U.S. Department of Transportation
news:
Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
January 6, 1978

FHWA 10G-77
(202) 426-0645
Contact: Bill Johnson

DOT DENIES PETITION FOR ALTERNATIVE TEST OF TRUCK FUEL TANK SAFETY

The Department of Transportation's Federal Highway Administration (FHWA) has denied a petition to allow an alternative test to the safety venting system test for fuel tanks not made of metal.

A Notice of Proposed Rulemaking was published in the Federal Register on November 30, 1976 (41 FR 52500) soliciting comments on a proposed amendment to the Federal Motor Carrier Safety Regulations that would allow nonmetallic fuel tanks to be subjected to a fire resistance test instead of the safety venting system specified in the regulations.

Comments received by FHWA's Bureau of Motor Carrier Safety were reviewed in conjunction with the results of fire tests conducted on metallic and nonmetallic fuel tanks. On the basis of the data available, the Bureau has concluded that nonmetallic fuel tanks subjected to the proposed fire resistance test would not contribute to the safety of commercial vehicles operating under the jurisdiction of FHWA.

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U.S. Department of Transportation
news:
Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
January 9, 1978

FHWA 99-77
(202) 426-0660
Contact: Richard Reilly

VANPOOLING BECOMING MORE WIDESPREAD DUE TO USE OF FEDERAL FUNDS, DOT SAYS

Thanks to the availability of Federal funds, vanpooling as a means of commuting is becoming more widespread around the Nation.

According to the Department of Transportation's Federal Highway Administration, during the past fiscal year 12 States took advantage of new provisions of the Federal-aid highway program to encourage vanpooling. These States have earmarked almost $700,000 of their regular Federal-aid highway funds to assist vanpool projects.

Even though most of these projects are just beginning, more than 35 vanpools are already operating in seven States, and many more vans are anticipated as the projects develop.

Vanpooling, an arrangement where up to 15 persons not only share the commuting costs in a comfortable passenger van but also save precious fuel, has been expanding rapidly in recent years. John S. Hassell, Jr., FHWA's Associate Administrator for Planning, noted that the energy efficiency of vanpooling is extremely high, since one vanpool typically provides 120 person miles of transportation per gallon of gas used, and over the course of a year, each vanpool can save 5,000 gallons of gasoline.

The Federal-Aid Highway Act of 1976 authorized the use of Federal-aid highway funds for vanpool projects to assist in further expansion of this economical and energy efficient mode. Funds are available at 90 percent Federal share for vanpool start-up expenses, vehicle acquisition costs, and guarantees against financial losses.

- MORE -

The FHWA implementing regulations are deliberately broad to enable the States to develop the type of vanpool project with employers, or even individuals, that best suits their needs. The only Federal restrictions are that the users pay a fee which will cover the vehicle depreciation and operating expenses and that a vanpool project will not have an adverse effect on mass transit.

For example, vanpool projects in New Mexico and Connecticut provide funds for the purchase of vans for State employee vanpool programs. Both programs will soon be expanded to provide assistance to major employers or other applicants on a statewide basis. Projects in North Dakota, Oregon, Rhode Island and Wisconsin also provide funds to employers to purchase vehicles. In all cases, vehicle acquisition costs are repaid from user fares.

Three projects--the Boise, Idaho, and the VANGO projects in Baltimore and Hawaii--have opted to lease instead of purchasing vans. The Federal funds are used for start-up costs, promotion, and financial guarantees.

Projects in Louisville, Kentucky, and Philadelphia, Pennsylvania, offer assistance to vanpool sponsors by entering agreements to reimburse financial losses for vanpools that terminate during the demonstration period. Van acquisition is arranged with private financing, and the Federal funds are used only if losses are incurred when an unsuccessful vanpool is terminated.

The Massachusetts project provides incentive funding to employers who initiate vanpool programs.

In addition to those already approved, five other projects are being planned at a total cost of more than $1 million. In New Jersey, for example, $600,000 in Federal-aid funds will be used to assist employers in joining the 17 New Jersey companies who have started programs on their own with a total of 270 commuter vans on the road already.

Visual-aid materials, including a 10-minute film and a slide show, are available from the Federal Highway Administration to assist in the promotion of vanpooling.

The film, "No Fuelin' We're Poolin'," was developed by the Delaware Valley Regional Planning Commission in Philadelphia and can be used to show employees how employer-sponsored programs work.

The vanpool slide show was developed by the U.S. Department of Energy as part of a national workshop series to encourage employer participation in energy conservation programs.

Both the film and slide show are available on a loan basis from the Federal Highway Administration Regional Offices in Albany, Baltimore, Atlanta, Homewood (Illinois), Fort Worth, Kansas City (Missouri), Denver, San Francisco, and Portland (Oregon), or from the FHWA Urban Planning Division (HHP-26), Washington, D.C. 20590.

PROJECTS APPROVED

State	Urban Area	Amount*	Approved	Remarks
Connecticut	Hartford	$64,500	March '77	State employee program
Hawaii	Honolulu	$139,900	July '77	Establishment of VANGO Hawaii
Idaho	Boise	$8,000	Sept. '77	Initial vans started with local funds only
Kentucky	Louisville		March '77	Termination agreement--no funds committed until needed
Maryland	Baltimore	$30,000	August '77	Contingency fund for VANGO leased vans
Massachusetts	Statewide	$50,000	June '77	Employer vanpool incentive program
New Mexico	Santa Fe	$80,000	April '77	Vans for State Employee Commuter Association
North Dakota	Bismarck	$20,000	August '77	Vans for employer programs
Oregon	Portland	$100,000	April '77	Vanpool portion of "Going Options" program
Pennsylvania	Philadelphia	$30,000	June '74	Contingency fund to cover vanpool termination agreements
Rhode Island	Statewide	$75,000	August '77	"Special Delivery" vanpool program
Wisconsin	Statewide	$85,525	May '77	Preliminary engineering, start-up costs, and van purchases
Total Approved		$682,925		

Projects Pending

Colorado	Denver	$132,000		Preliminary engineering and van purchase
Connecticut	Statewide	$250,000		Vanpool Demonstration in 10 urbanized planning regions
Missouri	St. Louis	$72,000		Demonstration program at university medical center
New Jersey	Three counties	$600,000		Assistance for employer programs
New Mexico	Statewide	$100,000		Annual set aside for vanpool assistance
Total Pending		$1,054,000		

*Federal share is 90% of amount shown

U.S. Department of Transportation
news:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
January 16, 1978

FHWA 1-78
Tel: (202) 426-0662
Contact: Thomas Hyland

DOT ANNOUNCES 1977 HIGHWAY REPORT ON RESEARCH-DEVELOPMENT

The U.S. Department of Transportation today announced publication of its fiscal year 1977 annual report on the Federally Coordinated Program of Highway Research and Development (FCP).

This is the fourth year for the issue of this detailed account of the Federal Highway Administration's progress in highway research and development. This year's 72-page document is written around the theme of energy conservation and cost effectiveness. The book consists of two major parts. The first is an in-depth treatment of the agency's R & D activities, organized by five major topics: for improving safety through highway design, traffic controls, and pedestrian improvements; for increasing highway efficiency; for responding to adverse environmental conditions through highway design and engineering; for preserving the environment through highway location and design; for construction cost effectiveness, low maintenance cost, and energy conservation.

The second part deals with the agency's mission and goals, organization, facilities, contracting operations, and directories of project engineers and key agency personnel.

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

Copies of the report are on sale to the public by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The price is $2.50; Stock No. 050-001-00130-6.

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U.S. Department of Transportation
news:
Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
January 20, 1978

FHWA 3-78
(202) 426-0662
Contact: Thomas Hyland

DOT WITHDRAWS PROPOSED
FEDERAL-AID HIGHWAY
DESIGN STANDARDS

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced its decision to withdraw a proposal for revising design standards for resurfacing, restoration, and rehabilitation projects on Federal-aid highways.

The decision was made in response to adverse comments received on each of three alternatives offered in an Advanced Notice of Proposed Rulemaking issued last August 25.

Following withdrawal of the proposed rule, FHWA said it will develop new design criteria for resurfacing, restoration, and rehabilitation projects. Established rulemaking procedures will be followed to permit public review and comment during the development process.

The withdrawn FHWA proposal had offered three specific alternatives for comment. The first alternative called for continued operation under existing standards which provide for exceptions to the standards on an individual project basis. The second alternative would have incorporated by reference the American Association of State Highway and Transportation Officials' (AASHTO) "Geometric Design Guide for Resurfacing, Restoration, and Rehabilitation of Highways and Streets" as the acceptable criteria for such Federal-aid work. The third alternative provided for State highway officials and FHWA Division Administrators to develop individual State criteria by using appropriate guides, policies, and standards.

According to the FHWA the proposed rule represented an initial effort to implement the legislative intent of the Congress for providing greater

-more-

flexibility in the use of Federal-aid highway funds for the improvement of existing highways. The physical need for such projects is indicated by the fact that present highways are wearing out faster than they can be reconstructed. Because available funds are not sufficient to reconstruct all deficient highways to current standards before they deteriorate beyond reasonable usefulness, some intermediate level of improvement seems needed. To assure that all factors, especially safety, are considered adequately and uniformly, some geometric design criteria separate from existing criteria for new construction are needed.

An FHWA spokesman stated that, "the approximately 200 comments received in response to the Advanced Notice indicated that some changes in the present criteria are desirable for resurfacing, restoration, and rehabilitation projects. However, the large number of adverse comments made on the specific criteria contained in the AASHTO Guide, which is a significant part of alternatives two and three, bring into question the value of adopting that Guide in its present form or those alternatives of which it is a part."

"Consequently," he said, "the FHWA, using the comments received in response to the Advanced Notice and other available information, will develop design criteria for Federal-aid resurfacing, restoration, and rehabilitation projects. Until such time as new design standards are adopted, such resurfacing, restoration, and rehabilitation projects will be handled under current procedures contained in existing regulations. Any new criteria developed as a part of this process will be made available for review and comment under normal rulemaking procedures."

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

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U.S. Department of Transportation
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Washington, D.C. 20590

FOR RELEASE TUESDAY
January 24, 1978

FHWA 2-78
(202) 426-0645
Contact: Bill Johnson

DOT STUDIES TRUCK DRIVER INJURIES FROM FALLS

The Department of Transportation has released a study entitled "Slips and Falls--Truck Related Personal Injury Accidents."

The study was initiated by the Federal Highway Administration's Bureau of Motor Carrier Safety to obtain data and evaluate information pertaining to the problem of slip and fall injuries and their costs, exposure indicators, vehicle factors and their comparison with other types of workmen's compensation injuries.

Forty-six carriers were visited and 21,644 records were studied on injuries occurring during 1974. The survey focused on four types of vehicles: cargo tanks, vans, auto carriers, and flat beds. It found:

=-Slips and falls accounted for 14% of all driver personal injury accidents and 9% of all carriers' personal injury accidents.

=-Slip and fall medical costs accounted for 11% of carriers' total medical costs.

=-Slip and fall workers' compensation costs accounted for 10% of carriers' total workers' compensation costs.

=-Approximately 54% of slip and fall incidents happen on the tractor area and 46% happen on the trailer or cargo area.

BMCS Director Robert A. Kaye said, "This study has provided the Bureau with a greater perspective on the problem of slip and fall accidents. It will be used to determine if rulemaking in the area of non-slip surfaces and handholds is necessary."

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U.S. Department of Transportation
news:
Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
February 9, 1978

FHWA 10-78
(202) 426-0644
Contact: R. A. Patrick

INCOME FROM THE NATION'S HIGHWAYS WILL BE ALMOST $35 BILLION IN 1978

Nationwide Federal, State, and local government highway income will probably total almost $35 billion, according to the U.S. Department of Transportation.

The DOT's Federal Highway Administration estimates that 1978 highway receipts will be about 4 percent more than the $33.3 billion collected in 1977.

This year highway users will pay almost $7 billion (or 20 percent of the total national highway income) into the Federal Highway Trust Fund. Another $14.9 billion (or 43 percent of the total) will go to State and local governments in taxes and fees paid by highway users for such things as gasoline and oil, tires, motor vehicle registrations, tolls, and parking.

The Federal Highway Administration expects that in 1978 State and local governments will spend more than $33.5 billion (including nearly $16 billion in capital outlays) on building, operating, and maintaining the nation's highways. Maintenance costs alone are projected to reach $9.2 billion, and the remainder will be spent on highway administration, research, law enforcement, safety, and debt service on State and local highway obligations. (See Table HF-12.)

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In most cases, money from the Highway Trust Fund is not spent directly on highway projects but is paid to the States in reimbursement for the work they do under the Federal-Aid Highway Program. In 1977 State and local governments received about $6.8 billion in Federal funds; this year these payments will total an estimated $7.9 billion. Local governments spent about $700 million in Federal revenue-sharing funds on highways in 1977, and this is expected to increase to around $750 million this year.

The Federal-Aid Highway System is an integral part of the nation's vast network of State and local roads and streets. Under the Federal-Aid program, costs are generally shared on a 90 percent Federal - 10 percent State basis for interstate highway projects, and on a 70-30 basis for other projects. State and local governments also undertake some construction on the Federal-Aid System for which they pay 100 percent of the costs out of their own highway funds.

Actual amounts for 1975, estimates for 1976 and 1977, and forecasts for 1978 of receipts, disbursements, and capital expenditures for highways are shown separately in Tables HF-11, HF-12, and HF-21.

Total long-term debt for highway purposes outstanding at the end of 1976 was $24.6 billion (not shown in the accompanying tables). This increased by $478 million in 1977 and is expected to rise another $267 million in 1978, with the total outstanding debt estimated to reach $25.3 billion by the end of 1978.

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TOTAL RECEIPTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1975—1978

(IN MILLIONS OF DOLLARS)

TABLE HF-11
JANUARY 1978

ITEM	EXPENDING AGENCIES								EXPENDING AGENCIES							
	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL
	FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL					FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL				
	HIGHWAY TRUST FUND	OTHER FUNDS							HIGHWAY TRUST FUND	OTHER FUNDS						
1975									**1976**							
IMPOSTS ON HIGHWAY USERS: 2/																
MOTOR-FUEL AND VEHICLE TAXES	5,699	-	-	5,699	11,335	57	129	17,220	5,995	-	-	5,995	12,186	60	140	18,381
TOLLS	-	-	-	-	1,052	30	170	1,252	-	-	-	-	1,116	31	180	1,327
PARKING FEES	-	-	-	-	-	1	105	106	-	-	-	-	-	1	110	111
SUBTOTAL	5,699	-	-	5,699	12,387	88	404	18,578	5,995	-	-	5,995	13,302	92	430	19,819
OTHER TAXES AND FEES:																
PROPERTY TAXES AND ASSESSMENTS	-	-	-	-	-	921	731	1,652	-	-	-	-	-	970	750	1,720
GENERAL FUND APPROPRIATIONS	-	242	987	1,229	557	815	1,971	4,572	-	287	1,068	1,355	657	906	2,301	5,219
OTHER TAXES AND FEES	-	-	21	21	211	38	111	381	-	-	20	20	240	41	120	421
SUBTOTAL	-	242	1,008	1,250	768	1,774	2,813	6,605	-	287	1,088	1,375	897	1,917	3,171	7,360
INVESTMENT INCOME AND OTHER RECEIPTS	603	11	113	727	538	186	287	1,738	577	9	116	702	511	205	300	1,718
TOTAL CURRENT INCOME	6,302	253	1,121	7,676	13,693	2,048	3,504	26,921	6,572	296	1,204	8,072	14,710	2,214	3,901	28,897
BOND ISSUE PROCEEDS (PAR VALUE) 3/	-	-	-	-	1,412	222	605	2,239	-	-	-	-	1,459	225	630	2,314
GRAND TOTAL RECEIPTS	6,302	253	1,121	7,676	15,105	2,270	4,109	29,160	6,572	296	1,204	8,072	16,169	2,439	4,531	31,211
INTERGOVERNMENTAL PAYMENTS:																
FEDERAL GOVERNMENT:																
HIGHWAY TRUST FUND	-5,623	-	-	-5,623	5,616	3	4	-	-6,089	-	-	-6,089	6,082	3	4	-
ALL OTHER FUNDS	-	-185	-787	-972	271	433	268	-	-	-232	-833	-1,065	322	458	285	-
STATE AGENCIES:																
HIGHWAY-USER IMPOSTS	-	-	-	-	-2,814	1,752	1,062	-	-	-	-	-	-3,055	1,931	1,124	-
ALL OTHER FUNDS	-	-	-	-	-257	129	128	-	-	-	-	-	-273	141	132	-
COUNTIES AND TOWNSHIPS	-	-	-	-	101	-177	76	-	-	-	-	-	109	-185	76	-
MUNICIPALITIES	-	-	-	-	102	7	-109	-	-	-	-	-	109	7	-116	-
SUBTOTAL	-5,623	-185	-787	-6,595	3,019	2,147	1,429	-	-6,089	-232	-833	-7,154	3,294	2,355	1,505	-
FUNDS DRAWN FROM OR PLACED IN RESERVES 4/	-411	-41	-	-452	66	-8	-67	-461	-172	-13	-	-185	-1,241	14	-21	-1,433
TOTAL FUNDS AVAILABLE	257	38	334	629	18,190	4,409	5,471	28,699	311	51	371	733	18,222	4,808	6,015	29,778
1977 (PRELIMINARY)									**1978 (FORECAST)**							
IMPOSTS ON HIGHWAY USERS: 2/																
MOTOR-FUEL AND VEHICLE TAXES	6,767	-	-	6,767	12,607	65	150	19,591	6,931	-	-	6,931	13,037	70	160	20,198
TOLLS	-	-	-	-	1,175	32	190	1,397	-	-	-	-	1,240	33	200	1,473
PARKING FEES	-	-	-	-	-	1	115	116	-	-	-	-	-	1	120	121
SUBTOTAL	6,767	-	-	6,767	13,782	98	455	21,102	6,931	-	-	6,931	14,277	104	480	21,792
OTHER TAXES AND FEES:																
PROPERTY TAXES AND ASSESSMENTS	-	-	-	-	-	1,020	770	1,790	-	-	-	-	-	1,070	790	1,860
GENERAL FUND APPROPRIATIONS	-	235	1,205	1,440	730	1,306	2,615	6,091	-	222	1,246	1,468	785	1,403	2,996	6,652
OTHER TAXES AND FEES	-	-	20	20	260	43	130	453	-	-	21	21	285	45	140	491
SUBTOTAL	-	235	1,225	1,460	990	2,369	3,515	8,334	-	222	1,267	1,489	1,070	2,518	3,926	9,003
INVESTMENT INCOME AND OTHER RECEIPTS	593	9	117	719	520	225	350	1,814	602	10	123	735	535	245	400	1,915
TOTAL CURRENT INCOME	7,360	244	1,342	8,946	15,292	2,692	4,320	31,250	7,533	232	1,390	9,155	15,882	2,867	4,806	32,710
BOND ISSUE PROCEEDS (PAR VALUE) 3/	-	-	-	-	1,201	230	660	2,091	-	-	-	-	598	235	690	1,923
GRAND TOTAL RECEIPTS	7,360	244	1,342	8,946	16,493	2,922	4,980	33,341	7,533	232	1,390	9,155	16,480	3,102	5,496	34,633
INTERGOVERNMENTAL PAYMENTS:																
FEDERAL GOVERNMENT:																
HIGHWAY TRUST FUND	-5,730	-	-	-5,730	5,723	3	4	-	-6,753	-	-	-6,753	6,746	3	4	-
ALL OTHER FUNDS	-	-196	-895	-1,091	297	488	306	-	-	-180	-954	-1,134	290	518	326	-
STATE AGENCIES:																
HIGHWAY-USER IMPOSTS	-	-	-	-	-3,149	1,990	1,159	-	-	-	-	-	-3,275	2,070	1,205	-
ALL OTHER FUNDS	-	-	-	-	-290	140	150	-	-	-	-	-	-320	150	170	-
COUNTIES AND TOWNSHIPS	-	-	-	-	115	-187	72	-	-	-	-	-	120	-190	70	-
MUNICIPALITIES	-	-	-	-	115	7	-122	-	-	-	-	-	120	7	-127	-
SUBTOTAL	-5,730	-196	-895	-6,821	2,811	2,441	1,569	-	-6,753	-180	-954	-7,887	3,681	2,558	1,648	-
FUNDS DRAWN FROM OR PLACED IN RESERVES 4/	-1,348	-	-	-1,348	-1,288	-136	26	-2,746	-481	-	-	-481	-642	32	1	-1,090
TOTAL FUNDS AVAILABLE	282	48	447	777	18,016	5,227	6,575	30,595	299	52	436	787	15,519	5,692	7,145	33,543

1/ FEDERAL AND STATE DATA ARE GENERALLY FOR CALENDAR YEARS; LOCAL DATA FOR FISCAL YEARS ENDING IN VARIOUS MONTHS OF THE CALENDAR YEAR. DATA FOR 1975 ARE FINAL; THOSE FOR LATER YEARS ARE SUBJECT TO FUTURE ADJUSTMENTS.

2/ EXCLUDES AMOUNTS ALLOCATED FOR NONHIGHWAY PURPOSES. MOTOR-FUEL AND VEHICLE TAXES ARE NET AFTER REFUNDS AND COLLECTION EXPENSES. PARKING FEES ARE AMOUNTS IN EXCESS OF PARKING COSTS CONSIDERED AVAILABLE FOR HIGHWAYS.

3/ PROCEEDS OF SHORT-TERM NOTES AND REFUNDING ISSUES ARE EXCLUDED. PREMIUM AND DISCOUNTS ON SALE OF BONDS ARE INCLUDED WITH "INVESTMENT INCOME AND OTHER RECEIPTS".

4/ MINUS SIGNS INDICATE THAT FUNDS WERE PLACED IN RESERVES.

TOTAL DISBURSEMENTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1975—1978

(IN MILLIONS OF DOLLARS)

TABLE HF-12
JANUARY 1978

ITEM	EXPENDING AGENCIES								EXPENDING AGENCIES							
	FEDERAL GOVERNMENT								FEDERAL GOVERNMENT							
	FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL	STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL	FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL	STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL
	HIGHWAY TRUST FUND	OTHER FUNDS							HIGHWAY TRUST FUND	OTHER FUNDS						
	1975								1976							
CAPITAL OUTLAY:																
ON RURAL STATE-ADMINISTERED HIGHWAYS	-	-	-	-	7,022	21	-	7,043	-	-	-	-	6,659	25	-	6,684
ON MUNICIPAL EXTENSIONS OF STATE HIGHWAYS	-	-	-	-	3,147	-	34	3,181	-	-	-	-	3,018	-	37	3,055
ON LOCAL RURAL ROADS	-	-	-	-	457	1,334	-	1,791	-	-	-	-	476	1,397	-	1,873
ON LOCAL MUNICIPAL ROADS AND STREETS	-	-	-	-	385	33	1,638	2,056	-	-	-	-	427	48	1,833	2,308
NOT CLASSIFIED BY SYSTEM	2/ 50	32	245	327	-	-	-	327	2/ 70	31	274	375	-	-	-	375
SUBTOTAL	50	32	245	327	11,011	1,388	1,672	14,398	70	31	274	375	10,580	1,470	1,870	14,295
MAINTENANCE AND TRAFFIC SERVICES:																
ON RURAL STATE-ADMINISTERED HIGHWAYS	-	-	-	-	2,369	16	-	2,385	-	-	-	-	2,540	20	-	2,560
ON MUNICIPAL EXTENSIONS OF STATE HIGHWAYS	-	-	-	-	577	-	47	624	-	-	-	-	577	-	50	627
ON LOCAL RURAL ROADS	-	-	-	-	25	2,234	-	2,259	-	-	-	-	28	2,430	-	2,458
ON MUNICIPAL ROADS AND STREETS	-	-	-	-	16	38	1,875	1,929	-	-	-	-	20	70	2,050	2,140
NOT CLASSIFIED BY SYSTEM	-	4	85	89	-	-	-	89	-	5	93	58	-	-	-	98
SUBTOTAL	-	4	85	89	2,987	2,288	1,922	7,286	-	5	93	58	3,165	2,520	2,100	7,883
ADMINISTRATION AND RESEARCH 3/	207	2	4	213	1,124	312	332	1,981	241	15	4	260	1,237	350	370	2,217
HIGHWAY LAW ENFORCEMENT AND SAFETY	-	-	-	-	1,337	166	910	2,413	-	-	-	-	1,424	205	1,000	2,629
INTEREST ON DEBT	-	-	-	-	823	89	217	1,129	-	-	-	-	896	93	235	1,224
TOTAL CURRENT DISBURSEMENTS	257	38	334	629	17,282	4,243	5,053	27,207	311	51	371	733	17,302	4,638	5,575	28,248
DEBT RETIREMENTS (PAR VALUE) 4/	-	-	-	-	908	166	418	1,492	-	-	-	-	920	170	440	1,530
GRAND TOTAL DISBURSEMENTS	257	38	334	629	18,190	4,409	5,471	28,699	311	51	371	733	18,222	4,808	6,015	29,778
	1977 (PRELIMINARY)								1978 (FORECAST)							
CAPITAL OUTLAY:																
ON RURAL STATE-ADMINISTERED HIGHWAYS	-	-	-	-	6,158	28	-	6,186	-	-	-	-	6,919	29	-	6,948
ON MUNICIPAL EXTENSIONS OF STATE HIGHWAYS	-	-	-	-	2,826	-	40	2,866	-	-	-	-	3,235	-	45	3,280
ON LOCAL RURAL ROADS	-	-	-	-	528	1,520	-	2,048	-	-	-	-	605	1,665	-	2,270
ON LOCAL MUNICIPAL ROADS AND STREETS	-	-	-	-	473	52	2,010	2,535	-	-	-	-	543	56	2,185	2,784
NOT CLASSIFIED BY SYSTEM	2/ 59	31	352	442	-	-	-	442	2/ 66	34	331	431	-	-	-	431
SUBTOTAL	59	31	352	442	9,985	1,600	2,050	14,077	66	34	331	431	11,302	1,750	2,230	15,713
MAINTENANCE AND TRAFFIC SERVICES:																
ON RURAL STATE-ADMINISTERED HIGHWAYS	-	-	-	-	2,603	25	-	2,628	-	-	-	-	2,871	30	-	2,901
ON MUNICIPAL EXTENSIONS OF STATE HIGHWAYS	-	-	-	-	676	-	55	731	-	-	-	-	765	-	60	825
ON LOCAL RURAL ROADS	-	-	-	-	25	2,605	-	2,630	-	-	-	-	26	2,810	-	2,836
ON LOCAL MUNICIPAL ROADS AND STREETS	-	-	-	-	17	90	2,235	2,342	-	-	-	-	16	110	2,430	2,558
NOT CLASSIFIED BY SYSTEM	-	4	92	96	-	-	-	96	-	4	100	104	-	-	-	104
SUBTOTAL	-	4	92	96	3,321	2,720	2,290	8,427	-	4	100	104	3,680	2,950	2,490	9,224
ADMINISTRATION AND RESEARCH 3/	223	13	3	239	1,315	380	420	2,354	233	14	5	252	1,400	410	470	2,532
HIGHWAY LAW ENFORCEMENT AND SAFETY	-	-	-	-	1,505	255	1,100	2,860	-	-	-	-	1,590	300	1,200	3,090
INTEREST ON DEBT	-	-	-	-	939	97	255	1,291	-	-	-	-	951	102	275	1,328
TOTAL CURRENT DISBURSEMENTS	282	48	447	777	17,065	5,052	6,115	29,009	299	52	436	787	18,923	5,512	6,665	31,887
DEBT RETIREMENTS (PAR VALUE) 4/	-	-	-	-	951	175	460	1,586	-	-	-	-	996	180	480	1,656
GRAND TOTAL DISBURSEMENTS	282	48	447	777	18,016	5,227	6,575	30,595	299	52	436	787	19,919	5,692	7,145	33,543

1/ FEDERAL AND STATE DATA ARE GENERALLY FOR CALENDAR YEARS; LOCAL DATA FOR FISCAL YEARS ENDING IN VARIOUS MONTHS OF THE CALENDAR YEAR. DATA FOR 1975 ARE FINAL; THOSE FOR LATER YEARS ARE SUBJECT TO FUTURE ADJUSTMENT.

2/ INCLUDES PAYMENTS TO TERRITORIES OF $20 MILLION IN 1975; $36 MILLION IN 1976; $34 MILLION IN 1977; AND $39 MILLION IN 1978.

3/ INCLUDES SMALL AMOUNTS OF MISCELLANEOUS EXPENDITURES AND ENGINEERING AND EQUIPMENT COSTS NOT CHARGED TO CAPITAL OUTLAY AND MAINTENANCE.

4/ REDEMPTION PREMIUMS AND DISCOUNTS ARE INCLUDED WITH INTEREST PAYMENTS. REDEMPTION OF SHORT-TERM NOTES, OR BY REFUNDING, IS EXCLUDED.

ESTIMATED CAPITAL EXPENDITURES FOR HIGHWAYS, 1975--1978

BY FEDERAL SYSTEMS, BY EXPENDING AGENCIES

(IN MILLIONS OF DOLLARS)

TABLE HF-21
JANUARY 1978

EXPENDING AGENCIES	FEDERAL-AID SYSTEMS								OTHER STATE ROADS				OTHER LOCAL ROADS AND STREETS				ALL SYSTEMS			
	INTERSTATE SYSTEM				OTHER ABC SYSTEMS															
	RIGHT-OF-WAY	ENGINEERING	CONSTRUCTION	TOTAL	RIGHT-OF-WAY	ENGINEERING	CONSTRUCTION	TOTAL	RIGHT-OF-WAY	ENGINEERING	CONSTRUCTION	TOTAL	RIGHT-OF-WAY	ENGINEERING	CONSTRUCTION	TOTAL	RIGHT-OF-WAY	ENGINEERING	CONSTRUCTION	TOTAL 1/
1975																				
STATE HIGHWAY DEPARTMENTS	259	339	3,076	3,674	472	508	4,796	5,776	74	134	817	1,025	-	14	280	294	805	995	8,969	10,769
STATE TOLL FACILITIES	-	2	97	99	-	-	19	19	6	7	111	124	-	-	-	-	6	9	227	242
LOCAL TOLL FACILITIES	-	-	-	-	-	1	20	21	-	-	-	-	-	-	8	8	-	1	28	29
COUNTIES AND TOWNSHIPS	-	-	-	-	14	23	303	340	-	-	-	-	44	69	934	1,047	58	92	1,237	1,387
MUNICIPALITIES	-	-	-	-	7	14	167	188	-	-	-	-	51	105	1,300	1,456	58	119	1,467	1,644
FEDERAL GOVERNMENT	-	-	-	-	-	-	-	-	-	-	-	-	-	12	295	307	-	12	295	307
TOTAL	259	341	3,173	3,773	493	546	5,305	6,344	80	141	928	1,149	95	200	2,817	3,112	927	1,228	12,223	14,378
1976																				
STATE HIGHWAY DEPARTMENTS	234	346	3,043	3,623	432	520	4,602	5,554	50	131	760	941	-	14	243	257	716	1,011	8,648	10,375
STATE TOLL FACILITIES	-	1	110	111	-	2	28	30	2	3	59	64	-	-	-	-	2	6	197	205
LOCAL TOLL FACILITIES	-	-	-	-	-	1	20	21	-	-	-	-	-	-	6	6	-	1	26	27
COUNTIES AND TOWNSHIPS	-	-	-	-	19	24	317	360	-	-	-	-	58	73	978	1,109	77	97	1,295	1,469
MUNICIPALITIES	-	-	-	-	8	15	190	213	-	-	-	-	57	114	1,460	1,631	65	129	1,650	1,844
FEDERAL GOVERNMENT	-	-	-	-	-	-	-	-	-	-	-	-	-	12	327	339	-	12	327	339
TOTAL	234	347	3,153	3,734	459	562	5,157	6,178	52	134	819	1,005	115	213	3,014	3,342	860	1,256	12,143	14,259
1977 (PRELIMINARY)																				
STATE HIGHWAY DEPARTMENTS	299	327	2,738	3,364	473	510	4,269	5,252	64	102	624	810	-	17	327	344	856	956	7,958	9,770
STATE TOLL FACILITIES	1	1	98	100	-	2	48	50	2	3	60	65	-	-	-	-	3	6	206	215
LOCAL TOLL FACILITIES	-	-	-	-	-	1	12	13	-	-	-	-	-	-	6	6	-	1	18	19
COUNTIES AND TOWNSHIPS	-	-	-	-	22	26	344	392	-	-	-	-	68	80	1,059	1,207	90	106	1,403	1,599
MUNICIPALITIES	-	-	-	-	9	17	217	243	-	-	-	-	62	125	1,602	1,789	71	142	1,819	2,032
FEDERAL GOVERNMENT	-	-	-	-	-	-	-	-	-	-	-	-	-	14	394	408	-	14	394	408
TOTAL	300	328	2,838	3,464	504	556	4,890	5,950	86	105	684	875	130	236	3,388	3,754	1,020	1,225	11,798	14,043
1978 (FORECAST)																				
STATE HIGHWAY DEPARTMENTS	344	366	3,149	3,859	500	556	4,939	5,995	63	116	697	876	-	19	353	372	907	1,057	9,138	11,102
STATE TOLL FACILITIES	1	2	72	75	-	2	58	60	2	3	60	65	-	-	-	-	3	7	190	200
LOCAL TOLL FACILITIES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	4	-	-	4	4
COUNTIES AND TOWNSHIPS	-	-	-	-	25	28	376	429	-	-	-	-	76	87	1,157	1,320	101	115	1,533	1,749
MUNICIPALITIES	-	-	-	-	10	19	250	279	-	-	-	-	67	136	1,745	1,948	77	155	1,995	2,227
FEDERAL GOVERNMENT	-	-	-	-	-	-	-	-	-	-	-	-	-	14	378	392	-	14	378	392
TOTAL	345	368	3,221	3,934	535	605	5,623	6,763	65	119	757	941	143	256	3,637	4,036	1,088	1,348	13,238	15,674

1/ EXCLUDES EXPENDITURES ON ROADS IN TERRITORIES, AND THUS DIFFERS FROM TABLE HF-12 TOTALS.

U.S. Department of Transportation
news:
Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
February 9, 1978

FHWA 6-78
Contact: Thomas Hyland
(202) 426-0662

DOT ANNOUNCES POSSIBLE ACTION TO WITHHOLD FEDERAL-AID FUNDS

The U.S. Department of Transportation has notified 14 States of the possible withholding of Federal-aid funds as a result of evidence indicating that they were not enforcing their highway truck weight laws. The States named were: Alabama, Arizona, Connecticut, Delaware, Hawaii, Maine, Massachusetts, Nevada, New Jersey, New York, Oklahoma, Pennsylvania, Rhode Island and South Dakota.

The Department's action was made known on February 2, 1978, when officials disclosed to the Subcommittee on Oversight of the House Ways and Means Committee a number of significant actions designed to improve enforcement of State vehicle weight limits on the Federal-aid highway systems.

Each of the affected States will be given an opportunity at an informal hearing to show cause why this action should not be initiated.

An additional 12 States were given a warning notice that they have marginal enforcement programs requiring improvements. These States were: Alaska, the District of Columbia, Georgia, Kentucky, Maryland, Mississippi, New Hampshire, South Carolina, Texas, Vermont, West Virginia and Wyoming.

Other proposed departmental initiatives for enforcement of State vehicle weight laws include:

- The recent issuance of an Advanced Notice of Proposed Rulemaking to solicit public comments and suggestions on how to make the regulations for State certification more effective.

- more -

- A proposal to provide Federal funding to assist States in scale and facility purchase.

- Inclusion in the President's budget of a request for funds to conduct a Federally-aided demonstration program in three or four States to evaluate the effectiveness of a continuous commercial vehicle weighing and safety inspection program.

# # # #

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FEDERAL HIGHWAY ADMINISTRATION
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FOR RELEASE MONDAY
February 13, 1978

FHWA 5-78
Contact: D. W. Briggs
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MORE THAN 3.85 MILLION MILES OF ROADS, STREETS IN U.S., DOT DISCLOSES

Roads and streets in the United States totaled over 3.85 million miles in 1976 according to an announcement today by the U.S. Department of Transportation.

The data, compiled from State information by the department's Federal Highway Administration, showed that of the 3,857,356-mile total, 648,331 miles, or 17 percent, are municipal roads and streets and 3,209,025 miles are rural roads.

The 1976 total is 19,210 miles more than the 1975 figure, an increase of 0.5 percent.

In the United States, the Federal Government has direct jurisdiction only over certain roads in national forests, parks and reservations. These total over 233,000 miles, accounting for 6.1 percent of the total U.S. mileage. All other roads and streets are under the jurisdiction of a State or local governmental agency. Certain of these roads and streets are included on the Federal-aid systems, and as such, the States and local governments are primarily responsible for their operation and routine maintenance. Improvements to these roads are eligible for Federal financial assistance, obtained from road-user taxes.

The attached table FM-1 lists various Federal-aid system mileages by States. The Federal-aid systems comprise 21 percent of the total road and street mileage (20.6 percent of the rural mileage and 23 percent of the urban). The Federal-aid system reclassification, based on functional usage, became

- more -

effective on July 1, 1976, and accounts for a substantial shift in Federal-aid system mileages from the previous year. The mileages previously identified as Federal-aid Secondary Urban and Primary Urban Type II on the FM-1 table have, for the most part, been transferred to the Federal-Aid Urban System.

The States and local governments also classify the network according to their own administrative systems. The distribution by system and jurisdiction is shown in table M-21. The distribution by State is outlined in table M-1. Almost 480,000 miles of roads and streets, or 12.4 percent of the U.S. total, are on the State primary systems; an additional 318,503 miles, 8 percent of the total, are also under State control but not on these primary systems. These latter roads include toll facilities and State park, forest, reservation, and other roads. Roads and streets under local control amount to 2.83 million miles, or 73.2 percent of the total.

