the District of Columbia and Puerto Rico, the sums shown under the column titled "FY 1978 Funds Allocated" were inadvertently taken from a wrong tabulation. The corrected figures are as follows:

Alabama	2,144,291	Michigan	1,330,590
Alaska	164,788	Minnesota	10,659,821
Arizona	448,726	Mississippi	1,411,661
Arkansas	1,552,396	Missouri	2,407,179
California	4,301,171	Montana	3,886,656
Colorado	697,896	Nebraska	3,049,606
Connecticut	589,990	Nevada	195,570
Delaware	216,481	New Hampshire	1,842,790
District of Columbia	1,560,930	New Jersey	1,844,059
Florida	8,644,199	New Mexico	563,649
Georgia	6,591,240	New York	16,628,058
Hawaii	188,729	North Carolina	4,705,676
Idaho	1,272,688	North Dakota	542,314
Illinois	14,033,948	Ohio	4,322,258
Indiana	1,030,112	Oklahoma	1,160,339
Iowa	3,027,848	Oregon	1,451,473
Kansas	6,393,484	Pennsylvania	4,751,765
Kentucky	6,291,573	Puerto Rico	432,892
Louisiana	11,055,398	Rhode Island	943,540
Maine	674,940	South Carolina	2,413,138
Maryland	1,702,618	South Dakota	2,354,531
Massachusetts	2,510,641	Tennessee	6,165,330

Texas	8,337,126
Utah	575,391
Vermont	1,823,783
Virginia	6,367,036
Washington	3,384,184
West Virginia	1,961,169
Wisconsin	4,536,165
Wyoming	808,164

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

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# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE THURSDAY  
October 6, 1977

FHWA 79-77  
Tel: (202) 426-0662  
Contact: Thomas Hyland

DOT OFFICIAL EXPRESSES  
VIEWS ON HIGHWAY BRIDGE  
PROBLEMS AND POLICIES

Federal Highway Administrator William M. Cox said today that two of the major problems facing transportation officials in the United States are "the need to replace or rehabilitate highway bridges which are functionally obsolete or structurally deficient, and the need to repair the ever-increasing number of deteriorating bridge decks."

Speaking to an international meeting--the Northwest Bridge Engineers Seminar--in Portland, Oregon Cox emphasized that highway transportation would continue to predominate over all other transportation modes in the movement of people and goods for the foreseeable future. "Consequently," he said, "we have to correct problems with highway bridges immediately."

"However," warned Cox "the size of our bridge replacement and rehabilitation programs, in terms of dollars as well as in terms of numbers of projects, must be based on a realistic assessment of what can actually be accomplished for any given period."

Cox also outlined a number of operational and research activities that the U.S. Department of Transportation has been carrying out as a means of overcoming problems with present bridges and in preventing similar occurrences with future bridges.

"The contributions that bridge designers and engineers have made to the scientific, economic, and cultural aspects of life in the world...are inestimable," said Cox. "The mantle of that creative leadership is now being passed on to you here today."

Mr. Cox was a featured speaker at one of the principal sessions of the meeting.

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# U. S. Department of Transportation

# news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE WEDNESDAY  
October 12, 1977

FHWA 78-77  
Tel: (202) 426-0644  
Contact: Ruth Ann Patrick

DOT AWARDS CONTRACT FOR URBAN  
TRUCK DELIVERY POLICIES STUDY

The U.S. Department of Transportation's Federal Highway Administration has contracted for a \$47,000 research study on nighttime urban truck delivery policies, which will be conducted by a Washington, D.C., consulting firm.

The Organization of Environmental Growth will determine the "Requirements and Specifications for Off-Hours Delivery" in a research effort sponsored by the Department of Transportation's small business and minority contract program. The consulting firm will define and recommend strategies for overcoming the economic and institutional constraints which presently limit the adoption of policies permitting nighttime truck deliveries in urban areas.

In announcing the award of this contract, Federal Highway Administrator William M. Cox said that he expected the findings of the research study to be very valuable in helping to alleviate many city truck traffic problems since "The removal of trucks from urban highways during daytime hours of heavier traffic flow offers considerable promise for reduction of urban congestion."

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# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE FRIDAY  
November 4, 1977

FHWA 87-77  
Tel: (202) 426-0644  
Contact: Ruth Ann Patrick

NEW BOOKLET ADVISES  
ON BIKE PATH, WALKWAY  
PLANNING AND FUNDING

The Department of Transportation's Federal Highway Administration has just published a brochure explaining how Federal-aid highway funds can be used to plan and construct bike paths and walkways in urban areas.

"Bicycle and Pedestrian Facilities in the Federal-Aid Highway Program" describes the types of projects eligible for Federal-aid funds, project selection and funding procedures, features which may be included in federally-aided bicycle and pedestrian facilities, and applicable provisions of the Federal-Aid highway Program; and recommends procedures in acquiring federal funding for proposed facilities.

The brochure also lists publications, films, and biking and hiking organizations which may assist urban communities in planning, developing, and building footpaths, bike routes, and supplementary structures such as shelters, traffic control devices, and safety features.

This interesting and highly informative publication can be used effectively to promote bicycling as a practical and rewarding "change of pace" from other forms of personal transportation. Those who want to learn more about the advantages of bicycling in urban areas and who want to know how to get help in developing bicycle facilities in their communities will find this brochure especially useful.

Copies of "Bicycle and Pedestrian Facilities in the Federal-Aid Highway Program," Second Edition, are available free upon request from the Federal Highway Administration Division Office in each State, or from the Office of Public Affairs (HPA-1), Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590, telephone (202) 426-0677.

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# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE FRIDAY  
November 4, 1977

FHWA 82-77  
(202) 426-0644  
Contact: Ruth Ann Patrick

## NEW AUTOMATED INFORMATION SYSTEM SERVES STATE HIGHWAY AGENCIES

The Department of Transportation now makes comprehensive highway planning, programming, budgeting, and scheduling data available to state transportation decision makers through the Federal Highway Administration's new computerized Program Management Information System.

This automated service provides computer retrievable information on a state-by-state basis to the highway agency manager seeking resource data applicable to his state programs' particular needs. The Program Management Information System contains annually updated information on each State's laws; transportation agency organization; highway systems, programs, and needs studies; funds and fiscal studies; schedules; and automation and computer usage.

The system's resources are available to all State highway agencies, and it is expected to contribute measurably toward alleviating the profound burden on decision makers participating in the country's increasingly complex highway program involving many Federal, State, and local laws and ordinances; various funding sources; interaction with many levels of government and public and private organizations; and studies of needs to meet various social, economic, and environmental requirements.

A brochure which gives a general description of the Program Management Information System is available free upon request from the FHWA Division Office in each state or from the Planning and Programming Branch (HHP-15), Program Management Division, Federal Highway Administration, 400 Seventh Street SW., Washington, D.C. 20590, telephone (202) 426-1045.

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# U. S. Department of Transportation

# news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE THURSDAY  
October 20, 1977

FHWA 84-77  
Tel: (202) 426-0645

## DOT PROPOSES TO REDUCE PAPERWORK FOR COMMERCIAL TRUCK OPERATORS

An intensified campaign directed at the reduction of Federal paperwork for commercial truck operators, has been announced by the Department of Transportation's Federal Highway Administration.

A Notice of Proposed Rulemaking has been issued which proposes to exempt drivers from preparing driver's logs if their tour of duty is performed within a radius of 100-miles of the driver's reporting point.

The proposal would apply only if the person returns to the home base within 12 hours and there is at least 8 consecutive hours off duty between each 12 hours of duty.

This proposed rulemaking is in accord with President Carter's paperwork reduction program. The Notice of Proposed Rulemaking, Docket No. MC-78; Notice No. 77-7, was published in the Federal Register on October 13, 1977.

Interested persons are requested to submit comments in writing to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C., 20590., on or before December 30, 1977.

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For further information  
Bill Johnson

# U. S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE MONDAY  
October 31, 1977

FHWA 86-77  
(202) 426-0662  
Contact: Thomas Hyland

DOT OFFICIAL FORECASTS FUTURE  
TRANSPORTATION PROGRAM CHANGES  
TO STATE TRANSPORTATION HEADS

"The last quarter of this century will usher in a new period of transportation history -- a period of coordination of modes, revenues, planning and system operations," Federal Highway Administrator William M. Cox today told a nationwide gathering of Federal, State, and local government transportation officials.

Speaking to the 63rd Annual Meeting of the American Association of State Highway and Transportation Officials, Cox urged transportation officials at all levels to take advantage of the many administrative actions permitted under Federal-aid procedures as a way of meeting their immediate transportation needs.

"One of the major problems we face is the lack of courage and determination to change from the old and begin with the new," said Cox. "Here is where the real coordination in transportation will have to take place; in the thought and action processes of transportation managers and workers alike. Without this increased coordination, the campaign against waste of human lives, depletion of our energy and natural resources, spoilage of our environment and poor use of our Nation's wealth cannot be effectively fought, let alone won.

-MORE-

"We cannot continue to make transportation decisions based on assumptions that were valid in the past," Cox emphasized; "we must open our eyes and minds to new and better ways of doing things. Innovations and a willingness to change, to take intelligent risks in transportation planning, construction, and operations must become the byword and practice of transportation builders and managers in the fourth quarter of the 20th Century."

Mr. Cox, a native of Kentucky, served as the Keynote Speaker for the nationwide conference.

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# U. S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590



THURSDAY, November 3, 1977

FOR IMMEDIATE RELEASE

FHWA 87-77

Tel: (202) 426-0662

Contact: Ruth Ann Patrick

"HIGHWAY AND ITS ENVIRONMENT"  
CONTEST WINNERS ANNOUNCED BY  
FEDERAL HIGHWAY ADMINISTRATION

Eight State transportation agencies and a medical services association were first-place winners in the Tenth Annual Awards/1977 "The Highway and Its Environment", a contest sponsored by the U.S. Department of Transportation's Federal Highway Administration to demonstrate the compatibility of highways with their urban and rural surroundings.

The competition gives recognition to agencies, organizations, and business enterprises which have constructed highway or highway-related projects that clearly reflect their concern for protecting, preserving, and enhancing the highway environment. The annual contest is open to State, county, and local transportation agencies, freeway and toll authorities, civic organizations, business and industry, and consultants and contractors.

The 1977 contest attracted 242 entries with nearly 860 photographs from 40 States, the District of Columbia, and Puerto Rico which illustrate how highways not only can be attractive but can offer lasting environmental benefits to the travelling public.

Describing the 1977 awards program as "the best quality ever," Federal Highway Administrator William M. Cox noted that the high degree of enthusiastic participation in the contest this year "shows that there is steadily growing interest and concern among governmental, public, and private sectors in assuring that that the Nation's highways make a positive contribution to the roadside environment and to the betterment of life in America."

"These award-winning highways are beautiful in many ways,"

said Administrator Cox. "They are truly exemplary, in their own distinctively individual ways, in terms of the safety, mobility, and convenience they offer to the highway traveler; the protection, preservation, and enhancement of the natural setting they promote; the functional compatibility with their surrounding landscapes that they exhibit; and much more. The photographic and engineering excellence of these winning entries is remarkable, and they certainly give new life to the adage that 'a picture is worth a thousand words.'"

State highway agencies which won first-place awards in the contest were the Nevada State Highway Department, the Oregon Department of Transportation, the Michigan Department of State Highways and Transportation, the New York State Department of Transportation, the California Department of Transportation (two first-place entries), the Minnesota Department of Transportation, the Maine Department of Transportation, and the South Carolina Department of Highways and Public Transportation. Blue Cross and Blue Shield, Inc., of North Carolina, also received a first-place award.

Winners were selected for first, second, and third place awards, and for honorable mention in the 10 contest categories (all of these awards were not given in each of the categories). For the first time, three entries were selected to receive special commendation awards.

The names and project locations of the first-place winners are:

Category I. "Outstanding Section of Highway in Its Rural Environment (Desert)" -- Nevada State Highway Department, for construction of an eight-mile section of Interstate 80 near Wells, in northeastern Nevada, which features a maximum preservation of the natural desert vegetation and the undisturbed terrain.

Category I. "Outstanding Section of Highway in Its Rural Environment (Mountain)" -- Oregon Department of Transportation, for realignment and resurfacing of the Crooked River Highway near Prineville, in central Oregon, which preserves the unique rock formations through the ancient river valley canyon.

Category I. "Outstanding Section of Highway in Its Rural Environment (Forest)" -- Michigan Department of State Highways and Transportation, for location and design of the U.S. 31 Freeway near Shelby along the shores of Lake Michigan, which preserves the sand hills and orchards in nearby valleys.

Category I. "Outstanding Section of Highway in Its Rural Environment (Plains) and (Coastal)" -- No awards given.

Category II. "Outstanding Section of Highway in Its Urban Environment" -- New York State Department of Transportation, for construction of a half-mile segment of the South Mall Arterial which moves traffic through the Empire State Plaza. A three-level entrance unites the Mall with the historic State Capitol, the Governor's Mansion, and a landmark cathedral.

Category III. "Outstanding Major Highway Structural Feature"-- California Department of Transportation, for construction of the Archie Stevenot Bridge over the Stanislaus River and the Melones Reservoir near Sonora, California. This bridge provides a panorama and a passageway for campers, hikers, and fishermen as they cross to and from nearby camping areas.

Category IV. "Outstanding Safety Rest Area and/or Information Center" -- Minnesota Department of Transportation, for construction of the Albert Lea Information Center on Interstate 35 one mile north of the Iowa border. The building is near the woods and has an attached shelter where visitors can observe a rich variety of wild creatures in a completely undisturbed natural setting.

Category V. "Outstanding Example of Highway-Oriented Public or Private Enterprise Adjacent to the Highway Right-of-Way"-- Blue Cross and Blue Shield, Inc., of North Carolina, for construction of a rhomboid-design service center near U.S. 15-501 just inside Chapel Hill. Creative landscaping frames the view from the highway while skillfully screening the parking areas.

Category VI. "Outstanding Example of Mass Transportation Within or Adjacent to the Highway Right-of-Way" -- No awards.

Category VII. "Outstanding Example of Multiple Use of Highway Right-of-Way in Urban or Rural Areas" -- California Department of Transportation, for developing the right-of-way beneath the Elkhorn Bridge on Interstate 5 near Sacramento into an attractive mini-park with picnic tables, barbecue racks, and a boat ramp.

Category VIII. "Outstanding Example of Sympathetic Treatment of Historic, Cultural, or Natural Environment" -- Maine Department of Transportation, for reconstructing and widening Eagle Lake Bridge, a rustic stone arch on Route 233 in Acadia National Park near Bar Harbor. The modernization left the fine old granite stonework intact.

Category IX. "Outstanding Example of Landscape Treatment Along Roadsides and Interchanges" -- South Carolina Department of Highways and Public Transportation, for building the Pickens Street Crosswalk over the highway along the east

campus of the University of South Carolina in Columbia. The 60-foot-wide bridge is lined with planters of lush greenery that soften its silhouette and blends with the trees and shrubbery planted along the steep roadbanks.

Category X. "Outstanding Facility Providing Motorist Services Adjacent to the Highway Right-of-Way" -- No award.

Second-place winners were selected in nine of the ten categories:

Category I. "(Desert)" -- No award.

Category I. "(Mountain)" -- Vermont Department of Transportation, for building a 2.7-mile section of Interstate 91 near Fairlee along the Connecticut River Valley which preserves the rural character of the highway.

Category I. "(Forest)" -- The Evergreen State College, for building the Evergreen Parkway to the college's campus in Olympia, Washington without disturbing the area's natural landforms or its thriving native vegetation.

Category I. "(Plains)" -- No award.

Category I. "(Coastal)" -- No award.

Category II. -- California Department of Transportation, for building and landscaping two miles of State Route 125 in Santa Maria. This attractive road features a depressed curb and a well-planted median strip.

Category III. -- Idaho Department of Transportation, for the new steel arch Perrine Memorial Bridge it built over the Snake River Canyon on U.S. 95 near Twin Falls. The 1500-foot span offers a truly breath-taking view from 500 feet above the river.

Category IV. -- New Jersey Department of Transportation, for building the Allamuchy Overlook on Interstate 80, where travelers in northern New Jersey can gaze past its low walls of native stone over miles of rolling hills to the famous Delaware Water Gap.

Category V. -- North Carolina Department of Administration, for its Bicentennial Plaza in downtown Raleigh, one block from the State Capitol. Built to commemorate North Carolina's heritage, this community gathering-place features a bronze statue of Sir Walter Raleigh, a replica of the Liberty Bell, a cascading fountain, comfortable benches, and blooming plants.

Category VII. -- City of Los Angeles Department of Public Works, for imaginatively landscaping a ramp, pier, and sidewalks at Fourth and Flower Streets and turning the area into a quiet, restful place where passers-by stop to enjoy a moment in the simple, tasteful setting of cobblestones and an occasional boulder accented with blooming plants.

Category VIII. -- Utah Department of Transportation, for building 133 miles of Utah Route 95, the State's Bicentennial Highway, with careful respect for an area of particular historical value. Flowing with the land's natural contours, the highway has "rediscovered" an ancient Indian ruins by combining the archeological site with a rest area.

