

U. S. Department of Transportation news:



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

FOR RELEASE TUESDAY

January 2, 1979

FHWA 1-79

(202) 426-0660

Contact: Richard L. Reilly

DOT BARS TWO ILLINOIS
CONSTRUCTION FIRMS FROM
FEDERAL-AID ROAD WORK

The U.S. Department of Transportation's Federal Highway Administration has barred two Illinois construction companies from participating in any federal-aid highway projects for a six month period as a result of their conviction on conspiracy charges.

Loitz Brothers Construction Company, Inc., and Kankakee Paving Corporation, both of Grant Park, Ill., have been disqualified for the period between December 29, 1978, and June 9, 1979.

The two firms pleaded guilty to charges of suppressing competition in connection with the construction of federal-aid highway projects, and originally were declared unacceptable by the state of Illinois for a three year period.

However, because the two companies cooperated with the prosecution at their conspiracy trial, the three year periods of unacceptability were reduced to six months.

The Federal Highway Administration action is in addition to the penalty imposed by the state.

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U. S. Department of Transportation news:



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

FOR RELEASE FRIDAY
January 5, 1979

FHWA 3-79
Contact: Bill Johnson
(202) 426-0662

STATES ASKED TO JOIN
DOT IN TRUCK WEIGHING
AND INSPECTION PROGRAM

The U.S. Department of Transportation is inviting interested states to join in a \$3 million demonstration program to promote more stringent weighing and inspection of trucks operating in intrastate and interstate commerce.

Sponsored by the department's Federal Highway Administration, the program is designed to demonstrate that increased highway safety and reduced frequency of truck highway accidents can be derived from better enforcement of truck weight and safety regulations.

FHWA intends to fund programs in from one to three states for a 3-year period.

Interested states must apply in writing, indicating their willingness and capability to participate. They must be able to provide the money necessary to maintain their current levels of effort in weighing and inspection, which will not be eligible for federal funding. Federal funds will be available only for the expanded efforts of the states.

A state must also indicate it has:

- A core staff of personnel conducting truck weighing and inspections of drivers and equipment.
- Fixed weighing facilities (permanent scales), with parking space to accommodate trucks ordered out of service.

- more -

● Authority to require off-loading of overweight trucks operating in violation of state law.

● Authority to require both private and for-hire carriers operating within its boundaries to comply with its motor carrier safety laws and regulations.

● Authority to impose penalties (fines and other sanctions) for trucks and drivers found to be operating in violation of its laws and regulations.

● A management information system and personnel capable of providing weighing inspection and accident data.

States indicating the capability to meet the above criteria will be placed on a candidate list. Candidate states will receive a request for proposal, along with a request to submit formal plans for achieving the program's objectives.

Applications should be forwarded to Dr. Robert A. Kaye, Director, Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C. 20590.

Interested parties are referred to the Federal Register of January 4, 1979, for more details.

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

Official Business

PENALTY FOR PRIVATE USE, \$300

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U. S. Department of Transportation

news:



Office of Public and Consumer Affairs

Washington, D.C. 20590

FOR RELEASE MONDAY

January 8, 1979

FHWA 2-79

(202) 426-0660

Contact: Richard L. Reilly

DOT REPORTS THAT 92.1
PERCENT OF INTERSTATE
HIGHWAY SYSTEM IS OPEN

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

A total of 92.1 percent of the 42,500-mile Interstate Highway System now is open to traffic, the U.S. Department of Transportation announced today.

However, a sizeable portion of it still needs improvement.

Total Interstate mileage in use is 39,135 miles, or 92.1 percent. Of this total, 10,720 miles are complete or essentially complete. The other 28,415 miles include 1,874 miles that still require major improvement to bring them to full standards, and 26,541 miles that are currently under improvement or still require additional minor work to complete initial construction. The needed improvements generally involve such things as rest areas, lighting, fencing, safety improvements, noise abatement measures, and landscaping.

The 39,135 miles which are open include 461 miles put into service in the 12 month period since September 30, 1977, some 71 miles of which were opened to traffic in the last quarter. Of the 461 miles, some 412 miles were on the inter-city routes which were identified for priority of completion. In addition, major improvements were completed on 105 miles which already are serving traffic.

Active construction or improvement is underway on 4,097 miles. This figure includes improvement of 2,672 miles which are already in use and construction of 1,425 new miles, or 3.3 percent of the entire system.

As of September 30, 1978, work had either been completed or was underway on 99.4 percent or 42,259 miles of the interstate system. Only 241 miles or 0.6 percent, had not yet advanced to the point where public hearings had been held on proposed locations.

The interstate system, as currently designated, consists of 33,240 miles of rural and 9,260 miles of urban highways. As of this report, 30,812 miles, or 92.7 percent of the rural mileage, and 8,323 miles, or 89.9 percent of the urban mileage, are open to traffic.

In addition to the sections open to traffic, 1,425 miles were under basic construction as of September 30, 1978. Engineering or right-of-way acquisition prior to construction was in progress on another 1,440 miles and route location approval was pending on 259 additional miles for which public hearings had been held.

The status of the System as of September 30, 1978 is shown on the accompanying map and in detail in Table I. In summary, the status follows:

		Miles	Percent
Open to traffic -----		39,135	
Complete or essentially complete	8,617 (Free)		92.1
	2,103 (Toll)	(10,720)	
Minor improvement-needed	24,358 -----		
-underway	2,183 -----	(26,541)	
Major improvement-needed	1,223 (Free)		
	162 (Toll)		
-underway	489 -----	(1,874)	
Under basic construction -----		1,425	3.30
Location approved, construction, not started --		1,440	3.40
Public hearings held-approval pending -----		259	0.60
No location action taken -----		241	0.60
		42,500	100.00

Some 69.6 billion has been put to work on the Interstate System since the accelerated program began in 1956. A breakdown of these obligations by state is given in Table II.

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

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U. S. Department of Transportation

news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE TUESDAY
July 10, 1979

FHWA 40 - 79
(202) 426-0660
Contact: Richard Reilly

TRAFFIC TRENDS

The U.S. Department of Transportation's Federal Highway Administration will report on highway travel trends in the United States during the present period of gasoline shortages.

HIGHWAY TRAVEL IN U.S. CONTINUES TO DECLINE IN FACE OF GAS SHORTAGES

As gasoline supplies became tighter in many sections, highway travel in the United States continued its general decline during the seven day period of June 25-July 1, the U.S. Department of Transportation reports.

The decrease was particularly noticeable on rural stretches of Interstate System highways, which generally carry long distance traffic, and on eastern seaboard and midwestern toll roads. On the John F. Kennedy Expressway, a section of I-95 in Maryland, travel was down 36.9 percent over the corresponding period a year ago. There was a 26.6 percent decline on the rural Interstate in North Dakota, 23.1 percent in New Mexico and 20.8 percent in Florida.

Weekend travel, particularly, shows a marked downward trend in all parts of the country.

Following are two tables which show travel on selected toll roads and at selected locations on rural Interstate highways in eight states for the June 25-July 1 period, as compared with the same time a year ago.

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Special Traffic Monitoring ^{1/}
 Percent Change in Traffic Counts
 Week of June 25, 1979 vs. Week of June 26, 1978

State	Interstate Rural			Interstate Urban			Other Rural			Other Urban		
	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day
Arizona	-7.4	-21.9	-12.3	-	-	-	-0.6			+3.8	+2.6	+3.5
Colorado	-10.8	+2.0	-6.9	+1.2	+2.7	+2.5	-2.3	+2.6	-0.2	+2.0	+5.7	+2.7
Florida	-17.6	-27.7	-20.8	-10.1	-15.2	-11.4	-4.7	-24.2	-8.2	-11.0	-7.0	-10.1
Georgia	-7.9	-10.6	-8.7	-12.8	-24.6	-15.5	+3.5	+0.9	+2.7	-3.8	-3.1	-3.6
Michigan	-3.6	-14.5	-7.1	-4.7	-4.7	-2.9	-16.2	-23.5	-18.9	+0.7	+4.4	+1.6
New Mexico	-19.9	-28.9	-23.1	-	-	-	-2.9	-5.2	-3.7	-0.6	-4.4	-1.6
North Dakota	-25.5	-31.0	-26.6	=	=	=	-8.6	-21.2	-12.1	-	-	-
Wyoming	-11.2	-25.7	-15.1	-11.7	-16.4	-13.1	-3.2			-4.2		

^{1/} Based on continuous traffic counts at selected locations reported by State highway agencies

Weekdays include the period Monday through Friday and the weekend consists of the following Saturday and Sunday. Total 7 day includes the period Monday through Sunday, except for Colorado where the weekend is the preceding Saturday and Sunday.

A dash (-) indicates that no counters are located on the particular system.

A blank indicates insufficient or incomplete data for all locations.

