U.S. Department of Transportation

news:

Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE WEDNESDAY
January 16, 1980

FHWA 02-80
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# DOT STUDIES 8 CITIES IN EFFORT TO REDUCE BLIGHT NEAR HIGHWAYS

A deteriorating business area located close to a major highway is a problem in many U.S. cities.

To determine better methods to revitalize central business districts adjacent to highways, the Department of Transportation will survey eight cities.

They are Seattle, San Francisco, Fort Worth, Boston, Detroit, Washington, D.C., Charleston, W. Va., and Portland, Ore.

The DOT study will list and evaluate the adverse effects of interstate and federally-aided primary highways on adjacent central business district activities.

Among the general symptoms of blight in central business districts near highways are an overall deterioration of the area, noise and air pollution, traffic congestion, lack of access to the district and inadequate transit facilities.

In a number of U.S. cities, a variety of revitalization measures already have been employed, including coordination of highway projects with urban renewal plans, construction of parking facilities and transit malls, improved traffic management plans and restrictions on auto traffic.

- more -

The study will estimate both the potential increases in land values adjacent to the highways after the adverse impacts are reduced and the possible costs of highway improvements and other related measures needed to achieve such a reduction. An assessment will be made of the benefits resulting from the improvements to such facets of urban life as recreation, employment and housing.

The study, managed by DOT's Federal Highway Administration, is coordinated with an interagency committee composed of representatives of the Department of Housing and Urban Development, the Economic Development Administration, the Urban Mass Transportation Administration and the Office of the Secretary of Transportation.

Representatives from the cities to be surveyed will be invited to work with the committee to evaluate study results and develop financial or legislative proposals that are needed for the federal-aid highway program to make a more significant contribution to comprehensive urban revitalization programs.

A report, required by the Surface Transportation Assistance Act of 1978, will be submitted to Congress in November 1980.

The study has been announced in the Federal Register and public comments are invited. To ensure consideration in the report to Congress, comments must be received by Sept. 30, 1980. The comments should be sent to FHWA Docket No. 79-32, Federal Highway Administration, Room 4205, 400 Seventh St., S.W., Washington, D.C. 20590.

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

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ADVANCE FOR RELEASE MONDAY
January 14, 1980

FHWA 01-80
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# HIGHWAY ADMINISTRATION RELEASES REPORT ON '79 RESEARCH ACTIVITY

The Federal Highway Administration has released its annual report for fiscal year 1979 on highway research and development.

The 30-page document reports on five areas of research -- safety, traffic operations, structures, maintenance and the environment.

The 1979 R&D report is the sixth and final in an annual series. Subsequent reports will be issued at approximate six month intervals.

Single copies of the R&D report can be obtained at no charge from the Associate Administrator for Research and Development (HDV-14), Federal Highway Administration, Washington, D.C. 20590.

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

FOR RELEASE WEDNESDAY
January 30, 1980

FHWA 03-80
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# DOT DELAYS EFFECTIVE DATE OF NEW REGULATIONS FOR COMMERCIAL TRUCKS

The U.S. Department of Transportation has postponed to Sept. 1, 1982, the effective date of new safety regulations on steps, handholds and decks on certain commercial trucks.

The regulations, which will be administered by DOT's Federal Highway Administration, had been scheduled to become effective on April 1, 1982.

The postponement was granted in response to requests from motor vehicle manufacturers. The new effective date is consistent with the customary timing for the introduction on new model trucks.

The new regulations are intended to provide greater safety for the employees of motor carriers. They will apply to all trucks and truck-tractors having a high-profile cab-over-engine configuration for entrance, exit and back of cab access.

The amendment to the safety regulations (BMCS Docket No. MC-58-1; Amdt. No. 79-1) was published in the Dec. 10, 1979, Federal Register.

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U.S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE FRIDAY
February 8, 1980

FHWA 04-80
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# DOT FORECASTS A DECREASE IN FEDERAL HIGHWAY USER TAXES COLLECTED IN 1980

Highway user taxes deposited into the Federal Highway Trust Fund will fall below $7 billion in 1980, according to a forecast by the U.S. Department of Transportation.

This would be a decrease from the amounts paid by highway users in 1978 and 1979, and would mark the first time since 1965 that Trust Fund revenues were less than the preceding year. It also would be the first time since 1977 that Trust Fund receipts fell under the $7 billion level.

The DOT forecast is based on decreasing gasoline consumption by highway users. It poses a particular dilemma for the Federal-aid Highway Program since at the same time that gasoline tax revenues -- the principal source of funds for highways -- are expected to drop, highway financing problems are being made more acute by continued upward trends in construction and maintenance costs. Maintenance costs are expected to eat up a greater percentage of the highway dollar, accounting for 33 percent of total expenditures in 1980 as compared to 29 percent in 1977.

The Highway Trust Fund is financed by various taxes on highway users, the principal one being the four cents per gallon federal gasoline tax.

The Department of Transportation's Federal Highway Administration estimates that there will be $37 billion of highway income from all sources -- taxes, bond issues, etc. -- available to federal, state and local governments during 1980.

- more -

In 1980, highway users will pay, in addition to the amounts paid into the Trust Fund, another $16.1 billion, or approximately 44 percent of total highway income, for gasoline, oil, motor vehicle registrations, tolls, and parking.

Total highway expenditures by federal, state and local governments are expected to exceed $36.8 billion (including over $15 billion in capital outlay) in building, operating, and maintaining the nation's highways. Maintenance costs will reach $12.2 billion, and the remainder will be spent on highway administration and research, law enforcement and safety, and debt service on state and local highway obligations.

In most cases, money from the Highway Trust Fund is paid to the states to reimburse them the federal share for the work they do under the Federal-aid Highway Program. In 1979, state and local governments received about $8.7 billion in federal funds. In 1980, it is expected that these payments will total $9 billion. State and local governments spent about $713 million in federal revenue-sharing funds on highways in 1979, and this funding is expected to increase to around $747 million in 1980.

Actual amounts for 1977 and 1978, estimates for 1979, and forecasts for 1980 of receipts, disbursements, and capital expenditures for highways are shown in separate tables attached.

# TOTAL RECEIPTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1977-1980 [1]

(IN MILLIONS OF DOLLARS)

TABLE HF-11
DECEMBER 1979

| 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 | | | | | | |
| | 1977 | | | | | | | | 1978 | | | | | | | |
| IMPOSTS ON HIGHWAY USERS: 2/ | | | | | | | | | | | | | | | | |
| MOTOR-FUEL AND VEHICLE TAXES | 6,898 | - | - | 6,898 | 12,715 | 89 | 134 | 19,836 | 7,006 | - | - | 7,006 | 13,529 | 94 | 136 | 20,765 |
| TOLLS | - | - | - | - | 1,175 | 33 | 213 | 1,421 | - | - | - | - | 1,237 | 35 | 220 | 1,492 |
| PARKING FEES | - | - | - | - | 3 | 1 | 78 | 82 | - | - | - | - | 3 | 2 | 90 | 95 |
| SUBTOTAL | 6,898 | - | - | 6,898 | 13,893 | 123 | 425 | 21,339 | 7,006 | - | - | 7,006 | 14,769 | 131 | 446 | 22,352 |
| OTHER TAXES AND FEES: | | | | | | | | | | | | | | | | |
| PROPERTY TAXES AND ASSESSMENTS | - | - | - | - | - | 1,007 | 830 | 1,837 | - | - | - | - | - | 1,100 | 890 | 1,990 |
| GENERAL FUND APPROPRIATIONS | - | 131 | 1,380 | 1,511 | 690 | 914 | 2,247 | 5,362 | - | 199 | 1,509 | 1,708 | 880 | 950 | 2,400 | 5,938 |
| OTHER TAXES AND FEES | - | - | 44 | 44 | 386 | 45 | 148 | 623 | - | - | 46 | 46 | 422 | 55 | 160 | 683 |
| SUBTOTAL | - | 131 | 1,424 | 1,555 | 1,076 | 1,966 | 3,225 | 7,822 | - | 199 | 1,555 | 1,754 | 1,302 | 2,105 | 3,450 | 8,611 |
| INVESTMENT INCOME AND OTHER RECEIPTS | 617 | - | 160 | 777 | 548 | 209 | 318 | 1,852 | 751 | - | 175 | 926 | 742 | 229 | 325 | 2,222 |
| TOTAL CURRENT INCOME | 7,515 | 131 | 1,584 | 9,230 | 15,517 | 2,298 | 3,968 | 31,013 | 7,757 | 199 | 1,730 | 9,686 | 16,813 | 2,465 | 4,221 | 33,185 |
| BOND ISSUE PROCEEDS (PAR VALUE) 3/ | - | - | - | - | 1,183 | 339 | 708 | 2,230 | - | - | - | - | 942 | 200 | 600 | 1,742 |
| GRAND TOTAL RECEIPTS | 7,515 | 131 | 1,584 | 9,230 | 16,700 | 2,637 | 4,676 | 33,243 | 7,757 | 199 | 1,730 | 9,686 | 17,755 | 2,665 | 4,821 | 34,927 |
| INTERGOVERNMENTAL PAYMENTS: | | | | | | | | | | | | | | | | |
| FEDERAL GOVERNMENT: | | | | | | | | | | | | | | | | |
| HIGHWAY TRUST FUND | -5,679 | - | - | -5,679 | 5,585 | 3 | 91 | - | -6,107 | - | - | -6,107 | 6,021 | 2 | 84 | - |
| ALL OTHER FUNDS | - | -95 | -1,108 | -1,203 | 333 | 521 | 349 | - | - | -146 | -1,170 | -1,316 | 434 | 526 | 356 | - |
| STATE AGENCIES: | | | | | | | | | | | | | | | | |
| HIGHWAY-USER IMPOSTS | - | - | - | - | -3,132 | 1,908 | 1,224 | - | - | - | - | - | -3,333 | 2,088 | 1,245 | - |
| ALL OTHER FUNDS | - | - | - | - | -310 | 179 | 131 | - | - | - | - | - | -313 | 170 | 143 | - |
| COUNTIES AND TOWNSHIPS | - | - | - | - | 106 | -155 | 49 | - | - | - | - | - | 124 | -173 | 49 | - |
| MUNICIPALITIES | - | - | - | - | 114 | 6 | -120 | - | - | - | - | - | 136 | 6 | -142 | - |
| SUBTOTAL | -5,679 | -95 | -1,108 | -6,882 | 2,696 | 2,462 | 1,724 | - | -6,107 | -146 | -1,170 | -7,423 | 3,069 | 2,619 | 1,735 | - |
| FUNDS DRAWN FROM OR PLACED IN RESERVES 4/ | -1,577 | -17 | -15 | -1,609 | -1,375 | -282 | -145 | -3,411 | -1,353 | -47 | -39 | -1,439 | -560 | 26 | 252 | -1,721 |
| TOTAL FUNDS AVAILABLE | 259 | 19 | 461 | 739 | 18,021 | 4,817 | 6,255 | 29,832 | 297 | 6 | 521 | 824 | 20,264 | 5,310 | 6,808 | 33,206 |
| | 1979(PRELIMINARY) | | | | | | | | 1980(FORECAST) | | | | | | | |
| IMPOSTS ON HIGHWAY USERS: 2/ | | | | | | | | | | | | | | | | |
| MOTOR-FUEL AND VEHICLE TAXES | 7,017 | - | - | 7,017 | 13,864 | 100 | 138 | 21,119 | 6,971 | - | - | 6,971 | 14,244 | 105 | 140 | 21,460 |
| TOLLS | - | - | - | - | 1,267 | 38 | 225 | 1,530 | - | - | - | - | 1,300 | 40 | 232 | 1,572 |
| PARKING FEES | - | - | - | - | 3 | 2 | 100 | 105 | - | - | - | - | 3 | 2 | 110 | 115 |
| SUBTOTAL | 7,017 | - | - | 7,017 | 15,134 | 140 | 463 | 22,754 | 6,971 | - | - | 6,971 | 15,547 | 147 | 482 | 23,147 |
| OTHER TAXES AND FEES: | | | | | | | | | | | | | | | | |
| PROPERTY TAXES AND ASSESSMENTS | - | - | - | - | - | 1,125 | 940 | 2,065 | - | - | - | - | - | 1,175 | 1,000 | 2,175 |
| GENERAL FUND APPROPRIATIONS | - | 184 | 1,656 | 1,840 | 960 | 990 | 2,525 | 6,315 | - | 84 | 1,665 | 1,748 | 1,045 | 1,035 | 2,650 | 6,479 |
| OTHER TAXES AND FEES | - | - | 41 | 41 | 447 | 60 | 172 | 720 | - | - | 46 | 46 | 482 | 70 | 187 | 785 |
| SUBTOTAL | - | 184 | 1,697 | 1,881 | 1,407 | 2,175 | 3,637 | 9,100 | - | 84 | 1,711 | 1,795 | 1,527 | 2,280 | 3,837 | 9,439 |
| INVESTMENT INCOME AND OTHER RECEIPTS | 850 | - | 185 | 1,035 | 800 | 245 | 332 | 2,412 | 925 | - | 187 | 1,112 | 875 | 265 | 340 | 2,592 |
| TOTAL CURRENT INCOME | 7,867 | 184 | 1,882 | 9,933 | 17,341 | 2,560 | 4,432 | 34,266 | 7,896 | 84 | 1,898 | 9,878 | 17,949 | 2,692 | 4,659 | 35,178 |
| BOND ISSUE PROCEEDS (PAR VALUE) 3/ | - | - | - | - | 773 | 225 | 625 | 1,623 | - | - | - | - | 900 | 275 | 675 | 1,850 |
| GRAND TOTAL RECEIPTS | 7,867 | 184 | 1,882 | 9,933 | 18,114 | 2,785 | 5,057 | 35,889 | 7,896 | 84 | 1,898 | 9,878 | 18,849 | 2,967 | 5,334 | 37,028 |
| INTERGOVERNMENTAL PAYMENTS: | | | | | | | | | | | | | | | | |
| FEDERAL GOVERNMENT: | | | | | | | | | | | | | | | | |
| HIGHWAY TRUST FUND | -7,224 | - | - | -7,224 | 7,136 | 3 | 85 | - | -7,490 | - | - | -7,490 | 7,397 | 3 | 90 | - |
| ALL OTHER FUNDS | - | -170 | -1,333 | -1,503 | 526 | 569 | 408 | - | - | -74 | -1,399 | -1,473 | 444 | 598 | 431 | - |
| STATE AGENCIES: | | | | | | | | | | | | | | | | |
| HIGHWAY-USER IMPOSTS | - | - | - | - | -3,404 | 2,111 | 1,293 | - | - | - | - | - | -3,520 | 2,180 | 1,340 | - |
| ALL OTHER FUNDS | - | - | - | - | -324 | 170 | 154 | - | - | - | - | - | -345 | 180 | 165 | - |
| COUNTIES AND TOWNSHIPS | - | - | - | - | 135 | -185 | 50 | - | - | - | - | - | 145 | -195 | 50 | - |
| MUNICIPALITIES | - | - | - | - | 146 | 7 | -153 | - | - | - | - | - | 150 | 8 | -158 | - |
| SUBTOTAL | -7,224 | -170 | -1,333 | -8,727 | 4,215 | 2,675 | 1,837 | - | -7,490 | -74 | -1,399 | -8,963 | 4,271 | 2,774 | 1,918 | - |
| FUNDS DRAWN FROM OR PLACED IN RESERVES 4/ | -337 | - | - | -337 | -506 | 278 | 373 | -192 | -81 | - | - | -81 | -869 | 456 | 272 | -222 |
| TOTAL FUNDS AVAILABLE | 306 | 14 | 549 | 869 | 21,823 | 5,738 | 7,267 | 35,697 | 325 | 10 | 499 | 834 | 22,251 | 6,197 | 7,524 | 36,806 |

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 1977 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, 1977-1980 [1]

(IN MILLIONS OF DOLLARS)

TABLE HF-12
DECEMBER 1979

| 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 | | | | | | |
| | 1977 | | | | | | | | 1978 | | | | | | | |
| CAPITAL OUTLAY: | | | | | | | | | | | | | | | | |
| ON RURAL STATE-ADMINISTERED HIGHWAYS | - | - | - | - | 6,237 | 5 | - | 6,242 | - | - | - | - | 7,000 | 5 | - | 7,005 |
| ON MUNICIPAL EXTENSIONS OF STATE HIGHWAYS | - | - | - | - | 2,646 | - | 29 | 2,675 | - | - | - | - | 3,015 | - | 40 | 3,055 |
| ON LOCAL RURAL ROADS | - | - | - | - | 507 | 1,254 | - | 1,761 | - | - | - | - | 612 | 1,300 | - | 1,912 |
| ON LOCAL MUNICIPAL ROADS AND STREETS | - | - | - | - | 302 | 31 | 1,653 | 1,986 | - | - | - | - | 378 | 40 | 1,725 | 2,143 |
| NOT CLASSIFIED BY SYSTEM 2/ | 46 | 7 | 362 | 415 | - | - | - | 415 | 49 | 5 | 398 | 452 | - | - | - | 452 |
| SUBTOTAL | 46 | 7 | 362 | 415 | 9,692 | 1,290 | 1,682 | 13,079 | 49 | 5 | 398 | 452 | 11,005 | 1,345 | 1,765 | 14,567 |
| MAINTENANCE AND TRAFFIC SERVICES: | | | | | | | | | | | | | | | | |
| ON RURAL STATE-ADMINISTERED HIGHWAYS | - | - | - | - | 2,842 | 20 | - | 2,862 | - | - | - | - | 3,293 | 25 | - | 3,318 |
| ON MUNICIPAL EXTENSIONS OF STATE HIGHWAYS | - | - | - | - | 624 | - | 52 | 676 | - | - | - | - | 745 | - | 55 | 800 |
| ON LOCAL RURAL ROADS | - | - | - | - | 30 | 2,653 | - | 2,683 | - | - | - | - | 36 | 3,050 | - | 3,086 |
| ON MUNICIPAL ROADS AND STREETS | - | - | - | - | 20 | 19 | 2,259 | 2,298 | - | - | - | - | 21 | 20 | 2,603 | 2,644 |
| NOT CLASSIFIED BY SYSTEM 2/ | - | - | 93 | 93 | - | - | - | 93 | - | - | 114 | 114 | - | - | - | 114 |
| SUBTOTAL | - | - | 93 | 93 | 3,516 | 2,692 | 2,311 | 8,612 | - | - | 114 | 114 | 4,095 | 3,095 | 2,658 | 9,962 |
| ADMINISTRATION AND RESEARCH 3/ | 213 | 12 | 6 | 231 | 1,386 | 362 | 391 | 2,370 | 248 | 1 | 9 | 258 | 1,530 | 370 | 425 | 2,583 |
| HIGHWAY LAW ENFORCEMENT AND SAFETY | - | - | - | - | 1,541 | 192 | 1,109 | 2,842 | - | - | - | - | 1,686 | 210 | 1,170 | 3,066 |
| INTEREST ON DEBT | - | - | - | - | 926 | 103 | 252 | 1,281 | - | - | - | - | 994 | 105 | 265 | 1,364 |
| TOTAL CURRENT DISBURSEMENTS | 259 | 19 | 461 | 739 | 17,061 | 4,639 | 5,745 | 28,184 | 297 | 6 | 521 | 824 | 19,310 | 5,125 | 6,283 | 31,542 |
| DEBT RETIREMENTS (PAR VALUE) 4/ | - | - | - | - | 960 | 178 | 510 | 1,648 | - | - | - | - | 954 | 185 | 525 | 1,664 |
| GRAND TOTAL DISBURSEMENTS | 259 | 19 | 461 | 739 | 18,021 | 4,817 | 6,255 | 29,832 | 297 | 6 | 521 | 824 | 20,264 | 5,310 | 6,808 | 33,206 |
| | 1979(PRELIMINARY) | | | | | | | | 1980(FORECAST) | | | | | | | |
| CAPITAL OUTLAY: | | | | | | | | | | | | | | | | |
| ON RURAL STATE-ADMINISTERED HIGHWAYS | - | - | - | - | 7,367 | 5 | - | 7,372 | - | - | - | - | 6,976 | 5 | - | 6,981 |
| ON MUNICIPAL EXTENSIONS OF STATE HIGHWAYS | - | - | - | - | 3,310 | - | 45 | 3,355 | - | - | - | - | 3,283 | - | 40 | 3,323 |
| ON LOCAL RURAL ROADS | - | - | - | - | 665 | 1,325 | - | 1,990 | - | - | - | - | 710 | 1,350 | - | 2,060 |
| ON LOCAL MUNICIPAL ROADS AND STREETS | - | - | - | - | 425 | 42 | 1,775 | 2,242 | - | - | - | - | 460 | 45 | 1,830 | 2,335 |
| NOT CLASSIFIED BY SYSTEM 2/ | 56 | 9 | 410 | 475 | - | - | - | 475 | 58 | 6 | 361 | 425 | - | - | - | 425 |
| SUBTOTAL | 56 | 9 | 410 | 475 | 11,767 | 1,372 | 1,820 | 15,434 | 58 | 6 | 361 | 425 | 11,429 | 1,400 | 1,870 | 15,124 |
| MAINTENANCE AND TRAFFIC SERVICES: | | | | | | | | | | | | | | | | |
| ON RURAL STATE-ADMINISTERED HIGHWAYS | - | - | - | - | 3,716 | 30 | - | 3,746 | - | - | - | - | 4,092 | 32 | - | 4,124 |
| ON MUNICIPAL EXTENSIONS OF STATE HIGHWAYS | - | - | - | - | 848 | - | 57 | 905 | - | - | - | - | 963 | - | 60 | 1,023 |
| ON LOCAL RURAL ROADS | - | - | - | - | 42 | 3,411 | - | 3,453 | - | - | - | - | 46 | 3,785 | - | 3,831 |
| ON LOCAL MUNICIPAL ROADS AND STREETS | - | - | - | - | 22 | 25 | 2,920 | 2,967 | - | - | - | - | 24 | 30 | 3,004 | 3,058 |
| NOT CLASSIFIED BY SYSTEM 2/ | - | - | 130 | 130 | - | - | - | 130 | - | - | 129 | 129 | - | - | - | 129 |
| SUBTOTAL | - | - | 130 | 130 | 4,628 | 3,466 | 2,977 | 11,201 | - | - | 129 | 129 | 5,125 | 3,847 | 3,064 | 12,165 |
| ADMINISTRATION AND RESEARCH 3/ | 250 | 5 | 9 | 264 | 1,658 | 380 | 450 | 2,752 | 267 | 4 | 9 | 280 | 1,814 | 390 | 480 | 2,964 |
| HIGHWAY LAW ENFORCEMENT AND SAFETY | - | - | - | - | 1,779 | 220 | 1,200 | 3,199 | - | - | - | - | 1,902 | 230 | 1,250 | 3,382 |
| INTEREST ON DEBT | - | - | - | - | 1,009 | 110 | 280 | 1,399 | - | - | - | - | 997 | 130 | 300 | 1,427 |
| TOTAL CURRENT DISBURSEMENTS | 306 | 14 | 549 | 869 | 20,841 | 5,548 | 6,727 | 33,985 | 325 | 10 | 499 | 834 | 21,267 | 5,997 | 6,964 | 35,062 |
| DEBT RETIREMENTS (PAR VALUE) 4/ | - | - | - | - | 982 | 190 | 540 | 1,712 | - | - | - | - | 984 | 200 | 560 | 1,744 |
| GRAND TOTAL DISBURSEMENTS | 306 | 14 | 549 | 869 | 21,823 | 5,738 | 7,267 | 35,697 | 326 | 10 | 499 | 834 | 22,251 | 6,197 | 7,524 | 36,806 |

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 1977 ARE FINAL; THOSE FOR LATER YEARS ARE SUBJECT TO FUTURE ADJUSTMENT.

2/ INCLUDES PAYMENTS TO TERRITORIES OF $19 MILLION IN 1977; $25 MILLION IN 1978; $28 MILLION IN 1979; AND $30 MILLION IN 1980.

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, 1977-1980[1]

## BY FEDERAL SYSTEMS, BY EXPENDING AGENCIES

TABLE HF-21
DECEMBER 1979

(IN MILLIONS OF DOLLARS)

| EXPENDING AGENCIES | FEDERAL-AID SYSTEMS | | | | | | | | OTHER STATE ROADS | | | | OTHER LOCAL ROADS AND STREETS | | | | ALL SYSTEMS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | INTERSTATE SYSTEM | | | | OTHER ABCD SYSTEMS | | | | | | | | | | | | | | | |
| | RIGHT-OF-WAY | ENGINEERING | CONSTRUCTION | TOTAL | RIGHT-OF-WAY | ENGINEERING | CONSTRUCTION | TOTAL | RIGT-OF-WAY | ENGINEERING | CONSTRUCTION | TOTAL | RIGHT-OF-WAY | ENGINEERING | CONSTRUCTION | TOTAL | RIGHT-OF-WAY | ENGINEERING | CONSTRUCTION | TOTAL 1/ |
| 1977 | | | | | | | | | | | | | | | | | | | | |
| STATE HIGHWAY DEPARTMENTS | 254 | 322 | 2,548 | 3,124 | 498 | 546 | 4,248 | 5,292 | 62 | 118 | 565 | 745 | - | 9 | 330 | 339 | 814 | 995 | 7,691 | 9,500 |
| STATE TOLL FACILITIES | - | - | 86 | 86 | - | 2 | 49 | 51 | 1 | 3 | 51 | 55 | - | - | - | - | 1 | 5 | 186 | 192 |
| LOCAL TOLL FACILITIES | - | - | - | - | - | - | 2 | 2 | - | - | - | - | - | - | 21 | 21 | - | - | 23 | 23 |
| COUNTIES AND TOWNSHIPS | - | - | - | - | 12 | 33 | 212 | 257 | - | - | - | - | 33 | 75 | 920 | 1,028 | 45 | 108 | 1,132 | 1,285 |
| MUNICIPALITIES | - | - | - | - | 8 | 33 | 158 | 199 | - | - | - | - | 50 | 119 | 1,296 | 1,465 | 58 | 152 | 1,454 | 1,664 |
| FEDERAL GOVERNMENT | - | - | - | - | - | - | - | - | - | - | - | - | - | 14 | 382 | 396 | - | 14 | 382 | 396 |
| TOTAL | 254 | 322 | 2,634 | 3,210 | 518 | 614 | 4,669 | 5,801 | 63 | 121 | 616 | 800 | 83 | 217 | 2,949 | 3,249 | 918 | 1,274 | 10,868 | 13,060 |
| 1978 | | | | | | | | | | | | | | | | | | | | |
| STATE HIGHWAY DEPARTMENTS | 231 | 306 | 2,744 | 3,281 | 471 | 574 | 5,080 | 6,125 | 57 | 117 | 786 | 960 | - | 11 | 394 | 405 | 759 | 1,010 | 9,002 | 10,771 |
| STATE TOLL FACILITIES | - | - | 129 | 129 | - | 1 | 30 | 31 | 2 | 1 | 71 | 74 | - | - | - | - | 2 | 2 | 230 | 234 |
| LOCAL TOLL FACILITIES | - | - | - | - | - | - | 3 | 3 | - | - | - | - | - | - | 19 | 19 | - | - | 22 | 22 |
| COUNTIES AND TOWNSHIPS | - | - | - | - | 13 | 34 | 221 | 268 | - | - | - | - | 34 | 79 | 959 | 1,072 | 47 | 113 | 1,180 | 1,340 |
| MUNICIPALITIES | - | - | - | - | 8 | 35 | 167 | 210 | - | - | - | - | 52 | 125 | 1,361 | 1,538 | 61 | 159 | 1,528 | 1,748 |
| FEDERAL GOVERNMENT | - | - | - | - | - | - | - | - | - | - | - | - | - | 16 | 411 | 427 | - | 16 | 411 | 427 |
| TOTAL | 231 | 306 | 2,873 | 3,410 | 492 | 644 | 5,501 | 6,637 | 59 | 118 | 857 | 1,034 | 86 | 231 | 3,144 | 3,461 | 869 | 1,300 | 12,373 | 14,542 |
| 1979 (PRELIMINARY) | | | | | | | | | | | | | | | | | | | | |
| STATE HIGHWAY DEPARTMENTS | 224 | 351 | 3,285 | 3,860 | 456 | 534 | 5,182 | 6,172 | 55 | 116 | 849 | 1,020 | - | 14 | 436 | 450 | 735 | 1,015 | 9,752 | 11,502 |
| STATE TOLL FACILITIES | - | - | 140 | 140 | - | 1 | 34 | 35 | 1 | 2 | 87 | 90 | - | - | - | - | 1 | 3 | 261 | 265 |
| LOCAL TOLL FACILITIES | - | - | - | - | - | - | 3 | 3 | - | - | - | - | - | - | 18 | 18 | - | - | 21 | 21 |
| COUNTIES AND TOWNSHIPS | - | - | - | - | 13 | 35 | 226 | 274 | - | - | - | - | 35 | 80 | 979 | 1,094 | 48 | 115 | 1,205 | 1,368 |
| MUNICIPALITIES | - | - | - | - | 9 | 36 | 171 | 216 | - | - | - | - | 54 | 129 | 1,404 | 1,587 | 63 | 164 | 1,576 | 1,803 |
| FEDERAL GOVERNMENT | - | - | - | - | - | - | - | - | - | - | - | - | - | 17 | 430 | 447 | - | 17 | 430 | 447 |
| TOTAL | 224 | 351 | 3,425 | 4,000 | 478 | 606 | 5,616 | 6,700 | 56 | 118 | 936 | 1,110 | 89 | 240 | 3,267 | 3,596 | 847 | 1,314 | 13,245 | 15,406 |
| 1980 (FORECAST) | | | | | | | | | | | | | | | | | | | | |
| STATE HIGHWAY DEPARTMENTS | 216 | 355 | 3,196 | 3,767 | 440 | 549 | 4,982 | 5,971 | 54 | 108 | 819 | 981 | - | 13 | 422 | 435 | 710 | 1,025 | 9,419 | 11,154 |
| STATE TOLL FACILITIES | - | - | 145 | 145 | - | 1 | 29 | 30 | 2 | 2 | 96 | 100 | - | - | - | - | 2 | 3 | 270 | 275 |
| LOCAL TOLL FACILITIES | - | - | - | - | - | - | 4 | 4 | - | - | - | - | - | - | 16 | 16 | - | - | 20 | 20 |
| COUNTIES AND TOWNSHIPS | - | - | - | - | 13 | 36 | 230 | 279 | - | - | - | - | 36 | 81 | 1,000 | 1,117 | 49 | 117 | 1,230 | 1,396 |
| MUNICIPALITIES | - | - | - | - | 9 | 37 | 176 | 222 | - | - | - | - | 56 | 132 | 1,444 | 1,632 | 65 | 169 | 1,620 | 1,854 |
| FEDERAL GOVERNMENT | - | - | - | - | - | - | - | - | - | - | - | - | - | 13 | 382 | 395 | - | 13 | 382 | 395 |
| TOTAL | 216 | 355 | 3,341 | 3,912 | 462 | 623 | 5,421 | 6,506 | 56 | 110 | 915 | 1,081 | 92 | 239 | 3,264 | 3,595 | 826 | 1,327 | 12,941 | 15,094 |

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 FRIDAY
February 29, 1980

FHWA 05-80
(202) 426-0660
Contact: Bill Johnson

# DOT SEEKS COMMENT ON REQUEST TO LIBERALIZE TRUCKERS' HOURS

The U.S. Department of Transportation is seeking public comment on a proposal to increase the permissible maximum hours of duty for truck drivers in interstate commerce.

The proposal, contained in a petition to DOT's Federal Highway Administration, also would eliminate the requirement for drivers to maintain log books in which hours of service are recorded.

The petitioners, owner-operator truckers, have requested prompt action from the FHWA to suspend the present log book requirement. They propose instead to record a driver's hours on the cargo bill of lading.

The petitioners also request that regulations be liberalized to allow drivers to work up to 12 hours in a 24-hour period, but not to exceed 96 hours of duty in an eight-day period.

The present regulation permits drivers to work up to 10 hours in a 24-hour period, but not to exceed 70 hours of work in an eight-day period.

In a notice in the January 24 Federal Register, the FHWA deferred a response to the petition to allow time for highway users, other truck and bus drivers and the trucking industry to comment on the owner-operator position.

Interested persons are invited to submit comments in triplicate to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration (Docket No. MC-90), Washington, D.C. 20590 on or before the close of business on April 22, 1980.

# # #

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

FOR RELEASE MONDAY
March 10, 1980

FHWA 6-80
Contact: Richard Reilly
Phone: (202) 426-0660

# HIGHWAY CONSTRUCTION COSTS ROSE 7.1 PERCENT IN 1979 FOURTH QUARTER

Highway construction costs increased by 7.1 percent in the fourth quarter of 1979. This follows a significantly greater rise of 11.5 percent in the preceding quarter, the U.S. Department of Transportation reported today.

While recent and anticipated oil price increases and general inflation continue to raise the cost of construction, the more moderate index increases could indicate that FHWA's high priority on cost-cutting efforts may be providing some restraining influences.

All six components of the price index rose during the fourth quarter, with reinforcing steel leading the advance with a 14 percent increase.

The latest increase brings the FHWA's composite index for highway construction costs to 352.1 percent of 1967 base index. (1967 average costs equal 100 percent).

The three-quarter moving composite price index for the third quarter of 1979, obtained by combining the data for the second, third and fourth quarter of 1979, rose 8.9 percent above its preceding quarter.

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 contracts over $500,000.

