



U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

m-493

FOR RELEASE MONDAY
February 6, 1984

FHWA 01-84
Contact: Eric L. Bolton
Telephone: (202) 426-0660

FHWA PROPOSES TO AMEND ACCIDENT REPORTING RULES FOR BUSES AND TRUCKS

Federal Highway Administrator Ray A. Barnhart has announced a proposal to streamline and improve the accident reporting procedures for trucks and buses.

The proposed plan, which would amend the Bureau of Motor Carrier Safety's (BMCS) Notification and Reporting of Accident rules, would significantly reduce the cumbersome reporting requirements and often duplicative paperwork burden required under the current system of accident reporting. "This plan will save the trucking industry more than 8,000 hours of report filing and related paper shuffling each and every year. In addition, the proposed new procedures would improve the quality of the data gathered, particularly with regard to identifying the causes of motor carrier accidents," Barnhart explained.

Under the proposed amendment, two forms currently in use (the MCS-50-B, Accidents of Passenger Carriers, and the MCS-50-T, Accidents of Property Carriers) would be consolidated into a single, shorter form for use by both carriers of property and passengers to report accidents. In addition, the threshold for reporting property damage accidents would be raised from the current \$2,000 to \$4,000, thus eliminating countless "fender bender" and other minor accident reports by approximately 17 percent.

A notice of the proposed rulemaking, calling for comments on the accident reporting rule revisions, was published in the January 16, 1984, Federal Register (49 FR 1912). The comment period closes March 17, 1984. Comments should be sent to Docket No. MC-109; Notice No. 84-1, Bureau of Motor Carrier Safety, Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590. For further information, contact William E. Snow, (202) 426-9767.

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

FOR IMMEDIATE RELEASE
Monday, February 13, 1984

FHWA 02-84
Contact: Eric L. Bolton
Telephone: (202) 426-0660

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

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

The fourth quarter results bring the Federal Highway Administration's composite index for highway construction costs to 149.7 percent of the 1977 base index. (1977 average costs equal 100 percent.) The composite index shows little change over the past year, increasing just 2.5 percent since the fourth quarter of 1982.

Four of the six components of the price index rose during the fourth quarter, with structural steel leading the way with a 16.3 percent rise.

The three-quarter moving composite price index for the third quarter of 1983--obtained by combining data for the second, third, and fourth quarters of 1983--increased 0.5 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 two 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
*4th quarter, 1981	---	---	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	146.3	+0.5
4th quarter, 1983	149.7	+2.0	---	---

*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 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:	
	Fourth Quarter <u>1983</u>	Third Quarter <u>1983</u>	Fourth Quarter <u>1982</u>	Third Quarter <u>1983</u>	Fourth Quarter <u>1982</u>
Excavation.....	153.1	148.7	132.4	+3.0	+15.6
Surfacing:					
Portland cement concrete	128.3	127.7	130.7	+0.5	-1.8
Bituminous concrete.....	160.3	158.1	158.0	+1.4	+1.5
Composite surfacing...	150.1	148.4	149.3	+1.1	+0.5
Structures:					
Reinforcing Steel.....	146.3	149.7	151.7	-2.3	-3.6
Structural steel.....	145.7	125.3	133.5	+16.3	+9.1
Structural concrete.....	149.5	156.2	161.2	-4.3	-7.3
Composite structures..	147.6	144.5	150.1	+2.1	+2.5
Composite price index.....	149.7	146.8	146.1	+2.0	+2.5

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The price levels of the current component items of the three-quarter moving 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.....	148.3	148.6	137.8	-0.2
Surfacing:					
Portland Cement Concrete.	128.1	127.3	157.0	+0.6	
Bituminous concrete.....	156.2	155.9	157.0	+0.2	-0.5
Composite surfacing....	147.2	146.8	147.8	+0.3	-0.4
Structures:					
Reinforcing steel.....	145.9	146.2	150.0	-0.2	-2.7
Structural steel.....	136.0	133.4	147.3	+1.9	-7.7
Structural concrete.....	149.9	148.9	154.0	+0.7	-2.7
Composite structures...	144.5	143.1	151.0	+1.0	-4.3
Composite price index.....	146.3	145.6	147.1	+0.5	-0.5

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

	Unit	Individual Quarters		Three Quarters	
		3rd Qtr. 1983	4th Qtr. 1983	2nd Qtr. 1983*	3rd Qtr. 1983**
Excavation.....	Cu.Yd	\$1.73	\$1.78	\$1.73	\$1.73
PCC Surface.....	Sq.Yd.	\$12.71	\$12.77	\$12.67	\$12.75
Bit. conc. surf.	Ton	\$24.46	\$24.80	\$24.13	\$24.16
Str. Reinf.....	Lb.	\$0.407	\$0.398	\$0.398	\$0.397
Str. Steel.....	Lb.	\$0.652	\$0.757	\$ 0.694	\$0.707
Str. concrete...	Cu.Yd.	\$224.15	\$214.55	\$213.62	\$215.18

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

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

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M-493

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FOR IMMEDIATE RELEASE
Wednesday, February 29, 1984

FHWA 03-84
Contact: Eric L. Bolton
Tele.: (202) 426-0660

FHWA SAYS GO-AHEAD GIVEN FOR NEW VEHICLE DETECTOR

Federal Highway Administrator Ray A. Barnhart today said a recent decision by the Federal Communications Commission (FCC) has cleared the way for use of a Self Powered Vehicle Detector (SPVD), an innovative traffic control device which can be used to monitor vehicle flow, count traffic volumes, and measure vehicle speed.

The SPVD system uses a battery-powered sensor buried in the roadway pavement to monitor vehicle traffic. When vehicles pass over the sensor, a radio signal is transmitted to a roadside receiver which, in turn, adjusts traffic signals to fit the flow and volume of traffic.

Barnhart said FCC approval was needed before SPVDs could be used. In a final rule published in the Federal Register, the FCC allocated 20 Highway Maintenance Radio Service Frequency channels in the 47 MHz band for SPVD use. Because this detector transmits a low-powered signal, there is no requirement for separate licensing, coordination of frequencies, or record-keeping by SPVD users in any of the Public Safety Radio Services.

"Field tests of 20 SPVDs over the last two years clearly show that this new device is far easier and cheaper than conventional vehicle detectors to install, operate, and maintain," Barnhart said. The SPVD is unique because it does not need an interconnecting cable from the sensor to the receiver. This means installation costs are only one-third as much, and it can be readily transported and set up for temporary use even at remote locations. Barnhart also noted that the SPVD is resistant to weather and other physical forces such as pavement shift, which can easily damage a conventional detector.

For further information, contact Charles R. Stockfisch, Office of Implementation (HRT-20), FHWA Turner-Fairbank Highway Research Center, 6300 Georgetown Pike, McLean, Virginia 22101, (703) 285-2368.

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M-493



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

FOR RELEASE WEDNESDAY
March 28, 1984

FHWA 04-84
Contact: Eric L. Bolton
Telephone: (202) 426-0660

FHWA ANNOUNCES 1984 HIGHWAY DESIGN CONTEST

Federal Highway Administrator Ray A. Barnhart today announced that FHWA is currently accepting nominations for the 1984 Biennial Awards for excellence in highway design.

"The professionalism of America's highway engineers and their dedication to the public welfare deserve nationwide recognition," Barnhart said. He added, "FHWA's Biennial Awards program will acknowledge those outstanding highway designs which are safe and efficient, visually attractive, and compatible with their environments."

Nationwide entries in the 1984 highway design contest will compete for awards in the following eight categories:

1. The Urban Highway
2. The Rural Highway
3. Major highway structures (bridges, overpasses, tunnel approaches, interchanges)
4. Highway support facilities (safety rest areas, HOV facilities, pedestrian malls)
5. Cost saving innovations
6. Historic preservation and cultural enhancement (cultural, historical, natural, and archeological sites)
7. Pavement rehabilitation/reconstruction
 - a. asphalt
 - b. concrete
8. Highway improvements in federally-owned lands (national parks and forests, Indian reservations, etc.).

The competition is open to any highway or highway-related project in the U.S. or its possessions which has been completed since January 1, 1980, except for those in category seven, Barnhart explained. Projects entered under category seven may have been completed prior to January 1, 1980. Any person or organization may submit a nomination. Projects which previously won awards in the Biennial awards competition are not eligible for nomination in this year's contest. Federal agencies' projects are eligible under a separate category.

Entry forms for the 1984 Biennial Awards competition may be obtained by calling or writing the Federal Highway Administration's Division offices in each state (a list is attached). The entries are also available from the Office of Engineering (HNG-22), Federal Highway Administration, Washington, D.C. 20590, telephone (202) 426-0306. The deadline for submitting nominations is Thursday, May 31, 1984. Entries postmarked later than May 31 cannot be accepted and will be returned.

The finalists in the competition will be judged August 15-17 in Washington, D.C. The winners will be announced at the annual meeting of the American Association of State Highway and Transportation Officials (AASHTO) in December, and awards will be presented to the winners by FHWA Regional or Divisional Administrators at individual ceremonies.

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Division Office

Send your entry to appropriate Federal Highway Administration Division Office

Federal Highway Administration
411 High Street
Montgomery, AL 36104

Federal Highway Administration
Federal Building
709 W. Ninth Street
P.O. Box 1648
Juneau, AK 99802

Federal Highway Administration
3500 N. Central Avenue, Suite 201
Phoenix, AZ 85012

Federal Highway Administration
Federal Office Building, Room 3128
700 West Capitol Avenue
Little Rock, AR 72201-3298

Federal Highway Administration
Post Office Box 1915
Sacramento, CA 95809

Federal Highway Administration
Post Office Box 25406
Fed. Cent., Bldg. 25
Denver, CO 80225

Federal Highway Administration
One Hartford Sq.
West So. Building
Hartford, CT 06106

Federal Highway Administration
300 South New St., Room 2101
Dover, DE 19901-6726

Federal Highway Administration
District of Columbia
400 Seventh St., S.W.
Washington, DC 20590

Federal Highway Administration
P.O. Box 1079
Tallahassee, FL 32302

Federal Highway Administration
1422 W. Peachtree St., Suite 700
Atlanta, GA 30309

Federal Highway Administration
Box 50206
Honolulu, HI 96850

Federal Highway Administration
3010 W. State Street
Boise, ID 83703

Federal Highway Administration
320 W. Washington St.
Room 700
Springfield, IL 62701

Federal Highway Administration
575 N. Pennsylvania St., Room 254
Indianapolis, IN 46204

Federal Highway Administration
P.O. Box 627
Ames, IA 50010

Federal Highway Administration
444 S.E. Quincy St., Room 240
Topeka, KS 66683

Federal Highway Administration
P.O. Box 536
Frankfort, KY 40602

Federal Highway Administration
P.O. Box 3929
Baton Rouge, LA 70821

Federal Highway Administration
Federal Building, U.S. Post Office
40 Western Avenue, Room 614
Augusta, ME 04330

Federal Highway Administration
The Rotunda, Suite 220
711 West 40th Street
Baltimore, MD 21211

Federal Highway Administration
Transportation Systems Center
55 Broadway, 10th Floor
Cambridge, MA 02142

Federal Highway Administration
Federal Building, Room 211
315 West Allegan Street
P.O. Box 10147
Lansing, MI 48901

Federal Highway Administration
Metro Square Building, Suite 490
Seventh & Robert Streets
St. Paul, MN 55101

Federal Highway Administration
666 North Street, Suite 105
Jackson, MS 39202

Federal Highway Administration
P.O. Box 1787
Jefferson City, MO 65102

Federal Highway Administration
Federal Office Building
301 S. Park, Drawer 10056
Helena, MT 59626

Federal Highway Administration
Federal Building, Room 487
100 Centennial Mall North
Lincoln, NE 68508

Federal Highway Administration
1050 E. William Street, Suite 300
Carson City, NV 89701

Federal Highway Administration
Federal Building, Room 219
55 Pleasant Street
Concord, NH 03301

Federal Highway Administration
Suburban Square Building, 2nd Floor
25 Scotch Road
Trenton, NJ 08628

Federal Highway Administration
117 U.S. Court House
Santa Fe, NM 87501

Federal Highway Administration
Leo W. O'Brien Fed. Bldg., 9th Fl.
Clinton Avenue and North Pearl St.
Albany, NY 12207

Federal Highway Administration
310 New Bern Avenue
P.O. Box 26806
Raleigh, NC 27611

Federal Highway Administration
Federal Building, P.O. Box 175
Bismarck, ND 58502

Federal Highway Administration
200 North High Street
Room 328
Columbus, OH 43215

Federal Highway Administration
Federal Office Building, Room 454
200 N.W. Fifth Street
Oklahoma City, OK 73103

Federal Highway Administration
The Equitable Center
Suite 100
530 Center Street, N.E.
Salem, OR 97301

Federal Highway Administration
P.O. Box 1086
Harrisburg, PA 17108

Federal Highway Administration
Office No. 150
U.S. Courthouse and Federal Bldg.
Carlos Chardon Street
Hato Rey, PR 00918

Federal Highway Administration
Federal Bldg. and U.S. Post Office
Exchange Terrace, Suite 250
Providence, RI 02903

Federal Highway Administration
Strom Thurmond Fed. Bldg.
1835 Assembly St., Suite 758
Columbia, SC 29201

Federal Highway Administration
P.O. Box 700
Federal Office Building
Pierre, SD 57501

Federal Highway Administration
Federal Building, U.S. Courthouse
801 Broadway, Room A-926
Nashville, TN 37203

Federal Highway Administration
826 Federal Office Building
300 East Eighth Street
Austria, TX 78701

Federal Highway Administration
P.O. Box 11563
Salt Lake City, UT 84147

Federal Highway Administration
P.O. Box 568
Montpelier, VT 05602

Federal Highway Administration
P.O. Box 10045
Richmond, VA 23240

Federal Highway Administration
Evergreen Plaza Building
Suite 501
711 South Capitol Way
Olympia, WA 98501

Federal Highway Administration
550 Egan St., Suite 300
Charleston, WV 25301

Federal Highway Administration
4502 Vernon Boulevard
P.O. Box 5428
Madison, WI 53705

Federal Highway Administration
P.O. Box 1127
Cheyenne, WY 82001





U.S. Department of
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M-493

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE DURING
NATIONAL TRANSPORTATION WEEK
May 13 - May 19

FHWA 06-84
Contact: Eric L. Bolton
Tele.: (202) 426-0660

FHWA REPORTS OVER 96 PERCENT OF THE INTERSTATE HIGHWAY SYSTEM IS NOW IN SERVICE

Federal Highway Administrator Ray A. Barnhart today announced that 96.1 percent of the nation's Interstate Highway System is now open to traffic.