TOLL FACILITY MONITORING

Percent Change in Vehicle Transactions By
Day of Week

Week of June 25, 1979 vs. Week of June 26, 1978

July 5, 1979

Facility	Day of Week							
	Mon 6/25	Tues 6/26	Wed 6/27	Thurs 6/28	Fri 6/29	Sat 6/30	Sun 7/1	7-day change
Indiana Toll Road	-4.6	-3.9						
Illinois Tollways	3.2	4.8	2.8					
Ohio Turnpike	-11.8	-12.9	-13.4	-19.3	-22.2	-28.7	-22.9	-19.4
Chesapeake Bay Bridge (Maryland)	-14.6	-8.4	-9.2	-12.4	-15.7	-31.7	-10.8	-16.3
Baltimore Harbor Tunnel	-11.4	-7.0	-7.4	-12.8	-14.8	-35.8	-30.2	-17.4
John F. Kennedy (I-95, Maryland)	-23.6	-21.8	-23.2	-29.9	-38.0	-57.0	-41.8	-36.9
New Jersey Turnpike	-11.8	-12.8	-13.1	-14.8				
West Virginia Turnpike	-9.8	-11.3	-12.0	-14.7	-16.2			
Port Authority of New York & New Jersey ^{1/}	-14.5	-12.2	-13.1	-13.6	-11.6	-21.1	-23.7	-15.5
Pennsylvania Turnpike	-15.2	-15.8	-16.4	-24.5	-27.6			
Richmond-Petersburg Turnpike (Belvidere Plaza)	-6.7	-7.1						

^{1/} Includes George Washington Bridge, Lincoln Tunnel, Holland Tunnel, Bayonne Bridge, Goethals Bridge and Outerbridge Crossing

U.S. Department of Transportation news:



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

FOR RELEASE WEDNESDAY
July 11, 1979

FHWA 41 - 79
(202) 426-0660
Contact: Bill Johnson

DOT ATTACKS HAZARDS OF TOXIC LEAKAGE IN COMMERCIAL MOTOR VEHICLES

The U.S. Department of Transportation's Federal Highway Administration has issued a notice of proposed rulemaking which would establish exposure limits to certain toxic gases within the cabs of commercial motor vehicles.

Limits would be established for carbon monoxide, nitric oxide, and nitrogen dioxide, providing commercial drivers with the same basic protection afforded industrial workers under occupational safety standards established by the Occupational Safety and Health Administration.

FHWA's Bureau of Motor Carrier Safety's initial investigation into the problem of gas intrusion into truck cabs began in April 1973 at the request of commercial drivers and union officials.

Through various stages of testing and experimental research and studies, conducted at the request of FHWA, it was concluded that: "Toxic gases in heavy duty diesel truck cabs presented several potential health hazards; therefore, maximum driver exposure levels for these harmful gases should be adopted."

Interested persons are invited to submit written data, views or arguments pertaining to the proposal. All comments should be forwarded to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C., 20590 on or before the close of business August 17, 1979, Docket Number MC-80.

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U. S. Department of Transportation

news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE WEDNESDAY

July 11, 1979

FHWA 43 - 79

(202) 426-0660

Contact: Bill Johnson

DOT TIGHTENS RULES ON TRUCK INSPECTION AND MAINTENANCE

The U.S. Department of Transportation's Federal Highway Administration has amended the Federal Motor Carrier Safety Regulations to tighten vehicle inspection and maintenance requirements.

The amendment requires that:

- Motor carriers investigate and correct any defects or deficiencies listed on a driver's vehicle condition report, and certify either that repairs (1) have been accomplished or (2) are unnecessary.
- A copy of the vehicle condition report prepared by the last driver of a vehicle be carried on the vehicle for examination by the next assigned driver.
- A driver must review the previous report before operating the vehicle and satisfy himself that any needed repairs have been accomplished. Once satisfied, the driver must sign the previous report.
- Vehicles leased for less than 30 days be inspected before being used, and a signed, written report of the inspection be kept for at least 6 months.

- more -

"Primarily, these new requirements do not impose new regulatory burdens, but are intended to make trucking firms and drivers more accountable for inspection and maintenance functions that they are already required to perform," said Robert A. Kaye, director of the Bureau of Motor Carrier Safety (BMCS). "The need for increased accountability is clearly demonstrated by the results of the Bureau's roadside vehicle inspection program."

From August 1978 to the present, 5,793 commercial motor vehicles have been inspected by BMCS safety investigators. Of these vehicles, 2,562 (44%) were found to have safety defects which were sufficiently serious to warrant placing them out of service until repairs could be accomplished. The majority of the defects involved brakes, tires, wheels, and lights.

Kaye added, "By requiring drivers to personally prepare and sign reports involving inspection and maintenance, it is hoped that the adverse trend toward increasing numbers of unsafe commercial vehicles on the highways will be reversed."

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

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U. S. Department of Transportation

news:

Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590



FOR RELEASE FRIDAY
July 13, 1979

FHWA 42 - 79
(202) 426-0660
Contact: Bill Johnson

SOUND/SLIDE TRAINING KIT FOR MOTOR CARRIER INDUSTRY

A sound/slide training package explaining the Federal Motor Carrier Safety Regulations is now available to the motor carrier industry through the U.S. Department of Transportation's Federal Highway Administration.

The training package was produced over a two-year period by the department's Bureau of Motor Carrier Safety. It contains 514 color slides, eight tape cassettes and a printed script. The one hour and 45-minute production explains the regulations in simple language. Each part of the regulations is presented separately for ease in training.

Copies of the training program are available on loan from BMCS field offices to all interested parties. Although the program was designed to indoctrinate motor carrier safety personnel as quickly as possible, it in no way replaces the need for formal, in-depth training in the regulations.

Copies of the training package can be purchased from the National Audio Visual Center for \$134.75. Included in the request should be the title, "Federal Motor Carrier Safety Regulations," Number A00800. Orders and checks should be sent to:

National Audio Visual Center
General Services Administration
Order Section
Washington, D.C. 20409

Allow 5 to 6 weeks for delivery.

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U. S. Department of Transportation

news:

Office of Assistant Secretary for Governmental and Public Affairs



Washington, D.C. 20590

FOR RELEASE MONDAY
July 13, 1979

FHWA 45 - 79
(202) 426-0660
Contact: Richard Reilly

DOT ANNOUNCES FORMATION OF ADVISORY COMMITTEE ON HIGHWAY BEAUTIFICATION

A National Advisory Committee on Outdoor Advertising and Motorist Information has been established by the U.S. Department of Transportation.

The committee will consist of representatives from government, industry and citizen groups having an interest in outdoor advertising and motorist information. Among other things, it will be asked to advise DOT's Federal Highway Administration on the reassessment of the Highway Beautification Program, which was launched in 1965.

The committee will consist of at least 10 and not more than 25 members to be selected by Federal Highway Administrator Karl S. Bowers with the approval of Secretary of Transportation Brock Adams.

Among groups that will be represented on the committee are state government, municipal government, highway users, environmental organizations, academic community, roadside councils, outdoor advertising industry, tourist industry, alternate information systems industry, and citizens at large.

The committee is expected to function for a two-year period, and may conduct inquiries, workshops, seminars and studies in cooperation with groups in the private sector and state and local government jurisdictions. A final report will be submitted to the Federal Highway Administrator.

Meetings of the committee will be open to the public.

A notice concerning formation of the committee has been published in the Federal Register, and comments and suggestions from the public are welcome. Comments must be received by August 17, and should be addressed to FHWA Docket No. 79-27, HCC-10, Federal Highway Administration, Washington, D.C. 20590.

U. S. Department of Transportation

news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE MONDAY
July 16, 1979

FHWA 44 - 79
(202) 426-0660
Contact: Richard Reilly

OVER \$3.6 BILLION SPENT ON APPALACHIAN HIGHWAYS IN FOURTH QUARTER OF 1978

The U.S. Department of Transportation today announced that over \$3.6 billion in federal and state funds were obligated through the fourth quarter of calendar year 1978 for development highways and local access roads in the 13-state Appalachian Region. The federal share was \$2.158 billion.

Development highways and access roads completed or under construction in the region totaled 2,362 miles as of the end of December 1978, an increase of 38 miles since September 30, 1978. Engineering and right-of-way acquisition were under way on an additional 434 miles. Design had been approved or hearings held on 77 miles, and locations had been approved and design under way on 165 miles.

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

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

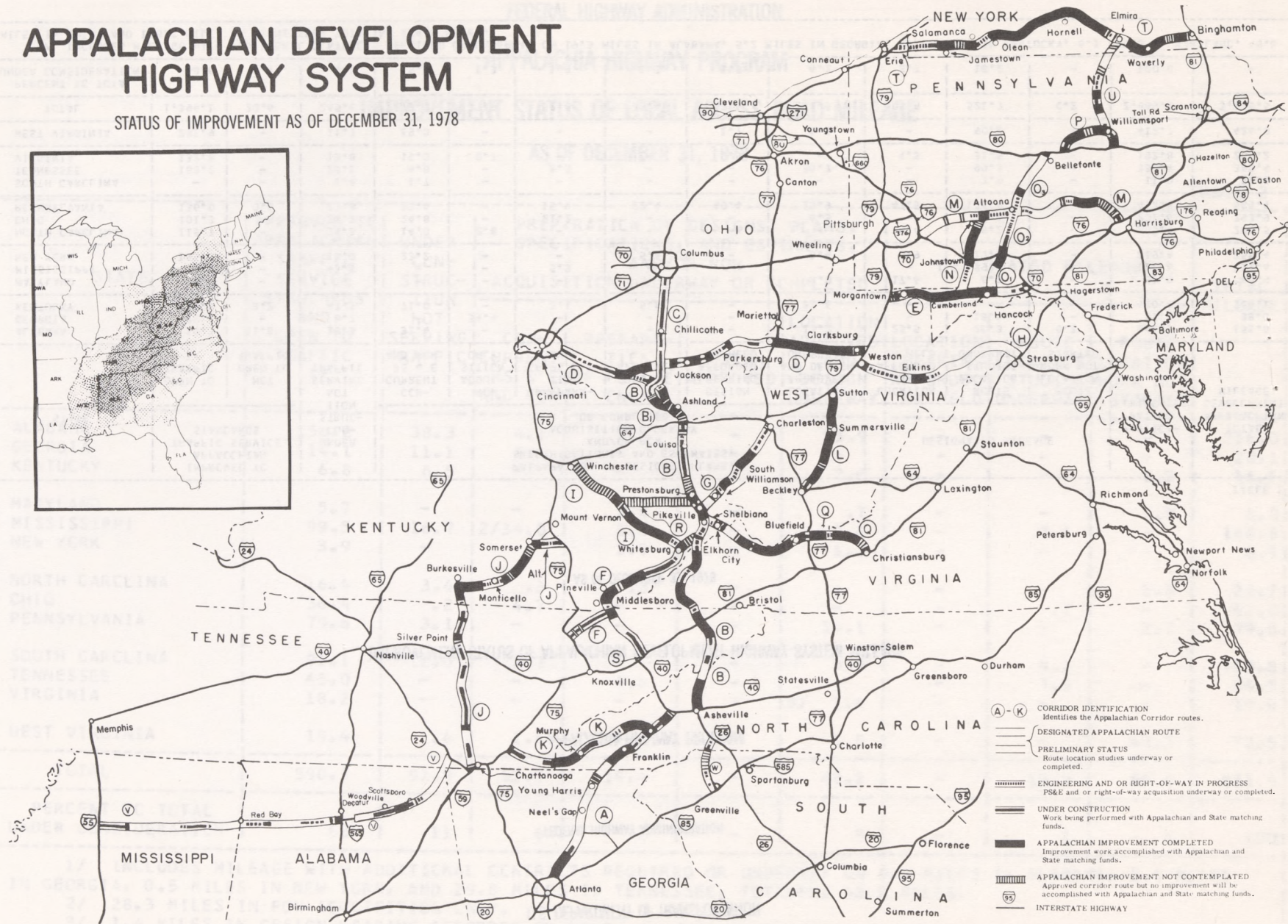
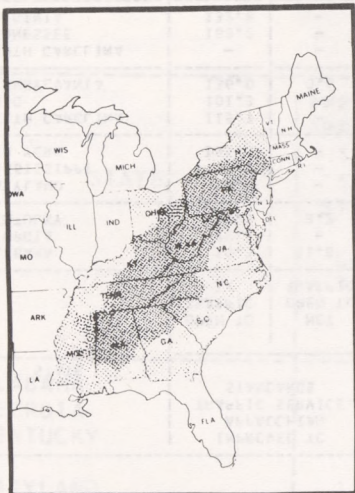
Tables are attached that provide breakdowns on the progress on both the Appalachian development highways and local access roads.