- more -

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, 1977 | --- | --- | 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 | 281.6 | +10.2 |
| 4th quarter, 1978 | 302.7 | + 2.2 | 288.3 | + 2.4 |
| 1st quarter, 1979 | 277.2 | - 8.4 | 288.3 | 0.0 |
| 2nd quarter, 1979 | 294.9 | + 6.4 | 296.6 | + 2.9 |
| 3rd quarter, 1979 | 328.8 | +11.5 | 322.9 | + 8.9 |
| 4th quarter, 1979 | 352.1 | + 7.1 | --- | --- |

*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 1979, 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 1979 | Third Quarter 1979 | Fourth Quarter 1978 | Third Quarter 1979 | Fourth Quarter 1978 |
| Excavation..... | 343.6 | 334.9 | 350.3 | + 2.6 | - 1.9 |
| Surfacing | | | | | |
| Portland cement concrete... | 380.6 | 340.7 | 295.0 | +11.7 | +29.0 |
| Bituminous concrete..... | 366.1 | 341.5 | 279.8 | + 7.2 | +30.8 |
| Composite surfacing..... | 373.6 | 341.1 | 287.6 | + 9.5 | +29.9 |
| Structures: | | | | | |
| Reinforcing steel..... | 373.9 | 328.0 | 255.4 | +14.0 | +46.4 |
| Structural steel..... | 325.9 | 306.0 | 276.0 | + 6.5 | +18.1 |
| Structural concrete..... | 341.6 | 306.4 | 250.6 | +11.5 | +36.3 |
| Composite structures..... | 342.6 | 310.1 | 259.0 | +10.5 | +32.3 |
| Composite price index..... | 352.1 | 328.8 | 302.7 | + 7.1 | +16.3 |

The price levels of the component items of the three-quarter moving index in the third quarter of 1979, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes are as follows:

| | Price Index 1967=100 | | | Percentage change this quarter from-- | |
|---|---|---|---|---|---|
| | Third Quarter 1979 | Second Quarter 1979 | Third Quarter 1978 | Second Quarter 1979 | Third Quarter 1978 |
| Excavation..... | 317.6 | 291.5 | 311.3 | + 9.0 | + 2.0 |
| Surfacing | | | | | |
| Portland cement concrete.. | 330.8 | 289.3 | 274.9 | +14.3 | +20.3 |
| Bituminous concrete..... | 341.4 | 318.2 | 270.9 | + 7.3 | +26.0 |
| Composite surfacing..... | 335.9 | 303.3 | 273.0 | +10.7 | +23.0 |
| Structures: | | | | | |
| Reinforcing steel..... | 337.9 | 308.1 | 251.5 | + 9.7 | +34.4 |
| Structural steel..... | 312.5 | 302.0 | 250.5 | + 3.5 | +24.8 |
| Structural concrete..... | 313.1 | 289.6 | 256.1 | + 8.1 | +22.3 |
| Composite structures.... | 317.2 | 296.5 | 253.7 | + 7.0 | +25.0 |
| Composite price index..... | 322.9 | 296.6 | 281.6 | + 8.9 | +14.7 |

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

| | Individual Quarters | | Three Quarters | |
|---|---|---|---|---|
| Unit | 3rd Qtr. 1979 | 4th Qtr. 1979 | 2nd Qtr. 1979 1/ | 3rd Qtr. 1979 2/ |
| Excavation.....Cu.Yd. | $ 1.81 | $ 1.86 | $ 1.58 | $ 1.72 |
| PCC Surface.....Sq.Yd. | 15.09 | 16.85 | 12.81 | 14.65 |
| Bit. conc. surf. Ton | 22.08 | 23.67 | 20.58 | 22.08 |
| Str. Reinf..... Lb. | 0.429 | 0.489 | 0.403 | 0.442 |
| Str. Steel..... Lb. | 0.755 | 0.804 | 0.745 | 0.771 |
| Str. concrete...Cu.Yd. | 215.41 | 240.14 | 203.59 | 220.07 |

1/Weighted average unit prices for the 1st, 2nd and 3rd quarters of 1979.

2/Weighted average unit prices for the 2nd, 3rd and 4th quarters of 1979.

# # # #

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

FOR RELEASE THURSDAY
March 13, 1980

FHWA 7-80
(202) 426-0660
Contact: Richard Reilly

# 93.6 PERCENT OF INTERSTATE OPEN TO TRAFFIC

More than 93 percent of the 42,500-mile Interstate Highway System is open to traffic, the U.S. Department of Transportation announced today.

However, a sizeable portion of it still needs improvement.

Although 39,777 miles or 93.6 percent of the Interstate System are open to traffic, only 8,234 miles are considered completed by DOT's Federal Highway Administration.

Of the remaining 31,543 miles open to traffic, some 1,755 require major improvements to meet full standards.

An additional 29,788 miles of the Interstate System require only minor improvements such as rest areas, lighting, fencing and landscaping.

Included in the total are 365 miles which were put into service in the 12 month period since December 31, 1978, some 71 miles of which were opened to traffic in the last quarter. Of the 365 miles, some 324 miles were on the intercity routes which were identified for priority of completion. In addition, major improvements were completed on 95 miles already serving traffic.

Active construction or improvement is underway on 3,701 miles of the system. This figure includes improvements to 2,587 miles which are already in use and construction of 1,114 new miles, or 2.6 percent of the entire system.

- more -

As of December 31, 1979, work had either been completed or was underway on 99.5 percent or 42,292 miles of the Interstate System. Only 208 miles, or 0.5 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 33,095 miles of rural and 9,405 miles of urban highways. As of this report, 31,206 miles, or 94.3 percent of the rural mileage, and 8,571 miles, or 91.1 percent of the urban mileage are open to traffic.

In addition to the sections open to traffic, and under construction engineering or right-of-way acquisition prior to construction was in progress on 1,199 miles. Route location approval was pending on 202 additional miles for which public hearings had been held.

The status of the system as of December 31, 1979 is shown on the accompanying map and in detail in Table I. In summary, the status follows:

| | | | Miles | Percent |
|---|---|---|---|---|
| Open to traffic | | | 39,777 | 93.59 |
| Complete or essentially complete | 6,132 | (Free) | | |
| | 2,102 | (Toll) | ( 8,234) | |
| Minor improvement-needed | 27,700 | | | |
| -underway | 2,088 | | (29,788) | |
| Major improvement-needed | 1,092 | (Free) | | |
| | 164 | (Toll) | | |
| -underway | 499 | | ( 1,755) | |
| Under basic construction | | | 1,114 | 2.62 |
| Location approved, construction not started | | | 1,199 | 2.82 |
| Public hearings held-approval pending | | | 202 | 0.48 |
| No location action taken | | | 208 | 0.49 |
| | | | 42,500 | 100.00 |

Some $76.2 billion has been put to work on the Interstate System since the program began in 1956. A breakdown of these obligations by state is given in Table II.

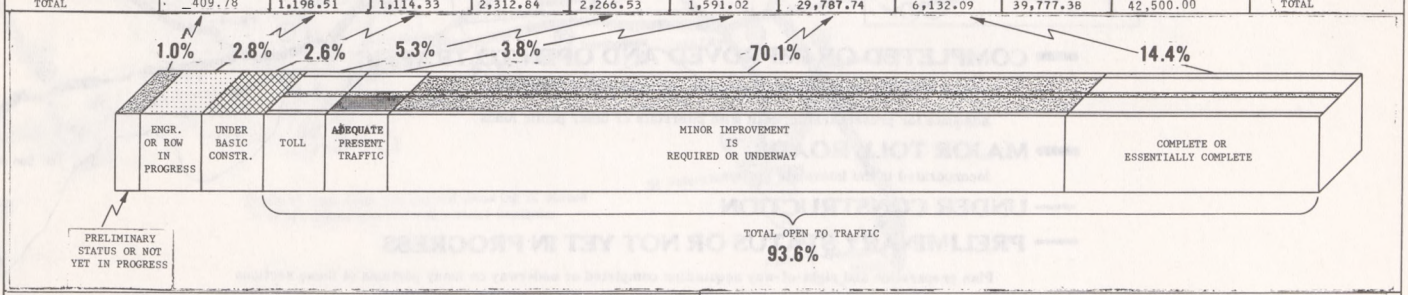
Details concerning expenditures on the Federal-aid Primary, Secondary and Urban Systems -- for which the matching ratio is 75-25 federal-state -- are given in Table III. The status of the Highway Trust Fund is reported in Table IV.

# THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

## IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF DECEMBER 31, 1979

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 | 4.00 | 57.20 | 50.20 | 107.40 | - | 35.80 | 752.70 | - | 788.50 | 899.90 | ALABAMA |
| ARIZONA | - | 28.35 | 35.00 | 63.35 | - | 55.39 | 1,048.71 | - | 1,104.10 | 1,167.45 | ARIZONA |
| ARKANSAS | - | 2.25 | - | 2.25 | - | 20.16 | 500.35 | 3.58 | 524.09 | 526.34 | ARKANSAS |
| CALIFORNIA | - | 48.40 | 35.70 | 84.10 | 10.20 | 87.20 | 2,105.60 | 26.40 | 2,229.40 | 2,313.50 | CALIFORNIA |
| COLORADO | - | 48.82 | 28.06 | 76.88 | - | 20.06 | 832.48 | 21.34 | 873.88 | 950.76 | 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. | 0.25 | 4.36 | 0.38 | 4.74 | - | 2.69 | 9.40 | - | 12.09 | 17.08 | DIST. OF COL. |
| FLORIDA | 37.40 | 72.10 | 111.63 | 183.73 | 92.80 | 5.41 | 954.83 | 138.57 | 1,191.61 | 1,412.74 | FLORIDA |
| GEORGIA | 2.20 | - | 1.70 | 1.70 | - | 5.46 | 275.60 | 870.18 | 1,151.24 | 1,155.14 | GEORGIA |
| HAWAII | 10.85 | 0.39 | 3.87 | 4.26 | - | 3.97 | 6.87 | 25.44 | 36.28 | 51.39 | HAWAII |
| IDAHO | 4.62 | 4.50 | 8.82 | 13.32 | - | 78.08 | 297.62 | 218.20 | 593.90 | 611.84 | IDAHO |
| ILLINOIS | 5.91 | 16.79 | 22.04 | 38.83 | 155.39 | 5.64 | 1,505.99 | 3.14 | 1,670.16 | 1,714.90 | ILLINOIS |
| INDIANA | 17.00 | - | - | - | 156.90 | - | 936.69 | 21.53 | 1,115.12 | 1,132.12 | INDIANA |
| IOWA | 8.50 | 47.92 | 3.20 | 51.12 | 0.16 | - | 703.57 | 26.11 | 729.84 | 789.46 | IOWA |
| KANSAS | - | 11.51 | 12.68 | 24.19 | 187.31 | 4.99 | 603.90 | 0.31 | 796.51 | 820.70 | KANSAS |
| KENTUCKY | - | 3.30 | 58.30 | 61.60 | - | 67.22 | 611.93 | - | 679.15 | 740.75 | KENTUCKY |
| LOUISIANA | 7.60 | 44.89 | 9.06 | 53.95 | - | - | 581.71 | 74.58 | 656.29 | 718.04 | LOUISIANA |
| MAINE | 3.01 | 2.25 | - | 2.25 | 54.48 | 52.75 | 201.94 | 0.38 | 309.55 | 314.81 | MAINE |
| MARYLAND | 13.84 | 9.17 | 3.55 | 12.72 | 53.30 | 16.56 | 176.94 | 87.27 | 334.07 | 360.63 | MARYLAND |
| MASSACHUSETTS | 4.55 | 19.85 | 6.12 | 25.97 | 132.83 | 21.99 | 180.30 | 84.47 | 419.59 | 450.11 | MASSACHUSETTS |
| MICHIGAN | 40.30 | 8.30 | 8.80 | 17.10 | 5.50 | 26.60 | 183.20 | 905.20 | 1,120.50 | 1,177.92 | MICHIGAN |
| MINNESOTA | 13.88 | 27.77 | 15.66 | 43.43 | - | 0.94 | 858.72 | - | 859.66 | 916.97 | MINNESOTA |
| MISSISSIPPI | - | 1.40 | 25.40 | 26.80 | - | 6.30 | 644.60 | 5.50 | 656.40 | 683.20 | MISSISSIPPI |
| MISSOURI | - | 23.80 | 26.52 | 50.32 | - | 87.20 | 971.60 | 41.20 | 1,100.00 | 1,150.32 | MISSOURI |
| MONTANA | - | 89.44 | 29.88 | 119.32 | - | 139.44 | 608.37 | 321.57 | 1,069.38 | 1,188.70 | MONTANA |
| NEBRASKA | - | - | - | - | 0.23 | - | 478.49 | 2.76 | 481.48 | 481.48 | NEBRASKA |
| NEVADA | - | 11.74 | 47.83 | 59.57 | - | 3.12 | 331.59 | 149.06 | 483.77 | 543.34 | NEVADA |
| NEW HAMPSHIRE | - | 18.14 | 2.49 | 20.63 | 21.36 | 1.50 | 169.96 | 4.86 | 197.68 | 218.31 | NEW HAMPSHIRE |
| NEW JERSEY | 18.20 | 51.80 | 7.10 | 58.90 | 44.90 | 19.90 | 36.20 | 207.80 | 308.80 | 385.90 | NEW JERSEY |
| NEW MEXICO | - | 13.37 | 14.76 | 28.13 | - | 50.66 | 902.08 | 18.43 | 971.17 | 999.30 | NEW MEXICO |
| NEW YORK | 12.46 | 21.25 | 46.18 | 67.43 | 489.68 | 31.21 | 509.08 | 221.51 | 1,251.48 | 1,331.37 | NEW YORK |
| NORTH CAROLINA | 26.48 | 22.83 | 65.30 | 88.13 | - | 95.49 | 628.11 | 10.06 | 733.66 | 848.27 | NORTH CAROLINA |
| NORTH DAKOTA | - | - | - | - | - | - | 563.69 | 7.50 | 571.19 | 571.19 | NORTH DAKOTA |
| OHIO | 3.26 | 30.23 | 14.94 | 45.17 | 206.20 | 50.58 | 1,205.46 | 19.72 | 1,481.96 | 1,530.39 | OHIO |
| OKLAHOMA | 3.66 | - | 1.99 | 1.99 | 174.04 | 16.80 | 46.10 | 566.06 | 803.00 | 808.65 | OKLAHOMA |
| OREGON | 10.54 | 1.08 | 8.53 | 9.61 | - | 9.02 | 177.60 | 514.56 | 701.18 | 721.33 | OREGON |
| PENNSYLVANIA | 12.27 | 40.46 | 8.84 | 49.30 | 360.18 | 6.18 | 1,093.79 | 44.79 | 1,504.94 | 1,566.51 | PENNSYLVANIA |
| RHODE ISLAND | 23.67 | - | - | - | 0.60 | 3.94 | 68.15 | 2.67 | 75.36 | 99.03 | RHODE ISLAND |
| SOUTH CAROLINA | 7.82 | 5.55 | 45.15 | 50.70 | - | - | 708.27 | 4.77 | 713.04 | 771.56 | SOUTH CAROLINA |
| SOUTH DAKOTA | - | 14.60 | 24.19 | 38.79 | - | 32.22 | 554.31 | 53.49 | 640.02 | 678.81 | SOUTH DAKOTA |
| TENNESSEE | - | 11.30 | 24.55 | 35.85 | - | 33.10 | 976.35 | - | 1,009.45 | 1,045.30 | TENNESSEE |
| TEXAS | 6.60 | 72.79 | 107.12 | 179.91 | - | 233.65 | 2,731.27 | 11.15 | 2,976.07 | 3,162.58 | TEXAS |
| UTAH | - | 129.84 | 52.66 | 182.50 | - | 52.76 | 696.94 | 4.26 | 753.96 | 936.46 | UTAH |
| VERMONT | - | 10.79 | - | 10.79 | - | 0.21 | 297.33 | 12.23 | 309.77 | 320.56 | VERMONT |
| VIRGINIA | 49.95 | 22.24 | 64.84 | 87.08 | 8.30 | 90.37 | 279.14 | 554.51 | 932.32 | 1,069.35 | VIRGINIA |
| WASHINGTON | 1.50 | 97.92 | 11.62 | 109.54 | - | 34.75 | 585.38 | 32.63 | 652.76 | 763.80 | WASHINGTON |
| WEST VIRGINIA | 13.37 | 22.59 | 3.91 | 26.50 | 85.46 | - | 375.47 | 13.60 | 474.53 | 514.40 | WEST VIRGINIA |
| WISCONSIN | - | - | 43.79 | 43.79 | - | 32.11 | 498.13 | 4.05 | 534.29 | 578.08 | WISCONSIN |
| WYOMING | - | 22.67 | 18.23 | 40.90 | - | - | 85.77 | 786.98 | 872.75 | 913.65 | WYOMING |
| PENDING 3/ | 1.62 | | | | | | | | | 1.62 | PENDING 3/ |
| TOTAL | 409.78 | 1,198.51 | 1,114.33 | 2,312.84 | 2,266.53 | 1,591.02 | 29,787.74 | 6,132.09 | 39,777.38 | 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 | 9.11 | Augusta |
| " | I-575 | 28.20 | Spur to Marietta |
| " | I-420 | 5.00 | In Atlanta |
| " | I-675 | 7.70 | In Atlanta |
| Louisiana | I-49 | 145.62 | North-South Expressway-Opelousas to Shreveport |
| Maryland | I-97 | 30.46 | Capital Beltway to Parole then North to Baltimore |
| " | I-195 | 1.94 | From I-95 to Baltimore-Washington International Airport |
| Maryland | I-197 | 3.40 | Spur Route to Annapolis |
| " | I-297 | 8.05 | Bowie to Millersville |
| " | I-370 | 1.10 | Spur to Washington Grove |
| Massachusetts | I-93 | 7.40 | SE Expressway - Boston Urban Area |
| " | I-485 | 13.00 | Extension of I-495 to Wareham |
| New Jersey | I-195 | 27.30 | Trenton-Asbury Park Spur |
| New York | I-390 | 54.44 | Genessee Expressway |
| " | I-590 | 10.65 | 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 Sections 103(e)(2) and 139 of Title 23, U.S.C.

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**

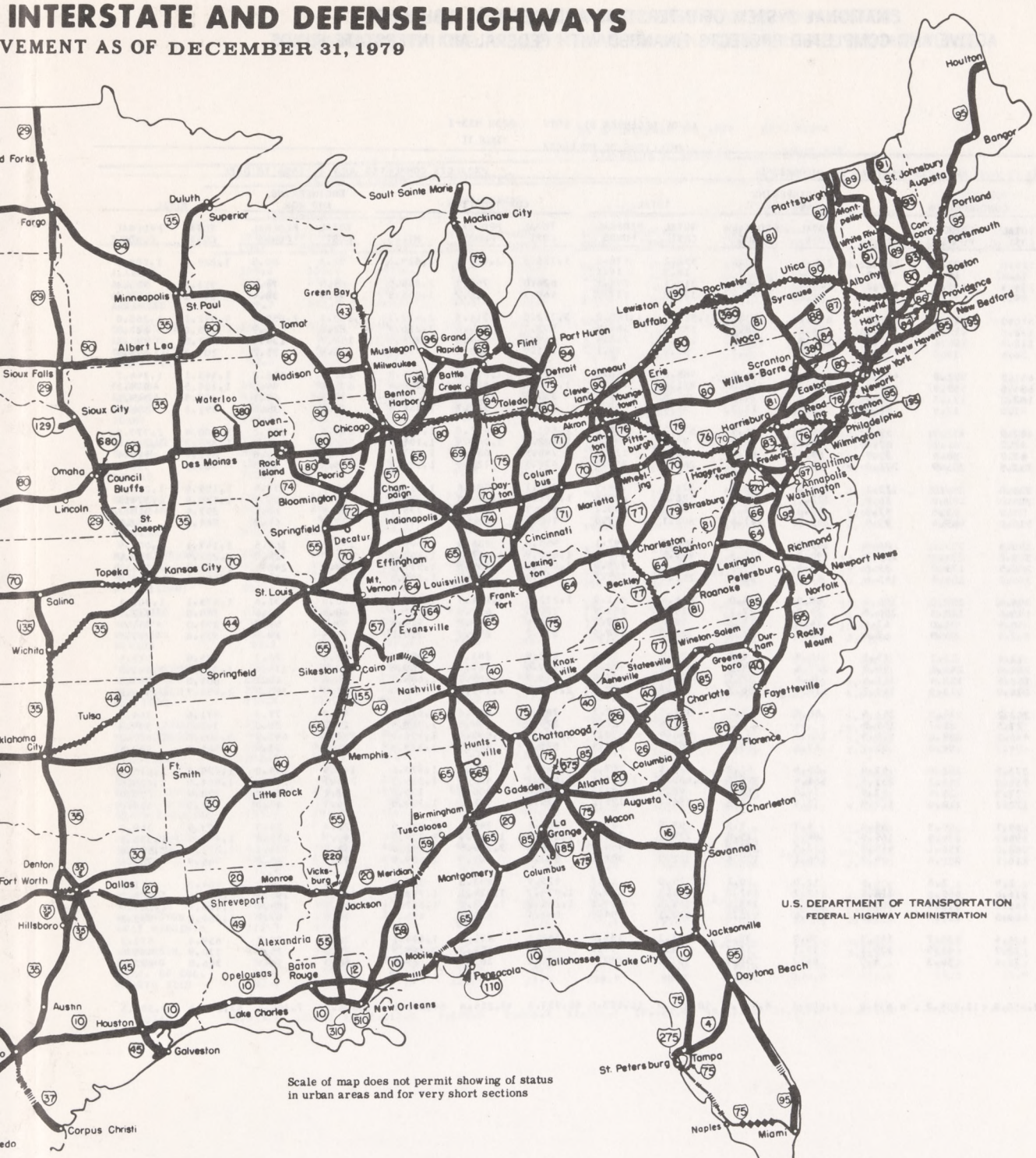
Plan preparation and right-of-way acquisition completed or underway on many portions of these sections

| Preliminary Status or Not Yet in Progress 410 Miles | Engineering and Right-of-Way in Progress 1,199 Miles | Under Basic Construction 1,114 Miles | Toll 2,266 Miles | Adequate Present Traffic 1,591 Miles | Mino Requi 2 |
|---|---|---|---|---|---|

Tota
39

# INTERSTATE AND DEFENSE HIGHWAYS

## VEMENT AS OF DECEMBER 31, 1979




U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

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

| Minor Improvement is Required or Underway | Complete or Essentially Complete |
|---|---|
| 29,788 Miles | 6,132 Miles |

Total Open to Traffic
39,777 Miles

**INTERSTATE**
**TOTAL**
**42,500**
**MILES**

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

AS OF DECEMBER 31, 1979 8230 M13=1

/MILLIONS OF DOLLARS/ TABLE II

| 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 | 325.6 | 292.4 | 105.3 | 206.6 | 185.6 | 532.2 | 478.0 | 1,136.3 | 1,008.1 | 1,629.6 | 92.3 | 80.5 | 1,228.6 | 1,088.6 |
| ALASKA | 16.3 | 14.1 | 11.3 | | | 16.3 | 14.1 | | | | | | | |
| ARIZONA | 214.4 | 198.8 | 389.2 | 100.7 | 95.4 | 315.1 | 294.2 | 824.8 | 758.1 | 2,205.5 | 85.5 | 78.8 | 910.3 | 836.9 |
| ARKANSAS | 89.0 | 78.0 | 105.3 | 44.2 | 39.8 | 133.2 | 117.8 | 460.7 | 411.2 | 1,006.5 | 44.4 | 38.4 | 505.1 | 449.7 |
| CALIFORNIA | 640.0 | 571.5 | 320.2 | 677.1 | 613.7 | 1,317.0 | 1,185.2 | 3,702.0 | 3,214.5 | 2,677.1 | 1,290.1 | 1,050.4 | 4,992.1 | 4,265.0 |
| COLORADO | 128.5 | 116.4 | 112.9 | 53.2 | 48.5 | 181.6 | 164.8 | 903.1 | 810.6 | 1,810.4 | 82.0 | 71.7 | 985.0 | 882.3 |
| CONNECTICUT | 117.9 | 106.1 | 65.7 | 161.5 | 142.3 | 279.4 | 248.4 | 664.1 | 567.4 | 228.3 | 157.7 | 139.4 | 821.8 | 706.8 |
| DELAWARE | 36.6 | 33.0 | 5.2 | 1.3 | 1.1 | 37.9 | 34.1 | 171.7 | 153.3 | 38.5 | 35.5 | 31.2 | 207.2 | 184.5 |
| FLORIDA | 641.3 | 572.0 | 405.2 | 324.3 | 274.1 | 965.6 | 846.1 | 1,222.6 | 1,072.5 | 1,864.8 | 222.5 | 186.2 | 1,445.1 | 1,258.7 |
| GEORGIA | 634.5 | 569.3 | 442.2 | 186.7 | 168.0 | 821.2 | 737.3 | 1,003.0 | 885.1 | 1,250.4 | 106.6 | 94.0 | 1,109.5 | 979.2 |
| HAWAII | 197.2 | 173.8 | 6.8 | 91.4 | 77.3 | 288.6 | 251.0 | 337.5 | 289.4 | 70.6 | 70.4 | 60.1 | 407.9 | 349.5 |
| IDAHO | 41.0 | 37.9 | 81.0 | 13.3 | 12.3 | 54.4 | 50.2 | 351.7 | 321.7 | 1,364.8 | 39.6 | 35.0 | 391.3 | 356.7 |
| ILLINOIS | 487.9 | 432.9 | 39.5 | 86.3 | 75.9 | 574.2 | 508.8 | 2,801.6 | 2,437.8 | 1,954.1 | 398.8 | 341.2 | 3,200.4 | 2,779.0 |
| INDIANA | 92.2 | 81.1 | 69.7 | 7.2 | 6.5 | 99.5 | 87.6 | 1,182.8 | 1,060.4 | 1,151.9 | 202.5 | 182.2 | 1,385.3 | 1,242.6 |
| IOWA | 67.7 | 58.4 | 33.9 | 68.5 | 61.2 | 136.3 | 119.5 | 748.3 | 661.6 | 1,597.2 | 104.1 | 85.8 | 852.4 | 747.4 |
| KANSAS | 231.5 | 206.9 | 272.0 | 34.2 | 30.8 | 265.7 | 237.6 | 479.8 | 422.7 | 1,438.7 | 106.6 | 95.3 | 586.5 | 518.0 |
| KENTUCKY | 331.8 | 296.3 | 120.1 | 42.6 | 38.2 | 374.4 | 334.5 | 997.1 | 885.8 | 1,311.6 | 161.8 | 139.5 | 1,159.0 | 1,025.4 |
| LOUISIANA | 204.0 | 183.0 | 26.5 | 222.1 | 199.8 | 426.1 | 382.8 | 1,475.4 | 1,318.8 | 780.7 | 64.4 | 55.7 | 1,539.9 | 1,374.5 |
| MAINE | 25.9 | 23.5 | 57.3 | 17.8 | 15.7 | 43.8 | 39.2 | 336.7 | 297.6 | 733.5 | 20.7 | 18.1 | 357.4 | 315.7 |
| MARYLAND | 519.8 | 465.4 | 95.5 | 282.3 | 251.6 | 802.1 | 717.0 | 792.1 | 688.5 | 445.0 | 72.8 | 64.2 | 864.9 | 752.7 |
| MASSACHUSETTS | 399.6 | 356.0 | 84.9 | 151.3 | 136.1 | 550.9 | 492.1 | 955.6 | 836.4 | 409.5 | 191.5 | 165.5 | 1,147.1 | 1,001.9 |
| MICHIGAN | 309.2 | 274.4 | 258.2 | 190.2 | 170.6 | 499.5 | 445.0 | 1,880.9 | 1,617.1 | 1,467.2 | 381.0 | 325.0 | 2,261.9 | 1,942.1 |
| MINNESOTA | 200.5 | 179.0 | 34.6 | 106.4 | 95.6 | 306.9 | 274.6 | 1,037.0 | 935.6 | 1,577.1 | 277.3 | 248.5 | 1,314.3 | 1,184.0 |
| MISSISSIPPI | 185.2 | 154.6 | 145.6 | 57.3 | 51.1 | 242.4 | 205.7 | 567.6 | 506.9 | 1,300.3 | 22.9 | 18.8 | 590.5 | 525.7 |
| MISSOURI | 394.4 | 355.0 | 190.0 | 69.9 | 56.0 | 464.4 | 411.0 | 1,212.3 | 1,074.7 | 1,550.0 | 260.8 | 231.4 | 1,473.1 | 1,306.1 |
| MONTANA | 195.6 | 178.3 | 250.8 | 29.9 | 27.1 | 225.5 | 205.4 | 720.6 | 651.9 | 1,702.7 | 68.3 | 60.6 | 788.8 | 712.5 |
| NEBRASKA | 40.4 | 34.0 | 67.4 | 14.6 | 13.2 | 55.0 | 47.2 | 334.6 | 299.8 | 924.6 | 58.4 | 51.7 | 393.0 | 351.5 |
| NEVADA | 102.5 | 96.9 | 67.4 | 86.0 | 81.6 | 188.5 | 178.5 | 319.2 | 296.7 | 710.2 | 16.5 | 14.8 | 335.8 | 311.5 |
| NEW HAMPSHIRE | 12.4 | 11.1 | 15.1 | 10.9 | 9.8 | 23.3 | 20.9 | 322.9 | 283.8 | 357.5 | 32.9 | 28.7 | 355.8 | 312.5 |
| NEW JERSEY | 284.6 | 244.1 | 56.7 | 207.4 | 178.2 | 492.0 | 422.3 | 1,117.6 | 967.0 | 360.8 | 198.6 | 174.4 | 1,316.2 | 1,141.5 |
| NEW MEXICO | 163.6 | 151.4 | 111.6 | 34.5 | 32.1 | 198.1 | 183.5 | 545.2 | 500.2 | 1,688.1 | 56.6 | 49.7 | 601.8 | 549.9 |
| NEW YORK | 678.9 | 573.3 | 149.2 | 118.4 | 106.2 | 797.3 | 679.5 | 2,492.7 | 2,146.2 | 954.0 | 463.0 | 396.2 | 2,955.7 | 2,542.3 |
| NORTH CAROLINA | 262.2 | 234.3 | 242.6 | 88.8 | 78.0 | 351.0 | 312.3 | 783.6 | 687.6 | 1,570.1 | 87.9 | 77.3 | 871.6 | 764.8 |
| NORTH DAKOTA | 27.5 | 21.7 | 159.5 | .4 | .3 | 27.8 | 22.0 | 320.2 | 288.5 | 1,362.9 | 23.7 | 20.8 | 343.9 | 309.3 |
| OHIO | 446.3 | 389.0 | 218.3 | 100.6 | 90.5 | 546.9 | 479.5 | 2,223.4 | 1,935.4 | 1,596.8 | 782.3 | 691.8 | 3,005.6 | 2,627.2 |
| OKLAHOMA | 94.3 | 84.0 | 30.1 | 67.4 | 60.4 | 161.7 | 144.4 | 525.8 | 462.9 | 1,333.3 | 41.1 | 35.4 | 566.8 | 498.4 |
| OREGON | 273.5 | 252.0 | 47.8 | 55.6 | 51.2 | 329.1 | 303.2 | 980.9 | 881.0 | 1,678.6 | 148.5 | 134.0 | 1,129.4 | 1,015.0 |
| PENNSYLVANIA | 936.0 | 783.2 | 231.4 | 464.4 | 396.3 | 1,400.4 | 1,179.4 | 1,619.7 | 1,422.8 | 1,216.3 | 245.1 | 206.7 | 1,864.9 | 1,629.5 |
| RHODE ISLAND | 27.5 | 24.4 | 17.9 | 19.0 | 16.6 | 46.5 | 41.0 | 237.8 | 206.8 | 103.2 | 61.1 | 52.2 | 298.9 | 259.0 |
| SOUTH CAROLINA | 122.2 | 110.0 | 117.9 | 12.5 | 11.2 | 134.7 | 121.2 | 525.0 | 471.6 | 1,204.5 | 54.1 | 48.0 | 579.1 | 519.6 |
| SOUTH DAKOTA | 49.1 | 44.3 | 65.0 | 4.7 | 4.3 | 53.9 | 48.6 | 386.1 | 345.4 | 1,276.9 | 27.4 | 24.3 | 413.5 | 369.7 |
| TENNESSEE | 194.9 | 174.5 | 165.9 | 84.2 | 75.8 | 279.1 | 250.3 | 1,253.3 | 1,125.7 | 2,209.5 | 240.7 | 212.8 | 1,494.1 | 1,338.5 |
| TEXAS | 862.0 | 758.1 | 445.9 | 223.5 | 200.7 | 1,085.4 | 958.8 | 2,446.5 | 2,160.5 | 4,351.0 | 430.9 | 384.1 | 2,877.4 | 2,544.6 |
| UTAH | 216.7 | 201.6 | 89.2 | 106.1 | 100.6 | 322.9 | 302.2 | 692.2 | 641.9 | 1,689.9 | 73.7 | 65.7 | 765.9 | 707.6 |
| VERMONT | 2.9 | 2.6 | 6.6 | 12.0 | 10.1 | 15.0 | 12.7 | 429.9 | 383.6 | 885.6 | 34.3 | 28.0 | 464.2 | 411.6 |
| VIRGINIA | 516.6 | 465.0 | 114.5 | 157.7 | 142.0 | 674.3 | 607.0 | 1,834.7 | 1,634.1 | 1,792.2 | 221.7 | 195.9 | 2,056.4 | 1,830.0 |
| WASHINGTON | 349.0 | 315.9 | 95.7 | 202.5 | 183.6 | 551.5 | 499.5 | 1,246.2 | 1,088.8 | 1,337.5 | 182.7 | 158.7 | 1,428.9 | 1,247.5 |
| WEST VIRGINIA | 680.5 | 613.5 | 145.3 | 189.6 | 170.8 | 870.1 | 784.3 | 983.4 | 883.3 | 466.4 | 76.8 | 67.9 | 1,060.2 | 951.2 |
| WISCONSIN | 134.4 | 120.7 | 140.9 | 36.7 | 33.0 | 171.1 | 153.8 | 549.1 | 491.6 | 1,294.1 | 90.3 | 79.7 | 639.4 | 571.2 |
| WYOMING | 72.7 | 65.9 | 109.1 | 12.1 | 11.1 | 84.8 | 77.0 | 501.6 | 459.0 | 2,298.3 | 29.2 | 25.8 | 530.9 | 484.8 |
| DIST. OF COL. | 72.4 | 56.3 | 4.0 | 64.7 | 56.1 | 137.1 | 112.5 | 300.6 | 263.7 | 29.1 | 66.3 | 58.4 | 366.8 | 322.1 |
| PUERTO RICO | | | | | | | | | | | | | | |
| TOTAL | 13,351.0 | 11,835.7 | 6,639.0 | 5,600.8 | 4,987.8 | 18,951.8 | 16,823.5 | 48,937.3 | 43,215.6 | 64,252.6 | 8,304.2 | 7,180.6 | 57,241.4 | 50,396.3 |