Barnhart reported that a total of 40,835 miles of the 42,500 mile Interstate system have been brought into service. Included in the total are 83 miles that were put into service during calendar year 1983.

He added that 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 under way on 579 new miles of Interstate highways," Barnhart said. "Engineering or right-of-way acquisition prior to actual highway construction is in progress on an additional 865 miles." In addition, route location approval is pending on 64 miles for which public hearings have been held, while 157 miles have not yet advanced to the public hearing stage.

When completed, the Interstate system will consist of 32,730 miles of rural and 9,770 miles of urban highways, for a total of 42,500 miles. Currently, 31,756 miles, or 97 percent of the rural mileage, and 9,075 miles, or 92.9 percent of the urban mileage, are open to traffic.

- more -

The accompanying map and tables illustrate the status of the Interstate system as of December 31, 1983. 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 2,198 toll miles)	40,835	96.08
Under Basic Construction	579	1.36
Engineering and Right-of-Way Acquisition	865	2.04
Route Location - Approval Pending	64	0.15
No Location Action Taken	157	0.37
	-----	----
	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. Approximately \$72.8 billion in combined state and federal funds have been spent on completed Interstate highway projects, of which \$64 billion represents the federal share. The status of the Highway Trust Fund is reported in Table III.

- more -

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF December 31, 1983

TABLE 1

STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS NOT OPEN TO TRAFFIC			OPEN TO TRAFFIC						STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER BASIC CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	CONSTRUCTED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS		TOTAL OPEN TO TRAFFIC	TOTAL DESIGNATED SYSTEM MILEAGE 2/	
							ADDITIONAL MINOR IMPROVEMENT IS REQUIRED OR UNDERWAY	COMPLETE OR ESSENTIALLY COMPLETE			
ALABAMA	6.20	22.20	50.30	72.50	-	2.30	64.20	761.30	827.80	906.50	ALABAMA
ARIZONA	-	14.05	11.34	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	-	32.40	6.00	41.00	10.00	78.10	138.10	2,037.31	2,263.51	2,304.51	CALIFORNIA
COLORADO	-	21.03	13.34	34.37	-	8.80	181.84	725.75	916.39	950.76	COLORADO
CONNECTICUT	8.32	-	-	-	12.41	49.10	210.17	3.54	275.22	283.54	CONNECTICUT
DELAWARE	-	-	-	-	14.30	-	23.91	2.40	40.61	40.61	DELAWARE
DIST. OF COL.	-	1.30	0.36	1.68	-	2.69	9.28	-	11.97	13.65	DIST. OF COL.
FLORIDA	-	74.75	44.93	119.58	71.90	-	188.66	1,033.74	1,294.30	1,413.88	FLORIDA
GEORGIA	-	2.47	-	2.47	-	11.76	172.30	968.28	1,152.34	1,154.81	GEORGIA
HAWAII	0.85	5.25	3.75	13.00	-	3.18	6.24	27.93	37.35	51.20	HAWAII
IDAHO	-	7.21	-	7.21	-	78.32	31.40	494.56	604.28	611.49	IDAHO
ILLINOIS	-	9.56	14.06	23.64	155.39	-	929.17	606.91	1,691.47	1,715.11	ILLINOIS
INDIANA	-	21.43	-	21.43	150.90	-	9.99	948.23	1,115.12	1,136.55	INDIANA
IOWA	0.86	47.92	2.20	51.12	0.16	-	703.57	26.11	729.84	761.84	IOWA
KANSAS	-	2.81	10.30	13.61	187.32	0.40	47.65	572.20	807.57	821.18	KANSAS
KENTUCKY	-	0.78	2.52	3.30	-	54.09	159.18	523.99	737.26	740.56	KENTUCKY
LOUISIANA	7.80	41.23	4.99	46.12	-	-	589.54	74.58	664.12	718.04	LOUISIANA
MAINE	-	-	4.48	4.48	54.48	3.52	163.86	88.74	310.60	315.08	MAINE
MARYLAND	1.59	4.04	9.02	13.06	57.30	29.51	7.73	243.22	337.76	352.41	MARYLAND
MASSACHUSETTS	3.05	4.25	13.42	17.67	132.83	21.29	180.30	93.07	427.99	448.71	MASSACHUSETTS
MICHIGAN	15.30	26.50	10.20	36.70	5.50	-	73.90	1,046.50	1,125.90	1,177.90	MICHIGAN
MINNESOTA	1.55	26.60	5.95	38.15	-	4.54	10.70	857.76	873.00	912.70	MINNESOTA
MISSISSIPPI	-	1.40	-	1.40	-	5.40	667.20	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	-	19.37	36.01	55.38	-	31.66	43.49	1,057.79	1,133.14	1,188.52	MONTANA
NEBRASKA	-	-	-	-	0.23	-	476.49	2.76	481.48	481.48	NEBRASKA
NEVADA	-	2.82	11.95	14.80	-	3.12	5.47	520.05	528.44	543.44	NEVADA
NEW HAMPSHIRE	-	11.09	7.31	18.10	20.67	1.51	172.67	5.70	200.55	218.65	NEW HAMPSHIRE
NEW JERSEY	5.30	47.50	5.30	51.00	44.90	19.70	36.20	211.40	312.20	368.50	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	477.58	10.63	518.21	304.15	1,310.97	1,332.05	NEW YORK
NORTH CAROLINA	-	53.22	44.15	97.37	-	85.76	641.76	22.83	750.35	847.72	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	598.22	804.99	808.65	OKLAHOMA
OREGON	-	11.21	7.94	18.85	-	10.12	19.77	673.50	703.39	722.24	OREGON
PENNSYLVANIA	18.83	40.41	1.75	46.16	360.33	92.07	532.37	114.09	1,498.86	1,563.85	PENNSYLVANIA
RHODE ISLAND	-	-	-	-	-	-	68.15	2.87	70.82	70.82	RHODE ISLAND
SOUTH CAROLINA	7.82	5.48	4.10	7.58	-	-	751.27	4.77	756.04	771.44	SOUTH CAROLINA
SOUTH DAKOTA	-	-	21.50	21.50	-	-	0.45	656.78	657.23	678.73	SOUTH DAKOTA
TENNESSEE	-	4.90	2.50	7.40	-	28.40	1,001.00	-	1,029.40	1,036.90	TENNESSEE
TEXAS	6.60	24.33	43.32	67.35	-	72.22	408.07	2,608.34	3,088.63	3,162.58	TEXAS
UTAH	-	50.00	72.90	122.90	-	66.94	37.53	713.95	818.42	941.32	UTAH
VERMONT	-	-	-	-	-	-	13.63	307.00	320.63	320.63	VERMONT
VIRGINIA	-	36.39	7.15	45.54	2.35	60.67	287.65	663.31	1,020.38	1,065.92	VIRGINIA
WASHINGTON	1.50	61.82	4.09	66.51	-	25.28	230.71	439.80	695.79	763.80	WASHINGTON
WEST VIRGINIA	-	43.48	32.90	72.38	45.61	-	392.12	4.37	437.73	515.11	WEST VIRGINIA
WISCONSIN	-	-	-	-	-	64.16	18.17	495.76	578.09	578.09	WISCONSIN
WYOMING	-	-	5.34	9.34	-	0.46	252.48	651.33	904.27	913.61	WYOMING
PENDING	3/	123.60	-	-	-	-	-	-	123.60	123.60	PENDING
TOTAL	220.91	864.37	574.27	1,443.64	2,197.80	1,014.30	19,552.54	22,070.81	40,835.45	42,500.00	TOTAL
PERCENT	0.5%	2.0%	1.4%	3.4%	5.2%	2.4%	38.6%	51.9%	96.1%	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						STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER BASIC CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	CONSTRUCTED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS		TOTAL OPEN TO TRAFFIC	TOTAL DESIGNATED SYSTEM MILEAGE	
							ADDITIONAL MINOR IMPROVEMENT IS REQUIRED OR UNDERWAY	COMPLETE OR ESSENTIALLY COMPLETE			
CALIFORNIA	-	7.00	-	7.00	-	-	-	-	-	7.00	CALIFORNIA
CONNECTICUT	-	-	-	-	-	-	-	-	-	-	CONNECTICUT
FLORIDA	1.96	15.81	30.00	45.81	-	-	4.73	-	4.73	45.81	FLORIDA
GEORGIA	-	17.92	12.64	30.56	-	-	5.42	9.11	14.53	45.09	GEORGIA
LOUISIANA	-	145.46	-	145.46	-	-	-	-	-	145.46	LOUISIANA
MARYLAND	10.66	-	-	-	-	30.47	-	-	30.47	41.13	MARYLAND
MASSACHUSETTS	-	-	1.30	7.30	-	-	5.60	-	5.60	12.90	MASSACHUSETTS
NEW JERSEY	-	-	-	-	-	-	-	27.30	27.30	27.30	NEW JERSEY
NEW YORK	-	-	-	-	-	-	7.76	57.86	65.64	65.64	NEW YORK
TOTAL	12.62	186.19	45.94	236.13	-	30.47	23.51	94.29	146.27	397.02	TOTAL
PERCENT	3.2%	46.9%	12.6%	59.5%	0.0%	7.7%	5.9%	23.7%	37.3%	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.



THE NATIONAL SYSTEM OF I

STATUS OF IMPROV



- 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
221 Miles

Engineering and Right-of-Way in Progress 579 Miles	Under Basic Construction 865 Miles	Toll 2,198 Miles	Adequate Present Traffic 1,014 Miles
---	---------------------------------------	---------------------	---

MAP OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT AS OF December 31, 1983



