



**U.S. Department of
Transportation**

News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, January 13, 1983

FHWA 01-83
Contact: Gary Hoitsma
Tele.: (202) 426-0660

1983 FEDERAL-AID
HIGHWAY FUNDS
APPORTIONED TO STATES

The Department of Transportation's Federal Highway Administration has apportioned to the States Federal-aid highway funds provided by the Surface Transportation Assistance Act of 1982. The apportionments were made by Federal Highway Administrator Ray Barnhart immediately following President Reagan's signing of the Act into law on January 6.

The apportionments provide funds to pay the Federal share of Interstate and safety projects (90%); bridge replacement and rehabilitation projects (80%); and primary, secondary and urban system projects (75%).

Following is a State-by-State listing of the total apportionment of Federal-aid highway funds for fiscal year 1983.

(more)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPORTIONMENT OF FEDERAL-AID
HIGHWAY FUNDS PROVIDED BY
THE SURFACE TRANSPORTATION ACT OF 1982

<u>STATE</u>	<u>TOTAL APPORTIONMENT</u>	<u>STATE</u>	<u>TOTAL APPORTIONMENT</u>
Alabama	217,298,389	North Carolina	249,304,385
Alaska	141,043,134	North Dakota	73,439,396
Arizona	145,082,962	Ohio	411,881,938
Arkansas	113,009,082	Oklahoma	163,314,061
California	907,229,157	Oregon	132,475,138
Colorado	164,909,513	Pennsylvania	470,283,242
Connecticut	185,382,895	Rhode Island	96,970,021
Delaware	48,723,761	South Carolina	141,564,784
Florida	405,032,427	South Dakota	75,629,908
Georgia	329,630,559	Tennessee	213,273,622
Hawaii	98,860,647	Texas	755,403,552
Idaho	72,038,238	Utah	108,975,704
Illinois	389,834,272	Vermont	52,118,742
Indiana	237,871,569	Virginia	268,229,853
Iowa	142,687,046	Washington	280,354,773
Kansas	147,676,236	West Virginia	158,774,846
Kentucky	214,524,907	Wisconsin	176,703,524
Louisiana	290,598,587	Wyoming	75,452,101
Maine	57,958,470	Dist. of Col.	63,229,575
Maryland	335,146,441	Puerto Rico	42,782,233
Massachusetts	221,341,155	Total	11,047,607,736
Michigan	339,330,875	Territories	7,456,843
Minnesota	197,623,522	Subtotal	11,055,064,579
Mississippi	128,245,651	American Samoa	910,191
Missouri	236,947,984	Guam	910,191
Montana	99,948,511	N. Mariana Islands	910,191
Nebraska	100,781,934	Virgin Islands	910,191
Nevada	66,089,407	Grand Total	11,058,705,343
New Hampshire	53,775,638		
New Jersey	267,003,353		
New Mexico	91,022,497		
New York	590,797,519		

U.S. Department
of Transportation
**Federal Highway
Administration**

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
February 7, 1983

FHWA 02-83
Contact: Gary Hoitsma
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DOT ISSUES EMERGENCY RULES AMENDING
TRUCKER'S FINANCIAL RESPONSIBILITY
REQUIREMENTS AND NOW REQUIRE CARRIERS
IN MEXICO AND CANADA TO HAVE EVIDENCE
ON BOARD VEHICLES

Most for-hire motor carriers and some private motor carriers domiciled in Mexico and Canada must now carry on board each vehicle operated in the United States evidence of financial responsibility. The proof required to be carried on board is a legible copy, in English, of either the Endorsement for Motor Carrier Policies of Insurance for Public Liability (Form MCS-90) or the Motor Carrier Public Liability Surety Bond (Form MCS-82). Any motor vehicle subject to these rules in which there is no evidence of financial responsibility will be denied entry into the United States.

The new rule applies to all motor vehicles with gross vehicle weight ratings (GVWR) of 10,000 pounds or more domiciled in Mexico and Canada and operating in the United States as for-hire carriers of property or as private carriers of hazardous materials. In addition, the rule amends the previous exemption from financial responsibility requirements granted to all vehicles of less than 10,000 pounds GVWR to require all vehicles in this category which are used to transport any quantity of Class A or B explosives, any quantity of poison gas, or large quantity of radioactive materials in interstate or foreign commerce to comply with the financial responsibility requirements of the Federal Motor Carrier Safety Regulations. The emergency rule will appear on February 7 in the Federal Register and becomes effective immediately.

The revision to the financial responsibility requirements was necessary to implement provisions of section 406 of the Surface Transportation Assistance Act of 1982 (Pub. L. 97-424).

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
February 9, 1983

FHWA 03-83
Contact: Gary Hoitsma
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FHWA REPORTS DECREASE IN ROAD CONSTRUCTION COSTS FOR FOURTH QUARTER OF 1982

Federal Highway Administrator Ray A. Barnhart today announced that highway construction costs decreased 1.2 percent in the fourth quarter of 1982 as four indicator items fell.

The fourth quarter results leave the Federal Highway Administration composite index for highway construction costs at 146.1 percent of the 1977 base index. (1977 average costs equal 100 percent).

Common excavation showed the largest decrease, 10 percent. However, structural concrete increased eight percent, moderating the overall decrease in the price index.

The three-quarter moving composite price index for the third quarter of 1982 --obtained by combining the data for the second, third, and fourth quarters of 1982 --increased 0.3 percent from the previous three quarter average.

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.

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

*(Three-quarter moving index)

	Quarterly Price Index	Percentage Change	Three-quarter Price Index	Percentage Change
*				
4th quarter, 1980	---	---	161.1	-2.2
1st quarter, 1981	160.0	-1.1	158.5	-1.6
2nd quarter, 1981	152.4	-4.7	156.9	-1.0
3rd quarter, 1981	157.3	+3.2	155.1	-1.1
4th quarter, 1981	156.8	-0.3	152.7	-1.5
1st quarter, 1982	145.3	-7.3	149.3	-2.2
2nd quarter, 1982	146.8	+1.0	146.7	-1.7
3rd quarter, 1982	147.8	+0.7	147.1	+0.3
4th quarter, 1982	146.1	-1.2	---	---

*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 4th quarter of 1982, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1977=100			Percentage change this quarter from--	
	Fourth Quarter	Third Quarter	Fourth Quarter	Third Quarter	Fourth Quarter
	1982	1982	1981	1982	1981
Excavation.....	132.4	147.1	160.4	-10.0	-17.5
Surfacing:					
Portland cement concrete..	130.7	133.1	138.5	- 1.8	- 5.6
Bituminous concrete.....	158.0	160.7	172.0	- 1.7	- 8.1
Composite surfacing....	149.3	151.9	161.3	- 1.7	- 7.4
Structures:					
Reinforcing Steel.....	151.7	150.0	156.8	+ 1.1	- 3.3
Structural steel.....	133.5	135.9	149.7	- 1.8	-10.8
Structural concrete.....	161.2	149.2	150.5	+ 8.0	+ 7.1
Composite structures....	150.1	144.8	151.3	+ 3.4	- 0.8
Composite price index.....	146.1	147.8	156.8	- 1.2	- 6.8

The price levels of the component items of the three-quarter moving index in the 3rd quarter of 1982, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1977=100			Percentage change this quarter from—	
	Third Quarter 1982	Second Quarter 1982	Third Quarter 1981	Second Quarter 1982	Third Quarter 1981
Excavation.....	137.8	137.3	152.7	+ 0.4	- 9.8
Surfacing:					
Portland cement concrete..	128.1	131.0	136.7	- 2.2	- 6.3
Bituminous concrete.....	157.0	157.0	167.7	---	- 6.4
Composite surfacing.....	147.8	148.7	157.8	- 0.6	- 6.3
Structures:					
Reinforcing steel.....	150.0	148.8	157.4	+ 0.8	- 4.7
Structural steel.....	147.3	150.2	148.5	- 1.9	- 0.8
Structural concrete.....	154.0	149.4	156.7	+ 3.1	- 1.7
Composite structures.....	151.0	149.6	154.0	+ 0.9	- 1.9
Composite price index.....	147.1	146.7	155.1	+ 0.3	- 5.2

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

	Unit	Individual Quarters		Three Quarters	
		3rd Qtr. 1982	4th Qtr. 1982	2nd Qtr. 1982*	3rd Qtr. 1982**
Excavation.....	Cu.Yd.	\$ 1.71	\$ 1.54	\$ 1.60	\$ 1.60
PCC Surface....	Sq.Yd.	13.24	13.01	13.04	12.75
Bit. conc. surf.	Ton	24.87	24.45	24.29	24.29
Str. Reinf.....	Lb	0.408	0.413	0.405	0.408
Str. Steel.....	Lb.	0.707	0.694	0.781	0.766
Str. concrete...	Cu.Yd.	214.06	231.29	214.42	220.96

*Weighted average unit prices for first, second, and third quarters of 1982.

**Weighted average unit prices for the second, third, and fourth quarters of 1982.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
February 23, 1983

FHWA 04-83
Contact: Gary Hoitsma
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 J. Stapleton
Tel.: (202) 426-0834

FHWA ISSUES POLICY STATEMENT RELATING TO NEW TRUCK SIZE-WEIGHT PROVISIONS

The Federal Highway Administration has set in motion procedures to identify non-Interstate highways to which new uniform truck size and weight provisions will apply.

FHWA outlined criteria for selection of these roads in a policy statement published in the Federal Register on Feb. 3, and the National Motor Carrier Advisory Committee (NMCAC) has scheduled three public meetings over the next month to gather information and make recommendations on this issue.

In announcing the hearings, Federal Highway Administrator Ray A. Barnhart said, "The intent of the legislation is to provide for the needs of interstate commerce without compromising the safety of the traveling public and the structural integrity of the highway system."