Table M-2 summarizes the total road mileage by type of surfaces for the United States as a whole. Table M-3 provides surface type data by States. About 722,000 miles of all roads and streets in the United States, or 19 percent of the total, are unsurfaced; 1.25 million miles, or 32 percent of the total, have surfaces of granular material, gravel, crushed stone, or slag; 1.89 million miles, accounting for 49 percent of the total, have surfaces ranging from bituminous surface treatment to bituminous and portland cement concrete. This last group includes the surfaces that the public generally thinks of as "paved," although some of the lowest types, if old and not well maintained, may appear to be gravel roads.

The road and street mileage in the United States has grown but little in recent years. Although some construction of highways on new location continues, most construction is for the resurfacing, widening, elimination of hazards, and other improvements of existing roads and streets. The annual change in total United States mileage reflects construction on new location and abandonments, but does not reflect extensive reconstruction on existing locations.

A comparison of rural, municipal, and total mileage for the years 1945-1976 follows:

Year	Rural Mileage (1,000 miles)	Municipal Mileage (1,000 miles)	Total Mileage (1,000 miles)
1945	3,012	306	3,318
1950	2,990	323	3,313
1955	3,045	373	3,418
1960	3,108	430	3,538
1965	3,183	507	3,690
1970	3,169	561	3,730
1971	3,166	593	3,759
1972	3,173	613	3,786
1973	3,176	631	3,807
1974	3,178	638	3,816
1975	3,198	640	3,838
1976	3,209	648	3,857

TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS-1976

MILEAGE CLASSIFIED BY SYSTEM

MILEAGE AS OF DECEMBER 31, 1976 COMPILED IN COOPERATION WITH STATE AUTHORITIES

TABLE FM-1
DECEMBER 1977

STATE	INTERSTATE HIGHWAY SYSTEM			FEDERAL-AID HIGHWAY SYSTEMS					
				FEDERAL-AID PRIMARY 1/			FEDERAL-AID URBAN	FEDERAL-AID SECONDARY RURAL	TOTAL FEDERAL-AID SYSTEMS
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL			
ALABAMA	683	202	885	6,780	878	7,658	2,071	10,828	20,557
ALASKA	-	-	-	2/ 2,027	21	2/ 2,048	110	3/ 1,944	4,102
ARIZONA	1,109	96	1,205	4,331	230	4,561	1,661	3,448	9,670
ARKANSAS	431	90	521	5,174	512	5,686	807	5,947	12,440
CALIFORNIA	1,500	815	2,315	11,019	1,960	12,979	12,953	10,898	36,830
COLORADO	838	121	959	4,807	397	5,204	2,186	3,449	10,839
CONNECTICUT	115	221	336	878	697	1,575	2,753	887	5,215
DELAWARE	7	23	30	355	103	458	279	628	1,365
DIST. OF COL.	-	22	22	-	97	97	318	-	415
FLORIDA	1,078	464	1,542	6,855	1,949	8,804	5,043	4,612	18,459
GEORGIA	967	225	1,192	9,873	1,358	11,231	1,734	14,111	27,076
HAWAII	15	34	49	454	97	551	192	412	1,155
IDAHO	570	42	612	3,163	75	3,238	444	2,153	5,835
ILLINOIS 4/	1,310	450	1,760	9,262	2,084	11,346	5,890	12,747	29,983
INDIANA	865	267	1,132	5,093	929	6,022	4,742	8,562	19,326
IOWA	661	143	804	8,829	776	9,605	2,181	13,378	25,164
KANSAS	669	139	808	8,472	457	8,929	1,375	22,353	32,657
KENTUCKY	585	130	715	3,987	524	4,511	1,731	7,258	13,500
LOUISIANA	534	131	665	3,220	498	3,718	1,207	7,531	12,456
MAINE	284	29	313	2,122	172	2,294	640	2,721	5,655
MARYLAND	201	197	398	1,968	610	2,578	1,807	2,022	6,407
MASSACHUSETTS	182	329	511	1,271	1,446	2,717	5,581	2,107	10,405
MICHIGAN	727	424	1,151	7,053	1,235	8,288	5,441	17,247	30,976
MINNESOTA	702	215	917	9,382	719	10,101	1,763	16,521	28,385
MISSISSIPPI	587	86	673	5,814	332	6,146	1,413	11,730	19,289
MISSOURI	832	282	1,114	7,184	705	7,889	2,027	18,053	27,969
MONTANA	1,158	35	1,193	6,563	127	6,690	316	4,636	11,642
NEBRASKA	442	38	480	7,473	310	7,783	910	11,395	20,088
NEVADA	513	27	540	2,358	58	2,416	367	2,464	5,247
NEW HAMPSHIRE	179	40	219	1,193	171	1,364	572	1,259	3,195
NEW JERSEY	114	255	369	960	811	1,771	5,081	1,879	8,731
NEW MEXICO	908	91	999	5,022	239	5,261	601	3,231	9,093
NEW YORK	875	583	1,458	7,316	2,500	9,816	4,653	6,185	20,654
NORTH CAROLINA	669	200	869	4,650	692	5,342	1,504	10,171	17,017
NORTH DAKOTA	542	29	571	6,031	137	6,168	290	10,355	16,813
OHIO 5/	924	617	1,541	5,691	2,146	7,837	991	18,809	27,637
OKLAHOMA	673	138	811	5,672	466	6,138	2,202	7,902	16,242
OREGON	585	117	702	5,199	406	5,605	1,721	7,448	14,774
PENNSYLVANIA	1,206	304	1,510	8,578	1,997	10,575	6,687	8,031	25,293
RHODE ISLAND	62	67	129	242	227	469	822	171	1,462
SOUTH CAROLINA	684	82	766	5,623	444	6,067	825	8,780	15,672
SOUTH DAKOTA	671	20	691	6,375	132	6,507	345	10,786	17,638
TENNESSEE	818	172	990	6,120	999	7,119	2,365	9,348	18,832
TEXAS	2,349	888	3,237	17,434	2,448	19,882	4,973	31,957	56,812
UTAH	831	113	944	3,320	181	3,501	666	2,592	6,759
VERMONT 4/	287	7	294	1,327	36	1,363	225	2,085	3,673
VIRGINIA	807	234	1,041	5,737	628	6,365	2,799	10,302	19,466
WASHINGTON	420	229	649	6/ 4,956	6/ 734	6/ 5,690	7/ 4,023	8/ 7,199	16,912
WEST VIRGINIA	393	69	462	2,598	231	2,829	735	6,305	9,869
WISCONSIN	473	103	576	8,515	967	9,482	2,534	11,875	23,891
WYOMING	886	24	910	3,779	62	3,841	260	2,215	6,316
PUERTO RICO	-	-	-	455	173	628	309	715	1,652
TOTAL	32,921	9,659	42,580	262,560	36,183	298,743	113,125	399,642	811,510

1/ MILEAGE OF INTERSTATE SYSTEM INCLUDED.
2/ EXCLUDES 773 MILES OF FERRY ROUTES.
3/ EXCLUDES 643 MILES OF FERRY ROUTES.
4/ PRELIMINARY 1976 DATA USED FOR ILLINOIS AND VERMONT.
5/ 1976 DATA NOT SUBMITTED FOR OHIO - 1975 DATA USED.
6/ EXCLUDES 58 MILES OF RURAL AND 19 MILES OF URBAN FERRY ROUTES.
7/ EXCLUDES 3 MILES OF FERRY ROUTES.
8/ EXCLUDES 6 MILES OF FERRY ROUTES.

TOTAL ROAD AND STREET MILEAGE-1976

CLASSIFIED BY SYSTEM

MILEAGE AS OF DECEMBER 31, 1976 COMPILED FROM REPORTS OF STATE AUTHORITIES

TABLE M-1
DECEMBER 1977

STATE	RURAL MILEAGE										MUNICIPAL MILEAGE						STATE
	UNDER STATE CONTROL				UNDER LOCAL CONTROL				UNDER FEDERAL CONTROL 1/	TOTAL RURAL ROADS	UNDER STATE CONTROL			UNDER LOCAL CONTROL, LOCAL CITY STREETS 2/	TOTAL MUNICIPAL MILEAGE	TOTAL RURAL AND MUNICIPAL MILEAGE	
	STATE PRIMARY SYSTEM	STATE SECONDARY ROADS 3/	OTHER STATE ROADS 4/	TOTAL	COUNTY ROADS	TOWN AND TOWNSHIP ROADS	OTHER LOCAL ROADS 5/	TOTAL			EXTENSIONS OF STATE PRIMARY SYSTEM	EXTENSIONS OF STATE SECONDARY ROADS 3/	TOTAL				
ALABAMA	8,417	10,321	875	19,613	48,220	-	-	48,220	275	68,108	2,199	48	2,247	16,221	18,568	86,676	ALABAMA
ALASKA	3,722	1,018	-	4,740	-	-	1,766	1,766	1,767	8,273	343	165	508	1,149	1,657	9,930	ALASKA
ARIZONA	5,631	-	-	5,631	22,688	-	-	22,688	18,966	47,285	394	-	394	8,067	8,461	55,746	ARIZONA
ARKANSAS	13,886	-	-	13,886	46,960	-	4,436	51,396	1,783	67,065	2,039	-	2,039	8,347	10,386	77,451	ARKANSAS
CALIFORNIA	12,759	-	2,326	15,085	71,857	-	-	71,857	37,182	124,124	2,420	-	2,420	46,297	48,717	172,841	CALIFORNIA
COLORADO	8,499	-	-	8,499	67,804	-	-	67,804	1,222	77,525	631	-	631	7,950	8,581	86,106	COLORADO
CONNECTICUT	328	1,002	192	1,522	-	4,005	-	4,005	-	5,527	883	1,487	2,370	11,147	13,517	19,044	CONNECTICUT
DELAWARE	390	3,717	-	4,107	-	-	114	114	-	4,221	68	383	451	572	1,023	5,244	DELAWARE
DIST. OF COL.	-	-	-	-	-	-	-	-	-	-	-	-	-	1,101	6/ 1,101	6/ 1,101	DIST. OF COL.
FLORIDA	10,053	1,989	-	12,042	57,206	-	-	57,206	1,184	70,432	2,199	165	2,364	25,298	27,662	98,094	FLORIDA
GEORGIA	15,677	-	113	15,790	70,973	-	-	70,973	1,065	87,828	2,576	-	2,576	12,422	14,998	102,826	GEORGIA
HAWAII	452	379	51	882	1,716	-	-	1,716	100	2,698	83	35	118	978	1,096	3,794	HAWAII
IDAHO	4,633	-	137	4,770	13,895	-	11,216	25,111	24,522	54,403	358	-	358	3,027	3,385	57,788	IDAHO
ILLINOIS 7/	13,308	-	156	13,464	15,440	73,441	-	88,881	284	102,629	3,840	-	3,840	27,090	30,930	133,559	ILLINOIS 7/
INDIANA	9,320	-	157	9,477	65,824	-	-	65,824	-	75,301	1,667	-	1,667	14,694	16,361	91,662	INDIANA
IOWA	8,890	-	283	9,173	89,642	-	-	89,642	121	98,936	1,259	-	1,259	12,265	13,524	112,460	IOWA
KANSAS	9,672	-	404	10,076	112,894	-	-	112,894	70	123,040	802	-	802	10,779	11,581	134,621	KANSAS
KENTUCKY	4,201	19,473	191	23,865	39,180	-	-	39,180	609	63,654	391	759	1,150	4,902	6,052	69,706	KENTUCKY
LOUISIANA	3,961	10,304	32	14,297	28,188	-	-	28,188	323	42,808	922	1,052	1,974	10,032	12,006	54,814	LOUISIANA
MAINE	3,436	7,219	267	10,922	-	7,898	-	7,898	174	18,994	489	445	934	1,742	2,676	21,670	MAINE
MARYLAND	1,059	3,760	252	5,071	16,319	-	-	16,319	426	21,816	69	299	368	3,929	4,297	26,113	MARYLAND
MASSACHUSETTS	1,034	-	808	1,842	-	11,863	-	11,863	41	13,746	1,811	-	1,811	17,310	19,121	32,867	MASSACHUSETTS
MICHIGAN	8,103	-	213	8,316	88,169	-	-	88,169	2,460	98,945	1,314	-	1,314	18,739	20,053	118,998	MICHIGAN
MINNESOTA	10,061	-	975	11,036	41,725	56,299	-	98,024	1,539	110,599	2,133	-	2,133	15,724	17,857	128,456	MINNESOTA
MISSISSIPPI	9,777	-	-	9,777	50,141	-	-	50,141	257	60,175	1,118	-	1,118	6,415	7,533	67,708	MISSISSIPPI
MISSOURI	6,877	22,872	1	29,750	68,648	-	-	68,648	714	99,112	1,014	1,328	2,342	15,769	18,111	117,223	MISSOURI
MONTANA	6,509	-	60	6,569	59,251	-	-	59,251	9,505	75,325	181	-	181	2,396	2,577	77,902	MONTANA
NEBRASKA	9,333	-	521	9,854	60,884	18,516	-	79,400	471	89,725	532	-	532	6,637	7,169	96,894	NEBRASKA
NEVADA	2,310	4,170	-	6,480	27,823	-	-	27,823	13,676	47,979	106	418	524	1,565	2,089	50,068	NEVADA
NEW HAMPSHIRE	1,229	1,710	45	2,984	-	6,933	-	6,933	142	10,059	790	644	1,434	3,840	5,274	15,333	NEW HAMPSHIRE
NEW JERSEY	774	-	871	1,645	6,800	5,160	-	11,960	13	13,618	1,437	-	1,437	18,071	19,508	33,126	NEW JERSEY
NEW MEXICO	11,759	-	67	11,826	46,311	-	-	46,311	7,309	65,446	960	-	960	4,452	5,412	70,858	NEW MEXICO
NEW YORK	10,902	-	1,239	12,141	16,592	37,591	2	54,185	35	66,361	5,439	-	5,439	37,619	43,058	109,419	NEW YORK
NORTH CAROLINA	11,979	59,339	472	71,790	-	-	-	-	3,878	75,668	1,678	2,375	4,053	11,466	15,519	91,187	NORTH CAROLINA
NORTH DAKOTA	6,747	-	28	6,775	15,396	79,596	-	94,992	1,297	103,064	300	-	300	3,066	3,366	106,430	NORTH DAKOTA
OHIO 8/	16,019	-	1,225	17,244	29,854	39,236	-	69,090	29	86,363	3,176	-	3,176	21,081	24,257	110,620	OHIO 8/
OKLAHOMA	10,904	-	775	11,679	82,075	-	-	82,075	34	93,788	1,311	-	1,311	14,507	15,818	109,606	OKLAHOMA
OREGON	4,410	2,524	2,657	9,591	28,942	-	6,800	35,742	56,526	101,859	457	194	651	5,768	6,419	108,278	OREGON
PENNSYLVANIA	13,815	25,005	3,952	42,772	653	46,608	-	47,261	793	90,826	3,120	2,952	6,072	19,982	26,054	116,880	PENNSYLVANIA
RHODE ISLAND	329	-	259	588	-	1,341	-	1,341	-	1,929	577	-	577	3,031	3,608	5,537	RHODE ISLAND
SOUTH CAROLINA	8,865	24,118	170	33,153	20,296	-	-	20,296	559	54,008	1,090	4,174	5,264	2,022	7,286	61,294	SOUTH CAROLINA
SOUTH DAKOTA	8,724	-	57	8,781	32,690	36,243	38	68,971	1,537	79,289	292	-	292	2,845	3,137	82,426	SOUTH DAKOTA
TENNESSEE	7,691	-	351	8,042	59,674	-	28	59,702	1,211	68,955	2,086	-	2,086	10,526	12,612	81,567	TENNESSEE
TEXAS	61,813	-	10	61,823	135,486	-	-	135,486	1,016	198,325	8,243	-	8,243	51,081	59,324	257,649	TEXAS
UTAH	4,890	-	-	4,890	21,420	-	-	21,420	17,348	43,658	669	-	669	4,174	4,843	48,501	UTAH
VERMONT 7/	2,424	-	201	2,625	-	10,028	-	10,028	208	12,861	233	-	233	815	1,048	13,909	VERMONT 7/
VIRGINIA	3,147	41,874	283	50,304	916	-	-	916	2,135	53,355	1,583	1,247	2,830	7,245	10,075	63,430	VIRGINIA
WASHINGTON	6,246	-	10,632	16,878	40,200	-	-	40,200	16,804	73,882	671	-	671	9,773	10,444	84,326	WASHINGTON
WEST VIRGINIA	5,236	27,164	218	32,618	-	-	-	-	908	33,526	570	288	858	2,860	3,718	37,244	WEST VIRGINIA
WISCONSIN	10,197	-	561	10,758	18,819	60,298	477	79,594	116	90,468	1,761	-	1,761	13,291	15,052	105,520	WISCONSIN
WYOMING	5,969	-	-	5,969	15,384	-	6,884	22,268	3,207	31,444	167	-	167	1,243	1,410	32,854	WYOMING
TOTAL	411,367	267,958	32,087	711,412	1,736,955	495,056	31,761	2,263,772	233,841	3,209,025	68,451	18,458	86,909	561,422	648,331	3,857,356	TOTAL

1/ MILEAGE IN FEDERAL PARKS, FORESTS, AND RESERVATIONS THAT ARE NOT A PART OF THE STATE AND LOCAL HIGHWAY SYSTEMS.

2/ INCLUDES ALL ROADS, STREETS, AND PUBLIC WAYS NOT UNDER STATE CONTROL IN MUNICIPALITIES AND DELIMITED UNINCORPORATED PLACES HAVING AN ESTIMATED POPULATION OF 1,000 OR MORE.

3/ INCLUDES MILEAGE OF LOCAL ROADS UNDER STATE CONTROL IN ALL COUNTIES OF DELAWARE, NORTH CAROLINA, AND WEST VIRGINIA; 10 COUNTIES IN ALABAMA; RURAL BOROUGHS IN ALASKA; ALL BUT 2 COUNTIES IN VIRGINIA; SOME MILEAGE IN KENTUCKY; MILEAGE DESIGNATED AS FARM-TO-MARKET IN LOUISIANA; AND THE STATE-AID SYSTEM IN MAINE.

4/ INCLUDES MILEAGE OF STATE PARK, FOREST, INSTITUTIONAL, TOLL AND OTHER ROADS THAT ARE NOT A PART OF THE STATE HIGHWAY SYSTEM.

5/ INCLUDES MILEAGE IN SPECIAL HIGHWAY DISTRICTS AND MILEAGE NOT IDENTIFIED BY ADMINISTRATIVE AUTHORITY.

6/ INCLUDES 89 MILES OF STREETS IN FEDERAL PARKS.

7/ PRELIMINARY 1976 DATA USED FOR ILLINOIS AND VERMONT.

8/ 1976 DATA NOT SUBMITTED FOR OHIO - 1975 DATA USED.

TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES-1976 [1]

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

MILEAGE AS OF DECEMBER 31, 1976 COMPILED FROM REPORTS OF STATE AUTHORITIES

TABLE M-2
DECEMBER 1977

SYSTEM	NONSURFACED MILEAGE 2/			SURFACED MILEAGE 3/				TOTAL SURFACED MILEAGE	TOTAL EXISTING MILEAGE
	A B	C	TOTAL	D E	F G-1 H-1	G-2 H-2 I	J		
RURAL MILEAGE:									
UNDER STATE CONTROL:									
STATE PRIMARY SYSTEMS	640	1,714	2,354	7,413	110,488	250,484	40,622	409,007	411,361
SECONDARY ROADS UNDER STATE CONTROL:									
STATE SECONDARY SYSTEMS 4/	2,077	211	2,288	4,314	63,381	41,708	1,174	110,577	112,865
LOCAL ROADS UNDER STATE CONTROL 5/	9,798	5,257	15,055	43,565	60,916	35,195	362	140,038	155,093
SUBTOTAL STATE SYSTEMS	12,515	7,182	19,697	55,292	234,785	327,387	42,158	659,622	679,319
STATE PARKS, FORESTS, AND RESERVATIONS, ETC. 6/	2,719	9,554	12,273	11,022	4,074	3,635	1,083	19,814	32,087
TOTAL	15,234	16,736	31,970	66,314	238,859	331,022	43,241	679,436	711,406
UNDER LOCAL CONTROL:									
COUNTY ROADS	185,321	226,312	411,633	782,578	358,125	173,195	11,424	1,325,322	1,736,955
TOWN AND TOWNSHIP ROADS	46,116	40,128	86,244	267,025	104,089	36,595	1,119	408,828	495,072
OTHER LOCAL ROADS	7,324	5,424	12,748	13,666	4,732	610	5	19,013	31,761
TOTAL	238,761	271,864	510,625	1,063,269	466,946	210,400	12,548	1,753,163	2,263,788
UNDER FEDERAL CONTROL:									
NATIONAL PARKS, FORESTS, AND RESERVATIONS	82,551	74,986	157,537	54,531	12,665	8,809	299	76,304	233,841
TOTAL RURAL MILEAGE	336,546	363,586	700,132	1,184,114	718,470	550,231	56,088	2,508,903	3,209,035
MUNICIPAL MILEAGE:									
UNDER STATE CONTROL:									
EXTENSIONS OF STATE PRIMARY SYSTEMS	40	41	81	158	7,773	46,935	13,503	68,369	68,450
EXTENSIONS OF SECONDARY ROADS UNDER STATE CONTROL 4/ 5/	177	99	276	308	8,569	8,282	1,023	18,182	18,458
TOTAL	217	140	357	466	16,342	55,217	14,526	86,551	86,908
UNDER LOCAL CONTROL:									
LOCAL CITY STREETS	4,226	17,700	21,926	63,149	235,771	194,711	45,856	539,487	561,413
TOTAL MUNICIPAL MILEAGE	4,443	17,840	22,283	63,615	252,113	249,928	60,382	626,038	648,321
TOTAL RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES	340,989	381,426	722,415	1,247,729	970,583	800,159	116,470	3,134,941	3,857,356

1/ 1976 PRELIMINARY DATA USED FOR ILLINOIS; 1976 DATA NOT SUBMITTED BY OHIO AND VERMONT - 1975 DATA USED.

2/ NONSURFACED INCLUDES A AND B, PRIMITIVE AND UNIMPROVED, AND C, GRADED AND DRAINED ROADS.

3/ SURFACE TYPES INDICATED BY SYMBOLS IN THESE COLUMNS ARE AS FOLLOWS: D, SOIL-SURFACED; E, SLAG, GRAVEL, OR STONE; F, BITUMINOUS SURFACE TREATED: G-1, MIXED BITUMINOUS, AND H-1, BITUMINOUS PENETRATION HAVING A COMBINED THICKNESS OF SURFACE AND BASE LESS THAN 7 INCHES AND/OR LOW LOAD-BEARING CAPACITY; G-2, MIXED BITUMINOUS, AND H-2, BITUMINOUS PENETRATION HAVING A COMBINED THICKNESS OF SURFACE AND BASE 7 INCHES OR MORE AND/OR HIGH LOAD-BEARING CAPACITY WITH OR WITHOUT PORTLAND CEMENT CONCRETE BASE; I, BITUMINOUS CONCRETE AND SHEET ASPHALT WITH OR WITHOUT PORTLAND CEMENT CONCRETE BASE; AND J, PORTLAND CEMENT CONCRETE WITH OR WITHOUT BITUMINOUS WEARING SURFACE LESS THAN ONE INCH IN COMPACTED THICKNESS. SEGREGATION OF G AND H SURFACES ACCORDING TO THICKNESS AND LOAD-BEARING CAPACITY IS NOT UNIFORM FOR ALL STATES. WHERE NO SEGREGATION WAS REPORTED FOR THEM, THE MILEAGE WAS CLASSIFIED AS G-1. AND H-1.

4/ INCLUDES MILEAGE DESIGNATED AS FARM-TO-MARKET IN LOUISIANA AND AS STATE-AID IN MAINE.

5/ INCLUDES MILEAGE OF LOCAL ROADS UNDER STATE CONTROL IN ALL COUNTIES OF DELAWARE, NORTH CAROLINA, AND WEST VIRGINIA; 10 COUNTIES IN ALABAMA; RURAL BOROUGHS IN ALASKA; ALL BUT 2 COUNTIES IN VIRGINIA; AND SOME COUNTY MILEAGE IN KENTUCKY.

6/ STATE PARK, FOREST, RESERVATION, TOLL, AND OTHER STATE ROADS THAT ARE NOT A PART OF THE STATE SYSTEM.

TOTAL ROAD AND STREET MILEAGE-1976

CLASSIFIED BY TYPE OF SURFACE[1]

MILEAGE AS OF DECEMBER 31, 1976 COMPILED FROM REPORTS OF STATE AUTHORITIES

TABLE M-3
DECEMBER 1977

STATE	RURAL MILEAGE							MUNICIPAL MILEAGE							TOTAL NON-SURFACED MILEAGE	TOTAL SURFACED MILEAGE	TOTAL EXISTING MILEAGE IN THE UNITED STATES	STATE
	NON-SURFACED MILEAGE 2/	SURFACED MILEAGE 3/ D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE	TOTAL RURAL MILEAGE	NON-SURFACED MILEAGE 2/	SURFACED MILEAGE 3/ D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE	TOTAL MUNICIPAL MILEAGE				
ALABAMA	3,811	25,012	33,884	5,166	235	64,297	68,108	1,333	640	14,887	1,581	127	17,235	18,568	5,144	81,532	86,676	ALABAMA
ALASKA	3,328	2,547	946	1,452	-	4,945	8,273	202	849	301	297	8	1,455	1,657	3,530	6,400	9,930	ALASKA
ARIZONA	27,643	6,149	7,196	6,244	53	19,642	47,285	1,260	411	2,805	3,870	115	7,201	8,461	28,903	26,843	55,746	ARIZONA
ARKANSAS	11,213	38,187	9,772	7,288	605	55,852	67,065	263	1,978	4,082	3,381	682	10,123	10,386	11,476	65,975	77,451	ARKANSAS
CALIFORNIA	43,697	14,388	35,334	28,493	2,212	80,427	124,124	1,793	2,643	20,378	20,198	3,705	46,924	48,717	45,490	127,351	172,841	CALIFORNIA
COLORADO	27,576	34,056	394	15,040	459	49,949	77,525	349	1,037	481	7,050	97	8,232	8,581	27,925	58,181	86,106	COLORADO
CONNECTICUT	52	554	3,718	1,001	162	5,475	5,527	32	362	6,798	5,608	716	13,484	13,517	85	18,959	19,044	CONNECTICUT
DELAWARE	9	339	2,501	1,200	172	4,212	4,221	4	31	475	430	83	1,019	1,023	13	5,231	5,244	DELAWARE
DIST. OF COL.	-	-	-	-	-	-	-	-	5	225	737	134	1,101	1,101	-	1,101	1,101	DIST. OF COL.
FLORIDA	27,700	-	20,054	22,238	440	42,732	70,432	2,631	1,098	7,077	15,853	1,002	25,031	27,662	30,331	67,763	98,094	FLORIDA
GEORGIA	23,050	19,650	24,647	19,608	873	64,778	87,828	1,502	776	3,532	8,589	599	13,496	14,998	24,552	78,274	102,826	GEORGIA
HAWAII	128	251	291	2,019	9	2,570	2,698	-	-	131	937	28	1,096	1,096	128	3,666	3,794	HAWAII
IDAHO	25,758	15,103	9,094	4,328	120	28,645	54,403	47	652	2,328	341	17	3,338	3,385	25,805	31,983	57,788	IDAHO
ILLINOIS 4/	5,862	44,526	32,192	15,133	4,916	96,767	102,629	76	2,159	13,181	12,692	2,822	30,854	30,930	5,938	127,621	133,559	ILLINOIS 4/
INDIANA	2,266	34,366	27,516	8,127	2,526	73,035	75,301	217	973	9,803	3,041	2,327	16,144	16,361	2,483	89,179	91,662	INDIANA
IOWA	5,450	70,515	1,999	13,207	7,765	93,486	98,936	165	2,107	1,386	6,209	3,657	13,359	13,524	5,615	106,845	112,460	IOWA
KANSAS	31,218	70,444	15,327	5,045	1,006	91,822	123,040	262	2,594	3,965	2,525	2,235	11,319	11,581	31,480	103,141	134,621	KANSAS
KENTUCKY	5,863	21,341	15,733	19,574	1,143	57,791	63,654	48	496	3,497	1,476	535	6,004	6,052	5,911	63,795	69,706	KENTUCKY
LOUISIANA	2,614	16,136	-	22,944	1,114	40,194	42,808	99	1,380	-	8,045	2,482	11,907	12,006	2,712	52,101	54,814	LOUISIANA
MAINE	1,260	3,918	10,825	2,947	44	17,734	18,994	15	91	1,672	876	22	2,661	2,676	1,275	20,395	21,670	MAINE
MARYLAND	39	2,094	5,018	14,047	618	21,777	21,816	5	106	631	2,775	780	4,292	4,297	44	26,069	26,113	MARYLAND
MASSACHUSETTS	-	1,804	5,830	6,059	53	13,746	13,746	-	838	5,833	12,391	59	19,121	19,121	-	32,867	32,867	MASSACHUSETTS
MICHIGAN	15,321	36,280	38,393	5,810	3,141	83,624	98,945	145	1,654	8,633	4,651	4,970	19,908	20,053	15,466	103,532	118,998	MICHIGAN
MINNESOTA	10,115	70,813	2,895	24,565	2,211	100,484	110,599	457	4,315	6,508	5,312	1,265	17,400	17,857	10,572	117,884	128,456	MINNESOTA
MISSISSIPPI	1,375	32,462	20,497	4,518	1,323	58,800	60,175	49	1,187	5,001	734	562	7,484	7,533	1,424	66,284	67,708	MISSISSIPPI
MISSOURI	5,721	56,157	30,531	3,524	3,179	93,391	99,112	629	3,943	6,271	4,085	3,183	17,482	18,111	6,350	110,873	117,223	MISSOURI
MONTANA	30,482	32,833	3,867	8,049	94	44,843	75,325	182	584	316	1,450	45	2,395	2,577	30,664	47,238	77,902	MONTANA
NEBRASKA	16,522	59,303	8,774	3,196	1,930	73,203	89,725	145	1,520	1,673	1,297	2,534	7,024	7,169	16,667	80,227	96,894	NEBRASKA
NEVADA	33,187	8,470	1,732	4,565	25	14,792	47,979	310	105	383	1,266	25	1,779	2,089	33,497	16,571	50,068	NEVADA
NEW HAMPSHIRE	1,984	2,095	5,220	687	73	8,075	10,059	533	596	3,285	750	110	4,741	5,274	2,517	12,816	15,333	NEW HAMPSHIRE
NEW JERSEY	614	1,451	6,875	4,042	636	13,004	13,618	509	356	10,981	6,622	1,040	18,999	19,508	1,123	32,003	33,126	NEW JERSEY
NEW MEXICO	47,638	6,838	4,413	6,362	195	17,808	65,446	929	626	603	3,142	112	4,483	5,412	48,567	22,291	70,858	NEW MEXICO
NEW YORK	3,177	19,050	31,567	11,696	871	63,184	66,361	512	1,502	22,564	16,394	2,086	42,546	43,058	3,689	105,730	109,419	NEW YORK
NORTH CAROLINA	7,890	16,191	23,047	27,742	798	67,778	75,668	594	1,328	717	12,676	204	14,925	15,519	8,484	82,703	91,187	NORTH CAROLINA
NORTH DAKOTA	34,562	58,575	2,898	6,337	692	68,502	103,064	183	1,219	698	1,029	237	3,183	3,366	34,745	71,685	106,430	NORTH DAKOTA
OHIO 5/	1,420	20,285	13,006	49,817	1,835	84,943	86,363	61	1,620	5,380	12,826	4,370	24,196	24,257	1,481	109,139	110,620	OHIO 5/
OKLAHOMA	23,663	43,086	17,960	7,242	1,837	70,125	93,788	774	2,869	9,419	818	1,938	15,044	15,818	24,437	85,169	109,606	OKLAHOMA
OREGON	38,973	38,473	7,611	16,459	343	62,886	101,859	386	625	1,004	4,173	231	6,033	6,419	39,359	68,919	108,278	OREGON
PENNSYLVANIA	12,448	21,005	27,673	25,607	4,093	78,378	90,826	1,024	2,050	15,365	5,062	2,553	25,030	26,054	13,472	103,408	116,880	PENNSYLVANIA
RHODE ISLAND	112	207	831	741	38	1,817	1,929	94	220	1,523	1,652	119	3,514	3,608	206	5,331	5,537	RHODE ISLAND
SOUTH CAROLINA	16,896	601	32,312	3,791	408	37,112	54,008	616	2	5,754	853	61	6,670	7,286	17,512	43,782	61,294	SOUTH CAROLINA
SOUTH DAKOTA	19,216	46,061	7,113	5,842	1,057	60,073	79,289	67	972	1,716	160	220	3,070	3,137	19,283	63,143	82,426	SOUTH DAKOTA
TENNESSEE	1,643	29,427	25,048	12,599	238	67,312	68,955	42	840	5,031	6,342	357	12,570	12,612	1,685	79,882	81,567	TENNESSEE
TEXAS	58,608	59,021	60,048	18,495	2,153	139,717	198,325	2,550	10,015	25,360	14,723	6,676	56,774	59,324	61,158	196,491	257,649	TEXAS
UTAH	25,222	8,396	4,411	5,473	156	18,436	43,658	114	671	3,175	830	53	4,729	4,843	25,336	23,165	48,501	UTAH
VERMONT 5/	937	6,964	1,668	3,292	101	11,934	12,871	3	98	338	580	19	1,035	1,038	940	12,969	13,909	VERMONT 5/
VIRGINIA	1,134	14,602	25,979	11,161	479	52,221	53,355	6	96	1,037	8,740	196	10,069	10,075	1,140	62,290	63,430	VIRGINIA
WASHINGTON	15,078	28,685	20,599	8,665	855	58,804	73,882	817	1,132	2,200	4,754	1,541	9,627	10,444	15,895	68,431	84,326	WASHINGTON
WEST VIRGINIA	9,169	9,382	4,568	9,710	697	24,357	33,526	59	629	503	1,773	754	3,659	3,718	9,228	28,016	37,244	WEST VIRGINIA
WISCONSIN	5,252	25,944	24,511	32,719	2,042	85,216	90,468	108	1,319	3,015	7,946	2,664	14,944	15,052	5,360	100,160	105,520	WISCONSIN
WYOMING	13,236	9,537	2,152	6,365	154	18,208	31,444	81	296	623	386	24	1,329	1,410	13,317	19,537	32,854	WYOMING
TOTAL	700,132	1,184,114	718,470	550,231	56,088	2,508,903	3,209,035	22,283	63,615	252,113	249,928	60,382	626,038	648,321	722,415	3,134,941	3,857,356	TOTAL

1/ FOR MORE DETAIL OF SURFACE TYPES BY SYSTEM, SEE THE SM TABLE SERIES AND TABLES LM AND OM.

2/ NONSURFACED MILEAGE INCLUDES PRIMITIVE, UNIMPROVED, AND GRADED AND DRAINED ROADS.

3/ SURFACE TYPES INDICATED BY SYMBOLS IN THESE COLUMNS ARE AS FOLLOWS: D, SOIL-SURFACED; E, SLAG, GRAVEL, OR STONE; F, BITUMINOUS SURFACE TREATED; G-1, MIXED BITUMINOUS, AND H-1, BITUMINOUS PENETRATION HAVING A COMBINED THICKNESS OF SURFACE AND BASE LESS THAN 7 INCHES AND/OR A LOW LOAD-BEARING CAPACITY; G-2, MIXED BITUMINOUS, AND H-2, BITUMINOUS PENETRATION HAVING A COMBINED THICKNESS OF SURFACE AND BASE 7 INCHES OR MORE AND/OR A HIGH LOAD-BEARING CAPACITY WITH OR WITHOUT PORTLAND CEMENT CONCRETE BASE; I, BITUMINOUS CONCRETE AND SHEET ASPHALT WITH OR WITHOUT PORTLAND CEMENT CONCRETE BASE; AND J, PORTLAND CEMENT CONCRETE WITH OR WITHOUT BITUMINOUS WEARING SURFACE LESS THAN ONE INCH IN COMPACTED THICKNESS. SEGREGATION OF G AND H SURFACES ACCORDING TO THICKNESS AND LOAD-BEARING CAPACITY IS NOT UNIFORM FOR ALL STATES. WHERE NO SEGREGATION WAS REPORTED FOR THEM, THE MILEAGE WAS CLASSIFIED AS G-1 AND H-1.

4/ 1976 PRELIMINARY DATA USED FOR ILLINOIS.

5/ 1976 DATA NOT SUBMITTED BY OHIO AND VERMONT = 1975 DATA USED.