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

AS OF DECEMBER 31, 1979 8230 M13=2

/MILLIONS OF DOLLARS/ TABLE III

| STATE | PROJECTS UNDERWAY OR AUTHORIZED | | | | | | | PROJECTS COMPLETED JULY 1, 1956 TO DATE | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CONSTRUCTION | | | ENGINEERING AND ROW | | TOTAL | | CONSTRUCTION | | | ENGINEERING AND ROW | | TOTAL | |
| | TOTAL COST | FEDERAL FUNDS | MILES | TOTAL COST | FEDERAL FUNDS | TOTAL COST | FEDERAL FUNDS | TOTAL COST | FEDERAL FUNDS | MILES | TOTAL COST | FEDERAL FUNDS | TOTAL COST | FEDERAL FUNDS |
| ALABAMA | 159.2 | 115.4 | 323.2 | 89.9 | 58.2 | 249.1 | 173.5 | 883.5 | 487.3 | 8,528.0 | 108.8 | 59.6 | 992.3 | 546.9 |
| ALASKA | 247.9 | 234.0 | 415.1 | 58.5 | 55.5 | 306.4 | 289.5 | 797.5 | 732.0 | 4,156.3 | 157.6 | 146.7 | 955.1 | 878.7 |
| ARIZONA | 64.5 | 71.5 | 119.1 | 15.3 | 11.7 | 99.8 | 83.3 | 525.7 | 380.9 | 2,568.2 | 31.6 | 22.7 | 557.3 | 403.6 |
| ARKANSAS | 309.7 | 242.7 | 462.3 | 33.1 | 23.3 | 342.8 | 265.9 | 639.6 | 361.3 | 6,349.7 | 54.7 | 30.2 | 694.3 | 391.4 |
| CALIFORNIA | 1,165.3 | 919.3 | 2,407.4 | 163.4 | 131.4 | 1,328.7 | 1,050.7 | 2,377.6 | 1,413.5 | 5,955.2 | 181.3 | 134.2 | 2,558.9 | 1,547.7 |
| COLORADO | 85.8 | 70.1 | 249.1 | 67.0 | 48.9 | 152.8 | 119.0 | 668.9 | 417.3 | 4,871.6 | 104.4 | 65.3 | 773.2 | 482.6 |
| CONNECTICUT | 125.4 | 97.4 | 322.1 | 84.7 | 58.8 | 210.0 | 156.2 | 377.1 | 207.9 | 378.8 | 64.7 | 40.5 | 441.8 | 248.4 |
| DELAWARE | 52.3 | 40.0 | 33.2 | 15.3 | 11.1 | 67.6 | 51.1 | 176.7 | 97.0 | 591.5 | 28.1 | 16.8 | 204.8 | 113.8 |
| FLORIDA | 360.0 | 260.7 | 704.3 | 105.8 | 72.2 | 465.7 | 332.9 | 1,185.5 | 655.9 | 4,850.1 | 43.3 | 25.9 | 1,228.8 | 681.8 |
| GEORGIA | 418.8 | 305.5 | 2,392.6 | 123.9 | 79.9 | 542.8 | 385.4 | 893.8 | 482.0 | 8,747.1 | 131.1 | 73.8 | 1,024.9 | 555.9 |
| HAWAII | 71.7 | 49.5 | 32.3 | 38.1 | 23.5 | 109.7 | 73.0 | 151.6 | 82.1 | 208.7 | 46.1 | 24.6 | 197.7 | 106.7 |
| IDAHO | 115.6 | 101.5 | 295.2 | 12.4 | 10.3 | 128.0 | 111.8 | 346.7 | 249.5 | 3,068.9 | 42.2 | 28.5 | 388.9 | 278.0 |
| ILLINOIS | 739.9 | 524.1 | 387.1 | 90.6 | 64.0 | 830.4 | 588.1 | 2,263.6 | 1,277.5 | 10,738.5 | 168.2 | 89.8 | 2,431.8 | 1,367.3 |
| INDIANA | 344.1 | 276.9 | 231.0 | 185.6 | 151.5 | 529.7 | 428.4 | 1,025.0 | 572.2 | 3,997.0 | 135.5 | 73.4 | 1,160.5 | 645.6 |
| IOWA | 183.4 | 137.0 | 536.0 | 52.1 | 36.6 | 235.5 | 173.6 | 1,004.8 | 580.0 | 15,177.0 | 53.1 | 27.6 | 1,057.9 | 607.6 |
| KANSAS | 223.7 | 166.9 | 489.4 | 41.5 | 28.6 | 265.2 | 195.5 | 834.6 | 449.1 | 15,508.3 | 98.7 | 59.1 | 933.2 | 508.2 |
| KENTUCKY | 205.5 | 151.1 | 105.9 | 136.7 | 90.4 | 342.2 | 241.5 | 645.0 | 354.8 | 2,708.2 | 155.8 | 83.5 | 800.8 | 438.3 |
| LOUISIANA | 343.1 | 241.1 | 154.0 | 121.0 | 79.1 | 464.1 | 320.2 | 739.8 | 402.0 | 3,270.0 | 52.0 | 32.5 | 791.8 | 434.5 |
| MAINE | 47.7 | 37.4 | 115.6 | 23.5 | 16.1 | 71.2 | 53.6 | 311.8 | 177.9 | 1,415.7 | 52.2 | 28.7 | 364.0 | 206.7 |
| MARYLAND | 271.6 | 184.4 | 306.8 | 123.8 | 79.4 | 395.4 | 263.8 | 470.1 | 253.9 | 2,179.5 | 43.3 | 30.8 | 513.4 | 284.7 |
| MASSACHUSETTS | 220.9 | 160.3 | 103.4 | 88.8 | 58.7 | 309.7 | 218.9 | 775.2 | 425.9 | 723.5 | 190.7 | 82.1 | 966.0 | 508.0 |
| MICHIGAN | 410.6 | 316.2 | 795.1 | 144.1 | 96.2 | 554.8 | 412.4 | 1,619.6 | 895.0 | 12,322.1 | 153.0 | 86.4 | 1,772.6 | 981.5 |
| MINNESOTA | 313.0 | 227.4 | 562.1 | 23.4 | 17.2 | 336.4 | 244.6 | 1,175.3 | 659.8 | 19,417.0 | 65.1 | 42.4 | 1,240.4 | 702.2 |
| MISSISSIPPI | 211.6 | 151.2 | 545.4 | 43.0 | 26.3 | 254.6 | 177.5 | 593.6 | 304.3 | 9,232.4 | 69.3 | 36.9 | 662.9 | 341.1 |
| MISSOURI | 272.0 | 202.2 | 542.1 | 121.8 | 85.5 | 393.8 | 287.6 | 1,064.9 | 598.6 | 10,947.5 | 257.4 | 143.6 | 1,322.3 | 742.2 |
| MONTANA | 81.4 | 64.8 | 259.2 | 44.7 | 32.9 | 126.2 | 97.7 | 566.6 | 371.8 | 6,181.1 | 70.5 | 44.7 | 637.1 | 416.5 |
| NEBRASKA | 150.3 | 109.1 | 441.0 | 13.4 | 9.0 | 163.7 | 118.1 | 753.7 | 428.0 | 10,946.4 | 68.7 | 38.5 | 822.4 | 466.5 |
| NEVADA | 43.3 | 36.1 | 98.0 | 54.1 | 48.1 | 97.4 | 84.2 | 256.1 | 224.7 | 2,393.2 | 43.3 | 33.9 | 299.4 | 258.6 |
| NEW HAMPSHIRE | 38.5 | 29.2 | 40.2 | 20.1 | 14.4 | 58.6 | 43.6 | 234.4 | 133.7 | 681.2 | 20.6 | 12.3 | 255.0 | 146.0 |
| NEW JERSEY | 270.9 | 196.7 | 197.4 | 209.5 | 136.0 | 480.4 | 332.7 | 649.7 | 340.8 | 747.3 | 162.8 | 91.7 | 812.6 | 432.4 |
| NEW MEXICO | 131.7 | 108.4 | 214.7 | 14.5 | 11.2 | 146.2 | 119.6 | 426.0 | 287.5 | 3,064.4 | 57.7 | 37.2 | 483.6 | 324.8 |
| NEW YORK | 998.8 | 719.8 | 490.4 | 191.3 | 137.7 | 1,190.1 | 857.5 | 3,076.5 | 1,614.7 | 4,677.2 | 220.8 | 135.5 | 3,297.2 | 1,750.2 |
| NORTH CAROLINA | 335.8 | 243.4 | 332.8 | 158.2 | 111.6 | 494.0 | 355.0 | 1,010.1 | 564.3 | 5,750.3 | 166.7 | 89.5 | 1,176.8 | 653.8 |
| NORTH DAKOTA | 91.0 | 67.8 | 762.7 | 13.1 | 9.5 | 104.2 | 77.3 | 518.4 | 294.7 | 19,944.2 | 50.2 | 32.1 | 568.5 | 326.9 |
| OHIO | 573.8 | 416.3 | 399.4 | 139.4 | 101.8 | 713.3 | 518.1 | 1,621.8 | 887.4 | 3,772.6 | 263.4 | 153.2 | 1,885.2 | 1,040.5 |
| OKLAHOMA | 203.0 | 151.2 | 242.7 | 27.7 | 15.5 | 230.7 | 166.8 | 897.3 | 490.4 | 7,829.5 | 47.9 | 22.6 | 945.2 | 513.0 |
| OREGON | 94.1 | 83.6 | 153.6 | 30.0 | 25.1 | 124.0 | 108.7 | 566.5 | 390.0 | 2,886.3 | 80.6 | 60.8 | 647.1 | 450.8 |
| PENNSYLVANIA | 953.3 | 652.8 | 1,178.8 | 181.0 | 123.2 | 1,134.3 | 776.0 | 1,478.3 | 744.8 | 2,613.1 | 188.2 | 102.9 | 1,666.5 | 847.7 |
| RHODE ISLAND | 46.5 | 34.1 | 57.3 | 26.2 | 16.9 | 72.7 | 50.9 | 185.8 | 100.8 | 368.9 | 57.2 | 31.0 | 243.0 | 131.8 |
| SOUTH CAROLINA | 137.7 | 104.2 | 166.1 | 50.3 | 36.0 | 188.0 | 140.1 | 591.9 | 336.1 | 9,632.3 | 53.5 | 33.3 | 645.4 | 369.4 |
| SOUTH DAKOTA | 95.7 | 74.0 | 513.7 | 9.4 | 7.3 | 105.1 | 81.3 | 525.5 | 310.3 | 12,567.8 | 24.6 | 17.0 | 550.2 | 327.3 |
| TENNESSEE | 220.6 | 158.5 | 410.9 | 66.2 | 48.2 | 286.7 | 206.7 | 885.3 | 498.5 | 9,387.4 | 145.7 | 81.9 | 1,031.0 | 580.4 |
| TEXAS | 912.9 | 652.3 | 881.9 | 69.5 | 48.5 | 982.4 | 700.8 | 2,773.3 | 1,543.4 | 24,148.4 | 89.6 | 60.1 | 2,862.9 | 1,603.6 |
| UTAH | 72.9 | 64.5 | 107.9 | 32.8 | 29.4 | 105.7 | 93.9 | 300.4 | 230.8 | 2,378.0 | 43.5 | 33.9 | 343.9 | 264.6 |
| VERMONT | 20.3 | 16.1 | 68.2 | 23.0 | 17.3 | 43.2 | 33.5 | 191.0 | 111.9 | 941.6 | 34.3 | 20.3 | 225.3 | 132.1 |
| VIRGINIA | 262.3 | 192.8 | 140.2 | 91.8 | 62.2 | 354.1 | 255.0 | 1,012.5 | 558.7 | 4,720.0 | 102.5 | 61.6 | 1,115.0 | 620.3 |
| WASHINGTON | 155.3 | 127.2 | 389.0 | 36.5 | 31.0 | 193.7 | 158.2 | 824.1 | 502.3 | 5,744.9 | 74.1 | 47.5 | 898.3 | 549.9 |
| WEST VIRGINIA | 212.9 | 153.4 | 197.4 | 62.5 | 41.6 | 275.4 | 195.0 | 326.7 | 175.3 | 1,183.8 | 71.4 | 43.3 | 398.1 | 218.6 |
| WISCONSIN | 215.4 | 167.5 | 577.9 | 94.9 | 62.0 | 310.4 | 229.6 | 1,098.8 | 637.4 | 9,844.3 | 108.2 | 61.7 | 1,207.0 | 699.2 |
| WYOMING | 59.2 | 49.0 | 150.3 | 5.0 | 3.4 | 64.2 | 52.4 | 344.4 | 250.7 | 3,210.8 | 39.7 | 28.4 | 384.1 | 279.1 |
| DIST. OF COL. | 45.1 | 30.1 | 65.3 | 10.3 | 8.8 | 55.4 | 38.9 | 174.8 | 105.0 | 169.3 | 37.2 | 24.2 | 212.0 | 129.1 |
| PUERTO RICO | 107.4 | 74.4 | 51.5 | 121.5 | 23.8 | 228.9 | 98.2 | 275.2 | 134.8 | 421.1 | 55.2 | 21.8 | 330.4 | 156.6 |
| TOTAL | 13,513.4 | 10,061.3 | 21,212.8 | 3,801.8 | 2,626.7 | 17,315.2 | 12,687.9 | 43,112.2 | 24,786.6 | 314,111.0 | 4,866.4 | 2,906.5 | 47,978.6 | 27,693.1 |

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

| | 10/1/79-12/31/79 |
|---|---|
| BALANCE AT BEGINNING OF PERIOD | $ 12,564,460 |
| INCOME: | |
| TAX REVENUE: | |
| MOTOR-FUEL TAXES ($.04 PER GALLON, NET AFTER REFUNDS) | $ 1,167,489 |
| LESS MOTORBOAT FUEL REVENUE 1/ | 7,990 |
| NET FOR HIGHWAYS | $ 1,159,499 |
| TRUCKS AND TRAILERS (10% OF WHOLESALE PRICE) | 249,307 |
| TIRES, TUBES (HIGHWAY $.10, OTHER $.05/LB.) TREAD RUBBER ($.05/LB.) | 205,263 |
| VEHICLE USE (VEHICLES OVER 26,000 POUNDS, $3 PER 1,000 POUNDS) | 53,427 |
| TRUCK PARTS AND ACCESSORIES (8% OF WHOLESALE PRICE) | 61,196 |
| LUBRICATING OIL ($.06 PER GALLON, NET AFTER REFUNDS) | 24,479 |
| TOTAL EXCISE REVENUES | $ 1,753,171 |
| INTEREST EARNED | 491,547 |
| TOTAL INCOME | $ 2,244,718 |
| DISBURSEMENTS: | |
| FOR HIGHWAYS | $ 2,521,229 |
| RIGHT-OF-WAY REVOLVING FUND | 7,263 |
| HIGHWAY SAFETY CONSTRUCTION | 5,592 |
| HIGHWAY SAFETY RESEARCH AND DEVELOPMENT | 712 |
| TRUST FUND SHARE OTHER HIGHWAY PROGRAMS | 9,086 |
| NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION | 38,200 |
| TOTAL DISBURSEMENTS | $ 2,582,082 |
| BALANCE AT END OF PERIOD | $12,227,096 |
| UNPAID AUTHORIZATIONS (12-31-79) (ROUNDED TO MILLIONS) | 26,365,000 |
| BALANCE LESS LIABILITY FOR UNPAID AUTHORIZATIONS | -$14,137,904 |

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 FRIDAY
March 14, 1980

FHWA 8-80
(202) 426-0660
Contact: Richard Reilly

# FEDERAL HIGHWAY MINORITY BUSINESS PROGRAM INCREASES SIX-FOLD IN 5 YEAR PERIOD

The U.S. Department of Transportation's Federal Highway Administration today reported that contracts awarded under its Minority Business Enterprise Program have increased in value by nearly 600 percent during the past five years.

Since 1975, minority firm participation in federally-aided highway work has grown by an average of $34 million a year.

A total of 1,574 federal-aid awards to minority enterprises during fiscal year 1979 resulted in $163.7 million in contracts. This compares with fiscal year 1978, when 1,187 federal-aid contracts were awarded to minority firms in the amount of $123.3 million.

In the first year of the five-year period , 1975, minority enterprises were awarded $27.8 million. This increased to $63.8 million in 1976, and to $71.5 million in 1977.

"This is a most encouraging trend," said Deputy Federal Highway Administrator John S. Hassell Jr., "and it shows that we are making progress in this very important area. We are determined to increase minority firms' participation in all phases of the federal-aid highway program.

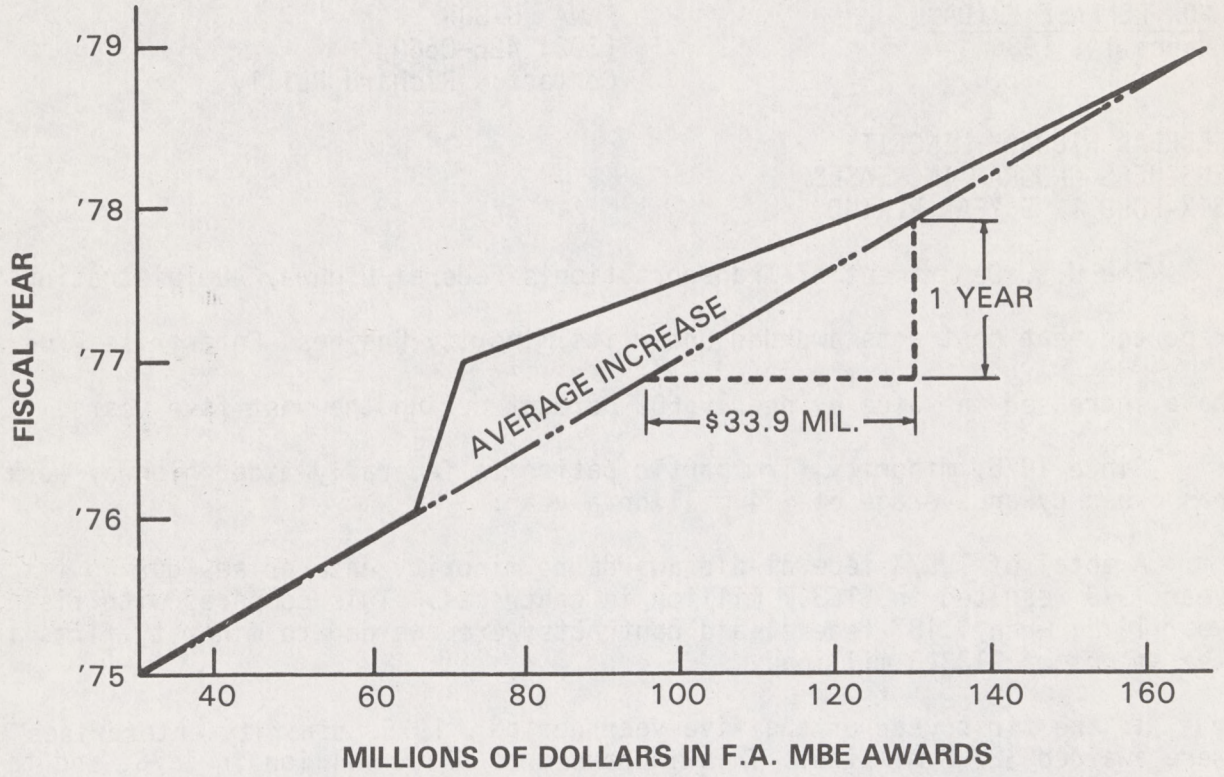
"However, we must keep in mind that we still have a long way to go. Continued progress will depend very heavily on the continued support of highway construction contractors, their organizations and state highway agencies."

- more -

In addition to the progress in the federal-aid MBE program, state highway agencies have increased the number and value of contracts awarded to minority firms on 100 percent state-funded projects.

During fiscal 1979, state highway agencies awarded 485 contracts to minority enterprises for approximately $31 million. This compares with 329 awards for approximately $24.7 million during fiscal 1978.

The total growth in both federal-aid and state-funded MBE awards in 1979 reached 2,059 with a value of $195.6 million, as compared with 1,516 projects worth $148 million the preceding year.

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Washington, D.C. 20590

FOR RELEASE FRIDAY 10 AM PST
March 21, 1980

FHWA 9-80
Contact: Richard Reilly
Phone: (202) 426-0660

# DOT APPROVES DELETION OF SACRAMENTO SEGMENT FROM INTERSTATE SYSTEM

SACRAMENTO, CALIF. -- Secretary of Transportation Neil Goldschmidt today approved the withdrawal of a 5.1-mile segment of the proposed I-80 bypass in Sacremento from the Interstate Highway System.

Federal funds equivalent to the estimated cost of the route segment -- currently $93.9 million -- will be made available for substitute highway and transit projects in the Sacramento urbanized area. The actual amount is subject to adjustment corresponding to changes in national highway construction cost trends.

The Secretary acted in response to a request from Governor Edmund G. Brown, Jr. and Sacramento Mayor Phillip L. Isenberg.

Governor Brown was informed of the decision in a letter which stated that it had been determined that the deleted I-80 segment "is not essential to completion of a unified and connected Interstate System."

The letter also pointed out that before any substitute projects can be approved, the U.S. Department of Transportation must have authority to obligate the funds under a congressional appropriations act.

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

FOR RELEASE FRIDAY
March 21, 1980

FHWA 10-80
(202) 426-0660
Contact: Richard Reilly

# DOT HOPES TO IMPROVE EFFICIENCY OF TRAFFIC SIGNALS AND SAVE GAS

The U.S. Department of Transportation said today that its program to improve the efficiency of urban traffic signals has the potential of conserving 100,000 barrels of crude oil per day.

The department's Federal Highway Administration will select some 10 to 20 cities in various parts of the country to participate in the Signal Timing Optimization Project. The project is designed to save fuel by synchronizing signals on urban streets, to allow for a freer flow of traffic with less stop-and-go driving.

In announcing the project, Deputy Federal Highway Administrator John S. Hassell Jr., said that the Federal Highway Administration has received a great number of complaints about the waste of fuel caused by inefficient operation of traffic signals.

"Too many of these complaints are well founded," he said. "We believe that the simple, low cost measure of traffic signal progression improvements, if implemented nationwide, would reduce fuel consumption in the United States by 100,000 barrels of crude oil per day. In addition, transit, truck and automobile traffic flow would be improved by reducing stops and delays on urban streets."

Since it is rarely possible to synchronize the signals for traffic in all directions, it is necessary for traffic engineers, to make a series of compromises. If the traffic in one direction predominates during a rush hour the decision is easy -- favor the peak direction of traffic.

- more -

However, traffic in one direction frequently is not that predominant, even in the peak-hour. Also, traffic turning into a street greatly affects the timing plan.

Traffic engineers in the past had to rely on cumbersome manual trial and error methods to develop an optimal timing plan which became obsolete as soon as traffic patterns changed or urban development took place. Most timing plans were not kept up to date because traffic engineers did not have sufficient time and staff to continuously update them.

In recent years, computer programs have been perfected which model traffic flow on an urban network and then construct the best timing plan for the traffic. FHWA believes that public agencies have not been using them because they are unaware of their effectiveness and because of the level of effort required to understand them.

FHWA's Signal Timing Optimization Project, as presently envisioned, will provide training and technical assistance in the use of the computer programs, enable signal timing optimization in about 10 to 20 cities, and demonstrate timing optimization effectiveness in the conservation of fuel. If the project proves successful, it would become the basis for a nationwide program with training and technical assistance provided on a continuing basis. In that case, FHWA would initially provide training and assistance, with the hope that universities, traffic engineering consultants and state transportation agencies would eventually assume the training and assistance roles.

# # #

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FOR RELEASE MONDAY
March 24, 1980

FHWA 12-80
(202) 426-0660
Contact: Richard Reilly

# MORE THAN $3.8 BILLION SPENT ON APPALACHIAN HIGHWAYS TO DATE

The U.S. Department of Transportation today reported that more than $3.8 billion in federal and state funds had been obligated from the beginning of the program through the end of calendar year 1979 for improvements to highways and local access roads in the 13-state Appalachian Region. The federal share was $2.371 billion.

Appalachian highways and access roads completed or under construction totaled 2,416 miles as of the end of December 1979. Engineering and right-of-way acquisition were underway on an additional 491 miles. Design had been approved or hearings held on 47 miles, and locations had been approved and design underway on 163 miles.

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

That act and subsequent amendments authorized a total of $2.930 billion in federal funds for the construction of up to 3,025 miles of highways and up to 1,400 miles of local access roads. Participating states include Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio Pennsylvania, South Carolina, Tennessee, Virginia and West Virginia.

(The data in the accompanying tables was compiled by FHWA's Program Management Division from reports submitted by the state highway agencies. For additional information contact Martin Kelly, Systems and Program Review Branch, Federal Highway Administration, Washington, D.C. 20590 or telephone (202) 426-0175.)

- more -

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

# APPALACHIA HIGHWAY PROGRAM

## IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE

### AS OF DECEMBER 31, 1979

TABLE 1

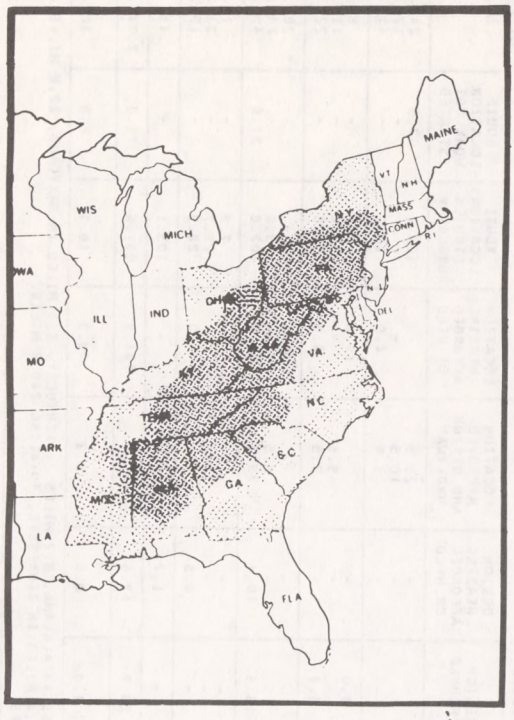
| STATE | IMPROVED TO APPALCHIAN TRAFFIC SERVICE STANDARDS | | UNDER CONSTRUCTION NOT SERVING TRAFFIC | PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED | | | | | | DESIGNATED MILEAGE | | | PARTICIPATING MILEAGE 2/ | TOTAL APPALACHIAN DEVELOPMENT MILEAGE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | OPEN TO TRAFFIC 1/ | NOT OPEN TO TRAFFIC | | CONCURRENT PS & E AND ROW | ROW ACQUISITION ONLY | PREPARATION OF PS & E ONLY | DESIGN APPROVED | DESIGN HEARING AFFORDED OR HELD | LOCATION APPROVED AND DESIGN UNDERWAY | LOCATION HEARING AFFORDED OR HELD | ROUTE LOCATION STUDIES UNDERWAY | ROUTE LOCATION WORK NOT STARTED | | |
| ALABAMA | 37.4 | - | 21.8 | 18.5 | - | - | - | - | 25.5 | - | 103.1 | 37.9 | 244.2 | 253.5 |
| GEORGIA | 29.2 | - | 30.3 | 12.1 | - | 51.9 | - | - | 10.5 | - | - | - | 134.0 | 136.5 |
| KENTUCKY | 258.0 | - | 32.9 | 84.5 | - | 35.5 | - | - | 1.8 | 4.0 | 19.1 | - | 435.8 | 581.8 |
| MARYLAND | 50.0 | - | - | - | - | - | 8.0 | - | - | 17.6 | 6.3 | - | 81.9 | 85.9 |
| MISSISSIPPI | 22.8 | - | 19.9 | 4.0 | - | 3.2 | - | - | 9.5 | - | 57.4 | - | 116.8 | 119.8 |
| NEW YORK | 158.8 | - | 22.7 | 14.4 | - | - | 5.4 | - | 3.5 | 0.9 | 17.6 | - | 223.3 | 255.3 |
| NORTH CAROLINA | 144.9 | - | 4.7 | 13.4 | 2.8 | - | - | - | - | 39.0 | - | - | 204.8 | 205.9 |
| OHIO | 102.4 | - | 23.1 | 24.8 | - | 21.2 | - | - | 6.5 | - | 23.6 | - | 201.6 | 293.9 |
| PENNSYLVANIA | 144.7 | - | 18.0 | 20.0 | - | 35.5 | 16.3 | 15.4 | 29.4 | 35.9 | 102.8 | 37.6 | 455.6 | 509.0 |
| SOUTH CAROLINA | 1.7 | - | - | 2.9 | - | - | " | - | - | - | 7.2 | - | 11.8 | 29.0 |
| TENNESSEE | 178.1 | - | 13.7 | 2.5 | - | 12.6 | - | - | 38.2 | - | 86.7 | - | 331.8 | 342.2 |
| VIRGINIA | 137.5 | - | 12.9 | 6.2 | 0.7 | - | - | 0.5 | - | 4.5 | 28.9 | - | 191.2 | 201.6 |
| WEST VIRGINIA | 235.0 | - | 20.8 | 44.2 | - | - | - | 1.7 | 6.2 | - | 105.1 | - | 413.0 | 426.3 |
| TOTAL | 1,500.5 | - | 220.8 | 247.5 | 3.5 | 159.9 | 29.7 | 17.6 | 131.1 | 101.9 | 557.8 | 75.5 | 3,045.8 | 3,440.7 |
| PERCENT TO TOTAL UNDER CONSIDERATION | 49.3 | - | 7.2 | 8.1 | 0.1 | 5.3 | 1.0 | 0.6 | 4.3 | 3.3 | 18.3 | 2.5 | 100.0 | - |

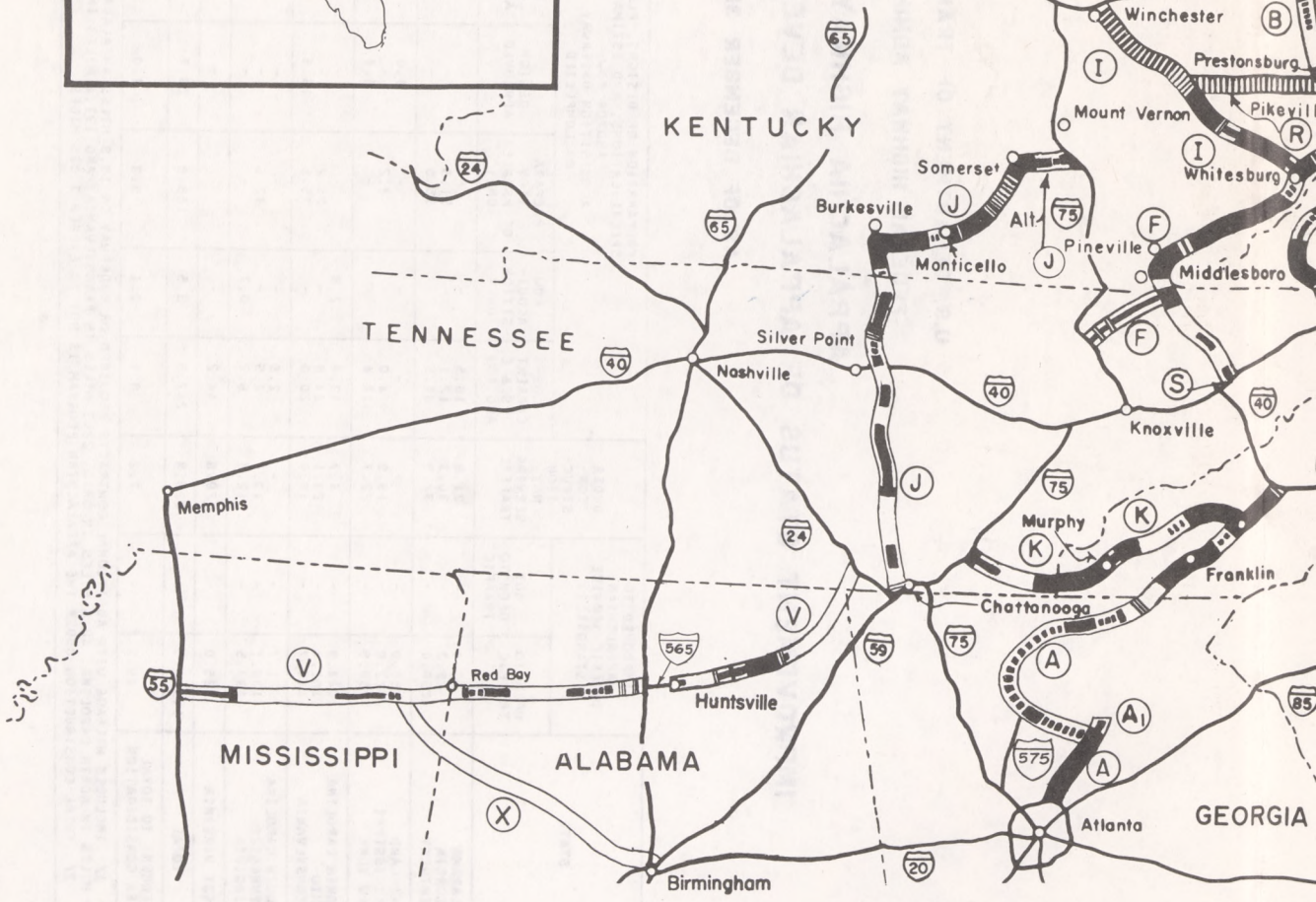
1/ INCLUDES MILEAGE WITH ADDITIONAL CONTRACTS REQUIRED OR UNDERWAY ON 19.9 MILES IN ALABAMA, 5.7 MILES IN KENTUCKY, 6.1 MILES IN MARYLAND, 22.8 MILES IN MISSISSIPPI, 1.0 MILES IN NORTH CAROLINA, 40.6 MILES IN OHIO, 22.3 MILES IN PENNSYLVANIA, AND 131.4 MILES IN TENNESSEE, TOTALING 249.8 MILES.