Congress set new truck size and weight limits for commercial vehicles using the Interstate system and other qualifying highways in the recently enacted Surface Transportation Assistance Act and in the DOT Appropriations Act.

The new legislation requires the Secretary of Transportation to make an initial identification of the qualifying routes by April 6, 1983, and a final determination within the following six months.

At a minimum, certain non-Interstate federally-funded highways, such as those Primary system roads of four or more lanes with full control of access, are covered by the new standards. The states may except certain roads from this minimum or may designate other roads that comply with safety and operational requirements.

FHWA has asked each state highway agency to furnish it with a list of routes within its borders which would qualify under the new standards, or which should be specifically excluded.

FHWA will issue final regulations on the designation of this system of highways after reviewing the public docket and the state listings of designated highways and after reviewing the information gathered at the scheduled public meetings.

The legislation provides for a uniform gross vehicle weight limit of 80,000 pounds on the Interstate; prohibits states from enforcing length limits of less than 48 feet on semi-trailers or 28 feet on semi-trailers or trailers operating in double combinations on the Interstate or qualifying highways; and provides for a uniform vehicle width limit of 102 inches on the Interstate and qualifying highways.

Barnhart asked the National Motor Carrier Advisory Committee, a group of labor and management executives, to conduct the public meetings.

They will be held as follows:

Washington, D.C.

On February 24, 1983, in the DOT Headquarters Building at 400 Seventh Street, S.W., Room 2230, beginning at 9 a.m.

Chicago, Illinois

On March 2, 1983, in the Federal Building, 2230 South Dearborn Street, Room 349, beginning at 9 a.m.

San Francisco, California

On March 10, 1983, in the Federal Building, 450 Golden Gate Avenue, Room 200, beginning at 9 a.m.

Seven members of the NMCAC, acting as a subcommittee, will preside at each of the meetings, assisted by FHWA officials, and will accept and record statements, both written and oral, from the public. The full committee will convene in a public meeting in Washington, D.C., on March 17 and 18 to review the findings of the three subcommittees and other information available in the public docket, and to make recommendations to the Federal Highway Administrator.

Further information concerning the meetings may be obtained by calling Mr. James J. Stapleton at (202) 426-0834.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
April 5, 1983

FHWA 05-83
Contact: Eric L. Bolton
Tele.: (202) 426-0660

INTERIM HIGHWAY SYSTEM FOR COMMERCIAL MOTOR VEHICLE USE DESIGNATED

In a policy statement published in today's Federal Register (April 5), Federal Highway Administrator Ray A. Barnhart announced an interim designation of portions of the Federal-Aid Highway system on which trucks and other commercial vehicles that conform to the size and weight provisions authorized by Congress in the Surface Transportation Assistance Act of 1982 (STAA) will be permitted to operate. Trucks with the new dimensions can begin operations on the interim designated network beginning April 6.

Barnhart noted that this interim designation of highways, which was required by Congress as part of the STAA, is based on submissions made by the States as well as on comments submitted to the public docket by interested parties. He added that Congress has mandated that a final rule designating the final system of qualifying highways be issued by October 3, 1983.

In announcing the interim system, Barnhart commented, "We recognize that the implementation of these truck size and weight provisions is a complex undertaking which will require many changes to existing State and trucking industry procedures." He added, however, "The Federal Highway Administration (FHWA) will implement the STAA in a manner consistent with the congressional mandate to enhance productivity gains in the trucking industry without compromising the safety of the traveling public or the structural integrity of our Nation's highway system."

Under the provisions of STAA as enacted by Congress, the new weights and dimensions which must be allowed are as follows:

- Width: 102 inches with 3 inches additional on each side permitted for safety devices, such as mirrors;

-more-

- Length: A minimum of 48 feet for trailers in a tractor-semitrailer (single) configuration; or 28 feet for trailers in a tractor-semitrailer-trailer combination (double or twin);
- Weight: Previously permissive weights of 20,000 pounds single axle, 34,000 pounds tandem axle, and 80,000 pounds gross vehicle weight are now mandatory, subject to the existing bridge formula.

Barnhart explained that, effective from April 6, 1983, until the issuance of final regulations, State and local jurisdictions must allow the operation of commercial motor vehicles with the dimensions authorized by Congress in the STAA on all 42,268 miles of the Interstate System, as well as on 139,000 miles of Federal-Aid Primary system highways which were designated by the States and the FHWA as being able to safely accommodate the larger vehicles.

Barnhart said that the 181,000 miles over which larger trucks will now authorized to operate represent 4.7 percent of the total public road mileage in the United States. "In addition to the Interstate system, this interim system makes 54 percent of the total non-Interstate Federal-Aid Primary Highway System available to the larger trucks to accommodate the needs of commerce on an interim basis," Barnhart added.

Because of FHWA's overriding concern to insure public safety on the highways, Barnhart explained that State and local jurisdictions will be authorized to allow certain exceptions to the operation of the larger commercial vehicles on the interim designated system announced today:

- States and local jurisdictions may continue to enforce complete truck restrictions on those highways where no trucks were permitted to operate on January 6, 1983, such as I-66 in Northern Virginia and the District of Columbia;
- States and local jurisdictions may impose and enforce truck restrictions during certain peak hours of travel demand or on specific travel lanes of multi-lane facilities, such as I-94 in Chicago;
- State or local restrictions on truck movements for specific construction-related, seasonal, structural or clearance restrictions may be imposed and enforced, such as the bridge clearance restrictions on I-278 in New York City.

Barnhart explained that the restrictions on the two latter categories must be based on "documented safety, structural integrity, or major traffic capacity problems that would be incurred in the absence of such restrictions."

Barnhart noted that the interim system released today includes various highway designations made by FHWA over and above the submissions of various States.

"The designated route submissions from many States were quite complete and provided extensive coverage," Barnhart said, but added, "several States submitted unrealistically lean designations which included unconnected and fragmented

highway segments that would have impeded the free flow of commerce between, and sometimes within, the States." The States designated approximately 101,000 miles of non-Interstate Federal-Aid Primary mileage, accounting for 73 percent of the total designated Federal-Aid Primary mileage. The FHWA added approximately 38,000 miles.

Barnhart explained that the "lean" submissions were expanded by FHWA to assure route continuity, State line connectivity and service to larger populated areas.

In discussing the highway system designations, Barnhart said that the FHWA and State transportation authorities have had significant experience with the operation of 102-inch wide vehicles on the nation's roads and highways. For example, Barnhart noted that intracity buses with 102-inch width dimensions have routinely operated within cities for a number of years.

Barnhart also said that 102-inch wide intercity buses, traveling between urban centers, have been allowed to operate over much of the Federal-Aid highway system since 1976.

In addition, Barnhart noted that 38 States are already permitting the operation of double trailer combinations on their highways; and that 47 States currently allow the operation of 80,000 pound trucks.

The Federal Highway Administrator added, "We have received requests from several States for a broad exclusion of vehicles with the new larger configurations, particularly double trailers on urban Interstate routes. The provisions of the STAA do not permit us to approve these requests."

He noted that as States gain experience with the operating characteristics of the larger truck configurations, additional or altered restrictions may be developed and implemented in a manner consistent with the intent of Congress.

Barnhart added that additional exceptions to the interim designated network may be arranged by FHWA "upon request by the States on a case by case basis" where road segments will not safely accommodate the larger vehicles due to structural or geometric limitations.

In closing Mr. Barnhart noted that the new truck size provisions becoming effective on April 6 will result in changes to many established practices and procedures. He urged the trucking industry, State law enforcement officials, and State highway officials to recognize the nature of the transition period we are entering and to work together to implement the new laws in a cooperative manner.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
April 12, 1983

FHWA 06-83
Contact: Eric L. Bolton
Tel.: (202) 426-0660
James R. Link
Tel.: (202) 426-0570

DOT, TREASURY TO HOLD PUBLIC MEETING ON ALTERNATIVES TO THE HEAVY TRUCK USE TAX

The Department of Transportation and the Department of the Treasury will hold a public meeting on Wednesday, April 27, in Washington, D.C., to obtain information which will assist in developing a report to Congress on alternatives to the heavy truck use tax.

The public meeting will consider comments on tax options to be studied and how they would resolve the issues of equity among users; ease of payments; and administrative, enforcement, and compliance concerns.

The recently enacted Surface Transportation Assistance Act of 1982 directed the Departments of Transportation and Treasury to examine alternatives to the tax as well as plans for improving collection and enforcement.

The one-day session, sponsored by DOT's Federal Highway Administration and the Department of the Treasury, will be extended for a second day if necessary. Those wishing to speak should contact Mr. James R. Link, Chief, Operations Analysis Branch, FHWA, (202) 426-0570 to be placed on a roster.

The information collected at the meeting will be evaluated and then included in a preliminary report to be published this summer.

Announcement of the meeting was published in the Federal Register on April 7. Anyone seeking additional information may contact: in the Federal Highway Administration Mr. James R. Link, Chief, Operations Analysis Branch, (202) 426-0570; or Mr. Michael J. Laska, Office of the Chief Counsel, (202) 426-0761; 400 Seventh Street, S.W., Washington, D.C. 20590. In the Department of the Treasury, Mr. Eric J. Toder, Office of Tax Analysis, (202) 566-2892; 15th and Pennsylvania Avenue, N.W., Room 4205, Washington, D.C. 20220; or Mr. Milton Wells, Legislative Analysis Division, Internal Revenue Service, (202) 566-3880; 1111 Constitution Avenue, N.W., Room 3231, Washington, D.C. 20224.

The meeting will be held from 9 a.m. to 4 p.m. on Wednesday, April 27, 1983, at the Department of Transportation, Room 2230, 400 7th Street, S.W., Washington, D.C.