This data was compiled by FHWA's Highway Statistics Division from reports submitted by the state highway agencies. For additional information contact Dwight Briggs, Chief, Mileage Facilities Branch, Federal Highway Administration, Washington, D.C. 20590 or telephone (202) 426-0178.

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APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF DECEMBER 31, 1978



- (A)-(K) CORRIDOR IDENTIFICATION
Identifies the Appalachian Corridor routes.
- DESIGNATED APPALACHIAN ROUTE
- PRELIMINARY STATUS
Route location studies underway or completed.
- ENGINEERING AND/OR RIGHT-OF-WAY IN PROGRESS
PS&E and/or right-of-way acquisition underway or completed.
- UNDER CONSTRUCTION
Work being performed with Appalachian and State matching funds.
- APPALACHIAN IMPROVEMENT COMPLETED
Improvement work accomplished with Appalachian and State matching funds.
- APPALACHIAN IMPROVEMENT NOT CONTEMPLATED
Approved corridor route but no improvement will be accomplished with Appalachian and State matching funds.
- INTERSTATE HIGHWAY

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

APPALACHIA HIGHWAY PROGRAM

IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE

AS OF DECEMBER 31, 1978

TABLE 1

STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS		UNDER CONSTRUCTION NCT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED					DESIGNATED MILEAGE			PARTICIPATING MILEAGE	TOTAL APPALACHIAN DEVELOPMENT MILEAGE
	OPEN TO TRAFFIC 1/	NCT OPEN TO TRAFFIC		CONCURRENT PS & E AND ROW	ROW ACQUISITION ONLY	PREPARATION OF PS & E ONLY	DESIGN APPROVED	DESIGN HEARING AFFORDED OR HELD	LOCATION APPROVED AND DESIGN UNDERWAY	LOCATION HEARING AFFORDED OR HELD	ROUTE LOCATION STUDIES UNDERWAY		
ALABAMA	19.3	11.8	15.3	31.4	-	-	-	13.2	25.5	25.3	0.2	142.0	155.6
GEORGIA	29.2	-	8.7	-	34.4	-	-	-	=	13.4	-	85.7	88.0
KENTUCKY	253.8	8.2	47.5	71.0	=	2.1	5.6	32.6	-	-	-	420.8	584.1
MARYLAND	50.0	-	-	-	-	-	-	-	17.6	6.3	-	81.9	85.9
MISSISSIPPI	3.0	-	43.8	-	-	5.3	-	8.0	-	59.5	-	111.6	111.6
NEW YCRK	155.9	-	13.0	23.2	-	-	5.4	3.4	0.9	17.6	-	219.4	255.4
NORTH CAROLINA	115.7	-	34.3	14.0	2.8	-	-	-	9.4	29.2	-	205.4	206.5
CHIC	101.3	-	24.2	24.8	-	21.2	-	6.5	-	23.6	-	201.6	293.9
PENNSYLVANIA	136.0	0.6	23.8	23.4	-	15.9	22.4	40.4	47.5	126.9	-	452.8	505.4
SOUTH CAROLINA	-	-	1.4	1.7	-	-	-	-	-	7.9	-	11.0	28.0
TENNESSEE	163.2	-	28.1	4.8	-	8.3	-	35.7	-	90.3	-	330.4	340.9
VIRGINIA	132.8	-	13.8	10.0	0.7	-	-	0.5	4.5	31.5	-	193.8	204.2
WEST VIRGINIA	233.9	-	11.7	69.0	-	-	-	1.7	-	90.2	-	412.7	426.0
TOTAL	1,394.1	20.6	265.6	273.3	37.9	52.8	33.4	42.6	105.4	521.7	0.2	2,869.1	3,285.5
PERCENT TO TOTAL UNDER CONSIDERATION	43.6	0.7	9.3	9.5	1.3	1.8	1.2	1.5	3.7	18.2	-	100.0	-

1/ INCLUDES MILEAGE WITH ADDITIONAL CONTRACTS REQUIRED OR UNDERWAY ON 19.3 MILES IN ALABAMA, 5.2 MILES IN GEORGIA, 25.6 MILES IN KENTUCKY, 6.1 MILES IN MARYLAND, 40.6 MILES IN CHIC, AND 128.0 MILES IN TENNESSEE, TOTALING 224.8 MILES.

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

APPALACHIA HIGHWAY PROGRAM

IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE

AS OF DECEMBER 31, 1978

TABLE 2

STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS AND OPEN TO TRAFFIC 1/	UNDER CONSTRUCTION NOT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED				DESIGNATED MILEAGE			TOTAL MILEAGE
			CONCURRENT PS & E AND ROW	PREPARATION OF PS & E ONLY	DESIGN APPROVED	LOCATION APPROVED AND DESIGN UNDERWAY	LOCATION HEARING AFFORDED OR HELD	ROUTE LOCATION STUDIES UNDERWAY	ROUTE LOCATION WORK NOT STARTED	
ALABAMA	156.2	38.3	4.1	1.5	-	15.9	-	-	-	216.0
GEORGIA	14.1	11.1	2.9	-	-	-	-	-	-	28.1
KENTUCKY	6.8	6.5	-	-	-	2.0	-	-	1.3	16.6
MARYLAND	5.7	-	-	1.0	-	.7	-	-	.8	8.2
MISSISSIPPI	99.5	16.7	2/34.0	9.1	-	2.4	-	7.1	-	168.8
NEW YORK	3.9	-	-	2.9	-	1.3	-	-	-	8.1
NORTH CAROLINA	16.4	3.4	.3	.3	-	-	-	-	2.3	22.7
OHIO	36.4	.2	4.7	-	-	-	-	.7	-	42.0
PENNSYLVANIA	79.6	3.1	-	-	-	14.1	-	-	2.7	99.5
SOUTH CAROLINA	91.1	12.0	2.7	-	-	3.8	-	4.2	-	113.8
TENNESSEE	43.0	-	-	4.6	-	-	-	7.9	-	55.5
VIRGINIA	18.2	-	-	-	-	3/ 1.4	-	-	-	19.6
WEST VIRGINIA	19.4	.6	1.6	-	-	1.6	-	-	49.3	72.5
TOTAL	590.3	91.9	50.3	19.4	-	43.2	-	19.9	56.4	871.4
PERCENT TO TOTAL UNDER CONSIDERATION	68	11	6	2	-	5	-	2	6	100

1/ INCLUDES MILEAGE WITH ADDITIONAL CONTRACTS REQUIRED OR UNDERWAY ON 8.5 MILES IN ALABAMA, 1.4 MILES IN GEORGIA, 0.5 MILES IN NEW YORK, AND 29.8 MILES IN TENNESSEE, TOTALING 40.2 MILES.

2/ 28.3 MILES IN ROW ACQUISITION ONLY.

3/ 1.4 MILES IN DESIGN HEARING AFFORDED OR HELD.