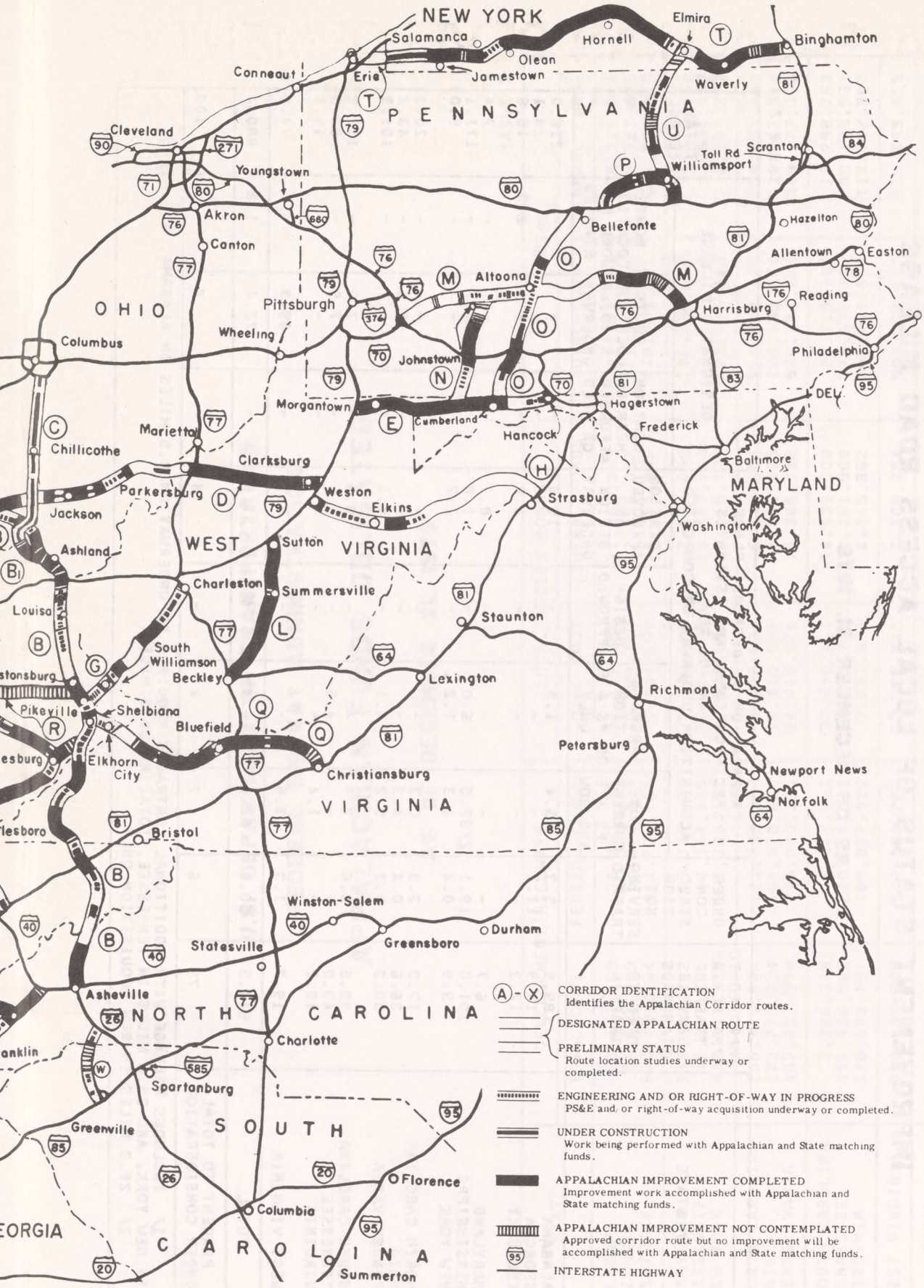
2/ TOTAL CONSTRUCTION UNDER THE APPALACHIAN PROGRAM IS NOT TO EXCEED 3,025 MILES.

# APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF DECEMBER 31, 1979




NEW YORK
Salamanca
Hornell
Elmira
Binghamton
Olean
Jamestown
Conneaut
Erie
Waverly
PENNSYLVANIA
Cleveland
Toll Rd
Scranton
Williamsport
Youngstown
Akron
Bellefonte
Hazelton
Canton
Allentown
Easton
Altoona
Reading
Pittsburgh
OHIO
Harrisburg
Wheeling
Columbus
Philadelphia
Johnstown
DEL.
Morgantown
Hagerstown
Cumberland
Frederick
Marietta
Hancock
Chillicothe
Baltimore
Clarksburg
MARYLAND
Parkersburg
Weston
Strasburg
Jackson
Elkins
Washington
WEST
Sutton
VIRGINIA
Ashland
Charleston
Summersville
Louisa
Staunton
South
Williamson
Beckley
Lexington
Richmond
Pikeville
Shelbiana
Bluefield
Petersburg
Elkhorn
City
Newport News
Christiansburg
Norfolk
VIRGINIA
Bristol
Winston-Salem
Durham
Greensboro
Statesville
Asheville
NORTH
CAROLINA
Charlotte
Spartanburg
Greenville
SOUTH
Florence
Columbia
CAROLINA
Summerton
(A)-(X) CORRIDOR IDENTIFICATION
Identifies the Appalachian Corridor routes.
DESIGNATED APPALACHIAN ROUTE
PRELIMINARY STATUS
Route location studies underway or completed.
ENGINEERING AND OR RIGHT-OF-WAY IN PROGRESS
PS&E and, or right-of-way acquisition underway or completed.
UNDER CONSTRUCTION
Work being performed with Appalachian and State matching funds.
APPALACHIAN IMPROVEMENT COMPLETED
Improvement work accomplished with Appalachian and State matching funds.
APPALACHIAN IMPROVEMENT NOT CONTEMPLATED
Approved corridor route but no improvement will be accomplished with Appalachian and State matching funds.
INTERSTATE HIGHWAY

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

# APPALACHIA HIGHWAY PROGRAM

# IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE

## AS OF DECEMBER 31, 1979

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 | 189.9 | 5.3 | 3.4 | 1.5 | - | 15.9 | - | - | - | 216.0 |
| GEORGIA | 16.9 | 11.2 | - | - | - | - | - | - | - | 28.1 |
| KENTUCKY | 12.3 | - | - | - | - | 2.0 | - | - | 1.3 | 15.6 |
| MARYLAND | 6.7 | - | - | - | - | 0.7 | - | - | - | 7.4 |
| MISSISSIPPI | 101.0 | 19.1 | 2/ 37.5 | 6.0 | - | 1.8 | - | 5.7 | - | 171.1 |
| NEW YORK | 3.9 | 0.4 | 1.3 | 1.2 | - | 2.2 | - | - | " - | 9.0 |
| NORTH CAROLINA | 17.3 | 3.3 | 0.3 | - | - | - | - | - | - | 20.9 |
| OHIO | 36.6 | 0.4 | 4.3 | - | - | - | - | 1.9 | - | 43.2 |
| PENNSYLVANIA | 80.3 | 5.2 | 9.2 | 3.1 | - | 4.1 | - | - | - | 101.9 |
| SOUTH CAROLINA | 98.5 | 4.6 | 2.7 | - | - | 3.8 | - | 7.6 | - | 117.2 |
| TENNESSEE | 43.0 | - | - | 4.6 | - | - | - | 7.9 | - | 55.5 |
| VIRGINIA | 18.2 | - | 1.4 | - | - | - | - | - | - | 19.6 |
| WEST VIRGINIA | 19.7 | 1.3 | 3.5 | - | - | 1.1 | - | 49.3 | - | 74.9 |
| TOTAL | 644.3 | 50.8 | 63.6 | 16.4 | - | 31.6 | - | 72.4 | 1.3 | 880.4 |
| PERCENT TO TOTAL UNDER CONSIDERATION | 73 | 6 | 7 | 2 | - | 4 | - | 8 | - | 100 |

1/ INCLUDES MILEAGE WITH ADDITIONAL CONTRACTS REQUIRED OR UNDERWAY ON 8.5 MILES IN ALABAMA, 0.5 MILES IN NEW YORK, AND 29.8 MILES IN TENNESSEE, TOTALING 38.8 MILES.

2/ 28.3 MILES IN ROW ACQUISITION ONLY.

**U.S. DEPARTMENT OF TRANSPORTATION**

**FEDERAL HIGHWAY ADMINISTRATION**

# APPALACHIAN FUNDS OBLIGATED

**AS OF DECEMBER 31, 1979**

TABLE 3

| STATE | DEVELOPMENT HIGHWAYS | | LOCAL ACCESS ROADS | | TOTAL | |
|---|---|---|---|---|---|---|
| | TOTAL COST | FEDERAL FUNDS | TOTAL COST | FEDERAL FUNDS | TOTAL COST | FEDERAL FUNDS |
| ALABAMA | 58,426,789 | 38,262,755 | 34,117,990 | 21,464,259 | 92,544,779 | 59,727,014 |
| GEORGIA | 91,873,389 | 58,329,594 | 19,520,112 | 12,398,092 | 111,393,501 | 70,727,686 |
| KENTUCKY | 633,975,164 | 411,712,164 | 6,534,157 | 4,085,846 | 640,509,321 | 415,798,010 |
| MARYLAND | 132,542,332 | 69,736,483 | 3,738,306 | 2,174,000 | 136,280,638 | 71,910,483 |
| MISSISSIPPI | 49,087,105 | 34,364,970 | 28,546,135 | 18,569,549 | 77,633,240 | 52,934,519 |
| NEW YORK | 419,872,333 | 215,740,151 | 4,538,090 | 3,019,139 | 424,410,423 | 218,759,290 |
| NORTH CAROLINA | 206,471,844 | 123,532,577 | 9,298,864 | 6,018,825 | 215,770,708 | 129,551,402 |
| OHIO | 173,775,234 | 104,920,429 | 11,410,044 | 5,143,085 | 185,185,278 | 110,063,514 |
| PENNSYLVANIA | 487,857,598 | 295,090,394 | 34,416,976 | 14,386,912 | 522,274,574 | 309,477,306 |
| SOUTH CAROLINA | 3,825,378 | 2,867,763 | 20,890,411 | 14,431,000 | 24,715,789 | 17,298,763 |
| TENNESSEE | 356,665,562 | 240,014,931 | 16,410,775 | 10,161,000 | 373,076,337 | 250,175,931 |
| VIRGINIA | 178,809,191 | 109,077,000 | 7,051,831 | 4,665,362 | 185,861,022 | 113,742,362 |
| WEST VIRGINIA | 894,697,398 | 543,190,201 | 12,365,945 | 7,509,354 | 907,063,343 | 550,699,555 |
| TOTAL | 3,687,879,317 | 2,246,839,412 | 208,839,636 | 124,026,423 | 3,896,718,953 | 2,370,865,835 |

# U.S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE MONDAY
March 24, 1980

FHWA 11-80
Contact: Robert Rogge
Phone: (202) 426-0660

STATES TO GET $8.85 MILLION
FOR JOB TRAINING, MINORITY AID

The Federal Highway Administration will allocate $8.85 million this year to support minority business enterprise and on-the-job training programs in the 50 states, the District of Columbia and Puerto Rico.

On-the-job training programs will receive $4.85 million and minority business enterprise support will total $4 million.

The department's Federal Highway Administration allotted the funds based on a formula which involves a combination of the training levels achieved and the percentage of minority population. No state will receive less than $30,000 for each program.

The minority business enterprise funds are used by states to help minority firms qualify for federal-aid highway contracts by learning how to bid jobs, fill out necessary forms, keep required records, etc. The on-the-job training courses subsidized by the federal funds prepare individuals to perform jobs in the highway construction industry.

The $4 million minority enterprise allocation includes $200,000, to be distributed by the Federal Highway Administration to those states having outstanding training programs.

States will have until August 29, 1980, to obligate the funds. Unobligated funds will be returned to FHWA for redistribution before September 30.

FHWA has asked the states to place special emphasis on assuring adequate representation of women, American Indians and Asian Americans in this year's program.

- more -

Distribution by States of FY 1980 On-The-Job Training and Minority Business Enterprise Supportive Services Funds

| State | On-The-Job Training | Minority Business Enterprise |
|---|---|---|
| Alabama | $ 149,900 | $ 53,400 |
| Alaska | 30,00 | 44,400 |
| Arizona | 89,800 | 30,000 |
| Arkansas | 71,200 | 31,900 |
| California | 460,000 | 270,000 |
| Colorado | 37,900 | 105,800 |
| Connecticut | 30,000 | 33,300 |
| Delaware | 30,000 | 30,800 |
| Dist. of Columbia | 33,500 | 41,900 |
| Florida | 142,500 | 93,700 |
| Georgia | 106,500 | 74,400 |
| Hawaii | 40,200 | 30,000 |
| Idaho | 30,000 | 40,800 |
| Illinois | 346,700 | 270,000 |
| Indiana | 98,000 | 51,900 |
| Iowa | 68,600 | 30,000 |
| Kansas | 37,700 | 31,500 |
| Kentucky | 56,300 | 30,000 |
| Louisiana | 143,400 | 142,000 |
| Maine | 30,000 | 42,200 |
| Maryland | 93,600 | 270,000 |
| Massachusetts | 34,900 | 49,700 |
| Michigan | 108,800 | 75,100 |
| Minnesota | 42,100 | 75,900 |
| Mississippi | 79,600 | 68,100 |
| Missouri | 77,900 | 49,100 |
| Montana | 30,000 | 38,600 |
| Nebraska | 30,000 | 32,200 |
| Nevada | 30,000 | 68,500 |
| New Hampshire | 30,000 | 30,000 |
| New Jersey | 103,100 | 99,800 |
| New Mexico | 75,000 | 42,600 |
| New York | 415,000 | 270,000 |
| North Carolina | 150,800 | 98,600 |
| North Dakota | 30,000 | 30,800 |
| Ohio | 173,600 | 79,500 |
| Oklahoma | 59,900 | 44,200 |
| Oregon | 53,400 | 60,700 |
| Pennsylvania | 97,400 | 72,800 |
| Puerto Rico | 30,000 | 30,000 |
| Rhode Island | 30,000 | 31,300 |
| South Carolina | 103,600 | 44,900 |
| South Dakota | 36,200 | 30,000 |
| Tennessee | 69,400 | 60,000 |
| Texas | 340,800 | 182,100 |
| Utah | 43,800 | 34,200 |

| State | On-The-Job Training | Minority Business Enterprise |
|---|---|---|
| Vermont | $ 30,000 | $ 30,000 |
| Virginia | 147,800 | 135,900 |
| Washington | 100,600 | 270,000 |
| West Virginia | 30,000 | 34,300 |
| Wisconsin | 110,500 | 52,000 |
| Wyoming | 30,000 | 31,100 |
| TOTAL | $4,850,000 | $4,000,000 |

Note: Figures rounded to within $100

U.S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE THURSDAY
March 27, 1980

FHWA 09-80
(202) 426-0660
Contact: Bill Johnson

# CIVIL FINES COLLECTED FOR TRUCK SAFETY VIOLATIONS

Fines totaling $193,825 were collected from motor carriers and shippers during 1979 for violations of federal motor carrier safety regulations, the U.S. Department of Transportation reported today.

The 1979 levy of fines was a 21 percent increase over the $753,330 collected in 1978 for comparable violations.

Of the 264 cases prosecuted, 98 were for violation of hazardous materials shipping regulations and involved fines totaling $325,850.

There were 166 prosecutions for violation of safety regulations, with fines totaling $587,975.

Almost two thirds of the cases were processed by the Bureau of Motor Carrier Safety in the department's Federal Highway Administration, rather than by criminal court action.

"The civil process is an expeditious and effective method of dealing with violations of motor carrier safety regulations," FHWA's Acting Associate Administrator for Safety Robert A. Kaye said. "The Bureau will maintain its vigilance in inspection and enforcement activities with emphasis on the transportation of hazardous materials."

Violations of the hazardous materials regulations by motor carriers included transporting hazardous materials in unauthorized, non-specification or defective containers; failure to mark or placard vehicles transporting hazardous materials; failure to attend vehicles loaded with explosives; and transporting hazardous materials without properly prepared shipping papers.

- more -

Violations by shippers included offering for shipment hazardous materials not in proper condition for shipping and failure to properly describe such materials on the shipping papers furnished the carrier.

Violations of motor carrier safety regulations included operation of unsafe vehicles, employment of unqualified drivers, falsification of drivers' logs and failure to observe hours of service rules.

# # #

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Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE THURSDAY
March 27, 1980

FHWA 10-80
(202) 426-0660
Contact: Robert Rogge

# DOT AWARDS CONTRACT FOR TRACTOR-TRAILER DRIVER TRAINING PLAN

The U.S. Department of Transportation has taken the first step toward development of a national training program for drivers of tractor-trailers.

DOT's Federal Highway Administration has awarded a $156,300 contract to National Public Services Research Institute of Alexandria, Va., to develop a curriculum for the training of heavy-duty truck drivers.

FHWA's Bureau of Motor Carrier Safety has determined that the lack of adequate driver training is an underlying factor in heavy-duty commercial truck accidents.

BMCS Director Robert A. Kaye said, "Safe operation of tractor-trailers is a highly-skilled and complex job that requires a wide range of knowledge and the constant exercise of good judgment. The variety of traffic, road and weather conditions encountered by these drivers places great demands on their expertise, bodies and minds."

Noting that there is no nationally recognized or accepted tractor-trailer driver training program, Kaye said he expects the contract awarded to the Alexandria firm to lead toward a national program.

The contractor will develop a comprehensive training program including student, instructor and administrative manuals, tests and all other materials needed to orgarize and conduct the driver training program.

# # #

U.S. Department of Transportation
news:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
March 28, 1980

FHWA 14 - 80
Contact: Richard Reilly
Phone: (202) 426-0660

DOT PENALIZES
THREE MEMPHIS FIRMS

The U.S. Department of Transportation today announced that three Memphis, Tenn., contracting firms have been barred from participating in any highway projects involving federal funds for a 6-month period.

The department's Federal Highway Administration took the action after the three companies -- G & R Construction Company, Ferrell Paving, Inc. and Folk Construction Company, Inc. -- were convicted of mail fraud and conspiracy to suppress and eliminate competition in bidding on federal-aid highway projects in Tennessee.

Initially, they were declared unacceptable for a period of two years, but because they cooperated with the Department of Justice in the prosecution 18 months of the penalty were suspended.

Ferrell Paving, Inc., and Folk Construction Company, Inc., were each fined $300,000 and G & R Construction Company was fined $200,000. The fines were suspended, however, on the condition that the Ferrell and Folk firms each pay the state of Tennessee $150,000 and G & R make a $100,000 payment.

# # #

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

ADVANCE FOR RELEASE MONDAY
March 31, 1980

FHWA 13-80
(202) 426-0660
Contact: R. A. Patrick

# 1980 HIGHWAY DESIGN CONTEST ANNOUNCED

The U.S. Department of Transportation is accepting entries for the 1980 "Excellence in Design of Highway Facilities" competition.

Sponsored by DOT's Federal Highway Administration, the contest gives national recognition to state, county and local agencies whose highways and related construction and improvement projects are judged to be exceptionally compatible with and adapted to their natural environments.

Other qualities considered in the judging are outstanding visual appeal, safety, efficiency and pleasing user experience.

In past years, the contest was called the "Highway and Its Environment" awards program. No contests were held in 1978 and 1979.

The deadline for entries in the 1980 contest is July 15.

Any highway or highway-related projects in the U.S. or its possessions completed since January 1, 1977, by state, county or local agencies including freeway or toll authorities are eligible to be entered.

Any projects constructed for federal agencies and projects that have won awards in previous FHWA competitions are ineligible.

First, second and third place awards will be given in the following categories:

- more -

I. The urban highway.

II. The rural highway.

III. Major highway structures — bridges, overpasses, tunnel approaches, interchange structures, noise barriers.

IV. Safety rest areas and truck weighing stations.

V. Highway landscaping.

VI. Environmental preservation and enhancement — cultural, historical, natural and archeological sites.

VII. Inter-modal facilities — park-and-ride lots, transit malls, bicycle and pedestrian facilities, auto-restricted zones, pedestrian malls.

"Over the past decade, highway planners and designers have become increasingly sensitive to preserving natural beauty," Deputy Federal Highway Administrator John S. Hassell Jr. said.

"Today," he said, "highway structures typically are designed to preserve environmental balance and ensure a pleasant vista to the user. Our highway design competition is an incentive toward even greater strides in those directions."

Entry forms for the 1980 "Excellence in Design of Highway Facilities" awards program may be obtained after mid-April by calling or writing to the Federal Highway Administration office in each state (usually in the state capital) or the Office of Engineering (HNG-22), Federal Highway Administration, Washington, D.C. 20590, telephone (202) 426-0314.

# # #

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
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U.S. Department of Transportation
news:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE 2:00 P.M. MONDAY
April 7, 1980

FHWA 15-80
(202) 426-0660
Contact: Richard Reilly

# NEW TRAFFIC SIGNAL CONTROL SYSTEM COULD SAVE GAS

The U.S. Department of Transportation today demonstrated a new low-cost traffic control device which has the potential of reducing the United States' demand for imported crude oil by approximately 116,000 barrels per day.

The savings could be realized if the device, the Traffic Controller Synchronizer, developed by the department's Federal Highway Administration, were installed at the 123,000 intersections throughout the country where the traffic lights are unsynchronized.

Some 117,000 other intersections have some form of synchronization.

The new device permits intersections with traffic signals to be synchronized without the use of cable. It was developed by FHWA to provide an effective alternative to more expensive traditional signal systems which require electrical interconnection or sophisticated radio or optical equipment between intersections. It is estimated that the new system is 14 times less expensive than any other system.

Synchronization of traffic signals smooths the flow of traffic by reducing drivers' stops and delays and thereby decreases fuel consumption.

FHWA is demonstrating its new synchronizer at seven intersections on State Route 236 (Little River Turnpike) in Fairfax County, Va., in cooperation with the Virginia Department of Highways and Transportation. Evaluation tests of the new system will continue for nine months.

- more -

The test corridor is located between the Capital Beltway (I-495) and Pickett Road in the Annandale area, an area where there is dense traffic volume, frequent congestion and traffic jams.

Stressing the importance of the new device, Deputy Federal Highway Administrator John S. Hassell Jr, said, "The Federal Highway Administration anticipates that this promising new technology will receive widespread acceptance by states and local jurisdictions interested in increasing fuel efficiency, vehicle operating efficiency and cost-effectiveness of existing highway systems."

# # #

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news:

Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE TUESDAY
April 15, 1980

FHWA 16-80
(202) 426-0660
Contact: Bill Johnson

# NEW RULE REDUCES TRUCKERS' PAPERWORK

Commercial truck drivers who usually operate within a 100-mile radius of their terminals will no longer have to maintain a daily log, the U.S. Department of Transportation said today.

The department's Federal Highway Administration has issued an amendment to the Federal Motor Carrier Safety Regulations to increase the existing 50-mile radius exemption.

Under the amended rule, drivers who operate within the exempted area must return within 12 consecutive hours to their starting place of work each day. The exemption does not alter the regulations concerning hours of service or maximum driving and on-duty hours.

Should a driver on any given day drive beyond the 100-mile radius, he or she will be required to maintain a log.

The new exemption will become effective 30 days after the Federal Register publication date of April 3, 1980.

# # # #

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

FOR RELEASE FRIDAY
April 18, 1980

FHWA 17-80
Contact: Bill Johnson
Phone: (202) 426-0660

# DOT ACTS TO REMEDY TRUCK LICENSING PROBLEMS

The U.S. Department of Transportation has contracted with the American Association of Motor Vehicle Administrators to develop and demonstrate a computer system that will reduce licensing and registration problems for commercial truckers and bus operators.

The $4 million, four-year contract was signed today by Deputy Federal Highway Administrator John S. Hassell Jr. and Donald J. Bardell, Executive Director of AAMVA.

The new system will make it possible for truck and bus operators to register their vehicles and pay licensing fees only once and yet be able to operate in states or Canadian provinces participating in International Registration Plan.

The computer system, known as the International Registration Information System (IRIS) is based on one developed earlier and tested in the state of Missouri. It will eliminate the problem of calculating how much of the licensing fee should be allotted to each state or Canadian province.

Truckers have long called for development of a single, uniform system of licensing commercial vehicles in order to eliminate the cost and difficulty of individually registering their trucks in every state in which they operate. The need for a uniform licensing system was one of the grievances expressed by independent truckers during last summer's truck shutdown.

- more -

Deputy Federal Highway Administrator Hassell said, "I am pleased to sign this contract with the AAMVA organization. It is a significant step toward gaining greater uniformity and reciprocity between states in interstate commercial vehicle movement and should act as a catalyst to advance Secretary Goldschmidt's goal of reducing barriers to efficient movement of goods between states."

The program will be tried out in six states: Arkansas, Colorado, Minnesota, Missouri, Montana and Wyoming. If successful, the program could eventually be applied to all the states and Canadian provinces participating in the International Registration Plan.

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FOR RELEASE TUESDAY
April 22, 1980

FHWA 18-80
(202) 426-0660
Contact: Richard Reilly

# ROAD CONTRACTS WORTH $8.6 BILLION AWARDED BY THE STATES IN 1979

With financial assistance from the federal government, state transportation agencies in 1979 awarded 6,859 highway and bridge construction contracts worth approximately $8.6 billion, the U.S. Department of Transportation reported today.

Compared to 1978, this represented a 1 percent increase in the number of contracts and a 30 percent increase in the total dollar value.

DOT's Federal Highway Administration estimates the 6,859 contracts provided employment for more than 678,000 persons. This includes 141,000 onsite jobs, 141,000 offsite jobs and 396,000 induced jobs.

Onsite labor represents the contractors' and subcontractors' employees working at the project site; offsite labor, the contractors' and subcontractors' home office employees and workers producing construction materials and equipment; and induced labor, employment created by the spending of wages and profits.

The contracts awarded in 1979 averaged about $1,249,000, with the median size about $319,000. They varied from less than $25,000 to nearly $77 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 review, approval and control. The federal share of the project costs is approximately 90 percent of the Interstate System and 75 percent on all other federal-aid systems.

- more -

Summary by Size of Contracts

Calendar Year 1979

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 | 729 | 10.63 | $ 20,716,900 | 0.24 |
| 50,000 - 99,999 | 841 | 12.26 | 61,764,900 | 0.72 |
| 100,000 - 249,999 | 1,531 | 22.32 | 259,609,000 | 3.03 |
| 250,000 - 499,999 | 1,189 | 17,34 | 427,824,200 | 4.99 |
| 500,000 - 999,999 | 977 | 14.24 | 699,562,100 | 8.17 |
| 1,000,000 - 2,999,999 | 964 | 14.06 | 1,658,500,300 | 19.36 |
| 3,000,000 - 4,999.999 | 245 | 3.57 | 956,737,600 | 11.17 |
| 5,000,000 and over | 383 | 5.58 | 4,482,383,100 | 52.32 |
| Total | 6,859 | 100.00 | $8,567,098,100 | 100.00 |

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

FOR RELEASE FRIDAY
May 9, 1980

FHWA 19-80
Contact: Bill Johnson
Phone: (202) 426-0660

# NATIONWIDE SAFETY CHECK SET FOR COMMERCIAL BUSES

U.S. Department of Transportation inspectors will fan out across the country to conduct a nationwide, intensified safety inspection of tour buses and regularly scheduled passenger buses on May 13-15.

Some 74 inspectors from the Bureau of Motor Carrier Safety in DOT's Federal Highway Administration will be checking for compliance with federal safety standards for buses and their drivers.

The inspections will take place at 29 locations in and near major cities, recreational areas and other tourist attractions.

Buses found to be unsafe or operated by unqualified drivers will be placed out of service until violations have been corrected.

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

M-492

FOR RELEASE MONDAY
May 12, 1980

FHWA 20-80
(202) 426-0660
Contact: Richard Reilly

TWO NEW OFFICIALS TAKE
HIGHWAY AGENCY POSTS

At a ceremony held today at the U.S. Department of Transportation, Lorenzo Casanova was sworn-in as the Federal Highway Administration's Associate Administrator for Safety and William H. Ravenell became FHWA's Chief Counsel.

Casanova, FHWA's Chief Counsel since November 1977, will direct the programs of the Bureau of Motor Carrier Safety and the Office of Highway Safety.

Ravenell comes to his DOT post from Florida, where he was Special Assistant to the Attorney General since July 1979, and was actively involved in anti-trust litigation there.

Prior to coming to DOT, Casanova was Deputy Commissioner for Legal Matters for the New York City Police Department, and before that was an assistant to the Mayor of New York.

A native of Manati,Puerto Rico, Casanova, 46, graduated magna cum laude from the University of Puerto Rico and from the Columbia University Graduate School. He was awarded a law degree by the New York University Law School.

Beginning his working career with the Rio Piedras Board of Education in Puerto Rico, Casanova later served as Chief Attorney for the Bronx (New York) Legal Services Corporation "C", as General Counsel for the New York Model Cities Administration and as an attorney for the National Broadcasting Company.

Casanova and his wife have two children, Dianna, 21, and Marc Antonio, 18.

- more -

Ravenell also served from 1975 to 1979 as Secretary of the Florida Department of Community Affairs, which had an annual budget of over $87 million and a staff of 500. He was Deputy Secretary of the Department from 1973 to 1975, and was a consultant with the Governor's Council Task Force on Housing in Florida from 1972 to 1973.

Prior to his employment in Florida, Ravenell was Director of the Boston (Mass.) Housing Inspection Department and was an analyst with the John Hancock Life Insurance Company in Boston.

A native of Boston, Ravenell, 37, received a bachelor's degree from Lincoln University in Pennsylvania, a master's from the State College at Boston, and a law degree from the Howard University School of Law, Washington, D.C.

Ravenell taught business law at Florida A&M University in Tallahassee. He was Chairman of the State of Florida Manpower Services Council, 1975-1979; Chairman of the State of Florida Interdepartmental Coordinating Council, 1975-79; and Chairman of the State of Florida Commission on Human Relations, 1975-79. He has authored several articles, and is a member of the District of Columbia Bar Association, the Florida Bar Association and the United States District Court of Northern Florida.

# # # # #

U.S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE FRIDAY
May 23, 1980

FHWA 23 -80
(202) 426-0660
Contact: Richard Reilly

# SHARP DECREASE IN HIGHWAY TRAVEL REPORTED BY DOT

Highway travel in the United States is decreasing significantly and is rapidly reverting to 1977 levels, the U.S. Department of Transportation reported today.

During March 1980 highway travel was 6.1 percent less than in March a year ago. This is regarded as particularly significant because travel was below expected levels in March 1979 and marked the beginning of the downward trend that continued through the remainder of 1979. The 6.1 decrease for March of this year was exceeded only in July of last year, when the largest monthly decrease of 6.3 percent was reported at the height of the gasoline crisis.

Total U.S. highway travel for the first three months in 1980 shows a decrease of 2.9 percent when compared to the same months last year.

The 120 billion vehicle miles traveled on all highway systems during March 1980 fell below 1979 and 1978 levels and came close to the March 1977 figure of 119.9 billion vehicle miles.

Historically, highway travel in the United States had been growing at a rate of about 5 percent each year. During the 1973-74 oil crisis, travel decreased for the first time since World War II. Since 1974, the highway travel growth pattern had been returning to normal until early last year, when monthly travel increases started to level off. Then for 8 consecutive months, from May until the end of the year, 1979 monthly highway travel remained below 1978 levels.