TOTAL ROAD AND STREET MILEAGE-1976 [1]

CLASSIFIED BY FEDERAL-AID AND NONFEDERAL-AID SYSTEMS

MILEAGE AS OF DECEMBER 31, 1976 COMPILED FROM REPORTS OF STATE AUTHORITIES

TABLE M-21
DECEMBER 1977

STATE OR LOCAL ROAD SYSTEM	TRAVELED WAY INTERSTATE HIGHWAY SYSTEM			TRAVELED WAY FEDERAL-AID HIGHWAY SYSTEMS						NOT ON FEDERAL-AID SYSTEMS	TOTAL
				FEDERAL-AID PRIMARY 2/			FEDERAL-AID URBAN	FEDERAL-AID SECONDARY RURAL	TOTAL FEDERAL-AID SYSTEMS		
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL					
STATE PRIMARY HIGHWAY SYSTEM:											
RURAL	30,555	2,399	32,954	238,761	8,481	247,242	3,824	124,812	375,878	35,489	411,367
MUNICIPAL 5,000 AND OVER	296	6,538	6,834	1,995	23,968	25,963	14,488	694	41,145	3,100	44,245
MUNICIPAL UNDER 5,000	871	264	1,135	14,034	680	14,714	417	7,304	22,435	1,771	24,206
SUBTOTAL	31,722	9,201	40,923	254,790	33,129	287,919	18,729	132,810	439,458	40,360	479,818
STATE SECONDARY HIGHWAY SYSTEM:											
RURAL	38	4	42	3,499	281	3,780	1,892	47,489	53,161	59,704	112,865
MUNICIPAL 5,000 AND OVER	-	30	30	158	571	729	4,424	273	5,426	3,126	8,552
MUNICIPAL UNDER 5,000	6	-	6	191	15	206	110	1,837	2,153	2,955	5,108
SUBTOTAL	44	34	78	3,848	867	4,715	6,426	49,599	60,740	65,785	126,525
LOCAL ROADS UNDER STATE CONTROL:											
RURAL	8	-	8	116	4	120	1,377	15,470	16,967	138,126	155,093
MUNICIPAL 5,000 AND OVER	-	-	-	-	18	18	988	60	1,066	1,205	2,271
MUNICIPAL UNDER 5,000	1	-	1	7	-	7	61	353	421	2,106	2,527
SUBTOTAL	9	-	9	123	22	145	2,426	15,883	18,454	141,437	159,891
TOTAL STATE HIGHWAYS	31,775	9,235	41,010	258,761	34,018	292,779	27,581	198,292	518,652	247,582	766,234
COUNTY ROADS	5	-	5	1,227	105	1,332	14,440	188,203	203,975	1,532,980	1,736,955
TOWN, TOWNSHIP AND OTHER LOCAL	-	-	-	288	12	300	1,482	5,692	7,474	519,343	526,817
CITY STREETS 3/	-	58	58	103	1,059	1,162	69,121	6,335	76,618	484,804	561,422
ROADS NOT OVERLAPPING STATE, COUNTY, OR OTHER LOCAL SYSTEMS:											
STATE PARK, FOREST, RESERVATION, AND OTHER ROADS	1	4	5	164	409	573	133	51	757	28,918	29,675
NATIONAL PARK, FOREST, AND RESERVATION ROADS	-	-	-	315	7	322	55	353	730	233,111	233,841
TOLL FACILITIES	1,140	362	1,502	1,247	400	1,647	4	1	1,652	760	2,412
TOTAL EXISTING MILEAGE 4/	32,921	9,659	42,580	262,105	36,010	298,115	112,816	398,927	809,858	3,047,498	3,857,356

1/ 1976 PRELIMINARY DATA USED FOR ILLINOIS AND VERMONT; 1976 DATA NOT SUBMITTED FOR OHIO - 1975 DATA USED.
2/ MILEAGE OF INTERSTATE SYSTEM INCLUDED.
3/ MUNICIPAL EXTENSIONS OF COUNTY, TOWN AND TOWNSHIP ROADS INCLUDED.
4/ DOES NOT INCLUDE MILEAGE IN PUERTO RICO.

U.S. Department of Transportation
news:
Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
February 15, 1978

FHWA 8-78
Contact: Bill Johnson
Tel: (202) 426-0645

DOT MAKES AVAILABLE SLIDE/TAPE SHOW ON SAVING TRUCK FUEL

A slide and tape presentation entitled "How to Save Truck Fuel" is now available to the trucking industry through the U.S. Department of Transportation's Federal Highway Administration.

The slide showing was produced by the U.S. Department of Energy for the Joint Industry-Government Voluntary Truck and Bus Fuel Economy Program.

FHWA's Bureau of Motor Carrier Safety is making available on loan, the slides and tapes as a part of the Bureau's commitment to the program and its efforts to promote fuel conservation through public incentives.

The 41-minute, 105-slide production outlines the following ways of saving fuel:

Improved truck aerodynamics.
Lower rolling resistance.
More efficient power trains.
Better vehicle maintenance.
Improved driver practices.
Improved operational techniques.

The presentation shows that a one percent increase in fuel savings can mean a saving of $100 per tractor each year.

Copies of the presentation, cassette tape and transcribed script can be obtained from the Director of any Regional Motor Carrier Safety Office.

# # # # #

U.S. Department of Transportation
news:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
February 17, 1978

FHWA 12-78
Contact: R. Reilly
Tel: (202) 426-0677

CONSTRUCTION CONTRACTS FOR
THE FOURTH QUARTER - 1977

The cost of highway construction during the fourth quarter of 1977 rose 7.9 per cent above the previous quarter, to 233.0 per cent of the 1967 average, Secretary of Transportation Brock Adams announced today.

The 7.9 per cent increase follows a 0.3 per cent rise for the previous quarter and is the largest quarterly increase since the first quarter of 1974. The composite price index for the fourth quarter is 16.3 per cent above the composite index of a year ago, and is the largest yearly increase since the fourth quarter of 1974.

Compared with the previous quarter all six components in the price index rose, three of them quite sharply. Structural steel led the advance with a jump of 16.0 per cent. Bituminous concrete surfacing followed with a leap of 10.6 per cent. Portland cement concrete surfacing rose the least, a relatively modest 2.7 per cent increase. The composite surfacing index was up 6.6 per cent. The composite structural index rose 8.7 per cent, reflecting increases of 16.0 per cent for structural steel, 6.4 per cent for structural concrete and 4.5 per cent for structural reinforcement. Excavation rose 8.3 per cent.

A comparison with the prices of a year ago showed considerable price escalation in all six index components, with a particularly sharp price rise in four items. Excavation leaped ahead 26.9 per cent. There was also a substantial increase of 13.7 per cent in the surfacing index, which reflected a 14.8 per cent increase in bituminous surfacing and a 12.6 per cent increase in Portland cement concrete surfacing. Although structural steel jumped ahead 11.4 per cent, the structual index rose only 6.8 per cent, reflecting the relatively moderate increases of 5.0 per cent in structural reinforcement and 5.0 per cent in structual concrete. Bituminous concrete surfacing continued to lead the advance in prices since 1967, with an increase of 162 per cent.

The three-quarter moving composite index for the third quarter of 1977 rose 4.0 per cent above the preceding quarter and 10.4 per cent above its level of a year ago. The quarterly increase is the largest since the second quarter of 1974. The three-quarter moving index

for any quarter is an index for that quarter and the quarter preceding and following it. Excavation led the advance with a 6.7 per cent increase over the preceding quarter and with an increase of 16.9 per cent above its level of a year ago. Structural steel was the only item that showed a downward price movement among the index components. Although structural steel advanced 16.0 per cent in the fourth quarter, on a quarterly basis, it dropped 3.3 per cent below the previous quarter on the three-quarter moving index. This was due to its large price drop between April and September 1977.

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:

	Quarterly Price Index	Percentage Change	(Three-quarter moving index) Three-quarter Price Index	Percentage Change
*				
4th quarter, 1975	---	---	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	220.4	+4.0
4th quarter, 1977	233.0	+7.9	---	---

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

The price levels of the component items of the quarterly index in the fourth 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--	
	Fourth Quarter 1977	Third Quarter 1977	Fourth Quarter 1976	Third Quarter 1977	Fourth Quarter 1976
Excavation.....	237.7	219.5	187.3	+ 8.3	+26.9
Surfacing					
Portland cement concrete....	233.2	227.0	207.2	+ 2.7	+12.6
Bituminous concrete.....	262.0	236.9	228.3	+10.6	+14.8
Composite surfacing.....	247.1	231.8	217.4	+ 6.6	+13.7
Structures:					
Reinforcing steel.....	217.9	208.5	207.4	+ 4.5	+ 5.0
Structural steel.....	217.3	187.4	195.0	+16.0	+11.4
Structural concrete.....	211.0	198.3	201.1	+ 6.4	+ 5.0
Composite structures.....	214.1	196.9	200.4	+ 8.7	+ 6.8
Composite price index.....	233.0	215.9	200.4	+ 7.9	+16.3

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

		Individual Quarters			
	Unit	3rd Qtr. 1977	4th Qtr. 1977	2nd Qtr. 1977 1/	3rd Qtr. 1977 2/
Excavation.....	Cu.Yd.	$ 1.19	$ 1.29	$ 1.13	$ 1.21
PCC surface.....	Sq.Yd.	10.05	10.33	9.45	9.91
Bit. conc. surf.	Ton	15.32	16.94	15.17	15.68
Str. Reinf.....	Lb.	.273	.285	.268	.276
Str. Steel.....	Lb.	.462	.536	.516	.499
Str. concrete...	Cu.Yd.	139.42	148.34	142.10	144.85

1/Weighted average unit prices for the 1st, 2nd, and 3rd quarters of 1977.
2/Weighted average unit prices for the 2nd, 3rd, and 4th quarters of 1977.

U.S. Department of Transportation
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Washington, D.C. 20590

FOR RELEASE THURSDAY
February 23, 1978

FHWA 9-78
(202) 426-0645
Contact: Bill Johnson

DOT PRESSES CAMPAIGN AGAINST VIOLATIONS OF TRUCK SPEEDS, HOURS

The Department of Transportation is pressing its campaign against commercial truck firms which violate Federal law on truck speed and drivers' hours on the road.

Since December, the Department's Federal Highway Administration has had its Bureau of Motor Carrier Safety investigators increasing efforts to detect commercial carriers committing such violations, and has listed routes in its Region 5 that were being discontinued as a result of such action.

"By eliminating unrealistic runs which drivers cannot accomplish without violating either the hours of service regulations or the 55 mph speed limit, our highways are being conserved," said Howard L. Anderson, FHWA Associate Administrator for Safety.

He added that since December, as a result of investigations by BMCS investigators, the following additional truck runs have been discontinued in FHWA's Regions 1, 4, 5, 6, and 10.

Region 1 (New York, New Jersey, Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire, and Maine):

--Buffalo, N.Y., to State College, Pa., distance of 530 miles; Syracuse, N.Y., to Philadelphia, Pa., roundtrip 516 miles; Syracuse, N.Y., to North Bergen, N.J., roundtrip 580 miles; Syracuse, N.Y., to Plattsburg, N.Y., roundtrip 476 miles.

--Worcester, Mass., to Philadelphia, Pa., and return, 560 miles; Springfield, Mass., to Buffalo, N.Y., and return, 720 miles; Cicero, N.Y.,

to Philadelphia, Pa., roundtrip 530 miles; Kearney, N.J., to Syracuse, N.Y., roundtrip 560 miles; Lowell, Mass., to North Bergen, N.J., and return via Merimac, N.H., 554 miles.

Region 4 (Alabama, Mississippi, Georgia, Tennessee, North Carolina, South Carolina, Kentucky, and Florida):

--Dothan, Ala., to Memphis, Tenn., via Indianola, Miss., 600 miles; Dothan, Ala., to Gainesville, Fla., in excess of 500 miles; New Orleans, La., to Jacksonville, Fla., in excess of 500 miles; Birmingham, Ala., to Tampa, Fla., in excess of 500 miles; Birmingham, Ala., to Orlando, Fla., in excess of 500 miles.

--From Memphis, Tenn., to Union Church, Miss., 522 miles; Albemarle, N.C., to Tupelo, Miss., 600 miles; Waynesville, N.C., to Savannah, Ga., roundtrip 665 miles; Thomasville, N.C., to New York, N.Y., in excess of 500 miles; Charlotte, N.C., to Cincinnati, Ohio, in excess of 500 miles: Cincinnati, Ohio, to Knoxville, Tenn., and return, 506 miles.

Region 5 (Ohio, Indiana, Illinois, Michigan, Minnesota, Wisconsin):

--Hagerstown, Md., to Harrisburg, Pa., to Toledo, Ohio, 505 miles; Toledo, Ohio, to Pottstown, Pa., 511 miles: Pottstown, Pa., to Harrisburg, Pa., to Toledo, Ohio, 515 miles; Toledo, Ohio, to Allentown, Pa., 490 miles; Stroudsburg, Pa., to Lewisburg, Pa., to Toledo, Ohio, 490 miles.

Region 6 (Texas, Oklahoma, New Mexico, Louisiana, Arkansas):

--Tulsa, Okla., to Dallas, Tex., and return, 514 miles; Dallas, Tex., to Kansas City, Mo., 489 miles; Dallas, Tex., to San Antonio, Tex., 522 miles.

Region 10 (Oregon, Washington, Idaho, Alaska):

--Salem, Oreg., to Reno, Nev., 561 miles; Pinville, Oreg., to Lewiston, Idaho, via Grangeville, Oreg., to Walla Walla, Wash., 562 miles; Yakima, Wash., to Forks, Wash., and return 558 miles.

* * *

U.S. Department of Transportation
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Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
February 24, 1978

FHWA 7-78
(202) 426-0662
Contact: Bill Johnson

DOT THINKS OVERHEATED TRUCK CABS MAY IMPAIR DRIVERS' HEALTH, SAFETY

Can overheated truck cabs be harmful to drivers' health and also pose a possible hazard to safe vehicle operation? The Department of Transportation's Federal Highway Administration (FHWA) thinks so, and is requesting comments to determine if there is a need to establish new rules to reduce in-cab heat in commercial trucks.

An Advance Notice of Proposed Rulemaking has been issued by FHWA's Bureau of Motor Carrier Safety, partially in response to complaints by the International Brotherhood of Teamsters and the Professional Drivers Council. The action also stemmed from FHWA-sponsored experimental research into the effects of heat, noise, and vibrations on driving performance. Heat stress was shown to significantly effect both drivers' health and performance.

Purpose of the proposal is to determine if there is a need to establish new regulations, provide interested persons with an opportunity to comment, and to make drivers and operators aware of a potential health and safety risk.

The Advance Notice (Docket No. MC-81; Notice No. 78-2) was published in the Federal Register on February 8, 1978.

Interested persons are requested to submit comments by writing the Director, Bureau of Motor Carrier Safety, Federal Highway Administration,

U.S. Department of Transportation, 400 Seventh Street S.W. Washington, D.C. 20590, within 90 days of publication in the Federal Register.

Comments due May 5, 1978.

* * *

U.S. Department of Transportation
news:
Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE Tuesday
February 28, 1978

FHWA 14-78
(202) 426-0662
Contact: Bill Johnson

AIR BRAKE SEMINARS
SET FOR TRUCKING SHOW

The Federal air brake standard 121 for heavy-duty trucks will be discussed at two seminars to be presented at the Mid-America Trucking Show in Louisville, Kentucky, March 2 and 3.

The Standard, which requires that trucks be equipped with anti-lock brakes, has been the subject of great interest to the trucking industry.

Secretary of Transportation Brock Adams recently instructed the Federal Highway Administration's Bureau of Motor Carrier Safety (BMCS) to enforce the standard on the drive axles of all truck tractors. At the same time, he instructed the National Highway Traffic Safety Administration (NHTSA) to issue a notice of proposed rulemaking that would put a moratorium on the air brake standard for truck trailers.

Secretary Adams said he would set up a demonstration program to gather additional evidence of the effectiveness of the anti-lock standard.

The seminars will be conducted by James E. Thomas of NHTSA's Office of Defects Investigation, and Bill C. Wilson of the BMCS Compliance Division.

The seminars are scheduled at the Kentucky Exposition Center, site of the trucking show.

In addition, BMCS will present an exhibit on Motor Carrier Safety which will be attended by two Kentucky Investigators, Buddy C. Yount of Frankfort, and Ernest L. Mann of Elizabethtown.

* * *

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FOR RELEASE WEDNESDAY
March 29, 1978

FHWA 24-78
Contact: Bill Johnson
Tel: 202-426-0662

1977 HIGHWAY TRAVEL IN U.S. HITS 1.466 TRILLION VEHICLE-MILES

Highway travel in the United States is estimated to have topped 1.466 trillion vehicle-miles in 1977--an increase of 4 percent over the previous year--according to the U.S. Department of Transportation.

This estimate of travel is projected on the basis of traffic counts and other data provided by each state and compares to the 1.409 trillion vehicle-miles reported for 1976. The 1976 data, compiled by the department's Federal Highway Administration based on reports from the state highway agencies, showed an increase of 5.9 percent above the 1.331 trillion vehicle-miles reported for 1975.

The Federal-Aid Interstate System accounts for about 1 percent of the Nation's total route mileage and carries 18 percent of the travel. The Federal-Aid Primary System (including Interstate) and the Federal-Aid Urban System represent 11 percent of the mileage and carry 67.1 percent of the travel. All Federal-aid systems combined, which include 21 percent of the Nation's mileage, carry 75.7 percent of the travel.

- more -

When all highway vehicles, including trucks and buses, are considered, there is a slight decrease in overall fuel economy, apparently due to the increasing proportions of truck travel, which average 8.53 miles per gallon. Over the last 3 years, the fuel efficiency average for all vehicles has fluctuated - 1974, 12.07 miles per gallon; in 1975 it rose to 12.21 miles per gallon; in 1976 it dropped to 12.18 miles per gallon.

However, the 1976 data seems to indicate a slight increase in fuel efficiency because passenger cars showed an increase from 13.53 miles per gallon in 1975 to 13.72 miles per gallon in 1976. Factors influencing fuel efficiency include reduced speed limits, more fuel efficient vehicles in the automobile population, and changes in driving habits, i.e., slower acceleration, fewer speed changes, reduced use of air conditioning, etc.

National travel and related data for 1976 are shown on the accompanying table VM-1 by highway category and vehicle type. These data are based on estimates prepared annually by the State highway agencies and summarized by FHWA's Highway Statistics Division. For additional information concerning highway travel data, contact Mr. Frank Jarema, Office of Highway Planning (HHP-44), FHWA, (202) 426-0160.

ESTIMATED MOTOR-VEHICLE TRAVEL IN THE UNITED STATES AND RELATED DATA-1976[1]

SOURCE: HIGHWAY STATISTICS DIVISION
OFFICE OF HIGHWAY PLANNING, FHWA

TABLE VM-1
FEBRUARY 1978

ITEM	PASSENGER VEHICLES							CARGO VEHICLES			ALL MOTOR VEHICLES
	PERSONAL PASSENGER VEHICLES			BUSES			ALL PASSENGER VEHICLES	SINGLE-UNIT TRUCKS	COMBINATIONS	ALL TRUCKS	
	PASSENGER CARS 2/	MOTORCYCLES 2/	ALL PERSONAL PASSENGER VEHICLES	COMMERCIAL	SCHOOL AND OTHER NONREVENUE	ALL BUSES					
MOTOR-VEHICLE TRAVEL: 3/ (MILLIONS OF VEHICLE-MILES)											
INTERSTATE RURAL			80,361	294	160	454	80,815	17,968	20,238	38,206	119,021
OTHER MAIN RURAL			305,995	810	1,189	1,999	307,994	87,374	26,533	113,907	421,901
MAIN RURAL 4/			386,356	1,104	1,349	2,453	388,809	105,342	46,771	152,113	540,922
LOCAL RURAL 5/			78,207	92	639	731	78,938	9,971	1,009	10,980	89,918
ALL RURAL			464,563	1,196	1,988	3,184	467,747	115,313	47,780	163,093	630,840
INTERSTATE URBAN			114,726	313	200	513	115,239	14,562	5,442	20,004	135,243
OTHER URBAN			517,163	1,390	674	2,064	519,227	118,020	5,833	123,853	643,080
ALL URBAN 6/			631,889	1,703	874	2,577	634,466	132,582	11,275	143,857	778,323
TOTAL RURAL AND URBAN	1,074,000	22,452	1,096,452	2,899	2,862	5,761	1,102,213	247,895	59,055	306,950	1,409,163
NUMBER OF VEHICLES REGISTERED (THOUSANDS)	110,351.4	4,989.2	115,340.6	96.8	381.5	478.3	115,818.9	26,498.6	1,221.0	27,719.6	143,538.5
AVERAGE MILES TRAVELED PER VEHICLE	9,733	4,500	9,506	29,948	7,502	12,045	9,517	9,355	48,366	11,073	9,817
FUEL CONSUMED (MILLION GALLONS)	78,290.8	449.0	78,739.8	574.1	389.9	964.0	79,703.8	25,039.9	10,956.4	35,996.3	115,700.1
AVERAGE FUEL CONSUMPTION PER VEHICLE (GALLONS)	709	90	683	5,931	1,022	2,015	688	945	8,973	1,299	800
AVERAGE MILES TRAVELED PER GALLON OF FUEL CONSUMED	13.72	50.00	13.93	5.05	7.34	5.98	13.83	9.90	5.39	8.53	12.18

1/ TRAVEL DATA FOR THE 50 STATES AND THE DISTRICT OF COLUMBIA.
2/ SEPARATE ESTIMATES OF PASSENGER CAR AND MOTORCYCLE TRAVEL ARE NOT AVAILABLE BY HIGHWAY CATEGORY.
3/ HIGHWAY CATEGORIES ARE BASED ON FUNCTIONAL CLASSIFICATION IN ACCORDANCE WITH 23 U.S.C. 103 (B)(2), (C)(2), (D)(2) ESTABLISHED FOR 1976 AND DIFFER FROM EARLIER YEARS. COMPARED TO THE EARLIER REPORTING PROCEDURE, MAIN RURAL TRAVEL IS 8 PERCENT HIGHER; LOCAL RURAL TRAVEL IS 36 PERCENT LOWER: AND URBAN TRAVEL IS 1 PERCENT HIGHER.
4/ MAIN RURAL INCLUDES ALL RURAL FEDERAL-AID SYSTEMS AND NON-FEDERAL-AID ARTERIALS AND COLLECTORS.
5/ LOCAL RURAL CONSISTS OF THE NON-FEDERAL-AID LOCAL CLASS ONLY.
6/ URBAN CONSISTS OF TRAVEL ON ALL ROADS AND STREETS IN URBAN PLACES OF 5,000 OR GREATER POPULATION.

U.S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE FRIDAY
March 24, 1978

FHWA 21-78
(202) 426-0660
Contact: Bill Johnson

DOT INVESTIGATES EFFECT OF TOXIC GASES ON DRIVERS

The Department of Transportation's Federal Highway Administration is investigating the possible adverse effects of toxic gases on drivers of diesel-powered trucks.

A just-released report, Toxic Gases in Heavy Duty Diesel Truck Cabs, warns of several potential hazards.

The experimental program and report was prepared by Science Applications, Inc., of Los Angeles, California, under a $56,000 contract authorized by the Federal Highway Administration's Bureau of Motor Carrier Safety.

In-cab and surrounding outside air were continously measured for carbon monoxide, nitric oxide, and nitrogen dioxide. In some test vehicles, gas concentrations were measured above acceptable safety levels.

- more -

Highlights of the report include:

A finding that the most unfavorable condition appears to be a closed, idling vehicle with observable exhaust leaks and openings in the flooring.

A disclosure that the proposed National Institute of Occupational Safety and Health ceiling value for nitrogen dioxide of 1 part per million over a 15 minute sampling period was commonly exceeded in a diesel truck cab.

A warning that performance and health effects due to carbon monoxide exposure may result from the following conditions: prolonged high altitude driving; high concentrations in the surrounding air; high risk drivers (which include smokers and those with heart or respiratory conditions); and vehicle self pollution.

A conclusion that there is insufficient data to determine the health and performance effects of nitric oxide. However, nitric oxide under certain conditions is changed into nitrogen dioxide and may ultimately form cancer-causing nitrogen compounds.

The BMCS Federal Motor Carrier Safety Regulations prohibit the operation or dispatching of a vehicle in which interior carbon monoxide has been detected; in which an occupant has been affected by carbon monoxide, or when the vehicle's mechanical condition is likely to produce hazardous levels of carbon monoxide.

Copies of the report may be ordered through the National Technical Information Service, Springfield, Virginia 22161.

Order No. - PB 275957

Price - $6.50 (paper) $3.00 (microfiche).

U.S. Department of Transportation
news:
Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
March 23, 1978

$65 MILLION INTERSTATE EXTENSION APPROVED FOR TACOMA, WASH.

FHWA 23-78
(202) 426-0644
Contact: R. A. Patrick

The U.S. Department of Transportation has approved the Washington State Highway Commission's request for 90 percent Federal funding for construction of a 1.5-mile spur route from Interstate Route 5 to downtown Tacoma, Wash.

Estimated to cost a total of $65 million, this Interstate System highway construction project will improve access to the Tacoma downtown and industrial areas and the city's port facilities, as well as aid in the redevelopment of the downtown and the Port of Tacoma. The new spur route will alleviate traffic congestion on existing routes serving central Tacoma and should help reduce traffic delays caused by the openings of the lift bridge on State Route 509.

The spur project has received strong congressional and public support, and construction is expected to progress rapidly. Job opportunities totalling over 2,800work-years of employment will directly result from the construction project in Tacoma, which has a high unemployment rate.

# # # #

U.S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE THURSDAY
March 23, 1978

FHWA 19-78
(202) 426-0662
Contact: Bill Johnson

DOT PROPOSES NEW TRUCK, BUS REGULATIONS COVERING EMPLOYEE HEALTH, SAFETY

The U.S. Department of Transportation's Federal Highway Administration is proposing to amend the Federal Motor Carrier Safety Regulations to include employee health and safety standards.

An Advance Notice of Proposed Rulemaking has been issued by FHWA's Bureau of Motor Carrier Safety stating that the standards would cover employee safety and health in the operation, maintenance, loading, and unloading of commercial motor vehicles.

This proposed action is in response to a notice published in the Federal Register on July 15, 1975, which clarifies the statutory authority of the Department of Transportation to prescribe or enforce safety and health standards or regulation in the field of interstate motor carriage and hazardous materials.

Interested persons are invited to submit their 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 May 31, 1978.

######

M-493

U.S. Department of Transportation
news:
Office of Public Affairs
Washington, D.C. 20590

DOT APPROVES I-664 EXTENSION
IN HAMPTON ROADS AREA

FHWA 17-78
(202) 426-0660
Contact: Dick Reilly

DOT APPROVES 1.7 MILE
EXTENSION OF I-664 IN
HAMPTON ROADS AREA

The Department of Transportation today announced approval of a 1.7 mile extension of Interstate Route 644 in the Hampton Roads area of Virginia.

The extension will run from the present terminus of I-664 at its junction with Interstate Route 64 in the City of Hampton to the south shore of the James River near Portsmouth.

Federal Highway Administrator William M. Cox, in a letter to J.E. Harwood, Commissioner of the Virginia Department of Highways and Transportation, said that the $23 million project had been approved "on the basis of its relative cost effectiveness, energy efficiency, safety, and potential for job opportunities in the State of Virginia."

Cox estimated that more than 1,000 person-years of employment will result directly from the construction of this project.

As an Interstate System project, it will be funded on a 90% Federal - 10% State matching basis.

Virginia officials had requested the 1.7 mile extension in February, 1977.

While the full 42,500 miles of the Interstate System had previously been allotted, the Department of Transportation was able to approve the extension because a small additional amount of Interstate mileage is presently avaiable as a result of mileage withdrawal from the Interstate System in other States.

# # # # #

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

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DOT 512

FIRST CLASS

U.S. Department of Transportation
news:
Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
March 17, 1978

FHWA 15-78
(202) 426-0662
Contact: Bill Johnson

DOT ISSUES FINAL REPORT ON CARGO TANK ACCIDENTS

A final report which examined and recommended solutions to problems associated with cargo tank motor vehicle integrity in rollover accidents 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 $94,000 contract authorized by FHWA's Bureau of Motor Carrier Safety.

Conclusions arrived at were:

Cargo tanks accidents represent about 11 percent of all truck accidents, while cargo tank overturns represent only 1.2 percent of all truck accidents; drivers under age 25 tend to be involved in a greater percentage of cargo tank overturns than in all cargo tank accidents; drivers with few years experience as "company drivers" have a higher percentage of involvement in cargo tank overturns than in all other type cargo tank accidents.

Vehicles carrying "liquids in bulk" are involved in 47 percent of all cargo tank accidents, and in over 67 percent of all cargo tank overturns; cargo tank overturns are more likely to occur on one-or-two-lane undivided highways and

at exit/entrance ramps; most cargo tank accidents, including overturns, occur on dry roads, during daylight hours, and in clear weather; mechanical defects are apparently not a significant factor in either cargo tank overturns or in all cargo tank accidents; there is a need to improve the Specification MC-306 Cargo Tank Standards to reduce the frequency of leakage in overturn accidents. Emphasis should be on leakage from valves, vents, and manhole covers; more frequent tests of components, such as seals and gaskets which are subject to concentrated wear.

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 movements of hazardous materials by highway.

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.

* * *

U.S. Department of Transportation
news:
Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
March 10, 1978

FHWA 18-78
Contact: Bill Johnson
Tel: (202) 426-0662

DOT'S HIGHWAY INSTITUTE AWARDS COLLEGE SCHOLARSHIPS

The U.S. Department of Transportation has awarded 127 college scholarships for the 1978-79 academic year to employees of state and local highway agencies.

The educational grants are awarded annually by the Federal Highway Administration's National Highway Institute. The purpose is to help state and local highway agencies and the FHWA develop the expertise needed to carry out their highway programs and to come up with more effective transportation programs.

This year's awards went to employees of 29 states, 10 cities, and 6 counties, plus the District of Columbia and Puerto Rico.

Maryland is this year's biggest benefactor; 13 employees of its highway agencies were successful candidates. Minnesota and New York each had 10 recipients; Michigan and Washington had 9 each. Cities that will benefit from the program include such diverse communities as Corvallis, Oregon, and New York City. Other cities nominating successful candidates were Toledo and Cincinnati, Ohio; Las Cruces, New Mexico; Chicago, Illinois; Hartford, Connecticut; Baltimore, Maryland; Everett, Washington; and Kansas City, Missouri.

Counties whose employees will be going to college are Dakota and Spearns, Minnesota; Grays Harbor, Washington; Montgomery, Maryland; Westchester, New York; and Cook, Illinois.

The award winners will be attending more than 90 colleges and universities throughout the United States and Puerto Rico.

# # # # #

U.S. Department of Transportation
news:
Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
March 6, 1978

FHWA 11-78
Contact: R. Reilly
Tel: (202) 426-0660

DOT REPORTS THAT 91.5 PERCENT OF INTERSTATE SYSTEM MILEAGE IS OPEN

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

Most recent cost estimates released today by the Department of Transportation indicate 66.6 percent of the projected total funds needed to complete the 42,500-mile Interstate Highway System had been obligated as of December 31, 1977.

Federal Highway Administration figures show the amount still to be funded as 33.4 percent of the total cost of the system, down from the 34.2 percent shown in the September 30, 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 38,907 miles, or 91.5 percent. Of this total, 10,863 miles are complete or essentially complete. The other 28,044 miles now in use include 1,894 miles that still require major improvement to bring them to full standards, and 26,150 miles that are currently under improvement or still require additional minor work to complete intital construction. This generally involves such things as rest areas, lighting, fencing, safety improvements, noise abatement measures, and landscaping.

The 38,907 miles now open include 725 miles put into service in the 12-month period since December 31, 1976. Of these 725 miles, some 675 miles were on the intercity routes which were identified for priority of completion. In addition, further major improvements were completed on 209 miles which already are serving traffic.

In the last three months, 233 miles were opened to traffic. This mileage included significant gap closures in several States. For example, gap closures in Kansas and Missouri now permit continuous Interstate travel on I-35 from Duluth, Minnesota, to south of San Antonio, while gap closures in Georgia have opened the final links of I-75 between Michigan and Florida and on I-95 between Vero Beach and Fayetteville, North Carolina.

Active construction or improvement currently is under way on 3,995 miles. This figure includes improvement of 2,563 miles which are already in use and construction of 1,432 new miles, or 3.4 percent of the entire system.

As of December 31, 1977, work had either been completed or was under way on 99.4 percent or 42,225 miles of the Interstate System. Only 275 miles or 0.6 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 33,258 miles of rural and 9,242 miles of urban highways. As of this report, 30,663 miles or 92.2 percent of the rural mileage, and 8,244 miles or 89.2 percent of the urban mileage are open to traffic.

In addition to the sections open to traffic, 1,432 miles were under basic construction as of December 31, 1977; engineering or right-of-way acquisition prior to construction was in progress on another 1,611 miles and route location approval was pending on 275 additional miles for which public hearings had been held.

The status of the Interstate System as of December 31, 1977, is shown on the accompanying map, and in detail in Table 1. In summary, the status follows:

			Miles	Percent
1.	Open to traffic		38,907	91.50
	a. Complete or essentially complete	(Free) 8,760		
		(Toll) 2,103	(10,863)	
	b. Minor improvement-needed	24,032		
	under way	2,118	(26,150)	
	c. Major improvement-needed (Free)	1,286		
	(Toll)	163		
	-under way	445	(1,894)	
2.	Under basic construction		1,432	3.40
3.	Location approved, construction not started		1,611	3.80
4.	Public hearings held-approval pending		275	0.65
5.	No location action taken		275	0.65
			42,500	100.00

Some 66.8 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.

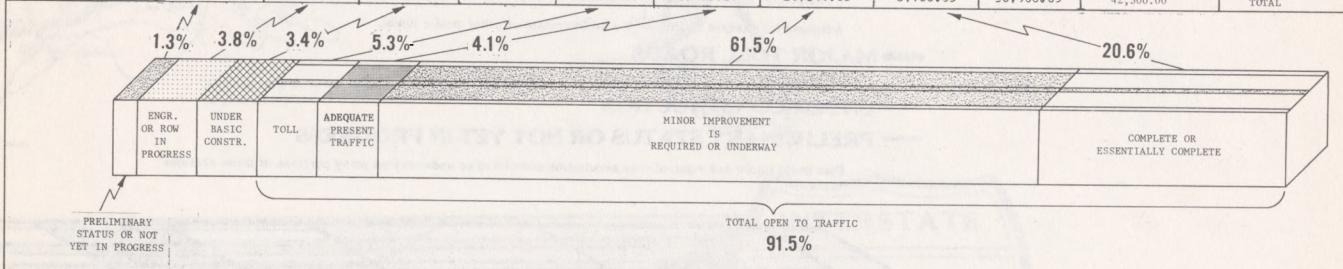
Details concerning expenditures on the Federal-Aid Primary, Secondary and Urban Systems--for which the matching ratio is 70-30 Federal-State--are given in Table III. The status of the Highway Trust Fund is reported in Table IV.