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U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, April 19, 1983

FHWA 07-83
Contact: Eric L. Bolton
Tel.: (202) 426-0660

STATEMENT BY FEDERAL HIGHWAY ADMINISTRATOR RAY A. BARNHART

The Surface Transportation Assistance Act of 1982 mandated that combination vehicles (known as doubles) be permitted to use the Interstate Highway System. The Act also required that the Federal Highway Administration designate by April 6 an interim system of Primary roads for use by these larger vehicles, and that a final system be designated by October 3, 1983.

On April 5 the Federal Highway Administration announced an interim designated system of about 139,000 miles of primary roads. Nearly three quarters of that interim designated system was proposed by the states themselves. The remaining routes were designated by the FHWA to provide for an interconnected network providing reasonable nationwide coverage.

Most states have chosen to work with us toward a resolution of questions regarding the interim designation of routes on which the larger vehicles will be allowed to operate. We intend, and indeed look forward, to carrying out this process with the states to satisfy the final statutory requirements by the October 3, 1983 date. At the same time, however, several states, (Georgia, Pennsylvania, Vermont and Alabama) have chosen to pursue their concerns about the interim route designations through legal action.

In response to the concerns of these several states, the FHWA will publish in the Federal Register a specific notice of proposed rulemaking addressing the interim designations in these states. Effective immediately, until the conclusion of the rulemaking process, the designated highways in these states will consist of the Interstate and only those sections of the Primary highways which were initially submitted by the states.

This process will provide an opportunity for all parties, to comment on any changes to the interim designations in these states.

In the meantime, FHWA will continue to work with the other states to address any of their concerns regarding the FHWA's interim route designations.

Above all, it will be FHWA's purpose to insure continuing safety on our nation's highways.

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U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
May 4, 1983

FHWA 07-83
Contact: Eric Bolton
Tel.: (202) 426-0660

FHWA REPORTS INCREASE IN ROAD CONSTRUCTION COSTS FOR FIRST QUARTER OF 1983

Federal Highway Administrator Ray A. Barnhart today announced that highway construction costs increased 1.4 percent in the first quarter of 1983.

The first quarter results bring the Federal Highway Administration composite index for highway construction costs to 148.1 percent of the 1977 base index. (1977 average costs equal 100 percent.)

Three of the six components of the price index rose during the first quarter, with common excavation leading the advance with a 17.7 percent increase.

The three-quarter moving composite price index for the fourth quarter of 1982 --obtained by combining the data for the third and fourth quarters of 1982, and the first quarter of 1983 --increased 0.2 percent from the previous three-quarter average.

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:

*(Three-quarter moving index)

	Quarterly Price Index	Percentage Change	Three-quarter Price Index	Percentage Change
*1st quarter, 1981	---	---	158.5	-1.6
2nd quarter, 1981	152.4	-4.7	156.9	-1.0
3rd quarter, 1981	157.3	+3.2	155.1	-1.1
4th quarter, 1981	156.8	-0.3	152.7	-1.5
1st quarter, 1982	145.3	-7.3	149.3	-2.2
2nd quarter, 1982	146.8	+1.0	146.7	-1.7
3rd quarter, 1982	147.8	+0.7	147.1	+0.3
4th quarter, 1982	146.1	-1.2	147.4	+0.2
1st quarter, 1983	148.1	+1.4	---	---

*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 1st quarter of 1983, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1977=100		Percentage change this quarter from--	
	First Quarter 1983	Fourth Quarter 1982	First Quarter 1982	Fourth Quarter 1982
Excavation.....	155.8	132.4	131.0	+17.7
Surfacing:				
Portland cement concrete..	125.4	130.7	136.9	- 4.1
Bituminous concrete.....	161.3	158.0	158.0	+ 2.1
Composite surfacing....	149.8	149.3	151.3	+ 0.3
Structures:				
Reinforcing Steel.....	147.5	151.7	148.3	- 2.8
Structural steel.....	136.8	133.5	144.0	+ 2.5
Structural concrete.....	145.5	161.2	149.3	- 9.7
Composite structures....	142.8	150.1	147.3	- 4.9
Composite price index.....	148.1	146.1	145.3	+ 1.4

The price levels of the component items of the three-quarter moving index in the 4th quarter of 1982, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1977=100			Percentage change this quarter from--	
	Fourth Quarter 1982	Third Quarter 1982	Fourth Quarter 1981	Third Quarter 1982	Fourth Quarter 1981
	Excavation.....	145.1	137.8	150.2	+ 5.3
Surfacing:					
Portland cement concrete..	128.9	128.1	137.6	+ 0.6	- 6.3
Bituminous concrete.....	160.0	157.0	165.9	+ 1.9	- 3.6
Composite surfacing.....	150.1	147.8	156.9	+ 1.6	- 4.3
Structures:					
Reinforcing steel.....	150.0	150.0	153.2	---	- 2.1
Structural steel.....	135.4	147.3	146.9	- 8.1	- 7.8
Structural concrete.....	152.6	154.0	152.2	- 0.9	+ 0.3
Composite structures.....	146.3	151.0	150.5	- 3.1	- 2.8
Composite price index.....	147.4	147.1	152.7	+ 0.2	- 3.5

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

	Unit	Individual Quarters		Three Quarters	
		4th Qtr. 1982	1st Qtr. 1983	3rd Qtr. 1982*	4th Qtr. 1982**
Excavation.....	Cu.Yd.	\$ 1.54	\$ 1.81	\$ 1.60	\$ 1.69-
PCC Surface....	Sq.Yd.	13.01	12.48	12.75	12.83
Bit. conc. surf.	Ton	24.45	24.95	24.29	24.75
Str. Reinf.....	Lb	0.413	0.401	0.408	0.408
Str. Steel.....	Lb.	0.694	0.711	0.766	0.704
Str. concrete...	Cu.Yd.	231.29	208.77	220.96	218.97

*Weighted average unit prices for second, third, and fourth quarters of 1982.

**Weighted average unit prices for the third and fourth quarters of 1982, and the first quarter of 1983.



**U.S. Department of
Transportation**

News:

Office of Public Affairs
Washington, D.C. 20590

For Immediate Release
Thursday, May 5, 1983

FHWA 08-83
Contact: Eric L. Bolton
or Linda Reed
Tel.: (202) 426-0660

FHWA INAUGURATES NEW HIGHWAY RESEARCH CENTER

Secretary of Transportation Elizabeth Hanford Dole and Federal Highway Administrator Ray A. Barnhart joined a gathering of the nation's top highway transportation officials today at ceremonies inaugurating the FHWA's new research and development facility — the Turner-Fairbank Highway Research Center in McLean, Virginia.

Noting that the Center is one of the largest and most advanced highway research facilities in the world, Secretary Dole commented, "We have waited a long time for the completion of this excellent and well equipped facility. This research center will enable us to learn more about highways, how to build them to greater life expectancies, how to make them more resistant to heavy loads, and, above all, how to make them safer for all the people who use them."

Barnhart said, "This new research facility underscores the FHWA's dedication to providing for the transportation and highway safety needs of the American people. The research conducted here will provide the technological advancements which will insure that the mobility of the American people will last well into the Twenty First Century."

On hand at the dedication ceremony was Francis "Frank" C. Turner, in whose name the new Research Center building is dedicated. Turner, a former Federal Highway Administrator and one of the nation's leading highway professionals, was the guest of honor at the ceremonies.

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Other guests and speakers included Senator Jennings Randolph of West Virginia, FHWA Deputy Administrator Lester P. Lamm, FHWA Executive Director Richard D. Morgan, Edwin M. Wood, FHWA Associate Administrator for Research, Development and Technology, Francis B. Francois, Executive Director of the American Association of State Highway and Transportation Officials and Richard M. Lauzier, Chairman of the Road Gang.

The new Francis C. Turner Building is a \$6.5 million facility. Construction began in the fall of 1980.

The new building will provide 80,000 square feet of additional laboratory, office and support service space at the Turner-Fairbank complex. It is built in three wings and includes a structural test control center, a crash test film library, and a highway driving simulator. It also has two "heavy-duty" laboratories--the Hydraulics Laboratory and the Structural Laboratory, as well as several smaller laboratories specializing in the study of field equipment development, pavement performance, environmental instrumentation and human factors. The Turner-Fairbank Research Center presently houses 180 people and by 1984 will expand to a staff of 245 when FHWA personnel from other areas will join the staff at this 44-acre complex.

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U.S. Department
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**Federal Highway
Administration**

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
May 17, 1983

FHWA 11-83
Contact: Eric Bolton
Tel.: (202) 426-4570

FHWA PROPOSES TO DELAY INCREASED LEVELS OF FINANCIAL RESPONSIBILITY FOR TRUCKS

The Federal Highway Administration (FHWA) is proposing to delay the effective date for increasing levels of financial responsibility for trucks. Financial responsibility is shown by insurance or a surety bond to cover damage caused by truck operations.

Current regulations require motor carriers to increase their limits of insurance or bond on July 1, 1983. However, the recently enacted Surface Transportation Assistance Act of 1982 authorized the Secretary of Transportation to delay the increase until January 1, 1985.

A notice of proposed rulemaking, issued April 11, 1983, (48 FR 15499), solicits comments and information regarding the proposed time extension of the lower financial responsibility limits. The comment period closes May 26, 1983. For further information contact Neill L. Thomas, 202/426-9767. , Comments should be sent to Docket No. MC-94-2: Notice No. 82-12, Bureau of Motor Carrier Safety, Federal Highway Administration, 400 Seventh Street, S.W., Washington, D.C..

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U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
June 2, 1983

FHWA 14-83
Contact: Eric L. Bolton
Tel.: (202)426-0660

FHWA ANNOUNCES "BUY AMERICA"
REQUIREMENTS WILL APPLY ON ALL
FEDERAL-AID HIGHWAY CONSTRUCTION PROJECTS

Federal Highway Administrator Ray A. Barnhart announced that FHWA will apply newly enacted "Buy America" requirements to all federally funded highway construction projects. The decision, in the form of an interim rule published in the May 26 Federal Register, takes effect June 10.