- more -

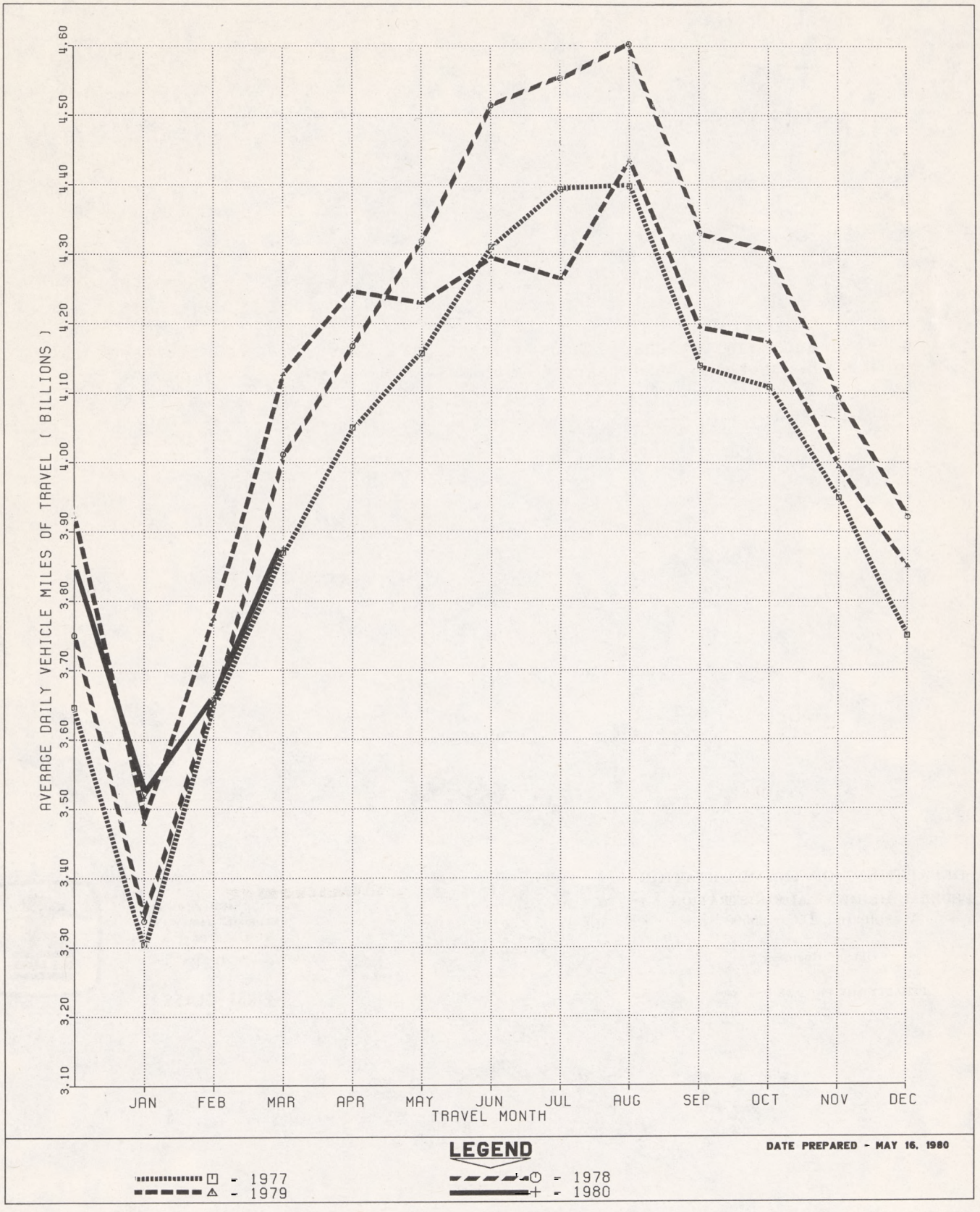
In January 1980 an increase of 1.1 percent was reported, but this was attributed primarily to the fact that severe weather conditions in the central states caused a depressed level of travel in January 1979. In February of this year, highway travel was down 3 percent from the corresponding month a year ago.

Although there is no proven relationship between travel and the price of gasoline, recent figures would support the contention that gas prices are a major factor in energy conservation, DOT's Federal Highway Administration suggests.

The 6.1 percent drop in travel during March is based on decreases of 7.9 percent on main rural roads, and 5.2 percent on local rural roads.

The accompanying chart shows average daily vehicle miles of travel in the U.S. by month for the years 1977-80.

# FIGURE 1-C - TRAVEL ON ALL SYSTEMS IN NATION BY MONTH



U.S. Department of Transportation
news:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
June 6, 1980

FHWA 24-80
(202) 426-0660
Contact: Richard Reilly

# HIGHWAY CONSTRUCTION COSTS DROPPED 4.3 PERCENT IN 1980 FIRST QUARTER

Highway construction costs decreased by 4.3 percent in the first quarter of 1980, the U.S. Department of Transportation reported today.

The drop followed successive increases of 11.5 and 7.1 percent in the two preceding quarters. Historically beginning in 1975, the composite index has declined in the first quarter of each year.

Four of the six components of the price index dropped during the first quarter, with portland cement concrete surfacing leading the way with a 26.8 percent decrease.

This decrease brings the FHWA's composite index for highway construction costs to 336.9 percent of the 1967 base index. (1967 average costs equal 100 percent.)

The three-quarter moving composite price index for the fourth quarter of 1979, obtained by combining the data for the third and fourth quarters of 1979 with that of the first quarter of 1980, increased 4.6 percent above its preceding quarter.

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 contracts of more than $500,000.

- more -

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, 1978 | --- | --- | 237.9 | + 7.1 |
| 2nd quarter, 1978 | 258.1 | +17.6 | 255.6 | + 7.5 |
| 3rd quarter, 1978 | 296.1 | +14.7 | 281.6 | +10.2 |
| 4th quarter, 1978 | 302.7 | + 2.2 | 288.3 | + 2.4 |
| 1st quarter, 1979 | 277.2 | - 8.4 | 288.3 | --- |
| 2nd quarter, 1979 | 294.9 | + 6.4 | 296.6 | + 2.9 |
| 3rd quarter, 1979 | 328.8 | +11.5 | 322.9 | + 8.9 |
| 4th quarter, 1979 | 352.1 | + 7.1 | 337.7 | + 4.6 |
| 1st quarter, 1980 | 336.9 | - 4.3 | --- | --- |

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

The price levels of the component items of the quarterly index in the first quarter of 1980, 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 1980 | Fourth Quarter 1979 | First Quarter 1979 | Fourth Quarter 1979 | First Quarter 1979 |
| Excavation..... | 339.7 | 343.6 | 273.2 | - 1.1 | +24.3 |
| Surfacing | | | | | |
| Portland cement concrete.. | 278.7 | 380.6 | 261.7 | -26.8 | + 6.5 |
| Bituminous concrete..... | 369.4 | 366.1 | 283.7 | + 0.9 | +30.2 |
| Composite surfacing..... | 322.5 | 373.6 | 272.3 | -13.7 | +18.4 |
| Structures: | | | | | |
| Reinforcing Steel..... | 360.9 | 373.9 | 291.3 | - 3.5 | +23.9 |
| Structural steel..... | 362.4 | 325.9 | 298.7 | +11.2 | +21.3 |
| Structural concrete..... | 333.3 | 341.6 | 278.3 | - 2.4 | +19.8 |
| Composite structures.... | 346.7 | 342.6 | 286.6 | + 1.2 | +21.0 |
| Composite price index..... | 336.9 | 352.1 | 277.2 | - 4.3 | +21.5 |

The price levels of the component items of the three-quarter moving index in the fourth quarter of 1979, 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 1979 | Third Quarter 1979 | Fourth Quarter 1978 | Third Quarter 1979 | Fourth Quarter 1978 |
| Excavation..... | 338.6 | 317.6 | 312.8 | + 6.6 | + 8.2 |
| Surfacing | | | | | |
| Portland cement concrete.. | 331.5 | 330.8 | 270.0 | + 0.2 | +22.8 |
| Bituminous concrete..... | 356.2 | 341.4 | 275.1 | + 4.3 | +29.5 |
| Composite surfacing..... | 343.5 | 335.9 | 272.5 | + 2.3 | +26.1 |
| Structures: | | | | | |
| Reinforcing steel..... | 352.4 | 337.9 | 272.9 | + 4.3 | +29.1 |
| Structural steel..... | 329.6 | 312.5 | 280.1 | + 5.5 | +17.7 |
| Structural concrete..... | 325.2 | 313.1 | 269.8 | + 3.9 | +20.5 |
| Composite structures.... | 331.2 | 317.2 | 273.4 | + 4.4 | +21.1 |
| Composite price index..... | 337.7 | 322.9 | 288.3 | + 4.6 | +17.1 |

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

| | | Individual Quarters | | Three Quarters | |
|---|---|---|---|---|---|
| | Unit | 4th Qtr. 1979 | 1st Qtr. 1980 | 3rd Qtr. 1979* | 4th Qtr. 1979** |
| Excavation..... | Cu.Yd. | $ 1.86 | $ 1.84 | $ 1.72 | $ 1.83 |
| PCC surface..... | Sq.Yd. | 16.85 | 12.34 | 14.65 | 14.68 |
| Bit. conc. surf. | Ton | 23.67 | 23.89 | 22.08 | 23.03 |
| Str. Reinf..... | Lb. | 0.489 | 0.472 | 0.442 | 0.461 |
| Str. Steel..... | Lb. | 0.804 | 0.894 | 0.771 | 0.813 |
| Str. concrete... | Cu.Yd. | 240.14 | 234.32 | 220.07 | 228.60 |

*Weighted average unit prices for the 2nd, 3rd and 4th quarters of 1979.

**Weighted average unit prices for the 3rd and 4th quarters of 1979 and the 1st quarter of 1980.

M-493

# U.S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE THURSDAY
June 19, 1980

FHWA 25-80
(202) 426-0660
Contact: Bill Johnson

## TOLL-FREE PHONE SERVICE ESTABLISHED TO AID TRUCKERS WITH PROBLEMS

Information about the Department of Transportation's regulations on truck and truck driver safety and the highway transportation of hazardous materials now can be obtained by means of a toll-free telephone call.

By dialing (800) 424-9158, truck drivers, operators of trucking companies and the general public can obtain information about the Federal Motor Carrier Safety and Hazardous Materials Regulations. The regulations are applicable only to interstate commerce.

In the Washington, D.C., metropolitan area, the telephone number is 426-1724.

The telephone service, staffed by the Bureau of Motor Carrier Safety in DOT's Federal Highway Administration, is accessible from the contiguous 48 states. The service is available Mondays through Fridays from 7:30 a.m. until 4:00 p.m. eastern daylight saving time.

Callers also will be able to request motor carrier safety publications and to receive answers to questions on the Bureau's functions and responsibilities.

The Bureau points out that the telephone service is not intended for complaints concerning truckers' violations of speed limits or other traffic violations, which, of course, should be reported to the police jurisdictions in which they occur.

The Bureau emphasizes that notification of commercial vehicle accidents should continue to be directed to Federal Highway Administration regional offices.

# # #

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

FOR RELEASE WEDNESDAY
June 25, 1980

FHWA 26-80
Contact: Richard Reilly
Tel.: (202) 426-0660

# DOT LAUNCHES A $250,000 PROGRAM WITH DOE TO SAVE ENERGY THROUGH PLANNING

The U.S. Department of Transportation and Energy are jointly funding a $250,000, one-year demonstration program to stimulate the development of innovative energy-conservation techniques that can be used in urban transportation planning and decision-making.

Four or five urban areas of 200,000 or more population will be selected to participate in the program. Interested planning agencies should submit their proposals to DOT"s Federal Highway Administration by July 2. It is hoped that all of the demonstration programs will be in operation by October 1.

The objective of the program is to develop:

(1) Procedures for including energy conservation in short and long range transportation plans.

(2) Analytical techniques that can be used to facilitate and support energy sensitive transportation planning and decision-making.

(3) Approaches for evaluating the energy consequences of alternative transportation improvements.

All worthwhile methods and techniques developed under the program will be made available to all urban planning agencies.

Of the $250,000 funding for the program, DOE is providing two-thirds and DOT, one-third. DOT also will provide administrative support for the program.

# # #

U.S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE THURSDAY
June 26, 1980

FHWA 28-80
Contact: R. A. Patrick
Tel.: (202) 426-0660

# LAST CALL FOR HIGHWAY DESIGN CONTEST ENTRIES

The U.S. Department of Transportation is issuing its final invitation to all highway agencies and private enterprises to compete for awards in the 1980 "Excellence in Design of Highway Facilities" competition.

The deadline for entries is July 15. Any public-use highway or highway-related projects in the U.S. and its possessions completed since January 1, 1977, are eligible for the competition. Projects built for federal agencies or which have won an award in a DOT "Highway and Its Environment" contest are not eligible.

The DOT's Federal Highway Administration sponsors the contest to give national recognition to highway and related construction and improvement projects that are outstanding examples of modern, innovative and visually appealing design. First, second and third place awards will go to projects judged to be exceptionally well suited to their environments and especially safe, pleasant and efficient for the driving public to use.

A panel of judges will rate several categories of projects ranging from urban and rural highways and major highway structures such as bridges, tunnels and noise barriers to safety rest areas and truck weighing stations. Other categories include intermodal facilities such as park-and-ride lots, transit malls, auto-restricted zones, and bicycle and pedestrian facilities. There is also a category for highway landscaping projects and another for projects that enhance or preserve the cultural, historical or natural environment.

Entry forms may be obtained by calling or writing to the Federal Highway Administration office in each state (usually in the state capital) or the Office of Engineering (HNG-22), Federal Highway Administration, Washington, D.C. 20590, telephone (202) 426-0314.

# # # #

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

FOR RELEASE WEDNESDAY
July 16, 1980

FHWA 29-80
(202) 426-0660
Contact: Richard Reilly

# DOT LOOKING INTO PROPOSED TOLL INCREASES ON GRAND ISLAND BRIDGES AT BUFFALO

The U.S. Department of Transportation is investigating the action of the New York State Thruway Authority in raising tolls on the Grand Island Bridges connecting Buffalo and Niagara Falls to determine whether a public hearing on the matter is warranted.

The department's Federal Highway Administration received two complaints from private citizens concerning the upcoming toll increases, and asked the Thruway Authority for a response to the complaints.

The Thruway Authority announced in April that the tolls would be increased effective July 28. Tolls for passenger cars are due to go up from the present 25 cents per car to 35 cents, while tolls on commercial vehicles will increase from 15 to 35 cents per vehicle depending on the number of axles.

For commuters, the average cost per trip will climb from 8.3 cents to 12.5 cents, based on the use of coupons sold in booklets. However, for commuters who also are residents of Grand Island the average trip cost will rise only to 9.1 cents per trip from the present average cost of 8.3 cents.

The Thruway Authority also plans to establish a new rate for carpools of three of more occupants which would average 8.3 cents per trip.

Under the General Bridge Act of 1906, the Federal Highway Administrator has the authority to regulate bridge tolls. Following receipt of a response by the New York State Thruway Authority, the Administrator will decide within a 90-day period whether to order a public hearing to determine if the toll increases should be rolled back or revoked.

# # # # # #

U.S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE THURSDAY
July 17, 1980

FHWA 30-80
Contact: Bill Johnson
Tel.: (202) 426-0660

# DOT SEEKS COMMENT ON RULES RESTRICTING HANDICAPPED DRIVERS

The U.S. Department of Transportation has asked for public comment on the restriction against handicapped persons driving passenger buses and vehicles transporting hazardous materials in interstate commerce.

A 1964 amendment to the Federal Motor Carrier Safety Regulations established a waiver program under which a person who has suffered a loss of limb or a limb impairment can be authorized to operate commercial vehicles in interstate commerce.

However, because of the inherent dangers involved, the waiver program was not extended to the operation of passenger buses or vehicles transporting hazardous materials.

DOT's Bureau of Motor Carrier Safety believes these restrictions have a rational basis, but has decided to review them as they relate to the Rehabilitation Act of 1973, which prohibits discrimination based solely on handicap.

Interested persons should send written comments in triplicate to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, Washington, D.C. 20590 by Sept. 10, 1980.

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U.S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE MONDAY
July 28, 1980

FHWA 31-80
(202) 426-0660
Contact: Bill Johnson

# DOT OFFICIAL PRESENTS PRESIDENTIAL AWARDS TO TWO CIVILIAN HEROES

Charleston, S.C.--Presidential Medals of Honor for Lifesaving on the Highways were presented today to Andrew Collins, Georgetown, S.C., owner of a logging company, and Douglas B. Keltz of Clarkston, Ga., regional manager for Berkey Marketing Companies, Woodside, N.Y.

The presentation was made by the Department of Transportation's Federal Highway Administrator John S. Hassell, Jr., at a ceremony held in the Middleton Room in the Mills House. It was the seventh time the Medal of Honor has been presented since the award for civilians was authorized 23 years ago.

Collins and Keltz were cited for saving the life of a truck driver, Ronald W. Nunley, Mt. Juliet, Tenn., who was trapped in a burning tractor-tank trailer carrying flammable liquids, following an accident on U.S. 17 near Georgetown, S.C., on February 22, 1979.

Collins and Keltz, driving in separate vehicles, observed a northbound truck as it collided with the rear end of a log truck, parked at the side of the highway. Fire erupted immediately upon impact. Without regard for their own safety, Collins and Keltz raced to the burning vehicle. Three attempts to free the helpless driver were unsuccessful. Collins ran to his truck and returned with an ax and began chopping at the roof of the burning tractor until an opening large enough to enter was cut.

- more -

Disregarding the intense heat, both men continued their rescue efforts. Collins hurriedly climbed inside the burning cab, freed the driver's legs from the dashboard and steering column as Keltz lifted the injured driver by his shoulders and head from the cab to safety. The vehicle exploded into flames moments later. Collins suffered burns about his body.

In making the award, Federal Highway Administrator Hassell said:

"This medal is presented in the name of and on behalf of the President of the United States, as authorized by Congress, to persons who have endangered their lives on the highways while saving, or endeavoring to save, the life of another person. The U.S. Department of Transportation and the Federal Highway Administration are honored to officially recognize the heroism displayed by Andrew Collins and Douglas B. Keltz."

Among Federal Highway Administration officials participating in the awards ceremony was Sonny Gresham, FHWA's district engineer, Columbia, S.C., who initiated the original report and recommendation.

# # #

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

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news:

Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE MONDAY
July 28, 1980

FHWA 32-80
(202) 426-0660
Contact: Richard Reilly

# DOT SELECTS 11 CITIES FOR PROGRAM TO IMPROVE TRAFFIC SIGNAL TIMING

The U.S. Department of Transportation has selected 11 cities to participate in its $800,000 Signal Timing Optimization Project. The project aims to improve traffic signal synchronization in urban areas and achieve substantial fuel savings through the elimination of much stop-and-go driving.

The department's Federal Highway Administration estimates that the nation's motor fuel consumption could be reduced by 4.2 million gallons of crude oil a day by improving traffic signal timing nationwide. The Signal Timing Optimization Project will test the theory at about 520 intersections.

The 11 cities selected, from the 90 which expressed interest in the project, are: Charleston, S.C.; Denver, Colo.; Des Moines, Iowa; Fort Wayne, Ind.; Gainesville, Fla.; Milwaukee, Wisc.; Nashville, Tenn.; Portland, Ore.; Pawtucket, R.I.; San Francisco, Calif.; and Syracuse, N.Y.

The project is designed to (1) establish data on the effectiveness of traffic signal synchronization, (2) determine the resources needed to perform this activity so that local authorities can more effectively budget for them, (3) provide trained engineering personnel in the participating cities, and (4) reduce the level of effort to achieve signal synchronization.

- more -

Traffic engineering and computer personnel from the 11 cities will be trained to use a computer program to calculate the most effective synchronization, and will receive technical assistance in implementing the program from the Federal Highway Administration.

A brief description of the projects in the selected pilot cities and estimated fuel savings follows:

Charleston, S.C. Improve traffic signal timing at 35 intersections on the Charleston Peninsula section of the city; estimated fuel savings, 145,000 gallons annually.

Denver, Colo. Improve signal timing at 44 intersections along Colfax Ave. between Colorado and Sheridan Blvds.; estimated fuel savings, 183,000 gallons annually.

Des Moines, Iowa Improve signal timing at 49 intersections in the northwest part of the city; estimated fuel savings, 203,000 gallons annually.

Fort Wayne, Ind. Improve signal timing at 46 intersections in the west central and central business districts of the city; estimated fuel savings, 191,000 gallons annually.

Gainesville, Fla. Improve signal timing at 33 intersections in the central business district of the city; estimated fuel savings, 137,000 gallons annually.

Milwaukee, Wisc. Improve signal timing at 62 intersections along West Capitol Drive and West Fond du Lac Ave.; estimated fuel savings, 257,000 gallons annually.

Nashville, Tenn. Improve signal timing at 30 intersections along a portion of Gallitan Ave.; estimated fuel savings, 125,000 gallons annually.

Portland, Ore. Improve signal timing at 50 downtown intersections just east of the Willamette River; estimated fuel savings, 208,000 gallons annually.

Pawtucket, R.I. Improve signal timing at 29 intersections in the western part of the city; estimated fuel savings, 120,000 gallons annually.

San Francisco, Calif. Improve signal timing at 75 intersections in the Mission District of the city; estimated fuel savings, 311,000 gallons annually.

Syracuse, N.Y. Improve signal timing at 68 intersections in the central business district of the city; estimated fuel savings, 282,000 gallons annually.

# # #

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

FOR RELEASE FRIDAY
August 8, 1980

FHWA 33-80
Contact: Bill Johnson
Tel.: 202-426-0660

# ALINDA BURKE IS NEW DEPUTY FEDERAL HIGHWAY ADMINISTRATOR

Alinda C. Burke was sworn in today as Deputy Administrator of the Department of Transportation's Federal Highway Administration.

Formerly a Special Assistant to U.S. Secretary of Transportation Neil Goldschmidt, Burke becomes the second highest official in FHWA, and the first woman ever to hold the position of Deputy Administrator. In this capacity she will assist Federal Highway Administrator John S. Hassell Jr. in directing the $8 billion federal-aid highway program.

While with the Office of the Secretary, Burke worked with Deputy Secretary William J. Beckham Jr. and was responsible for a variety of DOT management duties.

From 1975 to 1979, Burke, 33, was with Public Technology, Inc., a non-profit Washington, D.C., urban research firm, where she advanced from project director to vice president. During this period she identified transportation needs of many of the nation's cities and counties and developed programs to meet them. She assisted local officials in planning and implementing bus and carpool lane projects and to improve transit effectiveness. She also promoted joint development transportation projects involving both government and private enterprise.

- more -

Prior to coming to Washington, Burke worked in Seattle, Wash., as a budget analyst in the city's Office of Management and Budget, and as manager of government relations for the regional public transit and sewage treatment agency. She also served as a research assistant in the University of Washington's Graduate School of Public Affairs and as an intern to the mayor of Seattle.

Born in Flint, Mich., Burke grew up in Fremont, Calif., and received a bachelor's degree in political science from Stanford University in 1968. She also holds a master's degree from the University of Washington's Graduate School of Public Affairs.

She has authored numerous publications and articles on transportation projects ranging from transportation for elderly and handicapped persons to transportation system management in various European cities.

Burke and her husband, Fred, reside in Washington, D.C. They have five children, Alson, Susan, Patrick, Meghan, and Maureen.

# # # # #

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Washington, D.C. 20590

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news:

Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE THURSDAY
August 14, 1980

FHWA 34-80
Contact: Richard Reilly
Tel.: 202-426-0660

# WANT TO KNOW HOW MUCH YOUR CAR COSTS YOU? NEW DOT PUBLICATION TELLS

To buy a standard size American car and drive it 100,000 miles over a 10-year period will cost you nearly $25,000.

This information is disclosed in a new U.S. Department of Transportation publication, "Cost of Owning and Operating Automobiles and Vans, 1979." Prepared by the department's Federal Highway Administration, the booklet is an update of a 1976 report.

The publication states that it now costs 24.6 cents per mile to drive a standard size car; 21.7 cents for a compact; 18.5 cents for a subcompact, and 36.2 cents a mile for a van. Complete details on the breakdown of the costs are shown in the accompanying table.

For the standard size car bought and driven 100,000 miles over a 10-year period, it will cost about $5,437, excluding tax, for some 6,250 gallons of gasoline; about $4,804 to maintain and repair it; $2,445 to insure it; $3,298 for garaging, parking and tolls; and $1,597 in automotive taxes.

These figures are based on a study tracing selected vehicles and their costs through a 10-year lifetime of 100,000 miles. These figures are considered reasonable from a study of odometer readings and the average age of passenger cars in use up to and including early 1979. Usually, a car or van passes through three or more owners during its life span.

- more -

Some other findings disclosed in "Cost of Owning and Operating Automobiles and Vans, 1979," include:

* Depreciation is the greatest single cost of owning and operating most passenger vehicles during a 10-year life span.

* The "annual trader" drives a current model car all the time, but depreciation for a standard size automobile will cost him about $17,600 over a 10-year period.

* The "2-year trader" pays about $13,405 in depreciation over 10 years, and even more can be saved by becoming a "3-year trader." However, after the first year, a series of outlays for tire replacement, repairs and incidentals begins to offset the savings in depreciation.

* The difference between a standard and subcompact car in gasoline costs alone over 100,000 miles of travel can amount to as much as $1,705 (including taxes).

* Over the first three years, gasoline (including taxes) will cost $665 more for a standard size car than for a subcompact.

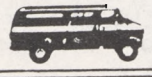
The cost study was made in the Baltimore, Md., metropolitan area. However, a worksheet is included in the publication to enable the conversion of cost figures to any other locality.

Single copies of "Cost of Owning and Operating Automobiles and Vans, 1979" are available from the Consumer Information Center, Pueblo, Colo. 81009. Quantities may be obtained from the Federal Highway Administration's Office of Public Affairs (HPA-1), 400 Seventh Street, SW., Washington, D.C. 20590.

- more -

# COST OF OWNING AND OPERATING AUTOMOBILES AND VANS 1979

**SUBURBAN-BASED OPERATION**
**TOTAL COSTS: CENTS PER MILE**

| SIZE | ORIGINAL VEHICLE COST DEPRECIATED | MAINTENANCE, ACCESSORIES, PARTS & TIRES | GAS & OIL (EXCLUDING TAXES) | GARAGE, PARKING & TOLLS | INSURANCE | STATE & FEDERAL TAXES | TOTAL COST |
|---|---|---|---|---|---|---|---|
| **STANDARD** WITH STANDARD EQUIPMENT, WEIGH LESS THAN 4,000 LBS. EMPTY.  | 6.3 | 5.5 | 5.5 | 3.2 | 2.5 | 1.6 | 24.6 |
| **COMPACT** WEIGH LESS THAN 3,000 LBS. EMPTY.  | 5.2 | 4.8 | 4.9 | 3.2 | 2.3 | 1.3 | 21.7 |
| **SUB COMPACT** WEIGH LESS THAN 2,500 LBS. EMPTY.  | 3.8 | 4.1 | 4.1 | 3.2 | 2.2 | 1.1 | 18.5 |
| **PASSENGER VAN** WEIGH LESS THAN 5,000 LBS. EMPTY.  | 10.2 | 6.1 | 7.4 | 3.2 | 7.2 | 2.1 | 36.2 |

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

Office of Highway Planning
Highway Statistics Division

# # #

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

FOR RELEASE FRIDAY
August 15, 1980

FHWA 35-80
(202) 426-0660
Contact: Richard Reilly

# PROCEDURES ESTABLISHED TO FUND ACCESS RAMPS FOR BOAT LAUNCHING

A memorandum of understanding to provide guidance for making federal-aid highway funds available for the construction of access ramps to public boat launching areas has been signed by the U.S. Department of Transportation's Federal Highway Administration and the Heritage Conservation and Recreation Service of the U.S. Department of Interior.

In a ceremony at the Old Pension Building in Washington, D.C., Federal Highway Administrator John S. Hassell, Jr., and HCRS Director Chris Therral Delaporte signed the agreement.

The Federal Aid Highway Act of 1976 authorized access ramp projects to public boat launching areas, and the agreement provides guidance on implementing procedures.

Federal highway funds may be used to construct access ramps to public boat launching areas adjacent to bridges under construction, reconstruction, replacement, repair or alteration on the federal-aid Primary, Secondary and Urban Highway Systems. However, the property adjacent to the highway right-of-way on which the boat launching area is to be located must be publicly owned at the time federal funds for the access ramps are obligated.

Where the highway right-of-way is sufficient for joint development, a public boat launching area may be located within the right-of-way, so long as it does not interfere with the safety and the utility of the highway function.

# # # #

U.S. Department of Transportation
news:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
September 12, 1980

FHWA 36-80
(202) 426-0660
Contact: Bill Johnson

# DOT CONSIDERING REVISION OF REGULATIONS ON MIGRANT WORKERS' TRANSPORTATION

The U.S. Department of Transportation is considering revision of the regulations covering the transportation of migrant workers in highway vehicles.

The department's Federal Highway Administration has published an advance notice of proposed rulemaking requesting comments and information on the present regulations and their effectiveness in protecting the safety of migrant workers on the highways.

The Interstate Commerce Commission in 1957 established the first nationwide regulations governing the physical qualifications of drivers and the safety conditions of interstate motor vehicles (trucks or tractor-trailers) transporting migrant agricultural workers.

The regulations were the result of recommendations presented by the President's Committee on Migrant Labor created in 1954, which focused attention on the serious safety problems faced by migrant workers.

Today such vehicles as private cars, pick-up trucks and recreational vehicles are used to transport migrant workers. These vehicles are not covered by the present safety regulations, and their use is creating increased safety problems.

- more -

"These regulations have remained basically unchanged for the past 23 years," said FHWA Associate Administrator for Safety Lorenzo Casanova. "It is evident that there is a need to reexamine their effectiveness."

He added that interested persons are invited to comment, especially in the following areas:

-- Should the transportation of migrant workers in trucks or tractor-trailers as presently defined in the regulations be allowed to continue?

-- Should the qualifications for drivers or operators of migrant workers transportation vehicles be made more stringent than they are now?

-- Should there be requirements for notification, reporting and recording of motor vehicle accidents involving migrant workers?

-- Should there be more stringent inspection and maintenance requirements for motor vehicles used in migrant worker transportation?

-- Should FHWA require documentation for hours of service of drivers as set forth in the present regulations?

Comments, in writing, should be forwarded to the Director, Bureau of Motor Carrier Safety, Docket Number MC-93, Federal Highway Administration, Washington, D.C. 20590, on or before close of business on December 2, 1980.

# # # #

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

FOR IMMEDIATE RELEASE
Wednesday, September 17

FHWA 37-80
Contact: Richard Reilly
Tel.: 202-426-0660

DOT BREAKS GROUND FOR
LONG AWAITED ADDITION TO
HIGHWAY RESEARCH CENTER

Groundbreaking ceremonies were held today for a $6.5 million addition to the Federal Highway Adminstration's Fairbank Highway Research Station in Langley, Va.

The 80,000 square foot addition, consisting of a 3-story wing and a 1-story laboratory wing will more than double the space available to FHWA researchers. It will be connected to the present 60,000 square foot facility. The construction contract was awarded to a minority firm, Fletcher & Sons, Inc., of Philadelphia, Pa., and construction will begin immediately. Occupancy is expected in the fall of 1982.

Federal Highway Administrator John S. Hassell Jr., who officiated at the dedication ceremonies, said:

"With this long-awaited addition now about to become a reality, FHWA will be able to expand greatly the scope of its in-house research, and to conduct studies requiring facilities that generally are not available at other research locations."

To be constructed of red brick, the Fairbank addition will include many new research laboratories, including a Driver Simulator Laboratory, Human Factors Laboratory, Pavement Components Laboratory, Highway Communications Laboratory, Major Structural Testing Laboratory, and a Hydraulics Laboratory. Also provided will be two acres of outdoor testing space and a vehicle preparation area.

- more -

According to Dr. Gerald D. Love, FHWA Associate Administrator for Research and Development, "these new facilities will include the latest advances technology has to offer and permit exacting studies in traffic, structures and environment that previously were impracticable."

When the new building, which has been in the planning stages for more than 10 years, is completed, all of FHWA's research and development personnel will be consolidated at the Fairbank facility -- for the first time since the Offices of Research and Development were established.

Today's dedication ceremonies were part of a 5-hour "open house" held at Fairbank. In addition to a display model of the new building, there were some 50 exhibits covering all aspects of FHWA's past, present and future R&D efforts. The public also toured the laboratories and viewed demonstrations of some of FHWA's on-going research experiments.

# # # # #

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Washington, D.C. 20590

FOR RELEASE WEDNESDAY
September 17, 1980

FHWA 39-80
Contact: Richard Reilly
Tel.: 202-426-0660

# MORE THAN $3.9 BILLION SPENT ON APPALACHIAN HIGHWAYS SINCE 1965

The U.S. Department of Transportation today released a semi-annual report which shows that more than $3.9 billion in federal and state funds have been spent since 1965 for improvements of highways and local access roads in the 13-state Appalachian Region. The federal share was $2.4 billion.

According to the department's Federal Highway Administration, Appalachian highways and access roads completed or under construction totaled 2,450 miles as of the end of June 1980, an increase of 24 miles since March 1980. Engineering and right-of-way acquisition were underway on an additional 465 miles. Design had been approved or hearings held on 49 miles, and locations had been approved and design underway on 179 miles.

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

That act and subsequent amendments authorized a total of $2.9 billion in federal funds for the contruction of up to 3.025 miles of highways and up to 1,400 miles of local access roads. Participating states include Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia and West Virginia.

(The data in the accompanying tables was compiled by FHWA's Program Management Division from reports submitted by the state highway agencies. For additional information contact Martin Kelly, Systems and Program Review Branch, Federal Highway Administration, Washington, D.C. 20590 or telephone (202) 426-0175.)