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF DECEMBER 31,1977

TABLE I

STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS NOT OPEN TO TRAFFIC			OPEN TO TRAFFIC						STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER BASIC CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	CONSTRUCTED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS: ADDITIONAL MINOR IMPROVEMENT IS REQUIRED OR UNDERWAY	CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS: COMPLETE OR ESSENTIALLY COMPLETE	TOTAL OPEN TO TRAFFIC	TOTAL DESIGNATED SYSTEM MILEAGE 2/	
ALABAMA	20.20	52.70	60.80	113.50	-	36.90	729.30	-	766.20	899.90	ALABAMA
ARIZONA	-	52.46	73.12	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	-	78.90	41.80	120.70	10.20	85.10	2,062.90	8.90	2,167.10	2,287.80	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	40.61	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	2.20	1.70	66.33	68.03	-	5.46	209.27	870.18	1,084.91	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	10.38	25.78	64.55	90.33	154.72	31.30	1,068.13	367.94	1,622.09	1,722.80	ILLINOIS
INDIANA	14.30	-	-	-	156.90	-	936.69	21.53	1,115.12	1,129.42	INDIANA
IOWA	55.62	2.00	2.25	4.25	0.16	3.01	699.51	26.11	728.79	788.66	IOWA
KANSAS	-	19.80	4.00	23.80	187.70	5.00	604.10	0.60	797.40	821.20	KANSAS
KENTUCKY	-	-	58.30	58.30	-	51.22	553.93	74.00	679.15	737.45	KENTUCKY
LOUISIANA	7.80	53.02	51.15	104.17	-	0.86	530.35	74.58	605.79	717.76	LOUISIANA
MAINE	-	2.25	-	2.25	54.48	62.26	187.42	5.40	309.56	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	4.94	26.38	132.83	21.79	179.95	84.29	418.86	449.79	MASSACHUSETTS
MICHIGAN	40.30	10.00	16.80	26.80	4.90	26.60	183.20	896.10	1,110.80	1,177.90	MICHIGAN
MINNESOTA	14.01	40.25	48.47	88.72	-	13.06	802.88	0.69	816.63	919.36	MINNESOTA
MISSISSIPPI	-	1.40	32.90	34.30	-	3.40	635.00	5.50	648.90	683.20	MISSISSIPPI
MISSOURI	-	44.80	19.57	64.37	-	92.00	962.70	27.80	1,082.50	1,146.87	MISSOURI
MONTANA	-	90.84	62.18	153.02	-	136.14	201.01	698.53	1,035.68	1,138.70	MONTANA
NEBRASKA	1.92	-	1.75	1.75	0.22	-	476.92	2.88	480.02	483.69	NEBRASKA
NEVADA	5.00	27.65	39.08	66.73	-	3.13	329.12	136.35	468.60	540.33	NEVADA
NEW HAMPSHIRE	-	20.43	0.79	21.22	21.24	1.50	168.23	6.21	197.23	218.45	NEW HAMPSHIRE
NEW JERSEY	18.20	24.90	9.10	34.00	45.70	15.80	39.60	204.70	305.80	388.00	NEW JERSEY
NEW MEXICO	-	25.71	13.06	38.77	-	47.36	903.92	9.05	960.33	999.30	NEW MEXICO
NEW YORK	7.07	53.31	23.78	77.09	491.03	31.31	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	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	554.62	803.00	808.65	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	33.62	76.08	360.18	6.18	1,070.00	41.80	1,478.16	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	2.44	58.21	60.65	-	-	694.93	2.42	697.35	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	-	13.00	38.10	56.10	-	68.90	754.70	165.60	989.20	1,045.30	TENNESSEE
TEXAS	6.60	107.88	127.02	234.90	-	250.68	2,548.62	21.89	2,921.19	3,162.69	TEXAS
UTAH	-	148.49	45.83	194.32	-	46.81	342.24	355.67	744.72	939.04	UTAH
VERMONT	-	10.79	6.79	17.58	-	-	36.13	266.85	302.98	320.56	VERMONT
VIRGINIA	48.65	41.79	95.56	137.35	8.30	82.30	239.84	551.61	882.05	1,068.05	VIRGINIA
WASHINGTON	29.79	83.69	10.85	94.54	-	53.56	583.25	0.84	637.65	761.98	WASHINGTON
WEST VIRGINIA	14.01	22.74	13.05	35.79	85.31	2.70	212.11	163.35	463.47	513.27	WEST VIRGINIA
WISCONSIN	-	24.04	39.43	63.47	-	26.18	488.27	-	514.45	577.92	WISCONSIN
WYOMING	-	31.73	23.55	55.28	-	-	102.03	756.28	358.31	913.59	WYOMING
PENDING 3/	38.79									38.79	PENDING 3/
TOTAL	550.51	1,610.75	1,431.89	3,042.64	2,265.92	1,731.27	26,149.63	8,760.03	38,906.85	42,500.00	TOTAL



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

State	Route	Miles	Description
California	I-105	7.00	Century Freeway
Connecticut	I-284	1.04	Hartford
"	I-691	6.69	Meriden
Florida	I-75	43.80	St. Petersburg-Tampa Bypass
Georgia	I-520	9.10	Augusta
"	I-575	28.20	Spur to Marietta
"	I-420	5.00	In Atlanta
"	I-675	7.70	In Atlanta
Louisiana	I-49	145.90	North-South Expressway - Opelousas to Shreveport
Maryland	I-97	30.40	Capital Beltway to Parole then North to Baltimore
"	I-195	2.10	From I-95 to Friendship Airport
Maryland	I-197	3.40	Spur Route to Annapolis
"	I-297	8.10	Bowie to Millersville
"	I-370	1.10	Spur to Washington Grove
Massachusetts	I-93	7.25	SE Expressway - Boston Urban Area
"	I-495	13.00	Extension of I-495 to Wareham
New Jersey	I-195	27.30	Trenton-Asbury Park Spur
New York	I-590	54.70	Genessee Expressway
"	I-890	10.60	Rochester
Rhode Island	I-895	27.40	From Hope Valley to Mass. State Line

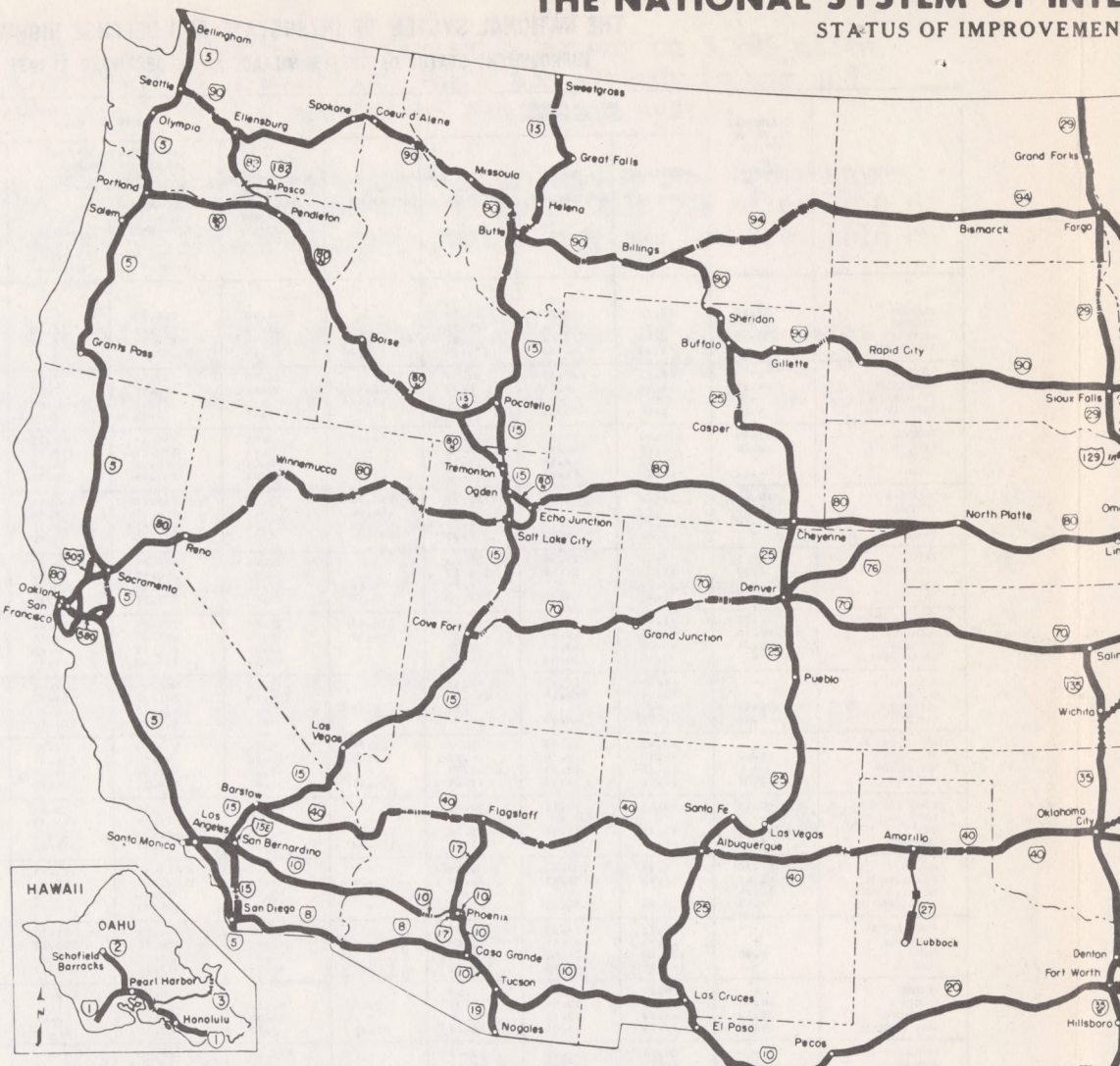
1/ Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.

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

3/ 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 INTE

STATUS OF IMPROVEMEN



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.

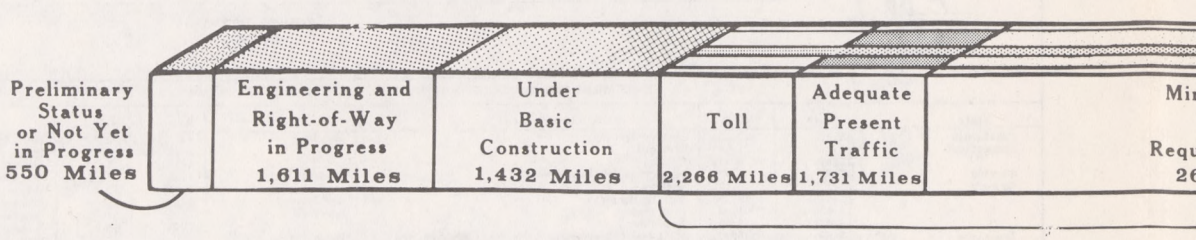
MAJOR TOLL ROADS

Incorporated in the Interstate System

UNDER CONSTRUCTION

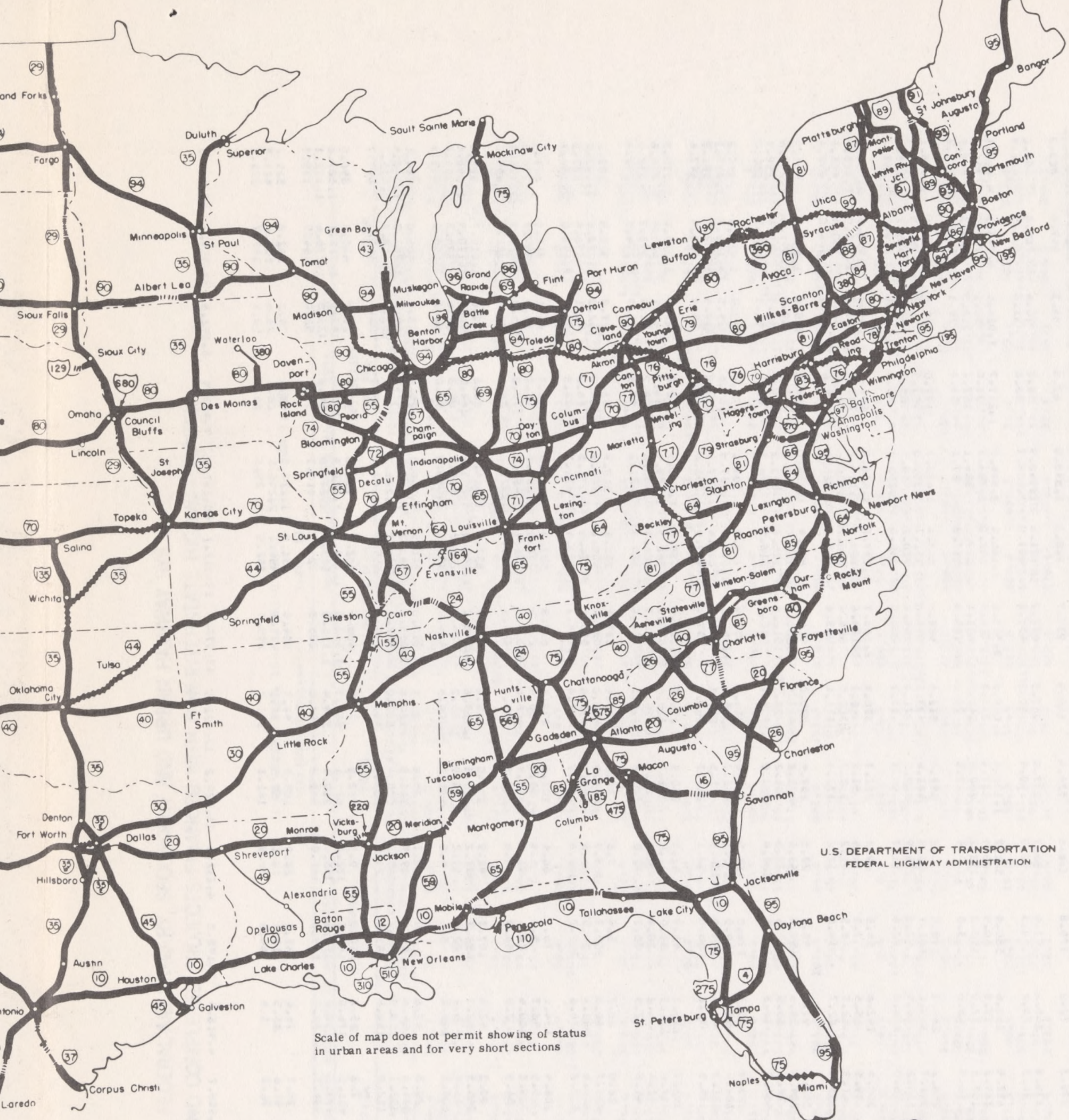
PRELIMINARY STATUS OR NOT YET IN PROGRESS

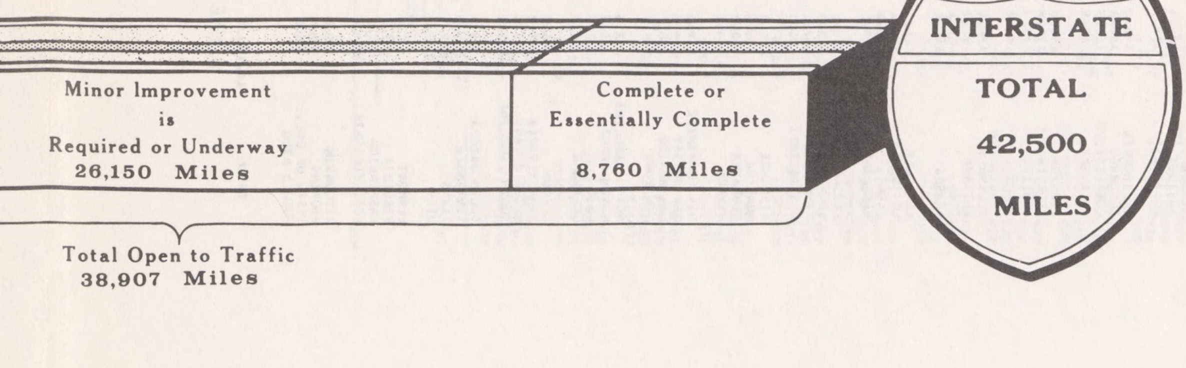
Plan preparation and right-of-way acquisition completed or underway on many portions of these sections



F INTERSTATE AND DEFENSE HIGHWAYS

OVEMENT AS OF DECEMBER 31,1977





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

AS OF DECEMBER 31, 1977 8230 M13-1

/MILLIONS OF DOLLARS/ TABLE II JAN 18 1978

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	340.6	279.3	72.2	185.8	166.6	526.4	445.9	934.7	828.8	1,535.9	62.8	54.3	997.5	883.2
ALASKA														
ARIZONA	186.4	175.8	255.2	91.6	86.7	277.9	262.5	677.2	621.6	1,946.9	88.2	70.4	765.4	692.0
ARKANSAS	36.1	31.3	29.2	54.3	48.9	90.4	80.2	455.8	407.0	1,003.7	36.8	31.6	492.5	438.6
CALIFORNIA	546.0	487.9	268.6	580.4	521.7	1,126.4	1,009.6	3,525.6	3,066.6	2,544.0	1,217.7	1,026.5	4,743.3	4,093.1
COLORADO	186.1	169.3	77.8	50.9	46.4	237.1	215.7	716.9	642.0	1,703.1	71.0	62.1	788.0	704.1
CONNECTICUT	117.7	107.3	77.0	150.3	133.2	268.0	240.5	601.1	509.1	184.1	157.2	138.5	758.3	647.5
DELAWARE	18.8	16.8	3.6	3.8	3.4	22.5	20.2	165.6	147.8	37.1	33.1	29.1	198.7	176.8
FLORIDA	288.6	258.2	237.7	298.8	253.2	587.4	511.4	988.5	863.6	1,688.7	191.0	162.0	1,179.5	1,025.6
GEORGIA	379.8	341.7	344.1	101.7	91.5	481.6	433.2	831.8	731.1	1,130.3	103.5	91.3	935.3	822.4
HAWAII	227.7	198.2	25.9	92.5	78.9	320.2	277.1	244.0	210.2	45.5	65.7	56.3	309.7	266.5
IDAHO	82.3	76.0	124.0	12.6	11.7	94.9	87.7	280.0	255.6	1,255.2	35.9	31.6	316.0	287.2
ILLINOIS	326.5	300.6	142.6	56.3	49.8	382.7	350.4	2,566.7	2,237.0	1,838.0	401.9	344.3	2,968.6	2,581.3
INDIANA	43.9	39.5	15.5	7.3	6.6	51.2	46.2	1,124.6	1,008.0	1,129.1	197.4	177.7	1,321.9	1,185.7
IOWA	67.1	61.3	41.7	46.5	41.2	113.7	102.5	664.4	588.2	1,500.6	96.0	80.5	760.4	668.6
KANSAS	150.6	135.0	82.7	19.8	17.8	170.4	152.8	465.4	410.3	1,426.2	98.6	88.1	564.0	498.4
KENTUCKY	226.7	202.5	97.6	30.7	27.5	257.4	230.0	911.1	810.4	1,258.2	138.7	118.8	1,049.8	929.2
LOUISIANA	316.1	284.4	58.6	159.6	143.5	475.8	427.9	1,300.0	1,162.0	747.0	91.8	80.4	1,391.8	1,242.4
MAINE	15.8	14.6	36.5	15.4	13.6	31.2	28.2	312.8	276.0	653.9	19.1	16.7	331.8	292.7
MARYLAND	520.5	466.0	76.3	212.5	189.8	733.0	655.7	600.3	518.9	376.2	69.4	61.1	669.7	580.0
MASSACHUSETTS	255.1	225.7	65.3	176.0	158.5	431.0	384.2	832.4	726.3	387.1	178.4	153.9	1,010.8	880.2
MICHIGAN	213.3	188.5	97.4	189.5	170.1	402.7	358.6	1,762.1	1,515.6	1,337.8	369.6	315.5	2,131.7	1,831.1
MINNESOTA	147.1	131.3	62.8	174.4	156.8	321.5	288.1	932.6	841.4	1,527.0	157.2	140.4	1,089.8	981.8
MISSISSIPPI	156.5	135.5	75.8	56.0	50.1	212.5	185.6	537.1	479.5	1,295.6	21.3	18.1	558.4	497.6
MISSOURI	214.6	193.7	135.2	45.9	41.1	260.5	234.8	1,125.6	988.8	1,458.5	250.0	221.7	1,375.6	1,210.5
MONTANA	106.3	97.6	131.5	35.0	31.9	141.3	129.5	629.1	568.5	1,529.9	54.3	48.1	683.4	616.6
NEBRASKA	12.7	11.4	4.2	10.4	9.3	23.1	20.8	320.5	286.7	900.6	58.2	51.3	378.7	338.0
NEVADA	44.1	41.8	62.3	75.7	72.0	119.8	113.8	281.0	260.8	621.2	13.5	11.9	294.5	272.8
NEW HAMPSHIRE	28.9	26.0	22.2	8.4	7.6	37.3	33.6	289.1	253.4	319.7	31.8	27.8	320.9	281.2
NEW JERSEY	264.9	226.3	36.0	215.7	185.7	480.6	412.0	1,034.3	900.1	348.5	184.3	162.8	1,218.6	1,063.0
NEW MEXICO	116.2	106.4	82.3	34.0	31.6	150.2	137.9	516.1	474.9	1,671.0	54.8	48.1	570.9	523.1
NEW YORK	584.3	512.8	176.6	225.2	198.6	809.4	711.4	2,184.7	1,880.4	826.7	308.3	262.3	2,493.0	2,142.7
NORTH CAROLINA	232.5	208.4	134.1	76.1	66.4	308.6	274.8	637.9	557.3	1,447.5	73.1	64.1	711.1	621.4
NORTH DAKOTA	28.7	25.9	58.7	5.0	4.4	33.7	30.3	290.3	261.8	1,262.5	17.1	15.0	307.4	276.8
OHIO	381.3	329.8	200.4	84.6	76.2	465.9	406.0	2,056.0	1,791.7	1,487.5	772.2	685.2	2,828.2	2,476.9
OKLAHOMA	60.9	54.8	7.5	84.9	76.0	145.8	130.8	498.4	438.4	1,329.2	24.1	20.8	522.5	459.2
OREGON	86.7	80.3	42.8	107.3	98.9	194.0	179.2	930.9	837.2	1,624.0	88.8	79.6	1,019.7	916.8
PENNSYLVANIA	887.2	746.5	152.7	438.7	377.2	1,325.9	1,123.6	1,526.2	1,340.3	1,204.7	244.6	206.3	1,770.9	1,546.6
RHODE ISLAND	17.8	15.9	5.2	22.0	19.2	39.9	35.2	236.0	205.2	102.5	60.3	51.6	296.3	256.8
SOUTH CAROLINA	115.6	104.5	146.6	5.6	5.0	121.2	109.5	438.0	393.0	1,080.0	52.0	46.1	490.0	439.1
SOUTH DAKOTA	21.9	20.3	42.6	3.4	3.1	25.4	23.4	379.0	341.5	1,260.3	25.9	23.1	405.0	364.6
TENNESSEE	146.0	131.4	104.6	99.4	89.5	245.5	220.9	1,095.0	983.7	2,035.1	187.3	164.6	1,282.3	1,148.4
TEXAS	419.7	372.8	258.9	155.7	140.3	575.4	513.0	2,332.2	2,060.3	4,226.2	395.9	352.9	2,728.1	2,413.2
UTAH	121.3	112.0	134.6	83.6	79.2	204.9	191.2	595.6	555.2	1,548.7	65.9	58.5	661.5	613.7
VERMONT	8.0	7.2	35.1	10.9	9.5	18.9	16.7	406.5	362.8	783.6	33.8	27.7	440.3	390.5
VIRGINIA	479.7	431.0	276.0	147.3	132.6	627.1	563.7	1,532.0	1,364.1	1,518.3	185.0	163.5	1,717.1	1,527.6
WASHINGTON	197.5	179.0	59.6	171.6	155.4	369.1	334.4	1,116.8	973.3	1,241.6	159.8	138.8	1,276.6	1,112.1
WEST VIRGINIA	483.6	436.1	82.0	178.6	161.0	662.2	597.0	805.3	723.5	417.7	59.2	52.0	864.5	775.5
WISCONSIN	78.1	70.7	74.4	31.1	28.0	109.2	98.7	504.0	451.0	1,229.5	88.8	78.3	592.8	529.2
WYOMING	46.4	42.6	85.5	11.1	10.1	57.5	52.7	479.1	438.1	2,246.6	26.6	23.4	505.6	461.5
DIST. OF COL.	96.8	76.8	3.8	64.3	55.9	161.1	132.7	299.7	262.9	29.1	66.0	58.1	365.7	321.1
PUERTO RICO														
TOTAL	10,130.9	8,988.7	4,918.5	5,198.3	4,632.9	15,329.2	13,621.6	43,970.3	38,812.1	60,297.0	7,483.9	6,492.6	51,454.2	45,304.8

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

AS OF DECEMBER 31, 1977 8230 M13-2 JAN 18 1978
/MILLIONS OF DOLLARS/ TABLE III

STATE	PROJECTS UNDERWAY OR AUTHORIZED							PROJECTS COMPLETED JULY 1, 1956 TO DATE						
	CONSTRUCTION			ENGINEERING AND RCW		TOTAL		CONSTRUCTION			ENGINEERING AND RCW		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	138.4	96.6	298.1	70.6	43.2	209.0	139.8	753.5	392.5	8,141.7	64.2	31.6	817.6	424.0
ALASKA	206.1	195.8	353.6	34.1	32.2	240.2	228.1	662.5	604.5	3,831.2	127.7	118.8	790.2	723.3
ARIZONA	80.1	66.1	91.3	5.8	4.2	85.9	70.3	413.6	287.6	2,292.9	6.3	4.3	419.9	291.9
ARKANSAS	103.8	71.6	300.7	20.3	11.2	124.2	82.8	543.5	287.2	6,087.0	30.5	15.2	574.0	302.4
CALIFORNIA	644.9	496.9	1,827.9	76.1	58.7	720.9	555.6	2,228.3	1,291.5	4,651.4	52.2	36.8	2,280.5	1,328.3
COLORADO	53.8	42.5	155.9	45.3	30.6	99.0	73.1	571.8	336.4	4,564.8	70.5	40.1	642.3	376.4
CONNECTICUT	42.9	32.2	87.2	59.6	38.4	102.5	70.5	344.6	183.6	333.7	32.1	16.1	376.7	199.6
DELAWARE	32.9	22.8	28.8	10.6	7.5	43.4	30.3	148.8	77.4	574.4	19.3	10.2	168.1	87.5
FLORIDA	367.7	254.1	663.9	58.6	34.8	426.3	288.9	864.1	436.9	4,240.5	12.1	6.2	876.2	443.1
GEORGIA	227.6	158.9	2,080.4	104.9	62.8	332.6	221.6	781.7	401.1	7,084.0	89.3	44.8	871.0	445.9
HAWAII	30.1	18.3	11.2	31.2	18.0	61.3	36.2	137.8	66.2	198.1	31.7	15.4	169.5	81.6
IDAHO	87.2	71.9	205.1	9.3	7.7	96.5	79.6	255.9	173.2	2,821.4	28.4	16.9	284.3	190.1
ILLINOIS	370.3	256.6	549.6	18.5	12.9	388.7	269.5	1,895.5	1,030.5	10,169.4	71.3	34.2	1,966.8	1,064.7
INDIANA	123.8	89.1	116.8	57.5	39.6	181.3	128.7	945.1	511.2	3,902.3	111.9	56.3	1,057.0	567.5
IOWA	163.5	117.5	760.0	24.6	16.9	188.1	134.4	802.3	439.2	14,289.9	23.5	12.2	825.8	447.4
KANSAS	115.6	81.4	345.4	17.3	11.8	133.0	93.2	747.2	385.3	15,186.8	66.0	35.7	813.2	420.9
KENTUCKY	127.3	85.6	89.5	87.8	54.0	215.2	139.6	546.4	286.4	2,620.0	100.9	50.4	647.3	336.9
LOUISIANA	218.1	139.6	155.8	74.7	43.4	292.8	183.0	596.0	303.8	3,133.4	26.8	12.8	622.8	316.6
MAINE	26.9	20.9	82.5	18.6	12.5	45.5	33.4	256.5	135.1	1,269.0	34.8	17.5	291.3	152.6
MARYLAND	179.9	121.4	502.5	93.8	58.5	273.7	179.9	371.6	187.2	1,759.1	9.6	4.8	381.2	192.1
MASSACHUSETTS	165.6	111.1	58.6	68.1	41.3	233.7	152.4	676.6	357.8	672.6	134.5	43.4	811.2	401.2
MICHIGAN	274.7	202.3	693.6	111.0	67.6	385.7	269.9	1,409.5	741.2	11,558.5	90.4	43.9	1,499.9	785.0
MINNESOTA	172.6	122.6	577.4	20.0	13.1	192.6	135.7	1,017.7	542.0	18,627.5	22.3	11.7	1,040.1	553.7
MISSISSIPPI	153.3	102.8	454.4	25.4	13.8	178.7	116.6	527.5	260.2	8,977.0	46.8	23.2	574.3	283.4
MISSOURI	180.3	129.0	293.8	101.8	64.2	282.0	193.2	928.5	496.6	10,652.7	174.1	86.0	1,102.5	582.5
MONTANA	86.2	64.4	351.0	29.7	20.6	116.0	85.0	464.9	292.8	5,622.0	47.0	26.9	511.8	319.7
NEBRASKA	98.5	68.6	576.0	6.1	4.1	104.6	72.7	653.6	355.1	10,338.5	50.4	26.7	704.0	381.8
NEVADA	36.4	32.7	73.1	44.7	39.8	81.1	72.5	196.8	172.6	2,202.1	26.5	22.8	223.3	195.5
NEW HAMPSHIRE	22.8	16.4	24.0	8.6	6.1	31.5	22.5	185.8	97.1	582.5	7.8	4.0	193.5	101.1
NEW JERSEY	185.8	124.5	207.8	122.1	71.1	307.9	195.6	575.6	290.9	638.8	99.8	47.7	675.4	338.6
NEW MEXICO	69.1	55.0	129.4	9.2	6.7	78.4	61.7	377.3	246.2	2,927.0	38.6	23.9	415.9	270.1
NEW YORK	777.9	542.6	579.0	135.8	89.9	913.7	632.4	2,516.6	1,231.4	4,058.8	52.6	28.4	2,569.2	1,259.8
NORTH CAROLINA	224.2	157.8	344.0	90.9	58.3	315.1	216.1	824.1	430.8	5,493.3	129.2	63.8	953.3	494.6
NORTH DAKOTA	68.5	50.6	593.8	11.6	8.2	80.1	58.7	440.7	238.4	15,055.8	30.2	17.6	470.9	256.0
OHIO	399.6	269.9	354.1	47.5	33.8	447.1	303.7	1,338.6	692.9	3,325.6	195.2	103.0	1,533.9	796.0
OKLAHOMA	149.1	104.5	306.2	18.8	10.2	167.8	114.7	778.3	406.4	7,586.9	20.3	9.6	798.6	416.0
OREGON	61.6	37.3	96.9	23.7	19.0	85.3	56.4	468.6	308.8	2,659.9	36.7	23.2	505.4	332.0
PENNSYLVANIA	729.2	444.0	504.8	102.2	62.1	831.4	506.2	1,309.3	649.4	2,419.4	114.2	51.1	1,423.5	700.5
RHODE ISLAND	34.5	23.3	66.7	27.0	15.0	61.5	38.3	154.5	79.3	310.6	38.1	18.9	192.6	98.2
SOUTH CAROLINA	85.5	62.4	397.8	32.3	22.4	117.7	84.7	512.5	276.4	9,278.4	32.7	18.1	545.2	294.5
SOUTH DAKOTA	52.4	37.7	493.2	5.1	3.7	57.5	41.4	466.5	271.1	12,124.7	10.7	6.7	477.2	277.8
TENNESSEE	152.4	106.7	355.8	64.3	38.0	216.8	144.7	705.0	371.0	8,822.5	76.3	36.8	785.3	407.8
TEXAS	481.1	330.3	727.4	15.4	11.9	496.5	342.2	2,511.6	1,356.1	23,584.8	15.7	9.8	2,527.3	1,365.9
UTAH	50.3	43.9	147.6	22.1	19.5	72.4	63.4	236.7	176.2	2,024.4	25.0	18.3	261.7	194.5
VERMONT	14.1	10.2	45.0	6.9	4.9	21.0	15.1	150.8	80.6	725.1	21.0	10.5	171.9	91.1
VIRGINIA	224.2	158.0	271.8	53.8	35.7	278.0	193.8	778.2	393.5	4,440.2	62.6	30.8	840.8	424.2
WASHINGTON	76.9	60.9	226.7	12.9	10.2	89.8	71.1	650.9	365.6	5,150.0	32.6	17.4	683.5	382.9
WEST VIRGINIA	94.1	63.1	35.7	39.3	23.4	133.4	86.5	300.9	157.0	1,175.0	46.3	23.5	347.2	180.5
WISCONSIN	132.2	96.2	699.8	62.7	38.0	194.9	134.2	901.1	487.9	8,707.4	69.9	36.0	971.1	523.9
WYOMING	49.3	33.6	116.8	5.0	4.2	54.2	37.9	278.8	196.9	3,004.4	20.2	14.3	299.0	211.1
DIST. OF COL.	39.5	23.1	10.0	4.1	3.2	43.6	26.3	156.8	93.1	160.7	17.0	9.0	173.8	102.1
PUERTO RICO	65.5	42.5	43.0	26.5	18.0	92.0	60.5	254.3	123.8	393.7	38.2	16.4	292.5	140.2
TOTAL	8,748.0	6,167.4	18,556.2	2,273.9	1,477.1	11,021.9	7,644.5	36,619.5	20,051.7	294,446.5	2,831.9	1,503.7	39,451.4	21,555.4

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

	10/1/77-12/31/77
BALANCE AT BEGINNING OF PERIOD	$10,163,646
INCOME:	
TAX REVENUE:	
MOTOR-FUEL TAXES ($.04 PER GAL. NET AFTER REFUNDS)	$ 1,257,220
LESS MOTORBOAT FUEL REVENUE 1/	8,000
NET FOR HIGHWAYS	$ 1,249,220
TRUCKS, BUSES, AND TRAILERS (10% OF WHOLESALE PRICE)	206,190
TIRES, TUBES (HIGHWAY $.10, OTHER $.05/LB.) TREAD RUBBER ($.05/LB.)	197,811
VEHICLE USE ($3 PER 1,000 POUNDS OVER 26,000 POUNDS)	61,171
PARTS AND ACCESSORIES, TRUCKS AND BUSES (8% OF WHOLESALE PRICE)	46,899
LUBRICATING OIL ($.06 PER GALLON, NET AFTER REFUNDS)	27,522
TOTAL EXCISE REVENUES	$ 1,788,813
INTEREST EARNED	297,775
TOTAL INCOME	$ 2,086,588
DISBURSEMENTS:	
FOR HIGHWAYS	$ 1,748,201
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION	21,500
HIGHWAY SAFETY CONSTRUCTION (INCLUDES R AND D FUNDS)	12,128
TRUST FUND SHARE OTHER HIGHWAY PROGRAMS	3,912
TOTAL DISBURSEMENTS	$ 1,785,741
BALANCE AT END OF PERIOD	$10,464,493
UNPAID AUTHORIZATIONS (12-31-77) (ROUNDED TO MILLIONS)	23,067,000
BALANCE LESS LIABILITY FOR UNPAID AUTHORIZATIONS	-$12,602,507

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

THE FEDERAL SHARE OF THE FEDERAL-AID HIGHWAY PROGRAM (INTERSTATE, PRIMARY, SECONDARY AND URBAN) IS WHOLLY FINANCED BY HIGHWAY USERS ON A PAY-AS-YOU-BUILD BASIS.

U.S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE WEDNESDAY
April 26, 1978

FHWA 28-78
(202) 426-0660
Contact: Dick Reilly

DOT APPROVES ADDITION OF INTERSTATE SPUR IN CALIFORNIA'S BAY AREA

The Department of Transportation has approved the addition of an Interstate Highway System spur between the cities of Albany and San Rafael, California.

The spur -- to be designated I-80 -- totals 13.3 miles in length. A new $100 million, 5.9 mile section from Interstate Route 80 in Albany to the vicinity of Castro Street in Richmond is to be constructed under 90 percent Federal, 10 percent State financing. The additional 7.4 mile section, from the vicinity of Castro Street to U.S. Route 101 in San Rafael which contains the Richmond-San Rafael toll bridge had previously been constructed to Interstate standards under 100 percent State financing, and will now receive Interstate designation.

Announcement of the approval of the Interstate addition was made in a letter from Federal Highway Administrator William M. Cox to Ms. Adriana Gianturco, Director of the California Department of Transportation.

Administrator Cox said that the $100 million project would "provide substantial employment opportunities" in an area which is suffering from high unemployment.

The I-80 route is part of a planned redevelopment of the port facilities in Richmond. The route will replace a surface arterial through the area. Administrator Cox made a personal review of the freeway corridor in Richmond last month to determine personally the probable favorable impacts of the route.

Approval of the existing 7.4 mile section as an Interstate route, along with construction of the new 5.9 segment, was requested by the State of California on June 13, 1977.

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M-493

U.S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE THURSDAY
April 27, 1978

$35 MILLION INTERSTATE
EXTENSION APPROVED
FOR CHARLOTTE, N.C.

FHWA 30-78
(202) 426-0644
Contact: R. A. Patrick

The U.S. Department of Transportation has approved the North Carolina Division of Highway's request for 90 percent Federal funding for construction of a 4.4-mile Interstate System loop around the central business district of Charlotte, N.C.

The approved route (I-277) includes a 1.8-mile segment of the Northwest Expressway which has already been constructed to Interstate standards with non-Federal funds. The remaining 2.6-mile portion of the loop will cost an estimated $35 million, 90 percent of which will be paid from Federal Interstate funds.

This new loop is part of an extensive downtown revitalization effort which is expected to help reduce unemployment in the Charlotte area. The route will be cost-effective, will improve access to major transportation terminals, and will be implemented quickly, since construction contracts are expected within 90 days.

# # # #

U.S. Department of Transportation
news:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
May 2, 1978

FHWA 29-78
(202) 426-0662
Contact: Bill Johnson

DOT REMINDS TRUCKERS
HOURS-OF-SERVICE RECORDS
MUST BE MAINTAINED

Truck drivers and motor carrier operators are still required to keep daily records of their hours of service, the Department of Transportation's Federal Highway Administration advised today.

The Federal Motor Carrier Safety Regulation requiring drivers of trucks and buses engaged in interstate and foreign commerce to prepare daily logs is being reviewed for possible revision and reduction of paperwork, without relinquishing control over maximum hours of service.

The present Driver's Daily Log Form, MCS-139, is subject to formal clearance and approval by the Office of Management and Budget in its administration of the Federal Reports Act, and it has been approved until June 30, 1978. However the Federal Highway Administration is requesting OMB renewal now or on and after that date.

If the renewal is denied, the use of the present daily log form will be invalidated, but the regulatory requirement of retaining records to prove compliance with the regulation will remain in force. Also, failure to obtain a form clearance will not invalidate a Federal Safety Standard in a formal rulemaking proceeding.

BMCS Director Robert A. Kaye said, "The majority of the States have adopted the Federal Driver's Daily Log Form, and Federal revision of forms or rules will not require changes in these State statutes or regulatory requirements."

U.S. Department of Transportation
news:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
May 2, 1978

FHWA 32-78
202-426-0644

KARL BOWERS NAMED ACTING
FEDERAL HIGHWAY ADMINISTRATOR

Deputy Administrator Karl S. Bowers has been named Acting Administrator of the Federal Highway Administration, the U.S. Department of Transportation announced today.

He took over the new post following the May 1 resignation of Administrator William M. Cox, who is returning to his home state of Kentucky.

Bowers said of the changeover: "This will be an orderly transition with no basic policy changes within the agency. We will continue to develop new programs and implement the existing ones."

Mr. Bowers welcomed his new responsibility saying, "Highways are as important and vital today as they have always been, but now they are no longer a separate entity in the transportation field. Because the Federal Highway Administration's highly trained and competent people see their roles in terms of our total transportation responsibility, we will continue to succeed in integrating highways as a part of the nation's unified transportation system."

A native of Estill, S.C., Mr. Bowers joined the Federal Highway Administration as Deputy Administrator a year ago after having served three years as the first Chairman Emeritus (1976) and State Highway Commissioner with the South Carolina State Highway and Public Transportation Commission. He is a captain in the Air National Guard, and a former judge of Magistrate's Court of Hampton County, S.C.

Mr. Bowers currently resides with his wife and three sons in the Washington, D.C., suburb of Springfield, Va.

* * * *

U.S. Department of Transportation
news:
Office of Public Affairs
Washington, D.C. 20590

FOR 6PM EDT RELEASE
FRIDAY, May 12, 1978

FHWA 34-78
Contact: Bill Johnson
Tel: 202-426-0662

DOT OFFICIAL PRESENTS PRESIDENTIAL AWARD TO N.Y. TRUCK DRIVER

Buffalo, N.Y., May 12--The Presidential Medal of Honor for lifesaving on the Highways was presented to John R. Rooney, roadside service truck driver from Monroe, N.Y., by a Department of Transportation official at ceremonies here tonight.

The presentation was made by Dr. Robert A. Kaye, Director of DOT's Federal Highway Administration Bureau of Motor Carrier Safety.