Category IX. -- Virginia Department of Highways and Transportation in cooperation with the Virginia Federation of Garden Clubs, for planting thousands of bright native wildflowers along U.S. 460 near Lynchburg during "Operation Wildflower."

Third-place awards went to the following:

Category I. "(Desert)" -- None.

Category I. "(Mountain)" -- Puerto Rico Highway Authority, for designing and building the Las Americas Expressway (Puerto Rico Route 52), from the northern coastal plains across the rugged interior mountains to the Caribbean Sea coast.

Category I. "(Forest)" -- Michigan Department of State Highways and Transportation, for designing and constructing almost 22 miles of panoramic rural Michigan Highway 28 near Munising in Alger County. Blending with the natural topography, the road features a roadside park and scenic turnouts where dunes and rock formations attract thousands of travelers each year.

Category I. "(Plains)" -- None.

Category I. "(Coastal)" -- None.

Category II. -- West Virginia Department of Highways, for building Interstate 64 in South Charleston with graceful lines that harmonize with its busy urban setting.

Category III. -- Colorado Division of Highways, for construction of a natural tan-tinted, tri-level concrete interchange between Interstates 225 and 25 on the south side of metropolitan Denver.

Category IV. -- North Carolina Department of Transportation, for constructing a rest area with picnic tables, parking lots, and an unobstructed view of the water on the shore of quiet, wooded, man-made Lake Norman near Interstate 77 about 12 miles south of Statesville.

Category V. -- None.

Category VI. -- None.

Category VII. -- None.

Category VIII. -- Massachusetts Department of Public Works, for restoration of the treelined, cobblestoned Fanueil Hall Marketplace in Boston's Waterfront district.

Category IX. -- To Columbia, South Carolina, artist Mr. Blue Sky; the South Carolina Arts Commission; and the Farm Credit Banks of Columbia, for "Tunnelvision," a three-story, 75-foot outdoor mural on the wall of a downtown bank building. The first of its kind in the State and one of the country's largest, the painting seems actually three-dimensional and is amazingly realistic by night or day.

Category X. -- None.

Honorable mention recognition was given to the following:

Category I. "(Plains)" -- Kansas Department of Transportation, for its design and construction of a modernized 6.6 mile section of the Santa Fe Trail (U.S. 56) approaching Council Grove through the Flint Hills of Kansas, preserving the historic, wheel-rutted wagon trail and the artesian springs along the right-of-way.

Category III. -- Arizona Department of Transportation, for the design and construction of the bold, massive Virgin River Gorge Bridge on Interstate 15 near Littlefield.

Category VI. -- Maryland Department of Transportation, State Highway Administration, for building a comprehensive park-and-ride facility serving the Baltimore Metropolitan Area near Interstate 695 at Providence Road. The park-like setting includes ample parking, bus-loading ramps and bus shelters, bike racks, and an information kiosk.

Category VII. -- Wisconsin Department of Transportation, for building a bicycle trail along the right-of-way under the new Irvington Bridge near Irvington in Dunn County.

Category VIII. -- North Carolina Department of Transportation, Division of Highways, for building the 4200-foot-long Oak

Island Bridge which was designed to not interfere with the delicate natural balance of the salt water marshes it spans along the Intercoastal Highway on the Atlantic Ocean.

Also in Category VIII. -- City of Los Angeles, Department of Public Works, for an unusual sentimental expression of respect for old age. A grand and massive elderly resident of the area, with a girth of 24 feet and a reach of 150 feet and said to be 1,000 years old, was in the way of traffic on Louise Avenue. But the street deferred to its venerable presence, and the giant live oak, officially known as Encino's Cultural-Historical Monument No. 24, continues to stand its ground in what is now a handsomely landscaped island dividing the street, offering its cool shade to drivers passing by.

Category IX. -- City of Bellevue, Washington, Department of Public Works, for the design and construction of a widened intercity highway sidewalks separated from the roadway by contoured traffic islands featuring existing trees, new plantings of native shrubs and ground cover, and street furniture for pedestrians.

Category X. -- Shell Oil Company, San Mateo, California, for creating a contemporary self-serve motorist station with enhancing large trees and complementary landscaping near a Mountain View shopping center.

Special commendation awards were given to:

-- The California Department of Transportation for its consistently enthusiastic support of the Federal Highway Administration's annual "Highway and Its Environment" awards program, and for the highly professional quality of its entries;

-- The photography section of the California Department of Transportation for the consistently outstanding photographs submitted each year; and

-- Mr. Blue Sky, locally prominent artist and resident of Columbia, South Carolina, for his inspired rendering of the "Tunnelvision" outdoor mural in that city.

The entire collection of the Tenth Annual Awards/1977 contestant photographs will be on public display in the Museum of Science and Industry in Chicago, Illinois, from October 31 to December 1, 1977. Award plaques and certificates will be presented in formal ceremonies sponsored by Federal Highway Administration Regional Offices to winners in their respective Regions early next year.

# # # #

# U. S. Department of Transportation

# news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE FRIDAY  
November 11, 1977

FHWA 88-77  
(202) 426-0677

## HIGHWAY CONSTRUCTION COSTS FOR THIRD QUARTER - 1977

The cost of highway construction during the third quarter of 1977 rose 0.3 per cent above the previous quarter, to 215.9 per cent of the 1967 average, Secretary of Transportation Brock Adams announced today.

The 0.3 per cent increase follows a 6.5 per cent rise for the previous quarter. The composite price index for the third quarter is 8.5 per cent above the composite index of a year ago.

Compared with the previous quarter, four of the six components in the price index rose and two fell. Portland cement concrete surfacing led the advance with a rise of 6.8 per cent, while bituminous concrete surfacing registered a modest 0.2 per cent rise. The structural index dropped 5.5 per cent, reflecting decreases of 7.3 per cent in structural steel and 6.8 per cent in structural concrete. Excavation and structural reinforcing steel rose 2.3 and 1.7 per cent respectively.

Compared with a year ago, all six index components increased. Excavation increased the most, jumping 14.9 per cent, while bituminous concrete surfacing increased the least, rising 2.0 per cent. Bituminous concrete surfacing has risen the most since 1967, having increased 136.9 per cent over the past 10 years. On the other hand, structural steel, with a rise of 87.4 per cent during the same period, has risen the least.

The three-quarter moving composite index for the second quarter of 1977 rose 2.9 per cent above the preceding quarter and 6.4 per cent above its year ago level. The three-quarter moving index for any quarter is an index for that quarter and the quarter preceding and following it. On this basis, price changes from the preceding quarter for the six index components ranged from - 0.6 per cent for structural concrete to +6.5 per cent for excavation.

Except for the steep rise of 6.5 per cent during the preceding quarter, highway construction price increases since 1974 have been fairly moderate.

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
*				
3rd quarter, 1975	---	---	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	205.9	+2.6
2nd quarter, 1977	215.4	+6.5	211.9	+2.9
3rd quarter, 1977	215.9	+0.3	---	---

\*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 third quarter of 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--	
	Third Quarter 1977	Second Quarter 1977	Third Quarter 1976	Second Quarter 1977	Third Quarter 1976
	Excavation.....	219.5	214.6	191.1	+2.3
Surfacing					
Portland cement concrete....	227.0	212.5	207.3	+6.8	+ 9.5
Bituminous concrete.....	236.9	236.4	232.3	+0.2	+ 2.0
Composite surfacing.....	231.8	224.1	219.4	+3.4	+ 5.7
Structures:					
Reinforcing steel.....	208.5	205.1	201.6	+1.7	+ 3.4
Structural steel.....	187.4	202.2	177.5	-7.3	+ 5.6
Structural concrete.....	198.3	212.7	192.4	-6.8	+ 3.1
Composite structures.....	196.9	208.3	189.6	-5.5	+ 3.8
Composite price index.....	215.9	215.4	199.0	+0.3	+ 8.5

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

	Unit	Individual Quarters			
		2nd Qtr. 1977	3rd Qtr. 1977	1st Qtr. 1977 <sup>1/</sup>	2nd Qtr. 1977 <sup>2/</sup>
Excavation.....	Cu. Yd.	\$ 1.16	\$ 1.19	\$ 1.06	\$ 1.13
PCC surface.....	Sq. Yd.	9.41	10.05	9.13	9.45
Bit. conc. surf.	Ton	15.29	15.32	14.98	15.17
Str. Reinf.....	Lb.	.268	.273	.267	.268
Str. Reinf.....	Lb.	.499	.462	.521	.516
Str. concrete...	Cu. Yd.	149.54	139.42	142.93	142.10

<sup>1/</sup> Weighted average unit prices for the 4th quarter of 1976 and 1st and 2nd quarters of 1977.

<sup>2/</sup> Weighted average unit prices for 1st, 2nd, and 3rd quarters of 1977.

# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
November 7, 1977

FHWA 89-77  
(202) 426-0662  
Contact: Thomas Hyland

FHWA ADMINISTRATOR COX REAFFIRMS  
AUGUST 1977 DECISION UPHOLDING  
N.Y.C. AREA BRIDGE TOLLS

Federal Highway Administrator Willima M. Cox today reaffirmed his decision of August 9, 1977, which upheld toll increases imposed by the Port Authority of New York and New Jersey two years ago on four bridges in the New York City metropolitan area.

In releasing his final decision and order, Cox replied to the exceptions and petitions for reconsideration submitted by parties responding to the initial decision. The final decision issued today modifies the initial decision only with a statement that there is no adverse environmental impact involved in this action.

The Administrator's final decision issued today is the last step in this administrative proceeding which was conducted under provisions of the General Bridge Act of 1906.

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# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE TUESDAY  
December 20, 1977

FHWA 90-77  
Tel: (202) 426-0677

DOT REPORTS THAT 91  
PERCENT OF INTERSTATE  
SYSTEM MILEAGE IS OPEN

(Quarterly Report on the  
Federal-Aid Highway  
Program, September 30, 1977)

Most recent cost estimates released today by the Department of Transportation indicate 65.8 percent of the projected total funds needed to complete the 42,500-mile Interstate Highway System had been obligated as of September 30, 1977.

Federal Highway Administration figures show the amount still to be funded as 34.2 percent of the total cost of the system, down from the 35.6 percent shown in the June 31, 1977, quarterly report. The total cost of the Interstate System is presently estimated at \$104.3 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 38,674 miles, or 91.0 percent. Of this total, 10,680 miles are complete or essentially complete. The other 27,994 miles now in use include 1,980 miles that still require major improvement to bring them to full standards, and 26,014 miles that are currently under improvement or still require additional minor work to complete initial construction. This generally involves such things as rest areas, lighting, fencing, safety improvements, noise abatement measures, and landscaping.

The 38,674 miles now open include 805 miles put into service in the 12-month period since September 30, 1976. Of these 805 miles, some 668 miles were on the intercity routes which were identified for priority of completion. In addition, further major improvements were completed on 168 miles which already are serving traffic.

Active construction or improvement currently is under way on 4,203

miles. This figure includes improvement of 2,611 miles which are already in use and construction of 1,592 new miles, or 3.8 percent of the entire system.

As of September 30, 1977, work had either been completed or was under way on 99.2 percent or 42,176 miles of the Interstate System. Only 324 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 33,262 miles of rural and 9,238 miles of urban highways. As of this report, 30,459 miles or 91.6 percent of the rural mileage, and 8,215 miles or 88.9 percent of the urban mileage are open to traffic.

In addition to the sections open to traffic, 1,592 miles were under basic construction as of September 30, 1977; engineering or right-of-way acquisition prior to construction was in progress on another 1,633 miles and route location approval was pending on 277 additional miles for which public hearings had been held.

The status of the Interstate System as of September 30, 1977, 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	38,674	91.0
a. Complete or essentially complete (Free)	8,577	
(Toll)	2,103 (10,680)	
b. Minor improvement-needed	23,907	
underway	2,107 (26,014)	
c. Major improvement-needed (Free)	1,313	
(Toll)	163	
-underway	504 ( 1,980)	
2. Under basic construction	1,592	3.8
3. Location approved, construction not started	1,633	3.8
4. Public hearings held-approval pending	277	0.6
5. No location action taken	324	0.8
	<u>42,500</u>	<u>100.0</u>

Some 66.0 billion has been put to work on the Interstate System since the accelerated program began in 1956. A breakdown of these obligations by State is given in Table II.

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.



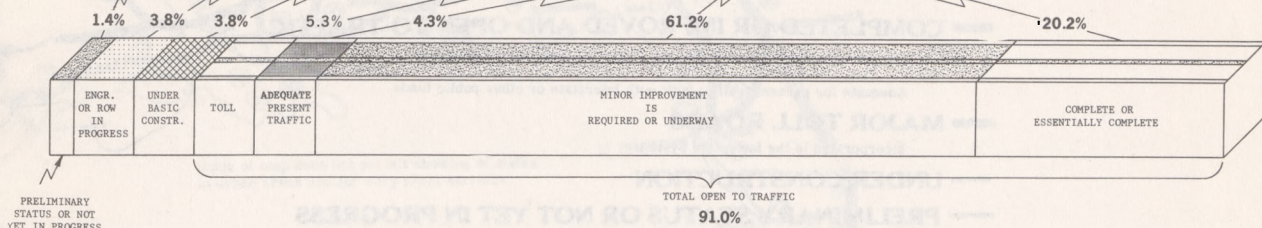
# THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

## IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF SEPTEMBER 30, 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	52.70	70.00	122.70	-	36.90	723.10	-	757.00	899.90	ALABAMA	
ARIZONA	-	52.59	72.99	125.58	-	82.33	959.18	2.20	1,043.71	1,119.29	ARIZONA	
ARKANSAS	-	2.25	2.62	4.87	-	17.54	500.35	3.58	521.47	526.34	ARKANSAS	
CALIFORNIA	-	80.30	47.20	127.50	10.20	96.40	2,045.00	6.70	2,160.30	2,287.30	CALIFORNIA	
COLORADO	-	68.21	21.37	89.58	-	28.88	809.46	23.05	861.39	950.97	COLORADO	
CONNECTICUT	44.27	4.56	3.74	8.30	12.41	49.60	211.55	7.27	280.83	333.40	CONNECTICUT	
DELAWARE	-	-	-	-	14.30	-	23.91	2.40	40.01	40.61	DELAWARE	
DIST. OF COL.	3.56	5.54	0.38	5.92	-	2.47	9.80	0.05	12.32	21.30	DIST. OF COL.	
FLORIDA	33.40	174.40	45.40	219.80	91.20	13.88	58.68	989.22	1,152.98	1,440.13	FLORIDA	
GEORGIA	4.90	8.76	137.32	146.08	-	5.46	128.52	870.18	1,008.15	1,153.44	GEORGIA	
HAWAII	-	11.12	8.58	19.70	-	2.01	10.06	19.23	31.30	51.00	HAWAII	
IDAHO	4.62	10.23	16.82	27.05	-	78.08	297.68	204.36	380.12	611.79	IDAHO	
ILLINOIS	10.38	31.19	71.93	103.12	154.92	32.68	1,053.96	367.96	1,609.50	1,723.00	ILLINOIS	
INDIANA	14.30	-	3.30	3.30	156.90	-	936.69	18.23	1,111.82	1,129.42	INDIANA	
IOWA	55.62	2.00	2.25	4.25	0.16	3.01	699.51	26.11	726.79	788.60	IOWA	
KANSAS	-	19.80	4.00	23.80	187.70	5.00	604.10	0.60	797.40	821.20	KANSAS	
KENTUCKY	-	0.49	74.51	75.00	-	51.22	553.93	57.30	662.45	737.45	KENTUCKY	
LOUISIANA	7.80	53.02	51.15	104.17	-	0.86	330.35	74.58	603.79	717.76	LOUISIANA	
MAINE	-	2.25	-	2.25	54.48	-	62.26	5.40	309.56	311.61	MAINE	
MARYLAND	11.80	9.00	4.30	13.30	53.30	13.67	183.71	81.40	332.08	357.18	MARYLAND	
MASSACHUSETTS	4.55	21.44	4.94	26.38	132.83	21.79	179.95	84.29	418.66	444.74	MASSACHUSETTS	
MICHIGAN	40.30	13.70	25.10	38.80	4.90	26.60	183.20	884.10	1,098.80	1,177.90	MICHIGAN	
MINNESOTA	14.01	40.25	88.47	88.72	-	13.06	802.88	0.69	816.63	919.30	MINNESOTA	
MISSISSIPPI	-	1.40	32.90	34.30	-	8.40	635.00	5.50	648.90	683.20	MISSISSIPPI	
MISSOURI	-	45.10	27.27	72.37	-	92.00	953.10	29.40	1,074.50	1,146.37	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	3.50	0.22	-	476.92	2.88	480.02	483.09	NEBRASKA	
NEVADA	5.00	38.54	32.51	71.05	-	3.13	364.34	96.81	466.28	540.33	NEVADA	
NEW HAMPSHIRE	-	20.55	0.87	21.42	21.24	1.42	168.29	6.21	197.16	218.58	NEW HAMPSHIRE	
NEW JERSEY	18.20	54.90	9.10	64.00	45.70	15.80	39.60	204.70	309.80	388.00	NEW JERSEY	
NEW MEXICO	-	25.91	13.06	38.97	-	47.36	903.92	9.05	960.33	999.30	NEW MEXICO	
NEW YORK	7.07	53.31	23.78	77.09	491.03	31.81	488.39	234.75	1,245.98	1,330.14	NEW YORK	
NORTH CAROLINA	40.15	33.55	74.11	107.66	-	87.50	593.68	9.58	690.76	838.57	NORTH CAROLINA	
NORTH DAKOTA	-	-	-	-	-	-	37.40	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	2.66	1.41	0.58	1.99	174.04	16.80	57.53	554.63	603.00	608.65	OKLAHOMA	
OREGON	17.70	1.06	8.33	9.39	-	7.98	417.43	275.61	701.02	728.11	OREGON	
PENNSYLVANIA	12.67	42.46	33.89	76.35	360.18	6.18	1,069.73	41.80	1,477.69	1,566.91	PENNSYLVANIA	
RHODE ISLAND	23.66	116.77	-	-	0.60	3.94	70.01	0.78	75.33	98.99	RHODE ISLAND	
SOUTH CAROLINA	4.95	2.44	62.22	64.66	-	-	690.92	2.42	693.34	762.95	SOUTH CAROLINA	
SOUTH DAKOTA	-	35.72	23.65	59.37	-	32.22	599.38	27.82	619.42	678.79	SOUTH DAKOTA	
TENNESSEE	-	18.00	38.10	56.10	-	68.99	754.70	165.60	989.20	1,045.30	TENNESSEE	
TEXAS	6.60	116.77	118.13	234.90	-	251.78	2,647.19	22.22	2,921.19	3,162.69	TEXAS	
UTAH	-	171.09	32.23	203.32	-	46.81	332.60	355.67	755.06	938.40	UTAH	
VERMONT	-	10.79	16.12	26.91	-	-	82.37	211.28	293.65	320.50	VERMONT	
VIRGINIA	48.65	46.69	96.86	143.55	8.30	82.30	233.64	551.61	875.65	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	353.20	513.54	WEST VIRGINIA	
WISCONSIN	-	24.04	39.43	63.47	-	26.18	488.27	514.45	614.45	577.92	WISCONSIN	
WYOMING	38.90	32.34	30.72	63.06	-	-	94.25	756.28	850.53	913.59	WYOMING	
PENDING 3/	-	-	-	-	-	-	-	-	-	38.90	PENDING 3/	
<b>TOTAL</b>	<b>600.56</b>	<b>1,633.50</b>	<b>1,592.24</b>	<b>3,225.74</b>	<b>2,266.39</b>	<b>1,816.19</b>	<b>26,014.36</b>	<b>8,576.76</b>	<b>38,673.70</b>	<b>42,500.00</b>	<b>TOTAL</b>	