- more -

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

# APPALACHIA HIGHWAY PROGRAM

## IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE

### AS OF JUNE 30, 1980

TABLE 1

| STATE | IMPROVED TO APPALCHIAN TRAFFIC SERVICE STANDARDS | | UNDER CONSTRUCTION NOT SERVING TRAFFIC | PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED | | | | | | DESIGNATED MILEAGE | | | PARTICIPATING MILEAGE 2/ | TOTAL APPALACHIAN DEVELOPMENT MILEAGE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | OPEN TO TRAFFIC 1/ | NOT OPEN TO TRAFFIC | | CONCURRENT PS & E AND ROW | ROW ACQUISITION ONLY | PREPARATION OF PS & E ONLY | DESIGN APPROVED | DESIGN HEARING AFFORDED OR HELD | LOCATION APPROVED AND DESIGN UNDERWAY | LOCATION HEARING AFFORDED OR HELD | ROUTE LOCATION STUDIES UNDERWAY | ROUTE LOCATION WORK NOT STARTED | | |
| ALABAMA | 37.4 | - | 25.8 | 14.5 | - | - | - | - | 25.5 | - | 103.1 | 37.9 | 244.2 | 253.5 |
| GEORGIA | 37.9 | - | 21.7 | 12.2 | - | 33.0 | - | - | 29.4 | - | - | - | 134.2 | 136.7 |
| KENTUCKY | 265.4 | - | 33.6 | 82.6 | - | 29.3 | - | - | 5.8 | - | 19.1 | - | 435.8 | 581.8 |
| MARYLAND | 50.0 | - | - | - | - | - | 8.0 | - | - | 17.6 | 6.3 | - | 81.9 | 85.9 |
| MISSISSIPPI | 22.8 | - | 19.9 | 4.0 | - | 3.2 | - | - | 9.5 | - | 57.4 | - | 116.8 | 119.8 |
| NEW YORK | 158.8 | - | 23.6 | 13.5 | - | - | 5.4 | - | 3.5 | 0.9 | 17.6 | - | 223.3 | 255.3 |
| NORTH CAROLINA | 147.0 | 0.2 | 2.4 | 13.4 | 2.8 | - | - | - | - | 39.0 | - | - | 204.8 | 205.9 |
| OHIO | 102.4 | - | 23.1 | 24.8 | - | 21.2 | - | - | 6.5 | - | 23.6 | - | 201.6 | 293.9 |
| PENNSYLVANIA | 147.5 | - | 17.8 | 23.7 | - | 31.8 | 16.3 | 15.4 | 28.6 | 35.8 | 103.3 | 33.3 | 453.5 | 509.0 |
| SOUTH CAROLINA | 1.7 | - | - | 2.9 | - | - | - | - | - | - | 7.2 | - | 11.8 | 29.0 |
| TENNESSEE | 178.1 | - | 13.7 | 2.5 | - | 32.8 | - | - | 29.2 | - | 75.5 | - | 331.8 | 342.2 |
| VIRGINIA | 137.5 | " | 12.7 | 6.0 | 0.7 | - | - | 0.5 | - | 4.5 | 28.9 | - | 190.8 | 201.2 |
| WEST VIRGINIA | 235.5 | - | 19.7 | 41.7 | - | - | - | 2.0 | 7.7 | - | 105.2 | - | 411.8 | 426.2 |
| TOTAL | 1,522.0 | 0.2 | 214.0 | 241.8 | 3.5 | 151.3 | 29.7 | 17.9 | 145.7 | 97.8 | 547.2 | 71.2 | 3,042.3 | 3,440.4 |
| PERCENT TO TOTAL UNDER CONSIDERATION | 50.0 | - | 7.0 | 8.0 | 0.1 | 5.0 | 1.0 | 0.6 | 4.8 | 3.2 | 18.0 | 2.3 | 100.0 | - |

1/ INCLUDES MILEAGE WITH ADDITIONAL CONTRACTS REQUIRED OR UNDERWAY ON 19.9 MILES IN ALABAMA, 5.7 MILES IN KENTUCKY, 6.1 MILES IN MARYLAND, 22.8 MILES IN MISSISSIPPI, 40.6 MILES IN OHIO, 22.3 MILES IN PENNSYLVANIA, AND 131.4 MILES IN TENNESSEE, TOTALING 248.8 MILES.

2/ TOTAL CONSTRUCTION UNDER THE APPALACHIAN PROGRAM IS NOT TO EXCEED 3,025 MILES.

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

# APPALACHIA HIGHWAY PROGRAM

# IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE

## AS OF JUNE 30, 1980

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 | 189.9 | 5.3 | 3.4 | 1.5 | - | 15.9 | - | - | - | 216.0 |
| GEORGIA | 16.9 | 20.0 | - | - | - | - | - | - | - | 36.9 |
| KENTUCKY | 12.3 | - | - | - | - | 3/ 3.4 | - | 0.6 | - | 16.3 |
| MARYLAND | 6.7 | - | - | - | - | 0.7 | - | - | - | 7.4 |
| MISSISSIPPI | 101.0 | 25.4 | 2/ 32.7 | 2.6 | 1.1 | 1.8 | - | 15.9 | - | 180.5 |
| NEW YORK | 3.4 | 0.9 | 1.3 | 1.2 | - | 2.2 | - | - | - | 9.0 |
| NORTH CAROLINA | 17.5 | 3.4 | - | - | - | - | - | - | - | 20.9 |
| OHIO | 36.6 | 0.4 | 4.3 | - | - | - | - | 1.9 | - | 43.2 |
| PENNSYLVANIA | 82.1 | 3.4 | 9.2 | 3.1 | - | 4.1 | - | - | - | 101.9 |
| SOUTH CAROLINA | 98.5 | 7.0 | 0.1 | - | - | 3.8 | - | 8.0 | - | 117.4 |
| TENNESSEE | 43.0 | - | - | 4.6 | - | - | - | 7.9 | - | 55.5 |
| VIRGINIA | 18.2 | - | 1.4 | - | - | - | - | - | - | 19.6 |
| WEST VIRGINIA | 20.0 | 1.6 | 3.1 | - | - | 1.1 | - | 49.3 | 0.3 | 75.4 |
| TOTAL | 646.1 | 67.4 | 55.5 | 13.0 | 1.1 | 33.0 | - | 83.6 | 0.3 | 900.0 |
| PERCENT TO TOTAL UNDER CONSIDERATION | 72 | 8 | 6 | 1 | - | 4 | - | 9 | - | 100 |

1/ INCLUDES MILEAGE WITH ADDITIONAL CONTRACTS REQUIRED OR UNDERWAY ON 8.5 MILES IN ALABAMA AND 29.8 MILES IN TENNESSEE, TOTALING 38.3 MILES.

2/ 28.3 MILES IN ROW ACQUISITION ONLY.

3/ 0.3 MILES IN DESIGN HEARING AFFORDED OR HELD.

## U.S. DEPARTMENT OF TRANSPORTATION

## FEDERAL HIGHWAY ADMINISTRATION

# APPALACHIAN FUNDS OBLIGATED

## AS OF JUNE 30, 1980

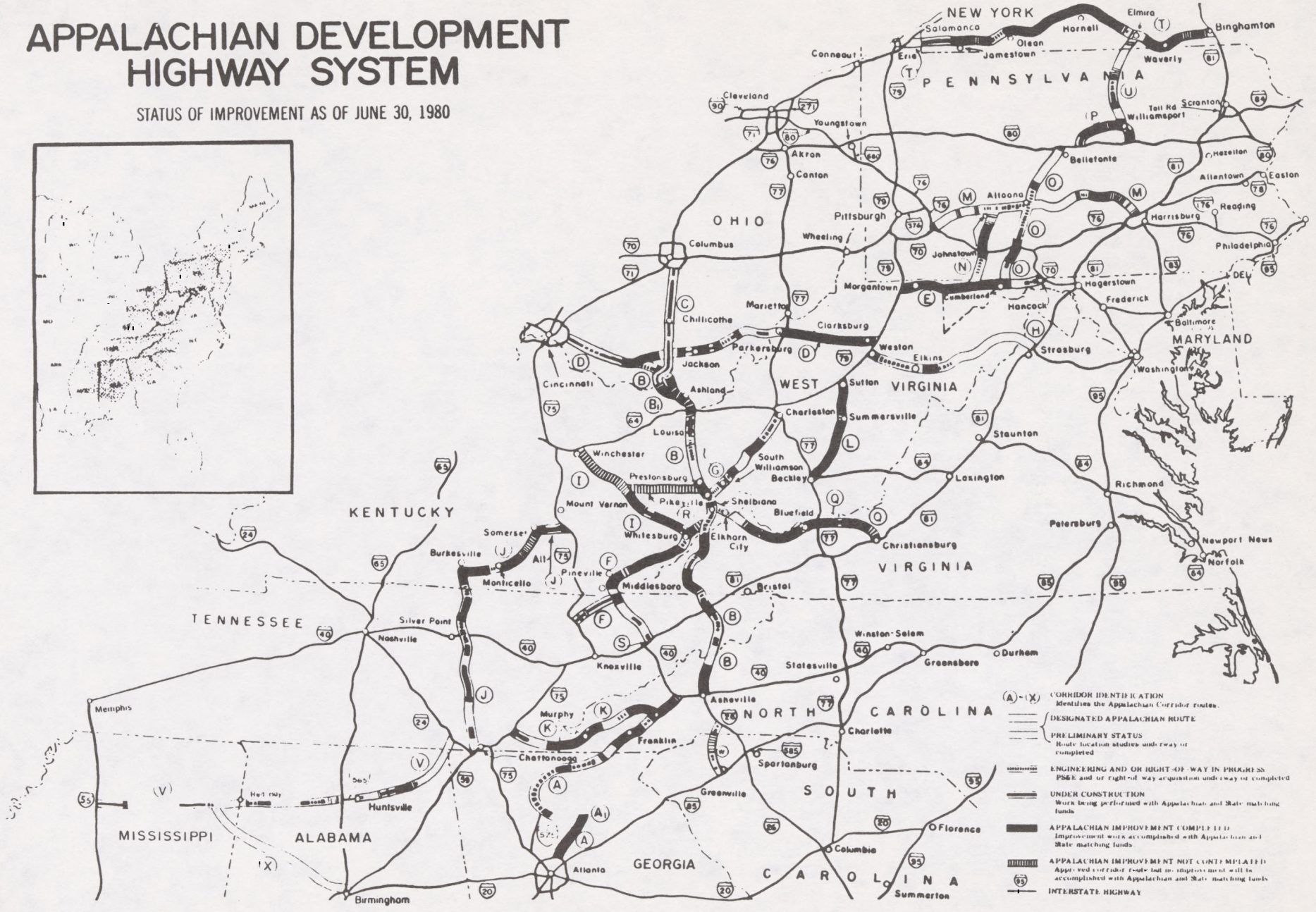
TABLE 3

| STATE | DEVELOPMENT HIGHWAYS | | LOCAL ACCESS ROADS | | TOTAL | |
|---|---|---|---|---|---|---|
| | TOTAL COST | FEDERAL FUNDS | TOTAL COST | FEDERAL FUNDS | TOTAL COST | FEDERAL FUNDS |
| ALABAMA | 67,150,172 | 45,223,000 | 34,117,990 | 21,464,259 | 101,268,162 | 66,687,259 |
| GEORGIA | 92,766,487 | 59,786,000 | 20,548,062 | 13,117,657 | 113,314,549 | 72,903,657 |
| KENTUCKY | 636,330,796 | 413,110,805 | 6,745,396 | 4,230,129 | 643,076,192 | 417,340,934 |
| MARYLAND | 134,132,332 | 71,016,483 | 3,738,306 | 2,174,000 | 137,870,638 | 73,190,483 |
| MISSISSIPPI | 49,077,604 | 34,345,880 | 28,906,963 | 18,554,975 | 77,984,567 | 52,900,855 |
| NEW YORK | 425,427,592 | 219,751,814 | 5,020,293 | 3,404,901 | 430,447,885 | 223,156,715 |
| NORTH CAROLINA | 207,908,219 | 124,491,910 | 9,783,670 | 6,328,677 | 217,691,889 | 130,820,587 |
| OHIO | 174,210,407 | 105,225,839 | 11,410,044 | 5,143,085 | 185,620,451 | 110,368,924 |
| PENNSYLVANIA | 491,348,398 | 298,050,257 | 34,429,446 | 14,385,780 | 525,777,844 | 312,436,037 |
| SOUTH CAROLINA | 4,855,035 | 3,588,523 | 20,906,911 | 14,442,550 | 25,761,946 | 18,031,073 |
| TENNESSEE | 362,112,568 | 244,209,637 | 16,809,525 | 10,480,000 | 378,922,093 | 254,689,637 |
| VIRGINIA | 178,885,830 | 109,077,000 | 7,064,956 | 4,675,862 | 185,950,786 | 113,752,862 |
| WEST VIRGINIA | 906,061,109 | 551,049,331 | 13,137,474 | 8,031,728 | 919,198,583 | 559,081,059 |
| TOTAL | 3,730,266,549 | 2,278,926,479 | 212,619,036 | 126,433,603 | 3,942,885,585 | 2,405,360,082 |

# APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF JUNE 30, 1980





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

FOR RELEASE THURSDAY
September 18, 1980

FHWA 38-80
(202) 426-0660
Contact: Richard Reilly

# HIGHWAY CONSTRUCTION COSTS UP 6.9 PERCENT IN 1980 SECOND QUARTER

Following a 4.3 percent decrease in the first quarter, highway construction costs increased 6.9 percent in the second quarter of 1980, the U.S. Department of Transportation reported today.

Five of the six components of the price index rose during the second quarter, with Portland cement concrete surfacing leading the advance with a 32 percent increase.

The second quarter results bring the FHWA composite index for highway construction costs to 360.2 percent of the 1967 base index. (1967 average costs equal 100 percent.)

The three-quarter moving composite price index for the first quarter of 1980, obtained by combining the data for the fourth quarter of 1979 with that of the first and second quarters of 1980, increased 3.5 percent above its preceding quarter.

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 contracts (other than those for the Secondary System) of over $500,000.

- more -

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, 1978 | 258.1 | +17.6 | 255.6 | + 7.5 |
| 3rd quarter, 1978 | 296.1 | +14.7 | 281.6 | +10.2 |
| 4th quarter, 1978 | 302.7 | + 2.2 | 288.3 | + 2.4 |
| 1st quarter, 1979 | 277.2 | - 8.4 | 288.3 | --- |
| 2nd quarter, 1979 | 294.9 | + 6.4 | 296.6 | + 2.9 |
| 3rd quarter, 1979 | 328.8 | +11.5 | 322.9 | + 8.9 |
| 4th quarter, 1979 | 352.1 | + 7.2 | 337.7 | + 4.6 |
| 1st quarter, 1980 | 336.9 | - 4.3 | 349.4 | + 3.5 |
| 2nd quarter, 1980 | 360.2 | + 6.9 | --- | --- |

*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 second quarter of 1980, 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 1980 | First Quarter 1980 | Second Quarter 1979 | First Quarter 1980 | Second Quarter 1979 |
| Excavation..... | 350.1 | 337.7 | 284.7 | + 3.1 | +23.0 |
| Surfacing: | | | | | |
| Portland cement concrete.... | 367.8 | 278.7 | 291.5 | +32.0 | +26.2 |
| Bituminous concrete..... | 399.2 | 369.4 | 320.4 | + 8.1 | +24.6 |
| Composite surfacing..... | 383.0 | 322.5 | 305.4 | +18.8 | +25.4 |
| Structures: | | | | | |
| Reinforcing steel..... | 393.7 | 360.9 | 314.2 | + 9.1 | +25.3 |
| Structural steel..... | 430.9 | 362.4 | 303.6 | +18.9 | +41.9 |
| Structural concrete..... | 293.2 | 333.3 | 288.5 | -12.0 | + 1.6 |
| Composite structures..... | 351.4 | 346.7 | 297.5 | + 1.4 | +18.1 |
| Composite price index..... | 360.2 | 336.9 | 294.9 | + 6.9 | +22.1 |

The price levels of the component items of the three-quarter moving index in the first quarter of 1980, 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 1980 | Fourth Quarter 1979 | First Quarter 1979 | Fourth Quarter 1979 | First Quarter 1979 |
| Excavation..... | 344.2 | 338.6 | 295.9 | + 1.7 | +16.3 |
| Surfacing: | | | | | |
| Portland cement concrete... | 338.6 | 331.5 | 276.7 | + 2.1 | +22.4 |
| Bituminous concrete..... | 376.8 | 356.2 | 296.2 | + 5.8 | +27.2 |
| Composite surfacing..... | 357.0 | 343.5 | 286.1 | + 3.9 | +24.8 |
| Structures: | | | | | |
| Reinforcing steel..... | 376.9 | 352.4 | 285.9 | + 7.0 | +31.8 |
| Structural steel..... | 389.1 | 329.6 | 293.9 | +18.0 | +32.4 |
| Structural concrete..... | 316.7 | 325.2 | 272.2 | - 2.6 | +16.3 |
| Composite structures..... | 348.6 | 331.2 | 281.0 | + 5.3 | +24.0 |
| Composite price index..... | 349.4 | 337.7 | 288.3 | + 3.5 | +21.2 |

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

| | | Individual Quarters | | Three Quarters | |
|---|---|---|---|---|---|
| | Unit | 1st Qtr. 1980 | 2nd Qtr. 1980 | 4th Qtr. 1979* | 1st Qtr. 1980** |
| Excavation..... | Cu.Yd. | $ 1.84 | $ 1.89 | $ 1.83 | $ 1.862 |
| PCC surface..... | Sq.Yd. | 12.34 | 16.29 | 14.68 | 14.993 |
| Bit. Conc. surf.. | Ton | 23.89 | 25.81 | 23.03 | 24.361 |
| Str. Reinf..... | Lb. | 0.472 | 0.515 | 0.461 | 0.493 |
| Str. Steel..... | Lb. | 0.894 | 1.06 | 0.813 | 0.960 |
| Str. concrete.... | Cu.Yd. | 234.32 | 206.12 | 228.60 | 222.59 |

*Weighted average unit prices for the 3rd and 4th quarters of 1979 and 1st quarter of 1980.
**Weighted average unit prices for the 4th quarter of 1979 and the 1st and 2nd quarters of 1980.

# # #

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

FOR RELEASE WEDNESDAY
October 1, 1980

FHWA 40-80
(202) 426-0660
Contact: Richard Reilly

# NEARLY 40,000 MILES OF INTERSTATE SYSTEM NOW OPEN TO TRAFFIC

Nearly 40,000 miles of the 42,500-mile Interstate Highway System are open to traffic, the U.S. Department of Transportation reported today.

However, much of that mileage needs additional improvement.

Although 39,943 miles of the Interstate System are in use, only 7,958 miles are considered completed by DOT's Federal Highway Administration. The remaining 31,985 miles open to traffic include 1,634 requiring major improvements to meet full standards. The other 30,351 miles of the Interstate System require only minor improvements such as rest areas, lighting, fencing and landscaping.

The 368 miles which were put into service in the 12-month period since June 30, 1979, include 108 miles opened to traffic in the last quarter. In addition, major improvements were completed on 168 miles already serving traffic.

Active construction or improvement is underway on 3,649 miles of the system. This figure includes improvements to 2,637 miles which are already in use and construction of 1,012 new miles.

As of June 30, 1980, work had either been completed or was underway on 99.6 percent of the Interstate System. Only 183 miles, had not yet advanced to the point where public hearings had been held on proposed locations.

- more -

The Interstate System, as currently designated, consists of 33,085 miles of rural and 9,415 miles of urban highways. As of this report, 94.7 percent of the rural mileage and 91.6 percent of the urban mileage are open to traffic.

The status of the system as of June 30, 1980, is shown on the accompanying map and in detail in Table I. In summary, the status is:

| | | | Miles | Percent |
|---|---|---|---|---|
| | | | 39,943 | 93.98 |
| Open to traffic | | | | |
| Complete or essentially complete | 5,859 | (Free) | | |
| | 2,099 | (Toll) | ( 7,958) | |
| Minor improvement-needed | 28,165 | ------ | | |
| -underway | 2,186 | ------ | (30,351) | |
| Major improvement-needed | 1,019 | (Free) | | |
| | 164 | (Toll) | | |
| -underway | 451 | ------ | ( 1,634) | |
| Under basic construction | | | 1,012 | 2.38 |
| Location approved, construction not started | | | 1,125 | 2.65 |
| Public hearings held-approval pending | | | 237 | 0.56 |
| No location action taken | | | 183 | 0.43 |
| | | | 42,500 | 100.00 |

Some $78.1 billion has been spent 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 75-25 federal-state--are given in Table III. The status of the Highway Trust Fund is reported in Table IV.

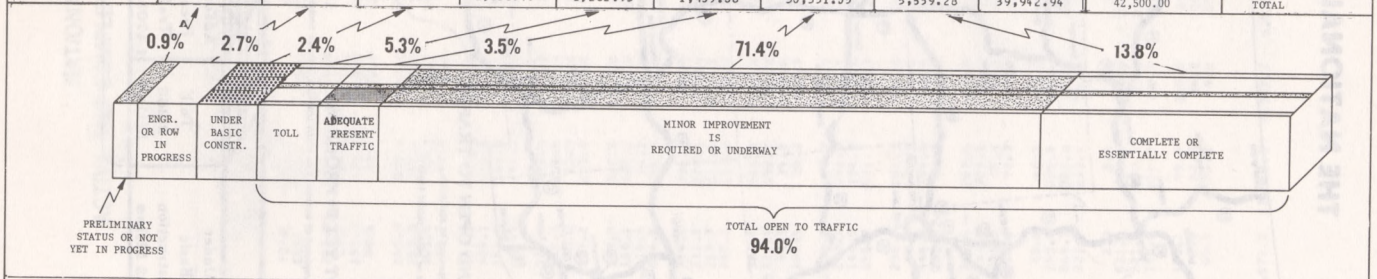
# # #

# THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

## IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF JUNE 30, 1980

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 | 4.00 | 51.20 | 52.30 | 103.50 | - | 35.80 | 756.60 | - | 792.40 | 899.90 | ALABAMA |
| ARIZONA | - | 24.21 | 11.33 | 35.54 | - | 30.67 | 1,101.24 | - | 1,131.91 | 1,167.45 | ARIZONA |
| ARKANSAS | - | 2.25 | - | 2.25 | - | 20.16 | 500.35 | 3.58 | 524.09 | 526.34 | ARKANSAS |
| CALIFORNIA | - | 45.20 | 23.30 | 68.50 | 10.20 | 103.10 | 2,098.30 | 26.40 | 2,238.00 | 2,306.50 | CALIFORNIA |
| COLORADO | - | 43.85 | 19.03 | 62.88 | - | 16.86 | 849.68 | 21.34 | 887.88 | 950.76 | 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. | 0.25 | 4.36 | 0.38 | 4.74 | - | 2.69 | 9.40 | - | 12.09 | 17.06 | DIST. OF COL. |
| FLORIDA | 37.40 | 72.10 | 111.63 | 183.73 | 92.80 | 5.41 | 954.83 | 138.57 | 1,191.61 | 1,412.74 | FLORIDA |
| GEORGIA | 2.20 | - | 1.70 | 1.70 | - | 5.46 | 275.60 | 870.18 | 1,151.24 | 1,155.14 | GEORGIA |
| HAWAII | 10.85 | 0.39 | 3.87 | 4.26 | - | 3.97 | 6.87 | 25.44 | 36.28 | 51.39 | HAWAII |
| IDAHO | 4.62 | 2.56 | 1.94 | 4.50 | - | 82.47 | 287.00 | 233.21 | 602.68 | 611.80 | IDAHO |
| ILLINOIS | 5.91 | 13.56 | 12.90 | 26.46 | 155.39 | - | 1,524.00 | 3.14 | 1,682.53 | 1,714.90 | ILLINOIS |
| INDIANA | 23.00 | - | - | - | 156.90 | - | 936.69 | 21.53 | 1,115.12 | 1,138.12 | INDIANA |
| IOWA | 8.50 | 47.92 | 3.20 | 51.12 | 0.16 | - | 703.57 | 26.11 | 729.84 | 784.46 | IOWA |
| KANSAS | - | 9.71 | 11.84 | 21.55 | 187.31 | 4.99 | 606.54 | 0.31 | 799.15 | 820.70 | KANSAS |
| KENTUCKY | - | 3.30 | 58.30 | 61.60 | - | 67.22 | 611.93 | - | 679.15 | 740.75 | KENTUCKY |
| LOUISIANA | 7.80 | 43.52 | 3.97 | 47.49 | - | - | 588.17 | 74.58 | 662.75 | 718.04 | LOUISIANA |
| MAINE | 3.01 | 0.70 | - | 0.70 | 54.48 | 15.91 | 240.33 | 0.38 | 311.10 | 314.81 | MAINE |
| MARYLAND | 13.84 | 9.17 | 3.55 | 12.72 | 53.30 | 16.56 | 176.94 | 87.27 | 334.07 | 360.63 | MARYLAND |
| MASSACHUSETTS | 4.55 | 19.85 | 6.12 | 25.97 | 132.83 | 21.99 | 180.30 | 84.47 | 419.59 | 450.11 | MASSACHUSETTS |
| MICHIGAN | 38.00 | 8.30 | 11.10 | 19.40 | 5.50 | 26.60 | 183.20 | 905.20 | 1,120.50 | 1,177.90 | MICHIGAN |
| MINNESOTA | 13.88 | 27.77 | 15.66 | 43.43 | - | 0.94 | 858.72 | - | 859.66 | 916.97 | MINNESOTA |
| MISSISSIPPI | - | 1.40 | 25.40 | 26.80 | - | 6.30 | 644.60 | 5.50 | 656.40 | 663.20 | MISSISSIPPI |
| MISSOURI | - | 21.40 | 28.12 | 49.52 | - | 77.00 | 968.30 | 55.50 | 1,100.80 | 1,150.32 | MISSOURI |
| MONTANA | - | 89.44 | 29.88 | 119.32 | - | 139.44 | 608.37 | 321.57 | 1,069.38 | 1,188.70 | MONTANA |
| NEBRASKA | - | - | - | - | 0.23 | - | 478.49 | 2.76 | 481.48 | 481.48 | NEBRASKA |
| NEVADA | - | 11.74 | 47.83 | 59.57 | - | 3.12 | 331.59 | 149.06 | 483.77 | 543.34 | NEVADA |
| NEW HAMPSHIRE | | 18.14 | 2.49 | 20.63 | 21.36 | 1.50 | 169.96 | 4.86 | 197.68 | 218.31 | NEW HAMPSHIRE |
| NEW JERSEY | 18.20 | 51.80 | 7.10 | 58.90 | 44.90 | 19.90 | 36.20 | 207.80 | 308.90 | 385.70 | NEW JERSEY |
| NEW MEXICO | - | 24.83 | 24.97 | 49.80 | - | 19.30 | 903.23 | 26.97 | 949.50 | 999.30 | NEW MEXICO |
| NEW YORK | 12.46 | 21.25 | 46.18 | 67.43 | 489.68 | 31.21 | 509.08 | 221.51 | 1,251.48 | 1,331.37 | NEW YORK |
| NORTH CAROLINA | 26.48 | 22.48 | 65.65 | 88.13 | - | 93.46 | 630.14 | 10.06 | 733.66 | 848.27 | NORTH CAROLINA |
| NORTH DAKOTA | - | - | - | - | - | - | 563.69 | 7.50 | 571.19 | 571.19 | NORTH DAKOTA |
| OHIO | 3.26 | 29.83 | 14.48 | 44.31 | 206.20 | 50.58 | 1,206.18 | 19.86 | 1,482.82 | 1,530.39 | OHIO |
| OKLAHOMA | 3.66 | - | 1.99 | 1.99 | 174.04 | 16.80 | 46.10 | 566.06 | 803.00 | 808.65 | OKLAHOMA |
| OREGON | 10.54 | 1.08 | 8.53 | 9.61 | - | 9.02 | 169.22 | 522.94 | 701.18 | 721.33 | OREGON |
| PENNSYLVANIA | 12.27 | 40.46 | 8.84 | 49.30 | 360.18 | 6.16 | 1,093.79 | 44.79 | 1,504.94 | 1,566.51 | PENNSYLVANIA |
| RHODE ISLAND | 23.67 | - | - | - | 0.60 | 3.94 | 68.15 | 2.67 | 75.36 | 99.03 | RHODE ISLAND |
| SOUTH CAROLINA | 7.82 | 5.55 | 45.15 | 50.70 | - | - | 708.27 | 4.77 | 713.04 | 771.56 | SOUTH CAROLINA |
| SOUTH DAKOTA | - | 14.60 | 24.19 | 38.79 | - | 32.22 | 554.31 | 53.49 | 640.02 | 678.81 | SOUTH DAKOTA |
| TENNESSEE | - | 11.30 | 7.60 | 18.90 | - | 24.10 | 1,002.30 | - | 1,026.40 | 1,045.30 | TENNESSEE |
| TEXAS | 6.60 | 57.18 | 83.55 | 140.73 | - | 217.19 | 2,788.62 | 9.44 | 3,015.25 | 3,162.58 | TEXAS |
| UTAH | - | 129.84 | 52.66 | 182.50 | - | 52.76 | 696.94 | 4.26 | 753.96 | 936.46 | UTAH |
| VERMONT | - | 10.79 | - | 10.79 | - | 0.21 | 297.33 | 12.23 | 309.77 | 320.56 | VERMONT |
| VIRGINIA | 55.95 | 15.15 | 40.63 | 55.78 | 4.70 | 90.37 | 300.34 | 562.21 | 957.62 | 1,069.35 | VIRGINIA |
| WASHINGTON | 1.50 | 73.99 | 23.15 | 97.14 | - | 32.57 | 599.96 | 32.63 | 665.16 | 763.80 | WASHINGTON |
| WEST VIRGINIA | 13.37 | 22.59 | 3.91 | 26.50 | 85.46 | - | 375.47 | 13.60 | 474.53 | 519.40 | WEST VIRGINIA |
| WISCONSIN | - | - | 43.79 | 43.79 | - | 32.11 | 501.84 | 0.34 | 534.29 | 578.08 | WISCONSIN |
| WYOMING | - | 15.47 | 19.75 | 35.22 | - | - | 412.86 | 465.52 | 878.38 | 913.60 | WYOMING |
| PENDING 3/ | 2.71 | | | | | | | | | 2.71 | PENDING 3/ |
| TOTAL | 420.57 | 1,124.79 | 1,011.70 | 2,136.49 | 2,262.93 | 1,459.68 | 30,351.05 | 5,359.28 | 39,942.94 | 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 | 9.11 | Augusta |
| " | I-575 | 28.20 | Spur to Marietta |
| " | I-420 | 5.00 | In Atlanta |
| " | I-675 | 7.70 | In Atlanta |
| Louisiana | I-49 | 145.62 | North-South Expressway-Opelousas to Shreveport |
| Maryland | I-97 | 30.46 | Capital Beltway to Parole then North to Baltimore |
| " | I-195 | 1.94 | From I-95 to Baltimore-Washington International Airport. |
| Maryland | I-197 | 3.40 | Spur Route to Annapolis |
| " | I-297 | 8.05 | Bowie to Millersville |
| " | I-370 | 1.10 | Spur to Washington Grove |
| Massachusetts | I-93 | 7.40 | SE Expressway - Boston Urban Area |
| " | I-485 | 13.00 | Extension of I-495 to Wareham |
| New Jersey | I-195 | 27.30 | Trenton-Asbury Park Spur |
| New York | I-390 | 54.44 | Genessee Expressway |
| " | I-590 | 10.65 | Rochester |
| Rhode Island | I-895 | 27.40 | From Hope Valley to Mass. State Line |

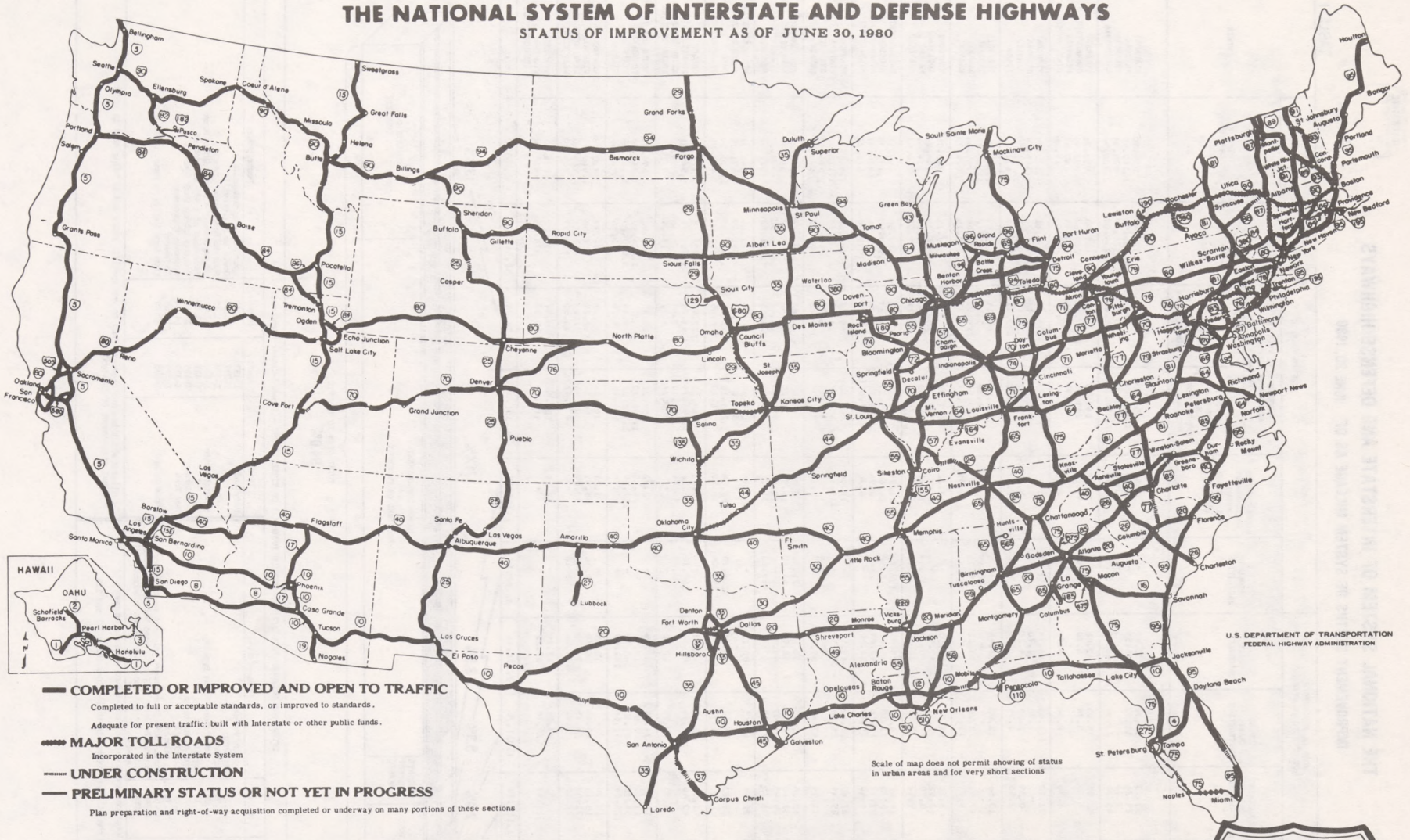
1/ Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.