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

APPALACHIAN FUNDS OBLIGATED

AS OF DECEMBER 31, 1978

TABLE 3

STATE	DEVELOPMENT HIGHWAYS		LOCAL ACCESS ROADS		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	44,010,776	27,408,531	33,604,744	21,343,036	77,615,520	48,751,567
GEORGIA	68,735,523	41,252,000	17,606,012	11,169,136	86,341,535	52,421,136
KENTUCKY	589,848,209	380,808,162	6,534,157	4,085,846	596,382,366	384,894,008
MARYLAND	131,076,254	68,995,515	3,707,236	2,149,144	134,783,490	71,144,659
MISSISSIPPI	48,064,005	33,644,801	27,326,413	17,909,784	75,390,418	51,554,585
NEW YORK	402,779,299	203,780,715	4,363,743	2,925,539	407,143,042	206,706,254
NORTH CAROLINA	202,095,082	120,503,507	8,427,875	5,346,931	210,522,957	125,850,438
OHIO	169,091,459	101,212,739	10,768,855	4,693,939	179,860,314	105,906,678
PENNSYLVANIA	420,224,101	241,632,248	31,606,347	13,358,762	451,830,448	254,991,010
SOUTH CAROLINA	1,945,715	1,362,000	20,890,411	14,431,000	22,836,126	15,793,000
TENNESSEE	322,655,810	213,969,414	16,198,362	10,012,311	338,854,172	223,981,725
VIRGINIA	172,943,201	105,041,922	7,051,831	4,665,362	179,995,032	109,707,284
WEST VIRGINIA	834,400,116	500,822,086	9,340,978	5,846,103	843,741,094	506,668,189
TOTAL	3,407,869,550	2,040,433,640	197,426,964	117,936,893	3,605,296,514	2,158,370,533

U.S. Department of Transportation

news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE TUESDAY
July 17, 1979

FHWA 46 - 79
(202) 426-0660
Contact: Richard Reilly

TRAFFIC TRENDS

The U.S. Department of Transportation's Federal Highway Administration will report on highway travel trends in the United States during the present period of gasoline shortages.

HIGHWAY TRAVEL IN U.S. SHOWS UNIFORM DECREASE DURING WEEK OF JULY 2-8

Highway travel showed a uniform decrease for the week of July 2-8, as compared with a similar period last year, on 10 eastern and midwestern toll facilities and on rural stretches of Interstate System freeways in eight states, the U.S. Department of Transportation reported.

In some respects, statistics for the week were difficult to analyze. In 1978, the Fourth of July holiday occurred on a Tuesday, which meant that many people also took off from work on Monday to make a four-day weekend, while this year the Fourth was a one-day, midweek holiday, on a Wednesday. This normally would create different travel patterns.

Consequently, it is difficult to ascertain how much of the decrease in travel during the holiday period was due to the gasoline shortage and how much was caused by normal travel patterns.

Following are tables which show travel on selected toll roads and at selected locations on rural Interstate highways in eight states for the July 2-8 period as compared with the July 3-9 period a year ago.

TOLL FACILITY MONITORING

Percent Change in Vehicle Transactions By
Day of Week

Week of July 2, 1979 vs. Week of July 3, 1978

July 12, 1979

Facility	Day of Week							7-day change
	Mon 7/2	Tues 7/3	Wed 7/4	Thurs 7/5	Fri 7/6	Sat 7/7	Sun 7/8	
Illinois Tollways	23.7	44.8						
Ohio Turnpike	-5.3	-2.1	-45.8	-15.5	-12.1	-15.9	-15.0	-16.5
Chesapeake Bay Bridge (Maryland)	-8.9	5.0	-30.5	-8.2	-9.3	-13.7	-3.8	-10.4
Baltimore Harbor Tunnel	6.2	23.3	-56.7	-15.0	-9.3	-22.3	-22.6	-16.4
John F. Kennedy (I-95, Maryland)	-22.3	-28.4	-59.9	-23.0	-21.2	-34.8	-31.1	-31.8
New Jersey Turnpike	16.4	59.0	-49.3	-11.6	-11.9			
West Virginia Turnpike	2.5	4.1	-50.2	-15.0	-7.6			
Port Authority of New York & New Jersey ^{1/}	3.7	34.2	-34.4	-9.6	-7.9	-13.0	-11.2	-7.6
Pennsylvania Turnpike	-2.5	13.1	-54.6	-17.3	-16.6			
Richmond-Petersburg Turnpike (Belvidere Plaza)	-1.0	13.6	-51.9					

^{1/} Includes George Washington Bridge, Lincoln Tunnel, Holland Tunnel, Bayonne Bridge, Goethals Bridge and Outerbridge Crossing

- 2 -

Special Traffic Monitoring ^{1/}
 Percent Change in Traffic Counts
 Week of July 2, 1979 vs. Week of July 3, 1978

State	Interstate Rural			Interstate Urban			Other Rural			Other Urban		
	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day
Arizona	-13.7	-13.8	-13.7	=	=	-	-1.7	+17.2	+1.2	+3.2	+3.4	+3.2
Colorado	-8.4	-11.1	-9.2	+1.1	+2.4	+1.4	-1.8	-10.7	-4.4	+9.0	+5.9	+8.3
Florida	-13.7	-14.4	-13.9	-10.3	-13.7	-11.2	-2.0	-14.7	-4.9	-5.3	-4.8	-5.1
Georgia	-8.7	-15.9	-10.9	-16.3	-28.0	-19.2	-0.1	+2.4	+0.6	-4.7	-3.0	-4.3
Michigan	-7.0	-4.7	-6.2	+3.6	-2.7	+2.2	-13.5	-1.0	-9.9	+17.5	-0.2	+12.4
New Mexico	-23.8	-18.4	-22.2	-	-	-	-5.2	+0.1	-3.6	+3.0	-0.7	+2.0
North Dakota	-19.2	-31.7	-23.0	-	-	-	-12.4	-8.4	-11.2	-	-	-
Wyoming	-10.9	-15.4	-12.4	-8.9	-7-1	-8.4				+9.2	-4.4	+3.8

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1

^{1/} Based on continuous traffic counts at selected locations reported by State highway agencies

Weekdays include the period Monday through Friday and the weekend consists of the following Saturday and Sunday. Total 7 day includes the period Monday through Sunday, except for Colorado where the weekend is the preceding Saturday and Sunday.

A dash (-) indicates that no counters are located on the particular system.

A blank indicates insufficient or incomplete data for all locations.

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U. S. Department of Transportation news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE MONDAY
July 23, 1979

FHWA 47 - 79
(202) 426-0660
Contact: Richard Reilly

DOT WARNS FOUR STATES
OF POSSIBLE FUNDS LOSS;
CAUTIONS ADDITIONAL SIX

The U.S. Department of Transportation has officially warned four states that they could lose federal-aid highway funds because they are not adequately enforcing their truck weight laws.

In letters to the Governors of Massachusetts, Delaware, Texas and Wyoming, Federal Highway Administrator Karl S. Bowers said that the states must establish within 60 days that they are in compliance with the law.

Should they fail to do so, they could face loss of up to 10 percent of all their federal-aid highway apportionment.

Under existing law, states must certify to the Department of Transportation on January 1 of each year that they are enforcing the truck weight laws on their highways. The certifications are analyzed by the department's Federal Highway Administration.

Last year, 14 states were notified of possible loss of federal funds, but after a series of hearings with DOT officials, at which pledges were made by the states to increase enforcement efforts, no funds were withheld.

Massachusetts and Delaware were among those 14 states, and Administrator Bowers indicated that they have not made sufficient progress on the corrective measures they had proposed to take.

Texas and Wyoming received letters from the Secretary of Transportation last year, cautioning them that their efforts at enforcing truck weight laws appeared to be marginal.

-more-

In addition to the four states formally informed of possible funding loss, Administrator Bowers has also notified transportation officials in Kansas, Nebraska, New Mexico and Tennessee of DOT's concern with decreasing truck weighings and a decreased number of citations as possible indications of reduced enforcement efforts. Responses from this group of states were requested by September 1.

The Administrator also informed South Dakota and New Mexico that special permit practices allowing vehicles in excess of 100,000 pounds to use Interstate System highways appeared to be inconsistent with federal law. They were asked to eliminate the practice or face the possible loss of Interstate System funding.

Continued monitoring of the 14 states that received warnings last year is under way, and further DOT action may be forthcoming in the near future if any of the states are found to be lax in implementing remedial action.

* * *

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Office of Assistant Secretary for Governmental and Public Affairs

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FOR RELEASE MONDAY
July 23, 1979

FHWA 48-79
(202) 426-0660
Contact: Richard Reilly

NEW DOT BOOKLET TELLS
HOW HIGHWAY FUNDS CAN
AID ENERGY CONSERVATION

Various ways in which federal-aid highway funds can be used by state and local transportation officials to implement energy conservation activities are described in a new U.S. Department of Transportation publication.

Published by the department's Federal Highway Administration, the new publication "TSM (Transportation System Managements) and Federal Aid Highway Funds for Transportation," has been distributed to all of FHWA's field offices.

Federal Highway Administrator Karl S. Bowers said, "The information contained in this booklet is particularly timely, in light of President Carter's commitment to reducing our dependence on imported oil. The Federal Highway Administration's division offices, located in each state, can and will work closely with state transportation agencies to provide quick approval of projects which can qualify for existing federal-aid funds."

Transportation energy conservation activities described in the booklet include ridesharing (carpooling and vanpooling), preferential highway facilities for buses and carpools, fringe parking, pedestrian and bicycle facilities, traffic signal and other traffic engineering improvements, and provisions for public transportation.

Copies of the booklet are available free of charge from FHWA division offices (generally located in state capitals and listed in phone books under "U.S. Government") and from the FHWA Office of Public Affairs, Washington, D.C. 20590, telephone: 202-426-0677.

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U. S. Department of Transportation

news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE WEDNESDAY
July 25, 1979

FHWA 49 - 79
(202) 426-0660
Contact: Richard Reilly

TRAFFIC TRENDS

The U.S. Department of Transportation's Federal Highway Administration will report on highway travel trends in the United States during the present period of gasoline shortages.

MAY '79 HIGHWAY TRAVEL FALLS BELOW '78 LEVEL

Travel on U.S. highways was down by 1.9 percent in May of this year compared to the same month in 1978, the U.S. Department of Transportation reported.

This was the first time since November 1974 that highway travel in any month was less than in the same month of the previous year. Since 1974, the increase in travel for May compared to the previous year ranged from 4 to 6 percent.

The decrease was reported by the department's Federal Highway Administration, and was based on continuous traffic counts at approximately 3,000 locations reported by state highway agencies.