It marked the sixth time the Medal of Honor has been presented since the Presidential award for civilians was authorized 21 years ago.

Rooney was cited for saving the lives of a mother and her two infant daughters, who were trapped inside a burning car on Interstate Route 87 at a toll barrier near Yonkers, N.Y., on April 7, 1977.

While waiting in line to pay the toll, Rooney heard a crash and simultaneously observed flames surging into the air in the southbound lane at the toll booth. Immediately, he parked his service truck off the highway and raced to the booth to help the toll collector. When he reached the booth he heard screams inside the burning car. Reacting instinctively and without regards for his own safety, Rooney climbed atop the burning car and rescued one of the children. After removing her to a safe distance from the car, he returned and freed the second child. A third time he returned to the blazing car, broke the windshield, and freed the mother, moments before the entire vehicle was engulfed in flames.

-more-

In making the award, Kaye 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 Mr. Rooney."

The award was made at a dinner sponsored by the N.Y. State Motor Truck Association during its annual dinner-dance being held here.

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

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Washington, D.C. 20590

FOR RELEASE MONDAY
May 22, 1978

FHWA 33-78
Contact: Bill Johnson
Tel: 202-426-0662

NEW RULES PROPOSED TIGHTENING HOUR LIMITS FOR COMMERCIAL DRIVERS

The U.S. Department of Transportation is proposing new regulations to tighten limitations on the hours of service for commercial motor vehicle drivers engaged in interstate and foreign commerce.

Hearings on the suggested revisions to the Federal Motor Carrier Safety Regulations, are tentatively scheduled to be held in New York City on Sept. 19-20; Chicago, Sept. 26-27; Portland, Ore., Oct. 17-18; Los Angeles, Oct. 19-20; Atlanta, Nov. 2-3; Dallas, Oct. 31 - Nov. 1; and Washington, D.C., Nov. 7-8.

The new proposals, contained in an Advance Notice of Proposed Rulemaking, published by DOT's Federal Highway Administration in the Federal Register on May 22, are as follows:

-- Longer off-duty periods between driving assignments.

-- Mandatory, periodic rest periods during long driving assignments.

-- Elimination of the present exemptions (in Part 395 of the FMCSR) which places certain types of drivers, such as truck-driver salesmen, retail store drivers and others, under the hours-of-service regulation.

-- Forbid the practice of intermittently placing drivers off-duty during work periods. For example, after commencing a work day, the driver may be placed off-duty for one or two hours during that period, if no assignments are available.

- more -

A preliminary set of three proposals is contained in the Notice, designated as Plans I, II, and III. Plans I and II are alternative proposals pertaining to single driver operations and Plan III applies only to sleeper berth operations using two drivers.

Interested persons are invited to submit written comments within 180 days from date of publication in the Federal Register. Requests to speak at one of the hearings must be received within 60 days from date of publication in the Federal Register.

Comments and requests to speak should be submitted (original and two copies), to Director, Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C. 20590.

# # # # # #

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FOR RELEASE MONDAY
May 22, 1978

FHWA 12-78
(202) 426-0660
Contact: Dick Reilly

HIGHWAY COSTS DROP IN 1st QUARTER OF 1978

The cost of highway construction during the first quarter of 1978 dropped 5.8 percent below the previous quarter, to 219.5 percent of the 1967 average, Secretary of Transportation Brock Adams announced today.

The 5.8 percent decrease, the first quarterly decrease in a year and a half, follows a 7.9 percent rise for the previous quarter and is the largest quarterly decrease in 9 years. The composite price index for the first quarter is 8.6 percent above the composite index of a year ago. During the previous quarter, the annual increase in the composite index had been 16.3 percent.

Compared with the previous quarter, four components of the price index fell and two rose. Excavation led the retreat with a drop of 12.1 percent, and was to a large extent responsible for the large drop in the composite index. Portland cement concrete surfacing followed with a drop of 6.3 percent, while bituminous concrete surfacing fell 5.0 percent in structural steel, 2.1 percent in structural concrete and a decrease of 0.7 percent in structural reinforcement.

Compared with a year ago, all six index components were up. Although prices of four of the six index items were down during the first quarter, the effect of the large price increases during the previous quarter was still evident. Excavation was ahead 10.1 percent. Surfacing rose 9.7 percent reflecting increases of 11.4 percent in Portland cement concrete surfacing and 8.2 percent in bituminous concrete surfacing. The structural index rose 5.7 percent over the year ago level, reflecting increases of 8.5 percent in structural concrete, 7.9 percent in structural reinforcement and 0.2 percent in structural steel.

The three-quarter moving composite index for the fourth quarter of 1977 rose 0.8 percent above its preceding quarter and 10.7 percent above its level

of a year ago. The three-quarter moving index for any quarter is an index for that quarter and the quarter preceding and following it. It is probably more appropriate for this period than the quarterly index since the changes in the price index from quarter to quarter during the past year have fluctuated so erratically. Except for structural steel, which rose 5.2 percent, most of the changes from the preceding quarter were relatively modest, ranging from -0.8 percent for excavation to +1.9 percent for bituminous concrete surfacing. Excavation, the only index component to show a downward price movement, dropped 0.8 percent below the preceding quarter, but it nevertheless led the price advance from the year ago level with a 16.9 percent rise. Surfacing was up 9.0 percent from the level of a year ago reflecting increases of 10.7 percent for Portland cement concrete surfacing and 7.3 percent for bituminous concrete surfacing. The structural index was up 5.5 percent from the level of a year ago, reflecting increases of 5.3 percent for structural reinforcement, 5.9 percent for structural steel, and 5.2 percent for structural concrete.

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:

	Quarterly Price Index	Percentage Change	(Three-quarter moving index) Three-quarter Price Index	Percentage Change
*				
1st quarter, 1976	---	---	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	220.4	+4.0
4th quarter, 1977	233.0	+7.9	222.2	+0.8
1st quarter, 1978	219.5	-5.8	---	---

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

The price levels of the component items of the quarterly index in the first quarter of 1978, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1967=100			Percentage change this quarter from--	
	First Quarter 1978	Fourth Quarter 1977	First Quarter 1977	Fourth Quarter 1977	First Quarter 1977
Excavation.....	209.1	237.7	189.8	-12.1	+10.1
Surfacing					
Portland cement concrete....	218.6	233.2	196.3	- 6.3	+11.4
Bituminous concrete.....	249.0	262.0	230.1	- 5.0	+ 8.2
Composite surfacing.....	233.3	247.1	212.6	- 5.6	+ 9.7
Structures:					
Reinforcing steel.....	216.4	217.9	200.5	- 0.7	+ 7.9
Structural steel.....	228.2	217.3	227.8	+ 5.0	+ 0.2
Structural concrete.....	215.4	211.0	198.6	+ 2.1	+ 8.5
Composite structures.....	219.4	214.1	207.6	+ 2.5	+ 5.7
Composite price index.....	219.5	233.0	202.2	- 5.8	+ 8.6

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

		Individual Quarters		Three Quarters	
	Unit	4th Qtr. 1977	1st Qtr. 1978	3rd Qtr. 1977 1/	4th Qtr. 1977 2/
Excavation.....	Cu.Yd.	$ 1.29	$ 1.13	$ 1.21	$ 1.20
PCC surface.....	Sq.Yd.	10.33	9.68	9.91	10.03
Bit. conc. surf.	Ton	16.94	16.10	15.68	15.98
Str. Reinf.....	Lb.	.285	.283	.276	.280
Str. Steel.....	Lb.	.536	.563	.499	.525
Str. concrete...	Cu.Yd.	148.34	151.43	144.85	145.85

1/Weighted average unit prices for the 2nd, 3rd, and 4th quarters of 1977.
2/Weighted average unit prices for the 3rd and 4th quarters of 1977 and 1st quarter of 1978.

U.S. Department of Transportation

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Washington, D.C. 20590

FOR RELEASE WEDNESDAY
May 24, 1978

FHWA 36-78
(202) 426-0662
Contact: Bill Johnson

REPORTING DATES EXTENDED FOR TWO PROPOSED RULES

The U.S. Department of Transportation's Federal Highway Administration has extended the dates for submitting comments on two rulemaking proposals "Step Handhold and Deck Requirements on Commercial Motor Vehicles" and "Employee Health and Safety Standards," published in the Federal Register on February 15 and March 2, 1978, respectively.

The action was taken in response to requests from the Motor Vehicle Manufacturer's Association and the Department of Labor. Both organizations indicated that additional time was needed due to the complexity of the proposed rules. Since they have significant interest in the outcome of the proposals, the extension of time was felt to be reasonable.

Consequently, the comment date on both proposals has been extended to the close of business June 30, 1978.

All interested persons are invited to submit their comments in writing (triplicate copies) to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C. 20590, on or before June 30, 1978.

* * *

M-493

U.S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE
June 2, 1978

FHWA 37-78
(202) 426-0660
Contact: Richard L. Reilly

DOT HIGHWAYS HISTORY BOOK
WINS INTERNATIONAL AWARD

"America's Highways 1776-1976," a history book published by the Department of Transportation's Federal Highway Administration, has won the Society for Technical Communication's Award of Excellence.

FHWA Executive Director Lester P. Lamm accepted the award at a special recognitions ceremony at the Society's International Conference held in Dallas, Texas.

"America's Highways" records the development of highways and transportation generally in the United States from colonial days through the expansion westward to today's Federal-aid highway program, in which the Federal Government and States have worked cooperatively since 1916.

It also documents early decisions and experiences that previously have been available only in scattered writings or were known only to those involved in building the nation's highways.

The 553 page, hard-cover publication, liberally illustrated with both full-color and black and white photographs, is available at $17 a copy from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20407 (stock number 050-001-00123-3).

The Society for Technical Communication is a professional organization dedicated to the advancement of clear technical communication in all media. It has about 50 chapters and branches throughout the United States and Canada, and individual members in many countries in Europe, Asia and South America.

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U.S. Department of Transportation
news:
Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
June 2, 1978

FHWA 38-78
(202) 426-0678
Contact: Ed O'Hara

DOT BACKS CONCRETE PAVEMENT
RECYCLING PROJECTS

The U.S. Department of Transportation announced today a demonstration project to encourage the use of recycled Portland cement concrete pavement by state highway agencies.

According to officials of DOT's Federal Highway Administration, such recycling would help conserve natural resources, reduce costs, and lessen environmental problems.

Portland cement concrete makes use of stone or rock fragments, known as aggregates. Like crude oil or natural gas, the supply of quality aggregates for highway construction will eventually be depleted if its use continues at the present rate.

Useable aggregates already are in short supply or completely unavailable in some areas of the country. Transporting them from distant locations increases construction costs.

Under the recycling concept, the existing roadway becomes a quarry for readily available aggregates. Concrete from the worn pavement, or from any satisfactory source, is crushed and used as aggregate in new portland cement concrete pavement.

In addition to reducing the cost of transporting aggregates, recycling eliminates the need for disposal of the broken concrete from a highway reconstruction project. Because of environmental considerations and zoning restrictions, it has become increasingly difficult and more expensive to dispose of large quantities of such wastes.

Several states already have constructed recycled portland cement concrete pavements using conventional equipment. Their experiences indicate that recycling is a practical alternative and that existing roads can provide much

- more -

of the aggregate of the future.

The FHWA demonstration project is part of an effort to broaden the experience of highway agencies and develop improved techniques.

FHWA is ready now to negotiate contracts with the States. FHWA will pay $2 a square yard for the first 30,000 square yards of the project plus the cost of evaluation up to $25,000. The initial run calls for one project per state.

Information on Demonstration Project No. 47, Recycling Portland Cement Concrete Pavement, may be obtained from FHWA, Region 15, Demonstration Projects Division, 1000 North Glebe Road, Arlington, Virginia 22201, or telephone (703) 557-0522.

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FOR IMMEDIATE RELEASE
Tuesday, June 6, 1978

FHWA 40-78
(202) 426-0645
Contact: Ed O'Hara

INDIANAPOLIS SEGMENT ADDED TO INTERSTATE

The Department of Transportation has approved the addition of a 2.7-mile segment of highway in Indianapolis to the Interstate Highway System.

The approved route, I-165, runs from the intersection of I-65 and I-70 northeastward to 38th Street. It is expected to cost $46.6 million and will be eligible for 90 percent federal funding.

Acting Administrator Karl S. Bowers of DOT's Federal Highway Administration will sign an agreement with the state of Indiana for the future addition to the Interstate system of the remaining 6-mile section from 38th Street northeastward to the I-69/I-465 interchange. The 6-mile segment will be eligible for 70 percent Federal-aid Primary System funding.

The new addition will relieve congestion on surface streets, on I-465 and I-70, and is expected to improve access to the Indianapolis central business district. Construction of the I-165 addition is expected to create new jobs in the metropolitan area.

* * *

U.S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE THURSDAY
June 8, 1978

FHWA 27-78
(202) 426-0662
Contact: Bill Johnson

DOT REPORTS $6 BILLION FEDERAL-AID HIGHWAY AND BRIDGE CONSTRUCTION CONTRACTS AWARDED

Nearly $6 billion in Federal-aid highway and bridge construction contracts were awarded by State highway departments during calendar year 1977, providing 629,000 jobs, Secretary of Transportation Brock Adams announced today.

These figures indicate increases of 11 percent in the number of contracts and 15 percent in the total dollar amount of contracts, as compared with 1976.

The Department's Federal Highway Administration estimates the 7,495 contracts will provide employment for about 629,000 persons. Included are 131,000 onsite jobs, 132,000 offsite jobs, and 366,000 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 varied from less than $25,000 to nearly $53 million, with a good distribution throughout the entire range.

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 percent on the Interstate System and 70 percent 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

Calendar Year 1977

All Federal-aid Highway Construction Contracts

Contract Size Group (Dollars)	Total Number of Contracts	Percentage of Total Contracts	Total Amount of Low Bids (Dollars)	Percentage of Total Value
$0 - 49,999	1,196	15.96	34,035,200	0.57
50,000 - 99,999	1,052	14.04	76,805,400	1.27
100,000 - 249,999	1,791	23.89	296,523,600	4.91
250,000 - 499,999	1,238	16.52	442,791,300	7.34
500,000 - 999,999	867	11.57	613,227,200	10.16
1,000,000 - 2,999,999	900	12.01	1,540,109,900	25.52
3,000,000 - 4,999,999	228	3.04	868,795,000	14.40
5,000,000 - and over	223	2.97	2,162,156,100	35.83
Total	7,495	100.00	6,034,443,700	100.00

U.S. Department of Transportation
news:
Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
June 13, 1978

FHWA 11-78
(202) 426-0660
Contact: Richard L. Reilly

DOT REPORTS THAT 91.9 PERCENT OF INTERSTATE SYSTEM MILEAGE IS OPEN

(Quarterly Report on the Federal-Aid Highway Program, March 31,1978)

The Department of Transportation today announced that nearly 92 percent of the 42,500-mile Interstate System is now open to traffic.

At the same time, most recent cost estimates indicate 67.5 percent of the projected total funds needed to complete the Interstate System had been obligated as of March 31, 1978.

Federal Highway Administration figures show the amount still to be funded as 32.5 percent of the total cost of the system, down from the 33.4 percent shown in the December 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 in use, a sizeable portion of it requires safety or other improvements.

Total Interstate mileage now open to traffic is 39,050 miles, or 91.9 percent. Of this total, 10,964 miles are complete or essentially complete. The other 28,086 miles in use include 1, 891 miles that still require major improvement to bring them to full standards, and 26,195 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 39,050 miles which are open include 672 miles put into service in the 12-month period since March 31, 1977, some 143 miles of which were opened to traffic in the last quarter. Of the 672 miles, some 607 miles were on the intercity routes which were identified for priority of completion. In addition, further major improvements were completed on 124 miles which already are serving traffic.

Active construction or improvement currently is under way on 3,957 miles. This figure includes improvement of 2,599 miles which are already in use and construction of 1,358 new miles, or 3.2 percent of the entire system.

As of March 31, 1978, work had either been completed or was under way on 99.4 percent of 42,229 miles of the Interstate System. Only 271 miles or 0.6 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 33,251 miles of rural and 9,249 miles of urban highways. As of this report, 30,762 miles or 92.5 percent of the rural mileage, and 8,288 miles or 89.6 percent of the urban mileage are open to traffic.

In addition to the sections open to traffic, 1,358 miles are under basic construction as of March 31, 1978; engineering or right-of-way acquisition prior to construction was in progress on another 1,541 miles and route location approval was pending on 280 additional miles for which public hearings had been held.

The status of the Interstate System as of March 31, 1978, is shown on the accompanying map, and in detail in Table I. In summary, the status follows:

			Miles	Percent
1.	Open to traffic		39,050	91.90
	a. Complete or essentially complete	(Free) 8,862		
		(Toll) 2,102	(10,964)	
	b. Minor improvement-needed	24,055		
	under way	2,140	(26,195)	
	c. Major improvement-needed	(Free) 1,269		
		(Toll) 163		
	-under way	459	(1,891)	
2.	Under basic construction		1,358	3.20
3.	Location approved, construction not started		1,541	3.60
4.	Public hearings held-approval pending		280	0.70
5.	No location action taken		271	0.60
			42,500	100.00

Some 67.7 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.

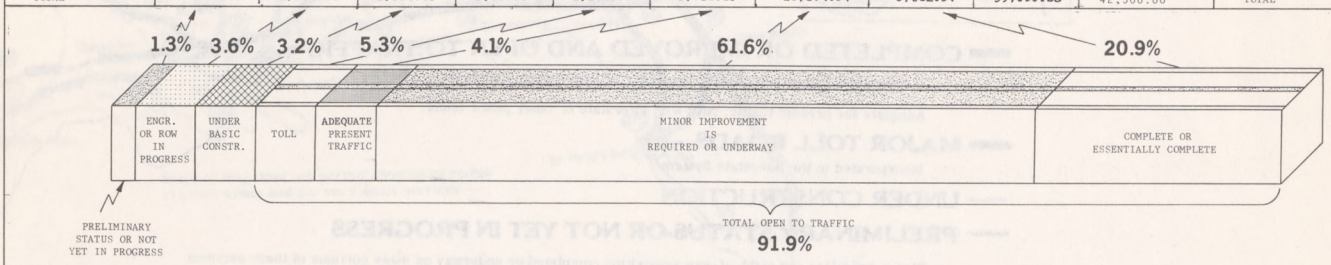
Details concerning expenditures on the Federal-Aid Primary, Secondary and Urban Systems--for which the matching ratio is 70-30 Federal-State--are given in Table III. The status of the Highway Trust Fund is reported in Table IV.

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF MARCH 31, 1978

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: ADDITIONAL MINOR IMPROVEMENT IS REQUIRED OR UNDERWAY	CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS: COMPLETE OR ESSENTIALLY COMPLETE	TOTAL OPEN TO TRAFFIC	TOTAL DESIGNATED SYSTEM MILEAGE 2/	
ALABAMA	20.20	52.70	60.00	112.70	-	36.90	730.10	-	767.00	899.90	ALABAMA
ARIZONA	-	52.46	73.12	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	-	78.90	41.80	120.70	10.20	85.10	2,052.90	8.90	2,167.10	2,287.80	CALIFORNIA
COLORADO	-	60.15	24.91	85.06	-	28.88	813.98	23.05	865.91	950.97	COLORADO
CONNECTICUT	44.27	4.56	3.74	8.30	12.41	49.60	211.35	7.27	280.83	333.40	CONNECTICUT
DELAWARE	-	-	-	-	14.30	-	23.91	2.40	40.61	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	2.20	1.70	66.33	68.03	-	5.45	209.27	870.18	1,084.91	1,155.14	GEORGIA
HAWAII	-	11.02	6.46	17.48	-	2.01	10.06	21.45	33.52	51.00	HAWAII
IDAHO	4.62	10.23	16.82	27.05	-	78.08	297.63	204.36	580.12	611.79	IDAHO
ILLINOIS	10.38	25.78	48.66	74.44	154.92	10.95	1,041.48	430.83	1,638.18	1,723.00	ILLINOIS
INDIANA	14.30	-	-	-	156.90	-	935.59	21.53	1,115.12	1,129.42	INDIANA
IOWA	55.62	2.00	2.25	4.25	0.16	3.01	699.51	26.11	728.79	788.66	IOWA
KANSAS	-	16.80	7.00	23.80	187.70	5.00	604.10	0.60	797.40	821.20	KANSAS
KENTUCKY	-	-	58.30	58.30	-	51.22	553.93	74.00	679.15	737.45	KENTUCKY
LOUISIANA	7.80	53.02	34.94	87.96	-	0.86	546.56	74.58	622.00	717.76	LOUISIANA
MAINE	3.00	2.25	-	2.25	54.48	62.26	187.42	5.40	309.56	314.81	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	4.94	26.38	132.83	21.79	179.95	84.29	418.86	449.79	MASSACHUSETTS
MICHIGAN	40.30	10.00	16.80	26.80	4.90	26.60	183.20	896.10	1,110.80	1,177.90	MICHIGAN
MINNESOTA	14.01	40.25	48.47	88.72	-	13.06	802.88	0.69	816.63	919.36	MINNESOTA
MISSISSIPPI	-	1.40	32.90	34.30	-	8.40	635.00	5.50	648.90	683.20	MISSISSIPPI
MISSOURI	-	40.90	23.47	64.37	-	92.00	962.70	27.80	1,082.50	1,146.87	MISSOURI
MONTANA	-	90.84	62.18	153.02	-	136.14	201.01	698.53	1,035.68	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	27.65	28.61	56.26	-	3.13	306.48	169.46	479.07	540.33	NEVADA
NEW HAMPSHIRE	-	20.46	0.79	21.25	21.36	1.53	167.62	6.58	197.06	218.31	NEW HAMPSHIRE
NEW JERSEY	18.20	54.90	9.10	64.00	45.70	15.83	39.60	204.70	305.80	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	20.71	46.18	66.89	489.68	34.21	510.08	222.21	1,256.18	1,330.14	NEW YORK
NORTH CAROLINA	40.15	27.51	80.15	107.66	-	87.50	593.68	9.58	690.76	838.57	NORTH CAROLINA
NORTH DAKOTA	-	-	-	-	-	37.40	77.20	456.73	571.33	571.33	NORTH DAKOTA
OHIO	10.68	40.11	14.31	54.42	206.20	40.96	1,206.30	19.72	1,473.18	1,538.28	OHIO
OKLAHOMA	3.65	1.41	0.58	1.99	174.04	16.80	46.10	566.06	803.00	808.65	OKLAHOMA
OREGON	17.70	1.06	8.33	9.39	-	7.98	417.43	275.61	701.02	728.11	OREGON
PENNSYLVANIA	12.67	40.46	22.33	62.79	360.18	6.18	1,083.29	41.80	1,491.45	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	2.44	58.21	60.65	-	-	694.93	2.42	697.35	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	18.10	36.10	-	88.90	754.70	165.60	1,009.20	1,045.30	TENNESSEE
TEXAS	6.60	107.88	127.02	234.90	-	247.14	2,650.30	23.75	2,921.19	3,162.69	TEXAS
UTAH	-	148.49	45.83	194.32	-	46.81	342.24	355.67	744.72	939.04	UTAH
VERMONT	-	10.79	0.21	11.00	-	-	42.71	266.85	309.56	320.56	VERMONT
VIRGINIA	50.35	36.45	91.70	128.15	8.30	82.30	245.84	554.81	891.25	1,059.75	VIRGINIA
WASHINGTON	31.29	83.69	10.85	94.54	-	53.56	583.25	0.84	637.65	763.48	WASHINGTON
WEST VIRGINIA	14.01	22.74	13.05	35.79	85.31	2.70	212.11	163.35	463.47	513.27	WEST VIRGINIA
WISCONSIN	-	24.04	26.40	50.44	-	24.66	502.82	-	527.48	577.92	WISCONSIN
WYOMING	-	22.65	32.63	55.28	-	-	102.03	756.28	858.31	913.59	WYOMING
PENDING 3/	32.53									32.53	PENDING 3/
TOTAL	550.45	1,540.66	1,358.63	2,899.29	2,264.89	1,728.26	26,194.54	8,862.57	39,050.26	42,500.00	TOTAL



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

State	Route	Miles	Description
California	I-105	7.00	Century Freeway
Connecticut	I-284	1.04	Hartford
"	I-691	6.69	Meriden
Florida	I-75	43.80	St. Petersburg-Tampa Bypass
Georgia	I-520	9.10	Augusta
"	I-575	28.20	Spur to Marietta
"	I-420	5.00	In Atlanta
"	I-675	7.70	In Atlanta
Louisiana	I-49	145.90	North-South Expressway - Opelousas to Shreveport
Maryland	I-97	30.40	Capital Beltway to Parole then North to Baltimore
"	I-195	2.10	From I-95 to Friendship Airport
Maryland	I-197	3.40	Spur Route to Annapolis
"	I-297	8.10	Bowie to Millersville
"	I-370	1.10	Spur to Washington Grove
Massachusetts	I-93	7.25	SE Expressway - Boston Urban Area
"	I-495	13.00	Extension of I-495 to Wareham
New Jersey	I-195	27.30	Trenton-Asbury Park Spur
New York	I-390	54.70	Genessee Expressway
"	I-890	10.60	Rochester
Rhode Island	I-895	27.40	From Hope Valley to Mass. State Line

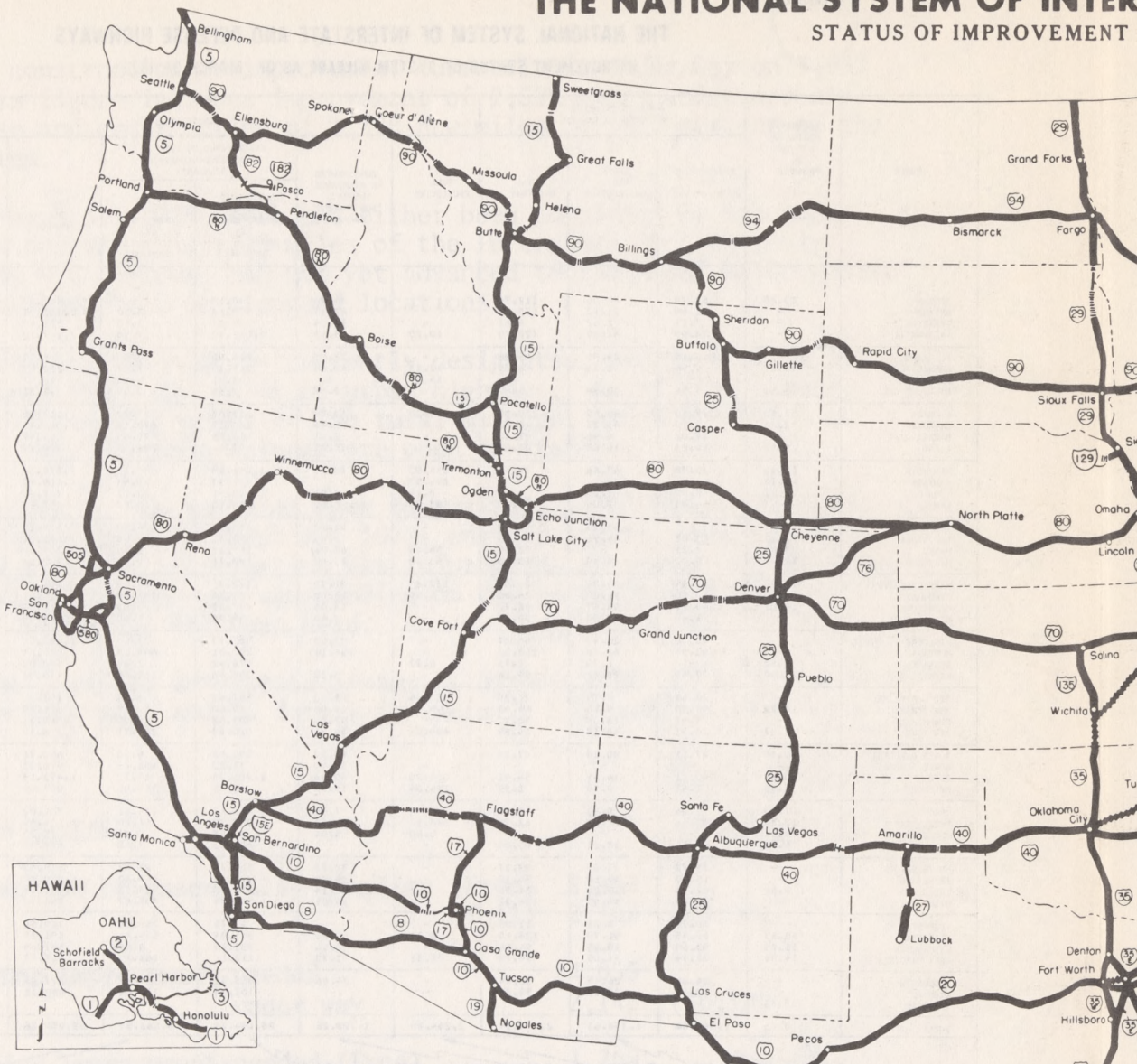
1/ Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.

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

3/ 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 INTER

STATUS OF IMPROVEMENT



COMPLETED OR IMPROVED AND OPEN TO TRAFFIC

Completed to full or acceptable standards, or improved to standards.

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

MAJOR TOLL ROADS

Incorporated in the Interstate System

UNDER CONSTRUCTION

PRELIMINARY STATUS OR NOT YET IN PROGRESS

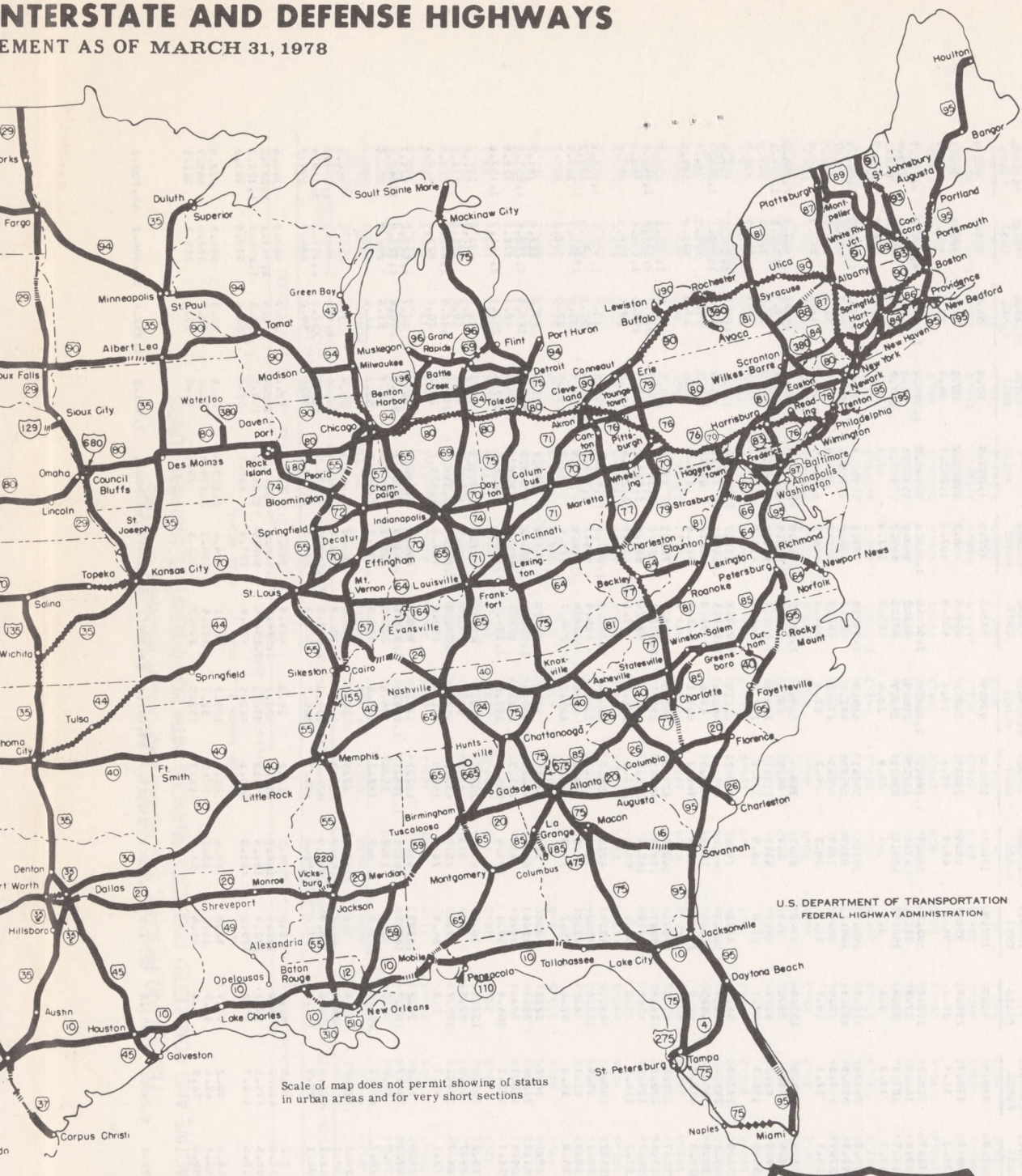
Plan preparation and right-of-way acquisition completed or underway on many portions of these sections

Preliminary Status or Not Yet in Progress	Engineering and Right-of-Way in Progress	Under Basic Construction	Toll	Adequate Present Traffic	Minor
551 Miles	1,541 Miles	1,358 Miles	2,265 Miles	1,728 Miles	26,1

Total
39,

NTERSTATE AND DEFENSE HIGHWAYS

EMENT AS OF MARCH 31, 1978



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	Complete or Essentially Complete
26,195 Miles	8,862 Miles