INTERSTATE MILEAGE CHARGEABLE TO SECTION 105(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-197	3.40	Spur Route to Annapolis
Connecticut	I-284	1.04	Hartford	"	I-297	8.10	Bowie to Millersville
"	I-491	6.69	Meriden	"	I-370	1.10	Spur to Washington Grove
Florida	I-75	43.80	St. Petersburg-Tampa Bypass	Massachusetts	I-95	7.25	SE Expressway - Boston Urban Area
Georgia	I-520	9.10	Augusta	"	I-495	13.00	Extension of I-495 to Wareham
"	I-575	28.20	Spur to Marietta	New Jersey	I-195	27.30	Trenton-Asbury Park Spur
"	I-420	5.00	In Atlanta	New York	I-590	54.70	Genesee Expressway
"	I-475	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	30.40	Capital Beltway to Parole then North to Baltimore				
"	I-195	2.10	From I-95 to Friendship Airport				

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 105(e)(2).

3/ Mileage which has not been assigned to any specific route and is being held in reserve for final measurement of the system.

# THE NATIONAL SYSTEM OF INTERSTATE HIGHWAYS

## STATUS OF IMPROVEMENT

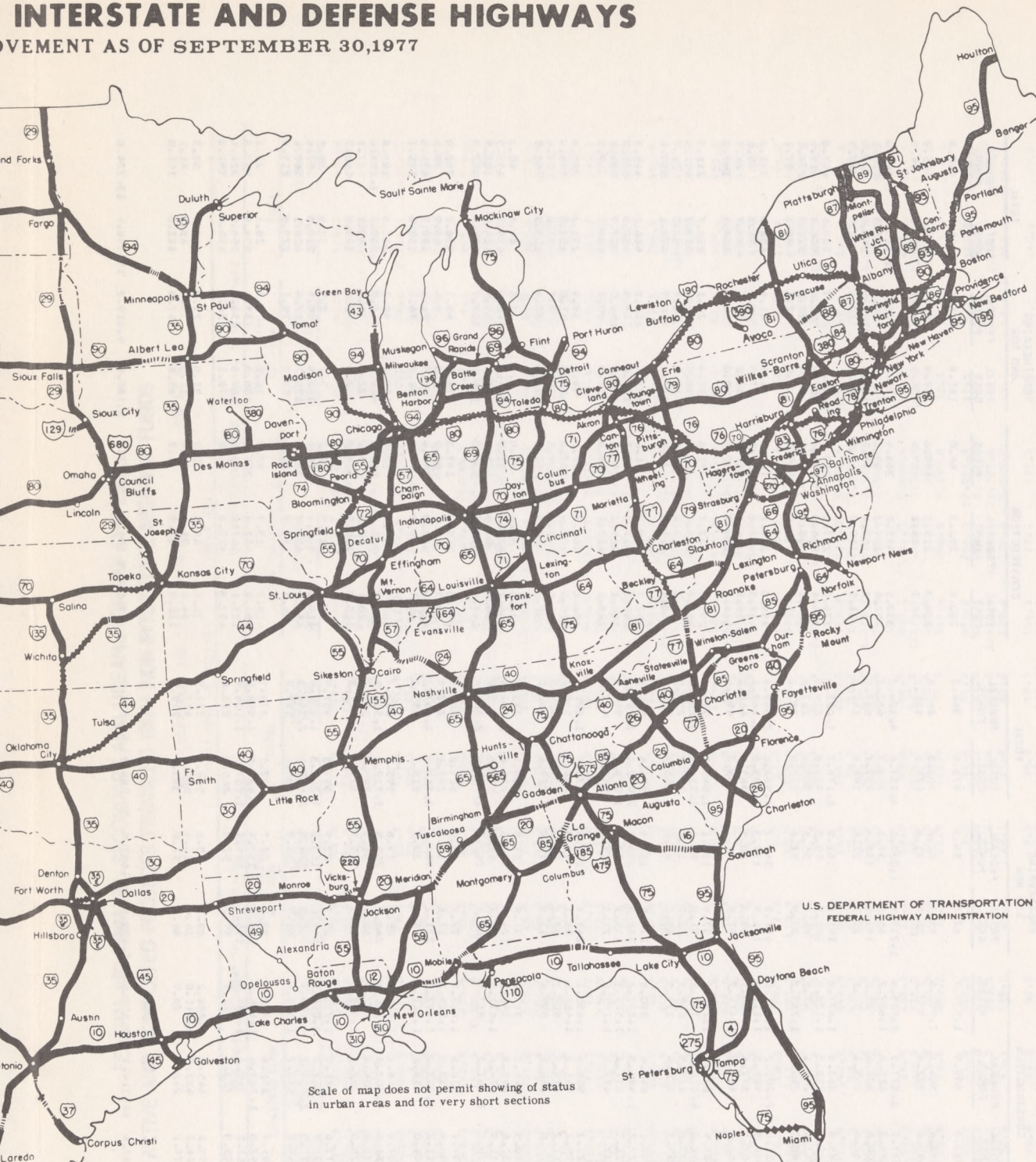


Preliminary Status or Not Yet in Progress  
 601 Miles

Preliminary Status or Not Yet in Progress	Engineering and Right-of-Way in Progress	Under Basic Construction	Toll	Adequate Present Traffic	Major Toll Roads	Under Construction	Completed or Improved and Open to Traffic
601 Miles	1,633 Miles	1,592 Miles	2,266 Miles	1,817 Miles			

# INTERSTATE AND DEFENSE HIGHWAYS

PROGRESS AS OF SEPTEMBER 30, 1977



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 26,014 Miles	Complete or Essentially Complete 8,577 Miles	<div style="border: 2px solid black; padding: 10px; text-align: center;"> <p><b>INTERSTATE</b></p> <p><b>TOTAL</b></p> <p><b>42,500</b></p> <p><b>MILES</b></p> </div>
Total Open to Traffic 38,674 Miles		

# NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

## ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS

AS OF SEPTEMBER 30, 1977 8230 M13-1

NOV 17 1977

/MILLIONS OF DOLLARS/

TABLE II

STATE	PROJECTS COMPLETED JULY 1, 1956 TO DATE							PROJECTS UNDERWAY OR AUTHORIZED						
	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	913.6	809.9	1,529.7	62.8	54.3	976.4	864.2	280.6	252.3	64.0	185.8	166.5	466.4	418.8
ALASKA														
ARIZONA	638.4	584.8	1,902.4	68.1	62.6	706.5	647.4	224.3	213.2	299.6	97.9	92.7	322.3	305.9
ARKANSAS	439.8	392.6	993.2	36.8	31.6	476.6	424.2	52.5	46.1	39.6	54.3	48.9	106.8	94.9
CALIFORNIA	3,537.7	3,077.5	2,565.6	1,219.9	1,028.6	4,757.6	4,106.2	530.3	475.8	265.4	579.8	521.2	1,110.1	997.0
COLORADO	698.7	625.6	1,687.2	65.6	57.1	764.3	682.7	202.6	184.3	93.6	55.9	50.9	258.5	235.1
CONNECTICUT	600.6	508.6	184.1	157.1	138.4	757.7	647.0	117.2	107.4	73.3	148.5	131.5	265.8	238.9
DELAWARE	162.6	145.1	37.1	25.7	22.4	188.4	167.5	21.5	19.2	3.6	11.2	10.1	32.7	29.3
FLORIDA	985.8	863.5	1,677.8	191.0	161.9	1,176.7	1,025.4	276.2	247.1	240.2	284.4	240.7	560.6	487.8
GEORGIA	829.3	729.0	1,128.9	102.5	90.5	931.8	819.5	363.4	326.9	288.9	102.9	92.6	466.3	419.4
HAWAII	241.6	208.1	45.5	64.8	55.5	306.4	263.6	230.1	200.4	25.9	92.4	78.8	322.5	279.1
IDAH0	280.0	255.6	1,255.2	35.9	31.6	316.0	287.2	82.3	76.0	114.9	12.0	11.1	94.3	87.1
ILLINOIS	2,531.0	2,205.2	1,811.0	401.8	344.2	2,932.8	2,549.4	359.0	330.1	169.3	46.9	41.4	406.0	371.6
INDIANA	1,098.9	984.9	1,112.3	196.9	177.3	1,295.8	1,162.1	47.5	42.8	14.3	7.5	6.8	55.0	49.6
IOWA	667.1	587.6	1,500.1	95.8	80.5	763.0	668.2	50.5	46.4	41.6	43.2	38.1	93.7	84.5
KANSAS	462.4	407.5	1,414.7	97.4	87.1	559.8	494.6	144.1	129.2	71.9	20.0	18.0	164.1	147.2
KENTUCKY	908.9	808.5	1,257.8	137.9	118.1	1,046.8	926.6	205.2	183.2	87.8	31.4	28.1	236.7	211.3
LOUISIANA	1,262.2	1,128.2	744.4	91.8	80.4	1,354.1	1,208.6	354.8	319.1	61.3	158.9	142.9	513.7	461.9
MAINE	309.6	273.5	646.3	18.9	16.5	324.8	290.0	17.0	16.0	39.4	15.5	13.7	32.5	29.7
MARYLAND	599.7	518.4	375.5	69.2	61.0	668.9	579.3	460.9	411.0	72.6	211.2	188.7	672.1	599.6
MASSACHUSETTS	799.1	696.4	380.8	177.5	153.4	976.6	849.8	292.7	259.5	71.6	173.4	156.2	466.1	415.7
MICHIGAN	1,723.2	1,481.5	1,277.2	368.8	314.7	2,092.0	1,796.2	245.3	217.5	165.7	187.6	168.4	432.9	386.0
MINNESOTA	921.3	831.3	1,525.3	154.9	138.4	1,076.2	969.7	144.1	129.1	64.5	173.8	156.2	317.9	285.3
MISSISSIPPI	537.1	479.5	1,295.6	21.3	18.1	558.4	497.6	128.1	112.1	68.4	55.9	50.1	184.1	162.2
MISSOURI	1,121.7	988.5	1,458.1	249.1	220.9	1,370.8	1,209.4	186.6	168.5	116.3	44.6	39.9	231.2	208.4
MONTANA	599.2	541.3	1,462.6	55.1	48.9	654.3	590.2	119.9	109.9	187.8	34.0	31.0	154.0	140.9
NEBRASKA	311.2	278.3	900.3	57.8	51.0	369.0	329.3	21.0	18.9	4.5	10.6	9.5	31.6	28.4
NEVADA	276.0	256.1	599.4	13.4	11.8	289.4	268.0	28.3	26.9	42.4	75.6	71.8	103.9	98.7
NEW HAMPSHIRE	280.5	245.7	317.0	31.9	27.8	312.4	273.5	36.5	32.8	24.9	8.3	7.4	44.8	40.3
NEW JERSEY	1,032.6	898.9	348.5	184.0	162.6	1,216.6	1,061.5	264.9	226.3	31.7	214.9	184.9	479.9	411.3
NEW MEXICO	515.9	474.8	1,671.0	54.7	48.1	570.6	522.9	100.6	91.9	51.3	33.4	31.0	134.0	122.9
NEW YORK	2,170.4	1,867.7	817.6	306.5	260.7	2,476.9	2,128.4	547.4	479.6	176.0	224.1	197.7	771.6	677.3
NORTH CAROLINA	597.1	520.5	1,428.9	72.7	63.8	669.8	584.3	241.0	215.9	147.8	75.7	66.1	316.7	282.0
NORTH DAKOTA	280.4	252.9	1,222.3	17.1	15.0	297.4	267.9	39.0	35.1	99.0	5.0	4.4	43.9	39.5
OHIO	2,011.2	1,753.0	1,427.5	771.1	684.3	2,782.4	2,437.3	415.0	358.9	253.4	84.9	76.4	499.9	435.3
OKLAHOMA	494.0	434.5	1,327.4	24.1	20.7	518.1	455.2	65.7	59.1	9.2	84.9	76.1	150.6	135.1
OREGON	907.0	816.1	1,611.7	88.8	79.6	995.8	895.7	105.3	97.7	50.6	107.6	99.1	212.8	196.8
PENNSYLVANIA	1,481.4	1,303.1	1,194.6	240.7	203.5	1,722.1	1,506.5	921.0	780.6	153.8	428.4	369.0	1,349.5	1,149.6
RHODE ISLAND	234.8	204.4	102.5	60.1	51.4	295.0	255.8	20.1	17.9	5.2	22.0	19.3	42.1	37.1
SOUTH CAROLINA	426.0	382.1	1,072.1	51.5	45.7	477.5	427.8	110.9	100.1	134.8	2.9	2.6	113.8	102.7
SOUTH DAKOTA	371.6	335.0	1,233.8	25.7	22.9	397.3	357.9	29.3	27.5	69.2	3.2	2.9	32.4	30.4
TENNESSEE	1,076.7	967.2	2,016.2	185.6	163.2	1,262.3	1,130.4	119.0	107.1	98.1	100.5	90.5	219.5	197.6
TEXAS	2,275.0	2,009.7	4,180.5	375.5	334.7	2,650.5	2,344.3	453.3	402.7	292.8	174.7	157.4	628.1	560.1
UTAH	569.5	530.7	1,503.1	65.9	58.9	635.4	589.6	146.3	135.7	180.3	83.5	79.1	229.8	214.8
VERMONT	393.7	351.4	777.9	33.8	27.7	427.5	379.1	15.2	13.7	33.9	10.9	9.5	26.1	23.2
VIRGINIA	1,442.0	1,283.6	1,476.6	180.4	159.4	1,622.4	1,443.0	504.4	452.4	278.1	150.3	135.4	654.8	587.8
WASHINGTON	1,112.2	969.8	1,234.5	155.7	135.1	1,267.9	1,104.9	185.1	167.8	56.0	169.4	153.6	354.5	321.4
WEST VIRGINIA	805.0	723.6	417.7	59.2	52.0	864.2	775.6	483.3	435.8	82.0	173.1	156.0	656.4	591.8
WISCONSIN	498.1	445.6	1,228.2	88.8	78.3	586.9	523.9	76.9	69.6	71.3	31.0	27.9	107.9	97.5
WYOMING	474.2	433.8	2,211.0	26.6	23.4	500.7	457.2	34.1	31.1	92.6	11.0	10.0	45.2	41.1
DIST. OF COL.	279.2	242.9	28.9	64.7	57.0	343.9	299.9	116.9	96.5	1.2	65.6	57.0	182.6	153.6
PUERTO RICO														
TOTAL	43,185.4	38,114.1	59,612.6	7,403.0	6,432.4	50,588.3	44,546.5	10,217.6	9,104.8	5,177.0	5,180.8	4,619.2	15,398.4	13,724.0