The Surface Transportation Assistance Act of 1982, which provided increased federal highway funding, also included "Buy America" provisions that generally require the use of U.S.-made steel and cement in federally aided highway projects. FHWA had granted a temporary waiver earlier this year for projects costing less than \$450,000, but the new rule eliminates that exemption.

Barnhart said FHWA's action was based on comments the agency had received to date from a wide range of interested parties including members of Congress, state highway officials, and producers of materials and products used in highway construction, such as steel and cement.

"Most of the comments we received recommended that the temporary waiver for projects costing less than \$450,000 either be lowered significantly, or removed entirely," Barnhart said. "Only two comments specifically indicated support of the \$450,000 waiver provision."

He added that, "We have not received any comments or evidence to indicate that this action would present a significant administrative burden or create any other problems. We have deleted the waiver provision in its entirety at this time so that information based on experience with the new requirement can be obtained before the final rule is implemented."

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FHWA also announced that the comment period on the new interim rule has been extended until August 1. A final regulation would then be issued by September 30 to cover Federal highway funds for the upcoming fiscal year.

Barnhart also said the Department is conducting a study of the administrative costs involved in processing federally assisted projects under the "Buy America" provisions. The findings of the study will be incorporated into the September 30 final regulation.

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U.S. Department of
Transportation

News: *M-493*

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
July 14, 1983

FHWA 19-83
Contact: Eric L. Bolton
Tel.: (202) 426-0660

FHWA REPORTS OVER 95 PERCENT OF THE INTERSTATE HIGHWAY SYSTEM IS NOW IN SERVICE

Federal Highway Administrator Ray A. Barnhart today announced that 95.9 percent of the nation's Interstate Highway System is now open to traffic.

Barnhart reported that a total of 40,752 miles of the 42,500 mile Interstate system have been brought into service. Included in the total are 223 miles that were put into use since December 31, 1981.

He said various improvements are still required on some portions of the open Interstate system. These improvements range from the construction of additional lanes and control of access to the posting of signs along roadsides and other final phases of construction.

"Currently, construction is underway on 566 new miles of Interstate highways," Barnhart said. "Engineering or right-of-way acquisition prior to actual highway construction is in progress on an additional preliminary 912 miles." In addition, route location approval is pending on 148 miles for which public hearings have been held, while 122 miles have not yet advanced to the public hearing stage.

When completed, the Interstate system will consist of 32,982 miles of rural and 9,518 miles of urban highways. Currently, 31,886 miles, or 96.7 percent of the rural mileage and 8,866 miles or 93.1 percent of urban mileage are open to traffic.

- more -

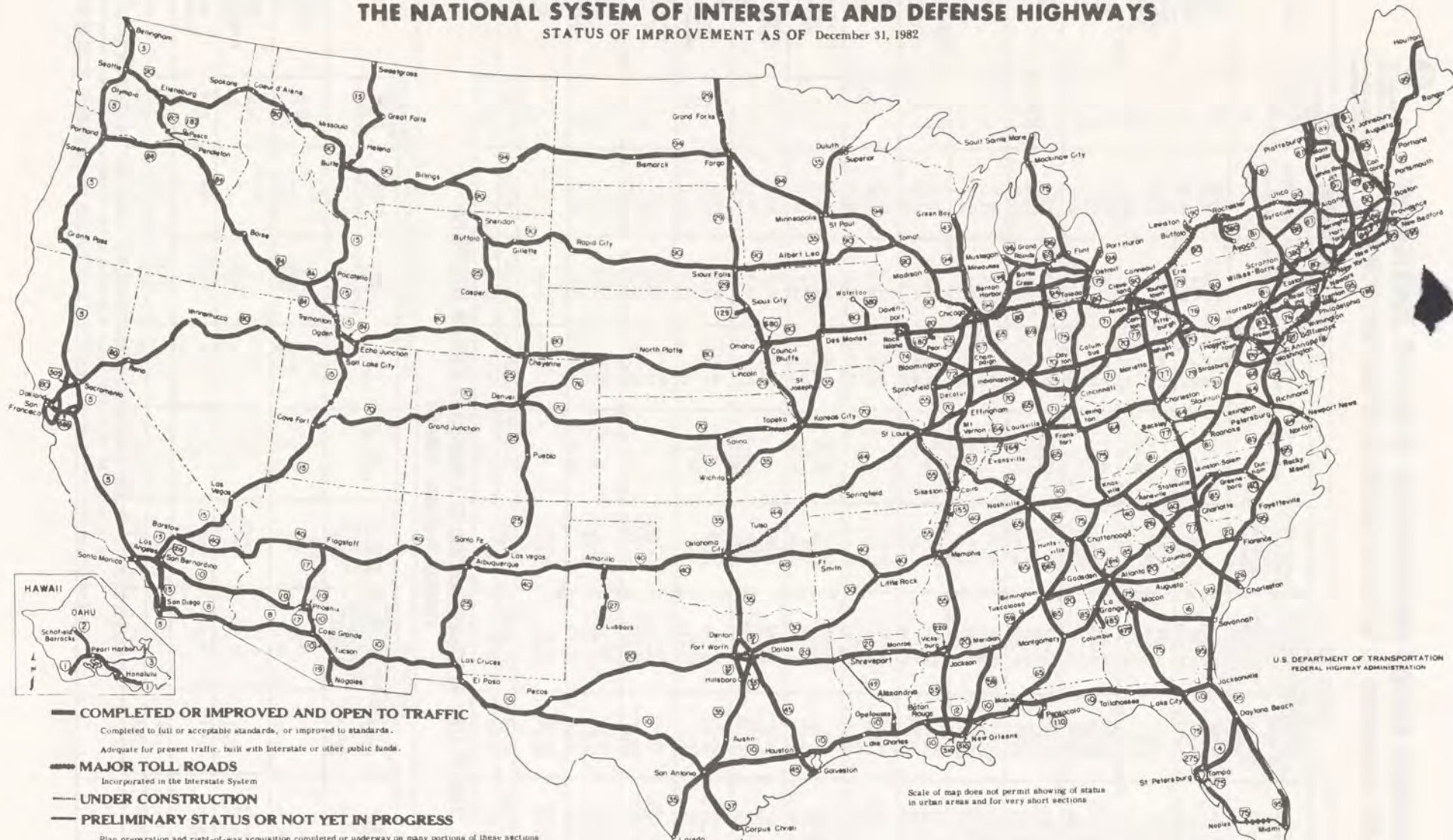
The accompanying map and tables illustrate the status of the Interstate system as of December 31, 1982. Table I shows the status of improvements for each state. The following is a summary of this information:

	<u>Miles</u>	<u>Percent</u>
Open to Traffic (Includes 2,251 miles of toll roads)	40,752	95.89
Under Basic Construction	566	1.33
Engineering and Right-of-Way Acquisition	912	2.14
Route Location-Approval Pending	148	.35
No Location Action Taken	<u>122</u>	<u>.29</u>
Total	42,500	100.00

Table II gives a breakdown by state of the Federal-Aid Interstate Funds used to finance highway projects since the beginning of the Interstate construction program in 1956. Since that time, a total of \$88.1 billion have been used to build the system. Table III displays the status of the Highway Trust Fund.

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

STATUS OF IMPROVEMENT AS OF December 31, 1982



- COMPLETED OR IMPROVED AND OPEN TO TRAFFIC**
Completed to full or acceptable standards, or improved to standards.
- MAJOR TOLL ROADS**
Adequate for present traffic, built with Interstate or other public funds.
- UNDER CONSTRUCTION**
Incorporated in the Interstate System
- 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 270 Miles	Engineering and Right-of-Way in Progress 912 Miles	Under Basic Construction 566 Miles	Toll 2,255 Miles	Adequate Present Traffic 1,167 Miles	Minor Improvement is Required or Underway 25,582 Miles	Complete or Essentially Complete 11,748 Miles	<div style="border: 2px solid black; padding: 10px; text-align: center;"> INTERSTATE TOTAL 42,500 MILES </div>