Minor Improvement
is
Required or Underway
15,553 Miles

Complete or
Essentially Complete
22,070 Miles

INTERSTATE
TOTAL
42,500
MILES

Total Open to Traffic
40,835 Miles

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

AS OF DECEMBER 31, 1983

LF01M13A-1

/MILLIONS OF DOLLARS/

TABLE II

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	MILES	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES		TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES
ALABAMA	273.6	247.6	163.7	239.2	215.1		513.0	462.6		1,555.1	1,380.6	1,833.5	125.0	109.6		1,680.2	1,490.2		ALABAMA
ALASKA	45.4	43.5	48.3	2.8	2.7		46.1	45.1		54.2	50.8	50.1	.1	.1		54.2	50.9		ALASKA
ARIZONA	155.0	145.3	105.9	172.0	162.6		327.0	307.9		1,146.0	1,049.1	2,851.9	109.7	101.1		1,255.8	1,150.3		ARIZONA
ARKANSAS	124.0	110.9	145.0	27.1	24.4		151.0	135.3		530.5	472.0	1,111.6	64.6	56.6		595.1	528.6		ARKANSAS
CALIFORNIA	943.0	851.9	274.5	1,206.0	1,101.0		2,149.0	1,952.8		4,296.9	3,726.7	3,016.1	1,556.5	1,269.6		5,853.3	4,996.4		CALIFORNIA
COLORADO	159.5	147.3	326.0	71.6	65.5		231.1	212.8		1,095.3	983.1	1,938.8	140.2	123.7		1,235.5	1,106.8		COLORADO
CONNECTICUT	219.9	196.1	40.2	208.2	187.0		428.1	383.1		816.0	707.6	348.2	212.8	183.8		1,028.8	891.4		CONNECTICUT
DELAWARE	142.3	116.0	104.8	8.7	6.7		151.0	122.7		170.6	151.8	48.7	36.3	31.9		206.9	183.7		DELAWARE
FLORIDA	617.5	547.9	218.4	552.7	482.7		1,170.2	1,030.6		1,942.7	1,702.9	2,370.3	298.2	243.0		2,241.0	1,945.9		FLORIDA
GEORGIA	929.6	834.8	310.3	235.2	211.7		1,164.9	1,046.5		1,444.0	1,279.3	1,613.9	178.9	159.1		1,622.8	1,438.3		GEORGIA
HAWAII	263.9	231.3	7.4	163.1	138.3		427.1	365.6		463.0	401.4	75.3	64.1	71.5		547.1	472.9		HAWAII
IDAHO	61.2	55.8	30.2	12.6	11.6		73.7	67.4		397.7	370.4	1,432.5	52.7	47.0		450.4	417.4		IDAHO
ILLINOIS	361.2	328.0	.9	64.4	56.7		425.6	384.7		3,370.0	2,929.5	1,988.3	428.5	367.2		3,798.6	3,296.7		ILLINOIS
INDIANA	120.4	111.0	156.3	19.1	17.2		139.5	128.2		1,371.0	1,222.7	1,532.4	213.6	191.3		1,584.7	1,414.0		INDIANA
IOWA	86.6	77.6	75.4	48.8	43.8		135.4	121.4		928.5	814.6	2,155.5	133.9	111.9		1,062.4	926.5		IOWA
KANSAS	246.1	221.6	50.0	43.3	38.9		289.4	260.5		686.0	568.9	1,744.1	151.9	108.1		797.9	677.0		KANSAS
KENTUCKY	253.0	227.1	125.1	76.2	68.4		329.2	295.5		1,389.8	1,235.1	1,418.5	181.4	156.5		1,571.2	1,391.6		KENTUCKY
LOUISIANA	483.7	436.7	110.4	274.4	246.5		758.0	681.2		1,688.8	1,471.5	804.5	158.6	140.2		1,807.4	1,611.8		LOUISIANA
MAINE	43.7	40.1	29.3	11.4	10.1		55.1	50.2		381.2	332.8	842.1	37.5	32.1		418.7	364.9		MAINE
MARYLAND	1,188.7	1,122.2	18.8	367.3	328.8		1,556.0	1,451.0		992.1	864.1	510.8	120.1	102.2		1,112.1	966.2		MARYLAND
MASSACHUSETTS	271.3	237.8	49.5	88.7	79.2		360.1	317.0		1,226.5	1,055.2	481.9	263.9	228.9		1,490.4	1,284.1		MASSACHUSETTS
MICHIGAN	297.6	266.1	150.7	241.1	216.5		538.7	482.6		2,201.3	1,889.0	1,752.6	430.1	367.0		2,631.4	2,256.0		MICHIGAN
MINNESOTA	207.2	184.3	27.6	103.4	92.9		310.6	277.2		1,361.2	1,227.4	1,621.4	345.9	309.8		1,707.2	1,537.1		MINNESOTA
MISSISSIPPI	136.5	79.4	118.0	31.1	27.8		167.7	107.2		785.6	687.7	1,511.2	66.5	56.5		852.0	744.3		MISSISSIPPI
MISSOURI	273.1	243.7	172.0	106.4	86.3		379.6	330.0		1,659.7	1,475.3	1,886.6	258.3	228.2		1,918.0	1,703.5		MISSOURI
MONTANA	119.1	108.6	190.7	18.3	16.7		137.4	125.3		979.1	883.3	2,097.2	69.3	79.0		1,068.4	962.3		MONTANA
NEBRASKA	51.7	40.0	174.5	3.8	3.2		55.5	43.2		434.6	378.7	1,405.3	74.6	65.7		509.2	444.3		NEBRASKA
NEVADA	67.7	62.4	6.1	152.5	144.8		220.2	207.2		475.4	443.5	866.7	20.5	18.6		495.9	462.1		NEVADA
NEW HAMPSHIRE	30.2	27.0	13.6	16.4	14.7		46.6	41.7		365.1	321.3	403.5	37.2	32.5		402.3	353.9		NEW HAMPSHIRE
NEW JERSEY	210.2	187.1	10.7	282.9	248.9		493.1	436.1		1,359.9	1,169.3	393.1	271.0	235.4		1,630.9	1,404.7		NEW JERSEY
NEW MEXICO	232.4	213.5	304.0	31.0	29.0		263.4	242.4		678.3	621.1	1,808.8	70.4	60.3		748.6	681.4		NEW MEXICO
NEW YORK	701.4	615.2	227.7	296.7	265.0		998.1	880.2		2,983.8	2,563.3	1,163.7	480.2	410.7		3,464.0	2,974.0		NEW YORK
NORTH CAROLINA	163.3	145.9	101.5	128.6	113.7		291.9	259.6		1,074.9	946.1	1,786.5	121.4	107.2		1,196.3	1,053.3		NORTH CAROLINA
NORTH DAKOTA	78.5	63.6	710.2	2.7	2.1		81.2	65.8		381.4	336.4	1,909.1	27.9	24.0		409.3	360.4		NORTH DAKOTA
OHIO	437.2	386.7	246.7	193.9	174.5		631.2	561.2		2,665.4	2,315.3	1,942.7	745.0	646.0		3,410.4	2,961.3		OHIO
OKLAHOMA	140.8	125.8	88.1	81.6	73.4		222.4	199.2		633.1	557.1	1,501.2	50.3	43.1		683.4	600.2		OKLAHOMA
OREGON	90.1	83.2	69.0	151.7	125.9		241.8	209.1		1,309.7	1,178.8	1,784.5	135.7	120.7		1,445.4	1,299.4		OREGON
PENNSYLVANIA	905.7	818.1	414.5	589.1	509.1		1,494.8	1,327.1		2,300.9	1,978.8	1,397.7	266.1	224.4		2,567.0	2,203.2		PENNSYLVANIA
RHODE ISLAND	24.4	21.9	13.4	21.6	19.3		46.1	41.2		276.0	240.4	108.3	68.1	58.4		344.1	298.8		RHODE ISLAND
SOUTH CAROLINA	128.1	116.0	166.0	37.0	33.3		165.1	149.3		686.5	616.8	1,415.9	61.9	55.1		748.4	671.9		SOUTH CAROLINA
SOUTH DAKOTA	58.4	49.8	206.8	.8	.7		59.2	50.5		497.0	440.9	1,527.5	32.8	28.9		529.8	469.8		SOUTH DAKOTA
TENNESSEE	238.7	214.8	187.2	82.8	74.6		321.5	289.4		1,594.4	1,429.8	2,465.0	260.9	230.9		1,855.3	1,660.7		TENNESSEE
TEXAS	823.7	728.8	622.9	341.2	307.0		1,164.9	1,035.8		3,333.3	2,935.6	5,019.9	506.7	451.9		3,840.0	3,387.5		TEXAS
UTAH	154.2	144.6	92.8	124.2	117.7		278.4	262.3		979.5	909.0	1,820.3	86.5	77.3		1,066.0	986.3		UTAH
VERMONT	25.1	22.4	147.0	6.7	6.5		31.8	29.0		500.2	442.5	1,171.4	45.4	39.2		545.7	481.7		VERMONT
VIRGINIA	371.6	334.9	102.8	190.0	168.4		561.7	503.4		2,468.9	2,187.9	2,156.7	281.1	248.5		2,750.0	2,436.4		VIRGINIA
WASHINGTON	451.8	409.4	151.4	321.3	291.3		773.1	700.7		1,616.6	1,415.3	1,576.0	267.2	234.2		1,883.9	1,649.5		WASHINGTON
WEST VIRGINIA	510.9	460.1	77.4	120.2	108.3		631.1	568.4		1,595.1	1,433.3	595.6	187.5	167.3		1,782.6	1,600.6		WEST VIRGINIA
WISCONSIN	117.2	105.0	217.1	18.7	16.7		136.0	121.7		726.5	650.2	1,533.2	121.6	107.7		848.0	757.9		WISCONSIN
WYOMING	74.1	68.0	152.8	9.0	8.3		83.1	76.3		637.1	582.1	2,520.0	38.5	34.2		675.6	616.4		WYOMING
DIST. OF COL.	60.3	45.4	4.1	83.5	74.3		143.8	119.7		337.3	296.6	35.9	67.5	59.5		404.7	356.2		DIST. OF COL.
PUERTO RICO	6.0	5.4		1.6	1.4		7.5	6.8											PUERTO RICO
TOTAL	14,177.1	12,705.6	7,552.4	7,683.2	6,870.9		21,860.3	19,576.5		62,763.9	55,323.0	75,232.5	10,064.3	8,657.6		72,828.2	63,980.6		TOTAL

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

	<u>10/1/83-12/31/83</u>
BALANCE AT BEGINNING OF PERIOD (EXCLUDES MASS TRANSIT ACCOUNT)	\$9,061,617
INCOME:	
TAX REVENUE:	
MOTOR=FUEL TAXES (\$.09 PER GALLON, NET AFTER REFUNDS)	\$2,252,923
LESS MOTORBOAT FUEL REVENUE 1/	16,148
LESS TRANSFERS TO MASS TRANSIT ACCOUNT	331,702

NET FOR HIGHWAYS	\$1,905,073
TRUCKS AND TRAILERS (12 % OF RETAIL PRICE)	209,457
TIRES, TUBES (HIGHWAY \$.10, OTHER \$.05/LB.) TREAD RUBBER (\$.05/LB.)	214,919
VEHICLE USE (VEHICLES OVER 26,000 POUNDS, \$3 PER 1,000 POUNDS)	10,000
TRUCK PARTS AND ACCESSORIES (REPEALED 1/7/83)	-13,800
LUBRICATING OIL (REPEALED 1/7/83)	3,375

TOTAL EXCISE REVENUES	\$2,329,024
INTEREST EARNED (EXCLUDES MASS TRANSIT)	432,802

TOTAL INCOME	\$2,761,826
DISBURSEMENTS:	
FOR HIGHWAYS	\$2,699,729
RIGHT-OF-WAY REVOLVING FUND	-192
HIGHWAY RELATED SAFETY GRANTS	2,801
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT	00.00
TRUST FUND SHARE OTHER HIGHWAY PROGRAMS	133
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION	28,000

TOTAL DISBURSEMENTS	\$2,730,471
BALANCE AT END OF PERIOD (EXCLUDES MASS TRANSIT ACCOUNT)	\$9,092,972
UNPAID AUTHORIZATIONS (6/30/83) (ROUNDED TO MILLIONS)	\$34,645,000
BALANCE LESS LIABILITY FOR UNPAID AUTHORIZATIONS	-\$25,552,028

1/ TRANSFERRED TO THE LAND AND WATER CONSERVATION FUND PURSUANT TO TITLE II, SECTION 202, PUBLIC LAW 88-578, EFFECTIVE JANUARY 1, 1965, AND NATIONAL RECREATIONAL BOATING SAFETY AND FACILITIES IMPROVEMENT FUND PURSUANT TO TITLE II, SECTION 203, 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
Transportation

M-493

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
May 16, 1984

FHWA 07-84
Contact: Eric L. Bolton
Telephone: (202) 426-0660

FHWA REPORTS DECREASE IN ROAD CONSTRUCTION COSTS FOR FIRST QUARTER OF 1984

Federal Highway Administrator Ray A. Barnhart today announced that highway construction costs decreased 0.3 percent in the first quarter of 1984.

The first quarter results bring the Federal Highway Administration's composite index for highway construction costs to 149.3 percent of the 1977 base index (1977 average costs equal 100 percent.) The composite index shows little change over the past year, increasing just 0.8 percent since the first quarter of 1983.

While four of the six components of the price index rose during the first quarter, decreases in the price of excavation (-6.7%) and structural steel (-4.3%) resulted in the net decrease (0.3%) in the composite index.

The three-quarter moving composite price index for the fourth quarter of 1983 --obtained by combining data for the third and fourth quarters of 1983 and the first quarter of 1984 -- increased 1.4 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 two 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
*1st quarter, 1982	--	--	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	146.3	+0.5
4th quarter, 1983	149.7	+2.0	148.4	+1.4
1st quarter, 1984	149.3	-0.3	--	--

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

The price levels of the component items of the quarterly index in the first quarter of 1984, 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 1984	Fourth Quarter 1983	First Quarter 1983	Fourth Quarter 1983	First Quarter 1983
Excavation.....	142.8	153.1	155.8	-6.7	-8.3
Surfacing:					
Portland cement concrete..	128.6	128.3	125.4	+0.2	+2.6
Bituminous concrete.....	163.8	160.3	161.3	+2.2	+1.5
Composite surfacing....	152.6	150.1	149.8	+1.7	+1.9
Structures:					
Reinforcing steel.....	151.5	146.3	147.5	+3.6	+2.7
Structural steel.....	139.5	145.7	136.8	-4.3	+2.0
Structural concrete.....	156.3	149.5	145.5	+4.5	+7.4
Composite structures...	149.8	147.6	142.8	+1.5	+4.9
Composite price index.....	149.3	149.7	148.1	-0.3	+0.8

- more -

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

	Three Quarter Moving Price Index - 1977=100			Percentage change this quarter from:	
	Fourth Quarter 1983	Third Quarter 1983	Fourth Quarter 1982	Third Quarter 1983	Fourth Quarter 1982
	Excavation.....	148.2	148.3	145.1	-0.1
Surfacing:					
Portland cement concrete..	128.2	128.1	128.9	+0.1	-0.5
Bituminous concrete.....	160.4	156.2	160.0	+2.7	+0.3
Composite surfacing....	150.1	147.2	150.1	+2.0	0.0
Structures:					
Reinforcing steel.....	149.2	145.9	150.0	+2.3	-0.5
Structural steel.....	136.4	136.0	135.4	+0.3	+0.7
Structural concrete.....	154.0	149.9	152.6	+2.7	+0.9
Composite structures...	147.2	144.5	146.3	+1.9	+0.6
Composite price index.....	148.4	146.3	147.4	+1.4	+0.7

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

	Unit	Individual Quarters		Three Quarters	
		4th Qtr. 1983	1st Qtr. 1984	3rd Qtr. 1983*	4th Qtr. 1983**
Excavation....	Cu.Yd.	\$1.78	\$1.66	\$1.73	\$1.73
PCC surface...	Sq.Yd.	\$12.77	\$12.80	\$12.75	\$12.76
Bit. conc. surf.	Ton	\$24.80	\$25.34	\$24.16	\$24.81
Str. reinf.....	Lb.	\$0.398	\$0.412	\$0.397	\$0.406
Str. steel.....	Lb.	\$0.757	\$0.726	\$0.707	\$0.710
Str. concrete...	Cu.Yd.	\$214.55	\$224.35	\$215.18	\$221.06

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

**Weighted average unit prices for the third and fourth quarters of 1983 and first quarter of 1984.

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U.S. Department of
Transportation

m-493

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
May 18, 1984

FHWA 08-84
Contact: Eric L. Bolton
Telephone: (202) 426-0660

FHWA ANNOUNCES 21 STUDENT RESEARCH FELLOWSHIP GRANTS FOR FY 1984

Federal Highway Administrator Ray A. Barnhart today announced that 21 students from 15 of the nation's leading universities have been selected to receive research fellowship grants from the Federal Highway Administration (FHWA) totaling approximately \$180,000. The awards were presented under FHWA's newly initiated "Grants for Research Fellowships" program and will be offered on an annual basis to provide outstanding students an opportunity to undertake highway-related research and development study projects.