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

AS OF SEPTEMBER 30, 1977 8230 M13-2

NOV 17 1977

/MILLIONS OF DOLLARS/ TABLE III

STATE	PROJECTS UNDERWAY OR AUTHORIZED							PROJECTS COMPLETED JULY 1, 1956 TO DATE						
	CONSTRUCTION			ENGINEERING AND ROW		TOTAL		CONSTRUCTION			ENGINEERING AND ROW		TOTAL	
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	119.9	83.5	265.0	68.9	41.9	188.8	125.5	749.6	389.7	8,136.0	64.2	31.6	813.8	421.3
ALASKA	206.0	195.6	405.7	32.4	30.6	238.4	226.2	639.1	524.4	3,708.7	125.4	116.6	64.5	699.1
ARIZONA	98.5	81.0	102.6	5.8	4.3	104.3	85.3	395.8	273.4	2,264.5	6.2	4.3	402.0	277.7
ARKANSAS	104.7	72.3	304.0	21.2	11.9	125.9	84.1	541.5	286.0	6,081.7	29.6	14.5	571.1	300.5
CALIFORNIA	625.3	485.7	1,789.0	79.5	61.7	704.8	547.5	2,217.0	1,285.0	4,628.7	39.1	26.2	2,256.1	1,311.3
COLORADO	54.7	43.2	166.1	45.4	30.0	100.1	73.1	562.2	329.1	4,501.5	68.9	38.8	631.2	367.9
CONNECTICUT	50.8	39.8	50.2	55.6	35.5	106.4	75.3	336.7	176.1	332.5	31.9	16.0	368.7	192.1
DELAWARE	34.1	23.7	27.9	10.2	7.3	44.3	30.9	147.1	76.1	573.8	19.2	10.2	166.3	86.3
FLORIDA	347.3	242.5	680.4	55.2	32.4	402.5	274.9	850.5	427.9	4,185.5	12.0	6.1	862.5	434.0
GEORGIA	219.1	152.9	1,958.2	105.7	63.2	324.8	165.1	776.3	396.6	7,064.3	87.2	43.4	863.5	440.0
HAWAII	31.5	19.3	11.2	31.2	17.7	62.7	37.0	135.6	64.7	198.1	30.4	14.7	166.1	79.4
IDAH0	84.2	69.1	207.5	8.9	7.3	93.0	76.4	255.9	173.2	2,821.4	28.4	16.9	284.4	190.1
ILLINOIS	402.0	281.2	679.6	15.6	10.9	417.7	292.1	1,836.3	1,005.0	10,022.1	70.9	34.0	1,907.3	1,039.6
INDIANA	119.8	86.8	102.8	64.8	43.8	184.6	130.7	922.9	495.1	3,889.4	100.7	49.9	1,023.5	545.0
IOWA	143.0	102.7	739.3	24.0	16.5	167.0	119.2	786.3	424.5	14,191.3	22.4	11.4	808.7	435.9
KANSAS	134.1	94.4	381.2	17.1	11.6	151.1	106.0	725.3	369.9	15,090.0	65.5	35.3	790.8	405.2
KENTUCKY	115.7	77.5	79.7	90.2	55.0	205.9	132.5	545.3	285.7	2,619.6	97.4	48.7	642.8	334.3
LOUISIANA	210.9	133.8	154.9	72.5	42.1	283.4	175.9	592.0	300.9	3,122.3	26.8	12.8	618.8	313.7
MAINE	32.2	24.8	97.8	17.7	11.7	49.8	36.5	248.2	129.3	1,255.6	34.6	17.4	282.7	146.7
MARYLAND	167.0	115.2	506.9	88.4	54.8	255.4	170.0	368.3	185.3	1,716.8	9.5	4.8	377.9	190.1
MASSACHUSETTS	169.0	112.2	62.4	88.6	40.4	257.6	152.6	661.8	347.2	666.3	134.3	43.3	796.1	390.5
MICHIGAN	298.1	218.5	815.8	105.0	65.2	403.1	283.7	1,373.2	714.9	11,435.8	90.0	43.6	1,463.2	758.5
MINNESOTA	197.0	138.8	797.7	17.1	11.0	214.1	149.8	978.5	514.5	18,386.1	22.2	11.6	1,000.6	526.1
MISSISSIPPI	136.8	90.5	424.0	24.7	13.4	161.5	103.9	522.7	257.6	8,948.1	46.8	23.2	569.5	280.8
MISSOURI	156.7	111.5	236.6	99.1	63.0	255.7	174.5	925.6	494.5	10,644.5	174.0	85.8	1,099.6	580.3
MONTANA	89.5	66.8	401.6	27.3	18.8	116.8	85.7	456.4	286.7	5,550.8	46.6	26.7	503.1	313.4
NEBRASKA	92.6	64.9	616.9	5.9	3.9	98.5	68.8	637.7	343.3	10,186.6	46.8	24.2	684.5	367.5
NEVADA	39.8	35.9	120.2	43.8	39.0	83.7	74.9	187.1	163.5	2,156.6	26.2	22.6	213.4	186.1
NEW HAMPSHIRE	26.2	18.8	29.9	7.3	5.2	33.5	24.0	183.3	95.3	576.6	7.6	3.9	190.9	99.2
NEW JERSEY	188.2	127.6	208.2	120.8	70.5	309.0	198.0	572.2	289.3	638.6	98.8	47.2	671.0	336.5
NEW MEXICO	57.7	46.3	109.4	11.3	8.4	69.1	54.7	377.1	246.0	2,927.0	36.4	22.1	413.4	268.1
NEW YORK	761.4	531.6	583.4	133.7	88.8	895.1	620.4	2,470.4	1,203.6	4,024.8	51.6	27.9	2,522.0	1,231.5
NORTH CAROLINA	210.9	148.8	343.9	85.2	54.4	296.1	203.2	812.9	423.0	5,472.9	129.1	63.8	942.0	486.8
NORTH DAKOTA	69.3	50.2	676.7	10.0	7.1	79.3	57.2	432.4	233.7	18,883.9	30.1	17.5	462.5	251.2
OHIO	404.8	272.8	415.9	45.2	32.2	450.1	305.0	1,313.7	676.2	3,246.3	193.0	101.5	1,506.7	777.7
OKLAHOMA	137.6	96.0	308.9	16.8	9.7	154.4	105.6	761.8	395.4	7,546.0	20.3	9.6	782.1	405.0
OREGON	63.3	38.9	133.3	22.2	17.8	85.6	56.7	459.1	301.7	2,595.6	36.7	23.1	495.7	324.8
PENNSYLVANIA	751.4	462.9	530.7	105.4	64.2	856.9	527.1	1,274.1	630.2	2,363.7	108.5	47.1	1,382.6	677.3
RHODE ISLAND	36.9	23.8	40.6	26.8	14.8	63.6	38.6	147.9	75.7	308.3	38.1	18.9	186.1	94.6
SOUTH CAROLINA	75.8	55.6	453.2	31.6	21.8	107.4	77.4	511.6	268.5	9,199.8	32.3	17.8	543.9	286.3
SOUTH DAKOTA	57.5	41.8	460.6	4.1	3.0	61.6	44.8	454.2	262.9	12,019.7	10.6	6.6	464.8	269.6
TENNESSEE	157.4	110.0	379.8	62.9	37.0	220.2	147.0	688.1	356.5	8,751.6	76.2	36.8	764.3	393.2
TEXAS	508.2	347.7	883.5	15.2	11.6	523.4	359.3	2,431.4	1,302.2	23,327.6	15.4	9.6	2,446.8	1,311.8
UTAH	52.0	45.1	146.0	22.8	20.1	74.8	65.2	229.8	170.2	2,000.7	23.7	17.3	253.5	187.6
VERMONT	19.5	14.3	97.3	7.3	5.3	26.8	19.5	146.3	77.1	672.8	20.5	10.1	166.8	87.2
VIRGINIA	210.4	148.5	225.1	49.8	32.8	260.1	181.3	772.5	388.6	4,434.3	62.3	30.5	834.8	419.0
WASHINGTON	85.0	67.2	274.1	15.0	11.2	100.0	78.3	635.4	354.1	5,083.1	29.3	15.4	664.6	369.5
WEST VIRGINIA	99.2	66.5	49.3	40.1	24.1	139.2	90.6	296.4	154.0	1,170.8	45.0	22.5	341.4	176.5
WISCONSIN	118.0	85.6	580.4	60.5	36.4	178.5	122.0	888.2	479.0	8,590.4	69.5	35.8	957.8	514.8
WYOMING	39.0	33.1	111.7	4.8	4.0	43.8	37.1	275.5	194.1	2,997.7	20.2	14.3	295.7	208.4
DIST. OF COL.	42.4	25.1	13.6	4.2	3.2	46.6	28.3	154.6	91.6	156.6	16.7	8.9	171.4	100.6
PUERTO RICO	65.4	43.0	43.0	26.0	17.6	91.4	60.6	254.3	124.8	393.7	38.2	16.5	292.5	141.4
TOTAL	8,718.1	6,165.0	19,278.7	2,250.6	1,446.1	10,968.7	7,611.1	35,918.2	19,572.8	291,756.1	2,767.5	1,459.2	38,685.7	21,031.9

TABLE IV - STATUS OF THE HIGHWAY TRUST FUND  
(THOUSANDS OF DOLLARS)

	7/1/77-9/30/77	10/1/76-9/30/77
BALANCE AT BEGINNING OF PERIOD	\$10,085,389	\$ 9,008,523
INCOME:		
TAX REVENUE:		
MOTOR-FUEL TAXES (\$.04 PER GAL. NET AFTER REFUNDS)	\$ 1,302,892	2/ \$ 4,740,398
LESS MOTORBOAT FUEL REVENUE 1/	9,000	33,000
NET FOR HIGHWAYS	\$ 1,293,892	\$ 4,707,398
TRUCKS, BUSES, AND TRAILERS (10% OF WHOLESALE PRICE)	258,846	708,127
TIRES, TUBES (HIGHWAY \$.10, OTHER \$.05/LB.) TREAD RUBBER (\$.05/LB.)	221,617	812,970
VEHICLE USE (\$3 PER 1,000 POUNDS OVER 26,000 POUNDS)	132,616	239,700
PARTS AND ACCESSORIES, TRUCKS AND BUSES (8% OF WHOLESALE PRICE)	48,122	164,714
LUBRICATING OIL (\$.06 PER GALLON, NET AFTER REFUNDS)	26,337	2/ 76,321
TOTAL EXCISE REVENUES	\$ 1,981,430	\$ 6,709,230
INTEREST EARNED	16,691	593,068
TOTAL INCOME	\$ 1,998,121	\$ 7,302,298
DISBURSEMENTS:		
FOR HIGHWAYS	\$ 1,744,394	2/ \$ 5,587,729
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION	44,800	124,900
HIGHWAY SAFETY CONSTRUCTION (INCLUDES R AND D FUNDS)	119,556	405,702
TRUST FUND SHARE OTHER HIGHWAY PROGRAMS	11,114	28,844
TOTAL DISBURSEMENTS	\$ 1,919,864	\$ 6,147,175
BALANCE AT END OF PERIOD	10,163,646	\$10,163,646
UNPAID AUTHORIZATIONS (9-30-77) (ROUNDED TO MILLIONS)	17,900,000	
BALANCE LESS LIABILITY FOR UNPAID AUTHORIZATIONS	-\$ 7,736,354	

1/ TRANSFERRED TO THE LAND AND WATER CONSERVATION FUND PURSUANT TO TITLE II, SECTION 202, PUBLIC LAW 88-578, EFFECTIVE JANUARY 1, 1965.  
2/ ADJUSTED.

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  
Official Business  
PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID  
FEDERAL HIGHWAY  
ADMINISTRATION  
DOT 512



# U. S. Department of Transportation

# news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE TUESDAY  
November 22, 1977

FHWA 91-77  
(202) 426-0645  
Contact: Bill Johnson

DOT ACTION EXPECTED TO  
SAVE MOTOR CARRIERS  
\$20 MILLION ANNUALLY

The Department of Transportation's Federal Highway Administration today announced it has taken an action which will save commercial motor carriers approximately \$20 million annually.

It has approved an amendment to the Federal Motor Carrier Safety Regulations which permits commercial motor carriers to use either a new revised driver's daily log or a new multi-day log, which may contain up to 8 days of data on a single sheet of paper.

This is expected to substantially reduce the amount of paper work required of motor carriers.

The Office of Management and Budget has granted limited approval of the new format for use through June 1978.

The prior rule required the use of one sheet of paper each day for recording a driver's activities. Under the new rule, the multi-day log may be printed on both sides of an 8-1/2" x 11" sheet of paper, and will allow a carrier to maintain a maximum of 8 days of driver activities.

There are two log forms, MCS-139 and MCS-139A. Form MCS-139 may be used as a single daily log, and MCS-139A is to be used in conjunction with MCS-139.

Robert A. Kaye, Director of FHWA's Bureau of Motor Carrier Safety, said: "The purpose of this rule change is to reduce the administrative burden of motor carriers by minimizing the paperwork and reducing storage space needs without compromising highway safety."

The new rule is contained in Docket MC 69-2, Amendment No. 76-5, published in the Federal Register on November 10, 1977.

# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE TUESDAY  
November 22, 1977

FHWA 92-77  
(202) 426-0645  
Contact: Bill Johnson

DOT SEEKS COMMENTS  
ON PROPOSAL AFFECTING  
TRUCK DRIVERS' LOGS

The Department of Transportation's Federal Highway Administration is seeking comments on a proposal to exempt certain commercial truck drivers from preparing daily logs.

A Notice of Proposed Rulemaking has been issued on possible revisions to Part 395 of the Federal Motor Carrier Safety Regulations as it relates to recording the hours of work of commercial vehicle drivers.

Part 395 presently requires most commercial drivers operating in interstate and foreign commerce to prepare a daily log. Consideration is being given to exempting drivers from this requirement when they operate commercial vehicles between specified locations or cover the same route daily.

The Notice of Proposed Rulemaking was published in the Federal Register on November 9, 1977 (Docket No. 70-2; Notice No. 77-8).

Interested persons are requested to submit comments in writing to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C., 20590, on or before January 31, 1978.

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# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE FRIDAY  
December 16, 1977

FHWA 93-77  
(202) 426-0677

STATES SPENT \$14 BILLION  
IN HIGHWAY USER TAXES DURING  
1976, DOT REPORTS

The Department of Transportation reported today that the States disbursed \$14.0 billion in highway-user taxes in 1976. Of this, \$8.6 billion went for State highway purposes, \$3.6 billion for local roads and streets, \$433 million for mass transportation activities, and \$1.4 billion for non-transportation purposes.

The data were compiled by the Federal Highway Administration.

Federal Highway Administrator William M. Cox said the \$12.2 billion for highways was 7.0 percent more than in 1975.

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

The net collections (after refunds) from State road-user taxes in 1976 amounted to \$14.8 billion. After deducting the cost of collection and administration of the highway-user imposts, \$14.0 billion was available for distribution.

Of the \$8.6 billion devoted to State highway purposes, \$6.4 billion went for capital outlay, maintenance, and administration of the State highway system; \$1.1 billion was for highway safety activities and law enforcement; and \$1.1 billion was for interest and retirement of State highway bonds.

In most States, the local governments receive, by law, a designated portion of the State highway-user tax revenues as grants-in-aid; in addition, many States spend some of their own share of the highway-user revenues directly on local road and street improvements. Of the \$3.6 billion applied to these purposes in 1976, grants-in-aid totaled \$3.0 billion.

State highway-user revenues amounting to \$433 million were allocated for mass transportation activities. This compares with the \$251 million allocated in 1975.

State highway-user revenues amounting to \$1.4 billion were used for non-transportation purposes in 1976. In 24 States, road-user taxes aggregating \$439 million assigned for non-transportation purposes were offset by appropriations for highways in like amount out of State general funds.

The disposition of highway-user revenues in 1976 is shown by States in the accompanying table DF. In many States the dispositions of revenues from motor fuel taxes and from motor vehicle registration fees and allied imposts are governed individually by legislation. The accompanying tables MF-3 and MV-3 show the separate dispositions. Table DF is a combination of the two.