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF DECEMBER 31, 1982

TABLE 1

STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS	WORK IN PROGRESS NOT OPEN TO TRAFFIC				OPEN TO TRAFFIC				TOTAL OPEN TO TRAFFIC	TOTAL DESIGNATED SYSTEM MILEAGE	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	COMPLETE OR ESSENTIALLY COMPLETE				
ALABAMA	6.20	28.00	46.70	74.70	-	-	50.00	765.50	825.50	906.40	ALABAMA	
ARIZONA	-	15.03	10.36	25.39	-	-	1,142.06	-	1,142.06	1,167.45	ARIZONA	
ARKANSAS	-	-	2.25	2.25	-	15.01	505.50	3.58	524.09	526.34	ARKANSAS	
CALIFORNIA	-	36.30	9.40	45.70	10.20	95.50	2,026.80	126.10	2,298.60	2,304.30	CALIFORNIA	
COLORADO	-	22.98	15.51	38.49	-	16.86	874.27	21.14	912.27	950.76	COLORADO	
CONNECTICUT	44.27	0.10	-	0.10	12.41	49.60	211.55	7.27	280.83	325.20	CONNECTICUT	
DELAWARE	-	-	-	-	14.30	-	23.91	2.40	40.61	40.61	DELAWARE	
DIST. OF COL.	0.25	2.06	0.38	2.44	-	2.69	9.28	-	11.97	14.66	DIST. OF COL.	
FLORIDA	-	69.75	24.93	98.68	92.80	-	920.36	302.04	1,315.20	1,413.88	FLORIDA	
GEORGIA	0.40	2.47	-	2.47	-	12.36	172.30	968.28	1,152.94	1,155.81	GEORGIA	
HAWAII	10.66	-	4.26	4.26	-	3.97	6.87	25.44	36.28	51.20	HAWAII	
IDAHO	-	7.21	-	7.21	-	78.32	30.68	495.59	604.59	611.80	IDAHO	
ILLINOIS	-	10.62	16.42	27.04	155.39	-	931.89	600.79	1,688.07	1,715.11	ILLINOIS	
INDIANA	21.30	-	-	-	156.90	-	936.69	21.53	1,115.12	1,136.42	INDIANA	
IOWA	0.88	47.92	3.20	51.12	0.16	-	703.57	26.11	729.84	781.84	IOWA	
KANSAS	-	3.65	12.59	16.24	187.31	10.30	606.54	0.31	804.46	820.70	KANSAS	
KENTUCKY	-	2.40	0.90	3.30	-	62.02	617.38	58.05	737.45	740.75	KENTUCKY	
LOUISIANA	7.80	41.23	4.89	46.12	-	74.58	589.54	74.58	664.12	718.04	LOUISIANA	
MAINE	-	3.28	1.20	4.48	54.48	3.52	163.86	88.74	310.60	315.08	MAINE	
MARYLAND	7.16	4.04	9.02	13.06	57.30	29.51	7.73	244.58	339.12	359.34	MARYLAND	
MASSACHUSETTS	3.05	4.25	13.42	17.67	132.83	21.79	180.30	93.07	427.99	448.71	MASSACHUSETTS	
MICHIGAN	15.30	24.60	11.50	36.10	5.50	6.30	210.30	904.40	1,126.50	1,177.90	MICHIGAN	
MINNESOTA	9.77	24.11	11.73	35.84	-	1.33	9.34	856.42	867.09	912.70	MINNESOTA	
MISSISSIPPI	-	1.40	-	1.40	-	6.30	666.30	9.20	681.80	683.20	MISSISSIPPI	
MISSOURI	-	21.43	24.62	46.05	-	3.70	877.30	226.40	1,107.40	1,153.45	MISSOURI	
MONTANA	-	53.80	12.05	65.85	-	33.02	544.88	544.74	1,122.64	1,168.49	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	-	13.18	4.92	18.10	20.67	1.51	172.67	5.70	200.55	218.65	NEW HAMPSHIRE	
NEW JERSEY	8.70	47.50	3.50	51.00	44.90	19.70	36.20	211.40	312.20	371.90	NEW JERSEY	
NEW MEXICO	-	21.67	3.60	25.27	-	7.42	914.77	51.84	974.03	999.30	NEW MEXICO	
NEW YORK	8.46	4.70	7.92	12.62	477.78	31.21	552.27	239.71	1,310.97	1,332.05	NEW YORK	
NORTH CAROLINA	-	48.60	45.71	94.31	-	89.20	654.51	10.06	753.77	848.08	NORTH CAROLINA	
NORTH DAKOTA	-	-	-	-	-	1.19	532.40	37.60	571.19	571.19	NORTH DAKOTA	
OHIO	3.26	27.69	10.96	38.65	206.20	50.58	1,071.95	159.75	1,488.48	1,530.39	OHIO	
OKLAHOMA	-	3.66	-	3.66	174.04	10.60	22.13	596.22	804.99	808.65	OKLAHOMA	
OREGON	-	11.21	7.64	18.85	-	10.12	19.77	673.90	703.39	722.24	OREGON	
PENNSYLVANIA	18.83	45.29	2.91	48.20	360.33	92.07	939.66	104.76	1,496.82	1,563.65	PENNSYLVANIA	
RHODE ISLAND	23.67	-	-	-	0.60	3.94	68.15	2.67	75.36	99.03	RHODE ISLAND	
SOUTH CAROLINA	7.82	3.48	4.10	7.58	-	-	751.27	4.77	756.04	771.44	SOUTH CAROLINA	
SOUTH DAKOTA	-	-	21.50	21.50	-	-	9.63	647.60	657.23	678.73	SOUTH DAKOTA	
TENNESSEE	-	4.90	2.60	7.50	-	28.40	8,000.80	-	1,029.20	1,036.70	TENNESSEE	
TEXAS	6.60	44.70	28.48	73.18	-	146.91	1,814.58	1,121.31	3,082.80	3,162.58	TEXAS	
UTAH	-	74.19	74.11	148.30	-	53.63	738.07	1.56	793.26	941.56	UTAH	
VERMONT	-	-	11.10	11.10	-	0.15	205.55	103.83	309.53	320.63	VERMONT	
VIRGINIA	9.86	38.39	26.21	64.60	5.05	69.81	904.73	12.95	992.54	1,067.00	VIRGINIA	
WASHINGTON	1.50	61.82	4.69	66.51	-	25.28	230.71	439.80	695.79	763.60	WASHINGTON	
WEST VIRGINIA	13.37	22.59	3.91	26.50	85.46	-	375.47	13.60	474.53	514.42	WEST VIRGINIA	
WISCONSIN	-	-	-	-	-	69.37	74.31	434.41	578.09	578.09	WISCONSIN	
WYOMING	-	-	-	-	-	0.46	643.23	254.45	898.14	913.61	WYOMING	
PENDING	41.17	3/	15.47	15.47	-	-	-	-	41.17	41.17	PENDING	
TOTAL	270.28	911.94	566.49	1,478.43	2,254.84	1,166.77	25,582.18	11,747.57	40,751.29	42,500.00	TOTAL	
PERCENT	0.6%	2.2%	1.3%	3.5%	5.3%	2.8%	60.2%	27.4%	95.9%	100.0%	PERCENT	

INTERSTATE MILEAGE CHARGEABLE TO SECTION 103(e)(2) OF TITLE 23 U.S.C. (HOWARD - CRAMER AMENDMENT)

STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS	WORK IN PROGRESS NOT OPEN TO TRAFFIC				OPEN TO TRAFFIC				TOTAL OPEN TO TRAFFIC	TOTAL DESIGNATED SYSTEM MILEAGE	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	COMPLETE OR ESSENTIALLY COMPLETE				
CALIFORNIA	-	7.00	-	7.00	-	-	-	-	-	7.00	CALIFORNIA	
CONNECTICUT	3.00	-	-	-	-	-	-	-	-	7.73	CONNECTICUT	
FLORIDA	-	15.81	30.00	45.81	-	-	-	-	-	45.81	FLORIDA	
GEORGIA	5.00	17.92	12.64	30.56	-	-	5.42	9.11	14.53	50.09	GEORGIA	
LOUISIANA	-	145.46	-	145.46	-	-	-	-	-	145.46	LOUISIANA	
MARYLAND	10.66	-	-	-	-	37.95	-	-	37.95	48.61	MARYLAND	
MASSACHUSETTS	-	-	7.30	7.30	-	7.40	5.60	-	13.00	20.30	MASSACHUSETTS	
NEW JERSEY	-	-	-	-	-	-	-	27.30	27.30	27.30	NEW JERSEY	
NEW YORK	9.70	14.40	25.65	40.05	-	2.90	10.64	1.60	15.34	65.09	NEW YORK	
RHODE ISLAND	21.94	-	-	-	2.51	2.94	-	-	5.45	27.39	RHODE ISLAND	
TOTAL	50.30	200.59	75.59	276.18	2.51	51.19	26.39	38.21	118.30	444.78	TOTAL	
PERCENT	11.3%	45.1%	17.0%	62.1%	0.6%	11.5%	5.9%	8.6%	26.6%	100.0%	PERCENT	