"These exemplary undergraduate and graduate students will receive a monthly stipend of \$1,000 to \$1,400 while conducting a wide range of highway research which parallels their individual academic studies," Barnhart said. "When the projects are complete, the students will have earned academic credit and gained invaluable experience in their chosen fields."

Barnhart explained that most students will be conducting their research projects at FHWA's research facilities at the Turner-Fairbank Highway Research Center (TFHRC) in McLean, Virginia.

Barnhart said that the research fellowship grant program, which will expose students to practical highway research methodologies at a "real life" facility, will encourage many students--especially those at the undergraduate level--to pursue highway-related careers.

Barnhart noted that FHWA's new research training program underscores the Reagan Administration's continuing commitment to improve the nation's system of highway transportation.

"Through this new FHWA program of research grants for students, I believe a pool of talent will be created which will serve federal and state highway agencies, private industry and universities to fill the critical shortage of practitioners and faculty in the highway engineering field," Barnhart said. He added that the program has already been successful in extending and strengthening the ties between FHWA and the academic community.

The 1984 grant awards involve diverse areas of research such as highway design and engineering, highway safety, construction techniques, materials testing and evaluation, environmental design, driver and vehicle handling profiles, crash avoidance and impact reduction technology, and proper posting of highway signs and signals.

The 1984 "Grants for Research Fellowships" award winners are listed below.

- James J. Adler** **Syracuse University**
 Research Project: Study of State-of-the-Art Procedures for Calculating Water Surface Profile Methods
- Elizabeth Alicandri** **Georgetown University**
 Research Project: Research Investigation of Highway Signing Effectiveness
- John C. Atz** **Clemson University**
 Research Project: An Alternate Method for Traffic Signal Warrants at a "T" Intersection Based on Gap Acceptance and Queue Length
- Nabih Eilas Bedewi** **University of Maryland**
 Research Project: Application Research of Vehicle/Roadside Structure Impact Analysis Methodologies
- Jay S. Decker** **University of Idaho**
 Research Project: Computer Application to Urban Highway Drainage
- Joseph Fazio** **The University of Illinois at Chicago**
 Research Project: Microcomputer Application to Weaving Analysis Interim Procedure and Evaluation of Weaving Analysis Interim Procedure
- Lanny J. Flynn** **Washington State University**
 Research Project: Development of a Computer Simulation Model of Four-Way "STOP" Sign Controlled Intersections
- John P. Harding, III** **Georgetown University**
 Research Project: Evaluation of a Portable Interactive Training System for Field Use
- Joseph L. Henderson** **The University of Wyoming**
 Research Project: Pavement Design and Analysis
- Joseph E. Hummer** **Michigan State University**
 Research Project: Effects of Supplemental Interchange Signing on Driver Control Behavior
- Dryver R. Huston** **Princeton University**
 Research Project: The Effects of Turbulence on Suspended Span Bridge Aerodynamics
- Cheryl Rene' James** **University of Arkansas at Pine Bluff**
 Research Project: Evaluation Report of Technology Transfer for Local Transportation Agencies

Rita Branca Leahy **University of Maryland**
 Research Project: Pavement Materials Characterization

Frances Elaine Leigh **Elizabeth City State University**
 Research Project: Study in Program Analysis and Evaluation for Highway
 Safety, Research, and Technology Grant Programs

Gene Michael McHale **University of Maryland**
 Research Project: Vehicle Impact Simulation Parameter Collection

Kathleen M. Muldoon **University of Delaware**
 Research Project: Study of Practical Training Programs in Highway Technology

Christine B. Philput **Old Dominion University**
 Research Project: Highway Variables and Driver Perception of Risk

Ziad A. Sabra **West Virginia University**
 Research Project: Driver Response to Active Advance Warning Sign at High-
 Speed Signalized Intersections

Scott Sibley **Villanova University**
 Research Project: Programming for Microcomputers

Daniel J.L. Tam **University of Maryland**
 Research Project: An Evaluation of Existing Nondestructive Inspection Methods
 for Highway Bridge Applications

Irene R. Zomeran **Michigan Technological University**
 Research Project: Sensitivity of Traffic Performance to Flow Estimates Used
 in Signal Optimization

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 TRAFFIC CONTROL



U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

M-493

FOR RELEASE FRIDAY
May 18, 1984

FHWA 09-84
Contact: Eric L. Bolton
Telephone: (202) 426-0660

FHWA ANNOUNCES WINNERS OF 1984 AWARDS FOR RIDESHARING

Federal Highway Administrator Ray A. Barnhart has announced that 10 organizations throughout the United States have been selected to receive the Administrator's Award for Ridesharing for 1984.

"These Ridesharing Award winners come from all segments of the public and private sectors and reflect the strong commitment and support each organization has invested in the development of ridesharing programs," Barnhart said. "I believe that these programs serve as exemplary models which will help foster even greater ridesharing across the nation."

The Award was established in 1982 by the Federal Highway Administration (FHWA) to honor organizations that have made significant contributions to advancing ridesharing as a cost-effective transportation system. It is presented annually.

More than 40 nominations were received for the 1984 award year. Judging was based on achievement, innovation, comprehensiveness, and commitment.

The 1984 Ridesharing Award winners, each of whom will receive a special plaque, and the reasons for their selections are:

CARAVAN for Commuters, Inc. ("CARAVAN"), Boston, Massachusetts-
CARAVAN for Commuters, Inc., in its 5 years of operation has established 140 vanpools serving over 2,000 commuters daily and is still growing. Since 1983, CARAVAN has evolved into a comprehensive ridesharing/transportation brokerage organization marketing carpooling, private bus services, various public transit authority services, and vanpooling.

Connecticut Department of Transportation, Wethersfield, Connecticut-
The Connecticut Department of Transportation operates a rapidly growing Vanpool Program. Since the program began in 1983, 27 vanpools have been put into operation. Participants are advised and assisted in the vanpool formation and procurement; however, if the minimum number of required riders are not located, they are directed to existing express bus, vanpool, and carpool operations, or they are given assistance to start their own carpool.

Pennsylvania Department of Transportation, Pittsburgh, Pennsylvania- In preparation for the reconstruction of the Parkway East (I-376) in Pittsburgh, the Pennsylvania Department of Transportation developed a series of alternate transportation strategies that led to alleviating the problems caused by the reconstruction. These strategies, including an ambitious ridesharing element, reduced the volume of traffic on the overcrowded facility from 80,000 to 40,000 vehicles per day.

Public Transportation Division, Virginia Department of Highways and Transportation, Richmond, Virginia- The Public Transportation Division has been extremely instrumental in establishing a permanent source of state funds for ridesharing. Under the existing arrangement, the state provides up to 80 percent of the cost of ridesharing activities. By establishing this permanent source of funds, the state, through the Public Transportation Division, has demonstrated a commitment to encouraging ridesharing programs throughout all of Virginia.

Arkansas State Employees Association, Little Rock, Arkansas- The Arkansas State Employees Association is a private nonprofit organization, which operates 40 vans carrying 600 commuters per day. A significant achievement of the program is the number of accident-free miles. Recently, seven drivers were honored by the Governor for each accumulating at least 50,000 miles of accident-free driving.

Rockwell International, Rocky Flats, Colorado- Rockwell International sponsors a comprehensive transportation program for employees that includes vanpools, carpool matching, low-cost fuel for poolers, and maintenance for vans on site. The current fleet of 45 vans has logged over half a million vanpool miles each year, resulting in an estimated annual savings of 585,998 gallons of gasoline.

Utah LIFT, Salt Lake City, Utah- Utah LIFT is a joint public effort that stems from the cooperation of the Utah Transit Authority, Utah Energy Office, and Utah Department of Transportation. The Utah LIFT program encompasses a wide range of ridesharing services and incentives, including personalized matching for vanpooling and carpooling, personalized transit route planning, technical assistance to employers, and park and ride lots.

Earth Resources Observation System (EROS) Vanpool Association, Inc., Sioux Falls, South Dakota- The EROS Vanpool Association, Inc., is the first formal vanpooling operation in the state of South Dakota. A significant achievement of the program is its instrumental role in having state ridesharing legislation redefined for vanpool operations. An estimated 90 percent of EROS Data Center employees rideshare, with 37 percent in vanpools and 53 percent in carpools.

Commuter Computer, Los Angeles, California- Serving over 1,000 employers in a five-county area, Commuter Computer is the largest ridesharing program in the nation. The program functions as a marketing agent for carpooling, vanpooling, public transit, trains, and taxipooling. Currently, nearly 300,000 commuters are registered with Commuter Computer, with 51,000 individuals currently ridesharing as a result of its efforts.

The San Diego Gas and Electric Company, San Diego, California-
San Diego Gas and Electric is the first non-governmental organization in California to use vehicles from a company-owned business fleet. From an initial fleet of 16 vehicles in 1981, the program has grown to 167 vehicles serving 20 of the company's facilities.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

M-493

FOR RELEASE TUESDAY
June 5, 1984

FHWA 10-84
Contact: Eric L. Bolton
Telephone: (202) 426-0660

FHWA DESIGNATES FINAL HIGHWAY NETWORK FOR COMMERCIAL MOTOR VEHICLE USE

On May 31 the Federal Highway Administration issued a final rule designating nearly 181,000 miles of Interstate and other Federal-aid Primary highways for use by commercial motor vehicles with the dimensions authorized by the Surface Transportation Assistance Act of 1982 (STAA).

Federal Highway Administrator Ray A. Barnhart said the final highway network is comprised of the nation's 42,000 miles of Interstate highways, plus approximately 139,000 miles of non-Interstate Primary routes.

"This national network, serving major population and industrial areas in all 50 states, the District of Columbia and Puerto Rico, provides a safe and efficient highway environment for the commercial transportation of materials and manufactured products between the nation's market centers," Barnhart said.

"As authorized by Congress in the STAA, 102-inch-wide trucks with single trailer lengths of 48 feet and double, 28-foot trailer lengths can commence operations on the authorized routes immediately. The new rule increases the permissible width of trucks by six inches, to the same width permitted for buses since 1976."

Barnhart added that the final network announced today supersedes the Interim System designated on April 6, 1983.

In announcing today's final highway designation, Barnhart emphasized that safety was a paramount consideration in the selection of appropriate routes. "Since the Interim System was first announced over a year ago, FHWA has worked closely with the states to ensure that only those routes which can safely accommodate the larger vehicles would be included on the national network," Barnhart said.

- more -

The Administrator added that FHWA and the states will continue to monitor and evaluate the operation of vehicles on the designated highway routes.

Barnhart noted that the final network designated today comprises 60 percent of the nation's Primary route mileage (including Interstate), but that this amount is less than five percent of the total 3.9 million-mile U.S. road system.

The final rule, including state-by-state identification of final route designations, was issued on May 31. Other issues addressed in the final rule include:

- o All states must permit 80,000 lb. vehicles on the Interstate system, unless higher weights were permitted in the particular state on or before July 1, 1956. This provision affects only the states of Illinois, Arkansas, and Missouri, since all other states previously allowed the operation of 80,000 lb. vehicles.
- o All states must permit trailers with lengths longer than specified in the law (including automobile transporters with a minimum length of 65 feet, plus overhang) to operate on the national network if such vehicles were recognized as legal by the state on December 1, 1982.
- o States must permit the larger vehicles reasonable access between the national network and truck terminals, facilities for food, fuel, repairs, and rest. Household goods carriers must be allowed access to points of loading and unloading.
- o States may impose reasonable operating restrictions during certain peak hours of travel (with prior FHWA approval), or on specific travel lanes, where necessary to enhance the safety of all motorists.
- o A systematic procedure is established for additions to and deletions from the national network.
- o The law allows the wider trucks to operate on routes included in the national network that have lane widths "designed to be 12 feet or more." FHWA will accept comments until August 3 to define the precise meaning of those words, and to identify those roadways that will not be made available to the wider trucks.