2/ Total designated system mileage excludes the mileage chargeable to Sections 103(e)(2) and 139 of Title 23, U.S.C.

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

# THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

STATUS OF IMPROVEMENT AS OF JUNE 30, 1980




**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

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

| Preliminary Status or Not Yet in Progress 420 Miles | Engineering and Right-of-Way in Progress 1,125 Miles | Under Basic Construction 1,012 Miles | Toll 2,263 Miles | Adequate Present Traffic 1,470Miles | Minor Improvement is Required or Underway 30,351 Miles | Complete or Essentially Complete 5,859 Miles |
|---|---|---|---|---|---|---|

Total Open to Traffic
39,943 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 JUNE 30, 1980 LF01M13A-1 PART 1

/MILLIONS OF DOLLARS/ TABLE H

| 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 | 283.9 | 255.0 | 77.9 | 214.6 | 192.8 | 498.4 | 447.7 | 1,183.5 | 1,050.3 | 1,666.0 | 93.0 | 81.1 | 1,276.6 | 1,131.5 |
| ALASKA | 27.1 | 24.9 | 14.1 | | | 27.1 | 24.9 | | | | | | | |
| ARIZONA | 193.0 | 178.9 | 318.3 | 100.7 | 95.4 | 293.6 | 274.2 | 879.5 | 809.6 | 2,307.9 | 87.1 | 80.2 | 966.6 | 889.8 |
| ARKANSAS | 89.1 | 78.1 | 71.8 | 39.9 | 35.9 | 128.9 | 114.0 | 470.0 | 419.6 | 1,040.0 | 49.4 | 42.9 | 519.5 | 462.6 |
| CALIFORNIA | 665.7 | 597.4 | 352.3 | 713.3 | 648.0 | 1,379.0 | 1,245.4 | 3,781.2 | 3,275.7 | 2,633.6 | 1,317.8 | 1,073.3 | 5,099.0 | 4,349.1 |
| COLORADO | 157.3 | 142.4 | 106.3 | 56.5 | 51.6 | 213.9 | 194.0 | 908.8 | 815.5 | 1,828.1 | 90.5 | 79.4 | 999.3 | 894.9 |
| CONNECTICUT | 101.4 | 90.7 | 119.7 | 147.3 | 129.7 | 248.7 | 220.5 | 682.9 | 584.0 | 253.5 | 157.4 | 139.2 | 840.3 | 723.2 |
| DELAWARE | 49.7 | 43.3 | 31.2 | 3.4 | 2.8 | 53.1 | 46.1 | 173.7 | 155.1 | 38.9 | 35.5 | 31.2 | 209.2 | 186.3 |
| FLORIDA | 701.8 | 624.8 | 439.0 | 371.1 | 314.6 | 1,072.9 | 939.4 | 1,263.1 | 1,106.7 | 1,901.7 | 224.5 | 188.0 | 1,487.5 | 1,294.7 |
| GEORGIA | 585.7 | 525.4 | 354.5 | 186.7 | 168.0 | 772.4 | 693.4 | 1,074.9 | 949.4 | 1,329.6 | 107.2 | 94.7 | 1,182.1 | 1,044.1 |
| HAWAII | 181.5 | 160.8 | 7.6 | 89.9 | 76.0 | 271.4 | 236.8 | 358.3 | 306.7 | 70.6 | 72.1 | 61.5 | 430.4 | 368.2 |
| IDAHO | 45.9 | 42.3 | 84.5 | 13.8 | 12.7 | 59.7 | 55.0 | 351.8 | 321.8 | 1,375.1 | 39.6 | 34.9 | 391.4 | 356.8 |
| ILLINOIS | 536.4 | 474.6 | 26.2 | 79.1 | 69.4 | 615.5 | 544.0 | 2,834.0 | 2,465.2 | 1,967.4 | 399.3 | 341.7 | 3,233.3 | 2,806.9 |
| INDIANA | 118.3 | 104.4 | 107.8 | 7.6 | 6.9 | 125.9 | 111.2 | 1,197.5 | 1,073.2 | 1,176.1 | 203.2 | 182.7 | 1,400.7 | 1,256.0 |
| IOWA | 60.0 | 52.3 | 88.5 | 75.0 | 65.5 | 135.0 | 117.8 | 767.6 | 677.7 | 1,612.4 | 104.7 | 86.0 | 872.2 | 763.6 |
| KANSAS | 227.2 | 203.4 | 223.5 | 33.5 | 30.2 | 260.7 | 233.6 | 513.4 | 452.1 | 1,518.9 | 108.7 | 97.2 | 622.1 | 549.3 |
| KENTUCKY | 349.3 | 311.7 | 108.0 | 40.6 | 36.5 | 389.9 | 348.2 | 1,018.9 | 904.7 | 1,328.7 | 164.8 | 142.1 | 1,183.7 | 1,046.8 |
| LOUISIANA | 184.1 | 164.8 | 22.3 | 220.4 | 198.3 | 404.5 | 363.1 | 1,517.3 | 1,355.9 | 790.2 | 73.0 | 63.4 | 1,590.3 | 1,419.3 |
| MAINE | 16.4 | 14.8 | 30.8 | 15.0 | 13.3 | 31.4 | 28.1 | 346.7 | 306.6 | 761.5 | 23.8 | 20.8 | 370.6 | 327.5 |
| MARYLAND | 824.4 | 744.3 | 65.6 | 277.1 | 246.8 | 1,101.4 | 991.1 | 872.2 | 759.6 | 475.2 | 75.5 | 66.5 | 947.7 | 826.1 |
| MASSACHUSETTS | 344.6 | 306.7 | 57.9 | 118.6 | 106.9 | 463.2 | 413.6 | 1,013.4 | 886.6 | 439.7 | 216.5 | 188.0 | 1,229.9 | 1,074.6 |
| MICHIGAN | 311.1 | 276.4 | 277.8 | 216.2 | 193.9 | 527.3 | 470.3 | 1,909.8 | 1,641.3 | 1,481.9 | 360.2 | 306.0 | 2,270.0 | 1,947.3 |
| MINNESOTA | 237.7 | 211.4 | 37.3 | 94.0 | 84.4 | 331.7 | 295.8 | 1,048.4 | 945.7 | 1,577.9 | 278.4 | 249.5 | 1,326.8 | 1,195.1 |
| MISSISSIPPI | 143.3 | 117.0 | 125.9 | 56.9 | 50.8 | 200.2 | 167.8 | 613.8 | 548.3 | 1,327.8 | 23.5 | 19.3 | 637.3 | 567.6 |
| MISSOURI | 386.0 | 346.9 | 201.5 | 91.1 | 75.2 | 477.1 | 422.0 | 1,259.2 | 1,117.3 | 1,601.2 | 247.7 | 219.4 | 1,506.9 | 1,336.7 |
| MONTANA | 211.4 | 192.2 | 250.2 | 31.5 | 28.5 | 242.9 | 220.7 | 724.5 | 655.6 | 1,728.4 | 66.8 | 59.2 | 791.3 | 714.8 |
| NEBRASKA | 42.5 | 34.8 | 94.8 | 14.6 | 13.1 | 57.1 | 47.9 | 337.0 | 301.8 | 931.6 | 58.4 | 51.8 | 395.4 | 353.6 |
| NEVADA | 102.4 | 96.7 | 116.7 | 86.4 | 82.1 | 188.8 | 178.8 | 334.0 | 310.8 | 712.5 | 16.6 | 14.8 | 350.6 | 325.6 |
| NEW HAMPSHIRE | 18.6 | 16.7 | 24.7 | 14.4 | 13.0 | 33.1 | 29.6 | 323.7 | 284.5 | 364.1 | 34.5 | 30.1 | 358.2 | 314.7 |
| NEW JERSEY | 293.1 | 252.0 | 38.1 | 187.8 | 160.6 | 480.9 | 412.6 | 1,119.4 | 968.7 | 360.8 | 205.8 | 180.5 | 1,325.2 | 1,149.2 |
| NEW MEXICO | 144.9 | 134.2 | 91.6 | 36.0 | 33.5 | 180.9 | 167.7 | 580.8 | 532.1 | 1,719.3 | 56.8 | 49.8 | 637.6 | 581.9 |
| NEW YORK | 655.9 | 571.7 | 191.7 | 117.8 | 105.7 | 773.6 | 677.4 | 2,520.4 | 2,169.2 | 958.4 | 476.9 | 408.4 | 2,997.3 | 2,577.5 |
| NORTH CAROLINA | 236.6 | 211.3 | 193.8 | 93.7 | 82.3 | 330.3 | 293.6 | 820.0 | 719.4 | 1,592.7 | 92.3 | 81.2 | 912.3 | 800.6 |
| NORTH DAKOTA | 42.5 | 33.5 | 204.1 | 1.4 | 1.1 | 43.9 | 34.6 | 323.5 | 291.0 | 1,410.4 | 24.8 | 21.6 | 348.3 | 312.6 |
| OHIO | 446.9 | 389.6 | 210.5 | 181.1 | 162.9 | 628.0 | 552.6 | 2,232.7 | 1,942.5 | 1,636.0 | 708.2 | 621.4 | 2,940.9 | 2,563.9 |
| OKLAHOMA | 100.5 | 89.3 | 38.8 | 79.5 | 71.3 | 180.1 | 160.6 | 529.1 | 465.9 | 1,333.4 | 43.8 | 37.8 | 572.9 | 503.7 |
| OREGON | 268.6 | 247.6 | 35.0 | 52.3 | 48.2 | 320.9 | 295.8 | 985.5 | 884.9 | 1,684.2 | 155.6 | 140.2 | 1,141.1 | 1,025.1 |
| PENNSYLVANIA | 831.0 | 703.1 | 325.9 | 449.5 | 382.9 | 1,280.4 | 1,085.9 | 1,734.9 | 1,514.2 | 1,227.6 | 243.7 | 205.3 | 1,978.6 | 1,719.6 |
| RHODE ISLAND | 31.5 | 28.1 | 5.2 | 20.0 | 17.4 | 51.5 | 45.5 | 236.1 | 205.2 | 103.2 | 61.1 | 52.2 | 297.2 | 257.4 |
| SOUTH CAROLINA | 103.1 | 92.7 | 95.6 | 12.4 | 11.1 | 115.4 | 103.8 | 542.9 | 487.8 | 1,227.4 | 56.0 | 49.7 | 598.9 | 537.5 |
| SOUTH DAKOTA | 48.8 | 43.7 | 76.1 | 5.3 | 4.9 | 54.1 | 48.6 | 393.4 | 351.5 | 1,286.1 | 27.8 | 24.6 | 421.1 | 376.1 |
| TENNESSEE | 250.8 | 225.4 | 108.5 | 79.6 | 71.7 | 330.5 | 297.1 | 1,277.5 | 1,146.8 | 2,226.3 | 247.3 | 218.7 | 1,524.9 | 1,365.4 |
| TEXAS | 864.7 | 761.0 | 387.0 | 236.6 | 212.6 | 1,101.2 | 973.6 | 2,547.3 | 2,250.1 | 4,464.0 | 421.2 | 375.3 | 2,968.5 | 2,625.5 |
| UTAH | 227.7 | 210.9 | 104.8 | 106.9 | 101.3 | 334.6 | 312.2 | 693.4 | 643.0 | 1,688.5 | 73.9 | 65.9 | 767.2 | 708.9 |
| VERMONT | 2.9 | 2.6 | 6.6 | 3.8 | 3.1 | 6.7 | 5.8 | 431.0 | 384.5 | 885.6 | 42.9 | 35.4 | 473.9 | 419.9 |
| VIRGINIA | 521.0 | 468.3 | 149.3 | 175.8 | 157.1 | 696.9 | 625.4 | 1,850.2 | 1,646.9 | 1,799.0 | 221.9 | 196.0 | 2,072.1 | 1,843.0 |
| WASHINGTON | 321.3 | 290.8 | 122.8 | 250.7 | 227.2 | 571.9 | 518.1 | 1,314.7 | 1,150.4 | 1,356.0 | 182.7 | 158.8 | 1,497.4 | 1,309.2 |
| WEST VIRGINIA | 740.6 | 664.3 | 100.9 | 175.2 | 157.8 | 915.9 | 822.1 | 1,045.1 | 938.9 | 521.9 | 95.4 | 84.7 | 1,140.6 | 1,023.6 |
| WISCONSIN | 111.1 | 99.4 | 145.8 | 34.9 | 31.4 | 146.0 | 130.8 | 589.8 | 528.4 | 1,314.2 | 93.0 | 82.1 | 682.8 | 610.5 |
| WYOMING | 68.9 | 62.4 | 86.3 | 10.5 | 9.6 | 79.4 | 72.1 | 509.2 | 465.8 | 2,313.9 | 31.2 | 27.6 | 540.4 | 493.4 |
| DIST. OF COL. | 69.3 | 53.2 | 4.0 | 65.2 | 56.7 | 134.5 | 109.9 | 301.4 | 264.5 | 29.1 | 66.3 | 58.4 | 367.7 | 322.8 |
| PUERTO RICO | | | | | | | | | | | | | | |
| TOTAL | 13,577.0 | 12,068.0 | 6,553.7 | 5,785.2 | 5,152.8 | 19,362.2 | 17,220.9 | 50,337.3 | 44,433.4 | 65,373.7 | 8,358.5 | 7,220.4 | 58,695.8 | 51,653.8 |

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

AS OF JUNE 30, 1980 LFOIM13A-2 PART 1

/MILLIONS OF DOLLARS/ TABLE III

| STATE | PROJECTS UNDERWAY OR AUTHORIZED | | | | | | | PROJECTS COMPLETED JULY 1, 1956 TO DATE | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CONSTRUCTION | | | ENGINEERING AND ROW | | TOTAL | | CONSTRUCTION | | | ENGINEERING AND ROW | | TOTAL | |
| | TOTAL COST | FEDERAL FUNDS | MILES | TOTAL COST | FEDERAL FUNDS | TOTAL COST | FEDERAL FUNDS | TOTAL COST | FEDERAL FUNDS | MILES | TOTAL COST | FEDERAL FUNDS | TOTAL COST | FEDERAL FUNDS |
| ALABAMA | 160.6 | 117.6 | 351.2 | 95.1 | 62.8 | 255.7 | 180.5 | 911.5 | 507.6 | 8,604.8 | 113.0 | 62.0 | 1,024.5 | 569.6 |
| ALASKA | 210.0 | 196.6 | 378.6 | 53.0 | 50.2 | 263.0 | 246.8 | 878.5 | 810.3 | 4,256.4 | 168.9 | 157.3 | 1,047.4 | 967.7 |
| ARIZONA | 66.8 | 55.5 | 105.1 | 14.9 | 12.2 | 81.8 | 67.7 | 554.6 | 406.0 | 2,606.5 | 31.6 | 22.7 | 586.2 | 428.7 |
| ARKANSAS | 323.5 | 253.4 | 477.2 | 34.8 | 24.8 | 358.3 | 278.3 | 656.7 | 375.0 | 6,393.3 | 59.7 | 32.8 | 716.4 | 407.8 |
| CALIFORNIA | 1,264.4 | 996.1 | 2,333.2 | 172.6 | 140.7 | 1,437.0 | 1,136.8 | 2,419.1 | 1,447.2 | 6,277.4 | 184.1 | 135.7 | 2,603.2 | 1,582.9 |
| COLORADO | 92.5 | 75.6 | 254.3 | 68.5 | 50.7 | 161.0 | 126.3 | 691.2 | 434.2 | 4,937.8 | 111.3 | 70.4 | 802.5 | 504.6 |
| CONNECTICUT | 139.2 | 109.9 | 254.1 | 107.3 | 62.8 | 246.5 | 172.7 | 388.6 | 216.4 | 473.8 | 66.6 | 42.0 | 455.2 | 258.4 |
| DELAWARE | 44.8 | 34.0 | 23.0 | 18.9 | 13.7 | 63.7 | 47.8 | 183.1 | 101.8 | 601.3 | 28.5 | 17.2 | 211.6 | 119.0 |
| FLORIDA | 402.8 | 294.8 | 532.5 | 110.2 | 76.0 | 513.1 | 370.8 | 1,257.4 | 703.4 | 5,023.2 | 62.4 | 38.9 | 1,319.8 | 742.3 |
| GEORGIA | 460.5 | 340.6 | 2,359.2 | 135.3 | 88.9 | 595.8 | 429.4 | 938.2 | 514.1 | 9,265.6 | 132.9 | 75.1 | 1,071.1 | 589.2 |
| HAWAII | 82.3 | 56.8 | 43.7 | 39.7 | 24.8 | 122.0 | 81.6 | 154.6 | 84.6 | 238.9 | 49.2 | 26.2 | 203.8 | 110.9 |
| IDAHO | 104.7 | 92.2 | 252.9 | 13.3 | 11.0 | 117.9 | 103.3 | 372.3 | 271.6 | 3,137.5 | 43.6 | 28.9 | 415.9 | 300.5 |
| ILLINOIS | 797.7 | 569.5 | 345.7 | 102.9 | 71.7 | 900.6 | 641.2 | 2,349.9 | 1,338.5 | 10,841.8 | 168.5 | 90.2 | 2,518.4 | 1,428.7 |
| INDIANA | 358.2 | 289.6 | 296.5 | 188.9 | 154.4 | 547.1 | 444.0 | 1,046.0 | 587.2 | 4,018.1 | 138.0 | 75.0 | 1,183.9 | 662.1 |
| IOWA | 224.6 | 168.7 | 570.5 | 50.8 | 35.8 | 275.4 | 204.5 | 1,046.6 | 610.7 | 15,401.0 | 57.6 | 30.5 | 1,104.3 | 641.2 |
| KANSAS | 232.7 | 174.7 | 544.2 | 43.9 | 30.9 | 276.6 | 205.7 | 852.7 | 462.0 | 15,559.7 | 101.3 | 61.2 | 954.1 | 523.2 |
| KENTUCKY | 219.0 | 163.1 | 111.0 | 137.5 | 93.3 | 356.5 | 256.4 | 672.6 | 374.4 | 2,727.2 | 164.2 | 88.5 | 836.8 | 462.9 |
| LOUISIANA | 396.9 | 284.8 | 160.3 | 148.2 | 91.6 | 545.1 | 376.4 | 758.6 | 414.8 | 3,290.7 | 53.0 | 33.1 | 811.6 | 447.9 |
| MAINE | 51.0 | 40.2 | 122.5 | 26.8 | 18.9 | 77.8 | 59.1 | 320.9 | 184.8 | 1,438.5 | 54.0 | 30.1 | 374.9 | 214.9 |
| MARYLAND | 240.8 | 169.9 | 150.6 | 121.2 | 78.9 | 362.0 | 248.8 | 551.9 | 307.2 | 2,320.3 | 58.9 | 38.1 | 610.8 | 345.3 |
| MASSACHUSETTS | 229.3 | 168.5 | 84.3 | 88.2 | 59.7 | 317.4 | 228.2 | 821.3 | 459.4 | 762.8 | 206.2 | 92.4 | 1,027.5 | 551.8 |
| MICHIGAN | 452.3 | 348.4 | 930.5 | 149.1 | 99.6 | 601.4 | 448.1 | 1,636.9 | 906.4 | 12,369.6 | 156.7 | 89.6 | 1,793.7 | 996.0 |
| MINNESOTA | 308.1 | 225.1 | 541.5 | 16.0 | 11.2 | 324.1 | 236.3 | 1,219.3 | 692.1 | 19,615.1 | 77.1 | 52.1 | 1,296.4 | 744.2 |
| MISSISSIPPI | 215.9 | 153.6 | 551.8 | 39.3 | 24.9 | 255.2 | 178.5 | 612.4 | 317.7 | 9,290.5 | 74.3 | 39.4 | 686.7 | 357.1 |
| MISSOURI | 245.7 | 187.2 | 422.9 | 133.8 | 95.0 | 379.5 | 282.2 | 1,140.5 | 652.7 | 11,177.4 | 254.1 | 141.0 | 1,394.6 | 793.7 |
| MONTANA | 108.0 | 87.6 | 324.8 | 48.4 | 35.5 | 156.3 | 123.1 | 568.7 | 373.4 | 6,194.2 | 70.0 | 44.6 | 638.7 | 418.0 |
| NEBRASKA | 155.1 | 113.1 | 453.6 | 16.4 | 11.7 | 171.5 | 124.9 | 764.5 | 436.3 | 10,980.7 | 69.1 | 38.8 | 833.7 | 475.1 |
| NEVADA | 44.8 | 38.5 | 149.5 | 52.8 | 47.0 | 97.6 | 85.6 | 268.4 | 234.8 | 2,417.2 | 49.1 | 39.3 | 317.5 | 274.1 |
| NEW HAMPSHIRE | 50.8 | 38.9 | 49.6 | 20.4 | 14.8 | 71.2 | 53.7 | 237.7 | 136.0 | 689.4 | 22.1 | 13.4 | 259.8 | 149.4 |
| NEW JERSEY | 272.1 | 199.8 | 189.8 | 214.5 | 140.8 | 486.6 | 340.6 | 666.9 | 351.9 | 756.2 | 165.8 | 92.8 | 832.6 | 444.7 |
| NEW MEXICO | 117.1 | 96.5 | 176.2 | 15.6 | 12.1 | 132.6 | 108.6 | 460.9 | 316.0 | 3,132.9 | 58.3 | 37.6 | 519.1 | 353.7 |
| NEW YORK | 1,095.3 | 799.4 | 446.5 | 216.9 | 157.8 | 1,312.2 | 957.2 | 3,172.2 | 1,682.7 | 4,726.1 | 231.1 | 142.1 | 3,403.3 | 1,824.8 |
| NORTH CAROLINA | 328.5 | 239.6 | 303.6 | 165.3 | 117.3 | 493.8 | 356.9 | 1,060.1 | 600.3 | 5,815.1 | 168.9 | 91.0 | 1,229.0 | 691.3 |
| NORTH DAKOTA | 92.2 | 68.0 | 680.9 | 13.0 | 9.4 | 105.2 | 77.4 | 543.3 | 312.9 | 20,244.6 | 51.9 | 33.4 | 595.2 | 346.4 |
| OHIO | 620.1 | 453.4 | 935.0 | 138.1 | 99.4 | 758.3 | 552.8 | 1,659.6 | 914.4 | 3,832.3 | 268.0 | 156.6 | 1,927.6 | 1,071.0 |
| OKLAHOMA | 211.8 | 158.8 | 138.1 | 27.2 | 15.1 | 239.0 | 174.0 | 928.4 | 512.7 | 7,888.2 | 48.4 | 23.0 | 976.8 | 535.8 |
| OREGON | 101.9 | 90.4 | 109.5 | 32.2 | 27.0 | 134.2 | 117.4 | 581.8 | 402.3 | 2,901.4 | 85.1 | 64.6 | 666.9 | 466.9 |
| PENNSYLVANIA | 1,116.4 | 784.5 | 1,521.5 | 173.3 | 119.0 | 1,289.7 | 903.5 | 1,551.8 | 796.0 | 2,794.5 | 204.1 | 115.6 | 1,756.0 | 911.6 |
| RHODE ISLAND | 52.8 | 39.5 | 58.4 | 25.6 | 17.1 | 78.5 | 56.6 | 186.6 | 101.7 | 367.4 | 59.5 | 32.2 | 246.1 | 133.9 |
| SOUTH CAROLINA | 115.1 | 88.0 | 120.0 | 51.2 | 36.8 | 166.3 | 124.9 | 616.0 | 353.9 | 9,679.0 | 56.4 | 35.4 | 672.3 | 389.3 |
| SOUTH DAKOTA | 96.4 | 75.3 | 558.5 | 7.3 | 5.7 | 103.7 | 81.0 | 545.4 | 324.7 | 12,637.2 | 26.8 | 18.6 | 572.2 | 343.2 |
| TENNESSEE | 239.3 | 174.3 | 418.8 | 79.7 | 58.7 | 319.0 | 233.0 | 915.6 | 520.7 | 9,520.3 | 145.6 | 81.8 | 1,061.3 | 602.5 |
| TEXAS | 908.6 | 653.3 | 685.2 | 70.8 | 51.9 | 979.4 | 705.2 | 2,894.6 | 1,625.0 | 24,438.4 | 91.2 | 61.3 | 2,985.8 | 1,686.3 |
| UTAH | 73.1 | 65.0 | 105.2 | 34.7 | 31.2 | 107.8 | 96.2 | 311.2 | 240.1 | 2,380.7 | 44.3 | 34.6 | 355.5 | 274.7 |
| VERMONT | 37.8 | 29.6 | 185.0 | 23.5 | 17.7 | 61.3 | 47.3 | 192.0 | 112.6 | 952.3 | 36.3 | 21.9 | 228.3 | 134.5 |
| VIRGINIA | 262.8 | 196.0 | 185.7 | 102.1 | 68.3 | 364.8 | 264.3 | 1,049.5 | 583.6 | 4,748.4 | 102.8 | 61.8 | 1,152.3 | 645.4 |
| WASHINGTON | 167.1 | 137.6 | 393.5 | 44.2 | 35.8 | 211.3 | 173.3 | 854.5 | 523.2 | 5,808.9 | 74.4 | 47.7 | 929.0 | 571.0 |
| WEST VIRGINIA | 192.1 | 140.5 | 243.4 | 64.6 | 44.0 | 256.6 | 184.5 | 367.3 | 203.4 | 1,250.9 | 73.7 | 44.6 | 441.1 | 248.0 |
| WISCONSIN | 228.5 | 178.8 | 581.9 | 93.7 | 61.5 | 322.2 | 240.2 | 1,134.8 | 663.9 | 10,029.7 | 116.3 | 67.9 | 1,251.2 | 731.8 |
| WYOMING | 63.8 | 53.1 | 128.0 | 6.1 | 4.4 | 70.0 | 57.5 | 353.4 | 258.4 | 3,284.7 | 39.5 | 28.3 | 392.9 | 286.7 |
| DIST. OF COL. | 40.2 | 26.7 | 65.0 | 10.4 | 9.0 | 50.6 | 35.7 | 184.3 | 111.9 | 170.8 | 37.4 | 24.3 | 221.8 | 136.2 |
| PUERTO RICO | 82.2 | 56.2 | 40.4 | 125.9 | 27.0 | 208.1 | 83.2 | 309.0 | 158.3 | 433.3 | 55.6 | 22.1 | 364.6 | 180.4 |
| TOTAL | 14,198.0 | 10,649.1 | 21,429.9 | 3,983.9 | 2,760.7 | 18,181.9 | 13,409.8 | 44,814.1 | 26,031.2 | 318,638.8 | 5,067.6 | 3,045.9 | 49,881.6 | 29,077.1 |

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

| | 4/1/80-6/30/80 | 10/1/79-6/30/80 |
|---|---|---|
| BALANCE AT BEGINNING OF PERIOD | $12,080,509 | $12,564,460 |
| INCOME: | | |
| TAX REVENUE: | | |
| MOTOR-FUEL TAXES ($.04 PER GALLON, NET AFTER REFUNDS) | $ 1,066,105 | $ 3,288,885 |
| LESS MOTORBOAT FUEL REVENUE 1/ | 0 | 15,190 |
| NET FOR HIGHWAYS | $ 1,066,105 | $ 3,273,695 |
| TRUCKS, BUSES AND TRAILERS (10% OF WHOLESALE PRICE) | 238,567 | 769,308 |
| TIRES, TUBES (HIGHWAY $.10, OTHER $.05/LB.) TREAD RUBBER ($.05/LB.) | 173,890 | 545,837 |
| VEHICLE USE (VEHICLES OVER 26,000 POUNDS, $3 PER 1,000 POUNDS) | 131,066 | 241,308 |
| TRUCK PARTS AND ACCESSORIES (8% OF WHOLESALE PRICE) | 70,059 | 198,496 |
| LUBRICATING OIL ($.06 PER GALLON, NET AFTER REFUNDS) | 16,815 | 50,970 |
| TOTAL EXCISE REVENUES | $ 1,696,502 | $ 5,079,614 |
| INTEREST EARNED | 495,375 | 1,006,797 |
| TOTAL INCOME | $ 2,191,877 | $ 6,086,411 |
| DISBURSEMENTS: | | |
| FOR HIGHWAYS | $ 1,973,425 | $ 6,201,563 |
| RIGHT-OF-WAY REVOLVING FUND | 10,751 | 20,623 |
| HIGHWAY SAFETY CONSTRUCTION | 10,496 | 22,190 |
| HIGHWAY SAFETY RESEARCH AND DEVELOPMENT | 2,129 | 6,195 |
| TRUST FUND SHARE OTHER HIGHWAY PROGRAMS | 5,965 | 26,851 |
| NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION | 55,200 | 159,029 |
| TOTAL DISBURSEMENTS | $ 2,057,966 | $ 6,436,451 |
| BALANCE AT END OF PERIOD | $12,214,420 | $12,214,420 |
| UNPAID AUTHORIZATIONS (6-30-80) (ROUNDED TO MILLIONS) | 22,519,000 | |
| BALANCE LESS LIABILITY FOR UNPAID AUTHORIZATIONS | -$10,304,580 | |

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 TUESDAY
October 7, 1980

FHWA 41-80
(202) 426-0660
Contact: Richard Reilly

# STATES LET $4.2 BILLION IN ROAD CONTRACTS DURING FIRST HALF OF 1980

With substantial financial assistance from the federal government, state transportation agencies in the first half of 1980 awarded 3,098 highway and bridge construction contracts worth approximately $4.2 billion, the U.S. Department of Transportation reported today.

Compared to the first half of 1979, this represented a 9 percent drop in the number of contracts and a 6 percent decrease in the total dollar value.

DOT's Federal Highway Administration estimates the 3,098 contracts provided employment for more than 321,000 persons by creating 67,000 onsite jobs, 67,000 offsite jobs and 187,000 related jobs.

Onsite labor includes the contractors' and subcontractors' employees working at the project site; offsite labor is the contractors' and subcontractors' home office employees and workers producing construction materials and equipment; and related jobs refers to employment created by the spending of wages and profits.

The dollar value of the contracts awarded in the first half of 1980 averaged about $1,343,000, with the median size about $361,000. They varied from less than $25,000 to $425,555,167. The latter amount was bid for the Fort McHenry Tunnel contract in Baltimore, Md., the largest federal-aid highway contract in history.

- more -

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 cost is 90 percent on the Interstate System and 75 percent on all other federal-aid systems.

Summary by Size of Contracts

First Half 1980

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 | 245 | 7.91 | $ 7,070,400 | 0.17 |
| 50,000 - 99,999 | 364 | 11.75 | 27,254,700 | 0.65 |
| 100,000 - 249,999 | 691 | 22.30 | 115,861,800 | 2.78 |
| 250,000 - 499,999 | 561 | 18.11 | 201,694,100 | 4.85 |
| 500,000 - 999,999 | 522 | 16.85 | 372,785,000 | 8.96 |
| 1,000,000 - 2,999,999 | 461 | 14.88 | 783,246,300 | 18.82 |
| 3,000,000 - 4,999,999 | 113 | 3.65 | 431,025,200 | 10.36 |
| 5,000,000 and over | 141 | 4.55 | 2,222,393,000 | 53.41 |
| Total | 3,098 | 100.00 | $4,161,330,500 | 100.00 |

# # # # #

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

FOR RELEASE WEDNESDAY
October 8, 1980

FHWA 42-80
Contact: Richard Reilly
Tel.: 202-426-0660

# DOT MAKES $20 MILLION GRANT TO CALIFORNIA FOR STATE PARK PROJECT

The U.S. Department of Transportation today announced a $20 million grant to the State of California to help fund the relocation of a segment of U.S. Route 101 at Prairie Creek Redwood State Park in Humboldt County.

Today's grant will be added to a $30 million grant made last year to the state for this project.

U.S. 101, the Coastal Highway, presently goes through the park. It will be relocated through the fringe of the park.

"The traveling public will be well served by eliminating the delays and traffic congestion, while park users will be provided greater safety," said Federal Highway Administrator John S. Hassell Jr. "In addition, the recreational facilities will be enhanced, and the park's natural beauty will be preserved."