Travel on main rural roads dropped by 1.7 percent in May 1979, and included decreases of 4.9 percent in the western states, 1.3 percent in the central states and 0.9 in the eastern states. Decreases of 0.8 percent on local rural roads and 2.2 percent on urban streets were also recorded.

Total U.S. travel for the first five months of 1979 indicates an increase of 1.9 percent compared to the same period in 1978. However, this cumulative total has been steadily dropping since January when a 4.2 percent increase was recorded followed by changes of plus 3.3 percent, plus 2.9 percent, plus 1.9 percent, and minus 1.9 percent during the February-May period.

Results of special FHWA weekly-traffic monitoring for the week of July 9 continue to show a decrease in traffic compared to the same period in 1978. These decreases are particularly evident on eastern and midwestern toll facilities, as well as on selected sites on rural Interstate highways.

Continuing the pattern of previous weeks, the decreases in travel are greatest on weekends.

Following are tables which show monitoring results for selected toll facilities and at selected continuous traffic counting sites on various highway categories in nine states.

TOLL FACILITY MONITORING

Percent Change in Vehicle Transactions By
Day of Week

Week of July 9, 1979 vs. Week of July 10, 1978

July 19, 1979

Facility	Day of Week							7-day change
	Mon 7/9	Tues 7/10	Wed 7/11	Thurs 7/12	Fri 7/13	Sat 7/14	Sun 7/15	
Indiana Toll Road								
Illinois Tollways	5.2	4.1	3.0	5.7				
Ohio Turnpike	-11.0	-8.3	-9.0	-9.3	-12.8	-22.3	-22.5	-15.3
Chesapeake Bay Bridge (Maryland)	3.9	-6.4	-10.7	-3.4	2.3	2.3	-1.9	-1.4
Baltimore Harbor Tunnel	-6.7	-6.6	-7.4	-6.0	-7.3	-21.6	-22.8	-11.1
John F. Kennedy (I-95, Maryland)	-18.5	-13.0	-16.1	-14.2	-21.0	-33.7	-33.1	-22.8
New Jersey Turnpike	-7.4	-7.3	-9.2	-6.0	-6.3			
West Virginia Turnpike	3.3	-3.6	-5.6	-6.4	-6.2	-10.5	-21.7	-7.7
Port Authority of New York & New Jersey ^{1/}	-4.6	-5.3	-7.6	-6.9	-5.5	-11.9	-10.9	-7.5
Pennsylvania Turnpike	-12.1	-12.6	-14.3	-13.6	-16.7			
Richmond-Petersburg Turnpike (Belvidere Plaza)	1.2	-3.4	-6.2					

^{1/} Includes George Washington Bridge, Lincoln Tunnel, Holland Tunnel, Bayonne Bridge, Goethals Bridge and Outerbridge Crossing

Special Traffic Monitoring ^{1/}
 Percent Change in Traffic Counts
 Week of July 9, 1979 vs Week of July 10, 1978

State	Interstate Rural			Interstate Urban			Other Rural			Other Urban		
	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day
Arizona	-7.4	-11.0	-8.5	=	=	-	+12.0	+3.2	+9.2	+5.0	+8.6	+5.7
Colorado	-7.6	-2.4	-5.9	+0.5	+2.1	+0.9	-0.1	+1.7	0.0	+3.9	+1.7	+3.4
Florida	-4.7	-19.7	-10.0	-5.7	-36.6	-13.6	-16.8	-5.8	-14.4	-5.0	-4.1	-4.8
Georgia	-3.8	-15.2	-7.3			+4.5	-0.2	-3.4	-1.1	-3.6	-8.8	-4.8
Iowa	-6.4	-15.3	-9.6	-	-	-	-4.4	-7.4	-5.0	-6.4	-2.7	-5.5
Michigan	-0.1	-6.8	-2.2	+4.8	-0.5	+3.7	-12.7	-15.5	-13.6	+3.3	-3.1	+1.6
New Mexico	-14.9	-22.8	-17.5	-	-	-	-1.7	-10.4	-4.5	-2.4	-12.7	-3.6
North Dakota	-17.1	-21.8	-18.5	-	-	-	-12.4	-5.3	-10.5	-	-	-
Wyoming	-6.2	-15.4	-8.8	-1.8	-3.6	-2.3	+2.2	+3.7	+2.6	+2.4	+6.2	-0.2

^{1/} Based on continuous traffic counts at selected locations reported by State highway agencies

Weekdays include the period Monday through Friday and the weekend consists of the following Saturday and Sunday. Total 7 day includes the period Monday through Sunday, except for Colorado where the weekend is the preceding Saturday and Sunday.

A dash (-) indicates that no counters are located on the particular system.

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U. S. Department of Transportation

news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE MONDAY
July 30, 1979

FHWA 50-79
(202) 426-0660
Contact: Richard Reilly

DOT ASSESSES \$360,000 PENALTY FOR HAZARDOUS MATERIALS VIOLATIONS

The U.S. Department of Transportation today announced that it has brought a \$360,000 civil forfeiture claim against the Austin Powder Company of Cleveland, Ohio, for several violations of the Federal Motor Carrier Safety and Hazardous Materials regulations.

The Department's Bureau of Motor Carrier Safety, a component of the Federal Highway Administration, notified the Austin firm that it must reply within 30 days, and that it may request a hearing, if it desires.

The assessment against Austin resulted from accidents involving two separate truck shipments.

On April 23 of this year, Austin transported a load consisting of approximately 12,000 pounds of dynamite, 11,000 pounds of nitro carbo nitrate, and more than 1,000 blasting caps between Ransonville and Lancaster in western New York state. Upon arrival in Lancaster, the vehicle in which the explosives were being transported exploded, causing personal injury, property damage and endangering the lives of persons in the vicinity.

According to the Bureau of Motor Carrier Safety, the shipment involved the following violations:

- °° There was no written route plan for the transportation of the explosives.
- °° The vehicle was not placarded.

°° The vehicle floor had steel plates located over the rear wheels and sheet metal protecting the rear wheels, and sheet metal protecting the fuel fill pipes.

°° The blasting caps were transported in a manner that violated federal regulations.

On April 5 of this year, the Austin firm attempted to transport a load of approximately 1,000 pounds of dynamite and 500 blasting caps between Coaldale and Premier, W. Va. Near Keystone, W. Va., the load exploded, causing personal injury, property damage and endangering lives. The Bureau of Motor Carrier Safety cited the following violations:

°° The containers of explosives were not braced to prevent movement.

°° The explosives were not completely covered by a secure tarpaulin during the transportation.

°° The explosives were not segregated from other articles being transported.

°° Drivers for Austin Powder Company had not been instructed in their responsibilities under the hazardous materials regulations or in emergency procedures.

As a result of a followup safety arrest, the Bureau has charged:

°° The firm required or permitted its drivers to make false entries on their daily logs (96 violations).

The Bureau of Motor Carrier Safety assessed Austin \$10,000 each for four of the violations; \$8,000 each for another four violations, and \$3,000 for each of the daily log violations.

The Bureau also has proposed entering an order prohibiting Austin from transporting any explosives until it has instructed its drivers on the requirements of the regulations and emergency procedures, and has taken adequate measures to prevent future violations of the Federal Motor Carrier Safety and Hazardous Materials Regulations.

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FOR RELEASE MONDAY

July 30, 1979

DOT FIELD OFFICES
TOLD TO STEP UP
ENERGY SAVING EFFORTS

FHWA 51-79
(202) 426-0660
Contact: Richard Reilly

U.S. Department of Transportation field offices have been directed to aggressively strive to expand energy-saving programs such as vanpooling and carpooling, preferential bus and carpool lanes and fringe parking in every state and metropolitan area in the country.

Federal Highway Administrator Karl S. Bowers, in a directive to all regional and division offices, said:

"To help achieve the President's energy program, I want each Federal Highway Administration field office to make aggressive efforts to significantly increase implementation of energy conservation projects in every state and metropolitan area."

The Federal Highway Administration has nine regional offices and division offices in every state, the District of Columbia and Puerto Rico.

Administrator Bowers also stated that FHWA should "strongly encourage" all state transportation agencies to take the lead in planning and implementing energy conservation projects and to provide technical assistance to the metropolitan areas.

"Local planning agencies should also increase energy contingency and conservation planning activities and speed implementation of energy conservation projects," he added.

"Efforts should include activities such as ridesharing marketing, computerized matching, vanpooling, variable work hours programs, parking priorities, fringe parking, high occupancy vehicle lanes, and ramp priorities. Increased system efficiency through improved signal timing synchronization also should be a high priority activity."

The Administrator also directed field offices to provide technical assistance where needed, and to seek to eliminate state regulatory barriers. He said that specific goals for states and major metropolitan areas will be provided at a later date.

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FOR RELEASE MONDAY

July 30, 1979

DOT'S SURPRISE ROADSIDE
TRUCK CHECK AT BALTIMORE
UNCOVERS MANY VIOLATIONS

FHWA 52-79
(202) 426-0660
Contact: Richard Reilly

A surprise inspection of trucks and trailers entering the Port of Baltimore last week by U.S. Department of Transportation investigators resulted in 99 trucks and nine drivers being placed out of service.

Inspectors for the Department's Bureau of Motor Carrier Safety uncovered a total of 990 violations of the Federal Motor Carrier Safety Regulations at the checkpoint at the Dundalk (Md.) Marine Terminal.

The drivers were put out service for hours of service violations. Trucks with serious safety defects were grounded and could not be moved until necessary repairs were made.

In addition to 13 Bureau of Motor Carrier Safety Inspectors, 15 Maryland State Police troopers and members of the Dundalk Port Authority Police and the Maryland State Fire Marshal's Office participated in the unannounced, two-day inspection.