FINAL DESIGNATION OF HIGHWAYS
ON THE NATIONAL NETWORK
(June 1, 1984)

STATE	INTERSTATE MILEAGE ON NETWORK	FEDERAL-AID PRIMARY MILEAGE ON NETWORK	TOTAL DESIGNATED MILES IN STATE	PERCENTAGE OF TOTAL PRIMARY AND INTERSTATE	PERCENTAGE OF TOTAL PUBLIC ROAD MILEAGE
ALABAMA	824	940	1,764	23.7%	2.0%
ALASKA	468	0	468	17.7%	4.7%
ARIZONA	1,143	1,351	2,494	53.9%	3.3%
ARKANSAS	540	5,138	5,678	99.8%	7.4%
CALIFORNIA	2,263	1,827	4,090	30.4%	2.4%
COLORADO	916	4,265	5,181	99.0%	6.9%
CONNECTICUT	293	129	422	26.3%	2.2%
DELAWARE	41	171	212	45.6%	4.0%
DIST. OF COL.	12	5	17	10.0%	1.5%
FLORIDA	1,252	724	1,976	20.5%	2.1%
GEORGIA	1,163	564	1,727	15.2%	1.7%
HAWAII	36	139	175	31.9%	4.2%
IDAHO	603	2,194	2,797	86.9%	4.1%
ILLINOIS	1,711	5,123	6,834	59.8%	5.1%
INDIANA	1,114	4,985	6,099	100%	6.7%
IOWA	736	5,864	6,600	68.7%	5.9%
KANSAS	808	8,100	8,908	99.9%	6.7%
KENTUCKY	737	2,309	3,046	68.3%	4.4%
LOUISIANA	687	3,111	3,798	100%	6.7%
MAINE	313	59	372	16.1%	1.7%
MARYLAND	381	407	788	31.5%	2.9%
MASSACHUSETTS	552	93	645	23.2%	1.9%
MICHIGAN	1,131	4,519	5,650	80.0%	4.8%
MINNESOTA	873	4,023	4,896	48.1%	3.7%
MISSISSIPPI	685	5,387	6,072	100%	8.6%
MISSOURI	1,119	2,359	3,478	43.2%	2.9%
MONTANA	1,128	5,464	6,592	99.5%	9.2%
NEBRASKA	481	7,246	7,727	99.8%	8.4%
NEVADA	535	1,813	2,348	98.6%	5.4%
NEW HAMPSHIRE	201	54	255	18.9%	1.8%
NEW JERSEY	338	116	454	25.5%	1.3%
NEW MEXICO	999	1,464	2,463	53.9%	4.6%
NEW YORK	1,428	496	1,924	19.7%	1.8%
NORTH CAROLINA	775	2,508	3,283	64.4%	3.5%
NORTH DAKOTA	571	1,640	2,211	35.9%	2.6%
OHIO	1,537	5,552	7,089	100%	6.4%
OKLAHOMA	925	5,126	6,051	97.1%	5.5%
OREGON	707	3,327	4,034	71.2%	3.0%
PENNSYLVANIA	1,497	617	2,114	18.5%	1.8%
PUERTO RICO	203	108	311	47.9%	3.9%
RHODE ISLAND	72	16	88	19.8%	1.4%
SOUTH CAROLINA	756	1,162	1,918	30.7%	3.0%
SOUTH DAKOTA	656	5,851	6,507	100%	8.9%
TENNESSEE	1,029	1,582	2,611	37.8%	3.1%
TEXAS	3,077	16,635	19,712	100%	7.2%
UTAH	787	1,058	1,845	54.9%	4.2%
VERMONT	309	30	339	24.1%	2.4%
VIRGINIA	1,018	1,504	2,522	39.3%	3.9%
WASHINGTON	705	4,977	5,682	100%	6.8%
WEST VIRGINIA	429	238	667	23.3%	1.9%
WISCONSIN	577	3,397	3,974	41.7%	3.7%
WYOMING	898	2,918	3,816	98.4%	10.3%
U.S. TOTAL	42,039	138,684	180,723	60.5%	4.7%

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, June 29, 1984

FHWA 12-84
Contact: Eric Bolton
Tel.: (202) 426-0660

FHWA CONTINUES CURRENT TRUCK LIABILITY REQUIREMENTS

The Federal Highway Administration (FHWA) today announced the continuation of present Federal insurance requirements for trucks until Jan. 1, 1985.

The decision delays for six months increases in levels of liability coverage that range from 50 percent to 400 percent.

The FHWA said a detailed analysis of the trucking and insurance industries shows that many small trucking companies could be forced out of business by extensive premium increases without any positive impact on safety.

When Congress reduced economic regulation of trucking, it established new, higher insurance requirements. DOT was given authority to lower the Congressional levels until Jan. 1, 1985, if doing so would not adversely affect safety, but was needed to preserve competition.

The six-month extension extends the current liability requirements to the date authorized by Congress.

Liability coverage currently is \$500,000 for trucks carrying general commodities in interstate or foreign commerce and would have increased to \$750,000. All trucks carrying bulk hazardous materials would have had liability increased from \$1 million to \$5 million, and trucks carrying non-bulk hazardous materials in interstate or foreign commerce, from \$500,000 to \$1 million.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
July 2, 1984

FHWA 11-84
Contact: Eric L. Bolton
Telephone: (202) 426-0660

COST OF OWNING AND OPERATING CARS AND VANS PUBLISHED BY FHWA

The owner of an intermediate-size American car driven 120,000 miles over an average lifespan of 12 years can expect to spend an estimated total of approximately \$33,400, or about 27.8 cents per mile, according to the latest statistics published today by the Federal Highway Administration (FHWA).

The newest edition of FHWA's periodic report, "The Cost of Owning and Operating Automobiles and Vans, 1984," analyzes the expenses motorists can expect to incur while driving five American-made vehicles: a large-size, four-door sedan; an intermediate-size, two-door coupe; a compact car; a subcompact car; and a 12-passenger van.

Six categories of costs are analyzed in the report — original and depreciated vehicle costs, gas and oil, maintenance and repairs, insurance, parking and tolls, and state and federal taxes.

"With the purchase price of a 1984 intermediate-size American car at just over \$10,300, a typical motorist (operating the vehicle over an average 12-year or 120,000-mile-lifespan) will have paid an estimated \$6,650 for gasoline (excluding taxes); \$5,424 for maintenance and repair work; \$996 for tires, accessories, and lubricating oil; \$6,691 in insurance fees; \$1,129 in parking and tolls; and \$2,204 for various state and federal taxes," Federal Highway Administrator Ray A. Barnhart said.

He added that the publication reports that motorists will pay out an estimated total of about \$36,750 (or 30 cents per mile) to operate a large-size car over 12 years; \$27,960 (or 23 cents per mile) for a compact car; \$27,260 (or about 23 cents per mile) for a subcompact car; and \$47,110 (or 39 cents per mile) for a 1984 model passenger van.

"Despite the recent enactment of a five-cents per gallon increase in the federal gasoline tax, one of the most significant findings of the 1984 report is that Americans are now spending less on federal and state gasoline taxes, as a percentage of total costs, than they were 10 years ago," Barnhart said. "In 1984, federal and state gasoline taxes, on average, account for less than 4 percent of owning and operating an automobile or van, compared to just over 6 percent in 1974."

- more -

Other highlights in FHWA's "Cost of Owning and Operating Automobiles and Vans, 1984," include:

- The average age of an American car is now 7.2 years. Americans are keeping their cars longer than at any time during the post World War II period. The average car or van is sold or traded two or more times during its 12-year lifespan.
- Depreciation remains the single largest cost of owning and operating most passenger vehicles. For large cars and vans the biggest depreciation occurs during the first few years of ownership, while for smaller cars the depreciation is spread more evenly over the vehicle's lifespan.
- Gasoline, maintenance and insurance are also major expenses. Insurance costs continue to increase and now account for about 19 percent of the total cost of owning and operating an automobile or van.
- Travel to work accounts for about 30 percent of all personal travel; therefore, ridesharing is an effective way to reduce total automobile expenses.

The figures provided in "The Cost of Owning and Operating Automobiles and Vans, 1984" are reflective of prices in suburban Baltimore, Maryland. Costs may be calculated for other localities by completing a worksheet included in the publication.

Single copies of "Cost of Owning and Operating Automobiles and Vans, 1984" are available for \$.50 a copy from the Consumer Information Center, Department 422M, Pueblo, Colorado 81009. The price includes postage and handling.

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FOR RELEASE THURSDAY
July 5, 1984

FHWA 13-84
Contact: Eric L. Bolton
Telephone: (202) 426-0660

EDWIN M. WOOD APPOINTED REGIONAL FEDERAL HIGHWAY ADMINISTRATOR

Federal Highway Administrator Ray A. Barnhart announced today that he has appointed Edwin M. Wood as Regional Administrator for FHWA's Region Nine. Wood, who previously served as the agency's Associate Administrator for Research, Development, and Technology, began his new duties on July 1, 1984, at Region Nine's headquarters in San Francisco, California.

As a Regional Administrator, Wood is charged with overseeing FHWA programs and policies in the states of Arizona, California, Hawaii, and Nevada, as well as in the island territories of Guam and American Samoa.

Wood has served the FHWA and its predecessor organization, the Bureau of Public Roads, for over 25 years. He began his public service career with the agency in 1957 under the Highway Engineer Training Program. He has held a succession of positions in engineering, program planning and environmental highway design in various FHWA offices across the country.

Major assignments have included service as the Director of FHWA's Office of Highway Safety, Chief of the Federal-Aid Division, and Director of FHWA's Office of Development.

In February 1984, President Reagan awarded Wood the Presidential Rank Award of Meritorious Executive.

Wood earned a Bachelor of Science degree in civil engineering from the Rensselaer Polytechnic Institute in Troy, New York, and is an active member of several professional engineering and trade organizations.

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FOR RELEASE THURSDAY
July 5, 1984

FHWA 14-84
Contact: Eric L. Bolton
Telephone: (202) 426-0660

DAVID K. PHILLIPS APPOINTED ASSOCIATE ADMINISTRATOR FOR RESEARCH, DEVELOPMENT AND TECHNOLOGY

Federal Highway Administrator Ray A. Barnhart today announced the promotion of David K. Phillips to the position of Associate Administrator for Research, Development and Technology. Phillips will carry out his duties as the principal advisor to the Administrator for research and development, implementation, and technology transfer at the Turner Fairbank Highway Research Center in McLean, Virginia.

Prior to his appointment as Associate Administrator, Phillips was the Director of the Office of Engineering. He has 27 years of experience as a highway engineer with FHWA and its predecessor organization, the Bureau of Public Roads. Phillips' tenure began in 1957 as a Highway Engineer Trainee, and since then he has held several engineering positions in FHWA's New York, Connecticut and Puerto Rico Division offices. In 1970, Phillips joined the Washington headquarters where his assignments included service as the Chief of the Traffic Operations Branch, Chief of the Traffic Programs Division and Chief of the Highway Design Division.

In recognition of his accomplishments, Phillips received the FHWA Special Achievement Award in 1972, 1975, and 1980, as well as the Senior Executive Service Award in 1982.

Phillips completed his undergraduate work at St. Lawrence University, earned a Bachelor of Science in civil engineering from Rensselaer Polytechnic Institute and a Certificate in traffic engineering from Yale University.

Phillips assumed his duties as Associate Administrator on July 1, 1984. He will replace Edwin M. Wood who has been appointed as the Regional Administrator for FHWA's Region Nine in San Francisco, California.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

M-493

FOR RELEASE TUESDAY
September 11, 1984

FHWA 19-84
Contact: Eric L. Bolton
Telephone: (202) 426-0660

FHWA ENGINEER TRAINEES SELECTED FOR 1984

Federal Highway Administrator Ray A. Barnhart today announced that 31 of the nation's top engineering graduates have been selected for FHWA's 1984 Highway Engineer Training Program.

The FHWA highway engineer trainees will participate in a 27-month career development program, working on a variety of assignments at FHWA field offices throughout the United States.

"We are extremely pleased to welcome these young engineers to FHWA," Barnhart said. "As in the past, this group of trainees brings the highest level of academic qualifications and technical expertise to the training program. The average undergraduate grade point average is 3.24; and 10 have Masters of Civil Engineering degrees."

Barnhart added, "Fourteen trainees are members of one or more honor societies, and, on average, the trainees have had 18 months of previous engineering experience."

The Highway Engineer Training Program is designed to enable civil engineering graduates to gain practical experience in all phases of highway engineering. Since the present program's inception in 1946, 1,552 men and women have successfully completed the FHWA training course. Some 1,043 graduates of the program are still working at FHWA.

- more -

The members of the Highway Engineer Training Program class of 1984 are listed below.

<u>Name</u>	<u>School</u>
Arturo Aguirre	Texas A & I University
Franco Balassone	University of Rhode Island
John Becker	University of Illinois
Jeffrey Blevins	Tennessee Tech. University
Orlando Cordero	University of Puerto Rico
Chung Ping Eng	George Washington University
Steven Ernst	University of Arkansas
Domingo Galicinao	University of Hawaii
Gerard Geib	University of Dayton
Max Grogg	University of Missouri
Janice Halvorsen	University of Nebraska
Lawrence Heil	University of Louisville
Gregory Jones	University of Tennessee
James Klamerus	New Mexico State University
Roger Krahn	University of Wisconsin
Durk Krone	State University of New York
John Lohrey	Louisiana State University
Mark Mullholand	University of Nebraska
Fleming Nguyen	California State University
Mark Olson	University of Wisconsin
Gary Lee Owens	State University of New York
Mark Richter	Washington State University
Ryan Rizzo	Michigan State University
John Rohlf	North Dakota State University
Christopher Runyan	University of Dayton
Michael Sarmadi	University of Maryland
Scott Scharping	Cornell University
Robin Schroeder	Oregon State University
Ricardo Suarez	California Polytechnic State University
Rodney Vaughn	University of Michigan
Christine Zemanick	Clarkson College of Technology

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

M-493

FOR RELEASE TUESDAY
October 2, 1984

FHWA 20-84
Contact: Eric L. Bolton
Telephone: (202) 426-0660

CONTRACT TO AID
UNIFORM TRUCK REGISTRATION
AWARDED BY FHWA

Federal Highway Administrator Ray A. Barnhart today announced that a \$1.8 million contract has been awarded to the American Association of Motor Vehicle Administrators (AAMVA) to refine and further demonstrate an automated data system -- known as the International Registration Information System (IRIS) -- which will simplify the collection and distribution of truck and bus registration fees among states.

Speaking at the AAMVA annual conference in Des Moines, Iowa, Barnhart said that the award of the IRIS contract represents a major advance in FHWA's goal of achieving greater uniformity in truck licensing and registration requirements.

"The contract we are awarding today will help untangle the Byzantine maze of varying registration fees that have hampered productivity in the trucking industry and adversely impacted shippers and consumers alike," Barnhart said.

"This contract calls for the further development, testing and demonstration of computerized vehicle registration information gathered as part of AAMVA's International Registration Plan (IRP)."

Barnhart explained that under this plan, 31 states and the Canadian province of Alberta have agreed to the concept of "proportional registration" of trucks and buses traveling through their respective jurisdictions. Under proportional registration, a motor carrier registers in a single "base" state or province, declaring the extent (in actual or estimated mileage) of its fleet operations in all other participating jurisdictions. Each state then receives its proportional share of appropriate vehicle registration fees from the base state, as calculated by the IRIS system.