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

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

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

AS OF DECEMBER 31, 1982

LEO113A-1

/MILLIONS OF DOLLARS/

TABLE 11

STATE	PROJECTS UNDERWAY OR AUTHORIZED						PROJECTS COMPLETED JULY 1, 1956 TO DATE						STATE		
	CONSTRUCTION			ENGINEERING AND ROW		TOTAL		CONSTRUCTION			ENGINEERING AND ROW			TOTAL	
	TOTAL COST	FEDERAL FUNDS	PILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	PILES	TOTAL COST	FEDERAL FUNDS		TOTAL COST	FEDERAL FUNDS
ALABAMA	205.1	185.5	74.4	216.2	194.2	421.3	375.7	1,478.6	1,310.4	1,758.3	105.2	72.0	1,583.8	1,404.4	ALABAMA
ALASKA	31.2	30.3	32.4	.9	.9	32.1	31.1	37.1	36.2	24.9			37.8	35.2	ALASKA
ARIZONA	58.6	53.5	18.4	145.6	137.7	204.3	191.1	1,136.5	1,041.3	2,663.0	102.8	94.8	1,239.3	1,136.1	ARIZONA
ARKANSAS	93.6	83.7	71.3	34.9	31.4	128.7	115.1	518.6	472.4	1,091.1	56.0	48.9	564.6	501.3	ARKANSAS
CALIFORNIA	784.4	774.4	203.2	919.2	838.1	1,703.6	1,542.1	4,155.5	3,671.9	2,933.1	1,480.2	1,202.6	5,635.7	4,804.5	CALIFORNIA
COLORADO	161.5	146.4	58.6	69.9	63.5	231.5	209.5	1,300.4	897.3	1,952.8	122.7	108.1	1,423.1	1,305.4	COLORADO
CONNECTICUT	259.7	227.9	84.7	200.9	179.8	460.7	407.7	699.1	594.1	284.4	175.3	150.7	864.3	744.8	CONNECTICUT
DELAWARE	93.6	76.5	68.4	6.1	4.7	99.9	81.2	182.2	163.3	51.9	35.0	30.7	218.2	194.0	DELAWARE
FLORIDA	673.5	670.5	249.7	451.8	388.5	1,125.3	989.1	1,673.1	1,479.5	2,247.6	258.6	213.3	1,949.4	1,692.7	FLORIDA
GEORGIA	807.3	761.2	281.8	239.8	215.8	1,100.1	977.0	1,374.4	1,172.5	1,493.4	127.1	112.5	1,451.5	1,285.0	GEORGIA
HAWAII	238.2	204.8	5.6	155.0	129.8	393.2	335.6	428.8	372.2	73.8	72.3	61.7	501.1	433.7	HAWAII
IDAHO	63.7	56.7	85.3	14.9	13.8	78.6	72.5	255.2	240.4	1,021.3	44.5	39.4	409.7	379.8	IDAHO
ILLINOIS	258.2	223.8	2.0	57.7	50.8	315.8	274.3	3,293.1	2,868.8	1,997.2	427.8	366.6	3,720.9	3,235.4	ILLINOIS
INDIANA	84.4	74.3	292.7	6.3	5.6	90.7	79.5	1,038.6	1,105.3	1,343.4	213.1	190.6	1,552.6	1,386.1	INDIANA
IOWA	84.5	76.0	117.6	56.3	50.4	145.7	126.4	662.7	752.9	1,964.6	125.2	104.2	987.9	858.1	IOWA
KANSAS	187.3	162.2	210.7	34.9	31.4	215.2	193.0	645.6	564.2	1,742.9	148.0	104.6	788.6	668.8	KANSAS
KENTUCKY	164.1	147.0	61.3	69.1	62.2	233.2	209.0	1,325.1	1,176.3	1,411.8	180.2	155.8	1,515.3	1,342.1	KENTUCKY
LOUISIANA	361.4	325.1	64.9	256.8	231.0	618.2	556.1	1,602.8	1,470.3	874.0	147.0	129.8	1,749.8	1,560.1	LOUISIANA
MAINE	19.5	17.5	14.3	11.0	9.5	30.5	27.0	274.5	276.7	841.5	35.1	30.3	409.7	357.2	MAINE
MARYLAND	1,143.2	1,090.9	24.9	315.0	281.7	1,458.2	1,372.0	228.6	214.5	505.1	103.0	90.2	1,028.6	894.7	MARYLAND
MASSACHUSETTS	338.3	297.0	52.8	96.8	87.5	432.1	384.5	1,171.8	945.0	458.3	247.5	215.4	1,349.3	1,160.4	MASSACHUSETTS
MICHIGAN	266.6	235.8	79.7	243.5	218.6	510.1	454.4	2,170.1	1,871.8	1,683.9	417.6	350.2	2,510.7	2,152.0	MICHIGAN
MINNESOTA	207.4	186.2	17.5	99.0	88.8	306.4	275.0	1,259.1	1,124.4	1,613.5	323.3	289.8	1,582.4	1,424.2	MINNESOTA
MISSISSIPPI	70.2	66.0	125.0	43.4	38.8	113.6	84.0	766.1	673.4	1,450.7	53.4	45.0	820.2	718.4	MISSISSIPPI
MISSOURI	200.5	181.0	135.0	100.7	81.0	301.2	262.0	1,674.0	1,425.0	1,791.2	252.4	224.0	1,857.4	1,649.0	MISSOURI
MONTANA	65.7	55.6	76.6	26.9	24.5	92.6	84.1	936.1	844.8	2,051.9	77.5	65.5	1,013.5	913.2	MONTANA
NEBRASKA	56.0	43.2	275.0	3.9	3.2	86.1	46.4	2,570.0	2,350.7	1,244.9	73.6	64.8	471.3	415.5	NEBRASKA
NEVADA	32.4	30.8	24.2	117.3	111.4	149.7	142.1	465.9	434.7	865.9	20.1	18.2	486.0	453.0	NEVADA
NEW HAMPSHIRE	24.1	21.7	12.4	15.4	13.9	45.2	40.5	343.1	311.4	391.4	37.1	32.5	380.1	333.9	NEW HAMPSHIRE
NEW JERSEY	191.2	168.7	17.1	211.9	183.5	403.1	352.2	1,076.1	1,125.9	782.4	255.3	223.4	1,561.4	1,349.2	NEW JERSEY
NEW MEXICO	212.6	194.9	259.1	35.5	33.1	248.3	228.1	621.1	548.5	1,731.4	64.2	55.2	685.4	523.8	NEW MEXICO
NEW YORK	582.5	505.9	102.0	278.3	248.6	860.8	754.4	2,916.3	2,576.2	1,136.0	464.1	397.0	3,380.4	2,903.2	NEW YORK
NORTH CAROLINA	182.6	163.2	131.2	97.6	85.8	280.2	249.0	959.5	849.2	1,734.0	111.9	98.6	1,100.3	967.8	NORTH CAROLINA
NORTH DAKOTA	53.6	42.0	441.7	3.4	2.6	57.0	44.6	372.9	379.5	1,769.2	26.3	22.8	399.2	352.3	NORTH DAKOTA
OHIO	374.2	331.1	116.4	165.5	152.5	543.7	483.6	2,540.0	2,212.2	1,970.6	738.3	641.9	3,288.0	2,854.2	OHIO
OKLAHOMA	129.4	116.0	104.4	80.8	68.6	210.1	184.7	617.0	536.9	1,413.4	45.2	38.9	655.2	575.9	OKLAHOMA
OREGON	44.0	41.3	26.1	164.9	137.7	210.0	175.0	1,255.6	1,159.7	1,761.4	120.8	107.1	1,406.5	1,266.8	OREGON
PENNSYLVANIA	740.7	658.3	361.2	531.2	457.4	1,271.9	1,115.6	2,244.0	1,930.9	1,339.6	265.0	223.6	2,510.6	2,154.5	PENNSYLVANIA
RHODE ISLAND	19.5	17.2	11.3	2.8	18.5	40.3	35.7	267.0	274.4	108.3	68.5	58.5	337.5	292.9	RHODE ISLAND
SOUTH CAROLINA	99.0	86.8	116.8	19.0	17.1	118.0	105.9	644.9	590.6	1,345.3	57.8	51.3	703.7	631.9	SOUTH CAROLINA
SOUTH DAKOTA	49.0	42.2	90.1	2.4	2.1	51.4	44.4	465.5	414.4	1,385.1	30.5	27.0	495.0	441.4	SOUTH DAKOTA
TENNESSEE	149.6	133.8	91.3	76.8	71.0	228.4	204.8	1,544.1	1,387.0	2,406.9	259.1	229.3	1,805.3	1,616.4	TENNESSEE
TEXAS	758.4	669.2	322.6	275.1	247.4	1,033.6	916.6	3,177.8	2,714.5	4,930.3	499.4	445.5	3,578.2	3,160.0	TEXAS
UTAH	116.7	109.4	50.6	118.4	112.1	235.1	221.5	931.8	864.9	1,795.9	82.0	71.5	1,011.8	936.4	UTAH
VERMONT	17.5	15.6	27.8	6.0	4.5	23.4	20.5	475.9	421.6	972.4	44.9	37.0	520.8	458.6	VERMONT
VIRGINIA	331.0	283.9	146.0	188.7	168.3	519.7	452.3	2,372.4	2,113.3	2,048.5	253.5	224.0	2,625.8	2,337.4	VIRGINIA
WASHINGTON	432.5	364.8	126.7	234.2	212.3	636.7	577.1	1,557.4	1,362.2	1,535.6	250.5	219.3	1,807.9	1,581.5	WASHINGTON
WEST VIRGINIA	597.4	538.1	107.3	114.1	104.6	713.9	542.7	1,363.9	1,255.9	537.9	176.7	157.5	1,540.6	1,383.3	WEST VIRGINIA
WISCONSIN	39.4	34.9	63.1	21.4	19.0	60.8	54.0	711.0	636.2	1,803.5	118.7	105.1	829.6	741.3	WISCONSIN
WYOMING	66.5	61.9	123.9	7.9	7.2	74.8	68.1	593.7	542.6	2,442.1	36.6	32.5	630.3	575.1	WYOMING
DIST. OF COL.	52.6	39.5	4.3	65.7	57.1	119.7	96.6	336.0	295.3	35.7	67.5	59.5	403.5	354.8	DIST. OF COL.
PUERTO RICO															PUERTO RICO
TOTAL	12,094.0	11,975.9	3,444.7	6,736.7	6,000.0	19,733.5	16,976.9	59,590.3	52,535.6	72,357.3	9,482.4	8,162.0	69,080.7	60,597.6	TOTAL

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

	10/1/82-12/31/82
BALANCE AT BEGINNING OF PERIOD	\$ 9,046,417
INCOME:	
TAX REVENUE:	
MOTOR-FUEL TAXES (\$.04 PER GALLON, NET AFTER REFUNDS)	\$ 1,325,996
LESS MOTORBOAT FUEL REVENUE 1/	8,000
NET FOR HIGHWAYS	\$ 1,317,996
TRUCKS AND TRAILERS (10% OF WHOLESALE PRICE)	47,986
TIRES, TUBES (HIGHWAY \$.10, OTHER \$.05/LB.) TREAD RUBBER (\$.05/LB.)	134,197
VEHICLE USE (VEHICLES OVER 26,000 POUNDS, \$3 PER 1,000 POUNDS)	18,866
TRUCK PARTS AND ACCESSORIES (8% OF WHOLESALE PRICE)	56,336
LUBRICATING OIL (\$.06 PER GALLON, NET AFTER REFUNDS)	28,860
TOTAL EXCISE REVENUES	\$ 1,604,041
INTEREST EARNED	518,430
TOTAL INCOME	\$ 2,122,471
DISBURSEMENTS:	
FOR HIGHWAYS	\$ 2,438,135
RIGHT-OF-WAY REVOLVING FUND	1,821
HIGHWAY RELATED SAFETY GRANTS	3,106
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT	1,016
TRUST FUND SHARE OTHER HIGHWAY PROGRAMS	2,072
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION	28,988
TOTAL DISBURSEMENTS	\$ 2,475,138
BALANCE AT END OF PERIOD	\$ 8,694,150
UNPAID AUTHORIZATIONS (12-31-82) (ROUNDED TO MILLIONS)	\$21,908,000
BALANCE LESS LIABILITY FOR UNPAID AUTHORIZATIONS	\$13,213,850

1/ TRANSFERRED TO THE LAND AND WATER CONSERVATION FUND PURSUANT TO TITLE II, SECTION 202, PUBLIC LAW 86-574, EFFECTIVE JANUARY 1, 1965, AND NATIONAL RECREATION BOATING SAFETY AND FACILITIES IMPROVEMENT FUND PURSUANT TO TITLE II, SECTION 204, PUBLIC LAW 96-451, EFFECTIVE OCTOBER 1, 1980.