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

	(Millions of Dollars)		
	1974	1975	1976
<b>Revenues:</b>			
Motor Fuel Taxes . . . . .	\$8,089	\$8,263	\$8,771
Motor Vehicle Registration Fees and Allied Imposts . . . . .	4,319	4,411	5,203
Total	\$12,408	\$12,674	\$13,974
<b>Allocations:</b>			
For State-Administered Highways.	\$ 7,973	\$7,953	\$8,557
For Local Roads and Streets:			
Grants-in-aid. . . . .	2,811	2,842	3,036
State Expenditures . . . . .	433	529	583
Subtotal, Local Roads and Streets. . . . .	3,244	3,371	3,619
For Mass Transportation. . . . .	134	251	433
For Non-Transportation Purposes.	1,057	1,099	1,365
Total	\$12,408	\$12,674	\$13,974

## DISPOSITION OF RECEIPTS FROM STATE IMPOSTS ON HIGHWAY USERS-1976

COMPILED FOR CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE OF  
NOVEMBER 1977

STATE	RECEIPTS AVAILABLE FOR DISTRIBUTION 1/	FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES	NET FUNDS DISTRIBUTED	FOR STATE-ADMINISTERED HIGHWAYS			FOR LOCAL ROADS AND STREETS 2/			FOR MASS TRANSPORTATION PURPOSES	FOR NONHIGHWAY PURPOSES 4/				
				CAPITAL OUTLAY, MAINTENANCE AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS 3/	MUNICIPAL STREETS		TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES 5/	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDITIVE) 6/	TOTAL
ALABAMA	217,290	9,037	208,253	69,362	7,206	35,378	111,946	83,439	12,867	96,306	-	-	-	( 1,681)	-
ALASKA	33,174	4,059	29,115	27,830	-	-	27,830	-	1,285	1,285	-	-	-	-	-
ARIZONA	171,026	11,331	159,695	83,729	21,651	246	105,626	25,346	28,723	54,069	-	-	-	-	-
ARKANSAS	165,392	4,910	160,482	95,547	6,194	-	101,741	37,248	20,977	58,225	517	-	-	( 1,525)	-
CALIFORNIA	1,642,274	119,394	1,522,880	436,413	219,772	-	656,185	219,096	230,668	449,764	4,555	-	412,375	( 55,845)	412,375
COLORADO	151,842	19,714	132,128	52,547	15,944	-	68,491	34,336	24,947	59,283	-	4,355	-	-	4,355
CONNECTICUT	228,870	12,790	216,080	70,959	18,202	47,855	137,016	5,926	11,006	16,932	23,980	38,151	-	-	38,151
DELAWARE	50,274	2,480	47,794	8,040	6,802	23,010	37,852	-	2,000	2,000	1,999	-	-	-	5,944
DIST. OF COL.	53,202	1,217	51,985	-	13,332	-	13,332	11,758	2,742	14,500	7	-	24,146	-	24,146
FLORIDA	593,038	33,969	559,069	371,352	33,423	21,854	426,629	72,631	47,190	119,821	3,715	8,903	-	( 205,888)	8,903
GEORGIA	289,893	11,176	278,717	123,405	29,159	37,694	190,258	44,792	7,670	52,462	272	35,725	-	-	35,725
HAWAII	42,425	-	42,425	14,469	52	13,668	28,189	12,977	1,259	14,236	-	-	-	( 3,510)	-
IDaho	76,275	3,168	73,107	44,220	5,337	-	49,557	16,624	6,926	23,550	-	-	-	-	-
ILLINOIS	748,746	55,075	693,671	206,266	57,818	35,285	299,369	189,180	120,730	309,910	50,912	33,480	-	( 8,488)	33,480
INDIANA	352,459	16,606	335,853	169,424	5,069	-	174,493	110,514	50,846	161,360	-	-	-	( 2,120)	-
IOWA	260,048	5,774	254,274	127,260	10,125	-	137,385	81,054	33,507	114,561	-	2,328	-	-	-
KANSAS	156,556	12,359	144,197	85,760	11,707	7,565	105,032	20,211	17,260	37,471	20	1,674	-	( 662)	1,674
KENTUCKY	316,905	9,700	307,205	210,854	2,155	55,704	268,713	31,891	6,335	38,226	266	-	-	-	-
LOUISIANA	230,284	9,773	220,511	135,304	6,233	40,406	181,943	27,678	10,889	38,567	-	-	-	( 8,722)	-
MAINE	76,480	4,246	72,234	54,875	7,119	7,664	69,658	2,043	526	2,569	6	-	-	-	-
MARYLAND	356,100	9,613	346,487	88,675	24,035	27,224	149,934	64,372	41,251	105,623	12,263	78,667	-	( 21,101)	78,667
MASSACHUSETTS	261,465	20,859	240,606	107,901	19,254	53,497	180,652	33,065	14,334	47,399	12,544	-	-	-	-
MICHIGAN	596,906	39,710	557,196	192,803	5,966	34,923	233,692	185,490	103,108	288,598	34,906	-	-	( 19)	-
MINNESOTA	296,691	7,834	288,857	144,771	22,830	14,355	181,956	81,564	25,226	106,790	-	111	-	( 6,830)	111
MISSISSIPPI	160,426	10,027	150,399	61,603	7,296	32,268	101,167	43,797	5,434	49,231	-	-	-	( 28)	-
MISSOURI	298,067	17,143	280,924	214,666	26,209	-	240,875	9,891	30,158	40,049	-	-	-	-	-
MONTANA	67,628	3,773	63,855	29,473	2,936	-	32,409	23,298	2,742	26,040	-	2,881	-	( 2,037)	2,881
NEBRASKA	124,301	8,107	116,194	58,685	2,838	1,807	63,330	26,538	26,241	52,779	86	-	-	( 3,514)	-
NEVADA	58,713	6,252	52,461	29,766	4,504	-	34,270	4,351	2,039	6,390	-	107	-	( 286)	11,801
NEW HAMPSHIRE	63,473	3,168	60,305	44,075	5,932	3,486	53,493	4,106	2,341	6,447	268	-	-	96	96
NEW JERSEY	511,493	27,182	484,311	105,221	36,921	30,197	172,339	8,928	7,761	16,689	119,548	175,735	-	-	175,735
NEW MEXICO	92,403	5,912	86,491	71,889	5,544	-	77,433	7,280	1,779	9,059	-	-	-	( 13,956)	-
NEW YORK	831,275	47,305	783,970	307,504	58,546	153,701	519,751	79,509	57,613	137,122	120,175	6,921	-	-	6,921
NORTH CAROLINA	406,792	21,958	384,834	299,389	48,805	5,260	353,454	-	31,044	31,044	337	-	-	-	-
NORTH DAKOTA	53,050	2,745	50,305	30,245	1,776	-	32,021	10,584	7,611	18,195	89	-	-	( 1,107)	-
OHIO	608,676	30,501	578,175	150,420	55,410	85,383	291,213	173,275	113,687	286,962	-	-	-	-	-
OKLAHOMA	223,925	11,308	212,617	99,139	14,802	3,208	117,149	64,055	9,733	73,788	-	-	21,680	( 47,844)	21,680
OREGON	179,969	15,375	164,594	64,199	22,082	4,578	90,859	35,820	26,577	62,397	1,639	9,699	-	-	9,699
PENNSYLVANIA	803,312	30,736	772,576	392,314	77,867	155,884	626,065	69,608	49,644	119,252	27,258	-	-	-	-
RHODE ISLAND	55,593	3,124	52,469	24,720	2,067	13,791	40,578	87	300	387	993	10,510	-	-	10,510
SOUTH CAROLINA	175,144	8,431	166,713	115,699	16,132	12,942	144,773	16,816	-	16,816	-	-	4,242	882	5,124
SOUTH DAKOTA	59,505	3,284	56,221	30,084	5,592	-	35,676	12,298	8,229	20,527	17	-	-	-	-
TENNESSEE	303,662	8,956	294,706	123,468	14,746	21,510	159,724	83,632	41,597	125,229	4,651	5,100	-	( 22,141)	5,100
TEXAS	1,005,362	40,236	965,126	487,638	60,689	-	548,327	42,327	-	42,327	784	373,688	-	( 30,688)	373,688
UTAH	69,172	4,906	64,266	37,474	10,042	-	47,516	10,565	6,162	16,727	23	-	-	( 449)	-
VERMONT	49,369	1,859	47,510	19,275	6,016	14,096	39,387	8,693	7,473	15	635	-	-	-	635
VIRGINIA	419,118	39,165	379,953	325,595	8,358	-	333,953	28,850	9,348	38,198	7,801	-	-	-	-
WASHINGTON	340,932	24,721	316,211	84,655	26,406	21,955	133,016	60,590	34,524	95,114	1,046	73,433	13,602	( 397)	87,035
WEST VIRGINIA	161,999	5,467	156,532	95,661	932	59,939	156,532	-	-	-	-	-	-	( 182)	-
WISCONSIN	262,300	21,078	241,222	92,667	16,453	24,746	133,866	53,452	39,800	93,252	123	-	13,980	( 159)	13,980
WYOMING	51,406	3,380	48,026	35,693	1,392	-	37,085	7,588	3,355	10,943	-	-	-	-	-
TOTAL	14,804,680	830,903	13,973,777	6,362,983	1,089,678	1,101,079	8,553,740	2,275,173	1,343,296	3,618,469	433,143	870,057	498,359	( 439,179)	1,368,416

NOTE: TABLES MF-3 AND MV-3 MAY NOT ADD TO TABLE OF ROUNDING.

1/ THIS TABLE SUMMARIZES THE RECEIPTS FROM MOTOR-FUEL TAXES, AND FROM MOTOR-VEHICLE FEES AND SPECIAL IMPOSTS ON MOTOR CARRIERS, WHICH ARE RECORDED SEPARATELY IN TABLES MF-3 AND MV-3 RESPECTIVELY. AMOUNTS IN THIS COLUMN EXCLUDE ADJUSTMENTS FOR UNDISTRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.

2/ INCLUDES DIRECT EXPENDITURES BY STATE ON LOCAL ROADS AND STREETS AS WELL AS GRANTS-IN-AID. IN MANY STATES, FUNDS ALLOTTED FOR "COUNTY AND TOWNSHIP ROADS" MAY ULTIMATELY HAVE BEEN USED IN PART FOR MUNICIPAL STREETS. ENTRIES INCLUDE AMOUNTS USED FOR SERVICE OF OBLIGATIONS FOR LOCAL ROADS.

3/ FORMER COUNTY ROADS ARE UNDER STATE CONTROL IN ALA. (TEN COUNTIES), DEL., N.C., VA. (ALL BUT TWO COUNTIES), AND W. VA.

4/ THE AMOUNTS SHOWN DO NOT NECESSARILY CONSTITUTE DIVERSION FROM HIGHWAY USE REQUIRING A PENALTY UNDER THE TERMS OF THE HAYDEN-CARTWRIGHT ACT OF 1934. SUCH DIVERSIONS CAN BE DETER-

MINED ONLY AFTER ANALYSIS IN THE LIGHT OF STATE LAWS IN FORCE IN 1934.

5/ ALLOCATION FOR LOCAL GENERAL PURPOSES MAY HAVE BEEN USED IN PART FOR HIGHWAYS, BUT SUCH AMOUNTS WERE NOT REPORTED.

6/ GROSS NONHIGHWAY ALLOCATION OF HIGHWAY-USER REVENUES WERE OFFSET, IN THE AMOUNTS SHOWN, AGAINST APPROPRIATIONS FOR HIGHWAYS OUT OF STATE GENERAL FUNDS, AND THE AMOUNTS SO OFFSET ARE INCLUDED WITH ALLOCATIONS FOR STATE AND LOCAL HIGHWAY PURPOSES.

7/ IN ALASKA, DEL., N.J., N.Y., AND R.I., HIGHWAY-USER REVENUES ARE PLACED IN THE STATE GENERAL-FUND. FOR DISCUSSION OF GENERAL FUND STATES' FINANCING, SEE "HIGHWAY FINANCE" TEXT UNDER "FUNDS ATTRIBUTABLE TO HIGHWAY USERS."

8/ THE NONHIGHWAY ALLOCATIONS OF "VEHICLE LICENSE FEES" IN CALIF. AND "MOTOR-VEHICLE EXCISE" TAXES IN WASH. (SEE TABLE MV-2, FOOTNOTE 7), AND REGISTRATION FEES IN IOWA. WERE IN LIEU OF PERSONAL PROPERTY TAXES FORMERLY IMPOSED ON MOTOR VEHICLES.

## DISPOSITION STATE MOTOR-FUEL TAX RECEIPTS:1976

TABLE MF-3  
NOVEMBER 1977COMPILED FOR CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

STATE	RECEIPTS AVAILABLE FOR DISTRIBUTION 1/	FOR COLLECTING MOTOR-FUEL TAXES AND FEES 2/	NET FUNDS DISTRIBUTED 3/	FOR STATE-ADMINISTERED HIGHWAYS			TOTAL	FOR LOCAL ROADS AND STREETS 4/			FOR MASS TRANSPORTATION PURPOSES	FOR NONHIGHWAY PURPOSES 5/			
				CAPITAL OUTLAY, MAINTENANCE AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS		COUNTY AND TOWNSHIP ROADS 5/	MUNICIPAL STREETS	TOTAL		STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES 7/	OFFSET BY FUNDS FOR HIGHWAYS (NON ADDITIVE) 8/	TOTAL
ALABAMA	167,159	1,932	165,227	53,756	-	28,005	81,761	75,195	8,270	83,465	-	-	-	(419)	-
ALASKA	19,584	41	19,543	18,680	-	-	18,680	-	862	862	-	-	-	-	-
ARIZONA	109,464	2,030	107,434	58,067	14,172	246	72,485	16,383	18,567	34,950	-	-	-	-	-
ARKANSAS	117,481	3,538	113,943	69,299	-	-	69,299	29,219	19,053	44,272	372	-	-	-	-
CALIFORNIA	757,267	3,608	753,659	339,220	-	-	339,220	205,042	205,773	410,815	3,625	-	-	(900)	-
COLORADO	96,950	13,727	83,223	36,424	-	11,052	47,476	22,197	13,551	35,748	-	-	-	-	-
CONNECTICUT	155,201	506	154,695	55,697	-	37,563	93,260	4,652	8,639	102,902	18,823	29,322	-	-	29,322
DELAWARE	29,634	80	29,554	4,971	4,206	14,228	23,405	-	1,237	1,237	1,236	3,675	-	-	3,675
DIST. OF COL.	22,956	12	22,944	-	9,208	-	9,208	-	1,894	1,894	7	-	11,836	-	11,836
FLORIDA	374,423	2,137	372,286	228,284	-	21,854	250,138	71,245	47,188	118,433	3,715	-	-	(11,394)	-
GEORGIA	241,136	823	240,313	106,401	29,141	32,500	164,042	38,620	6,613	45,233	234	30,803	-	-	30,803
HAWAII	25,938	-	25,938	10,959	52	13,668	24,679	-	1,259	1,259	-	-	-	-	-
IDAHO	44,742	229	44,513	25,279	2,535	-	27,814	9,772	6,926	16,698	-	-	-	-	-
ILLINOIS	401,580	2,993	398,587	86,899	-	14,865	101,764	151,605	119,499	271,104	11,614	14,105	-	(2,120)	14,105
INDIANA	255,415	620	254,795	128,772	4,364	-	133,136	83,398	38,261	121,659	-	-	-	-	-
IOWA	123,970	1,291	122,679	66,635	2,267	-	68,902	37,746	18,844	54,590	1,187	-	-	-	-
KANSAS	103,871	466	103,405	61,097	8,380	5,415	74,892	14,468	12,356	26,824	14	1,674	-	(517)	1,674
KENTUCKY	180,991	345	180,646	126,681	1,144	33,467	161,292	15,388	3,806	19,194	160	-	-	(8,722)	-
LOUISIANA	181,477	630	180,847	108,603	848	37,125	146,576	25,417	8,855	34,272	-	-	-	-	-
MAINE	52,296	172	52,124	39,599	5,137	5,531	50,267	1,474	380	1,854	4	-	-	-	-
MARYLAND	185,065	2,427	182,638	48,484	1,442	26,703	76,629	41,062	20,268	61,330	6,026	38,652	-	-	38,652
MASSACHUSETTS	209,455	1,505	207,950	84,261	14,127	53,497	151,885	30,479	13,043	43,522	12,544	-	-	-	-
MICHIGAN	412,551	2,667	409,884	142,968	1,135	25,897	170,000	137,545	76,457	214,002	25,883	-	-	(19)	-
MINNESOTA	191,497	1,212	190,285	93,715	14,779	9,292	117,786	55,373	17,126	72,499	-	-	-	(669)	-
MISSISSIPPI	125,610	3,928	121,682	55,850	467	32,268	88,585	28,037	5,059	33,096	-	-	-	-	-
MISSOURI	198,134	892	197,242	140,393	17,161	-	157,554	9,843	29,846	39,689	-	-	-	-	-
MONTANA	42,594	396	42,198	21,128	459	-	21,587	13,920	3,811	17,731	-	2,881	-	(459)	2,881
NEBRASKA	80,598	509	80,089	40,099	1,030	1,371	42,500	18,928	18,601	37,529	59	-	-	-	-
NEVADA	28,197	195	28,002	20,060	1,767	-	21,827	4,065	2,039	6,104	-	72	-	-	72
NEW HAMPSHIRE	38,339	210	38,129	28,209	3,330	2,231	33,770	2,628	1,499	4,127	171	62	-	-	62
NEW JERSEY	291,118	2,436	288,682	58,421	20,499	30,197	109,117	5,079	4,309	9,388	72,604	97,572	-	-	97,572
NEW MEXICO	59,423	1,336	58,087	53,897	4,190	-	58,087	-	-	-	-	-	-	(8,025)	-
NEW YORK	497,191	840	496,351	177,277	26,473	93,268	297,018	75,909	50,154	126,063	69,281	3,990	-	-	3,990
NORTH CAROLINA	294,658	15,415	279,243	222,482	28,997	5,260	256,739	-	22,263	22,263	241	-	-	-	-
NORTH DAKOTA	28,029	281	27,748	16,514	426	-	16,940	6,296	4,464	10,760	49	-	-	-	-
OHIO	381,728	1,138	380,590	142,134	43,700	47,928	233,762	66,486	80,342	146,828	-	-	-	-	-
OKLAHOMA	120,263	1,549	118,714	56,680	8,208	3,208	68,096	47,349	3,269	50,618	-	-	-	(2,075)	-
OREGON	88,496	244	88,252	35,714	8,974	2,547	47,235	19,927	14,785	34,712	912	5,395	-	-	5,395
PENNSYLVANIA	480,645	2,364	478,281	215,593	42,791	85,665	344,049	69,608	49,644	119,252	14,979	-	-	-	-
RHODE ISLAND	39,488	525	38,963	18,357	1,535	10,241	30,133	65	223	288	737	7,805	-	-	7,805
SOUTH CAROLINA	143,137	688	142,449	96,333	13,432	10,776	120,541	16,816	-	16,816	-	4,242	851	-	5,093
SOUTH DAKOTA	35,032	217	34,815	21,396	3,977	-	25,373	4,352	5,078	9,430	12	-	-	-	-
TENNESSEE	213,149	540	212,609	62,099	12,055	21,510	95,664	69,588	37,605	107,193	4,651	5,100	-	(9,243)	5,100
TEXAS	426,668	4,026	422,642	276,506	32,057	-	308,563	7,300	-	7,300	474	106,304	-	-	106,304
UTAH	52,060	817	51,243	33,081	7,768	-	40,849	6,655	3,719	10,374	20	-	-	-	-
VERMONT	22,725	-	22,725	9,220	2,878	6,743	18,841	3,201	373	3,574	7	304	-	-	304
VIRGINIA	257,723	1,476	256,247	221,766	3,151	21,195	224,917	19,650	6,367	26,017	5,313	-	-	-	-
WASHINGTON	173,254	856	172,398	47,943	12,271	-	81,409	58,492	28,949	87,441	595	2,952	-	-	2,952
WEST VIRGINIA	78,847	522	78,325	47,922	376	30,027	78,325	-	-	-	-	-	-	-	-
WISCONSIN	167,803	1,451	166,352	71,706	3,000	19,200	93,906	41,472	30,879	72,351	95	-	-	-	-
WYOMING	29,710	48	29,662	18,269	712	-	18,981	7,326	3,355	10,681	-	-	-	-	-
TOTAL	8,856,722	85,890	8,770,832	4,203,800	421,673	783,491	5,408,964	1,669,272	1,069,360	2,738,632	255,644	354,910	12,687	(44,562)	367,597