Total Open to Traffic
39,050 Miles

INTERSTATE

TOTAL

42,500

MILES

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

AS OF MARCH 31, 1978 8230 M13-1

/MILLIONS OF DOLLARS/ TABLE II

APR 14 1978

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	362.0	298.4	80.8	192.3	172.4	554.3	470.9	933.6	827.8	1,535.9	63.1	54.5	996.6	882.4
ALASKA														
ARIZONA	189.5	178.7	285.4	93.4	88.4	282.9	267.1	693.3	636.7	1,955.2	89.6	71.6	782.9	708.3
ARKANSAS	36.3	31.5	29.2	54.3	48.9	90.6	80.4	455.9	407.2	1,003.7	36.8	31.6	492.7	438.7
CALIFORNIA	572.7	513.5	273.2	605.5	544.9	1,178.2	1,058.4	3,528.0	3,066.1	2,544.0	1,218.7	1,026.4	4,746.7	4,092.5
COLORADO	185.6	168.8	77.8	51.7	47.1	237.3	215.9	718.3	643.2	1,703.1	71.1	62.1	789.4	705.4
CONNECTICUT	117.7	107.3	82.8	150.7	133.4	268.3	240.7	601.8	509.7	198.6	157.2	138.5	758.9	648.1
DELAWARE	19.3	17.3	2.1	3.5	3.1	22.8	20.4	165.6	147.8	37.1	33.2	29.1	198.8	176.9
FLORIDA	295.2	264.4	210.3	295.9	251.5	591.1	515.8	1,002.4	877.8	1,731.7	195.7	165.1	1,198.0	1,042.9
GEORGIA	397.5	357.5	353.3	104.1	93.7	501.6	451.2	831.8	731.0	1,130.3	102.8	90.7	934.6	821.7
HAWAII	227.9	198.3	25.9	92.5	78.9	320.3	277.2	244.0	210.2	45.5	65.7	56.3	309.7	266.5
IDAHO	18.5	17.1	24.7	11.1	10.3	29.7	27.4	344.4	314.9	1,354.5	39.3	34.7	383.7	349.6
ILLINOIS	325.5	299.1	133.8	67.8	60.1	393.4	359.3	2,581.5	2,250.0	1,850.3	402.0	344.1	2,983.5	2,594.1
INDIANA	57.6	51.8	35.0	7.3	6.7	64.9	58.5	1,125.1	1,008.5	1,129.1	197.4	177.7	1,322.5	1,186.1
IOWA	69.3	63.3	41.7	46.7	41.3	115.9	104.6	666.9	589.8	1,500.6	96.0	80.0	762.9	669.9
KANSAS	154.5	138.5	97.1	21.0	18.9	175.6	157.4	466.2	410.9	1,427.3	99.2	88.7	565.5	499.6
KENTUCKY	215.0	192.0	93.9	33.2	29.8	248.2	221.7	919.3	817.7	1,262.0	138.7	118.8	1,058.0	936.6
LOUISIANA	329.8	296.8	59.7	165.3	148.6	495.1	445.4	1,301.5	1,163.2	747.0	91.9	80.4	1,393.3	1,243.7
MAINE	32.8	30.1	85.3	16.5	14.6	49.3	44.6	304.3	268.4	616.9	18.3	15.9	322.5	284.3
MARYLAND	525.3	470.3	86.5	215.8	192.8	741.2	663.1	601.4	519.8	376.2	69.6	61.3	671.0	581.0
MASSACHUSETTS	250.7	221.6	62.8	178.6	160.9	429.3	382.5	846.7	739.2	391.2	178.5	154.0	1,025.1	893.2
MICHIGAN	227.6	200.3	124.9	190.7	171.1	418.3	371.5	1,772.7	1,524.8	1,337.8	369.9	315.7	2,142.5	1,840.4
MINNESOTA	156.2	139.6	65.7	184.6	165.9	340.8	305.5	935.9	844.4	1,527.0	158.5	141.6	1,094.4	986.0
MISSISSIPPI	157.7	136.5	75.8	56.1	50.2	213.8	186.7	537.1	479.5	1,295.6	21.3	18.1	558.4	497.6
MISSOURI	211.2	190.9	144.7	47.4	42.5	258.7	233.4	1,148.2	1,009.1	1,470.9	252.5	223.9	1,400.6	1,233.1
MONTANA	108.2	99.4	137.6	35.0	31.9	143.2	131.3	629.9	569.1	1,529.9	57.6	51.1	687.5	620.2
NEBRASKA	14.8	13.3	8.5	17.2	15.5	32.0	28.8	322.4	288.4	901.9	58.3	51.5	380.7	339.9
NEVADA	35.8	33.9	52.6	75.7	71.9	111.5	105.7	294.7	273.9	642.2	13.5	12.0	308.2	285.8
NEW HAMPSHIRE	29.1	26.2	22.2	8.4	7.6	37.5	33.8	289.1	253.4	319.7	31.9	27.8	321.0	281.2
NEW JERSEY	261.1	222.8	31.3	215.6	185.6	476.7	408.4	1,034.4	900.2	348.5	184.9	163.4	1,219.4	1,063.6
NEW MEXICO	109.4	100.7	76.4	34.0	31.6	143.5	132.3	523.3	480.8	1,676.8	54.8	48.1	578.1	528.9
NEW YORK	758.7	670.2	204.4	237.1	209.4	995.8	879.6	2,184.2	1,880.0	826.9	297.5	252.6	2,481.7	2,132.6
NORTH CAROLINA	215.2	192.7	127.3	76.9	67.2	292.1	259.9	672.3	587.6	1,491.9	73.2	64.2	745.5	651.8
NORTH DAKOTA	29.7	26.8	58.7	3.7	3.3	33.5	30.1	290.5	262.0	1,262.5	18.3	16.0	308.8	278.0
OHIO	384.7	334.1	175.7	87.6	78.8	472.3	413.0	2,092.0	1,822.1	1,514.4	776.5	688.8	2,868.6	2,510.9
OKLAHOMA	73.1	65.7	8.5	84.9	76.1	158.0	141.8	499.4	439.4	1,329.2	24.2	20.8	523.6	460.1
OREGON	84.9	78.3	29.2	107.3	98.8	192.2	177.1	938.0	843.9	1,638.5	90.0	80.7	1,028.0	924.7
PENNSYLVANIA	887.2	746.7	152.7	447.5	382.5	1,334.7	1,129.2	1,528.3	1,341.9	1,204.7	244.8	206.4	1,773.0	1,548.3
RHODE ISLAND	17.5	15.5	6.0	22.0	19.2	39.6	34.8	235.9	205.1	102.5	60.3	51.6	296.2	256.6
SOUTH CAROLINA	126.7	114.5	161.4	5.5	4.9	132.2	119.4	438.4	393.3	1,080.0	52.3	46.4	490.7	439.7
SOUTH DAKOTA	24.5	22.6	42.6	3.4	3.1	27.9	25.8	379.1	341.4	1,260.3	26.4	23.5	405.4	364.9
TENNESSEE	133.1	119.8	86.5	49.2	44.3	182.3	164.1	1,109.8	997.0	2,057.9	238.6	210.8	1,348.3	1,207.8
TEXAS	463.1	411.8	298.8	158.7	142.9	621.8	554.8	2,357.2	2,082.3	4,228.9	400.5	357.1	2,757.7	2,439.4
UTAH	106.1	97.9	102.4	87.2	82.6	193.3	180.5	620.3	578.3	1,586.7	66.5	59.0	686.7	637.3
VERMONT	7.2	6.5	62.8	11.0	9.5	18.2	16.0	406.5	362.8	783.6	33.8	27.7	440.3	390.4
VIRGINIA	529.8	476.0	273.8	162.4	146.2	692.1	622.2	1,534.8	1,366.3	1,518.3	182.2	160.9	1,717.1	1,527.2
WASHINGTON	198.5	179.6	59.6	172.7	156.4	371.2	336.0	1,134.4	988.9	1,246.2	160.6	139.5	1,295.0	1,128.4
WEST VIRGINIA	510.6	460.7	80.0	179.5	161.8	690.1	622.5	820.6	737.4	420.8	59.2	52.0	879.8	789.3
WISCONSIN	88.6	80.2	94.5	32.8	29.6	121.5	109.7	508.1	454.6	1,229.6	88.8	78.3	596.8	532.9
WYOMING	46.4	42.6	86.9	11.1	10.2	57.5	52.7	481.4	440.2	2,254.4	26.6	23.5	508.0	463.7
DIST. OF COL.	96.8	76.9	3.8	64.4	56.0	161.3	132.9	299.7	262.9	29.1	66.0	58.1	365.7	321.1
PUERTO RICO														
TOTAL	10,476.4	9,299.1	4,992.3	5,277.0	4,702.9	15,753.4	14,002.0	44,350.1	39,150.7	60,652.1	7,554.0	6,552.6	51,904.2	45,703.3

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

AS OF MARCH 31, 1978 8230 M13-2

/MILLIONS OF DOLLARS/ TABLE III

APR 14 1978

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	144.4	100.2	310.9	75.2	46.3	219.6	146.5	760.0	397.0	8,166.0	63.9	31.4	823.9	428.4
ALASKA	201.8	191.8	322.4	35.4	33.5	237.3	225.3	667.0	608.6	3,862.1	128.7	119.7	795.7	728.4
ARIZONA	73.9	59.8	107.4	6.3	5.6	80.2	65.4	423.1	296.1	2,298.4	5.9	4.0	429.0	300.1
ARKANSAS	106.5	73.6	303.8	21.6	12.1	128.1	85.7	552.6	293.5	6,107.2	30.5	15.2	583.0	308.7
CALIFORNIA	711.2	551.8	2,224.9	79.5	61.6	790.6	613.4	2,231.0	1,293.6	4,674.1	53.4	37.6	2,284.4	1,331.2
COLORADO	51.2	40.7	139.1	46.6	31.6	97.8	72.3	580.0	342.7	4,597.7	71.1	40.5	651.2	383.2
CONNECTICUT	41.1	31.2	100.5	61.4	39.6	102.5	70.8	350.0	187.4	334.6	32.1	16.1	382.1	203.5
DELAWARE	32.7	22.8	28.8	10.2	7.2	42.9	30.0	149.1	77.5	574.4	20.0	10.8	169.1	88.3
FLORIDA	358.1	248.5	667.8	64.7	39.1	422.7	287.7	900.8	461.1	4,319.6	12.3	6.3	913.1	467.4
GEORGIA	218.2	154.0	2,388.5	106.7	63.9	324.9	217.9	805.7	416.6	7,175.2	90.7	45.6	896.4	462.3
HAWAII	30.6	18.4	13.1	32.0	18.4	62.6	36.8	136.5	65.9	198.1	31.7	15.4	168.2	81.3
IDAHO	48.6	41.6	115.5	6.5	5.4	55.1	47.0	301.1	209.2	2,927.9	31.2	19.2	332.2	228.3
ILLINOIS	388.5	269.8	543.8	20.5	14.4	409.0	284.2	1,911.7	1,042.7	10,237.6	71.3	34.1	1,983.0	1,076.8
INDIANA	144.9	103.9	153.0	60.4	41.9	205.3	145.8	948.6	514.7	3,907.9	112.9	56.9	1,061.5	571.6
IOWA	152.5	109.7	672.6	28.7	19.7	181.3	129.5	833.9	457.7	14,493.7	23.6	12.0	857.5	469.7
KANSAS	121.4	85.4	380.5	19.5	13.4	140.9	98.8	752.3	388.7	15,203.4	66.3	35.9	818.6	424.6
KENTUCKY	124.8	84.6	86.8	92.9	57.6	217.7	142.2	550.3	288.4	2,623.0	101.4	50.7	651.7	339.1
LOUISIANA	220.6	143.3	177.5	78.2	45.9	298.8	189.2	606.2	308.8	3,134.0	26.8	12.8	633.0	321.7
MAINE	32.3	24.8	93.2	18.9	12.6	51.1	37.4	254.3	133.7	1,261.5	35.6	18.2	289.9	151.8
MARYLAND	181.6	121.8	492.9	95.7	59.9	277.3	181.7	376.6	191.1	1,793.1	9.7	4.9	386.3	196.0
MASSACHUSETTS	156.4	109.8	60.0	67.5	40.9	223.8	150.8	680.9	361.3	672.8	136.0	44.3	816.9	405.6
MICHIGAN	290.5	213.9	603.4	113.6	68.4	404.0	282.3	1,422.1	750.0	11,732.2	90.4	43.9	1,512.5	793.9
MINNESOTA	194.4	140.0	596.7	19.9	13.0	214.3	153.0	1,032.6	550.9	18,670.0	22.5	11.9	1,055.1	562.8
MISSISSIPPI	160.0	107.2	470.2	26.8	14.7	186.8	122.0	527.6	260.2	8,977.0	46.8	23.2	574.4	283.4
MISSOURI	203.5	146.1	326.4	84.6	52.4	288.1	198.5	936.8	502.4	10,670.3	193.9	97.9	1,130.7	600.2
MONTANA	92.7	69.2	379.8	31.4	21.7	124.2	91.0	467.0	294.3	5,624.2	48.5	28.0	515.6	322.3
NEBRASKA	94.2	64.9	521.4	6.1	4.1	100.3	69.0	665.5	363.0	10,440.8	50.7	26.9	716.2	390.0
NEVADA	42.7	37.7	85.2	45.6	40.7	88.3	78.3	198.0	173.7	2,204.1	26.7	22.9	224.7	196.6
NEW HAMPSHIRE	26.9	19.4	37.6	9.0	6.4	35.9	25.8	186.0	97.3	582.5	7.8	4.0	193.8	101.3
NEW JERSEY	177.1	120.2	138.5	127.7	75.0	304.8	195.1	588.7	298.4	655.9	100.1	47.9	688.9	346.4
NEW MEXICO	69.1	55.4	118.9	8.9	6.5	78.0	61.9	381.7	249.7	2,950.7	39.1	24.2	420.8	274.0
NEW YORK	777.5	547.0	576.3	144.6	96.2	922.1	643.2	2,558.3	1,258.2	4,089.3	53.5	29.0	2,611.8	1,287.2
NORTH CAROLINA	248.4	172.8	323.9	92.8	59.7	341.1	232.5	837.2	440.1	5,532.4	129.4	64.0	966.6	504.1
NORTH DAKOTA	80.7	57.6	840.1	11.5	8.1	92.1	65.7	449.6	245.6	19,117.4	30.6	17.9	480.3	263.5
OHIO	386.5	265.2	363.1	53.5	38.1	440.0	303.2	1,368.9	709.9	3,354.2	196.9	104.2	1,565.7	814.1
OKLAHOMA	140.2	99.4	294.2	18.9	9.9	159.1	109.3	794.2	416.6	7,612.2	20.3	9.6	814.6	426.2
OREGON	66.2	40.7	112.7	26.9	21.9	93.1	62.6	474.6	314.0	2,664.2	37.5	23.8	512.1	337.8
PENNSYLVANIA	666.1	408.9	432.1	104.6	64.2	770.7	473.1	1,377.9	688.3	2,516.2	114.3	51.0	1,492.2	739.3
RHODE ISLAND	37.3	25.2	78.9	27.5	15.4	64.8	40.6	154.3	79.3	310.6	37.8	18.6	192.1	97.9
SOUTH CAROLINA	94.3	68.3	340.1	35.1	24.4	129.4	92.7	516.0	279.0	9,347.6	33.2	18.4	549.1	297.4
SOUTH DAKOTA	57.7	41.8	493.4	5.2	3.9	63.0	45.6	470.6	273.8	12,173.5	11.0	6.9	481.6	280.7
TENNESSEE	137.3	96.7	309.1	29.8	19.2	167.1	116.0	748.2	398.3	8,922.1	113.6	57.5	861.8	455.9
TEXAS	514.8	352.8	867.4	15.7	12.2	530.5	365.0	2,531.6	1,370.2	23,638.6	16.4	10.2	2,547.9	1,380.5
UTAH	45.2	39.3	149.2	22.4	20.0	67.6	59.3	245.2	184.1	2,040.6	25.3	18.6	270.5	202.7
VERMONT	14.7	10.7	37.5	7.7	5.5	22.4	16.2	151.2	80.9	733.3	21.1	10.5	172.3	91.5
VIRGINIA	198.4	139.8	247.3	54.2	36.1	252.6	175.9	811.4	416.3	4,476.1	64.1	31.5	875.5	447.8
WASHINGTON	87.0	68.9	297.0	13.0	10.3	100.0	79.2	660.1	372.2	5,188.9	34.4	18.7	694.5	390.9
WEST VIRGINIA	90.8	60.7	35.2	39.5	24.1	130.4	84.8	302.2	157.9	1,175.0	47.8	24.3	349.9	182.2
WISCONSIN	154.0	111.9	996.3	66.6	40.7	220.6	152.6	906.0	491.3	8,717.7	70.9	36.7	976.9	527.9
WYOMING	49.1	38.7	133.3	5.0	4.2	54.0	42.9	289.6	200.7	3,019.0	20.3	14.4	309.9	215.1
DIST. OF COL.	37.6	21.9	10.6	4.1	3.2	41.7	25.1	157.1	93.3	161.4	16.8	9.0	173.9	102.3
PUERTO RICO	60.9	40.4	44.7	25.6	17.3	86.5	57.7	259.7	126.5	395.8	39.1	17.1	298.8	143.6
TOTAL	8,837.0	6,270.2	19,638.7	2,306.3	1,508.1	11,143.3	7,778.3	37,241.2	20,473.0	296,251.0	2,916.0	1,554.2	40,157.2	22,027.2

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

	1/1/78-3/31/78	10/1/77-3/31/78
BALANCE AT BEGINNING OF PERIOD	$10,464,493	$10,163,646
INCOME:		
TAX REVENUE:		
MOTOR-FUEL TAXES ($.04 PER GAL. NET AFTER REFUNDS)	$ 1,122,049	$ 2,379,269
LESS MOTORBOAT FUEL REVENUE 1/	9,000	17,000
NET FOR HIGHWAYS	$ 1,113,049	$ 2,362,269
TRUCKS, BUSES, AND TRAILERS (10% OF WHOLESALE PRICE)	183,919	390,109
TIRES, TUBES (HIGHWAY $.10, OTHER $.05/LB.) TREAD RUBBER ($.05/LB.)	200,216	398,026
VEHICLE USE ($3 PER 1,000 POUNDS OVER 26,000 POUNDS)	23,393	84,565
PARTS AND ACCESSORIES, TRUCKS AND BUSES (8% OF WHOLESALE PRICE)	44,968	91,867
LUBRICATING OIL ($.06 PER GALLON, NET AFTER REFUNDS)	10,362	37,883
TOTAL EXCISE REVENUES	$ 1,575,907	$ 3,364,719
INTEREST EARNED	9,260	307,034
TOTAL INCOME	$ 1,585,167	$ 3,671,753
DISBURSEMENTS:		
FOR HIGHWAYS	$ 1,038,000	$ 2,786,201
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION	39,100	60,600
HIGHWAY SAFETY CONSTRUCTION (INCLUDES R AND D FUNDS)	6,943	19,070
TRUST FUND SHARE OTHER HIGHWAY PROGRAMS	3,695	7,606
TOTAL DISBURSEMENTS	$ 1,087,738	$ 2,873,477
BALANCE AT END OF PERIOD	$10,961,922	$10,961,922
UNPAID AUTHORIZATIONS (3-31-78) (ROUNDED TO MILLIONS)	21,900,000	
BALANCE LESS LIABILITY FOR UNPAID AUTHORIZATIONS	-$10,938,078	

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

THE FEDERAL SHARE OF THE FEDERAL-AID HIGHWAY PROGRAM (INTERSTATE, PRIMARY, SECONDARY AND URBAN) IS WHOLLY FINANCED BY HIGHWAY USERS ON A PAY-AS-YOU-BUILD BASIS.

U.S. Department of Transportation
news:
Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
June 14, 1978

FHWA 39-78
(202) 426-0660
Contact: Richard L. Reilly

DOT ISSUES STATES REPORT ON APPALACHIAN HIGHWAYS

The Department of Transportation today announced that nearly $3.3 billion in federal and state funds were obligated through the first quarter of calendar year 1978 for development highways and local access roads in the 13-state Appalachian Region. The federal share was $1.942 billion.

Development highways and access roads completed or under construction in the region totaled 2,213 miles as of the end of March 1978, an increase of 27 miles since December 31, 1977. Engineering and right-of-way acquisition were under way on an additional 442 miles; design had been approved or hearings held on 90 miles, while locations had been approved and design under way on 141 miles.

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

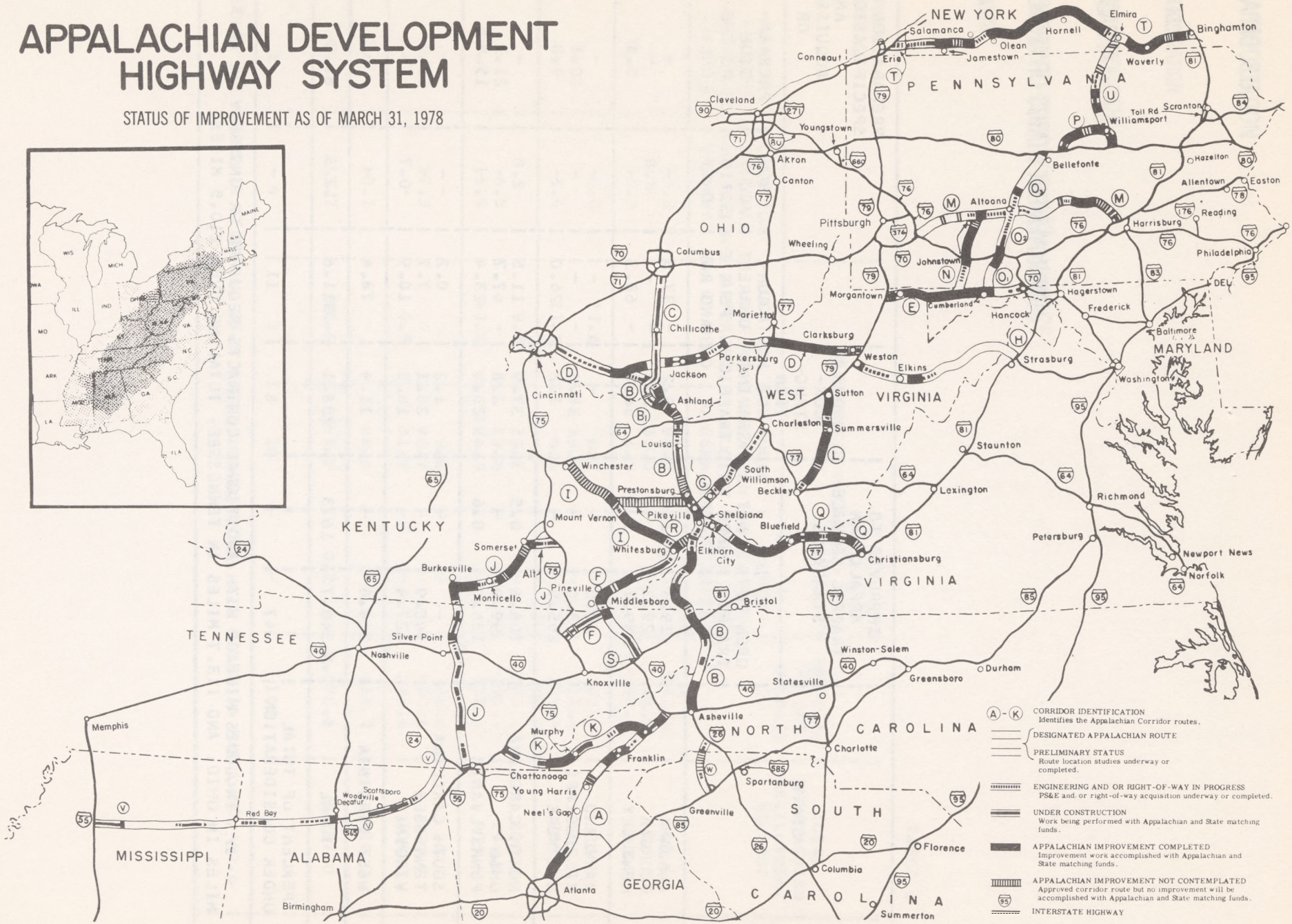
The act and subsequent amendments authorize a total of $2.930 billion for the construction of up to 2,900 miles of development highways and up to 1,400 miles of local access roads. Participating states include Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia.

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

This data was compiled by FHWA's Highway Statistics Division from reports submitted by the state highway agencies. For additional information contact Dwight Briggs, Chief, Mileage Facilities Branch, Office of Highway Planning (HHP-42), (202) 426-0178.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF MARCH 31, 1978



U.S. DEPARTMENT O

FEDERAL HIGHWAY

APPALACHIAN HI

IMPROVEMENT STATUS OF APPALACHIAN DE

AS OF MARCH

STATE	IMPROVED TO APPALCHIAN TRAFFIC SERVICE STANDARDS		UNDER CON-STRUC-TION	PREPARATION OF DESIGN SPECIFICATIONS, AND E AND/OR ROW ACQUISITION UNDE OR COMPLETED			
	OPEN TO TRAFFIC 1/	NOT OPEN TO TRAFFIC	NOT SERVING TRAFFIC	CON-CURRENT PS & E AND ROW	ROW ACQUI-SITION ONLY	PREPARA-TION OF PS & E ONLY	DESIGN APPROVE
ALABAMA	19.3	11.8	9.2	37.5	=	-	-
GEORGIA	29.2	-	8.7	-	8.8	-	-
KENTUCKY	239.7	3.4	56.7	68.3	-	5.3	8.5
MARYLAND	50.0	-	-	-	-	-	-
MISSISSIPPI	3.0	-	38.8	-	-	10.1	-
NEW YORK	155.9	-	1.2	26.0	-	9.0	5.4
NORTH CARCLINA	106.6	0.5	37.9	11.5	2.8	-	7.5
OHIO	99.9	-	2.8	47.7	-	21.2	-
PENNSYLVANIA	136.0	0.6	23.8	23.4	-	15.9	22.4
SOUTH CARCLINA	-	-	1.2	0.2	-	-	-
TENNESSEE	148.9	-	28.1	7.7	-	19.7	-
VIRGINIA	127.4	-	18.3	10.9	0.7	-	-
WEST VIRGINIA	224.8	-	11.4	78.4	-	-	-
TOTAL	1,340.7	16.3	238.1	311.6	12.3	81.2	43.8
PERCENT OF TOTAL UNDER CONSIDERATION	47	-	8	11	-	3	2

1/ INCLUDES MILEAGE WITH ADDITIONAL CONTRACTS REQUIRED OR UNDERWAY ON 19.3 MILES IN MILES IN OHIO, AND 113.7 MILES IN TENNESSEE, TOTALING OVER 210.5 MILES.

MENT OF TRANSPORTATION

HIGHWAY ADMINISTRATION

IAN HIGHWAY PROGRAM

HIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE

F MARCH 31, 1978

TABLE 1

DESIGNS, PLANS, AND ESTIMATES, R ROW N UNDERWAY PLETED			DESIGNATED MILEAGE			PARTICIPATING MILEAGE 2/	TOTAL APPALACHIAN DEVELOPMENT MILEAGE
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		
=	=	13.2	-	50.8	0.2	142.0	155.6
-	-	-	-	39.0	-	85.7	88.0
8.5	3.7	35.3	-	1.5	-	422.4	585.7
-	-	8.0	17.6	6.3	-	81.9	85.9
-	-	-	-	59.5	-	111.4	111.4
5.4	-	3.4	11.9	6.6	-	219.4	255.4
7.5	-	=	9.4	29.2	=	205.4	206.5
-	-	6.5	-	23.6	-	201.7	294.0
22.4	40.4	15.9	47.5	126.9	-	452.8	505.4
=	-	-	-	9.6	=	11.0	28.0
-	-	27.3	-	98.7	-	330.4	340.9
-	0.5	-	4.5	31.5	-	193.8	204.2
-	1.7	10.1	-	86.3	-	412.7	426.0
43.8	46.3	119.7	90.9	569.5	0.2	2,870.6	3,287.0
2	2	4	3	20	-	100	-

ES IN ALABAMA, 5.2 MILES IN GEORGIA, 25.6 MILES IN KENTUCKY, 6.1 MILES IN MARYLAND, 40.6

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

APPALACHIAN HIGHWAY PROGRAM

IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE

AS OF MARCH 31, 1978

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 STUDIES 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	6.1	2/ 2.1	-	-	-	3.0	-	28.1
KENTUCKY	6.8	6.5	-	-	-	2.0	-	-	-	15.3
MARYLAND	5.7	-	-	1.0	-	0.7	-	-	0.8	8.2
MISSISSIPPI	93.2	23.0	5.7	-	-	-	-	40.9	-	162.8
NEW YORK	3.4	-	-	2.5	-	3/ 1.7	-	0.5	-	8.1
NORTH CAROLINA	15.3	4.0	0.5	-	-	-	-	0.9	2.3	23.0
OHIO	36.2	0.4	3.8	1.5	-	-	-	0.7	-	42.6
PENNSYLVANIA	79.6	3.1	-	-	-	14.1	-	-	2.7	99.5
SOUTH CARCLINA	75.8	15.3	0.1	-	-	-	-	22.6	-	113.8
TENNESSEE	43.0	-	-	4.6	-	-	-	7.9	-	55.5
VIRGINIA	17.1	1.1	-	-	-	-	-	-	-	18.2
WEST VIRGINIA	19.6	-	1.8	-	-	1.0	-	-	49.3	71.7
TOTAL	559.0	58.9	23.3	13.2	-	21.4	-	90.5	55.1	821.4
PERCENT OF TOTAL UNDER CONSIDERATION	68	7	3	1	-	3	-	11	7	100

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 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 MARCH 31, 1978

TABLE 3

STATE	DEVELOPMENT HIGHWAYS		LOCAL ACCESS ROADS		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	38,796,300	23,639,677	28,514,691	17,771,633	67,310,991	41,411,310
GEORGIA	62,475,964	36,310,311	6,853,229	3,645,151	69,329,193	39,955,462
KENTUCKY	547,967,610	351,527,746	6,519,157	4,075,346	554,486,767	355,603,092
MARYLAND	131,429,870	69,097,740	3,736,806	2,169,843	135,166,676	71,267,583
MISSISSIPPI	36,592,220	25,614,551	23,793,718	15,476,050	60,385,938	41,090,601
NEW YORK	377,595,430	186,146,738	3,263,743	2,155,539	380,859,173	188,302,277
NORTH CAROLINA	193,187,893	114,294,537	5,902,162	3,584,722	199,090,055	117,879,259
OHIO	128,724,506	73,372,321	10,793,855	4,711,439	139,518,361	78,083,760
PENNSYLVANIA	417,618,364	239,921,715	29,824,355	12,797,313	447,442,719	252,719,028
SOUTH CAROLINA	1,825,615	1,277,930	19,260,251	12,739,677	21,085,866	14,017,607
TENNESSEE	288,846,994	190,300,177	16,198,362	10,012,311	305,045,356	200,312,488
VIRGINIA	161,021,062	96,811,000	6,765,318	4,492,890	167,796,380	101,303,890
WEST VIRGINIA	739,651,857	434,439,243	9,210,063	5,854,027	748,861,920	440,293,270
TOTAL	3,125,733,685	1,842,753,686	170,635,710	99,485,941	3,296,369,395	1,942,239,627

U.S. Department of Transportation
news:
Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
July 5, 1978

FHWA 42-78
Contact Ed O'Hara
(202) 426-0645

14 STATES TO STRENGTHEN TRUCK WEIGHT ENFORCEMENT

States cited in February for failure to enforce their highway truck weight laws are now making a "good faith effort", and are no longer threatened with loss of federal-aid highway funds, Secretary of Transportation Brock Adams announced today.

The states are Alabama, Arizona, Connecticut, Delaware, Hawaii, Maine, Massachusetts, Nevada, New Jersey, New York, Oklahoma, Pennsylvania, Rhode Island and South Dakota.

Officials from each of the 14 states have met with the Federal Highway Administration and all presented plans for expanded truck weight enforcement. Both the personnel used for enforcement and the number of weighing stations will be increased.

The states also agreed to take such steps as increasing the deployment of mobile enforcement teams and portable scales, especially in heavy traffic corridors; expanding the capability of existing weighing stations to handle more vehicles per hour; revising schedules to provide coverage throughout the day and the week, and providing statewide coverage.

The department notified the 14 states in February that federal-aid highway funds could be withheld on the basis of evidence that state laws restricting truck sizes and weights were not being enforced on the federal-aid highway system. DOT's evaluation was based on a comparison of the number of weighings in each state with the number of trucks registered in each state.

Also in February, an additional 12 states were given warning notices by DOT that their enforcement programs were marginal and needed improvement. They are: Alaska, the District of Columbia, Georgia, Kentucky, Maryland, Mississippi, New Hampshire, South Carolina, Texas, Vermont, West Virginia and Wyoming.

Georgia, West Virginia, Kentucky and Alaska have informed FHWA they plan to strenghten enforcement programs. Texas, the District of Columbia and Mississippi have requested meetings with FHWA to develop improved enforcement programs.

# # #

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 IMMEDIATE RELEASE
Wednesday, July 5, 1978

FHWA 43-78
Contact: Bill Johnson
Phone: (202) 426-0662

HIGHWAY AGENCY EXTENDS USE OF DRIVER'S LOGS

The Federal Highway Administration has announced that commercial drivers are authorized to continue using the daily and multi-day log forms through September 30, 1978.

The Office of Management and Budget's previous approval for use of these forms expired on June 30.

Robert A. Kaye, Director of FHWA's Bureau of Motor Carrier Safety, said, "A notice of proposed rulemaking will not be issued. The urgent issuance of this new ruling is the only method of providing clarification and notification to the carriers that they must continue to prepare and maintain driver's logs."

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U.S. Department of Transportation
news:
Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
July 17, 1978

FINAL SCHEDULE RELEASED FOR
HEARINGS TIGHTENING HOUR
LIMIT FOR COMMERCIAL DRIVERS

FHWA 45-78
Contact: Bill Johnson
Tel: 202-426-0662

The U.S. Department of Transportation has announced a final schedule for hearings on proposed new regulations to tighten limitations on hours of service for commercial motor vechile drivers engaged in interstate and foreign commerce.

Driver fatigue has been identified as a major contributor to commercial motor vehicle accidents. The proposed changes are directed toward improving the hours of work and rest periods for commercial drivers which would assure them an opportunity to obtain adequate rest, thus reducing the risk of fatigue induced accidents.

Hearings on the proposed revisions to the Federal Motor Carrier Safety Regulations, published in the Federal Register on May 22, are scheduled as follows:

New York City, New York, September 19-20, 1978
Conference Room
26 Federal Plaza

Chicago, Illinois, September 27-28, 1978
Auditorium
Social Security Administration Building
600 West Madison

Portland, Oregon, October 17-18, 1978
Auditorium
Bonneville Power Administration
1002 NE., Holladay Street

Los Angeles, California, October 19-20, 1978
Room 8544
U.S. Federal Building
300 North Los Angeles Street

Dallas, Texas, October 31, November 1, 1978
Conference Room
1100 Commerce Street

Atlanta, Georgia, November 2-3, 1978
Century Center
2000 Century Boulevard

Washington, D. C., November 7-8, 1978
Auditorium
Federal Aviation Administration
800 Independence Avenue, S.W.

Although July 21, 1978 has been published in the Federal Register as the closing date on requests to speak at the hearings any request received after July 21, 1978 will be accepted and scheduled for appearance subject to date of receipt and availability of time at location requested.

Requests to speak at any of the above hearings should be sumitted to the Director, Bureau of Motor Carrier Safetv. Federal Highwav Administration, U.S. Department of Transportation, Washington, D.C. 20590.

* * *

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
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Office of Public and Consumer Affairs
Washington, D.C. 20590

FHWA 46-78
(202) 426-0660
Contact: Richard L. Reilly

DOT DEVELOPS TWO NEW COMPUTER PROGRAMS FOR STATE ROAD OFFICIALS

The Department of Transportation has announced development of two new computerized techniques to assist states in establishing priorities among proposed highway projects.

Developed by the Office of Highway Planning of the Department's Federal Highway Administration, the two programs are the Priority Planning Procedure and the Highway Investment Analysis Package.

"Both of these technical tools can help state highway officials appraise proposed construction projects under varying management policies, funding levels, or time constraints," said John S. Hassell, Jr., FHWA Associate Administrator for Planning.

He explained that the Priority Planning Procedure evaluates the condition, safety and service of highway sections, and then ranks those sections on the basis of their relative adequacy. The procedure, in developing the rankings, considers traffic volumes, project costs, and social, economic and environmental factors.

The Highway Investment Analysis Package, Hassell said, analyzes proposed improvements and develops tentative investment programs. The technique will produce estimates of highway-user impacts, such as those on vehicle operation, travel-time and accidents, and also will estimate non-highway-user impacts such as noise and air pollution. The analysis package then develops investment programs that can be achieved over several years by selecting the best mix of projects while remaining within prescribed budgetary limits.

- more -

A brochure, "Highway Program Development Techniques," gives a general description of both of these procedures and is available free upon request 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. It also is available from FHWA Division Offices in every State.

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Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
July 20, 1978

FHWA 48-78
(202) 426-0645
Contact: Jim Jenkins

JOINT U.S.--CANADIAN HIGHWAY PROJECTS
OPEN FOR U.S. CONTRACTOR BIDS

U.S. Department of Transportation Secretary Brock Adams announced today that Public Works Canada, in cooperation with the Federal Highway Administration, is letting contracts to bid on two 15-mile sections which are a portion of a long-range program to reconstruct 322 miles of highways in the Canadian Yukon and a corner of British Columbia.

None of the project is on U.S. soil, but it forges an important link between Haines, Alaska, which is the north terminus of the Alaska Ferry System, with the Alaska/Yukon Territory Boundary joining the Alaska Highway at Haines Junction in the Yukon.

An agreement was reached with Canada in November 1976 under provisions of the U.S. Federal-aid Highway Act of 1973, which authorized $58,670,000 for the reconstruction; it is known as the Shakwak Project. The agreement calls for Canada to provide the right-of-way and maintain the Canadian portions while the U.S. will provide the reconstruction funds.

The eventual reconstruction of 322 miles will include 117 miles of the Haines Cutoff Road, which runs southeast from Haines Junction in Canada's Yukon Territory through British Columbia to the Alaskan/British Columbia border at the lower Alaskan peninsula, and 205 miles of the Alaska Highway running northwest from Haines Junction to the Alaska/Yukon border.

- more -

The two immediate projects were advertised beginning in mid-July and contracts will be awarded on or about August 17. They involve about 15 miles north of Haines Junction in Canada, and another 15 miles south of Haines Junction, which is about the center of the overall project. Haines Junction, Canada, is not to be confused with Haines at the southern terminus of the highway on the Alaskan peninsula.

Bids will be received at Vancouver and, under the agreement, both U.S. and Canadian contractors may bid.

Construction will be initiated on August 15, when FHWA Acting Administrator Karl S. Bowers and Canada's Deputy Administrator of Public Works John A. H. Mackay, along with other U.S. and Canadians dignitaries, participate in a ground breaking ceremony.

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Office of Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, July 24, 1978

FHWA 50-78
Contact: Michele Taylor
Phone: (202) 426-0648

U.S. ROUTE 101 IN SAN JOSE RECEIVES DOT APPROVAL

Secretary of Transportation Brock Adams today approved the environmental impact statement for U.S. Highway 101 south of San Jose, Calif.

The proposed project would relieve congestion through a ten mile stretch of Monterey Highway in San Jose.

Acting Federal Highway Administrator Harry A. Lindberg said that the total estimated construction cost of the project is $53 million. Federal funding covers 83% of the cost.

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U.S. Department of Transportation
news:
Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
July 28, 1978

FHWA 49-78
(202) 426-0660
Contact: Richard Reilly

DOT DEMONSTRATION ON HIGHWAY NOISE ANALYSIS ANNOUNCED

The Department of Transportation is planning to demonstrate to state and other transportation agencies techniques for measuring, predicting, and lessening highway-related noise.

Under federal law, transportation agencies are required to study the potential noise impact of proposed highway projects.

The demonstration project, "Highway Noise Analysis" was developed by the Department's Federal Highway Administration (FHWA) and will begin in August, with an average of one demonstration every two weeks in various states.

"Studying traffic noise requires an understanding of how noise levels are measured, how they are predicted for future conditions, and how they can be abated, if excessive," said Acting Federal Highway Administrator Karl S. Bowers.

"The technologies in these areas are continually evolving and developing. Consequently, this demonstration program should be very useful to state and other transportation agencies."

A typical demonstration will run 2½ days.

The demonstrations will be conducted by FHWA's Region 15, Demonstration Projects Division.

Any agencies wishing to request a presentation of the demonstration project, or seeking additional information, should contact the FHWA Division Offices in their states (usually located in the State Capitals).

* * * * *

U.S. Department of Transportation

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Office of Public Affairs

Washington, D.C. 20590

CONSUMER ADVISORY

FOR RELEASE WEDNESDAY
August 2, 1978

FHWA 52-78
(202) 426-0662
Contact: Bill Johnson

HOURS OF SERVICE HEARING REQUESTS MOUNT REQUIRING REVISED HEARINGS SCHEDULE

The U.S. Department of Transportation has announced a revised schedule for hearings on proposed revision of the hours of service regulations for truck and bus drivers.

The numerous requests for speaking time have made it necessary to change the dates for the hearings in Atlanta and Dallas. It also became necessary to change the location of the hearings scheduled in Atlanta and Chicago. The hearing schedules for Chicago, Dallas, Atlanta and Washington, D.C., have been extended.

Hearings on the proposed revisions to the Federal Motor Carrier Safety Regulation, published in the Federal Register on May 22, have been revised as follows:

New York City, N.Y., Sept. 20, 21, 22
Conference Room - 305 C
26 Federal Plaza

Chicago, Ill., Sept. 25-29
Homewood Sheraton
17400 South Halsted
Homewood, Ill.

Portland, Ore., Oct. 16-18
Auditorium
Bonneville Power Administration
1002, N.E., Holladay St.