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
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
July 28, 1983

FHWA 21-83
Contact: Eric L. Bolton
Tel.: (202) 426-0660

FHWA DELAYS LEVELS OF FINANCIAL RESPONSIBILITY FOR TRUCKS

The Federal Highway Administration has announced that it is extending the effective date of the Congressionally-mandated increases in financial responsibility levels for trucks until July 1, 1984.

FHWA's action, published in the June 28 Federal Register, delays for one year the higher levels of insurance and/or surety bond coverage called for in the Motor Carrier Act of 1980.

The increased levels of financial responsibility were scheduled to go into effect on July 1, 1983, but a provision of the Surface Transportation Assistance Act of 1982 authorized the Department of Transportation to delay the increases for up to 18 months if such delays would prevent economic disruption in the insurance and motor carrier industries, and if such reduction would not adversely affect public safety.

FHWA said the 12-month extension of the current levels of financial responsibility will provide "sufficient time for DOT and other government offices to review the issues at hand."

Under the Motor Carrier Act of 1980, Congress required DOT to increase financial responsibility levels for trucks as follows:

- For for-hire motor carriers having a gross vehicle weight rating (GVWR) of 10,000 lbs., or more, and transporting non-hazardous commodities in interstate or foreign commerce, the level of coverage was to be increased from current level of \$500,000 to \$750,000;
- For for-hire and private motor carriers having a GVWR of 10,000 lbs. or more, and transporting specific hazardous commodities in bulk (such as hazardous substances, liquified compressed gas or compressed gas) in intrastate, interstate or foreign commerce, the level of coverage was to be increased from the current level of \$1 million to \$5 million;

- more -

- For for-hire and private motor carriers having a GVWR of 10,000 lbs., or more, and transporting all other types of hazardous commodities in any quantity in interstate or foreign commerce or in bulk in intrastate commerce, the level of coverage was to be increased from the current level of \$500,000 to \$1 million; and,
- For for-hire and private motor carriers having a GVWR of less than 10,000 lbs., and transporting specific hazardous commodities (such as Class A or B explosives, poison gas or highway route controlled quantity radioactive material) in interstate or foreign commerce, the level of coverage was to be increased from the current level of \$1 million to \$5 million.

For further information, contact Neill L. Thomas (202) 426-9767 or write to the Bureau of Motor Carrier Safety, Federal Highway Administration, 400 Seventh Street, SW, Washington, D.C. 20590.

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Office of Public Affairs
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FOR RELEASE MONDAY
August 1, 1983

FHWA 20-83
Contact: Eric L. Bolton
Tel.: (202) 426-0660

FHWA ANNOUNCES REFORMS IN URBAN TRANSPORTATION PLANNING RULES

Federal Highway Administrator Ray A. Barnhart and Acting Urban Mass Transportation Administrator G. Kent Woodman have announced a final regulation which revises the Federal urban transportation planning process by giving state and local governments greater flexibility to meet the transportation needs of their jurisdictions. The regulation becomes effective August 1, 1983.

The new rule is the result of a comprehensive review initiated by the Reagan Administration in which over 400 public comments and suggestions were received. The regulation gives state and local governments greater authority over their individual planning processes, and eases the Federal regulatory burdens formerly imposed.

"These revisions in the Federal urban transportation planning rules will eliminate unnecessary Federal regulation of planning activities undertaken by state and local governmental authorities in meeting local transportation problems and needs," Barnhart said.

He added, "This regulation conforms with President Reagan's objective of reducing the intrusion of the Federal government in state and local affairs while, at the same time, maintaining appropriate Federal oversight responsibilities."

The new regulation provides for:

- Greater state and local flexibility in managing the urban planning process and in administering the federal funds available to support that process. For example, state governments now have the option of administering UMTA's planning funds for urban areas with populations under 200,000.

- more -

- Greater flexibility to state and local officials in determining how the planning process is carried out, such as deciding who is to serve on the metropolitan planning organization.
- Elimination of much of the non-regulatory language from the previous regulation. For example, there is no longer a Federal rule requiring a region to include both long range (20 years or more) and short range elements in its transportation plan.

Barnhart and Woodman emphasized that FHWA and UMTA will assist state and local governments in the transition into the new regulation. "Assistance will be offered on an as requested basis and will include training courses, on-site visits and other forms of technical aid," they said.

Copies of the regulation, which was published in the June 30 Federal Register, may be obtained from the Federal Highway Administration, Urban Planning and Transportation Management Division, HHP-21, 400 Seventh Street, SW., Washington, D.C. 20590, or by calling (202) 426-2961.

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FOR RELEASE TUESDAY
August 9, 1983

FHWA 22-83
Contact: Eric L. Bolton
Tel.: (202) 426-0660

FHWA REPORTS DECREASE IN ROAD CONSTRUCTION COSTS FOR SECOND QUARTER OF 1983

Federal Highway Administrator Ray A. Barnhart today announced that highway construction costs decreased 3.4 percent in the second quarter of 1983.

The second quarter results leave the Federal Highway Administration composite index for highway construction costs at 143.1 percent of the 1977 base index. (1977 average costs equal 100 percent.) This is the lowest the index has been in 4 years.

Four of the six components of the price index dropped during the second quarter, with common excavation leading the decline with a 6.9 percent drop.

The three-quarter moving composite price index for the first quarter of 1983 -- obtained by combining the data for the fourth quarter of 1982, and the first and second quarters of 1983 -- decreased 1.3 percent from the previous three-quarter average.

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 indices during the past 2 years and the percentage changes from the preceding quarter have been as follows:

	Quarterly Price Index	Percentage Change	Three-quarter Moving Index	Percentage Change
*2nd quarter, 1981	---	---	156.9	-1.0
3rd quarter, 1981	157.3	+3.2	155.1	-1.1
4th quarter, 1981	156.8	-0.3	152.7	-1.5
1st quarter, 1982	145.3	-7.3	149.3	-2.2
2nd quarter, 1982	146.8	+1.0	146.7	-1.7
3rd quarter, 1982	147.8	+0.7	147.1	+0.3
4th quarter, 1982	146.1	-1.2	147.4	+0.2
1st quarter, 1983	148.1	+1.4	145.5	-1.3
2nd quarter, 1983	143.1	-3.4	---	---

*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 1983, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1977=100			Percentage change this quarter from--	
	Second Quarter 1983	First Quarter 1983	Second Quarter 1982	First Quarter 1983	Second Quarter 1982
Excavation.....	145.0	155.8	134.0	- 6.9	+ 8.2
Surfacing:					
Portland cement concrete..	128.2	125.4	123.6	+ 2.2	+ 3.7
Bituminous concrete.....	150.9	161.3	152.9	- 6.4	- 1.3
Composite surfacing....	143.7	149.8	143.6	- 4.1	+ 0.1
Structures:					
Reinforcing Steel.....	142.1	147.5	147.7	- 3.7	- 3.8
Structural steel.....	137.7	136.8	167.6	+ 0.7	-17.8
Structural concrete.....	144.6	145.5	149.9	- 0.6	- 3.5
Composite structures....	141.8	142.8	155.6	- 0.7	- 8.9
Composite price index.....	143.1	148.1	146.8	- 3.4	- 2.5

The price levels of the component items of the three-quarter moving index in the first quarter of 1983, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1977=100			Percentage change this quarter from--	
	First Quarter 1983	Fourth Quarter 1982	First Quarter 1982	Fourth Quarter 1982	First Quarter 1982
Excavation.....	144.5	145.1	141.4	- 0.4	+ 2.2
Surfacing:					
Portland cement concrete..	127.8	128.9	131.8	- 0.9	- 3.0
Bituminous concrete.....	155.2	160.0	160.3	- 3.0	- 3.2
Composite surfacing.....	146.5	150.1	151.2	- 2.4	- 3.1
Structures:					
Reinforcing steel.....	146.9	150.0	151.0	- 2.1	- 2.7
Structural steel.....	136.4	135.4	153.9	+ 0.7	-11.4
Structural concrete.....	150.8	152.6	149.9	- 1.2	+ 0.6
Composite structures.....	145.2	146.3	151.5	- 0.8	- 4.2
Composite price index.....	145.5	147.4	149.3	- 1.3	- 2.5

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

	Unit	Individual Quarters		Three Quarters	
		1th Qtr. 1983	2nd Qtr. 1983	4th Qtr. 1982*	1st Qtr. 1983**
Excavation.....	Cu.Yd.	\$ 1.81	\$ 1.69	\$ 1.69	\$ 1.68-
PCC Surface....	Sq.Yd.	12.48	12.76	12.83	12.72
Bit. conc. surf.	Ton	24.95	23.34	24.75	24.02
Str. Reinf.....	Lb	0.401	0.387	0.408	0.400
Str. Steel.....	Lb.	0.711	0.716	0.704	0.710
Str. concrete...	Cu.Yd.	208.77	207.53	218.97	216.38

*Weighted average unit prices for third and fourth quarters of 1982, and the first quarter of 1983.