1/ SEE TABLE MF-1 FOR DETAILS OF RECEIPTS. AMOUNTS IN THIS COLUMN EXCLUDE ADJUSTMENTS FOR UNDISTRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.

2/ WHERE NO ENTRY APPEARS, FUNDS FOR ADMINISTERING THE MOTOR-FUEL TAX LAWS WERE ALLOCATED FROM GENERAL REVENUES. AMOUNT SHOWN IN SOME STATES INCLUDE PRO-RATA COSTS OF ADMINISTERING MOTOR-VEHICLE LAWS. AMOUNT FOR HAWAII NOT REPORTED.

3/ MOTOR-FUEL TAXES ARE EITHER DEDICATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-USER REVENUES IN A COMMON FUND FROM WHICH A DISTRIBUTION IS MADE. THIS TABLE INCLUDES BOTH SPECIFIC DEDICATIONS AND PRO-RATA MOTOR-FUEL TAX PORTION OF THE AMOUNTS DISTRIBUTED FROM THE COMMON FUND.

4/ INCLUDES DIRECT EXPENDITURES BY STATES ON LOCAL ROADS AND STREETS AS WELL AS GRANTS-IN-AID. IN MANY STATES, FUNDS ALLOTTED FOR "COUNTY AND TOWNSHIP ROADS" MAY ULTIMATELY HAVE BEEN USED IN PART FOR MUNICIPAL STREETS.

5/ FORMER COUNTY ROADS ARE UNDER STATE CONTROL IN ALA. (TEN COUNTIES), DEL., N.C., VA.

(ALL BUT TWO COUNTIES), AND W. VA.

6/ THE AMOUNTS SHOWN DO NOT NECESSARILY CONSTITUTE DIVERSIONS FROM HIGHWAY USE REQUIRING A PENALTY UNDER THE TERMS OF THE HAYDEN-CARTWRIGHT ACT OF 1934. SUCH DIVERSIONS CAN BE DETERMINED ONLY AFTER ANALYSIS IN THE LIGHT OF STATE LAWS IN FORCE IN 1934.

7/ ALLOCATIONS FOR LOCAL GENERAL PURPOSES MAY HAVE BEEN USED IN PART FOR HIGHWAYS, BUT SUCH AMOUNTS WERE NOT REPORTED.

8/ GROSS NONHIGHWAY ALLOCATION OF MOTOR-FUEL REVENUES WERE OFFSET, IN THE AMOUNT SHOWN, AGAINST APPROPRIATIONS FOR HIGHWAYS OUT OF STATE GENERAL FUNDS, AND THE AMOUNTS SO OFFSET ARE INCLUDED WITH ALLOCATIONS FOR STATE AND LOCAL HIGHWAY PURPOSES.

9/ IN ALASKA, DEL., N.J., N.Y., AND R.I., MOTOR-FUEL REVENUES WERE PLACED IN THE STATE GENERAL FUND. FOR DISCUSSION OF GENERAL FUND STATES' FINANCING, SEE "HIGHWAY FINANCE" TEXT UNDER "FUNDS ATTRIBUTABLE TO HIGHWAY USERS."

# DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER TAX RECEIPTS-1976

TABLE MV-3  
NOVEMBER 1977

COMPILED FOR CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

STATE	RECEIPTS AVAILABLE FOR DISTRIBUTION <u>1/</u>	FOR COLLECTING MOTOR-VEHICLE AND MOTOR-CARRIER TAXES <u>2/</u>	NET FUNDS DISTRIBUTED <u>3/</u>	FOR STATE-ADMINISTERED HIGHWAYS					FOR LOCAL ROADS AND STREETS <u>4/</u>			FOR MASS TRANSPOR-TATION PURPOSES	FOR NONHIGHWAY PURPOSES <u>6/</u>			
				CAPITAL OUTLAY, MAINTENANCE AND ADMINISTRATION	HIGHWAY ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS <u>5/</u>	MUNICIPAL STREETS	TOTAL	STATE GENERAL PURPOSES		LOCAL GENERAL PURPOSES <u>7/</u>	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDITIVE) <u>8/</u>	TOTAL	
ALABAMA		7,105	43,026	15,606	7,206	7,373	30,185	8,244	4,597	12,841	-	-	-	(1,262)	-	
ALASKA	9/	13,590	4,018	9,572	9,150	-	9,150	-	422	422	-	-	-	-	-	
ARIZONA		9,301	52,261	25,663	7,479	-	33,142	8,963	10,156	19,119	-	-	-	-	-	
ARKANSAS		47,911	46,539	26,247	6,194	-	32,441	8,029	5,924	13,953	145	-	-	(1,525)	-	
CALIFORNIA	10/	885,007	115,786	769,221	97,193	219,772	316,965	14,055	24,895	38,950	930	-	412,375	(54,945)	412,375	
COLORADO		54,892	5,987	48,905	16,123	4,892	21,015	12,139	11,396	23,535	-	4,355	-	-	4,355	
CONNECTICUT		73,669	12,285	61,384	15,261	19,202	10,292	43,755	1,275	3,642	5,158	8,829	-	-	8,829	
DELAWARE	9/	20,640	2,400	18,240	3,068	2,596	8,781	-	763	763	-	2,268	-	-	2,268	
DIST. OF COL.		30,245	1,205	29,040	-	4,124	4,124	11,758	848	12,606	-	-	12,310	-	12,310	
FLORIDA		218,614	31,832	186,782	143,067	33,423	176,490	1,386	2	7,229	37	8,903	-	-	8,903	
GEORGIA		48,757	10,353	38,404	17,004	4,018	26,216	6,172	1,057	7,229	-	4,923	-	-	4,923	
HAWAII		16,487	-	16,487	3,510	-	3,510	12,977	-	12,977	-	-	(3,510)	-	-	
IDAHO		31,533	2,939	28,594	18,941	2,802	21,743	6,851	-	6,851	-	-	-	(8,488)	-	
ILLINOIS		347,165	52,082	295,083	119,367	57,818	20,419	197,604	37,575	1,231	39,297	19,375	-	-	19,375	
INDIANA		97,044	15,986	81,058	40,652	704	41,356	27,117	12,585	39,702	-	-	-	-	-	
IOWA		134,078	4,482	129,596	60,625	7,859	68,484	43,308	16,663	59,971	1,141	-	-	-	-	
KANSAS		52,685	11,892	40,793	24,664	3,326	21,500	5,743	4,905	10,648	6	-	-	(145)	-	
KENTUCKY		135,915	9,355	126,560	84,313	1,011	22,237	107,421	16,503	2,529	19,032	106	-	-	-	
LOUISIANA		48,806	9,143	39,663	25,701	5,386	3,281	35,368	2,261	4,296	-	-	-	-	-	
MAINE		24,183	4,075	20,108	15,276	1,983	2,133	19,392	569	715	2	-	-	-	-	
MARYLAND		171,035	7,186	163,849	50,192	22,593	520	73,305	23,310	20,982	44,292	6,238	40,014	(21,101)	40,014	
MASSACHUSETTS		52,010	19,365	32,645	23,641	5,127	28,768	2,586	1,292	3,878	-	-	-	-	-	
MICHIGAN		184,355	37,044	147,311	49,835	4,831	9,027	63,693	47,945	26,651	74,596	9,022	-	-	-	
MINNESOTA		105,194	6,621	98,573	51,056	8,051	5,063	64,170	26,191	8,100	34,291	111	-	(6,162)	111	
MISSISSIPPI		34,816	6,099	28,717	5,753	6,829	-	12,582	15,760	375	16,135	-	-	(28)	-	
MISSOURI		99,932	16,251	83,681	74,273	9,049	-	83,322	48	312	360	-	-	(1,579)	-	
MONTANA		25,034	3,377	21,657	8,345	2,477	-	10,822	9,378	1,457	10,835	-	-	(3,514)	-	
NEBRASKA		43,703	7,598	36,105	18,585	1,807	436	20,828	7,610	7,640	15,250	27	-	-	-	
NEVADA		30,516	6,057	24,459	9,706	2,738	-	12,444	286	286	-	35	11,694	(286)	11,729	
NEW HAMPSHIRE		25,134	2,958	22,176	15,867	2,602	1,255	19,724	1,478	843	2,321	96	35	-	35	
NEW JERSEY	9/	220,376	24,746	195,630	46,800	16,422	-	63,222	3,848	3,452	7,300	46,944	78,163	-	78,163	
NEW MEXICO		32,980	4,576	28,404	17,992	1,354	-	19,346	7,280	1,779	9,059	-	-	(5,930)	-	
NEW YORK	9/	334,084	46,465	287,619	130,227	32,073	60,434	222,734	3,600	7,460	11,060	50,894	2,931	-	2,931	
NORTH CAROLINA		112,134	6,544	105,590	76,906	19,808	-	96,714	-	8,781	8,781	95	-	-	-	
NORTH DAKOTA		25,021	2,464	22,557	13,731	1,350	-	15,081	4,288	3,147	7,435	41	-	(1,106)	-	
OHIO		226,948	29,363	197,585	8,286	11,710	37,455	57,451	106,788	33,345	140,133	-	-	-	-	
OKLAHOMA		103,662	9,758	93,904	42,459	6,594	-	49,053	16,706	6,464	23,170	-	-	21,680	(45,769)	
OREGON		91,473	15,130	76,343	28,486	13,109	2,031	43,626	15,894	11,793	27,687	727	4,304	-	4,304	
PENNSYLVANIA		322,666	28,372	294,294	176,721	35,076	70,219	282,016	-	22	99	12,278	-	-	-	
RHODE ISLAND	9/	16,105	2,599	13,506	6,363	532	3,550	10,445	-	77	-	256	2,705	-	2,705	
SOUTH CAROLINA		32,007	7,744	24,263	19,366	2,700	2,166	24,232	-	-	-	-	31	-	31	
SOUTH DAKOTA		24,473	3,068	21,405	8,688	1,615	-	10,303	7,946	3,151	11,097	5	-	-	-	
TENNESSEE		90,512	8,416	82,096	61,369	2,692	-	64,061	14,044	3,991	18,035	-	-	(12,898)	-	
TEXAS		578,695	36,211	542,484	211,132	28,632	-	239,764	35,027	-	35,027	310	267,384	(30,688)	267,384	
UTAH		17,112	4,089	13,023	4,394	2,274	-	6,668	3,910	2,443	6,353	2	-	-	(449)	
VERMONT		26,644	1,859	24,785	10,055	3,139	7,354	20,548	3,492	407	3,899	8	331	-	331	
VIRGINIA		161,395	37,690	123,705	103,829	5,207	-	109,036	9,200	2,981	12,181	2,488	-	-	-	
WASHINGTON	10/	167,678	23,865	143,813	36,712	14,135	760	51,607	2,098	5,574	7,672	451	70,481	13,602	(397)	
WEST VIRGINIA		83,152	4,945	78,207	47,738	557	29,912	78,207	-	-	-	-	-	-	(182)	
WISCONSIN	10/	94,497	19,627	74,870	20,961	13,452	5,547	39,960	11,981	8,921	20,902	28	13,980	(159)	13,980	
WYOMING		21,696	3,332	18,364	17,423	679	-	18,102	262	-	262	-	-	-	-	
<b>TOTAL</b>		<b>5,947,953</b>	<b>745,017</b>	<b>5,202,936</b>	<b>2,159,182</b>	<b>668,009</b>	<b>317,589</b>	<b>3,144,780</b>	<b>605,903</b>	<b>273,939</b>	<b>879,842</b>	<b>177,495</b>	<b>515,147</b>	<b>485,672</b>	<b>(394,617)</b>	<b>1,000,819</b>

1/ SEE TABLE MV-2 FOR DETAILS OF RECEIPTS. AMOUNTS IN THIS COLUMN EXCLUDE ADJUSTMENTS FOR UNDISTRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.

2/ COLLECTION EXPENSES IN MANY STATES INCLUDE SERVICE CHARGES DEDUCTED BY COUNTY AND LOCAL COLLECTORS. AMOUNTS SHOWN IN SOME STATES INCLUDE PRO-RATA COSTS OF ADMINISTERING MOTOR-FUEL TAX LAWS. AMOUNT FOR HAWAII NOT REPORTED.

3/ MOTOR-VEHICLE REVENUES ARE EITHER DEDICATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-USER REVENUES IN A COMMON FUND FROM WHICH A DISTRIBUTION IS MADE. THIS TABLE INCLUDES BOTH SPECIFIC DEDICATIONS AND PRO-RATA MOTOR-VEHICLE REVENUE PORTION OF THE AMOUNTS DISTRIBUTED FROM THE COMMON FUND.

4/ INCLUDES DIRECT EXPENDITURES BY STATES ON LOCAL ROADS AND STREETS, AS WELL AS GRANTS-IN-AID. IN MANY STATES, FUNDS ALLOTTED FOR "COUNTY AND TOWNSHIP ROADS" MAY ULTIMATELY HAVE BEEN USED IN PART FOR MUNICIPAL STREETS. ENTRIES INCLUDE AMOUNTS USED FOR SERVICE OF OBLIGATIONS FOR LOCAL ROADS.

5/ FORMER COUNTY ROADS ARE UNDER STATE CONTROL IN ALA. (TEN COUNTIES), DEL., N.C., VA. (ALL BUT TWO COUNTIES), AND W. VA.

6/ THE AMOUNTS SHOWN DO NOT NECESSARILY CONSTITUTE DIVERSIONS FROM HIGHWAY USE REQUIRING A PENALTY UNDER THE HAYDEN-CARTWRIGHT ACT OF 1934. SUCH DIVERSIONS CAN BE DETERMINED ONLY AFTER ANALYSIS IN THE LIGHT OF STATE LAWS IN FORCE IN 1934.

7/ ALLOCATIONS FOR LOCAL GENERAL PURPOSES MAY HAVE BEEN USED IN PART FOR HIGHWAYS, BUT SUCH AMOUNTS WERE NOT REPORTED.

8/ GROSS NONHIGHWAY ALLOCATIONS OF MOTOR-VEHICLE AND MOTOR-CARRIER REVENUES WERE OFFSET, IN THE AMOUNTS SHOWN, AGAINST APPROPRIATIONS FOR HIGHWAYS OUT OF STATE GENERAL FUNDS, AND THE AMOUNTS SO OFFSET ARE INCLUDED WITH ALLOCATIONS FOR STATE AND LOCAL HIGHWAY PURPOSES.