The State Police inspected a total of 261 trucks operating solely within the State of Maryland, over which the Bureau of Motor Carrier Safety has no authority (its jurisdiction being limited to interstate operations). Out of this number, the State Police issued 94 service repair orders -- to be completed within 10 days -- 70 warnings and 7 summonses.

The breakdown on the Bureau of Motor Carrier Safety inspections is as follows:

- more -

July 24: 82 trucks and trailers inspected, 47 placed out of service. 5 drivers placed out of service. 13 hazardous materials violations noted (such as vehicles not being placarded, hazardous materials classification and certification violations).

July 25: 83 trucks inspected, 52 placed out of service. 4 drivers placed out of service. 11 hazardous materials violations noted.

Most of the violations of the Federal Motor Carrier Safety Regulations discovered involved brakes, tires and lighting devices.

Approximately 1,400 vehicles moved through the inspection point each day during the hours of inspection, which ran from 7 a.m. to 6 p.m.

This was another in a continuing, and accelerated, series of unannounced roadside checks Bureau of Motor Carrier Safety inspectors are making in all sections of the country.

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FOR RELEASE MONDAY
July 30, 1979

DOT 86-79
Contact: Howard Coan
Phone: (202) 426-4321

DOT OPENS NEW OFFICE
TO HELP SMALL FIRMS
GET FEDERAL FUNDS

The Department of Transportation has established a new office designed to increase substantially DOT's funding for small business firms, especially those owned by minorities and women.

Wilbert E. Cantey, a DOT mathematician and systems analyst for the past 10 years, has been appointed director of the new Office of Small and Disadvantaged Business Utilization.

Most federal departments and agencies were required to form such an office under last year's amendments to the Small Business Act.

DOT's office will collect information nationwide about small businesses, then match their capabilities with DOT-funded transportation projects in such areas as railroads, mass transit, aviation and highway construction.

The office also has authority over contracts awarded to small businesses by the department's 53 procurement offices that buy supplies and services around the country for field operations of such DOT agencies as the Coast Guard, Federal Aviation Administration and Federal Highway Administration.

In addition, an annual report will be made to the President and Congress on DOT progress toward increasing small and minority business participation.

DOT's financial aid programs to state and local governments and transportation authorities total nearly \$12 billion a year, but minority firms participate in only about 2 percent of this assistance. The office has set an initial goal of raising this figure to between 10 and 15 percent within two to three years.

The Minority Business Resource Center, which was set up under a 1976 rail rehabilitation act in DOT's Federal Railroad Administration and has served as a pilot program for the entire department, will be transferred into the new DOT office in about six months.

Cantey, 48, has been director since 1974 of FRA's Office of Systems Analysis, where railroad legislative policy is formulated on the use of federal funds to rehabilitate the rail system.

Previously, for five years he had been the chief of FRA's Information and Analysis Division. He also worked on policy studies to develop high-speed rail passenger service between Washington, D.C., and Boston, and helped to increase significantly the level of minority firm participation in that program.

Cantey was a civilian mathematician in the U.S. Army for 12 years and from 1966 to 1969 headed a computer simulation group for the U. S. Arms Control and Disarmament Agency in Washington, D.C.

A career federal employee, he has entered the newly created Senior Executive Service, a part of the reorganized Civil Service System.

Born in Columbia, S.C., Cantey was graduated from Benedict College there in 1951 with a bachelor's degree in applied mathematics. He has taken graduate courses at South Carolina State University, the Universities of Delaware and Maryland and Johns Hopkins University, and has an operations research certificate from the Massachusetts Institute of Technology.

Among his organization memberships are the Transportation Research Forum, Transportation Research Board, NAACP, National Urban League and the United Negro College Fund.

Cantey is married to the former Lottie Burruss. They live in Washington, D.C. and have a married daughter, Mrs. Janalyn Cantey Edmunds of Silver Spring, Md., and a son, Wilbert Cantey Jr., a student at Benedict College.

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Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE NOON MONDAY

July 30, 1979

DOT 87-79

Contact: Bob Beasley

Phone: (202) 426-1276

AUTO INSURANCE FIRMS SUPPORT 55 MPH LIMIT

Insurance firms that handle nearly all of the nation's automobile policies have given their full backing to the national 55 mile per hour speed limit, Joan Claybrook, National Highway Traffic Safety Administrator, said today.

Representing Acting Secretary of Transportation W. Graham Claytor, Jr., at an awards ceremony, Claybrook said, "Some 700 of the nation's insurance companies, large and small, believe in 55 and have pledged their active support of this speed limit."

Claybrook pointed out that some insurance companies have designated a portion of their national advertising budget to promote the 55 mph speed limit. All the firms have promised to inform their employees, policyholders and stockholders about the law's benefits.

"Insurance companies have two coinciding objectives -- to save lives and reduce insurance costs," Claybrook said. "Therefore, 55 is important to them."

Government studies show that life expectancy among Americans improved by 1.7 years in the five years from 1972 to 1976, an increase greater than in the previous 10 years. Insurance companies credit the 55 mph speed limit as a leading cause in that extension.

"No one can put a precise dollar value on the industry's efforts in behalf of 55, but we estimate the worth to our program will be several million dollars," Claybrook said.

Organizations already supporting the mandatory speed limit include: the American Automobile Association, American Trucking Associations, International Brotherhood of Teamsters, National Governors Association, American Bus Association, Highway Users Federation, Motor Vehicle Manufacturers Association, International Association of Chiefs of Police, the American Association of Motor Vehicle Administrators and several of the major oil companies.

"We asked for help from the insurance industry when our data made it clear that the speed limit was providing such an excellent payoff in saving lives, reducing injuries and saving fuel", Claybrook said. "Still, far too many drivers are exceeding the speed limit, and we felt that the industry could provide great assistance in getting wider observance."

At the ceremony, Claybrook presented special Secretarial Awards to 25 representatives of insurance companies and associations for their promotional campaigns on the speed limit.

The awards were given to:

Aetna Life & Casualty Company, Hartford, Connecticut

Alliance of American Insurers, Chicago, Illinois

Allstate Insurance Company, Northbrook, Illinois

American Insurance Association, Washington, D.C.

The Continental Corporation, New York, New York

Crum & Forster Insurance Companies, Morristown, New Jersey

Employers Insurance of Wausau, Wausau, Wisconsin

Government Employees Insurance Company, Washington, D.C.

The Hartford Insurance Group, Hartford, Connecticut

The Home Insurance Companies, New York, New York

INA Corporation, Philadelphia, Pennsylvania

Indiana Farmers & Town and Country Mutual Insurance Companies,
Indianapolis, Indiana

Insurance Information Institute, New York, New York

Kemper Insurance Companies, Long Grove, Illinois

Liberty Mutual Insurance Company, Boston, Massachusetts

Metropolitan Life Insurance Company, New York, New York

National Association of Independent Insurers, Des Plaines, Illinois

Nationwide Insurance Company, Columbus, Ohio

Royal-Globe Insurance Companies, New York, New York

The St. Paul Companies, Inc., St. Paul, Minnesota

The Sentry Group, Stevens Point, Wisconsin

State Farm Insurance Companies, Bloomington, Illinois

The Travelers Insurance Companies, Hartford, Connecticut

United Services Automobile Association, San Antonio, Texas

CNA Insurance Company, Chicago, Illinois

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U.S. Department of Transportation

news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE TUESDAY
July 31, 1979

FHWA 53-79
(202) 426-0660
Contact: Richard Reilly

TRAFFIC TRENDS

The U.S. Department of Transportation's Federal Highway Administration will report on highway travel trends in the United States during the present period of gasoline shortages.

HIGHWAY TRAVEL IN U.S. CONTINUES TO RUN LESS THAN IT DID DURING 1978

Highway travel in the United States dropped off again during the week of July 16, continuing to be lower than the same period a year ago, the U.S. Department of Transportation reported.

As has consistently been the case for the past several weeks, the greatest decline was on the weekend.

The most substantial weekend dropoffs showed up in North Dakota, 23.3 percent; New Mexico, 22.3; Iowa, 15.8; Florida, 14.1; and on the John F. Kennedy Expressway (I-95) in Maryland, 26.1.

Following are tables which indicate travel patterns on selected eastern and midwestern toll facilities and at selected locations on rural Interstate highways in nine states for the week of July 16, as compared with the week of July 17 a year ago.

- more -

Special Traffic Monitoring ^{1/}
 Percent Change in Traffic Counts
 Week of July 16, 1979 vs. Week of July 17, 1978

State	Interstate Rural			Interstate Urban			Other Rural			Other Urban		
	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day
Arizona	-6.4	-9.5	-7.4	-	-	-	+8.5	-12.5	1.3	+8.3	+8.7	+8.4
Colorado	-9.8	-13.6	-11.0	-4.2	-9.7	-5.5	-0.7	-1.3	-0.9	+2.7	-1.8	+1.9
Florida	-7.6	-14.1	-9.8	-36.8	-39.5	-37.4	-	-	-	-3.5	-3.8	-3.5
Georgia	-4.6	-13.8	-7.3	-5.3	-15.8	-7.9	-3.8	-1.8	-3.3	-3.9	-4.3	-4.0
Iowa	-6.9	-15.8	-9.6	-	-	-	+2.1	-4.6	0.0	-12.8	-7.8	-11.5
Michigan	-0.2	-8.0	-2.8	+0.6	-5.8	-0.7	-10.7	-9.3	-10.3	+3.8	+6.5	+4.4
New Mexico	-16.9	-22.3	-18.6	-	-	-	-3.8	-2.0	-3.2	-8.5	-11.2	-9.2
North Dakota	-14.3	-23.3	-17.1	-	-	-	-7.5	-6.6	-7.2	-	-	-
Wyoming	-7.6	-14.0	-9.4	-1.3	-12.5	-4.6	-0.7	-	-	-6.4	-7.8	-6.7

^{1/} Based on continuous traffic counts at selected locations reported by State highway agencies

Weekdays include the period Monday through Friday and the weekend consists of the following Saturday and Sunday. Total 7 day includes the period Monday through Sunday, except for Colorado where the weekend is the preceding Saturday and Sunday.