The Prairie Creek Redwood State Park highway demonstration project was authorized by the Surface Transportation Assistance Act of 1978.

# # # # #

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

FOR RELEASE THURSDAY
October 9, 1980

FHWA 43-80
(202) 426-0660
Contact: Bill Johnson

# DOT, ICC TO HOLD JOINT PUBLIC MEETINGS ON HOW STATES REGULATE TRUCKS

The U.S. Department of Transportation and the Interstate Commerce Commission today announced a series of eight regional public meetings to obtain information about state regulation of interstate motor carriers. The meetings will assist the development of recommendations to Congress for more efficient and equitable state regulations.

The recently enacted Motor Carrier Act of 1980 pointed out the burden placed on interstate motor carriers by the lack of uniformity in state regulations. The act directed the DOT and the ICC to develop recommendations for improving the current system and to present them to Congress by January 1982.

The public meetings will examine such areas as obtaining operating authority, registration, fuel and other taxes, temporary travel permits, and state administration.

Each of the one-day sessions, jointly sponsored by DOT's Federal Highway Administration and the ICC, will be conducted in an informal manner. Speakers will be limited to 10 minutes. Speaking order will be on a first-come, first-served basis.

After the information collected at the meetings is evaluated, an options paper will be drafted and held open for review and public comment before the final report is sent to Congress.

- more -

Announcement of the meetings was published in the Federal Register today. Anyone seeking additional information may contact James R. Link (FHWA: (202) 426-0570), Mrs. Kathleen S. Markman (FHWA: (202) 426-0346), or Lee Gardner (ICC (202) 275-0818). Any written statements should be sent to Mr. James R. Link, Chief, Intermodal Studies Team, HPP-13, Federal Highway Administration, Washington, D.C. 20590, or Mr. Lee Gardner, Chief, Motor Competition Branch, Interstate Commerce Commission, Twelfth and Constitution Avenue, NW., Washington, D.C. 20423.

The meeting sites and times are:

Wednesday, November 12, 1980

Boston, Mass. area
Location: J. F. Kennedy Library - 6th Floor, Morrissey Blvd. Dorchester.
Time: 9:30 a.m. to 12 noon, 1:30 p.m. to 5 p.m.

Monday, November 17, 1980
Denver, Colo. area
Location: Quad Conference Center, Building T-634 Fitzsimmons Medical Center, Aurora, Colo.
Time: 1 p.m. to 5 p.m., 7 p.m. to 9 p.m.

Monday, November 17, 1980
Atlanta, Ga.
Location: Richard B. Russell Building - 17th Floor Conference Room, 75 Spring Street, SW.
Time: 9 a.m. to 12 noon, 1:30 p.m. to 5 p.m.

Wednesday, November 19, 1980
Los Angeles, Calif.
Location: Department of Water and Power Auditorium, 111 N. Hope Street
Time: 9 a.m. to 12 noon, 1:30 p.m. to 5 p.m.

Wednesday, November 19, 1980
Fort Worth/Dallas, Texas
Location: Public Library - Lecture Hall, 300 Taylor Street (Fort Worth)
Time: 9 a.m. to 12 noon, 1:30 p.m. to 5 p.m.

Friday, November 21, 1980
Seattle, Wash.
Location: Federal Building - North Auditorium, 915 2nd Avenue
Time: 9 a.m. to 12 noon, 1:30 p.m. to 5 p.m.

Friday, November 21, 1980
Chicago, Ill.
Location: Kluczyski Building - Room 3619, 230 S. Dearborn Street
Time: 9 a.m. to 12 noon, 1:30 p.m. to 5 p.m.

Tuesday, November 25, 1980
Washington, D.C.
Location: Interstate Commerce Commission - Hearing Room B, 12th and Constitution Avenue, NW.
Time: 9 a.m. to 12 noon, 1:30 p.m. to 5 p.m.

# # # #

U.S. Department of Transportation
news:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
October 13, 1980

FHWA 44-80
(202) 426- 0660
Contact: Carter Dove

# PUBLIC HEARING AT DOT ON FINANCING HIGHWAYS

Financing future Federal-aid highway programs will be the subject for public discussion at the U.S. DOT's Federal Highway Administration (FHWA) on October 17, 1980.

The agenda for this third-in-a-series of public hearings will include methods of allocating highway costs to highway users and assessing what kinds of taxes should be used to support the Federal highway program.

Public examination of the three-year Highway Cost Allocation Study is required under the Surface Transportation Assistance Act of 1978. In compliance with the Act, the FHWA is required to:

- Study costs of Federal-aid highway design, construction, rehabilitation and maintenance by different classes of vehicles using these roads;
- Estimate the share of such costs attributable to each class of motor vehicle.
- Evaluate the need for long-term monitoring of roadway deterioration. This will determine the relative damage attributable to traffic and environmental factors; and
- Recommend alternate tax arrangements to equitably distribute the tax burden to users of the Federal-aid highways.

- more -

The FHWA held its first public discussion on the cost allocation study March 23, 1979. The second meeting took place March 21, 1980.

The October 17 public discussion is scheduled for the DOT Building, Room 4200, 400 Seventh Street, SW., Washington, D.C. 20590 at 9:30 a.m., ET. Comments intended for inclusion in the study's progress report must comprise no more than 15 double-spaced pages (8½ x 11 inches) and be submitted by November 15, 1980 to:

FHWA Docket No. 79-9
Federal Highway Administration
Room 4205/HCC-10
400 Seventh Street, SW.
Washington, D.C. 20590

For further information contact: Dr. Anthony Kane, Chief, Highway Cost Allocation Study Team, (202) 426-0570 or Mr. S. James Wiese, Office of the Chief Counsel, (202) 426-0761, Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590, Monday-Friday, 7:45 a.m. to 4:15 p.m., ET.

# # #

U.S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE WEDNESDAY
October 22, 1980

FHWA 45-80
Contact: Beverly Silverberg
Tel.: 202/426-0660

# TASK FORCE REPORTS RIDESHARING WORKS; URGES GREATER EFFORT

The National Task Force on Ridesharing issued its final report today, calling for a continued strong ridesharing effort by business and government to achieve the national goal of conserving 400,000 barrels of oil daily by 1990.

Created by President Carter in October 1979, the 19-member task force, chaired by Mayor Tom Bradley of Los Angeles, has worked with Secretary of Transportation Neil Goldschmidt to promote actions to increase the number of persons sharing rides in carpools, vanpools and public transit.

"Ridesharing works," Mayor Bradley said, "It offers significant benefits to individuals, employers and society in general. It expresses a philosophy that is inherent in the American way of live."

During its year-long effort, the Ridesharing Task Force, whose membership represents business, labor and government, concentrated on one aspect of automobile transportation--the daily commuter trip.

The report, released at the Third National Ridesharing conference in San Francisco, points out that commuting accounts for nearly 40 percent of all automobile trips and consumes 34 percent of daily automotive gasoline use.

"At present," the report states, "approximately 80 percent of all commuters drive alone, thus wasting an enormous transportation resource."

The report lists a variety of recommendations to the federal government, state and local governments and industry for increasing participation in and the effectiveness of ridesharing programs. A summary of the recommendations is attached.

-more -

Copies of the Report of the National Task Force on Ridesharing may be obtained from the National Ridesharing Information Center, Room 4432, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C. 20590.

# # # # #

## SUMMARY OF TASK FORCE RECOMMENDATIONS

| | FEDERAL | STATE AND LOCAL | EMPLOYERS |
|---|---|---|---|
| POLICY AND PLANNING | • Develop a supportive Federal ridesharing policy.<br>• Clarify the ridesharing responsibilities of all involved Federal agencies including DOT, DOE and EPA.<br>• Expand Federal support for ridesharing activities including increased funding for ridesharing projects. | • Develop a supportive ridesharing policy including adoption of the model ridesharing law.<br>• Designate a ridesharing coordinator for each state and create a state ridesharing task force.<br>• Coordinate all state and local ridesharing activities.<br>• Implement and encourage effective ridesharing programs. | • Incorporate ridesharing considerations in all decisions involving capital investment, land use, and company policy.<br>• Implement effective ridesharing programs for employees.<br>• Encourage and support ridesharing activities of other employers. |
| INCENTIVES | • Adopt legislation to provide ridesharing tax incentives (such as an investment tax credit) to employers, individuals and third party operators.<br>• Authorize the use of interstate funds for all ridesharing activities.<br>• Appropriate discretionary funds for the development of innovative ridesharing programs.<br>• Adopt fuel allocation plans to insure the availability of fuel for ridesharing activities. | • Adopt legislation to provide ridesharing tax incentives to individuals, employers and third party operators.<br>• Adopt a program of incentives such as preferential registration of vanpools.<br>• Adopt the model ridesharing law.<br>• Adopt fuel allocation plans to insure the availability of fuel for ridesharing activities. | • Provide a wide range of ridesharing incentives to employees such as preferential parking, flexible working hours and vanpool financing. |
| MARKETING | • Expand Federal ridesharing promotional activities.<br>• Coordinate promotional activities of various Federal agencies.<br>• Expand Federal technical assistance programs. | • Expand state and local ridesharing promotional activities.<br>• Promote all state and local promotional activities through the state ridesharing coordinator.<br>• Develop and implement strategies to obtain participation in ridesharing activities by employers (particularly small employers) and individuals. | • Promote ridesharing among other employers and in the community.<br>• Incorporate ridesharing promotion into all other promotional activities such as public relations and product advertising. |
| RIDE-SHARING FACILITIES | • Develop a funding source for construction of preferential HOV* facilities such as fringe parking and HOV lanes.<br>• Authorize Federal funds for operation of HOV facilities (including the cost of enforcement). | • Implement preferential treatment for HOV's* on existing commuter facilities such as preferential on-ramps.<br>• Implement preferential pricing for HOV's on existing commuter facilities such as toll roads and bridges.<br>• Implement preferential parking management policies for HOV's on existing on and off street parking facilities. | • Provide facilities to encourage employee ridesharing such as preferential parking for HOV's* ridesharing information centers, and parking facilities accessible to vans. |

* High Occupancy Vehicles, i.e., carpools, vanpools and buses.

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

FOR RELEASE THURSDAY
October 23, 1980

FHWA 47-80
(202) 426-0660
Contact: Richard Reilly

# DOT RESEARCH EFFORT AIMED AT EASING HIGHWAY BARRIERS FOR HANDICAPPED

The U.S. Department of Transportation has awarded a $148,900 research contract to the Georgia Institute of Technology to develop design criteria for highway over-and-underpasses to aid physically handicapped pedestrians.

The 15-month study will continue a program of research into the needs of physically handicapped pedestrians as they travel along and across roadways. It will provide background information for an agreement between DOT's Federal Highway Administration and the Architecture and Transportation Barriers Compliance Board to develop design standards for accessible pedestrian over and underpasses.

The objectives of the study are:

- To determine the operational and safety effects of varying combinations of ramp grade and length on physically handicapped pedestrians.
- To develop criteria for the type of surface material and finishes of walkways that will be acceptable for both walking and wheelchair maneuverability under various weather conditions.

- more -

- To determine what orientation cues and/or detectable walkway surface materials and finishes are required for blind pedestrians to locate the approach, crossover and exits of these structures.

- To recommend design criteria for use in designing over-and-undercrossings to make these structures accessible to both physically handicapped and non-handicapped pedestrians.

The experiments to be conducted in this study will be under laboratory conditions and will employ a range of handicapped pedestrians having various physical disabilities that would discourage, hinder or prevent their use of these facilities.

# # #

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

Official Business

PENALTY FOR PRIVATE USE, $300

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U.S. Department of Transportation
news:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE NOON
Friday, October 31

FHWA 46-80
(202) 426-0660
Contact: Richard Reilly

DOT APPROVES FUNDS
FOR DADE COUNTY, FLA.,
HIGHWAY-TRANSIT LINK

Miami -- The U.S. Department of Transportation today announced approval of Florida's request to use Interstate Highway System funds to connect a high occupancy vehicle lane on Interstate Route 95 with two stations of the Dade County Metrorail rapid transit system now under construction.

The announcement was made at a news conference here by Federal Highway Administrator John S. Hassell Jr. as he presented a letter of approval to Bill Rose, Secretary of the Florida Department of Transportation. The approval allows the state to work with Metropolitan Dade County to extend high occupancy vehicle lanes from I-95 to the Allapattah and Earlington Heights Metrorail rapid transit stations. The project's estimated cost is $32,869,000.

High occupancy vehicle lanes generally are reserved during peak commuting hours for the use of carpools, vanpools and buses.

This marks the first time that federal Interstate System funds have been authorized for connections to rail rapid transit facilities.

The action, Florida officials predict, will increase projected patronage of the two transit stations by 11,000 passengers daily - from 33,720 to more than 44,700.

- more -

The project will include ramp bridges to and from the southern terminus of the existing center lanes on I-95. It is scheduled for completion in 1984, as part of the Metro-Dade Transportation Improvement Program, including a doubling of the existing transit bus fleet to 1,000 vehicles; construction of the 1.9 mile "Downtown People Mover;" and completion of the 21 miles of rail rapid transit system.

In making the announcement, Hassell said, "On behalf of Secretary of Transportation Neil Goldschmidt, we are delighted to cooperate with Metro-Dade County and the Florida Department of Transportation in this innovative project - the first of its kind in the country. This undoubtedly will bring benefits to all Dade County residents, including economic benefit to the areas immediately surrounding these transit stations. We look forward to continued cooperation."

# # #

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

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news:

Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE WEDNESDAY
November 5, 1980

FHWA 50-80
Contact: Richard Reilly
Tel.: 202/426-0660

# HIGHWAY CONSTRUCTION COSTS DROPPED 4.1 PERCENT IN 1980 THIRD QUARTER

Highway construction costs decreased 4.1 percent in the third quarter of 1980, the U.S. Department of Transportation reported today.

Four of the six components of the price index fell during the third quarter, with structural steel leading the way with a 26 percent decrease.

The third quarter results bring the FHWA composite index for highway construction costs to 345.4 percent of the 1967 base index. (1967 average costs equal 100 percent.) The index has increased only 5 percent above the level of a year ago.

The three-quarter moving composite price index for the second quarter of 1980, obtained by combining the data for the first, second, and third quarters of 1980, decreased 0.7 percent from its preceding quarter.

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 contracts (other than those for the Secondary System) greater than $500,000.

- more -

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, 1978 | --- | --- | 281.6 | +10.2 |
| 4th quarter, 1978 | 302.7 | + 2.2 | 288.3 | + 2.4 |
| 1st quarter, 1979 | 277.2 | - 8.4 | 288.3 | 0 |
| 2nd quarter, 1979 | 294.9 | + 6.4 | 296.6 | + 2.9 |
| 3rd quarter, 1979 | 328.8 | +11.5 | 322.9 | + 8.9 |
| 4th quarter, 1979 | 352.1 | + 7.1 | 337.7 | + 4.6 |
| 1st quarter, 1980 | 336.9 | - 4.3 | 349.4 | + 3.5 |
| 2nd quarter, 1980 | 360.2 | + 6.9 | 346.9 | - 0.7 |
| 3rd quarter, 1980 | 345.4 | - 4.1 | --- | --- |

*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 1980, 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 1980 | Second Quarter 1980 | Third Quarter 1979 | Second Quarter 1980 | Third Quarter 1979 |
| Excavation..... | 317.0 | 350.1 | 334.9 | - 9.5 | - 5.3 |
| Surfacing: | | | | | |
| Portland cement concrete.. | 356.4 | 367.8 | 340.7 | - 3.1 | + 4.6 |
| Bituminous concrete..... | 406.4 | 399.2 | 341.5 | + 1.8 | +19.0 |
| Composite surfacing..... | 380.5 | 383.0 | 341.1 | - 0.7 | +11.6 |
| Structures: | | | | | |
| Reinforcing Steel..... | 363.2 | 393.7 | 328.0 | - 7.7 | +10.7 |
| Structural steel..... | 321.0 | 430.9 | 306.0 | -25.5 | + 4.9 |
| Structural concrete..... | 356.6 | 293.2 | 306.4 | +21.6 | +16.4 |
| Composite structures.... | 347.2 | 351.4 | 310.1 | - 1.2 | +12.0 |
| Composite price index..... | 345.4 | 360.2 | 328.8 | - 4.1 | + 5.0 |

- more -

The price levels of the component items of the three-quarter moving index in the second quarter of 1980, 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 1980 | First Quarter 1980 | Second Quarter 1979 | First Quarter 1980 | Second Quarter 1979 |
| Excavation..... | 334.2 | 344.2 | 291.5 | - 2.9 | +14.6 |
| Surfacing: | | | | | |
| Portland cement concrete.. | 330.9 | 338.6 | 289.3 | - 2.3 | +14.4 |
| Bituminous concrete..... | 390.8 | 376.8 | 318.2 | + 3.7 | +22.8 |
| Composite surfacing..... | 359.8 | 357.0 | 303.3 | + 0.8 | +18.6 |
| Structures: | | | | | |
| Reinforcing steel..... | 374.6 | 376.9 | 308.1 | - 0.6 | +21.6 |
| Structural steel..... | 394.0 | 389.1 | 302.0 | + 1.3 | +30.5 |
| Structural concrete..... | 318.2 | 316.7 | 289.6 | + 0.5 | + 9.9 |
| Composite structures.... | 350.4 | 348.6 | 296.5 | + 0.5 | +18.2 |
| Composite price index..... | 346.9 | 349.4 | 296.6 | - 0.7 | +17.0 |

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

| | | Individual Quarters | | Three Quarters | |
|---|---|---|---|---|---|
| | Unit | 2nd Qtr. 1980 | 3rd Qtr. 1980 | 1st Qtr. 1980* | 2nd Qtr. 1980** |
| Excavation..... | Cu.Yd. | $ 1.89 | $ 1.72 | $ 1.86 | $ 1.81 |
| PCC surface..... | Sq.Yd. | 16.29 | 15.78 | 14.99 | 14.65 |
| Bit. conc. surf. | Ton | 25.81 | 26.28 | 24.36 | 25.27 |
| Str. Reinf..... | Lb. | 0.515 | 0.475 | 0.493 | 0.490 |
| Str. Steel..... | Lb. | 1.063 | 0.792 | 0.960 | 0.972 |
| Str. concrete... | Cu.Yd. | 206.12 | 250.66 | 222.59 | 223.66 |

*Weighted average unit prices for the 4th quarter of 1979 and the 1st and 2nd quarters of 1980.
**Weighted average unit prices for the 1st, 2nd, and 3rd quarters of 1980.

U.S. Department of Transportation

news:

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Washington, D.C. 20590

FOR RELEASE MONDAY
November 17, 1980

FHWA 51-80
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DOT ANNOUNCES
HIGHWAY DESIGN
AWARD WINNERS

Highways in harmony with nature and the human eye won the 1980 highway design competition sponsored by the U.S. Department of Transportation's Federal Highway Administration.

First-place awards for design excellence went to the highway and transportation departments in the states of North Carolina, Pennsylvania, Virginia and Washington. Also receiving a first-place award was the city of Raleigh, N.C. The states of North Carolina and Virginia were each first-place winners in two of the seven categories.

The results of the FHWA's first biennial awards program -- "Excellence in the Design of Highway Facilities" -- were announced today during the annual convention of the American Association of State Highway and Transportation Officials (AASHTO) at Las Vegas, Nev.

Designed to recognize outstanding highway or highway-related improvement projects in the U.S. and its possessions, the competition was open to state, county and local agencies; freeway or toll authorities; and design firms. Projects must have been completed after Janaury 1, 1977.

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Sixty-six agencies from 40 states and 26 local jurisdictions submitted 186 entries in seven categories. The winners by category, specific criteria and project description were:

I. The Urban Highway. Designs that contribute to and strengthen transportation systems, public acceptance and urban settings.

First place: North Carolina Department of Transportation. Project: The Plaza Extension in Charlotte. A cooperative effort with the city, this project resulted in an improved major thoroughfare -- a "park-like axis" -- to an established neighborhood in Charlotte.

Second place: New York State Department of Transportation. Project: In cooperation with the city of White Plains, the state widened and resurfaced Route 119 entering the city to blend with its urban redevelopment program.

Third place: Texas State Department of Highways and Public Transportation. Project: The McAllister Freeway (U.S. 281). The 10-mile, six-to-eight lane express highway begins in the northeast corner of the San Antonio central business district and provides direct access to the city's international airport. This project fulfills a crucial need to relieve congested city streets.

II. The Rural Highway. Excellence in design; alignment and location; cross section; and preservation of natural areas.

First place: Virginia Department of Highways and Transportation. Project: Interstate 77 through Carroll County, Va. The 25-mile stretch which parallels U.S. 52 provides quicker, safer access to West Virginia and North Carolina through the mountainous western section of Virginia.

Second place: Nevada Department of Transportation. Project: Construction of a 22-mile, two-lane gravel road for access to a proposed recreation area at Chimney Dam Reservoir north of Winnemucca, Nev-

Third place: Tennessee Department of Transportation. Project: An upgraded 3.1 mile section of State Route 56 through the mountainous terrain of DeKalb County.

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III. Major Highway Structures (bridges, overpasses, tunnel approaches, interchange structures and noise barriers). Innovative structural design and selection of structural configuration and materials.

First place: Washington State Department of Transportation. Project: The Snake River Bridge, southeast portion of the state. This 1450-foot structure ties State Poute 193, north of the river, to State Routes 12 and 128, south of the river.

Second place: California Department of Transportation. Project: West Lilac overcrossing near Escondido, San Diego County. This structure, 150 feet above Interstate 15, spans a 695-foot man-made canyon.

Third place: California Department of Transportation. Project: Designed to let boats and barges pass, this is a cable-stayed, girder swing bridge across the Sacramento River on Highway 20 at Meridian.

IV. Safety Rest Areas and/or Truck Weighing Stations. Excellence in site development, innovative architecture and design and relationship of facilities.

First place: North Carolina Department of Transportation. Project: Interstate 95 rest area in Johnston County. A New York-to-Florida tourist stop, the renovated site features county water-sewer systems, low-pressure sodium lighting fixtures and easy access for the handicapped.

Second place: Minnesota Department of Transportation. Project: Straight River rest area development on Interstate 35, six miles south of Owatonna. A solar-heated building is the centerpiece for this facility.

Third place: Arizona Department of Transportation. Project: The Painted Cliffs Safety Rest Area. Located on the Navajo Indian Reservation adjacent to Interstate 40 near the Arizona-New Mexico border. Designed to preserve the natural surroundings.

V. Highway Landscaping. Reestablishment of natural vegetation, maintenance considerations and appropriateness.

First Place: Pennsylvania Department of Transportation. Project: Development and landscaping of two parks over the Interstate 95 Expressway in Philadelphia's Center City. Approximately 200,000 square feet of concrete were lawnscaped to complement the historic Center City residential area.

Second place: Orange County (Calif.) Environmental Management Agency. Project: Preservation of the natural habitat, human privacy and travel along El Toro Road, Orange County.

Third place: California Department of Transportation. Project: Use of native vegetation blended with existing plantings to soften the appearance of the Arcata Freeway project on Highway 101.

VI. Environmental Preservation and Enhancement (cultural, historical, natural and archeological sites). Excellence in site selection, preserving historical or archeological sites, restoration and enhancement efforts.

First place: Virginia Department of Highways and Transportation. Project: Rebuilding of the historic Meems Bottom Bridge across the North Fork of the Shenandoah River south of Mount Jackson. The original covered bridge was built about 1893 and used as shelter for wagons hauling lime. It features a Burr arch-truss patented by Aaron Burr's brothers in 1817. Fire virtually destroyed the 204-foot structure in 1976.

Second place: Minnesota Department of Transportation. Project: Improvement of the Walnut Lake Wildlife Management Area along Interstate 90 in south central Minnesota created 340 acres of prime waterfowl habitat. Provides passing motorists with a glimpse of wetlands rich in the type of game and waterfowl which once covered much of the area.

Third place: Oregon Department of Transportation. Project: The 8-mile Lake Abert-Valley Falls section of U.S. 395 was upgraded to carry increased traffic volume and preserve artifacts of an ancient Indian civilization of the Chewaucan Lake basin.

VII. Intermodal Facilities (park-and-ride lots, transit malls, bicycle and pedestrian facilities, auto-restricted zones and pedestrian malls). Integration with other modes; excellence in design; signing, graphics and furnishings; and landscaping.

First place: City of Raleigh, N.C. Project: Design of the Fayetteville Street Mall in conjunction with a downtown redevelopment plan. The three-block-long pedestrian area is dotted with fountains, sculptures, benches and large public gathering areas. It is punctuated by four cross-streets which serve as transit stops, taxi pickup areas, and passenger drop-off points.

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Second place: Oregon Department of Transportation. Project: Demonstration park-and-ride lot in West Portland. Located at Interstate 5 and state highway 99W. Provides 300 parking spaces, a large sheltered bus waiting area and a pedestrian/bikeway across the freeway.

Third place: New Jersey Department of Transportation. Project: Woodcrest Station Park-and-Ride facility, Cherry Hill Township, Camden County. Provides space for 2600 cars and bus access. Located along the Lindenwold High Speedline connecting Camden (NJ) and Philadelphia.

The awards competition judging took place at the headquarters building of the U.S. Department of Transportation, 400 Seventh Street, SW., Washington, D.C., on October 17, 1980. Judges were Isham O. Baker, architect, Sulton Campbell and Associates, Washington, D.C.; FitzGerald Bemiss, president, FitzGerald and Co., Richmond, Va; Donald C. Jackson, Heritage Conservation and Recreation Service, Washington, D.C.; Geoffrey D. McLean, urban planner, Raleigh, N.C.: Gene Schrickel Jr., landscape architect, Schrickel, Rollins and Associates, Inc., Arlington, Texas; William H. Truex Jr., architect, president, Alexander and Truex de Groot Cullins, Inc., Burlington, Vt.; and Knox W. Tull Jr., structural engineer, Washington, D.C.

A photographic collection of the award-winning entries will be exhibited to the public in the lobbies of the headquarters building, Department of Transportation, 400 Seventh Street, SW., Washington, D.C., from November 20, 1980, to January 16, 1981.

The last FHWA highway awards program was in 1977 which marked the end of a 10-year period of annual awards. No contests were held in 1978-79.

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

FOR RELEASE MONDAY
November 17, 1980

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# DOT APPROVES GRANTS TOTALING $4 MILLION FOR BICYCLE PROJECTS

The U.S. Department of Transportation's Federal Highway Administration today announced grants totaling $4 million to fund 154 bicycle projects in 48 states, Puerto Rico and the District of Columbia.

Established by the Surface Transportation Assistance Act of 1978, the bicycle grant program provides federal funds to states and local governments for bikeway construction and for nonconstruction projects intended to improve bicycle safety and use. Individual projects are funded on a 75 percent federal, 25 percent state or local government matching basis.

These were the first grants awarded under the new program, and 558 individual projects from 48 states, Puerto Rico and the District of Columbia were submitted for consideration.

Of the projects selected, 101 were for construction of bicycle facilities such as trails, bicycle routes and parking facilities (racks and lockers). Thirty-nine projects were nonconstruction projects including development of maps, educational programs and promotional activities. The rest combined construction and nonconstruction elements in individual localities.

Proposals from local government were submitted through their state highway agencies to FHWA Division Offices in each state. The projects were ranked by the Division Offices and forwarded to the FHWA Regional Offices for final selection. Each of the 10 standard federal regions was allotted $400,000.

Following is a listing, by state, the number selected, and the level of federal funding provided.

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Bicycle Projects

U.S. Department of Transportation
Federal Highway Administration

| State | Projects Selected | Federal Share |
|---|---|---|
| Alabama | 0 | $ 0 |
| Alaska | 5 | 100,000 |
| Arizona | 3 | 12,910 |
| Arkansas | 3 | 57,890 |
| California | 16 | 304,395 |
| Colorado | 2 | 68,600 |
| Connecticut | 8 | 98,852 |
| Delaware | 3 | 117,625 |
| District of Columbia | 2 | 26,800 |
| Florida | 3 | 56,988 |
| Georgia | 2 | 81,102 |
| Hawaii | 2 | 7,500 |
| Idaho | 3 | 91,745 |
| Illinois | 4 | 91,669 |
| Indiana | 1 | 59,772 |
| Iowa | 6 | 101,710 |
| Kansas | 5 | 95,921 |
| Kentucky | 1 | 27,000 |
| Louisiana | 1 | 109,608 |
| Maine | 3 | 56,670 |
| Maryland | 3 | 98,887 |
| Massachusetts | 2 | 142,000 |
| Michigan | 2 | 65,213 |
| Minnesota | 1 | 57,608 |
| Mississippi | 1 | 38,250 |
| Missouri | 3 | 96,622 |
| Montana | 2 | 97,600 |
| Nebraska | 3 | 105,747 |
| Nevada | 3 | 54,150 |
| New Hampshire | 2 | 25,000 |
| New Jersey | 8 | 77,428 |
| New Mexico | 2 | 60,509 |
| New York | 6 | 282,925 |
| North Carolina | 1 | 107,560 |
| North Dakota | 1 | 77,500 |
| Ohio | 3 | 50,888 |
| Oklahoma | 2 | 81,418 |
| Oregon | 12 | 113,923 |
| Pennsylvania | 4 | 70,380 |
| Puerto Rico | 1 | 39,000 |
| Rhode Island | 1 | 37,125 |
| South Carolina | 1 | 75,000 |
| South Dakota | 1 | 30,000 |
| Tennessee | 1 | 14,100 |
| Texas | 2 | 90,575 |
| Utah | 1 | 59,900 |
| Vermont | 1 | 41,000 |

| State | Projects Selected | Federal Share |
|---|---|---|
| Virginia | 3 | $ 86,308 |
| Washington | 6 | 94,332 |
| West Virginia | 0 | 0 |
| Wisconsin | 1 | 74,850 |
| Wyoming | 1 | 66,400 |

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

FOR RELEASE WEDNESDAY
December 3, 1980

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# DOT OFFERS GRANTS FOR GRADUATE STUDY IN ARCHEOLOGY

Grants for graduate level study in public service archeology at the University of South Carolina for the 1981-82 academic year are available from the U.S. Department of Transportation's Federal Highway Administration.

The program has been designed by FHWA's National Highway Institute to increase awareness of the historical and archeological significance of artifacts that may be found during the course of highway construction. It is open to FHWA employees and state and local highway agency employees, and also to students or employees of other organizations who agree to work for highway agencies after completing the program.

Twelve grants are expected to be awarded covering direct educational expenses and a $500 per month stipend.

The program curriculum has been designed to give applicants three options: (1) a 14-week program equivalent to approximately 13 semester hours at the graduate level; (2) a 28-week program equivalent to approximately 26 semester hours; and (3) a 2-year program equivalent to the course work required for a master's degree. All programs will begin with the fall 1981 semester.

The first and second semesters will be oriented toward providing the anthropological and archeological background necessary for effective administration of the archeological concerns of state and local highway/transportation agencies and FHWA. The second year of the master's program will be oriented toward archeological research as performed under contract. Master's degree candidates must complete the three semesters of formal courses and a thesis within 24 months of admission.

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Grant recipients who successfully complete the one- and two-semester programs will receive certificates from the University of South Carolina. Graduates of the two-year master's degree program will receive degrees in anthropology with a specialization in public service archeology.

The application procedure is a two-part process: candidates must apply to FHWA for a grant, and must also apply to, and be accepted by, the University of South Carolina.

Candidates accepted for admission by USC will be rated by a selection panel appointed by the Director of the National Highway Institute. Major factors to be considered by the panel are: (1) the candidates' potential to contribute to the employing agency's program for the protection and management of archeological resources; (2) relevant experience; and (3) academic and professional achievements. Using ratings given by the selection panel, the Director of NHI will select candidates for grants and designate alternates. All applicants will be notified by April 15, 1981, of the final selection.

Additional application information may be obtained from FHWA regional and division offices, state highway/transportation agencies, and the National Highway Institute (HHI-3), Federal Highway Administration, Washington, D.C. 20590, telephone (202) 426-9143. Questions may also be directed to Dr. Leland Ferguson, Department of Anthropology, University of South Carolina, Columbia, South Carolina 29208, telephone (803) 777-6547.

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FOR RELEASE MONDAY
December 15, 1980

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# ROUTE I-95 COMPLETED IN NORTH CAROLINA

Interstate Highway Route 95, the "Main Street" of the East Coast, came a step closer to completion today when a 17-mile segment was opened in the vicinity of Fayetteville, N.C.

I-95, which goes through more states -- 15 -- than any other Interstate System route stretches 1,858 miles from Houlton, Maine, on the Canadian border, to Miami, Fla.

The 17-mile Fayetteville segment opened today completes the 181 miles of I-95 in North Carolina, on which construction began in 1956. As a result, there no longer are any gaps in I-95 from North Carolina to Florida.

The major gaps remaining on I-95 are in Virginia (47 miles) and Florida (48 miles). However, in both states, the use of parallel routes provides uninterrupted divided highways.

A state-by-state breakdown of the current status of I-95 follows.

| State | Gap Length (miles, rounded) | Location |
|---|---|---|
| Maine | 1 | Canada border |
| New Hampshire | 0 | |
| Massachusetts | 2 | Boston area |
| Rhode Island | 0 | |
| Connecticut | 0 | |
| New York | 0 | |

- more -

| State | Gap Length (miles, rounded) | Location |
|---|---|---|
| New Jersey | 29 | Trenton - New York City area |
| Pennsylvania | 5 | Philadelphia area |
| Delaware | 0 | |
| Maryland | 6.5 | Baltimore area |
| Virginia | 47 | Richmond - Petersburg area |
| North Carolina | 0 | |
| South Carolina | 0 | |
| Georgia | 0 | |
| Florida | 48 | North of Miami |

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
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