- more -

Los Angeles, Calif., Oct. 19-20
Room 8544
U.S. Federal Building
300 North Los Angeles St.

Dallas, Tex., Oct. 23-27
Conference Room
1100 Commerce St.

Atlanta, Ga., Nov. 6-10
Ramada I11 - Atlanta Central
I-85 & Monroe Dr.

Washington, D.C., Nov. 13-17
Auditorium
Federal Aviation Administration
800 Independence Ave., S.W.

Efforts are being made to afford everyone who has indicated an interest in making an oral presentation the opportunity to do so. However, those requests received after July 21 will be scheduled by date received and as time remains available.

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Office of Public and Consumer Affairs

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FOR RELEASE MONDAY
August 28, 1978

FHWA 55-78
(202) 426-0660
Contact: Dick Reilly

HIGHWAY CONSTRUCTION COSTS UP 17.6 PERCENT

The cost of highway construction during the second quarter of 1978 jumped 17.6 percent above the previous quarter, to 258.1 percent of the 1967 average, the U.S. Transportation Department announced today.

The 17.6 percent jump follows a 5.8 percent drop for the previous quarter and is the largest quarterly increase on record, according to figures from DOT's Federal Highway Administration. The composite price index for the second quarter is 19.8 percent above the composite index of a year ago and is the largest yearly increase since the fourth quarter of 1974.

All six components in the price index rose, three at a double digit rate. Excavation led the advance in highway construction costs with a jump of 26.2 percent over the previous quarter. Reflecting a 23.6 percent leap in the cost of Portland cement concrete pavement and a rise of 8.9 percent in bituminous concrete surfacing, the composite surfacing index jumped 16.0 percent above its index in the preceding quarter. During the same period, the composite structural index rose 9.2 percent, reflecting rises of 13.4 percent for structural concrete, 9.5 percent for structural reinforcement and 1.8 percent for structural steel.

Compared with a year ago, all six index components increased sharply. Portland cement concrete surfacing soared 27.1 percent while excavation leaped 22.9 percent. The composite surfacing index jumped 20.8 percent, reflecting a 27.1 percent rise in Portland cement concrete surfacing and an increase of 14.7 percent in bituminous concrete pavement. The composite structural index rose 15.0 percent, reflecting rises of 15.6 percent for structural reinforcement, 14.9 percent for structural steel and 14.9 percent for structural concrete.

- more -

Since changes in price indexes from quarter to quarter tend to fluctuate erratically, a comparison on a quarterly basis could be somewhat misleading and therefore may be inappropriate for indicating the trend in prices. A more appropriate indicator of price trends and one that would tend to reduce erratic fluctuations is a three-quarter moving index. The three-quarter moving index for any quarter is an index for that quarter and the quarter preceding and following it.

On this basis, the composite price index for the first quarter of 1978 rose 7.1 percent above that for the preceding quarter and 15.6 percent above that for the corresponding period of a year ago. This is the largest quarterly increase in the three-quarter moving composite index since the second quarter of 1974.

All six index components registered quarterly and annual increases. Structural concrete registered the largest quarterly rise, climbing 8.2 percent, while roadway excavation showed the largest annual increase jumping 21.3 percent. The composite surfacing index rose 6.4 percent above the preceding quarter and 15.1 percent above the level of a year ago. Similarly, structures increased 7.1 percent for the quarter and 9.4 percent for the year.

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:

	Quarterly Price Index	Percentage Change	(Three-quarter moving index) Three-quarter Price Index	Percentage Change
*				
2nd quarter, 1976	---	---	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	220.4	+4.0
4th quarter, 1977	233.0	+ 7.9	222.2	+0.8
1st quarter, 1978	219.5	- 5.8	237.9	+7.1
2nd quarter, 1978	258.1	+17.6	---	---

*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 1978, 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 1978	First Quarter 1978	Second Quarter 1977	First Quarter 1978	Second Quarter 1977
Excavation.....	263.8	209.1	214.6	+26.2	+22.9
Surfacing					
Portland cement concrete....	270.1	218.6	212.5	+23.6	+27.1
Bituminous concrete.....	271.2	249.0	236.4	+ 8.9	+14.7
Composite surfacing.....	270.6	233.3	224.1	+16.0	+20.8
Structures:					
Reinforcing steel.....	237.0	216.4	205.1	+ 9.5	+15.6
Structural steel.....	232.3	228.2	202.2	+ 1.8	+14.9
Structural concrete.....	244.4	215.4	212.7	+13.4	+14.9
Composite structures.....	239.5	219.4	208.3	+ 9.2	+15.0
Composite price index.....	258.1	219.5	215.4	+17.6	+19.8

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

		Individual Quarters		Three Quarters	
	Unit	1st Qtr. 1978	2nd Qtr. 1978	4th Qtr. 1978 1/	1st Qtr. 1978 2/
Excavation.....	Cu.Yd.	$ 1.13	$ 1.43	$ 1.20	$ 1.29
PCC surface.....	Sq.Yd.	9.68	11.96	10.03	10.76
Bit. conc. surf.	Ton	16.10	17.54	15.98	16.86
Str. Reinf.....	Lb.	.283	.310	.280	.293
Str. Steel.....	Lb.	.563	.573	.525	.560
Str. concrete...	Cu.Yd.	151.43	171.78	145.85	157.88

1/Weighted average unit prices for the 3rd and 4th quarters of 1977 and 1st quarter of 1978.
2/Weighted average unit prices for the 4th quarter of 1977 and 1st and 2nd quarters of 1978.

U.S. Department of Transportation
news:
Office of Public and Consumer Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
August 30, 1978

FHWA 57-78
(202)426 0662
Contact: Bill Johnson

DOT Roadside Safety
Inspection Grounds 382
Trucks and 24 Drivers

The U.S. Department of Transportation found 382 serious safety violations in an unannounced check of trucks operating on a Pennsylvania highway in the first two weeks of August.

It was the largest safety inspection ever mounted by the Department's Bureau of Motor Carrier Safety. Of the total of 711 trucks checked, 382 were found to be in an imminently hazardous condition and were forbidden to operate until repairs were made. In addition, 24 drivers were ordered to cease driving because they had excessive driving hours on the road.

"Our unannounced safety checks are resulting in increased safety on the nation's highways." said Howard L. Anderson, FHWA's Associate Administrator for Safety.

"The intent of these unannounced safety checks is to remove potentially dangerous and defective commercial trucks and fatigued drivers from our highways. Additionally, we want to encourage the carriers to conduct more stringent pre-trip safety inspections before the drivers and trucks are dispatched for service. We will conduct similar roadside inspections at other locations on a continuing basis," Anderson added.

-more-

Major defects discovered on 542 of the 711 trucks inspected included:

286 defects involving brakes
40 defects involving lights
25 defects involving suspension systems
25 defects involving tires
21 additional defects including steering, exhaust and fuel systems.

In addition there were 281 violations of driver regulations, both in the number of hours driven by the drivers and in inaccurate driver medical certificates.

The 542 reports analyzed so far showed:

-- 4.4 violations per vehicle for all vehicles inspected.

-- 4.0 violations per vehicle for the Interstate Commerce Commission authorized carriers.

-- 5.1 violations per vehicle for the "private" carriers.

-- 6.1 violations per vehicle for the carriers transporting exempt commodities.

Anderson added that "An analysis of available statistical data on 542 of the 711 trucks showed the following:

-- 54 percent of all vehicles inspected were seriously deficient and grounded in-place.

-- 55 percent of the Interstate vehicles were placed out-of-service.

-- 50 percent of the private carriers' vehicles were placed out-of-service.

-- 63 percent of carriers' vehicles transporting exempt commodities were placed out-of-service."

Prior to a complete vehicle inspection, the vehicles were given a quick visual check to determine if they contained possible safety deficiencies. This selection procedure is used in order to receive maximum benefit from the Bureau's limited field staff.

The federal inspectors were assisted by the Pennsylvania State Police, who are responsible for traffic control and for issuing citations and making arrests for such offenses as expired drivers' licenses and registration plates.

A more detailed analysis of the road check results will be made upon request to the BMCS Washington, D.C.

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U.S. Department of Transportation

news:

Office of Public and Consumer Affairs

Washington, D.C. 20590

FOR RELEASE FRIDAY
September 1, 1978

FHWA 56-78
(202) 426-0660
Contact: Richard L. Reilly

DOT HAS PROMISING SOLUTION TO BRIDGE DECK SALT CORROSION

The U.S. Department of Transportation has developed another technique to combat adverse effects of salt usage on bridge decks.

While salt is extremely effective in melting, or preventing the accumulation of snow and ice, the chloride content is a key factor in causing corrosion of reinforcing steel. This has become a problem of alarming proportions in cold weather states where the salt-induced damage to bridge decks has been running into millions of dollars annually.

The Federal Highway Administration has been working on a number of promising methods to prevent chloride damage. It is now ready to begin demonstrating the latest one to interested states.

This method involves internally sealing the pores of concrete to prevent penetration of water-borne salts. Tiny wax beads are mixed into the bridge deck concrete, and after the concrete sets, heat is applied to melt the beads and drive the wax into the porous areas. Upon cooling, the wax hardens and seals the concrete against chloride intrusion.

One set of heat-treating equipment, developed and operated by personnel from the FHWA Region 15 Demonstration Projects Division is available to heat-treat six to eight bridge decks per year. Requests by states wishing to participate in the construction and evaluation of internally sealed concrete bridge decks will be accepted in the order they are received. Should the demand prove sufficient additional heat-treating equipment will be provided.

- more -

States wishing to participate in this FHWA demonstration project should contact the local FHWA Division Office. Additional information about the project can be obtained by contacting Region 15 Project Manager, Darrell E. Maret at 703-557-0522.

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Office of Public and Consumer Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
September 8, 1978

FHWA 59-78
(202) 426-0660
Contact: Richard L. Reilly

DOT APPROVES NEW $142 MILLION INTERSTATE ROAD PROJECT FOR FLORIDA

The Department of Transportation has approved a 4.2 mile Interstate Highway System spur in the Fort Lauderdale-Hollywood, Fla. area.

Federal Highway Administrator Karl S. Bowers said the approved route -- designated I-595 -- includes sections east and west from Interstate Route 95 from a point just north of the Fort Lauderdale-Hollywood International Airport.

The eastern stretch, which is 2 miles in length, will serve the airport and Port Everglades, a major seaport. The western stretch, 2.2 miles long, with an additional 8.8 miles of freeway to be constructed with other than Interstate System funding, will connect I-95 with Interstate Route 75.

Total cost of the 4.2 miles approved today is estimated at $142.4 million, of which 90 percent will be eligible for federal funding.

Administrator Bowers said that "this will be the only east-west freeway in the Fort Lauderdale-Hollywood area, and will relieve traffic congestion and improve safety on adjacent arterial streets." He also noted that the project is expected to reduce unemployment in the area, and will provide support for the downtown urban redevelopment project.

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M-493

U.S. Department of Transportation

news:

Office of Public and Consumer Affairs

Washington, D.C. 20590

FHWA 61-78
(202) 426 0677
Contact: Jim Jenkins

FOR RELEASE FRIDAY
Friday, September 15, 1978

DOT APPROVES ADDITIONAL
I-95 MILEAGE IN FLORIDA

The U.S. Department of Transportation has approved construction of two bus/carpool lanes on I-95 in the Miami--Fort Lauderdale, Florida, urban corridor. Construction of the two new 34-mile-long lanes, joined to an existing 7½ miles, will make them the nation's longest stretch of highway for high occupancy vehicle use.

Besides construction of the two lanes--one northbound, one southbound--the project will include associated facilities such as park-and-ride lots, certain interchange modifications, safety improvements, and the addition of shoulders on the present 7½-mile section, which was constructed as a demonstration project three years ago. Actual construction will begin in 1981, and it is expected to be completed in 1983. Estimated cost of the entire project is $127.4 million, of which 90 percent will be funded by the federal government.

"The 7½-mile bus/carpool demonstration project, which runs north from I-195 in Miami to the Golden Glades Intersection on I-95, has proven extremely successful," Federal Highway Administrator Karl S. Bowers said, "and I heartily endorse the proposal to extend the lanes north to Glades Road in Palm Beach County. Construction of these additional lanes will go a long way toward relieving congestion and moving people more efficiently and safely through this heavily populated corridor."

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U.S. Department of Transportation

news:

Office of Public and Consumer Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, September 21, 1978

FHWA 62-78
(202) 426 0661
Contact: Barney Shapiro

CONSUMER ADVISORY

DOT RELEASES RIDESHARING COST COMPARISON PAMPHLET

Commuters can determine quickly how much money they can save by carpooling from a pamphlet available from the U.S. Department of Transportation.

The department's Federal Highway Administration produced the booklet to inform the consumer of potential cost savings through carpooling. The pamphlet entitled "Ridesharing and Save--a Cost Comparison."

The pamphlet provides two methods of computing driving costs. The first method is a handy reference chart that allows a commuter to determine his or her approximate driving cost and compare the cost of driving alone to the cost of carpooling.

The second method allows the commuter to compute his or her exact costs of driving alone versus carpooling with one, two or more other commuters. The second method includes a step-by-step worksheet.

The pamphlets are available free of charge from the FHWA Office of Public Affairs, room 4208, Nassif Building, Washington, D.C. 20590, or from the Consumer Information Center, Pueblo, Colorado 81002.

U.S. Department of Transportation
news:
Office of Public and Consumer Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, September 21, 1978

FHWA 63-78
(202) 426-0660
Contact: Richard L. Reilly

340,000 JOBS RESULTED FROM RECENT ROAD, BRIDGE CONTRACTS, ADAMS REPORTS

The $3.27 billion in federal-aid highway and bridge construction contracts awarded by state highway departments during the first six months of 1978, provided 340,000 jobs, Secretary of Transportation Brock Adams said today.

The dollar value of contracts increased by 37 percent and the total number of contracts by 12 percent when compared to the first half of 1977.

The Department's Federal Highway Administration estimates the 3,709 contracts awarded will provide employment for about 340,000 persons. Included are 70,000 onsite jobs, 70,000 off-site jobs, and 200,000 induced jobs.

Onsite labor represents contractors' and subcontractors' employees working at the project site. Offsite labor is de-fined as contractors' and subcontractors' home office employees and workers producing construction materials and equipment. Induced labor is that employment created by the respending of wages and profits for services, housing, food, transportation, utilities, etc.

The contracts awarded in the first half of 1978 averaged about $883,600 and the median size was about $223,600. They varied from less that $25,000 to over $38 million.

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

- more -

review, approval, and control. The federal share of the project cost is approximately 90 percent in the case of the Interstate System and 70 percent on all other federal-aid systems. The funds for the federal-aid program come from taxes levied on highway users.

Summary By Size of Contract

First Half - 1978

All Federal-Aid Highway Construction Contracts

Contract Size Group (Dollars)	Total Number of Contracts	Percentage of Total Contracts	Total Amount	Percentage of total value
$0 - 49,999	544	14.67	$16,046,300	0.49
50,000 - 99,999	525	14.16	38,254,200	1.17
100,000 - 249,999	882	23.78	146,211,900	4.46
250,000 - 499,999	634	17.09	223,051,600	6.81
500,000 - 999,999	450	12.13	322,345,400	9.83
1,000,000 - 2,999,999	447	12.05	747,877,900	22.82
3,000,000 - 4,999,999	95	2.56	366,422,000	11.18
5,000,000 - and over	132	3.56	1,417,216,200	43.24
Total	3,709	100.00	$3,277,425,500	100.00

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Office of Public and Consumer Affairs
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FOR IMMEDIATE RELEASE
Thursday, October 5, 1978

FHWA 65-78
(202) 426-0662
Contact: Bill Johnson

FHWA EXTENDS USE OF TRUCKERS' LOGS

The U.S. Department of Transportation has announced that commercial truck drivers will be required to continue using the daily and multi-day log forms at least through June 1979.

Federal Highway Associate Administrator for Safety, Howard L. Anderson, said, "The Federal Motor Carrier Safety Regulations are being amended to require the continued use of these logs. Further extensions may be granted by the Office of Management and Budget pending completion of a study of the alternative methods of recording a driver's hours of service."

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U.S. Department of Transportation

news:

Office of Public and Consumer Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, October 6, 1978

FHWA 54-78
(202) 426-0660
Contact: Richard L. Reilly

DOT REPORTS THAT 91.9 PERCENT OF INTERSTATE SYSTEM MILEAGE IS OPEN

(Quarterly Report on the Federal-Aid Highway Program, June 30, 1978)

The Department of Transportation today announced that nearly 92 percent of the 42,500-mile Interstate System is now open to traffic.

At the same time, most recent cost estimates indicate 68.3 percent of the projected total funds needed to complete the Interstate System had been obligated as of June 30, 1978.

Federal Highway Administration figures show the amount still to be funded as 31.7 percent of the total cost of the system, down from the 32.5 percent shown in the March 31, 1978 quarterly report. The total cost of the Interstate System is presently estimated at $104.3 billion.

While considerable Interstate System mileage is now in use, a sizeable portion of it requires safety or other improvements.

Total interstate mileage now open to traffic is 39,064 miles, or 91.9 percent. Of this total, 10,964 miles are complete or essentially complete. The other 28,100 miles in use include 1,881 miles that still require major improvement to bring them to full standards, and 26,219 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 39,064 miles which are open include 536 miles put into service in the 12-month period since June 30, 1977, some 14 miles of which were opened to traffic in the last quarter. Of the 536 miles, some 480 miles were on the intercity routes which were identified for priority of completion. In addition, further major improvements were completed on 111 miles which already are serving traffic.

- more -

Active construction or improvement currently is under way on 3,968 miles. This fugure includes improvement of 2,581 miles which are already in use and construction of 1,387 new miles, or 3.2 percent of the entire system.

As of June 30, 1978, work had either been completed or was under way on 99.4 percent or 42,259 miles of the Interstate system. Only 241 miles or 0.6 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 33,260 miles of rural and 9,240 miles of urban highways. As of this report, 30,763 miles or 92.5 percent of the rural mileage and 8,301 miles or 89.8 percent of the urban mileage are open to traffice.

In addition to the sections open to traffic, 1,387 miles are under basic construction as of June 30, 1978; engineering or right-of-way acquisition prior to construction was in progress on another 1,514 miles and route location approval was pending on 294 additional miles for which public hearings had been held.

In summary the status of the Interstate System as of June 30, 1978 is as follows:

			Miles	Percent
1.	Open to traffic.....		39,064	91.90
	a. Complete or essential complete (free)	8,861		
	(toll)	2,103	(10,964)	
	b. Minor improvement - needed.....	24,096		
	- underway.....	2,123	(26,219)	
	c. Major improvement - needed (free)	1,261		
	(toll)	162		
	- underway	458	(1,881)	
2.	Under basic construction.....		1,387	3.20
3.	Location approved, construction not started		1,514	3.60
4.	Public hearings held-approval pending		294	0.70
5.	No location action taken.....		241	0.60
			42,500	100.00

Some 68.4 billion has been put to work on the Interstate System since the accelerated program began in 1956.

The Federal-Aid Primary, Secondary and Urban Systems matching ratio is 70-30 Federal-State. Details concerning the Federal-Aid Primary, Secondary and Urban Systems the detailed status of the Interstate System, a breakdown of obligations by state on the Interstate program is available by contacting the Federal Highway Administration's Interstate Reports Office, telephone 202 426 0404.

U.S. Department of Transportation
news:
Office of Public and Consumer Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, October 10, 1978

FHWA 66-78
(202) 426-0660
Contact: Richard Reilly

1977 MOTOR-VEHICLE REGISTRATION CLIMBS NEAR 149 MILLION

Motor-vehicle registrations in the United States climbed to nearly 149 million during calendar year 1977, the U.S. Department of Transportation reported today. This represents an increase of 3.7 percent over 1976.

The registration total was 148,759,142 which includes 113,667,069 automobiles, 5,015,298 motorcycles, 492,843 buses, and 29,583,932 trucks. The percentage increases over 1976 are 3.1 for automobiles, 0.6 for motorcycles, 3.0 for buses, and 6.5 for trucks.

California led all states with 15.6 million motor vehicles registered in 1977, followed by Texas with 9.8 million, and Pennsylvania with 8.3 million. Illinois, New York, and Ohio each had more than seven million registered. In addition, there were 22 other states that reported more than two million motor vehicles registered for 1977.

Trailers are not included in the above figures. Trailer registrations totaled 14,049,261--up 2.4 percent from 1976. State laws governing trailer registration vary greatly and undergo frequent changes. DOT's Federal Highway Administration considers this total to be of limited significance because of the laws that exempt some kinds of trailers from registration.

-More-

The 1977 motor-vehicle registrations, by state, are shown in table MV-1, while comparisons to the previous years for each type of motor-vehicle are whown in table MV-1A. These tables are prepared annually by FHWA's Highway Statistics Division, based on reports of the motor vehicle agencies of the states and the District of Columbia. For additional information, contact W. Johnson Page, FHWA Office of Highway Planning (202) 426-0187.

STATE MOTOR-VEHICLE REGISTRATIONS—1977[1]

TABLE MV-1
SHEET 1 OF 2
AUGUST 1978

COMPILED FOR THE CALENDAR YEAR FROM
REPORTS OF STATE AUTHORITIES 2/

STATE	AUTOMOBILES			MOTORCYCLES			BUSES			TRUCKS		
	PRIVATE AND COMMERCIAL (INCLUDING TAXICABS)	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL 4/	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY OWNED 3/	TOTAL
ALABAMA	1,995,091	10,118	2,005,209	71,253	457	71,710	2,093	6,098	8,191	639,455	20,694	660,149
ALASKA	159,896	1,971	161,867	13,265	25	13,290	1,153	261	1,414	88,924	5,196	94,120
ARIZONA	1,107,949	10,702	1,118,651	64,604	539	65,143	834	2,458	3,292	415,748	16,437	432,185
ARKANSAS	939,740	5,749	945,489	31,315	36	31,351	1,834	5,051	6,885	459,808	10,623	470,431
CALIFORNIA	11,600,644	93,409	11,694,053	671,737	6,801	678,538	14,076	8,338	22,414	3,113,478	127,867	3,241,345
COLORADO	1,605,471	8,186	1,613,657	105,571	248	105,819	1,560	4,016	5,576	525,214	18,428	543,642
CONNECTICUT	1,913,608	8,719	1,922,327	69,749	300	70,049	7,498	588	8,086	5/ 142,222	17,004	159,226
DELAWARE	304,366	3,317	307,683	8,126	11	8,137	1,347	135	1,482	62,576	2,164	64,740
DIST. OF COL.	234,786	6/ 6,988	241,774	3,498	473	3,971	2,226	393	2,619	11,873	4,243	16,116
FLORIDA 7/	4,966,707	50,752	5,017,459	178,417	2,696	181,113	3,444	19,213	22,657	982,872	72,751	1,055,623
GEORGIA	2,730,011	10,966	2,740,977	97,638	550	98,188	3,726	8,610	12,336	718,471	24,486	742,957
HAWAII	435,900	7,221	443,121	6,086	213	6,299	2,396	172	2,568	71,531	3,939	75,470
IDAHO	440,169	4,142	444,311	44,503	148	44,651	706	2,098	2,804	256,968	13,485	270,453
ILLINOIS	5,675,301	37,305	5,712,606	238,093	552	238,645	19,828	4,319	24,147	1,081,335	42,812	1,124,147
INDIANA	2,729,130	10,630	2,739,760	152,844	310	153,154	7,899	7,663	15,562	812,456	18,183	830,639
IOWA	1,634,571	7,237	1,641,808	159,509	615	160,124	1,971	6,613	8,584	550,553	20,978	571,531
KANSAS 7/	1,303,346	7,262	1,310,608	86,417	840	87,257	1,292	3,754	5,046	593,497	17,249	610,746
KENTUCKY	1,760,940	9,106	1,770,046	61,229	176	61,405	1,263	6,568	7,831	650,986	20,845	671,831
LOUISIANA	1,718,576	15,679	1,734,255	68,646	320	68,966	14,049	3,777	17,826	655,515	13,932	669,447
MAINE	551,546	3,444	554,990	31,590	18	31,608	733	1,608	2,341	152,599	8,567	161,166
MARYLAND	2,180,955	10,648	2,191,603	69,017	174	69,191	7,761	3,280	11,041	370,762	13,704	384,466
MASSACHUSETTS	3,110,612	11,807	3,122,419	86,233	7	86,240	11,070	466	11,536	359,773	25,861	385,634
MICHIGAN	4,927,255	26,980	4,954,235	260,306	784	261,090	6,104	8,642	14,746	973,831	43,241	1,017,072
MINNESOTA	2,095,539	11,091	2,106,630	148,705	303	149,008	6,263	9,097	15,360	667,358	23,922	691,280
MISSISSIPPI	1,061,841	2,530	1,064,371	27,980	6	27,986	3,246	5,300	8,546	407,435	13,614	421,049
MISSOURI	2,295,604	6,388	2,301,992	95,040	59	95,099	3,680	5,757	9,437	726,547	14,631	741,178
MONTANA 7/	403,762	2,966	406,728	39,848	63	39,911	1,202	726	1,928	254,325	8,898	263,223
NEBRASKA	885,089	5,022	890,111	53,362	85	53,447	1,102	2,198	3,300	352,459	11,774	364,233
NEVADA	401,523	5,501	407,024	19,602	359	19,961	307	877	1,184	131,744	8,857	140,601
NEW HAMPSHIRE	501,015	2,296	503,311	33,863	-	33,863	1,115	221	1,336	5/ 81,523	7,193	88,716
NEW JERSEY	3,934,891	37,129	3,972,020	89,394	1,693	91,087	9,237	3,337	12,574	5/ 358,039	64,614	422,653
NEW MEXICO	585,933	7,467	593,400	38,758	127	38,885	2,990	670	3,660	297,832	12,110	309,942
NEW YORK	6,761,353	37,719	6,799,072	131,494	882	132,376	17,326	12,905	30,231	5/ 837,704	63,038	900,742
NORTH CAROLINA	3,103,734	22,876	3,126,610	103,699	517	104,216	8,554	15,671	24,225	873,157	55,321	928,478
NORTH DAKOTA	341,240	2,864	344,104	26,027	36	26,063	498	1,291	1,789	227,974	6,544	234,518
OHIO	6,337,300	21,507	6,358,807	253,253	433	253,686	8,484	14,228	22,712	1,084,523	38,218	1,122,741
OKLAHOMA	1,541,325	6,371	1,547,696	109,847	188	110,035	1,787	7,176	8,963	715,867	23,859	739,726
OREGON	1,365,986	11,576	1,377,562	84,381	441	84,822	2,616	4,692	7,308	371,235	20,226	391,461
PENNSYLVANIA	6,856,938	34,111	6,891,049	230,941	801	231,742	21,033	5,632	26,665	5/ 1,137,856	46,155	1,184,011
RHODE ISLAND 7/	524,238	2,922	527,160	19,542	501	20,043	966	159	1,125	5/ 73,460	3,640	77,100
SOUTH CAROLINA	1,455,537	6,491	1,462,028	41,144	149	41,293	3,126	7,288	10,414	370,695	14,418	385,113
SOUTH DAKOTA	350,930	1,891	352,821	26,560	76	26,636	672	2,013	2,685	196,606	8,561	205,167
TENNESSEE	2,297,780	10,003	2,307,783	86,456	197	86,653	2,942	5,832	8,774	653,202	26,358	679,560
TEXAS	6,904,942	65,639	6,970,581	283,306	2,429	285,735	15,938	17,197	33,135	2,375,716	109,578	2,485,294
UTAH	616,402	6,856	623,258	53,025	143	53,168	445	703	1,148	274,577	9,437	284,014
VERMONT	252,784	1,854	254,638	16,862	-	16,862	463	678	1,141	61,085	3,562	64,647
VIRGINIA	2,746,854	20,601	2,767,455	75,446	242	75,688	1,994	9,051	11,045	457,740	20,506	478,246
WASHINGTON	2,102,371	15,943	2,118,314	114,708	733	115,441	3,198	7,474	10,672	735,764	30,040	765,804
WEST VIRGINIA	771,749	4,897	776,646	56,322	107	56,429	875	1,626	2,501	348,875	8,357	357,232
WISCONSIN	2,197,142	9,287	2,206,429	132,665	508	133,173	6,262	3,426	9,688	423,072	27,913	450,985
WYOMING	218,395	2,166	220,561	15,988	63	16,051	1,236	1,077	2,313	147,516	5,566	153,082
TOTAL	112,938,767	728,302	113,667,069	4,987,864	27,434	5,015,298	242,420	250,423	492,843	28,334,333	1,249,599	29,583,932

STATE MOTOR-VEHICLE REGISTRATIONS--1977[1]

COMPILED FOR THE CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES 2/

STATE	TOTAL MOTOR VEHICLES								TOTAL MOTOR-VEHICLES EXCLUDING MOTORCYCLES					
	1977			1976			INCREASE OR DECREASE 1977	PERCENTAGE CHANGE	1977			TOTAL 1976 REGISTRATIONS	INCREASE OR DECREASE 1977	PERCENTAGE CHANGE
	PRIVATE AND COMMERCIAL	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY OWNED 3/	TOTAL			PRIVATE AND COMMERCIAL	PUBLICLY OWNED 3/	TOTAL			
ALABAMA	2,707,892	37,367	2,745,259	2,602,927	36,022	2,638,949	106,310	4.0	2,636,639	36,910	2,673,549	2,575,877	97,672	3.8
ALASKA	263,238	7,453	270,691	255,155	8,572	263,727	6,964	2.6	249,973	7,428	257,401	250,435	6,966	2.8
ARIZONA	1,589,135	30,136	1,619,271	1,512,856	26,778	1,539,634	79,637	5.2	1,524,531	29,597	1,554,128	1,479,356	74,772	5.1
ARKANSAS	1,432,697	21,459	1,454,156	1,361,233	20,910	1,382,143	72,013	5.2	1,401,382	21,423	1,422,805	1,349,047	73,758	5.5
CALIFORNIA	15,399,935	236,415	15,636,350	14,759,614	223,592	14,983,206	653,144	4.4	14,728,198	229,614	14,957,812	14,315,843	641,969	4.5
COLORADO	2,237,816	30,878	2,268,694	2,092,703	30,372	2,123,075	145,619	6.9	2,132,245	30,630	2,162,875	2,027,288	135,587	6.7
CONNECTICUT	2,133,077	26,611	2,159,688	2,130,970	26,117	2,157,087	2,601	0.1	2,063,328	26,311	2,089,639	2,087,121	2,518	0.1
DELAWARE	376,415	5,627	382,042	363,183	5,553	368,736	13,306	3.6	368,289	5,616	373,905	361,583	12,322	3.4
DIST. OF COL.	252,383	12,097	264,480	256,360	12,537	268,897	-4,417	-1.6	248,885	11,624	260,509	264,975	-4,466	-1.7
FLORIDA 7/	6,131,440	145,412	6,276,852	5,892,467	136,515	6,028,982	247,870	4.1	5,953,023	142,716	6,095,739	5,847,984	247,755	4.2
GEORGIA	3,549,846	44,612	3,594,458	3,387,030	38,718	3,425,748	168,710	4.9	3,452,208	44,062	3,496,270	3,332,202	164,068	4.9
HAWAII	515,913	11,545	527,458	493,238	10,784	504,022	23,436	4.6	509,827	11,332	521,159	497,808	23,351	4.7
IDAHO	742,346	19,873	762,219	705,654	19,067	724,721	37,498	5.2	697,843	19,725	717,568	681,587	35,981	5.3
ILLINOIS	7,014,557	84,988	7,099,545	6,820,996	82,978	6,903,974	195,571	2.8	6,776,464	84,436	6,860,900	6,676,583	184,317	2.8
INDIANA	3,702,329	36,786	3,739,115	3,554,577	36,699	3,591,276	147,839	4.1	3,549,485	36,476	3,585,961	3,450,535	135,426	3.9
IOWA	2,346,604	35,443	2,382,047	2,298,555	39,026	2,337,581	44,466	1.9	2,187,095	34,828	2,221,923	2,185,752	36,171	1.7
KANSAS 7/	1,984,552	29,105	2,013,657	1,932,206	28,157	1,960,363	53,294	2.7	1,898,135	28,265	1,926,400	1,873,574	52,826	2.8
KENTUCKY	2,474,418	36,695	2,511,113	2,376,211	33,286	2,409,497	101,616	4.2	2,413,189	36,519	2,449,708	2,350,146	99,562	4.2
LOUISIANA	2,456,786	33,708	2,490,494	2,366,597	31,486	2,400,083	90,411	3.8	2,388,140	33,388	2,421,528	2,342,251	79,277	3.4
MAINE	736,468	13,637	750,105	8/ 703,488	13,192	8/ 716,680	33,425	4.7	704,878	13,619	718,497	8/ 689,096	29,401	4.3
MARYLAND	2,628,495	27,806	2,656,301	2,545,018	26,342	2,571,360	84,941	3.3	2,559,478	27,632	2,587,110	2,505,062	82,048	3.3
MASSACHUSETTS	3,567,688	38,141	3,605,829	3,235,976	37,141	3,273,117	332,712	10.2	3,481,455	38,134	3,519,589	3,200,503	319,086	10.0
MICHIGAN	6,167,496	79,647	6,247,143	5,896,423	72,255	5,968,678	278,465	4.7	5,907,190	78,863	5,986,053	5,701,372	284,681	5.0
MINNESOTA	2,917,865	44,413	2,962,278	2,879,353	40,347	2,919,700	42,578	1.5	2,769,160	44,110	2,813,270	2,768,430	44,840	1.6
MISSISSIPPI	1,500,502	21,450	1,521,952	1,453,347	21,102	1,474,449	47,503	3.2	1,472,522	21,444	1,493,966	1,446,036	47,930	3.3
MISSOURI	3,120,871	26,835	3,147,706	3,010,654	26,638	3,037,292	110,414	3.6	3,025,831	26,776	3,052,607	2,941,091	111,516	3.8
MONTANA 7/	699,137	12,653	711,790	666,387	11,146	677,533	34,257	5.1	659,289	12,590	671,879	638,953	32,926	5.2
NEBRASKA	1,292,012	19,079	1,311,091	8/ 1,277,846	17,906	8/ 1,295,752	15,339	1.2	1,238,650	18,994	1,257,644	8/ 1,243,369	14,275	1.1
NEVADA	553,176	15,594	568,770	510,536	16,129	526,665	42,105	8.0	533,574	15,235	548,809	508,405	40,404	7.9
NEW HAMPSHIRE	617,516	9,710	627,226	544,116	9,118	553,234	73,992	13.4	583,653	9,710	593,363	527,277	66,086	12.5
NEW JERSEY	4,391,561	106,773	4,498,334	4,244,150	99,808	4,343,958	154,376	3.6	4,302,167	105,080	4,407,247	4,257,205	150,042	3.5
NEW MEXICO	925,513	20,374	945,887	901,965	19,380	921,345	24,542	2.7	886,755	20,247	907,002	883,646	23,356	2.6
NEW YORK	7,747,877	114,544	7,862,421	7,658,672	112,692	7,771,364	91,057	1.2	7,616,383	113,662	7,730,045	7,650,669	79,376	1.0
NORTH CAROLINA	4,089,144	94,385	4,183,529	3,906,760	89,727	3,996,487	187,042	4.7	3,985,445	93,868	4,079,313	3,890,854	188,459	4.8
NORTH DAKOTA	595,739	10,735	606,474	577,612	10,406	588,018	18,456	3.1	569,712	10,699	580,411	563,391	17,020	3.0
OHIO	7,683,560	74,386	7,757,946	7,329,334	70,982	7,400,316	357,630	4.8	7,430,307	73,953	7,504,260	7,145,834	358,426	5.0
OKLAHOMA	2,368,826	37,594	2,406,420	2,288,143	35,570	2,323,713	82,707	3.6	2,258,979	37,406	2,296,385	2,214,092	82,293	3.7
OREGON	1,824,218	36,935	1,861,153	8/ 1,782,123	35,534	8/ 1,817,657	43,496	2.4	1,739,837	36,494	1,776,331	8/ 1,733,836	42,495	2.5
PENNSYLVANIA	8,246,768	86,699	8,333,467	8,417,765	71,608	8,489,373	-155,906	-1.8	8,015,827	85,898	8,101,725	8,127,455	-25,730	-0.3
RHODE ISLAND 7/	618,206	7,222	625,428	598,556	6,804	605,360	20,068	3.3	598,664	6,721	605,385	585,441	19,944	3.4
SOUTH CAROLINA	1,870,502	28,346	1,898,848	1,788,292	27,707	1,815,999	82,849	4.6	1,829,358	28,197	1,857,555	1,770,198	87,357	4.9
SOUTH DAKOTA	574,768	12,541	587,309	554,688	12,102	566,790	20,519	3.6	548,208	12,465	560,673	541,663	19,010	3.5
TENNESSEE	3,040,380	42,390	3,082,770	2,850,273	40,330	2,890,603	192,167	6.6	2,953,924	42,193	2,996,117	2,804,840	191,277	6.8
TEXAS	9,579,902	194,843	9,774,745	9,060,005	179,838	9,239,843	534,902	5.8	9,296,596	192,414	9,489,010	8,969,754	519,256	5.8
UTAH	944,449	17,139	961,588	911,176	16,571	927,747	33,841	3.6	891,424	16,996	908,420	877,390	31,030	3.5
VERMONT	331,194	6,094	337,288	314,030	5,580	319,610	17,678	5.5	314,332	6,094	320,426	304,929	15,497	5.1
VIRGINIA	3,282,034	50,400	3,332,434	3,324,538	50,016	3,374,554	-42,120	-1.2	3,206,588	50,158	3,256,746	3,302,252	-45,506	-1.4
WASHINGTON	2,956,041	54,190	3,010,231	2,745,974	50,754	2,796,728	213,503	7.6	2,841,333	53,457	2,894,790	2,684,903	209,887	7.8
WEST VIRGINIA	1,177,821	14,987	1,192,808	8/ 1,081,855	14,447	8/ 1,096,302	96,506	8.8	1,121,499	14,880	1,136,379	8/1,042,240	94,139	9.0
WISCONSIN	2,759,141	41,134	2,800,275	2,734,545	39,513	2,774,058	26,217	0.9	2,626,476	40,626	2,667,102	2,648,897	18,205	0.7
WYOMING	383,135	8,872	392,007	368,520	9,656	378,176	13,831	3.7	367,147	8,809	375,956	360,888	15,068	4.2
TOTAL	146,503,384	2,255,758	148,759,142	141,326,652	2,137,510	143,464,162	5,294,980	3.7	141,515,520	2,228,324	143,743,844	138,479,918	5,263,926	3.8

1/ FOR ADDITIONAL DETAILS OF PUBLICLY OWNED VEHICLES AND OF TRUCKS, BUSES, AND TRAILERS REGISTERED, SEE TABLES MV-7, 9, 10, 11, RESPECTIVELY.