9/ IN ALASKA, DEL., N.J., N.Y., AND R.I., MOTOR-VEHICLE REVENUES WERE PLACED IN THE STATE GENERAL FUNDS. FOR DISCUSSION OF GENERAL FUND STATES' FINANCING, SEE "HIGHWAY FINANCE" TEXT UNDER "FUNDS ATTRIBUTABLE TO HIGHWAY USERS."

10/ THE NONHIGHWAY ALLOCATIONS OF "VEHICLE LICENSE FEES" IN CALIF. AND "MOTOR-VEHICLE EXCISE TAXES" IN WASH. (SEE TABLE MV-2, FOOTNOTE 7), AND REGISTRATION FEES IN WIS. WERE IN LIEU OF PERSONAL PROPERTY TAXES FORMERLY IMPOSED ON MOTOR VEHICLES.

# U. S. Department of Transportation

# news:



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## DOT REPORTS HIGHWAY RECEIPTS BY STATES OF \$22.6 BILLION IN 1976

The Department of Transportation reported today that receipts for highways by State highway departments and related agencies totaled \$22.6 billion in calendar year 1976. Expenditures totaled \$21.4 billion.

The \$22.6 billion total receipts included \$1.5 billion in borrowed funds and \$6.5 billion in Federal funds.

Federal Highway Administrator William M. Cox said the \$6.5 billion Federal aid to the States accounted for 61.3 percent of the \$10.6 billion of total capital expenditures for highways by the States. Some \$3.7 billion of Federal-aid and State funds were spent on the 42,500-mile Interstate System.

The \$22.6 billion of State receipts for highways in 1976 was 7.1 percent higher than the \$21.1 billion in 1975. Of the \$22.6 billion total receipts, State road-user taxes provided \$12.2 billion or about 54 percent. Federal-aid funds derived from Federal road-user taxes comprised \$6.0 billion of the total receipts, or 26 percent. Of the remainder, \$1.1 billion came from tolls, \$1.5 billion from proceeds of highway construction bonds, and \$1.8 billion from other sources, including \$500 million of Federal funds from the general treasury.

Expenditures for current highway purposes totaled \$20.5 billion in 1976, 1.5 percent higher than in 1975. Capital expenditures, including roadway and bridge improvement and new construction, engineering, and right-of-way costs, amounted to \$10.6 billion. In addition to the \$3.7 billion for projects on the Interstate System, \$5.6 billion was spent for work on other Federal-aid systems and \$1.3 billion for programs on non-Federal-aid roads and streets.

Maintenance expenditures were \$3.1 billion, while the costs of administration, highway safety and law enforcement, and interest on highway debt accounted for \$3.6 billion. Grants-in-aid to local governments for highway purposes (derived chiefly from State road-user tax revenues) amounted to \$3.2 billion.

Retirement of highway bonds during 1976 took \$899 million, bringing total disbursements to \$21.4 billion. The \$1.2 billion excess of receipts over disbursements was placed in highway fund reserves.

The \$9.3 billion capital outlay on the Federal-aid systems not only includes the cooperative work involving Federal-aid funds and State and some local matching moneys, but also includes work in which the entire cost was met from State agency funds.

Comparisons of receipts and disbursements for 1974, 1975, and 1976 follow:

	(Billions of Dollars)		
	1974	1975	1976
<b>Receipts:</b>			
State Highway-User Tax Revenue. . . . .	\$11.2	\$11.3	\$12.2
Federal Funds . . . . .	5.1	6.0	6.5
Other . . . . .	2.3	2.4	2.4
Total Current Income. . . . .	18.6	19.7	21.1
Construction Bonds. . . . .	0.8	1.4	1.5
	\$19.4	\$21.1	\$22.6
<b>Disbursements:</b>			
Capital Outlay:			
Interstate System . . . . .	\$ 3.7	\$ 3.8	\$ 3.7
Other Federal-Aid Systems . . . . .	5.0	5.8	5.6
Other Roads and Streets . . . . .	1.4	1.4	1.3
Subtotal. . . . .	10.1	11.0	10.6
Maintenance . . . . .	2.7	3.0	3.1
Administration and Enforcement. . . . .	2.3	2.5	2.7
Interest on Debt. . . . .	0.8	0.8	0.9
Grants-in-aid to Local			
Governments . . . . .	3.0	2.9	3.2
Total Current Expenditures. . . . .	18.9	20.2	20.5
Debt Retirement . . . . .	0.8	0.9	0.9
Total Disbursements . . . . .	\$19.7	\$21.1	\$21.4

The data contained in the accompanying table SF-21 are drawn from a series of tables on State highway finance available from the Federal Highway Administration.

STATE RECEIPTS AND DISBURSEMENTS FOR HIGHWAYS-SUMMARY-1976<sup>1</sup>

COMPILED FOR CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE SF-21  
NOVEMBER 1977

STATE	RECEIPTS											DISBURSEMENTS										
	STATE HIGHWAY USER TAX REVENUES <sup>2/</sup>	ROAD AND CROSSING TOLLS <sup>3/</sup>	OTHER STATE IMPUESTS, GENERAL FUND REVENUES	MISCELLANEOUS INCOME	FEDERAL FUNDS		TRANSFERS FROM LOCAL GOVERNMENTS	BOND PROCEEDS <sup>4/</sup>	TOTAL RECEIPTS	CAPITAL OUTLAY				MAINTENANCE AND TRAFFIC SERVICES					BOND INTEREST	GRANTS-IN-AID TO LOCAL GOVERNMENTS	BOND RETIREMENT <sup>4/</sup>	TOTAL DISBURSEMENTS
					FEDERAL HIGHWAY ADMINISTRATION	OTHER AGENCIES				FEDERAL-AID SYSTEMS		OTHER ROADS AND STREETS	TOTAL	MAINTENANCE AND TRAFFIC SERVICES	ADMINISTRATION AND HIGHWAY POLICE	BOND INTEREST	GRANTS-IN-AID TO LOCAL GOVERNMENTS	BOND RETIREMENT <sup>4/</sup>				
										INTER-STATE	OTHER FEDERAL AID SYSTEMS											
ALABAMA	208,253	-	18,736	15,541	158,086	11,613	1,367	-	413,596	121,160	107,938	17,203	246,301	36,143	23,306	16,196	78,118	20,475	420,539			
ALASKA	29,115	12,975	57,596	2,166	116,612	786	970	15,415	235,635	-	235,635	-	-	49,338	45,301	7,046	1,956	4,159	234,439			
ARIZONA	159,695	-	-	1,209	84,735	958	3,685	-	250,282	62,348	63,811	8,736	126,159	31,692	34,172	-	54,068	200	246,337			
ARKANSAS	159,965	-	19,240	1,375	72,395	35,100	3,775	-	291,850	28,157	106,013	3,499	137,669	40,224	29,053	-	53,722	-	260,668			
CALIFORNIA	1,105,949	38,503	-	27,116	349,516	20,853	12,268	50,351	1,604,556	165,308	216,638	158,977	540,923	157,795	283,536	6,522	387,582	9,835	1,386,193			
COLORADO	127,773	-	1,873	3,404	127,660	13,182	3,871	-	277,763	93,014	60,428	4,784	158,226	39,384	30,162	-	60,146	-	287,918			
CONNECTICUT	153,949	35,710	-	12,595	41,649	1,241	200	105,474	350,818	23,311	33,611	32,540	89,462	41,896	39,246	35,821	17,705	52,349	276,479			
DELAWARE	39,851	21,338	-	4,934	24,232	534	-	7,756	98,645	13,045	24,119	12,215	49,379	12,597	13,667	14,062	2,000	17,353	109,058			
DIST. OF COL.	27,832	-	661	771	40,858	651	-	2,250	73,023	23,985	11,813	2,206	38,004	12,429	21,949	6,964	-	4,794	84,140			
FLORIDA	546,450	65,963	-	27,390	152,970	3,188	-	13,099	822,121	127,245	192,224	72,207	391,676	84,274	54,240	46,183	111,890	30,900	719,163			
GEORGIA	242,721	-	7,436	412	56,028	738	-	1,088	448,500	175,172	80,705	46,892	302,769	55,984	43,547	24,521	9,473	22,742	459,036			
HAWAII	42,425	-	-	-	56,028	-	-	-	108,127	52,295	18,185	130	70,610	10,379	4,549	7,692	12,977	5,976	112,183			
IDAHO	73,107	-	1,000	744	50,616	3,709	1,367	-	130,543	24,354	42,980	576	67,910	19,431	15,592	-	26,636	-	129,569			
ILLINOIS	609,279	79,470	-	12,754	409,166	8,483	13,769	205,010	1,337,931	272,799	363,127	129,551	765,477	122,283	127,743	35,291	233,500	17,596	1,301,920			
INDIANA	335,853	23,657	54,367	5,456	96,560	2,637	4,477	-	523,007	49,272	150,073	4,890	204,235	66,053	74,456	4,938	160,592	10,414	520,688			
IOWA	251,947	1,595	66,197	6,610	104,338	2,367	3,962	-	437,016	35,620	168,693	900	205,213	39,593	42,728	375	116,209	245	604,363			
KANSAS	142,503	17,473	-	32,323	75,769	1,845	145	114,000	384,058	43,417	93,831	500	137,748	50,252	28,355	12,672	31,022	19,813	279,862			
KENTUCKY	306,940	16,846	43,223	36,218	138,045	1,196	2,462	-	544,930	69,951	138,206	62,529	270,686	93,653	45,549	59,229	6,334	50,788	607,741			
LOUISIANA	220,510	910	144,572	9,726	167,433	4,146	12,566	-	559,864	139,547	239,202	48,874	427,623	52,791	51,979	23,237	28,488	23,623	607,741			
MAINE	72,227	13,642	1,480	3,953	36,152	650	3,262	-	131,366	27,095	19,834	6,666	53,595	45,008	15,423	4,293	2,470	9,662	130,451			
MARYLAND	255,557	51,130	9,747	11,808	191,189	1,625	-	1,150	522,206	135,266	118,236	5,236	258,738	49,549	66,515	29,273	70,615	46,521	521,211			
MASSACHUSETTS	228,052	50,768	5,351	5,982	123,524	2,269	-	125,000	540,946	58,989	90,169	36,485	185,643	52,046	87,867	37,191	42,422	50,788	655,957			
MICHIGAN	522,291	6,950	41,447	21,998	195,524	3,917	8,539	-	800,666	146,250	164,518	147	310,915	70,260	83,105	12,335	293,367	38,687	808,669			
MINNESOTA	288,746	-	17,403	17,403	141,276	2,192	10,415	-	460,032	65,890	140,998	2,314	209,202	61,008	43,749	3,586	92,002	10,769	420,316			
MISSISSIPPI	150,399	-	47,907	6,507	90,504	3,397	2,092	76,675	377,481	51,493	175,348	7,977	234,818	16,699	25,253	20,587	46,402	14,566	358,325			
MISSOURI	280,924	-	11,761	7,302	145,499	6,609	1,387	-	453,482	85,915	166,742	1,045	253,702	96,010	53,235	-	45,927	-	448,874			
MONTANA	60,974	-	3,313	1,480	95,544	4,978	-	-	166,289	70,980	43,721	1,380	116,081	16,745	21,808	-	15,356	-	169,990			
NEBRASKA	116,108	-	18,121	3,311	55,504	2,537	6,594	-	202,175	11,819	73,788	2,356	87,963	24,223	21,032	831	51,666	1,000	186,715			
NEVADA	40,660	-	-	3,202	42,261	779	764	-	87,666	23,937	9,408	3,405	36,750	18,735	21,924	-	6,462	-	83,871			
NEW HAMPSHIRE	59,940	8,431	-	1,719	29,506	615	1,260	25,187	126,658	25,754	19,987	14,997	60,738	25,498	15,295	3,622	5,078	4,705	114,936			
NEW JERSEY	189,028	162,987	-	31,795	96,280	2,714	454	18,941	502,199	87,267	46,426	30,960	164,653	93,143	98,826	89,290	13,491	34,774	494,177			
NEW MEXICO	86,492	-	5,073	1,471	68,200	1,771	320	-	163,327	30,371	34,461	2,276	67,108	55,101	19,340	-	9,625	-	151,174			
NEW YORK	656,874	227,954	-	37,750	207,746	7,159	279	1,137,762	99,157	288,310	16,439	403,906	121,610	170,922	91,428	111,008	114,794	1,108,207				
NORTH CAROLINA	384,498	401	-	19,889	185,022	2,376	2,651	-	594,837	89,560	74,593	167,068	331,221	121,610	99,488	5,467	30,751	18,000	606,537			
NORTH DAKOTA	50,215	-	4,653	230	48,164	1,778	7,071	-	112,111	18,220	46,207	2,687	67,114	13,673	9,559	-	19,356	-	109,702			
OHIO	578,175	40,807	455	13,589	191,012	5,466	19,141	100,835	949,480	126,013	160,576	21,046	307,635	114,211	129,150	33,640	258,832	77,947	921,415			
OKLAHOMA	190,937	24,257	11,739	7,598	67,014	3,059	8,110	-	312,714	24,296	89,333	8,414	122,043	42,625	32,898	14,364	79,653	5,298	296,881			
OREGON	153,257	1,177	-	3,810	91,673	28,051	4,831	-	282,799	47,966	57,746	1,128	106,840	38,034	37,195	3,374	73,700	2,300	261,443			
PENNSYLVANIA	745,318	101,405	8	40,472	320,591	5,746	10,586	354,922	1,579,048	200,961	376,376	111,122	688,459	307,316	139,563	149,801	119,340	65,259	1,469,738			
RHODE ISLAND	40,965	3,464	-	432	23,088	555	-	-	72,268	2,201	32,999	1,977	37,177	12,457	5,510	7,090	387	-	72,243			
SOUTH CAROLINA	161,588	-	7,170	259	80,316	970	2,164	-	155,122	61,165	18,528	3,796	83,489	17,480	29,054	-	16,948	-	146,971			
SOUTH DAKOTA	56,204	-	10,604	279	45,720	803	1,688	-	115,298	23,029	35,525	3,708	62,262	18,755	15,617	-	13,691	-	110,325			
TENNESSEE	284,954	-	3,352	3,568	184,093	4,882	1,603	35,148	517,600	74,493	181,885	23,379	279,757	35,764	32,805	7,998	86,510	13,660	456,494			
TEXAS	590,654	12,637	-	18,849	272,933	5,501	18,252	-	926,506	141,050	301,083	13,787	455,920	149,319	136,596	1,335	42,942	4,671	790,783			
UTAH	64,243	-	7,170	259	80,316	970	2,164	-	155,122	61,165	18,528	3,796	83,489	17,480	29,054	-	16,948	-	146,971			
VERMONT	46,861	-	142	142	30,621	477	-	6,029	84,130	24,615	9,922	2,279	36,866	13,872	11,122	5,585	5,579	8,540	81,564			
VIRGINIA	372,151	51,812	28,533	12,682	208,560	3,155	11,503	-	688,396	198,746	158,040	16,204	372,990	117,323	72,040	14,989	37,948	18,411	633,701			
WASHINGTON	228,129	30,825	-	11,623	124,708	10,202	4,137	-	409,624	84,431	84,221	1,401	170,053	76,675	50,267	20,807	72,661	21,767	412,230			
WEST VIRGINIA	156,532	12,854	42,002	9,602	202,006	8,354	-	100,297	531,647	101,164	132,381	75,022	308,567	116,408	27,216	44,439	-	30,602	527,232			
WISCONSIN	227,119	-	1,395	2,387	94,290	2,559	9,703	17,711	353,769	28,625	120,259	10,701	159,585	49,359	39,205	9,937	87,077	17,161	362,324			
WYOMING	48,027	-	-	1,884	57,167	16,519	720	-	125,712	32,141	38,2											

# U. S. Department of Transportation

# news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE MONDAY  
December 12, 1977

FHWA 95-77  
(202) 426-0660  
Contact: Dick Reilly

## DOT CRACKDOWN ON TRUCK SAFETY VIOLATIONS BEGINS TO PAY OFF

A continuing crackdown by the Department of Transportation's Federal Highway Administration (FHWA) on commercial motor carriers violating either hours of operation or the national 55 mile-per-hour speed limit is beginning to get impressive results.

Investigators for FHWA's Bureau of Motor Carrier Safety throughout the Nation are taking a close look at lengthy truck runs by commercial carriers to determine whether it is legally possible to complete them within the time frame involved.

Under Federal Motor Carrier Safety Regulations, drivers are prohibited from driving more than 10 hours following 8 hours off duty. In checking long runs, BMCS investigators frequently establish that only by violating the hours of service restriction or the 55 mph speed limit--or both--can the trip be completed within the scheduled time frame.

"Obviously, either of these violations constitutes a serious safety hazard on our highways, both to the truck driver himself and to other traffic," said Howard L. Anderson, FHWA's Associate Administrator for Safety. "We are determined to eliminate these violations and to see to it that trucking firms adapt more realistic scheduling."

Early returns from FHWA's Region 5 (Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin) indicate considerable success in the Bureau of Motor Carrier enforcement campaign.