**Weighted average unit prices for the fourth quarter of 1982, and the first and second quarters of 1983.



U.S. Department of
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News:

Office of Public Affairs
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FOR RELEASE THURSDAY
September 8, 1983

FHWA 24-83
Contact: Eric L. Bolton
Tel.: (202) 426-0660

FHWA EASES RESTRICTIONS FOR HANDICAPPED DRIVERS OF COMMERCIAL VEHICLES

Federal Highway Administrator Ray A. Barnhart has reversed a long-standing regulation which unfairly discriminated against handicapped drivers by prohibiting them from operating certain types of commercial vehicles, regardless of their abilities to operate these vehicles competently and safely.

"This new rule allows drivers who have suffered the loss or impairment of a limb but who can demonstrate their safe driving capabilities, to obtain a waiver which will allow them to operate passenger carrying buses as well as trucks carrying various classes of hazardous material cargo," Barnhart said.

The final rule, entitled "Qualifications of Drivers: Handicapped Driver Waiver Program," amends the Federal Motor Carrier Safety Regulations. The rule change was published in the August 24 Federal Register (48 FR 38483).

Noting that under the old regulation, limb-handicapped drivers were only permitted to operate commercial vehicles laden with "nonhazardous" materials, Barnhart explained, "FHWA statistics clearly show that handicapped drivers who are granted waivers are just as safe and able to operate commercial vehicles as their non-handicapped counterparts."

In the rule, Barnhart also revised the waiver program application process to allow handicapped drivers to apply for waivers without a coapplicant. Previously, the employing motor carrier was required to be a coapplicant. "This action will permit handicapped drivers who have waivers to present themselves to any prospective employing motor carrier firm for immediate consideration," Barnhart said.

For further information, contact the Bureau of Motor Carrier Safety, Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590, or call Neill L. Thomas at (202) 426-9767.

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FOR RELEASE WEDNESDAY
September 14, 1983

FHWA 25-83
Contact: Eric Bolton
Tel.: (202) 426-0660

FHWA PROPOSES FINAL HIGHWAY NETWORK FOR COMMERCIAL MOTOR VEHICLE OPERATION

The Federal Highway Administration today proposed its final designation of the national highway network for use by larger commercial vehicles as called for in the Surface Transportation Assistance Act of 1982.

"Our proposal is designed to provide a safe highway network to connect major population and industrial centers," Federal Highway Administrator Ray A. Barnhart said. "We believe it will permit productivity gains in the trucking industry, which will benefit the carriers, shippers, receivers and ultimately consumers -- but without compromising the safety of the motoring public."

The Act required FHWA to designate a network of roadways to accommodate larger vehicles, including semi-trailers up to 48 feet long and double trailers up to 28 feet each. FHWA issued an interim designation on April 5, when the new law took effect, and has been working closely with state highway departments in reviewing various route selections. Once adopted in final form, the new proposal will provide permanent designations of roadways for those vehicles.

The proposed rule was published in the Federal Register today (Sept. 14), and identifies over 162,000 miles of highways for inclusion in the network. The designation includes 120,000 miles of Federal-aid primary roads -- approximately 47 percent of the nation's total primary mileage -- and 42,236 miles of Interstate highways.

"As we begin the final stages of this important rulemaking, I wish to emphasize that FHWA will continue to work closely with state and local authorities, the motoring public, the trucking industry and commercial shippers to ensure that this national network of designated truck routes will provide a safe and efficient means of commercial transportation," Barnhart said.

The proposal provides methods for states to restrict truck traffic on Interstate segments for "documented safety, structural integrity or major traffic capacity problems." It also addresses a number of related issues, including reasonable access to the new network, specialized equipment, "grandfather rights" for certain state restrictions and practices, and procedures for future modifications to the network.

- more -

FHWA is inviting public comment on the proposal and has asked interested parties to submit their views by November 14.

The proposed rule designates primary highways in 45 states, the District of Columbia and Puerto Rico. A separate timetable is being followed by FHWA for the five remaining states — Alabama, Georgia, Florida, Pennsylvania and Vermont — where interim system designations were delayed due to litigation earlier this year. The agency will complete its rulemaking activity on interim systems, as announced on Aug. 31, before proposing the final systems in those states.

Barnhart said that, in establishing a uniform minimum length requirement, Congress provided a floor, rather than a ceiling. "Thus, states which allowed the operations of trucks with trailer lengths longer than the minimum requirements of the Act will be required under this proposed rulemaking to permit their continued operation." He said FHWA would like to establish in the final rule the grandfather lengths for each state.

He said FHWA is proposing that specialized vehicles in use as of Jan. 6, 1983, such as automobile transporters, be allowed to continue operations.

The FHWA Administrator said the agency is seeking comments as to the need for public identification of the national network, and has proposed that designated routes may be identified either by signs or by special state-issued maps.

Written comments on the proposed rules should be sent, in triplicate, to FHWA Docket No. 83-14, Federal Highway Administration, Room 4205, HCC-10, 400 Seventh Street, S.W., Washington, D.C. 20590. Those desiring notification of receipt should include a self-addressed stamped postcard with their comments.

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U.S. Department of
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News:

M-493

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
October 28, 1983

FHWA 26-83
Contact: Eric L. Bolton
Tel.: (202) 426-0660

FHWA REPORTS INCREASE IN
ROAD CONSTRUCTION COSTS
FOR THIRD QUARTER OF 1983

Federal Highway Administrator Ray A. Barnhart today announced that highway construction costs increased 2.6 percent in the third quarter of 1983.

Barnhart said that although the federal highway program level is 50 percent higher than it has ever been, the composite index for highway construction costs is still lower today than it was one year ago.

The third quarter results bring the Federal Highway Administration's composite index for highway construction costs to 146.8 percent of the 1977 base year index. (1977 average costs equal 100 percent.)

Four of the six components of the price index rose during the third quarter, with structural concrete leading the way with an 8.0 percent rise.

The three-quarter moving composite price index for the second quarter of 1983 -- obtained by combining the data for the first, second, and third quarters of 1983 -- increased 0.1 percent from the previous three-quarter average.

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 indices during the past 2 years and the percentage changes from the preceding quarter have been as follows:

	(Three-quarter moving index)			
	Quarterly Price Index	Percentage Change	Three-quarter Moving Index	Percentage Change
*3rd quarter, 1981	---	---	155.1	-1.1
4th quarter, 1981	156.8	-0.3	152.7	-1.5
1st quarter, 1982	145.3	-7.3	149.3	-2.2
2nd quarter, 1982	146.8	+1.0	146.7	-1.7
3rd quarter, 1982	147.8	+0.7	147.1	+0.3
4th quarter, 1982	146.1	-1.2	147.4	+0.2
1st quarter, 1983	148.1	+1.4	145.5	-1.3
2nd quarter, 1983	143.1	-3.4	145.6	+0.1
3rd quarter, 1983	146.8	+2.6	---	---

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

The price levels of the component items of the quarterly index in the third quarter of 1983, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1977=100			Percentage change this quarter from--	
	Third Quarter 1983	Second Quarter 1983	Third Quarter 1982	Second Quarter 1983	---Third Quarter 1982
Excavation.....	148.7	145.0	147.1	+ 2.6	+ 1.1
Surfacing:					
Portland cement concrete..	127.7	128.2	133.1	- 0.4	- 4.1
Bituminous concrete.....	158.1	150.9	160.7	+ 4.8	- 1.6
Composite surfacing....	148.4	143.7	151.9	+ 3.3	- 2.3
Structures:					
Reinforcing Steel.....	149.7	142.1	150.0	+ 5.3	- 0.2
Structural steel.....	125.3	137.7	135.9	- 9.0	- 7.8
Structural concrete.....	156.2	144.6	149.2	+ 8.0	+ 4.7
Composite structures....	144.5	141.8	144.8	+ 1.9	- 0.2
Composite price index.....	146.8	143.1	147.8	+ 2.6	- 0.7

The price levels of the component items of the three-quarter moving index in the second quarter of 1983, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1977=100			Percentage change this quarter from--	
	Second Quarter 1983	First Quarter 1983	Second Quarter 1982	First Quarter 1983	Second Quarter 1982
	Excavation.....	148.6	144.5	137.3	+ 2.8
Surfacing:					
Portland cement concrete..	127.3	127.8	131.0	= 0.4	= 2.8
Bituminous concrete.....	155.9	155.2	157.0	+ 0.5	= 0.7
Composite surfacing.....	146.8	146.5	148.7	+ 0.2	= 1.3
Structures:					
Reinforcing steel.....	146.2	146.9	148.8	= 0.5	= 1.7
Structural steel.....	133.4	136.4	150.2	= 2.2	=11.2
Structural concrete.....	148.9	150.8	149.4	= 1.3	= 0.3
Composite structures.....	143.1	145.2	149.6	= 1.4	= 4.3
Composite price index.....	145.6	145.5	146.7	+ 0.1	= 0.7

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

	Unit	Individual Quarters		Three Quarters	
		2nd Qtr. 1983	3rd Qtr. 1983	1st Qtr. 1983*	2nd Qtr. 1983**
Excavation.....	Cu.Yd.	\$ 1.69	\$ 1.73	\$ 1.68	\$ 1.73
PCC Surface....	Sq.Yd.	12.76	12.71	12.72	12.67
Bit. conc. surf.	Ton	23.34	24.46	24.02	24.13
Str. Reinf.....	Lb	0.387	0.407	0.400	0.398
Str. Steel.....	Lb.	0.716	0.652	0.710	0.694
Str. concrete...	Cu.Yd.	207.53	224.15	216.38	213.62

*Weighted average unit prices for fourth quarter of 1982, and the first and second quarters of 1983.

**Weighted average unit prices for the first, second, and third quarters of 1983.



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