Barnhart said the new contract follows an earlier contract with AAMVA which initiated the production of the IRIS software, including programs for accurate record-keeping, reliable calculation of participating state registration fees, and automated renewal applications.

- more -

To date, the IRIS concept has been successfully demonstrated in three states -- Missouri, Colorado, and Wyoming. The new contract calls for the IRIS system to be installed in a minimum of four additional states -- Louisiana, Michigan, Arizona and Connecticut.

The overall objective of the contract is to produce an automated data sharing system that is fully supported and operated by state users, Barnhart said.

In addition to the Canadian province of Alberta, the 31 states participating in the IRP plan are Alabama, Arizona, Arkansas, California, Colorado, Connecticut, Florida, Idaho, Illinois, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, North Carolina, North Dakota, Oklahoma, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Utah, Virginia, Wisconsin, and Wyoming.

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FOR RELEASE THURSDAY
October 11, 1984

FHWA 21-84
Contact: Eric L. Bolton
Telephone: (202) 426-0660

HANDICAPPED FHWA EMPLOYEE WINS TOP GOVERNMENT AWARD

Federal Highway Administrator Ray A. Barnhart today announced that Donna D. Low, a clerk-typist in FHWA's Kansas office, has been chosen "Outstanding Handicapped Federal Employee of the Year" by the Office of Personnel Management (OPM). Ms. Low was one of ten handicapped federal employees receiving the government's top award during ceremonies held in Washington, D.C. today.

"Ms. Low was born with severe eye muscle coordination problems and a limited capacity to discern light from darkness, leaving her virtually blind," Barnhart said. "Despite her handicap, she is an exceptional worker, typing over 100 words per minute. As a master stenographer, she also routinely conducts dictation training sessions for fellow employees. We are honored to have such a capable and dedicated employee as Ms. Low at FHWA."

Low has been with the federal government for 13 years, joining FHWA in November 1982. "Since Ms. Low's arrival in FHWA's Topeka office, productivity has increased substantially due, in large measure, to her determination and patience in persuading employees within her office to use recording media rather than the conventional written drafts. She is currently reorganizing the entire filing system at the Kansas office," Barnhart said.

Throughout her government career, Low has received various honors recognizing her outstanding job performance. In 1979, while working with the Internal Revenue Service (IRS), she received the Federal Executive Board's Federal Clerical Employee of the Year Award for the Chicago Metropolitan area. In 1976, Low received IRS' Superior Achievement Award.

Prior to joining the government, Low attended the Overbrook School for the Blind and the Adelphia Business School, both in Philadelphia, Pennsylvania. She became the first blind person to attend Adelphia, and completed the two-year curriculum in only one year.

"Throughout her life, Ms. Low has exemplified the triumph of the human spirit over adversity, and is dedicated to helping others overcome their handicaps," Barnhart said. "She donates blood six times a year, helps produce a monthly newsletter for handicapped people, and regularly speaks to various groups about her experiences."



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
November 8, 1984

FHWA 22-84
Contact: Eric L. Bolton
Telephone: (202) 426-0660

FHWA ALLOCATES MORE THAN \$1 BILLION IN SPECIAL HIGHWAY AND BRIDGE FUNDS FOR FY 1985

Federal Highway Administrator Ray A. Barnhart today announced that \$1.058 billion has been made available to state highway agencies in order to continue vital construction, repair and rehabilitation work on major highway and bridge projects during fiscal year 1985.

Barnhart said that most of the money was allocated under a special procedure by which the Federal Highway Administration (FHWA) is authorized each year to distribute a portion of federal-aid highway funds on a discretionary basis to fulfill specific highway transportation needs identified by the states.

According to Barnhart, specific categories of discretionary funding distributed include:

- over \$504 million to 23 states to be used for Interstate construction projects;
- \$216.5 million to 19 states for construction and/or rehabilitation of 22 major bridges;
- over \$224 million to 10 states for 13 special purpose projects which demonstrate "specific highway construction techniques, improve highway safety, and/or generally advance highway technology;" and,
- \$49.5 million to upgrade roads and bridges in federally-owned public lands in 23 states.

Barnhart also said that \$15 million in non-discretionary funds was allocated to five states to implement additional work on six railroad-highway crossing demonstration projects.

- more -

In addition, the FHWA Administrator noted that approximately \$49 million in non-discretionary money was made available to improve roads and highways in federal forest lands in 41 states.

"The funds allocated to the states under FHWA's discretionary authority will ensure that vital work on some of the nation's major bridge and highway projects will continue, even though Congress was unable to pass routine legislation -- the Interstate Cost Estimate (ICE) -- that would have provided more than \$7 billion to fund highway construction programs through the end of this fiscal year," Barnhart said.

He added that the \$1 billion in discretionary funds being released should help bridge the shortfall in Interstate highway funding, "pending an early resolution of the ICE freeze when the 99th Congress convenes in January 1985."

- more -

ALLOCATION OF DISCRETIONARY HIGHWAY AND BRIDGE FUNDS, FY 1985

(State-by-State Distribution by Funding Category)

Interstate Construction Discretionary Funds

Alabama	\$ 13,320,000
Colorado	11,540,000
Florida	26,500,000
Illinois	32,400,000
Kansas	14,375,000
Michigan	33,088,000
Minnesota	14,991,570
Missouri	12,551,000
Montana	6,713,056
Nevada	21,945,000
New Hampshire	9,000,000
New Jersey	21,395,880
North Carolina	12,550,000
Ohio	34,353,487
Oklahoma	4,050,000
Pennsylvania	31,400,000
South Carolina	6,220,800
Tennessee	22,230,000
Texas	37,596,000
Utah	25,066,459
Virginia	53,100,000
Washington	36,600,000
West Virginia	23,285,000

TOTAL: \$504,271,252Bridge Discretionary Funds

Alabama	\$ 27,544,000
California	12,057,000
Colorado	18,820,000
District of Columbia	16,000,000
Idaho	526,700
Illinois	1,770,000
Illinois/Iowa (bi-state structure)	234,333
Iowa	444,000
Minnesota	1,420,000
Mississippi/Louisiana (bi-state structure)	22,400,000
Missouri	3,800,000
Nebraska/Iowa (bi-state structure)	1,040,000
New Jersey	815,876
New York	40,464,000
New York/Vermont (bi-state structure)	20,856,000
Ohio	10,400,000
Pennsylvania	26,800,000
South Carolina	1,900,000
Tennessee	9,280,000

TOTAL: \$216,571,909

- more -

Demonstration Projects (Discretionary funds)

California	\$ 89,691,000
Florida	29,440,000
Idaho	1,250,000
Illinois	22,395,000
Indiana	4,000,000
Kentucky	6,619,000
New Hampshire	1,300,000
Pennsylvania	64,445,786
Vermont	5,000,000

TOTAL: \$224,140,786

Public Lands Highways (Discretionary funds)

Arizona	\$ 4,660,000
Arkansas	2,460,000
California	5,600,000
Colorado	2,600,000
Idaho	2,780,000
Kentucky	1,613,000
Maine	300,000
Minnesota	330,000
Mississippi	735,000
Montana	3,400,000
Nevada	3,662,000
New Mexico	4,000,000
New York	700,000
North Carolina	3,000,000
North Dakota	899,000
Oregon	2,200,000
Pennsylvania	800,000
South Dakota	701,000
Tennessee	2,600,000
Virginia	260,000
Washington	3,200,000
Wyoming	3,000,000

TOTAL: \$49,500,000

Railroad-Highway Crossing Demonstration Projects
(non-discretionary allocations)

Arkansas	\$ 1,400,000
Illinois	3,300,000
Indiana	7,000,000
Nebraska	1,800,000
Texas	1,500,000

TOTAL: \$15,000,000

Forest Lands Highways (non-discretionary allocation)

Alabama	\$ 241,485
Alaska	3,240,356
Arizona	2,753,222
Arkansas	650,790
California	6,433,592
Colorado	3,709,028
Florida	325,439
Georgia	202,853
Idaho	4,438,035
Illinois	94,999
Indiana	65,845
Kentucky	167,933
Louisiana	150,177
Maine	20,580
Michigan	635,378
Minnesota	791,985
Mississippi	347,279
Missouri	294,367
Montana	3,774,889
Nebraska	63,795
Nevada	679,438
New Hampshire	249,972
New Mexico	1,917,174
North Carolina	602,575
North Dakota	128,709
Ohio	69,059
Oklahoma	62,826
Oregon	6,695,209
Pennsylvania	181,875
Puerto Rico	26,509
South Carolina	196,441
South Dakota	479,765
Tennessee	255,637
Texas	258,762
Utah	1,581,604
Vermont	89,690
Virginia	611,497
Washington	4,199,651
West Virginia	287,379
Wisconsin	382,313
Wyoming	1,627,639

TOTAL: 48,985,751

GRAND TOTAL OF FUNDS ALLOCATED IN FY 1985: 1,058,469,698

#



**U.S. Department of
Transportation**

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
December 10, 1984

FHWA 24-84
Contact: Eric L. Bolton
Telephone: (202) 426-0660

FHWA REPORTS OVER 96 PERCENT OF THE INTERSTATE HIGHWAY SYSTEM IS NOW IN SERVICE

Federal Highway Administrator Ray A. Barnhart today announced that 182 new miles of Interstate highways have been put into service since June 30, 1983. This brings the total Interstate mileage now open to traffic to 40,935 miles, accounting for 96.3 percent of the total 42,500 mile Interstate Highway System.

Barnhart noted that various improvements are still required on some portions of the open Interstate system to bring it to full standards, including the installation of rest areas, landscaping, lighting, and other safety improvements.

"In addition to the sections now open to traffic, construction is also under way on 573 new miles of Interstate highways," Barnhart said. "Engineering or right-of-way acquisition prior to construction is currently in progress on 770 miles, and an additional 222 miles are in a preliminary status," he added.

Upon completion, the Interstate system will consist of 32,690 miles of rural and 9,810 miles of urban highways, for a total of 42,500 miles. Currently, 31,779 miles, or 97.2 percent of the rural mileage, and 9,156 miles or 93.3 percent of the urban mileage, are open to traffic.

- more -

The status of the Interstate system as of June 30, 1984, is shown on the accompanying map and tables. 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 2,188 toll miles)	40,935	96.31
Under Basic Construction	573	1.35
Engineering and Right-of-Way Acquisition	770	1.81
Preliminary Status	96	0.23
Pending Final System Adjustments	<u>126</u>	<u>0.30</u>
	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. Approximately \$98 billion in combined state and federal funds have been committed on active and completed Interstate highway projects, of which \$86 billion represents the federal share.



THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

STATUS OF IMPROVEMENT AS OF June 30, 1984



- 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

	Engineering and Right-of-Way in Progress	Under Basic Construction	Toll	Adequate Present Traffic	Minor Improvement is Required or Underway	Complete or Essentially Complete
Preliminary Status or Not Yet in Progress	770 Miles	573 Miles	2,188 Miles	1,011 Miles	14,323 Miles	23,413 Miles
222 Miles						