As a result of BMCS investigations, trucking companies in that Region have discontinued the following runs:

- A double turnaround run (two round trips a day by the same driver in the same truck) between Decatur, Illinois and St. Louis, Missouri - approximately 485 miles.

- Hammond, Indiana to Green Bay, Wisconsin to Hammond, Indiana to Hillside, Illinois - approximately 524 miles.

- A run from Dayton, Ohio to Charlotte, North Carolina.

- Sharonville, Ohio to Tupelo, Mississippi - distance of 535 miles.

- A run from Columbus, Ohio to Richmond, Virginia in excess of 500 miles.

- A run from South Bend, Indiana to Kansas City, Missouri - distance of 550 miles.

--A turnaround run (a round trip in a day by the same driver in the same truck) from Centralia, Illinois to Chicago, Illinois - approximately 542 miles.

- Cairo, Illinois to Detroit, Michigan - approximately 559 miles. This run has been adjusted by the carrier to terminate at a point closer than Detroit.

- Lemont, Illinois to Alma, Michigan and return, Lemont, Illinois to Flint, Michigan and return, Lemont, Illinois to Fostoria, Ohio and return, Lemont, Illinois to St. Louis, Missouri and return.

- Indianapolis, Indiana to Lafayette, Indiana to St. Louis, Missouri and Indianapolis, Indiana to Muncie, Indiana to St. Louis, Missouri.

- Richmond, Indiana to Monticello, Kentucky and return - distance of 518 miles.

- Ypsilanti, Michigan to South Holland, Illinois to Chicago, Illinois to Ypsilanti, Michigan - 540 miles.

- Ypsilanti, Michigan to Sharonville, Ohio to Fairfield, Ohio to Ypsilanti, Michigan - 530 miles.

- Maryville, Michigan to Sarnia, Ontario, Canada to Painesville, Ohio to Maryville, Michigan - 525 miles.

- Dearborn, Michigan to Sharonville, Ohio and return to Dearborn, Michigan - 490 miles.

- Detroit, Michigan to Youngstown, Ohio and return to Detroit, Michigan - 540 miles.

- Detroit, Michigan to Wixom, Michigan to Columbus, Ohio to Zanesville, Ohio to Detroit, Michigan - 540 miles.

In addition to the above, FHWA's Michigan Division Office reported that at least eight carriers have been cited on Safety Compliance Surveys for requiring or permitting its drivers to operate at speeds greater

than 55 miles per hour. This did not concern any particular scheduled run but runs in general.

At present, BMCS is investigating an additional 12 runs which it believes are suspect.

"Impressive as this report is," said Associate Administrator Anderson, "it is only the beginning. We expect to have similar results from other geographic regions around the country, and we will make this information available to the public as soon as possible."

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# U. S. Department of Transportation



# news:

Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE WEDNESDAY  
December 21, 1977

FHWA 96-77  
(202) 426-0660  
Contact: Richard Reilly

DOT ANNOUNCES MORE THAN  
\$3 BILLION IN APPALACHIAN  
HIGHWAY FUNDS OBLIGATED

The Department of Transportation today announced that over \$3 billion in Federal and State funds was obligated through the third quarter of calendar year 1977 for development highways and local access roads in the 13-State Appalachian Region. The Federal share was \$1.885 billion.

Development highways and access roads completed or under construction in the region totaled 2,152 miles as of the end of September 1977, an increase of 25 miles since June 30, 1977. Engineering and right-of-way acquisition were under way on an additional 453 miles; design had been approved or hearings held on 81 miles, while locations had been approved and design under way on 155 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. 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 co-chairman 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, 1977

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 <sup>2/</sup>	TOTAL APPALACHIAN DEVELOPMENT MILEAGE
	OPEN TO TRAFFIC <sup>1/</sup>	NOT OPEN TO TRAFFIC		CONCURRENT 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	4.7	16.3	22.4	-	15.1	-	-	13.2	-	50.8	0.2	142.0	155.6	
Georgia	29.2	-	-	-	17.5	-	-	-	-	-	39.0	=	85.7	88.0	
Kentucky	233.1	9.1	57.6	57.6	=	15.9	-	8.3	39.3	=	1.5	=	422.4	585.7	
Maryland	50.0	-	-	-	-	-	-	-	8.0	17.6	6.3	-	81.9	85.9	
Mississippi	3.0	-	33.3	5.5	-	-	-	-	4.8	-	64.8	=	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	106.6	0.5	37.9	11.5	2.8	-	7.5	=	=	1.5	37.1	-	205.4	206.5	
Ohio	99.6	-	2.7	47.7	=	21.2	-	-	6.5	=	23.6	=	201.3	293.9	
Pennsylvania	136.1	0.6	23.9	23.4	=	15.9	22.4	40.4	15.9	46.9	127.4	=	452.9	505.5	
South Carolina	-	-	-	1.4	-	-	-	-	=	=	9.6	-	11.0	28.0	
Tennessee	145.1	-	28.1	7.7	-	11.9	-	-	27.3	-	110.3	=	330.4	340.9	
Virginia	125.5	-	19.8	11.3	0.7	=	=	0.5	=	4.5	31.5	=	193.8	204.2	
West Virginia	210.2	-	23.7	80.9	=	=	=	1.7	10.1	-	86.3	-	412.9	426.2	
TOTAL	1,313.6	14.9	244.5	295.4	21.0	89.0	29.9	50.9	133.9	82.4	594.8	0.2	2,870.5	3,287.2	
Percent to Total Under Consideration	46	-	8	10	1	3	1	2	5	3	21	=	100	=	

<sup>1/</sup> Includes mileage with additional contracts required or underway on 19.3 miles in Alabama, 5.2 miles in Georgia, 25.6 miles in Kentucky, 6.1 miles in Maryland, 40.6 miles in Ohio, and 109.9 miles in Tennessee, totaling 206.7 miles.

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

APPALACHIAN HIGHWAY PROGRAM

IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE

AS OF SEPTEMBER 30, 1977

TABLE 2

STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS AND OPEN TO TRAFFIC 1/	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 UNDERWAY	ROUTE LOCATION WORK NOT STARTED	
ALABAMA	149.2	2.7	5.3	1.5	=	1.9	-	14.0	-	174.6
GEORGIA	14.1	2.8	2/ 8.2	-	-	-	-	2.1	-	27.2
KENTUCKY	6.8	6.6	-	=	=	1.7	-	=	-	15.1
MARYLAND	5.7	=	-	=	-	.7	=	-	.8	7.2
MISSISSIPPI	91.6	7.9	.8	-	-	-	-	1.3	-	101.6
NEW YORK	3.4	-	-	2.5	=	3/ 1.7	-	.5	-	8.1
NORTH CAROLINA	15.3	=	3.4	=	-	4/ .6	-	1.1	.3	20.7
OHIO	36.2	.2	2.6	1.5	-	-	-	.7	-	41.2
PENNSYLVANIA	79.2	1.6	-	=	.3	11.6	-	-	2.7	95.4
SOUTH CAROLINA	68.0	7.1	16.9	=	=	-	-	22.6	-	114.6
TENNESSEE	43.0	-	=	4.6	-	-	-	7.9	-	55.5
VIRGINIA	17.1	1.1	-	=	=	-	-	-	-	18.2
WEST VIRGINIA	19.6	-	-	=	=	2.8	-	-	49.3	71.7
<b>TOTAL</b>	<b>549.2</b>	<b>30.0</b>	<b>37.2</b>	<b>10.1</b>	<b>.3</b>	<b>21.0</b>	<b>-</b>	<b>50.2</b>	<b>53.1</b>	<b>751.1</b>
<b>PERCENT TO TOTAL UNDER CONSIDERATION</b>	<b>73</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>=</b>	<b>3</b>	<b>=</b>	<b>7</b>	<b>7</b>	<b>100</b>

1/ INCLUDES MILEAGE WITH ADDITIONAL CONTRACTS REQUIRED OR UNDERWAY ON 8.5 MILES IN ALABAMA, 1.4 MILES IN GEORGIA, AND 29.8 MILES IN TENNESSEE, TOTALING 39.7 MILES.

2/ 2.1 MILES IN PREPARATION OF PS & E ONLY.

3/ 0.4 MILES IN DESIGN HEARING AFFORDED OR HELD.

4/ 0.6 MILES IN DESIGN HEARING AFFORDED OR HELD.

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

APPALACHIAN FUNDS OBLIGATED

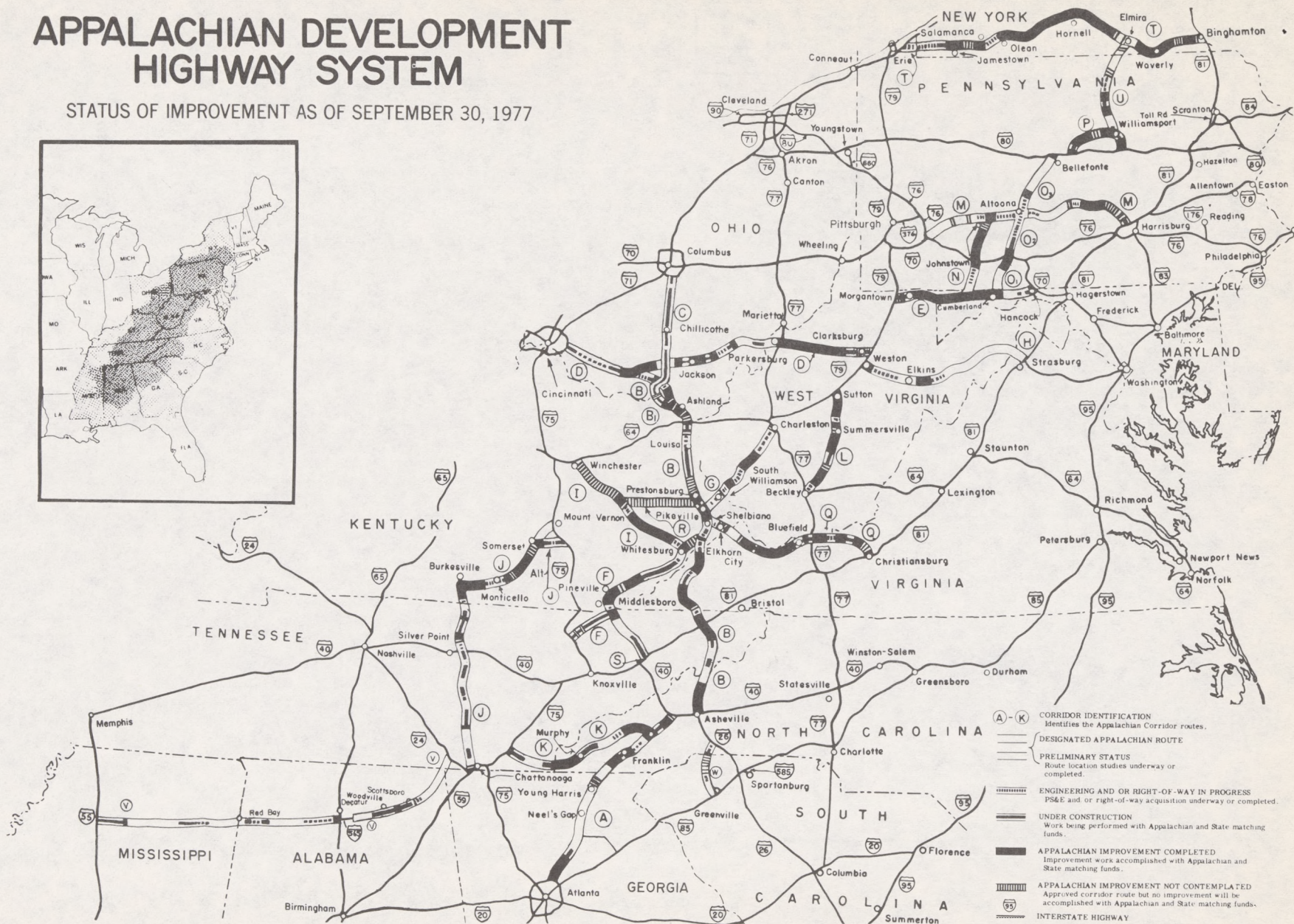
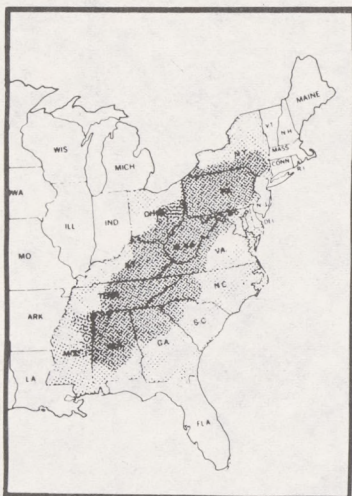
AS OF SEPTEMBER 30, 1977

TABLE 3

STATE	DEVELOPMENT HIGHWAY		LOCAL ACCESS ROADS		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
Alabama	35,168,471	21,128,000	28,514,691	17,771,633	63,683,162	38,899,633
Georgia	62,142,988	36,073,594	6,572,946	3,493,666	68,715,934	39,567,260
Kentucky	526,062,525	336,088,211	6,494,157	4,057,846	532,556,682	340,146,057
Maryland	131,839,208	69,319,973	3,364,806	1,909,443	135,204,014	71,229,416
Mississippi	28,984,414	19,940,000	23,836,203	15,496,000	52,820,617	35,436,000
New York	377,485,201	184,390,404	3,263,743	2,155,538	380,748,944	186,545,942
North Carolina	188,389,466	110,991,000	5,316,950	3,203,224	193,706,416	114,194,224
Ohio	130,600,242	74,375,869	10,840,975	4,744,423	141,441,217	79,120,292
Pennsylvania	414,761,955	237,148,000	27,813,604	11,863,278	442,575,559	249,011,278
South Carolina	1,785,715	1,250,000	19,263,569	12,742,000	21,049,284	13,992,000
Tennessee	263,333,770	172,429,000	14,315,044	8,693,988	277,648,814	181,122,988
Virginia	156,850,283	94,003,000	6,765,318	4,492,890	163,615,601	98,495,890
West Virginia	735,931,276	432,187,944	8,307,647	5,172,731	744,238,923	437,360,675
TOTAL	3,053,335,514	1,789,324,995	164,669,653	95,796,660	3,218,005,167	1,885,121,655

# APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF SEPTEMBER 30, 1977



- (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

# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE WEDNESDAY  
December 28, 1977

FHWA 98-77  
Tel: (202) 426-0662  
Contact: Thomas R. Hyland

## FY 77 OBLIGATION OF FEDERAL-AID HIGHWAY FUNDS SECOND HIGHEST IN PROGRAM'S HISTORY

Nearly \$7.3 billion in Federal-aid highway funds were committed for construction of highway projects by the states in Fiscal Year 1977, the U.S. Department of Transportation's Federal Highway Administration (FHWA) announced today.

This was the second highest obligation of funds in the history of the federal-aid highway program, exceeded only in FY 1975 when a large backlog of previously withheld funds was released for use. The obligation level in FY 1975 was nearly \$7.9 billion. That surge in highway spending cleared the States' shelves of many deferred construction projects and in FY 1976 the obligational total dropped to \$4.7 billion.

Obligation of federal-aid highway funds occurs when the FHWA approves a proposed state project and makes a commitment to reimburse the state for the entire Federal share of that project's cost. This is 90 percent of the costs for work on Interstate Highway System projects and 70 percent for most other Federal-aid highway work.

Among the most significant aspects of this FY 1977 achievement were:

-- Monthly obligations ranged from a low of \$367 million in January to a high of almost \$1.4 billion in September;

-- The Interstate System obligation of \$3.3 billion was consistent with the states' average Interstate obligation rate for the last decade;

-- Urban System obligations increased by 17 percent over FY 76 and the transitional quarter.

-- A total Primary System obligation rate of \$1.22 billion compared favorably with the FY 77 (and FY 78) consolidated Primary authorization of \$1.35 billion a year;

-- Obligations of safety construction funds in FY 77 amounted to \$638.8 million, compared to a goal of \$550 million--an outstanding 116 percent of the goal; and

-- Nearly \$196 million was obligated in FY 77 for the bridge replacement program, the largest level since the start of the program.

An essential element in aiding the states reach the FY 77 obligational level was the FHWA's programs for improving Federal-aid highway financial management and reducing red-tape and simplifying procedures that might have a tendency to impede the flow of federal-aid funds to the states. One innovative factor in this process has been the use of electronic fund transfer (EFT). This involves 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 various Federal Reserve Banks which issue the actual payments to the States. This process has decreased delivery time by 5 to 7 days. To date 17 states have adopted EFT and 10 other states are in the process of implementing this program.

Other steps adopted by the FHWA during the past year to improve delivery of Federal-aid highway financial management services and speed up the cash flow to the states include:

-- Encouraging the states to increase the frequency of claims for reimbursements from the FHWA with payments made from 1 to 5 weeks sooner.

-- 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 by the state being reduced by 20 to 30 days.

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

-- Using telecopier or telefax transmission of data for payment of claims in lieu of or to supplement regular mail service thus improving the issuance of reimbursements by 2 to 5 days.

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

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