A dash (-) indicates that no counters are located on the particular system.

A blank indicates insufficient or incomplete data for all locations.

- more -

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TOLL FACILITY MONITORING

Percent Change in Vehicle Transactions By
Day of Week

Week of July 16, 1979 vs. Week of July 17, 1978

July 26, 1979

Facility	Day of Week							
	Mon 7/16	Tues 7/17	Wed 7/18	Thurs 7/19	Fri 7/20	Sat 7/21	Sun 7/22	7-day change
Indiana Toll Road	-2.2	1.1						
Illinois Tollways	4.8	3.8						
Ohio Turnpike	-12.0	-13.8	-8.8	-7.4	-8.6	-13.8	-11.3	-10.8
Chesapeake Bay Bridge (Maryland)	-1.2	-8.6	-7.4	-6.8	-5.2	-13.1	-9.3	-7.8
Baltimore Harbor Tunnel	-8.6	-8.0	-9.4	-7.8	-6.3	-12.3	-14.0	-9.3
John F. Kennedy (I-95, Maryland)	-21.0	13.1	-14.5	-14.4	-16.2	-27.2	-25.0	-16.6
New Jersey Turnpike	-5.7	-5.4	-8.6	-2.6	-5.5			
West Virginia Turnpike	-4.4	-7.3	-8.0	-8.7	-8.6			
Port Authority of New York & New Jersey ^{1/}	-7.1	-4.9	-6.6	-3.0	-3.3	-7.4	-2.2	-4.9
Pennsylvania Turnpike	-14.0	-14.5	-16.1	-14.9	-14.5			
Richmond-Petersburg Turnpike (Belvidere Plaza)	-5.8	-4.2	-6.8	-5.5	-8.8			

^{1/} Includes George Washington Bridge, Lincoln Tunnel, Holland Tunnel, Bayonne Bridge, Goethals Bridge and Outerbridge Crossing

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U. S. Department of Transportation

news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE TUESDAY
August 7, 1979

FHWA 54-79
(202) 426-0660
Contact: Richard Reilly

TRAFFIC TRENDS

The U.S. Department of Transportation's Federal Highway Administration will report on highway travel trends in the United States during the present period of gasoline shortages.

DROP IN HIGHWAY TRAVEL SHOWS SIGNS OF LEVELING OFF

The decline in highway travel that has been noted for the past several weeks gives signs of leveling off, the U.S. Department of Transportation reported.

Figures for the week of July 23 show traffic running from 4.3 to 18.7 percent lower than for the corresponding period of July 24, 1978. However, the figures showed little change overall from the preceding week, indicating that the drop-off in travel may be stabilizing as gasoline supplies become more abundant around the country.

Following are tables which indicate travel patterns on selected eastern and midwestern toll facilities and at selected locations on rural Interstate highways in nine states for the week of July 23, as compared with the week of July 24 a year ago.

Special Traffic Monitoring ^{1/}
 Percent Change in Traffic Counts
 Week of July 23, 1979 vs. Week of July 24, 1978

State	Interstate Rural			Interstate Urban			Other Rural			Other Urban		
	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day
Arizona	-7.0	-11.8	-8.2	-	=	-	+10.2	+6.7	+9.1	+5.4	+15.7	+7.4
Colorado	-8.1	-12.2	-9.4	-4.1	-6.7	-4.7	-2.9	-7.3	-4.1	+6.5	-4.0	+4.5
Florida	-4.8	-14.4	-7.9	-34.1	-39.4	-35.3	+6.8	-3.3	+3.5	-0.3	-22.7	-6.4
Georgia	-3.9	-14.4	-9.5	-1.6	-6.8	-2.9	-3.9	-2.7	-3.6	-3.8	-5.7	-4.3
Iowa	-7.0	-16.1	-9.2	-	-	-	+1.7	-8.5	-1.2	-8.4	-6.1	-7.8
Michigan	-1.0	-11.1	-4.4	+3.2	-3.1	+1.9	-10.2	-1.7	-7.4	+2.3	-3.3	+0.9
New Mexico	-16.7	-22.7	-18.7	-	-	-	-4.4	-6.3	-5.0	-7.5	-9.3	-7.9
North Dakota	-6.4	-17.0	-9.6	-	-	-	-9.7	-13.3	-11.7	-	-	-
Wyoming	-8.8	-15.4	-10.3	-12.4	-5.1	-10.3				-7.0	+9.6	-2.8

^{1/} Based on continuous traffic counts at selected locations reported by State highway agencies

Weekdays include the period Monday through Friday and the weekend consists of the following Saturday and Sunday. Total 7 day includes the period Monday through Sunday, except for Colorado where the weekend is the preceding Saturday and Sunday.

A dash (-) indicates that no counters are located on the particular system.

A blank indicates insufficient or incomplete data for all locations.

- 2 -

TOLL FACILITY MONITORING

Percent Change in Vehicle Transactions By
Day of Week

Week of July 23, 1979 vs. Week of July 24, 1978

August 2, 1979

Facility	Day of Week							7-day change
	Mon 7/23	Tues 7/24	Wed 7/25	Thurs 7/26	Fri 7/27	Sat 7/28	Sun 7/29	
Indiana Toll Road								
Illinois Tollways	5.9	4.0						
Ohio Turnpike	-9.9	-11.0	-11.6	-13.0	-11.4	-13.1	-17.3	-12.6
Chesapeake Bay Bridge (Maryland)	-9.1	0.8	-3.0	-5.5	-2.0	-4.6	-5.6	-4.3
Baltimore Harbor Tunnel	-6.1	-1.3	-5.0	-6.1	-7.6	-18.3	-19.0	-9.2
John F. Kennedy (I-95, Maryland)	-14.1	-11.4	-12.6	-14.6	-15.4	-25.9	-27.0	-18.5
New Jersey Turnpike	-4.6	-3.6	-5.1	-1.6	-4.0	-9.5		
West Virginia Turnpike	-7.0	-7.5	-8.6	-14.0	-10.0	-10.5	-25.7	-12.2
Port Authority of New York & New Jersey ^{1/}	-4.0	-4.2	-3.2	-2.5	0.5	-9.3	-8.1	-4.4
Pennsylvania Turnpike	-10.4	-11.4	-13.0	-11.6	-11.6	-16.1		
Richmond-Petersburg Turnpike (Belvidere Plaza)	-5.9	-6.4	-6.5	-7.6				

^{1/} Includes George Washington Bridge, Lincoln Tunnel, Holland Tunnel, Bayonne Bridge, Goethals Bridge and Outerbridge Crossing

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U. S. Department of Transportation

news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE WEDNESDAY
August 8, 1979

FHWA 55-79
(202) 426-0660
Contact: Richard Reilly

AFTER RECORD DROP, HIGHWAY CONSTRUCTION COSTS INCREASE

Highway construction costs rose 6.4 percent in the second quarter of 1979, following a record drop of 8.4 percent in the preceding quarter, the U.S. Department of Transportation reported today.

The program initiated by DOT last November to combat the soaring costs of highway construction had positive results. However, due to the recent escalation of oil prices by the Organization of Petroleum Exporting Countries, and the uncertainty of supply of fuel and other items, the previously encouraging signals that prices were stabilizing have diminished.

All six components of the price index rose during the second quarter, with bituminous concrete surfacing leading the advance with a 12.9 percent increase.

The increase brings the FHWA's composite index for highway construction costs to 294.9 percent of the 1967 base index. (1967 average costs equal 100 percent.)

The three-quarter moving composite price index for the first quarter of 1979, obtained by combining the data for the fourth quarter of 1978 with the data for the first and second quarters of 1979, showed no change from the preceding quarter.

Trends in highway construction costs are measured by an index of average contract prices compiled from reports of state highway contract awards for federal-aid contracts over \$500,000.

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

	Quarterly Price Index	Percentage Change	(Three-quarter moving index)	
			Three-quarter Price Index	Percentage Change
*				
2nd quarter, 1977	---	---	211.9	+ 2.9
3rd quarter, 1977	215.9	+ 0.3	220.4	+ 4.0
4th quarter, 1977	233.0	+ 7.9	222.2	+ 0.8
1st quarter, 1978	219.5	- 5.8	237.9	+ 7.1
2nd quarter, 1978	258.1	+17.6	255.6	+ 7.5
3rd quarter, 1978	296.1	+14.7	281.6	+10.2
4th quarter, 1978	302.7	+ 2.2	288.3	+ 2.4
1st quarter, 1979	277.2	- 8.4	288.3	0.0
2nd quarter, 1979	294.9	+ 6.4	---	---

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

The price levels of the component items of the quarterly index in the second quarter of 1979, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1967=100			Percentage change this quarter from==	
	Second Quarter 1979	First Quarter 1979	Second Quarter 1978	First Quarter 1979	Second Quarter 1978
Excavation.....	284.7	273.2	263.8	+ 4.2	+ 7.9
Surfacing					
Portland cement concrete.....	291.5	261.7	270.1	+11.4	+ 7.9
Bituminous concrete.....	320.4	283.7	271.2	+12.9	+18.1
Composite surfacing.....	305.4	272.3	270.6	+12.2	+12.9
Structures:					
Reinforcing steel.....	314.2	291.3	237.0	+ 7.9	+32.6
Structural steel.....	303.6	298.7	232.3	+ 1.6	+30.7
Structural concrete.....	288.5	278.3	244.4	+ 3.7	+18.1
Composite structures.....	297.5	286.6	239.5	+ 3.8	+24.2
Composite price index.....	294.9	277.2	258.1	+ 6.4	+14.3

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

	Unit	Individual Quarters		Three Quarters	
		1st Qtr 1979	2nd Qtr 1979	4th Qtr 1978 1/	1st Qtr 1979 2/
Excavation.....	Cu.Yd.	\$ 1.48	\$ 1.54	\$ 1.69	\$ 1.60
PCC surface.....	Sq.Yd.	11.59	12.91	11.96	12.25
Bit. conc. surf.	Ton	18.35	20.72	17.79	19.15
Str. Reinf.....	Lb.	.381	.411	.357	.374
Str. Steel.....	Lb.	.737	.749	.691	.725
Str. concrete...	Cu.Yd.	195.60	202.82	189.62	191.37

1/Weighted average unit prices for the 3rd and 4th quarters of 1978 and 1st quarter of 1979.