2/ WHERE THE REGISTRATION YEAR IS NOT MORE THAN ONE MONTH REMOVED FROM THE CALENDAR YEAR, REGISTRATION-YEAR DATA ARE GIVEN. WHERE THE REGISTRATION YEAR IS MORE THAN ONE MONTH REMOVED, REGISTRATIONS ARE GIVEN FOR THE CALENDAR YEAR.

3/ INCLUDES FEDERAL, STATE, COUNTY, AND MUNICIPAL VEHICLES. VEHICLES OWNED BY THE MILITARY SERVICES ARE NOT INCLUDED.

4/ THE NUMBERS OF PRIVATE AND COMMERCIAL BUSES GIVEN HERE ARE ESTIMATES BY THE FEDERAL HIGHWAY ADMINISTRATION OF THE NUMBERS IN OPERATION, RATHER THAN THE REGISTRATION COUNTS OF THE STATES.

5/ THE FOLLOWING FARM TRUCKS, REGISTERED AT A NOMINAL FEE AND RESTRICTED TO USE IN THE VICINITY OF THE OWNER'S FARM, ARE NOT INCLUDED IN THIS TABLE: CONNECTICUT, 4,249; NEW HAMPSHIRE, 4,022; NEW JERSEY, 6,980; NEW YORK, 17,072; PENNSYLVANIA, 13,532; AND RHODE ISLAND, 1,538.

6/ INCLUDES 3,116 AUTOMOBILES OF THE DIPLOMATIC CORPS.

7/ THE STATE WAS UNABLE TO PROVIDE MOTOR-VEHICLE REGISTRATION DATA FOR 1977. THE FIGURES SHOWN HERE ARE ESTIMATES BY THE FEDERAL HIGHWAY ADMINISTRATION.

8/ ADDITIONAL INFORMATION REQUIRED THE REVISION OF THE 1976 DATA.

COMPARISON OF STATE TOTAL MOTOR-VEHICLE REGISTRATIONS--1976-1977[1]

COMPILED FOR THE CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES 2/

TABLE MV-1A
AUGUST 1978

STATE	AUTOMOBILES			MOTORCYCLES			BUSES			TRUCKS			TOTAL MOTOR-VEHICLES		
	1976	1977	PERCENTAGE CHANGE	1976	1977	PERCENTAGE CHANGE	1976	1977	PERCENTAGE CHANGE	1976	1977	PERCENTAGE CHANGE	1976	1977	PERCENTAGE CHANGE
ALABAMA	1,951,914	2,005,209	2.7	63,072	71,710	13.7	7,970	8,191	2.8	615,993	660,149	7.2	2,638,949	2,745,259	4.0
ALASKA	156,204	161,867	3.6	13,292	13,290	-0.0	1,255	1,414	12.7	92,976	94,120	1.2	263,727	270,691	2.6
ARIZONA	1,070,842	1,118,651	4.5	60,278	65,143	8.1	3,153	3,292	4.4	405,361	432,185	6.6	1,539,634	1,619,271	5.2
ARKANSAS	902,070	945,489	4.8	33,096	31,351	-5.3	6,876	6,885	0.1	440,101	470,431	6.9	1,382,143	1,454,156	5.2
CALIFORNIA	11,478,776	11,694,053	1.9	667,363	678,538	1.7	22,323	22,414	0.4	2,814,744	3,241,345	15.2	14,983,206	15,636,350	4.4
COLORADO	1,512,098	1,613,657	6.7	95,787	105,819	10.5	5,270	5,576	5.8	509,920	543,642	6.6	2,123,075	2,268,694	6.9
CONNECTICUT	1,919,975	1,922,327	0.1	69,966	70,049	0.1	8,011	8,086	0.9	159,135	159,226	0.1	2,157,087	2,159,688	0.1
DELAWARE	297,453	307,683	3.4	7,153	8,137	13.8	1,492	1,482	-0.7	62,638	64,740	3.4	368,736	382,042	3.6
DIST. OF COL.	245,251	241,774	-1.4	3,922	3,971	1.2	2,538	2,619	3.2	17,186	16,116	-6.2	268,897	264,480	-1.6
FLORIDA 3/	4,835,141	5,017,459	3.8	180,998	181,113	0.1	21,648	22,657	4.7	991,195	1,055,623	6.5	6,028,982	6,276,852	4.1
GEORGIA	2,599,365	2,740,977	5.4	93,546	98,188	5.0	11,027	12,336	11.9	721,810	742,957	2.9	3,425,748	3,594,458	4.9
HAWAII	424,862	443,121	4.3	6,214	6,299	1.4	2,532	2,568	1.4	70,414	75,470	7.2	504,022	527,458	4.6
IDAHO	425,645	444,311	4.4	43,134	44,651	3.5	2,675	2,804	4.8	253,267	270,453	6.8	724,721	762,219	5.2
ILLINOIS	5,515,959	5,712,606	3.6	227,391	238,645	4.9	25,433	24,147	-5.1	1,135,191	1,124,147	-1.0	6,903,974	7,099,545	2.8
INDIANA	2,653,168	2,739,760	3.3	140,741	153,154	8.8	14,755	15,562	5.5	782,612	830,639	6.1	3,591,276	3,739,115	4.1
IOWA	1,592,789	1,641,808	3.1	151,829	160,124	5.5	9,365	8,584	-8.3	583,598	571,531	-2.1	2,337,581	2,382,047	1.9
KANSAS 3/	1,283,647	1,310,608	2.1	86,789	87,257	0.5	4,907	5,046	2.8	585,020	610,746	4.4	1,960,363	2,013,657	2.7
KENTUCKY	1,727,456	1,770,046	2.5	59,351	61,405	3.5	6,602	7,831	18.6	616,088	671,831	9.0	2,409,497	2,511,113	4.2
LOUISIANA	1,691,109	1,734,255	2.6	57,832	68,966	19.3	17,087	17,826	4.3	634,055	669,447	5.6	2,400,083	2,490,494	3.8
MAINE	4/ 536,400	554,990	3.5	27,584	31,608	14.6	2,122	2,341	10.3	4/ 150,574	161,166	7.0	4/ 716,680	750,105	4.7
MARYLAND	2,138,357	2,191,603	2.5	66,298	69,191	4.4	11,154	11,041	-1.0	355,551	384,466	8.1	2,571,360	2,656,301	3.3
MASSACHUSETTS	2,865,383	3,122,419	9.0	72,614	86,240	18.8	9,947	11,536	16.0	325,173	385,634	18.6	3,273,117	3,605,829	10.2
MICHIGAN	4,726,259	4,954,235	4.8	267,306	261,090	-2.3	13,780	14,746	7.0	961,333	1,017,072	5.8	5,968,678	6,247,143	4.7
MINNESOTA	2,073,302	2,106,630	1.6	151,270	149,008	-1.5	14,130	15,360	8.7	680,998	691,280	1.5	2,919,700	2,962,278	1.5
MISSISSIPPI	1,036,295	1,064,371	2.7	28,413	27,986	-1.5	8,640	8,546	-1.1	401,101	421,049	5.0	1,474,449	1,521,952	3.2
MISSOURI	2,232,558	2,301,992	3.1	96,201	95,099	-1.1	9,338	9,437	1.1	699,195	741,178	6.0	3,037,292	3,147,706	3.6
MONTANA 3/	391,428	406,728	3.9	38,580	39,911	3.4	1,787	1,928	7.9	245,738	263,223	7.1	677,533	711,790	5.1
NEBRASKA	4/ 859,664	890,111	3.5	4/ 52,303	53,447	2.0	3,224	3,300	2.4	380,481	364,233	-4.3	4/ 1,295,752	1,311,091	1.2
NEVADA	374,985	407,024	8.5	18,260	19,961	9.3	1,098	1,184	7.8	132,322	140,601	6.3	526,665	568,770	8.0
NEW HAMPSHIRE	444,051	503,311	13.3	25,957	33,863	30.5	1,282	1,336	4.2	81,944	88,716	8.3	553,234	627,226	13.4
NEW JERSEY	3,831,041	3,972,020	3.7	88,753	91,087	5.0	11,647	12,574	8.0	414,517	422,653	2.0	4,343,958	4,498,334	3.6
NEW MEXICO	592,640	593,400	0.1	37,699	38,885	3.1	3,742	3,660	-2.2	287,264	309,942	7.9	921,345	945,887	2.7
NEW YORK	6,734,255	6,799,072	1.0	120,695	132,376	9.7	30,182	30,231	0.2	886,232	900,742	1.6	7,771,364	7,862,421	1.2
NORTH CAROLINA	3,002,710	3,126,610	4.1	105,633	104,216	-1.3	23,166	24,225	4.6	864,978	928,478	7.3	3,996,487	4,183,529	4.7
NORTH DAKOTA	335,600	344,104	2.5	24,627	26,063	5.8	1,784	1,789	0.3	226,007	234,518	3.8	588,018	606,474	3.1
OHIO	6,179,074	6,358,807	2.9	254,482	253,686	-0.3	22,872	22,712	-0.7	943,888	1,122,741	18.9	7,400,316	7,757,946	4.8
OKLAHOMA	1,499,745	1,547,696	3.2	109,621	110,035	0.4	8,513	8,963	5.3	705,834	739,726	4.8	2,323,713	2,406,420	3.6
OREGON	4/ 1,375,064	1,377,562	0.2	4/ 83,821	84,822	1.2	6,873	7,308	6.3	351,899	391,461	11.2	4/ 1,817,657	1,861,153	2.4
PENNSYLVANIA	6,947,303	6,891,049	-0.8	361,918	231,742	-36.0	25,897	26,665	3.0	1,154,255	1,184,011	2.6	8,489,373	8,333,467	-1.8
RHODE ISLAND 3/	512,426	527,160	2.9	19,919	20,043	0.6	1,083	1,125	3.9	71,932	77,100	7.2	605,360	625,428	3.3
SOUTH CAROLINA	1,402,938	1,462,028	4.2	45,801	41,293	-9.8	10,350	10,414	0.6	356,910	385,113	7.9	1,815,999	1,898,848	4.6
SOUTH DAKOTA	343,668	352,821	2.7	25,127	26,636	6.0	2,089	2,685	28.5	195,906	205,167	4.7	566,790	587,309	3.6
TENNESSEE	2,153,922	2,307,783	7.1	85,763	86,653	1.0	8,705	8,774	0.8	642,213	679,560	5.8	2,890,603	3,082,770	6.6
TEXAS	6,586,572	6,970,581	5.8	270,089	285,735	5.8	31,612	33,135	4.8	2,351,570	2,485,294	5.7	9,239,843	9,774,745	5.8
UTAH	605,108	623,258	3.0	50,357	53,168	5.6	1,100	1,148	4.4	271,182	284,014	4.7	927,747	961,588	3.6
VERMONT	244,157	254,638	4.3	14,681	16,862	14.9	1,099	1,141	3.8	59,673	64,647	8.3	319,610	337,288	5.5
VIRGINIA	2,764,444	2,767,455	0.1	72,302	75,688	4.7	11,123	11,045	-0.7	526,685	478,246	-9.2	3,374,554	3,332,434	-1.2
WASHINGTON	1,977,629	2,118,314	7.1	111,825	115,441	3.2	11,063	10,672	-3.5	696,211	765,804	10.0	2,796,728	3,010,231	7.6
WEST VIRGINIA	759,637	776,646	2.2	54,062	56,429	4.4	2,393	2,501	4.5	4/ 280,210	357,232	27.5	4/ 1,096,302	1,192,808	8.8
WISCONSIN	2,199,985	2,206,429	0.3	125,161	133,173	6.4	9,462	9,688	2.4	439,450	450,985	2.6	2,774,058	2,800,275	0.9
WYOMING	214,093	220,561	3.0	17,288	16,051	-7.2	2,163	2,313	6.9	144,632	153,082	5.8	378,176	392,007	3.7
TOTAL	110,224,417	113,667,069	3.1	4,984,244	5,015,298	0.6	478,339	492,843	3.0	27,777,162	29,583,932	6.5	143,464,162	148,759,142	3.7

1/ FOR ADDITIONAL DETAILS OF PUBLICLY OWNED VEHICLES AND OF TRUCKS, BUSES, AND TRAILERS REGISTERED, SEE TABLES MV-1, 7, 9, 10, AND 11, RESPECTIVELY.

2/ WHERE THE REGISTRATION YEAR IS NOT MORE THAN ONE MONTH REMOVED FROM THE CALENDAR YEAR, REGISTRATION-YEAR DATA ARE GIVEN. WHERE THE REGISTRATION YEAR IS MORE THAN ONE MONTH REMOVED, REGISTRATIONS ARE GIVEN FOR THE CALENDAR YEAR.

3/ THE STATE WAS UNABLE TO PROVIDE MOTOR-VEHICLE REGISTRATION DATA FOR 1977. THE FIGURES SHOWN HERE ARE ESTIMATES BY THE FEDERAL HIGHWAY ADMINISTRATION.

4/ ADDITIONAL INFORMATION REQUIRED THE REVISION OF THE 1976 DATA.

U.S. Department of Transportation
news:
Office of Public and Consumer Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, October 19, 1978

FHWA 68-78
(202) 426-0660
Contact: Richard L. Reilly

DOT BELIEVES SULFUR SHOWS GREAT PROMISE IN ROAD PAVEMENT USE

The U.S. Department of Tranpsortation, working with the U.S. Department of the Interior's Bureau of Mines, is supporting a promising new use for sulfur as a replacement for a substantial amount of asphalt in blacktop-type pavements.

These new pavements--called sulfur-extended-asphalt--have been constructed in Michigan, Nevada, North Carolina, and Texas. Additional ones soon will be constructed in Arizona, Florida, Louisiana, Mississippi, and Minnesota.

The Department of Transportation's Federal Highway Administration, the Bureau of Mines and several domestic and foreign organizations have been evaluating sulfur-extended-asphalt pavements for years. Now their findings suggest that these pavements outperform conventional pavements by promising longer life, thinner sections, and the use of low quality and inexpensive aggregates. Construction costs are competitive, and conventional asphalt equipment is used.

By using sulfur--an abundant natural element--to replace the increasingly scarce, petroleum-derived asphalt, the sulfur-extended-asphalt pavements are exported to contribute to energy conservation and environmental enhancement.

The Federal Highway Administration sponsored a recently completed study by the Texas Transportation Institute, which indicated that the lifetime serviceability of sulfur-extended-asphalt pavements was superior to conventional ones. This finding and preliminary experiences with two ongoing field trials in Texas have added impetus to new studies and projects that FHWA plans to sponsor in fiscal year 1979. These are:

-More-

* Financing the evaluation of three or four additional sulfur-extended-asphalt field trials which emphasize the use of low-quality aggregates, the use of dryer drum mixes, the direct mixing of binders in a pugmill, and comparisons between pavement sections with binders of different sulfur-asphalt ratios.

* The preparation and publishing of guidelines for designing and constructing sulfur-extended-asphalt pavements.

* The development of water-based emulsions for sulfur-extended-asphalt binders.

* A study of the environmental and safety aspects associated with the use of sulfur in highway construction.

* A survey of pavements with sulfur in the United States, Canada, and eight countries in Europe and the Middle East.

Other sulfur formulations are also being evaluated. FHWA and the Bureau of Mines are monitoring sand-asphalt-sulfur mixes in which sulfur acts as a structuring agent between aggregates to permit the use of low quality aggregates in highway construction.

The Bureau of Mines has been monitoring sulfur concretes--concrete-like materials formulated by adding a small percentage of a chemical modifier to elemental sulfur and mixing with aggregates. The acid and salt resistance of sulfur concretes and their positive curing characteristics under freezing conditions are attractive structural qualities.

Sulphlex may be the most revolutionary of all sulfur materials used in highway construction. Recently developed by Southwest Research Institute under an FHWA contract, suphlex is a series of chemically modified sulfur formulations whose characteristics, when mixed with aggregates, may be varred from those resembling flexible asphalt pavements to those resembling rigid concrete pavements. Preliminary findings indicate that the engineering properties of these new pavements are excellent and their cost competitive. Developmental work is continuing.

Information about sulphur-in-pavements may be obtained from:

U.S. Department of Transportation
Federal Highway Administration
Offices of Research and Development (HDV-22)
Washington, D.C. 20590

U.S. Department of the Interior
Bureau of Mines
Boulder City Mettallurgy Engineering Laboratory
500 Date Street
Boulder City, Nevada 89005

The Sulphur Institute
1725 K Street, NW.
Washington, D.C. 20006

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U.S. Department of Transportation

news:

Office of Public and Consumer Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, October 31, 1978

FHWA 72-78
(202) 426-0660
Contact: Richard Reilly

NEW DOT AWARD GOES TO IOWA

The Iowa Department of Transportation has received the Federal Highway Administration's first annual Outstanding Achievement Award for Technology Transfer.

The award was presented by Federal Highway Administrator Karl S. Bowers on October 30 at the opening ceremonies of the 64th annual meeting of the American Association of State Highway and Transportation Officials in Louisville, Ky.

Raymond L. Kassell, Director of the Iowa Department of Transportation, accepted the award.

Iowa was selected as the state agency which during the past year had done the most to implement modern transportation technology.

In presenting the awards, Administrator Bowers said:

"We feel our Technology Transfer Program, in the few short years it has been identified as such, has made tremendous strides to assist the highway community in getting new technology out of the laboratory and into practice. And the work done in our regions and divisions and in the states is responsible for much of the success."

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Also cited as first-place winners in conjunction with the Iowa presentation were the Federal Highway Administration's Region 7 office, represented by Regional Administrator John B. Kemp, and Iowa Division office, represented by Division Administrator Hubert A. Willard.

Honorable mention citations went to the California Department of Transportation, the Georgia Department of Transportation, the South Carolina FHWA Division Office, and the Utah FHWA Division Office.

The award winners were selected by the Executive Committee of the Technology Transfer Program from nominations submitted by all of the FHWA regional offices.

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U.S. DEPARTMENT OF TRANSPORTATION
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Office of Public and Consumer Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, November 2, 1978

FHWA 73-78
Contact: Richard Reilly
Telephone: 202/426-0660

DOT RECEIVES $500,000 GRANT FOR SOLAR ENERGY DEMONSTRATION PROGRAM

The Department of Energy has made $500,000 available to the Department of Transportation for the demonstration of solar thermal energy applications.

The two departments have signed an interagency agreement that will assist DOT in funding a solar thermal demonstration program. DOT will give grants to state and local agencies that submit acceptable demonstration proposals.

The DOT's Federal Highway Administration, Region 15 Demonstration Projects Division in Arlington, Va., will direct the program and will provide additional funding for projects involving wind generated energy and solar cell applications.

The majority of the demonstration installations will be at highway safety rest areas and tourist information centers because of their high visibility to the traveling public. Solar collectors will provide space and hot water heating.

Public visibility is the key to the demonstration program. It is not expected that substantial savings in fossil fuels will result from the

- more -

program itself, but it is hoped that the widespread exposure given solar applications will convince participating agencies and the general public of their feasibility.

Increased use of solar systems could lead to significant fossil fuel savings nationally.

States and localities can request participation in the demonstration program through FHWA offices, located in state capitols.

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Office of Public and Consumer Affairs
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FOR RELEASE 11 A.M. EST
Thursday, November 2, 1978

FHWA 70-78
(202) 426 0660
Contact: Richard L. Reilly

FORMER WHITE HOUSE FELLOW JOINS HIGHWAY ADMINISTRATION

Thomas M. Downs was sworn in today as Associate Administrator for Planning of the Federal Highway Administration at the U.S. Department of Transportation.

The oath of office was administered by Federal Highway Administrator Karl S. Bowers.

Downs, 35, joins the Highway Administration following a year as White House Fellow at the Department of Transportation, where he worked with the Secretary and Deputy Secretary of Transportation.

Prior to coming to the Transportation Department in August 1977, Downs had been city manager of Leavenworth, Kan., since May 1974. As city manager, he was responsible for general government operations including police, fire, engineering and public works.

Before taking the post of city manager, Downs was Deputy City Manager of Little Rock, Ark., and an administrative intern in Lawrence, Kan.

A native of Kansas City, Mo., he received his bachelor of arts degree from Rockhurst College in that city in 1964, a master's degree in political science from the University of Missouri in 1965, and a master's degree in public administration from the University of Kansas in 1970. Downs has taught senior and graduate level courses at Arkansas, Missouri and Kansas Universities.

Downs served as an elected national executive board member of the Municipal Intergovernmental Coordinators Association in 1972-73; on the International City Management Association Task Force on Minorities in Urban Management in 1974-75, and the Association's Task Force on the Role of Women in Local Government in 1975-76.

He is a member of the American Society for the Public Administration and the International City Management Association.

A Vietnam veteran, Downs is married and has a son.

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U.S. Department of Transportation

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Office of Public and Consumer Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, November 15, 1978

FHWA 71-78
(202) 426-0660
Contact: Richard Reilly

DOT OK'S CALIFORNIA PROPOSAL TO PROVIDE LOW INCOME HOUSING

The U.S. Department of Transportation has approved an innovative proposal by the state of California to provide much needed low income housing in the Watts-Willowbrook area of Los Angeles by utilizing vacant residences on the right-of-way of the future Century Freeway.

The DOT's Federal Highway Administration authorized state officials to sell 98 vacant single-family houses located on the I-105 (Century Freeway) right-of-way in Downey, in the Los Angeles area, to the Watts Labor Community Action Committee.

Now badly vandalized, the houses were purchased by the state when right-of-way was acquired and cleared through the area.

The Watts Labor Community Action Committee (WLCAC), a nonprofit organization, will move the houses to the Watts-Willowbrook area, rehabilitate them, and make them available for needed low income housing. This will help to replenish low income housing that was removed from Watts-Willowbrook when right-of-way for the Century Freeway was acquired through that community.

The rehabilitated housing will be occupied by low income minorities on a rental basis, with the rental income being

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applied towards ownership if the occupants remain and maintain the property over a given period of years.

As an additional benefit, the WLCAC plans to establish a training program which will utilize unemployed, undertrained minorities in performing the rehabilitation work in such trades as carpentry, plumbing, roofing, and concrete work.

* * *

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FHWA 74-78
(202) 426-0648
Contact: Michele Taylor

FOR IMMEDIATE RELEASE
Monday, November 20, 1978

HIGHWAY CONSTRUCTION COSTS JUMPED 14.7 PERCENT

The cost of highway construction during the third quarter of 1978 jumped 14.7 percent above the previous quarter to 296.1 percent of the 1967 average, the U.S. Department of Transportation announced today.

The 14.7 percent quarterly increase is the second highest on record, and follows a record 17.6 percent increase in the previous quarter, according to the figures kept by DOT's Federal Highway Administration. The composite price index for the third quarter is 37.1 percent higher than a year ago--the largest yearly increase since the second quarter of 1974, when it hit a record 38.0 percent following the oil embargo.

FHWA believes that not all of the price increases recently observed can be attributed to inflation. There has been a significant shift in type of highway construction to more reconstruction and rehabilitation of existing roads. This work is inherently more expensive due to factors such as lower volumes per mile of road, the necessity to work under traffic and restricted work areas or hours of work. Because of its trend FHWA is considering a possible revision of their price index to identify the effect of reconstruction and rehabilitation work on prices.

All components in the price index rose during the quarter except bituminous concrete surfacing, which dropped 2.4 percent. Excavation, as in the previous quarter, led the advance

-more-

in highway construction costs with a 28.8 percent rise over the previous quarter. Reflecting increases of 12.9 percent for structural concrete, 11.6 percent for structural reinforcement, and 11.3 percent for structural steel, the composite structural index rose 12.2 percent above the previous quarter. The surfacing index, however, dropped 0.8 percent due to a 2.4 percent drop in bituminous concrete pavement and a moderate rise of 0.6 percent for Portland cement concrete surfacing.

A comparison with the index components of a year ago indicates that the upward thrust in prices has lost none of its momentum. Compared with a year ago, all six components increased sharply. Excavation soared 54.8 percent, while the composite surfacing index advanced 15.8 percent, reflecting increases of 19.8 percent in Portland cement surfacing and 11.7 percent in bituminous concrete pavement. The composite structural index leaped ahead 36.6 percent, reflecting rises of 26.9 percent for structural reinforcement, 38.0 percent for structural steel and 39.1 percent for structural concrete.

Since changes in price trends from quarter to quarter may be subject to erratic fluctuations, a comparison on a quarterly basis could be misleading and therefore may be inappropriate for indicating the trend in prices. A more appropriate indicator of price trends and one that tends to moderate the wide swings in the price index is a three-quarter moving index.

The three-quarter moving index for any quarter is an index obtained by combining the data for that quarter with the data of the quarter preceding and following it. On this basis, the composite price index rose 7.5 percent during the second quarter and 20.6 percent during the year. This is the largest quarterly increase in the three-quarter moving composite index since the second three-quarter period of 1974, when it rose 8.0 percent.

On the same three-quarter basis, all six index components registered significant quarterly and annual increases. Excavation rose the most, both quarterly and annually, climbing 11.7 percent for the quarter and 27.2 percent for the year. Composite surfacing rose 2.6 percent for the quarter, bringing the annual increase to 15.4 percent, while the structural index was 7.0 percent higher for the quarter and 17.7 percent for the year.

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 Federal Highway Administration is expected to announce shortly measures to combat the inflationary trend in highway construction.

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

	Quarterly Price Index	Percentage Change	(Three-quarter moving index) Three-quarter Price Index	Percentage Change
*				
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	220.4	+4.0
4th quarter, 1977	233.0	+ 7.9	222.2	+0.8
1st quarter, 1978	219.5	- 5.8	237.9	+7.1
2nd quarter, 1978	258.1	+17.6	255.6	+7.5
3rd quarter, 1978	296.1	+14.7	---	---

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

The price levels of the component items of the quarterly index in the third quarter of 1978, 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 1978	Second Quarter 1978	Third Quarter 1977	Second Quarter 1978	Third Quarter 1977
Excavation.....	339.8	263.8	219.5	+28.8	+54.8
Surfacing					
Portland cement concrete....	271.9	270.1	227.0	+ 0.6	+19.8
Bituminous concrete.....	264.7	271.2	236.9	- 2.4	+11.7
Composite surfacing.....	268.4	270.6	231.8	- 0.8	+15.8
Structures:					
Reinforcing steel.....	264.6	237.0	208.5	+11.6	+26.9
Structural steel.....	258.7	232.3	187.4	+11.3	+38.0
Structural concrete.....	276.0	244.4	198.3	+12.9	+39.1
Composite structures.....	268.9	239.5	196.9	+12.2	+36.6
Composite price index.....	296.1	258.1	215.9	+14.7	+37.1

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

		Individual Quarters		Three Quarters	
	Unit	2nd Qtr. 1978	3rd Qtr. 1978	1st Qtr. 1978 1/	2nd Qtr. 1978 2/
Excavation.....	Cu.Yd.	$ 1.43	$ 1.84	$ 1.29	$ 1.44
PCC surface.....	Sq.Yd.	11.96	12.04	10.76	11.27
Bit. conc. surf.	Ton	17.54	17.11	16.86	16.93
Str. Reinf.....	Lb.	.310	.346	.293	.311
Str. Steel.....	Lb.	.573	.638	.560	.587
Str. concrete...	Cu.Yd.	171.78	193.97	157.88	171.31

1/Weighted average unit prices for the 4th quarter of 1977 and 1st and 2nd quarters of 1978.
2/Weighted average unit prices for 1st, 2nd, and 3rd quarters of 1978.

U.S. Department of Transportation

news:

Office of Public and Consumer Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, November 27, 1978

FHWA 79-78
(202) 426-0644
Contact: Jim Jenkins

BILLBOARD PROGRAM REVIEW PROPOSED BY DOT

A comprehensive review of its outdoor advertising program is being launched by the U.S. Department of Transportation in the wake of Congressional changes in the Highway Beautification Act.

In a speech prepared for delivery today to the Outdoor Advertising Conference in San Francisco, John S. Hassell, Jr., Deputy Administrator of DOT's Federal Highway Administration, declared, "Coupled with new and far-reaching amendments and decreased funding, we believe it is time to reassess our responsibilities, administration and basic goals and objectives."

The major thrust of the outdoor advertising program is to control new placements of outdoor advertising signs and gradually eliminate many non-conforming signs.

In describing the project study, Hassell said that public hearings will be held in several parts of the United States in order to encourage participation by all interested parties. FHWA also is considering establishment of a national advisory committee to review accumulated data. The committee would include representatives from industry, state, county and local governments, academia, motorist organizations and consumer groups.

Hassell said the target date for completion of the study is by the close of the next calendar year.

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U.S. Department of Transportation

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Office of Public and Consumer Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, December 1, 1978

FHWA 80-78
Contact: Bill Johnson
Tel: (202) 426-0662

DOT SEEKS BETTER METHODS TO PREVENT TANKER LEAKAGE

Better methods of preventing or reducing leakage from overturned tank trucks will be explored by Dynamic Science, Inc., of Phoenix, Ariz., under a $130,000 contract with the Department of Transportation.

The 12-month study, awarded jointly by DOT's Federal Highway and Research and Special Programs Administrations, is designed to determine and assess:

* The costs of developing more effective methods of reducing leakage from overturned cargo tanks.

* The maintenance and testing practices of cargo tank truck operators.

The contract also calls for the development of plans for a cargo tank simulator to test the results of this and future research.

The study will concentrate on cargo tanks commonly used for transporting gasoline and other flammable liquids, which comprise the major part of the existing cargo tank fleet, and will provide a foundation for additional study of other type cargo tanks used for transporting hazardous materials.

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U.S. Department of Transportation
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Office of Public and Consumer Affairs
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FOR RELEASE MONDAY
December 18, 1978

FHWA 84-78
Contact: Richard L. Reilly
Tel: (202) 426-0660

SECRETARY ADAMS' ACTION IN SOUTH DAKOTA BILLBOARD CASE UPHELD BY U.S. APPEALS COURT

In a decision which has broad implications for the federal-aid highway program, a federal appeals court has upheld the Secretary of Transportation's wide administrative authority over the states in regulating the highway program.

The Eighth Circuit Court of Appeals, sitting in St. Louis, affirmed on Nov. 29 a ruling of the U. S. District Court for South Dakota which upheld Secretary of Transportation Brock Adams' decision to hold back ("reserve") federal funds before he determines whether a state is in compliance with the Highway Beautification Act in controlling outdoor advertising.

Under the Highway Beautification Act, any state not effectively controlling outdoor advertising may have its share of federal-aid highway funds reduced by 10 percent, but such a reduction may not be made until after a hearing is held for the state's benefit and a final order issued.

In July 1977, however, Secretary Adams tentatively ruled that South Dakota was not effectively controlling billboard advertising. He held back 10 percent or about $4.5 million of the state's federal-aid highway funds which were scheduled to be allotted in October 1977 pending a final decision in the matter.

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South Dakota requested a hearing and, in the meantime, challenged the Secretary's action in Federal District Court, charging he could not "reserve" federal-aid funds before the required hearing had been held and a final order issued. The court upheld the Secretary's ruling and the Court of Appeals agreed, saying that Adams' authority was based on his general powers to administer the highway program.

The appeals court did not rule on the question of whether the state had effectively controlled outdoor advertising. Its decision was confined to the issue of whether the Secretary has authority to "reserve" highway funds under these circumstances.

The hearing which South Dakota had requested was held in December 1977.

Adams ruled on Nov. 9, 1978, that South Dakota's outdoor advertising sign laws are too lenient to meet standards set by the Highway Beautification Act, and he imposed the 10 percent reduction in highway funds. The state has 45 days -- until Dec. 26 -- to appeal this final order to the courts.

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FOR IMMEDIATE RELEASE
Tuesday, December 5, 1978

FHWA 85-78
(202) 426-0648
Contact: Michele Taylor

DOT CHALLENGES MINORITY STATUS OF SEATTLE CONSTRUCTION FIRM

The Federal Highway Administration has given notice that it plans to bar Minority Inc. of Seattle, Wash., from federal-aid highway work for one year because the firm submitted false information about its ownership and control in order to receive a highway sub-contract as a minority business.

This is the first time the FHWA, an agency of the U.S. Department of Transportation, has taken debarment action against a contractor for misrepresentation of minority ownership and control.

An affidavit signed by the firm's owners was used to place Minority Inc. on the state of Washington's preferred minority contractors bidders' list for federal-aid highway work. However, FHWA found that, contrary to the affidavit, minority persons did not exercise meaningful control of the operations of Minority Inc. and held less than the required percentage of the company's stock.

Bernard D. Swonger, who has affirmed that he is an American Indian, owned less than a majority of the firm's voting stock and did not participate actively in the management of the company. The other owners of the company are George and Gerald Richert. The state of Washington has removed the company from its minority bidders' list.

In signing the notice of proposed action, FHWA Administrator Karl S. Bowers said, "We are 100 percent behind the Minority Business Enterprise Program. But we will use all legal sanctions available to us to ensure that the program is not abused and helps those for whom it is intended."

Minority Inc. has 10 days to request a hearing if it decides to contest the administrative action.

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FOR RELEASE MONDAY
December 18, 1978

FHWA 83-78
(202) 426-0645
Contact: Jim Jenkins

MINORITY FIRMS INCREASE SHARE OF FEDERALLY-AIDED HIGHWAY WORK

The participation of minority firms in the federally-aided highway construction program increased by 279 percent over the past three years, the U.S. Department of Transportation reported today.

Figures compiled by DOT's Federal Highway Administration show that minority business enterprise participation in federally-aided highway construction conducted in cooperation with state transportation agencies increased from $32.5 million in fiscal year 1975 to $123.3 million in fiscal year 1978.

Federal Highway Administrator Karl S. Bowers said he is optimistic that the upward trend of minority enterprise participation in highway work will continue, and that the FHWA is considering new ways to increase that participation.

"Our program includes the use of federal grants to state agencies to conduct training programs to help minority business enterprises become more competitive and requires contractors to ask minority business firms for quotes on potential subcontract work," Bowers said.

"The program is based on a cooperative and voluntary approach," he said, "and its success is due largely to the dedication and support of state highway agencies, minority business groups and highway contractors and their organizations."

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Bowers pointed out that because highway construction is a technically sophisticated, highly competitive and capital-intensive industry, considerable time is needed to develop successful minority participation in the field and that the support of those firms already in the industry is necessary.

"Our record supports the President's mandate to achieve increased minority participation in government programs, and we are making every effort to increase that participation," Bowers said. "But," he said, "I believe it will take a concerted effort over the next five years to obtain an optimum level of minority business enterprise participation."

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FOR RELEASE THURSDAY
December 21, 1978

FHWA 81-78
(202) 426-0660
Contact: Richard Reilly

DOT PROJECT AIDS STATES IN TRAFFIC AIR QUALITY TESTS

The U.S. Department of Transportation has announced a demonstration project to help states predict the effect of proposed highway improvements on air quality.

Air quality predictions are incorporated in state plans for compliance with federal "clean air" laws. Mathematical models are used to compute the predicted impact of future highway traffic on air quality.

The demonstration project, developed by the department's Federal Highway Administration, shows states how to test or "calibrate" their models at specific highway locations.

The first test project will begin Jan. 29 in Puerto Rico.

Project Manager James Berka of FHWA's Region 15 office in Arlington, Va., said, "The equations in most of the models now being used were developed and fitted to a limited set of data. When the models are applied at highway locations, their predictions may range from 50 to 200 percent of actual pollutant levels."

Consequently, it is necessary to calibrate or test the model at an existing site similar to the proposed highway. Once it is known how it performs at the test site, the model's predictions can be adjusted to better represent future pollutant concentrations at the proposed facility.

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Two project technicians, Jack Thompson and Michael Usry, will assist Berka in showing state and local agencies techniques for obtaining data to calibrate a model. Emissions and meteorological data will be gathered as inputs to the model, and actual pollutant concentrations will be measured at the site for comparison with the model predictions.

There will be a two-day workshop following initial equipment setup and data gathering, which will provide information necessary to apply and calibrate dispersion models.

Any state transportation agency desiring a demonstration or additional information should contact the FHWA division office in that state.

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FOR RELEASE FRIDAY
December 22, 1978

FHWA 86-78
Contact: Bill Johnson
Phone : (202) 426-0662

REGIONAL OFFICERS DELEGATED AUTHORITY TO PROCESS WAIVERS

The processing of applications for waivers of certain physical requirements for commercial truck and bus drivers has been simplified by the U.S. Department of Transportation.

Under a new procedure, announced by the department's Federal Highway Administration, all requests for waivers of a physical defect or renewals of waivers should be directed to the regional office of Motor Carrier Safety for the region in which the applicant's principal place of business is located.

The regional motor carrier safety officers are listed in section 390.40 of the federal motor carrier safety regulations.

The delegation of authority to regional offices for processing waivers became effective Nov. 30. Previously, that authority could be exercised only by the director of FHWA's Bureau of Motor Carrier Safety in Washington, D.C.

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