Total Open to Traffic
40,935 Miles

INTERSTATE

TOTAL

42,500

MILES



THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF June 30, 1984

TABLE 1

STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS NOT OPEN TO TRAFFIC			TOLL FACILITIES	CONSTRUCTED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	OPEN TO TRAFFIC		TOTAL OPEN TO TRAFFIC	TOTAL DESIGNATED SYSTEM MILEAGE 2/	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER BASIC CONSTRUCTION	TOTAL UNDERWAY			CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS				
							ADDITIONAL MINOR IMPROVEMENT IS REQUIRED OR UNDERWAY	COMPLETE OR ESSENTIALLY COMPLETE			
ALABAMA	6.20	22.20	50.30	72.50	-	2.30	64.20	761.30	827.80	966.50	ALABAMA
ARIZONA	-	14.05	11.34	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	-	30.20	11.00	41.20	10.00	77.90	138.10	2,037.31	2,263.31	2,304.51	CALIFORNIA
COLORADO	-	19.03	5.22	24.25	-	9.98	190.78	725.75	926.51	950.76	COLORADO
CONNECTICUT	8.32	-	-	-	12.41	49.10	210.17	3.54	275.22	283.54	CONNECTICUT
DELAWARE	-	-	-	-	14.30	-	23.91	2.90	40.61	40.61	DELAWARE
DIST. OF COL.	-	1.30	0.38	1.68	-	2.69	9.28	-	11.97	13.65	DIST. OF COL.
FLORIDA	-	57.69	56.45	114.14	71.90	-	179.95	1,047.89	1,299.74	1,413.88	FLORIDA
GEORGIA	-	2.47	-	2.47	-	11.76	172.30	968.28	1,152.34	1,154.81	GEORGIA
HAWAII	-	-	3.75	3.75	-	-	6.24	73.10	73.10	73.10	HAWAII
IDAHO	-	7.21	-	7.21	-	78.32	31.40	494.56	604.28	611.49	IDAHO
ILLINOIS	-	9.58	14.06	23.64	155.39	-	929.17	606.91	1,691.47	1,715.11	ILLINOIS
INDIANA	-	21.43	-	21.43	156.90	-	9.99	948.23	1,115.12	1,136.55	INDIANA
IOWA	-	47.53	-	47.53	-	-	6.24	73.10	73.10	73.10	IOWA
KANSAS	-	2.81	10.80	13.61	178.45	9.27	47.65	572.20	807.57	821.18	KANSAS
KENTUCKY	-	0.78	2.52	3.30	-	51.59	159.18	526.49	737.26	740.56	KENTUCKY
LOUISIANA	7.80	41.23	4.89	46.12	-	-	589.54	74.58	664.12	718.04	LOUISIANA
MAINE	-	-	4.48	4.48	54.48	-	163.86	88.74	310.60	315.08	MAINE
MARYLAND	1.59	4.04	9.02	13.06	57.30	29.51	7.73	243.22	337.76	352.41	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	26.50	10.20	36.70	5.50	-	73.90	1,046.50	1,125.90	1,177.90	MICHIGAN
MINNESOTA	1.55	28.60	9.55	38.15	-	4.54	30.70	857.76	873.00	912.70	MINNESOTA
MISSISSIPPI	-	1.40	-	1.40	-	5.40	667.20	9.20	681.80	683.20	MISSISSIPPI
MISSOURI	-	6.93	23.62	30.55	-	3.70	891.50	227.70	1,122.90	1,153.45	MISSOURI
MONTANA	-	16.57	43.32	59.89	-	26.77	37.94	1,062.89	1,127.60	1,187.49	MONTANA
NEBRASKA	-	-	-	-	-	-	2.42	479.36	481.48	481.48	NEBRASKA
NEVADA	-	2.82	2.17	4.99	-	3.12	5.47	529.86	538.45	543.44	NEVADA
NEW HAMPSHIRE	-	11.09	7.01	18.10	20.67	0.09	174.09	5.70	200.55	218.65	NEW HAMPSHIRE
NEW JERSEY	5.30	47.50	3.50	51.00	44.90	19.70	36.20	211.40	312.20	368.50	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	6.42	11.12	477.98	10.63	466.74	337.12	1,312.47	1,332.05	NEW YORK
NORTH CAROLINA	-	51.92	13.52	65.44	-	84.46	641.78	56.00	782.24	847.68	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	598.22	804.99	808.65	OKLAHOMA
OREGON	-	9.96	2.25	12.21	-	13.96	15.80	679.17	708.93	721.14	OREGON
PENNSYLVANIA	18.83	40.41	5.75	46.16	360.33	92.07	932.37	114.09	1,498.86	1,563.85	PENNSYLVANIA
RHODE ISLAND	-	-	-	-	-	-	68.15	2.67	70.82	70.82	RHODE ISLAND
SOUTH CAROLINA	7.82	3.48	4.10	7.58	-	-	751.27	4.77	756.04	771.44	SOUTH CAROLINA
SOUTH DAKOTA	-	-	-	-	-	-	0.90	677.83	678.73	678.73	SOUTH DAKOTA
TENNESSEE	-	4.90	2.60	7.50	-	28.40	1,001.00	-	1,029.40	1,036.90	TENNESSEE
TEXAS	6.60	18.40	48.95	67.35	-	65.58	391.23	2,631.82	3,088.63	3,162.58	TEXAS
UTAH	-	50.00	72.90	122.90	-	66.94	37.53	713.95	818.42	941.32	UTAH
VERMONT	-	-	-	-	-	-	13.63	307.00	320.63	320.63	VERMONT
VIRGINIA	1.50	38.39	7.15	45.54	9.35	60.07	287.65	663.31	1,020.38	1,065.92	VIRGINIA
WASHINGTON	-	61.82	4.69	66.51	-	25.28	230.71	439.80	695.79	763.80	WASHINGTON
WEST VIRGINIA	-	43.48	33.90	77.38	45.61	-	-	392.12	437.73	515.11	WEST VIRGINIA
WISCONSIN	-	-	-	-	-	64.16	18.17	495.76	578.09	578.09	WISCONSIN
WYOMING	-	-	-	-	-	-	243.06	661.21	904.27	913.61	WYOMING
PENDING	126.10	-	9.34	9.34	-	-	-	-	126.10	126.10	PENDING
TOTAL	221.68	770.26	572.91	1,343.17	2,188.54	1,010.58	14,322.85	23,413.18	40,935.15	42,500.00	TOTAL
PERCENT	0.5%	1.8%	1.4%	3.2%	5.1%	2.4%	33.7%	55.1%	96.3%	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			TOLL FACILITIES	CONSTRUCTED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	OPEN TO TRAFFIC		TOTAL OPEN TO TRAFFIC	TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER BASIC CONSTRUCTION	TOTAL UNDERWAY			CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS				
							ADDITIONAL MINOR IMPROVEMENT IS REQUIRED OR UNDERWAY	COMPLETE OR ESSENTIALLY COMPLETE			
CALIFORNIA	-	7.00	-	7.00	-	-	-	-	7.00	CALIFORNIA	
CONNECTICUT	1.96	-	-	-	-	-	4.73	-	4.73	6.69	CONNECTICUT
FLORIDA	-	-	28.69	28.69	-	-	16.31	0.81	17.12	45.81	FLORIDA
GEORGIA	-	17.92	12.64	30.56	-	-	5.42	9.11	14.53	45.09	GEORGIA
LOUISIANA	-	145.46	-	145.46	-	-	-	-	145.46	LOUISIANA	
MARYLAND	-	-	-	-	-	30.47	-	-	30.47	41.13	MARYLAND
MASSACHUSETTS	10.66	-	7.30	7.30	-	-	5.60	-	12.90	27.30	MASSACHUSETTS
NEW JERSEY	-	-	-	-	-	-	-	27.30	27.30	27.30	NEW JERSEY
NEW YORK	-	-	-	-	-	-	3.40	62.20	65.60	65.60	NEW YORK
TOTAL	12.62	170.38	48.63	219.01	-	30.47	35.46	99.42	165.35	396.98	TOTAL
PERCENT	3.2%	42.9%	12.2%	55.1%	0.0%	7.7%	8.9%	25.1%	41.7%	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 JUNE 30, 1984

LF01H134-1

/MILLIONS OF DOLLARS/

TABLE II

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	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS		TOTAL COST	FEDERAL FUNDS		
ALABAMA	184.0	165.2	141.2	268.8	241.8	452.8	407.0	1,696.4	1,509.2	1,928.6	127.7	111.9	1,824.1	1,621.1	ALABAMA		
ALASKA	75.8	72.0	108.4	3.1	2.9	78.9	75.0	55.1	51.8	39.0	.1	.1	55.2	51.8	ALASKA		
ARIZONA	205.6	183.8	145.1	171.9	162.5	377.6	346.3	1,176.3	1,076.6	2,694.5	115.7	106.7	1,291.9	1,183.4	ARIZONA		
ARKANSAS	132.7	119.0	125.5	26.3	23.7	159.1	142.7	533.0	474.2	1,142.0	65.5	57.4	598.5	531.5	ARKANSAS		
CALIFORNIA	866.6	781.7	265.5	1,271.8	1,161.1	2,138.3	1,942.9	4,476.8	3,886.9	3,056.7	1,581.6	1,290.7	6,058.4	5,177.6	CALIFORNIA		
COLORADO	210.5	191.9	237.1	75.3	68.6	285.8	260.5	1,104.5	991.2	2,017.1	145.2	128.1	1,249.7	1,119.4	COLORADO		
CONNECTICUT	391.8	356.4	42.0	197.6	177.4	589.5	533.9	746.9	643.6	354.9	212.4	183.5	959.3	827.0	CONNECTICUT		
DELAWARE	129.4	105.4	80.5	7.9	6.1	137.2	111.5	183.0	162.0	71.4	37.4	32.7	220.4	194.7	DELAWARE		
FLORIDA	660.3	584.8	335.5	650.4	585.1	1,310.7	1,150.0	1,972.9	1,726.6	2,379.1	308.3	250.1	2,281.2	1,976.7	FLORIDA		
GEORGIA	1,044.4	938.4	325.4	204.2	183.7	1,248.6	1,122.1	1,458.6	1,292.1	1,668.9	221.0	196.9	1,679.6	1,489.1	GEORGIA		
HAWAII	262.6	229.6	10.2	188.1	159.6	450.7	389.2	464.9	403.1	75.5	84.1	71.5	549.0	474.5	HAWAII		
IDAHO	71.9	65.7	130.6	14.4	13.3	86.3	79.0	407.1	379.0	1,488.1	53.0	47.3	460.1	426.4	IDAHO		
ILLINOIS	381.3	347.8	184.4	66.3	58.4	447.6	406.3	3,477.5	3,026.0	2,043.5	429.7	368.3	3,907.2	3,394.3	ILLINOIS		
INDIANA	119.0	109.9	202.1	18.9	17.0	138.0	126.9	1,414.6	1,261.7	1,602.0	214.4	192.0	1,629.0	1,453.6	INDIANA		
IOWA	126.0	112.9	170.0	49.0	43.9	175.0	156.8	933.5	818.7	2,267.5	131.5	109.7	1,065.0	928.4	IOWA		
KANSAS	290.8	261.9	102.0	39.6	35.5	330.3	297.5	651.2	573.6	1,744.3	158.5	114.0	809.7	687.6	KANSAS		
KENTUCKY	260.9	234.3	215.4	84.6	76.0	345.5	310.2	1,435.5	1,276.0	1,442.4	181.5	156.5	1,617.0	1,432.6	KENTUCKY		
LOUISIANA	500.8	449.9	120.1	273.7	245.9	774.6	695.8	1,677.5	1,497.4	807.8	165.2	146.2	1,842.8	1,643.5	LOUISIANA		
MAINE	48.1	44.2	26.8	10.5	9.4	58.6	53.5	384.6	335.6	847.3	39.6	33.9	426.2	369.5	MAINE		
MARYLAND	1,099.3	1,042.9	99.2	299.3	269.4	1,398.5	1,312.3	1,111.3	970.9	531.8	189.0	162.1	1,300.2	1,132.5	MARYLAND		
MASSACHUSETTS	246.4	214.8	45.4	41.3	35.8	287.7	250.7	1,260.8	1,087.1	486.0	304.4	262.3	1,565.2	1,349.4	MASSACHUSETTS		
MICHIGAN	232.1	208.1	196.9	247.6	222.4	479.7	430.5	2,309.4	1,985.8	1,767.6	430.1	367.0	2,739.5	2,352.8	MICHIGAN		
MINNESOTA	248.1	221.4	165.7	120.3	108.1	368.4	329.5	1,405.8	1,266.2	1,625.2	346.3	310.1	1,752.1	1,576.3	MINNESOTA		
MISSISSIPPI	141.5	83.8	122.7	35.8	32.0	177.2	115.8	795.5	696.6	1,552.1	66.5	56.5	862.0	753.1	MISSISSIPPI		
MISSOURI	292.0	258.5	151.1	104.1	84.2	396.2	342.7	1,726.3	1,535.6	1,953.4	260.9	230.3	1,987.1	1,765.9	MISSOURI		
MONTANA	142.6	130.1	265.8	17.0	15.4	159.6	145.5	990.8	894.0	2,136.3	93.1	82.3	1,083.9	976.3	MONTANA		
NEBRASKA	71.2	56.9	225.2	2.5	2.2	73.7	59.1	451.4	392.1	1,471.0	74.7	65.8	526.1	457.9	NEBRASKA		
NEVADA	74.5	70.9	29.6	150.9	143.3	225.4	214.1	483.5	451.2	858.8	23.7	21.6	507.2	472.8	NEVADA		
NEW HAMPSHIRE	42.4	38.1	18.8	22.7	20.4	65.1	58.5	366.2	322.3	403.5	37.2	32.6	403.4	354.9	NEW HAMPSHIRE		
NEW JERSEY	216.8	192.8	10.7	275.8	242.8	492.6	435.6	1,362.2	1,171.9	393.1	283.3	246.1	1,645.4	1,418.0	NEW JERSEY		
NEW MEXICO	177.9	165.7	250.6	18.2	17.1	196.1	182.8	765.8	701.6	1,980.5	84.1	72.4	849.8	774.0	NEW MEXICO		
NEW YORK	669.0	586.2	148.8	310.6	277.0	979.6	863.2	3,051.5	2,623.5	1,259.6	484.3	413.9	3,535.8	3,037.5	NEW YORK		
NORTH CAROLINA	165.3	149.0	145.3	129.1	114.1	295.5	263.1	1,127.5	993.4	1,812.8	122.5	108.2	1,250.1	1,101.6	NORTH CAROLINA		
NORTH DAKOTA	88.7	72.4	842.0	1.9	1.5	90.6	73.9	396.1	348.1	2,021.9	27.5	23.6	423.5	371.7	NORTH DAKOTA		
OHIO	453.3	400.4	300.6	200.3	180.2	653.6	580.7	2,743.1	2,384.5	1,980.5	745.8	646.7	3,488.9	3,031.2	OHIO		
OKLAHOMA	151.2	135.2	108.1	78.9	71.0	230.1	206.2	642.7	565.6	1,473.9	53.2	45.7	695.9	611.2	OKLAHOMA		
OREGON	108.1	101.1	78.3	105.3	97.1	213.3	198.2	1,323.0	1,189.8	1,795.1	184.0	151.0	1,507.0	1,340.8	OREGON		
PENNSYLVANIA	1,020.3	920.1	520.8	608.1	527.1	1,628.5	1,447.2	2,312.7	1,988.2	1,432.1	273.1	230.4	2,585.8	2,218.6	PENNSYLVANIA		
RHODE ISLAND	29.0	26.1	27.6	28.0	25.0	57.0	51.1	277.4	241.6	108.3	68.1	58.4	345.5	300.0	RHODE ISLAND		
SOUTH CAROLINA	141.3	128.2	182.0	53.8	48.5	195.1	176.7	693.7	623.3	1,416.3	61.9	55.0	755.6	678.3	SOUTH CAROLINA		
SOUTH DAKOTA	48.9	41.1	259.1	.7	.6	49.6	41.6	519.8	460.0	1,675.8	33.0	29.1	552.8	489.1	SOUTH DAKOTA		
TENNESSEE	281.7	253.5	278.2	86.8	78.1	368.5	331.7	1,635.3	1,466.6	2,479.1	261.8	231.7	1,897.1	1,698.3	TENNESSEE		
TEXAS	881.3	758.0	773.2	359.9	323.9	1,241.2	1,081.9	3,468.9	3,056.4	5,111.9	535.9	477.9	4,004.8	3,534.3	TEXAS		
UTAH	213.1	199.4	182.7	120.8	114.4	333.9	313.8	992.7	921.3	1,876.9	90.8	81.1	1,083.4	1,002.4	UTAH		
VERMONT	25.2	22.6	152.8	8.0	7.1	33.2	29.6	501.2	443.2	1,163.7	45.5	39.3	546.6	482.5	VERMONT		
VIRGINIA	433.8	391.0	177.9	169.1	150.6	602.9	541.6	2,537.2	2,248.7	2,218.6	327.0	269.1	2,868.2	2,537.9	VIRGINIA		
WASHINGTON	508.0	460.5	161.2	310.8	281.7	818.8	742.2	1,708.5	1,498.5	1,611.0	267.8	234.7	1,976.2	1,733.2	WASHINGTON		
WEST VIRGINIA	521.4	469.5	86.3	101.1	91.1	622.6	560.7	1,686.0	1,515.0	629.5	207.6	185.4	1,893.7	1,700.4	WEST VIRGINIA		
WISCONSIN	116.3	104.4	168.9	18.3	16.3	134.7	120.6	755.0	675.5	1,612.2	123.1	109.1	878.1	784.6	WISCONSIN		
WYOMING	105.8	95.8	243.9	9.0	8.3	114.9	104.1	642.5	586.8	2,525.5	39.4	35.1	681.9	621.9	WYOMING		
DIST. OF COL.	52.6	38.3	1.5	80.7	71.8	133.3	110.1	339.1	298.1	38.6	68.3	60.2	407.3	358.3	DIST. OF COL.		
PUERTO RICO	5.8	5.2		2.4	2.1	8.2	7.4								PUERTO RICO		
TOTAL	14,968.5	13,397.1	9,383.6	7,741.5	6,932.7	22,710.0	20,329.8	64,632.9	56,988.1	77,068.1	10,485.8	9,012.1	75,118.7	66,000.2	TOTAL		



U.S. Department of
Transportation

News:

M-493

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY, 3:00 p.m.
December 10, 1984

FHWA 25-84
Contact: Eric L. Bolton
or
Brenda W. Brown
Telephone: (202) 426-0660

AMERICA'S BEST: FHWA ANNOUNCES 1984 HIGHWAY DESIGN AWARD WINNERS

Federal Highway Administrator Ray A. Barnhart today announced that 23 highway projects across the nation have received the Federal Highway Administration's (FHWA) 1984 "Excellence in Highway Design" awards. The third biennial awards were presented December 10 at the American Association of State Highway and Transportation Officials (AASHTO) annual meeting in New Orleans, Louisiana.

In all, nine highway designs won first place honors (designated outstanding), seven projects took second place honors (designated exceptional) and seven projects won third place (designated superior).

The 23 1984 highway award winners were selected from a total of 229 entrants in eight separate design categories: The Urban Highway; The Rural Highway; Major Highway Structures; Highway Support Facilities; Cost Saving Innovations; Historic Preservation and Cultural Enhancement; Pavement Rehabilitation/Reconstruction; and, Highway Improvements in Federally-Owned Lands.

The competition was open to federal, state, county, and local agencies; freeway or toll authorities; and design firms. To be considered, projects must have been completed after January 1, 1980.

The projects were judged based on five general criteria: compatibility with/or adaptation to the environment, visual appeal, safety factors, functional efficiency, and pleasant driver experience.

Following is the complete list of FHWA's 1984 highway design award winners:

- more -

CATEGORY I - THE URBAN HIGHWAY

Outstanding - City of Phoenix

A major new arterial through the Phoenix Mountain Preserves to downtown Phoenix was designed to avoid landslide problems and to move large volumes of traffic while at the same time preserving the environment.

Exceptional - The Port Authority of New York and New Jersey

The rehabilitation of the New York Entrance Plaza of the Holland Tunnel addresses the sense of place, pedestrian crossing, and improved lane identification and includes signs with fixed and variable electronic messages.

Superior - The Oregon Department of Transportation

The Macadam Avenue improvement project in Portland provided widened lanes, left turn refuges, signal illumination, a planted center median and pedestrian/bikeway.

CATEGORY II - THE RURAL HIGHWAY

Outstanding - Montana Department of Highways

Interstate 15, winding through the narrow, environmentally sensitive Boulder River Canyon, incorporates several unusual and innovative features into its design.

Exceptional - Lassen County Public Works Department

Upgrading an old dirt logging road around Eagle Lake in California created a safe and scenic roadway which preserved and enhanced the special quality and integrity of the lake.

Superior - Connecticut Department of Transportation and
Hayden-Wegman, Inc., - Design Engineers (Boston)

Separating the horizontal and vertical alignment for Route 8 along the Naugatuck River avoided excessive land taking and reduced encroachment on the flood-prone river. This allowed traffic to be maintained during the construction period.

CATEGORY III - MAJOR HIGHWAY STRUCTURES

Outstanding - Texas State Department of Highways and Public Transportation

The graceful arches of the Loop 360 bridge over Lake Austin are anchored on each shore so that there is no supporting element of the bridge intruding into the waters of the recreational lake.

Exceptional - Louisiana Department of Transportation and Development

The concept for the I-310 Luling-Destrehan Bridge, the first cable-stayed structure across the Mississippi River and the longest cable-stay in the United States, was chosen for its esthetics, easy maintenance, and overall structural performance.

Superior - California Department of Transportation

The new Antioch Bridge, a high-level, fixed span structure with bicycle and emergency shoulders spanning the San Joaquin-Sacramento River, is an excellent example of positive visual impact and innovative structural design.

CATEGORY IV - HIGHWAY SUPPORT FACILITIES

(Safety Rest Areas, High Occupancy Vehicle (HOV) Facilities, and Pedestrian Malls)

Outstanding - Minnesota Department of Transportation

When the construction of I-94 in North Minneapolis affected park land and required the relocation of Shingle Creek, the opportunity to develop a park corridor along the creek was seized and acted upon.

Exceptional - Virginia Department of Highways and Transportation

Play areas for young travelers and buildings constructed from native stone are features of this welcome center on I-77 in Bland County in southwest Virginia.

Superior - New York State Department of Transportation

This project improved selected trails, paths, and roads, expanded upon them and made logical connections to provide a continuous safe bikeway system to supplement the existing highway and street system in Nassau County on Long Island.

CATEGORY V - COST SAVING INNOVATIONS

(Materials, Designs, or Construction Methods)

Outstanding - Greiner Engineering Sciences, Inc., (Baltimore) and
the Maryland State Highway Administration

The replacement design for the widening and replacment of the deck of the Woodrow Wilson Bridge south of Washington, D.C., enabled the work to be completed 8 months ahead of schedule and \$6 million under the original estimate while maintaining two-way traffic at all times.

Exceptional - Figg and Muller Engineers, Inc., and
the Florida Department of Transportation

The combination of precast segmental construction and a rapid span-by-span erection approach allowed the Seven Mile Bridge in the Florida Keys to be completed 6 months ahead of schedule at a cost savings of \$7 million.

Superior - Putnam County, New York Department of Highways and Facilities

Widening and upgrading the Mahopac-Croton Falls Road Causeway across a reservoir saved \$265,000 by using gabion walls instead of additional fill and new side slopes.

CATEGORY VI - HISTORIC PRESERVATION AND CULTURAL ENHANCEMENT

Outstanding - West Virginia Department of Highways

Continued service to future generations of motorists crossing the Ohio River at Wheeling has been assured by the renovation of the Wheeling Suspension Bridge, first built in 1849, and for many years the world's longest span.

Exceptional - Cashio, Cochran, Torre/Design Consortium, Ltd., and
the City of New Orleans

The St. Charles Streetscape Improvement Project in New Orleans is a beautification program which encourages pedestrian activity, improves the drainage system, and provides increased safety for streetcar passengers.

Superior - Delaware Department of Transportation

Following preliminary work in actual examination of land forms in the area of Route 13, LANDSAT satellite data were used effectively to predict locations of potential archeological resources.

CATEGORY VII(a) - PAVEMENT REHABILITATION/RECONSTRUCTION
(Asphalt Concrete)

Outstanding - New Mexico State Highway Department

Following an engineering and economic analysis, state highway engineers ruled out complete reconstruction of a portion of Interstate 40. Instead, they milled off the old pavement and inlayed the surface with asphaltic concrete, maintaining original bridge clearances and spending less money.

CATEGORY VII(b) - PAVEMENT REHABILITATION/RECONSTRUCTION
(Portland Cement Concrete)

Outstanding - Illinois Department of Transportation

The rehabilitation of the Edens Expressway, Interstate 94, included the recycling of all of the asphalt and concrete, as well as testing of the soil support capability and instant determination of concrete strengths.

CATEGORY VIII - HIGHWAY IMPROVEMENTS IN FEDERALLY-OWNED LANDS

Outstanding - National Park Service,
FHWA, Eastern Direct Federal Division, and
Figg and Muller Engineers, Inc.

The Linn Cove Viaduct, which hugs the side of Grandfather Mountain on the Blue Ridge Parkway in North Carolina, was erected by progressive placement in one direction to prevent any damage to the sensitive environment.

Exceptional - FHWA, Eastern Direct Federal Division
and Tennessee Department of Transportation

The bridge over Laurel Branch on the Tellico Plains-Robbinsville Road in Tennessee was selected instead of a road fill to preserve the forest floor, creek bed, and woodland habitat.

Superior - Oregon Department of Transportation

After being washed out by flooding, the Polallie Creek-Mt. Hood section of the Mt. Hood Highway (Oregon 35) was rebuilt using a design that was conscious of the environment, that preserved the scenic beauty, and will prevent future problems with the river.

A special Merit Award was also presented to A. G. Lichtenstein & Associates, Inc., and Somerset County, New Jersey, for the careful preservation of the historic Neshanic Station Bridge. The 88-year old, two-span lenticular truss bridge in Somerset County is one of the few bridges of this design still in use.

Judging of the 1984 biennial design awards took place at the U.S. Department of Transportation, 400 Seventh Street, SW., Washington, D.C., on August 15-17, 1984. The judges of the contest were: John J. Desmond, John Desmond Associates, Baton Rouge, Louisiana; William Grecco, Civil Engineering Department, University of Tennessee; Edward M. Hall, retired engineer and administrator, Phoenix, Arizona; William F. Kirwin, land planning/landscape architect, Maryland; and Carol Shull, Chief of Registration, National Register of Historic Places, Washington, D.C.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
December 17, 1984

FHWA 26-84
Contact: Eric L. Bolton
Telephone: (202) 426-0660

BMCS REVISES TRUCK DRIVER RECORDKEEPING REQUIREMENTS

Responding to a court decision, the Federal Highway Administration's Bureau of Motor Carrier Safety (BMCS) has revised its current truck driver recordkeeping requirements by reinstating seven items of information which had previously been deleted from the "driver's record of duty status" form.

The new rule also reinstates the provision which exempts truck drivers from completing a duty status record provided they are away from their terminal no more than 12 hours and are operating within a 100-mile radius.

The seven items of information reinstated as a result of the final rule are as follows:

- trailer number;
- total mileage for the day;
- name of co-driver;
- home terminal address;
- total hours;
- shipping document number; and
- origin and destination or turnaround points.

The seven items must be added to driver's logs and duty status records by any legible method, including handwriting, typing, printing, or stamping.

The new rule conforms to a recent opinion of the U.S. Court of Appeals for the District of Columbia, which overturned a prior BMCS decision on the matter. BMCS had eliminated the seven items from driver's logs in November 1982 in an effort to reduce paperwork burdens on truck drivers and operators, but the Teamsters labor organization challenged that action in court. The prior BMCS rule had also increased the time limit for the 100-mile radius recordkeeping exemption from 12 to 15 hours.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

M-493

FOR RELEASE TUESDAY
December 18, 1984

FHWA 27-84
Contact: Eric L. Bolton
Telephone: (202) 426-0660

CONGRESSIONALLY-MANDATED MINIMUM FINANCIAL RESPONSIBILITY LEVELS FOR TRUCKS TO INCREASE IN 1985

As mandated by Congress under the Motor Carrier Act of 1980, the minimum financial responsibility levels for property-carrying commercial motor vehicles will increase beginning January 1, 1985.

The Federal Highway Administration's Bureau of Motor Carrier Safety (BMCS) said that the mandatory increases in liability coverage generally apply to all for-hire and private motor carriers engaged in interstate, intrastate or foreign commerce.

Specifically, BMCS said the mandatory insurance requirements must be increased to the following levels at the beginning of 1985:

- For for-hire motor vehicles having a gross vehicle weight rating (GVWR) of 10,000 lbs., or more, and transporting non-hazardous commodities in interstate or foreign commerce, the coverage level will increase to \$750,000, from the current \$500,000 level;
- For for-hire and private motor vehicles having a GVWR of 10,000 lbs., or more, and transporting specific hazardous commodities in bulk, such as liquified compressed gas or compressed gas, in intrastate, interstate or foreign commerce, the liability coverage will increase to \$5 million, from the current level of \$1 million;
- For for-hire and private motor vehicles having a GVWR of 10,000 lbs., or more, and transporting all other types of hazardous commodities, such as gasoline, Class B poisons, or corrosive liquids, in any quantity in interstate or foreign commerce or in bulk in intrastate commerce, the coverage will increase to \$1 million, from the current \$500,000 level;
- For for-hire and private motor vehicles 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 will increase to \$5 million, from the current level of \$1 million.

The financial responsibility requirements for motor carriers of property can be found in Title 49, Code of Federal Regulations, Part 387, Subpart A.

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

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

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Washington, D.C. 20590

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