2/Weighted average unit prices for the 4th quarter of 1978 and 1st and 2nd quarters of 1979.

The price levels of the component items of the three-quarter moving index in the first quarter of 1979, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1967=100			Percentage change this quarter from--	
	First Quarter 1979	Fourth Quarter 1978	First Quarter 1978	Fourth Quarter 1978	First Quarter 1978
Excavation.....	295.9	312.8	237.9	- 5.4	+24.4
Surfacing					
Portland cement concrete....	276.7	270.0	243.0	+ 2.5	+13.9
Bituminous concrete.....	296.2	275.1	260.7	+ 7.7	+13.6
Composite surfacing.....	286.1	272.5	251.5	+ 5.0	+13.7
Structures:					
Reinforcing steel.....	285.9	272.9	224.0	+ 4.8	+27.6
Structural steel.....	293.9	280.1	227.0	+ 4.9	+29.5
Structural concrete.....	272.2	269.8	224.6	+ 0.9	+21.2
Composite structures.....	281.0	273.4	225.2	+ 2.8	+24.8
Composite price index.....	288.3	288.3	237.9	0.0	+21.2

U. S. Department of Transportation news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE THURSDAY
August 9, 1979

FHWA 56-79
(202) 426-0660
Contact: Richard Reilly

DOT's NEW ROAD-PAVING
MATERIAL LOOKS AND ACTS
LIKE ASPHALT -- BUT ISN'T

The U.S. Department of Transportation has developed a new road-paving material which looks like asphalt, acts like asphalt (or even better) -- but contains no asphalt or other petroleum-based product.

It is Sulphlex, a substance that contains up to 80 percent sulfur additives that can be made from coal or agricultural products. It was developed for the department's Federal Highway Administration by the Southwest Research Institute in San Antonio, Texas.

It is a timely development, because asphalt is expected to be in increasingly short supply. New technologies are permitting the cracking of the heavier crude fractions to produce gasoline, thus eliminating the residue in the bottom of the barrel. This, of course, is desirable from the standpoint of gasoline supply, but it threatens the supply of asphalt, which is made from the heavier fractions.

However, sulfur resources in the United States are abundant, and no future shortages are foreseen. Sulfur currently sells for \$40-\$50 a ton, compared with \$80-\$100 a ton for asphalt.

"Our first objective" said Federal Highway Administrator Karl S. Bowers, "is to get Sulphlex into widespread commercial production, so that there will be adequate supplies of it available for highway projects. We hope that some refineries and chemical companies will start producing it. When in commercial use, it will be available without royalty to public paving projects.

- more -

Administrator Bowers said that there are approximately 1.6 million miles of highways in the United States that have some form of asphalt surface, on which Sulphlex could be used. Currently some 30 million tons of asphalt is being produced annually, with 6 million tons being used for roofing and the remainder for the construction and maintenance of highways.

"With the supply of asphalt in danger," Bowers said, "we are very anxious to get some extensive sections of Sulphlex pavement in place, and we're hopeful that a number of states will move in this direction next year."

Dr. G. D. Love, the Federal Highway Administration's Associate Administrator for Research and Development, feels that Sulphlex is a viable alternate to asphalt.

"We think it is going to become cost-competitive with asphalt. And it looks like asphalt — you can't tell the difference.

"The most important thing, of course, is that it is another way of making greater use of materials that are not petroleum-based."

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

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U. S. Department of Transportation news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE MONDAY
August 13, 1979

FHWA 56- 79
(202) 426-0660
Contact: Bill Johnson

DOT INVESTIGATORS TO SAFETY CHECK TRUCKS IN ROCKY MOUNTAIN STATES

U.S. Department of Transportation investigators will inspect trucks engaged in interstate commerce for safety defects at five roadside locations in four Rocky Mountain states August 14-16, it was announced today.

This will be another in a series of full-scale truck safety inspections being conducted by the department's Bureau of Motor Carrier Safety in all sections of the country.

The Rocky Mountain area inspections, which will be conducted by both BMCS agents and state law enforcement officials, will be one of the largest joint federal-state efforts to date in that region. Inspections will be conducted at state weighing facilities at the following locations:

- o Anthony, N.M., on I-10, 10 miles north of El Paso.
- o Gallup, N.M., on I-40 near the Arizona/New Mexico state line.
- o Grand Junction, Colo., on I-70 west of Grand Junction.
- o Evanston, Wyo., on I-80 at Wyoming and Utah state line.
- o Cedars, Idaho, on I-90 east of Spokane, Wash.

The inspections will be conducted on a 24-hour basis.

The BMCS agents will examine trucks and drivers for compliance with federal motor carrier safety regulations.

Federal Highway Administrator Karl S. Bowers said that the safety roadside inspection "is a continuation of our ongoing enforcement activities to remove unsafe trucks, buses and drivers from our highways."

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U. S. Department of Transportation

news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE TUESDAY
August 14, 1979

FHWA 57 - 79
(202) 426-0660
Contact: Richard Reilly

TRAFFIC TRENDS

The U.S. Department of Transportation's Federal Highway Administration will report on highway travel trends in the United States during the present period of gasoline shortages.

HIGHWAY TRAVEL INCHES UP AS GAS SHORTAGE EASES, DOT REPORTS

As the gasoline crunch continues to ease, American motorists apparently are beginning to revert to their former travel habits, the U.S. Department of Transportation reported.

This trend is indicated by the latest figures from the department's special traffic monitoring. While highway travel for the week of July 30 was still running for the most part under 1978 levels for the same period, the rate of decline that has been noted for the past couple of months definitely seems to be leveling off.

It appears that there has been an upswing in long-distance trips, which had been curtailed earlier in the summer.

Following are tables which indicate travel patterns on selected eastern and midwestern toll facilities and at selected locations on rural Interstate highways in nine states for the week of July 30 as compared with the week of July 31 a year ago.

-more-

Special Traffic Monitoring ^{1/}
 Percent Change in Traffic Counts
 Week of July 30, 1979 vs. Week of July 31, 1978

State	Interstate Rural			Interstate Urban			Other Rural			Other Urban		
	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day
Florida	-0.9	-4.8	-2.1	-37.1	-39.3	-37.6	+2.1	+2.3	+2.2	-4.0	-5.0	-4.2
Georgia	-8.1	-11.1	-9.0	-2.8	-3.4	-3.0	-2.9	-3.1	-3.0	-2.4	-5.3	-3.1
Iowa	-8.8	-15.7	-11.2	-	-	-	+0.22	-8.5	-1.4	-2.9	-0.3	-2.2
Michigan	+0.2	-8.4	-2.7	+3.7	-3.7	+2.1	-11.5	-12.2	-11.7	+2.9	-6.2	+0.5
New Mexico	-6.8	-12.9	-9.0	-	-	-	-4.1	-3.6	-3.9	-8.6	-11.0	-9.2
North Dakota	-9.4	-11.6	-10.0	-	-	-	-4.6	-14.4	-7.2	-	-	-
Oklahoma	-4.1	-6.4	-4.8	-10.7	-15.2	-11.8				+7.1	+1.5	+5.7
Wyoming	-14.2	-10.6	-13.2	+1.5	-9.2	-1.6	-29.5	-28.9	-29.3	-9.0	-0.6	-7.0

^{1/} Based on continuous traffic counts at selected locations reported by State highway agencies

Weekdays include the period Monday through Friday and the weekend consists of the following Saturday and Sunday. Total 7 day includes the period Monday through Sunday, except for Colorado where the weekend is the preceding Saturday and Sunday.

A dash (-) indicates that no counters are located on the particular system.

A blank indicates insufficient or incomplete data for all locations.

TOLL FACILITY MONITORING

Percent Change in Vehicle Transactions By
Day of Week

Week of July 30, 1979 vs. Week of July 31, 1978

August 9, 1979

Facility	Day of Week							7-day change
	Mon 7/30	Tues 7/31	Wed 8/1	Thurs 8/2	Fri 8/3	Sat 8/4	Sun 8/5	
Indiana Toll Road								
Illinois Tollways								
* Ohio Turnpike	-10.2	-10.7	-10.9	-6.3	-9.6	-15.8	-13.2	-11.1
Chesapeake Bay Bridge (Maryland)	2.3	2.7	5.2	2.0	10.0	18.5	15.2	9.1
* Baltimore Harbor Tunnel	-6.2	-6.9	-17.7	-12.8	-6.6	-11.8	-12.9	-10.6
John F. Kennedy (I-95, Maryland)	-14.9	-12.4	-11.5	-12.4	-14.6	5.4	-19.0	-11.8
New Jersey Turnpike	0.8	-4.9	-2.6	-4.3	-1.5	1.3		
* West Virginia Turnpike	-15.8	-13.5	-8.9	-11.6	-4.7	-19.2		
Port Authority of New York & New Jersey ^{1/}	-0.8	3.6	-4.0	-4.2	-2.0	-3.1	3.7	-1.1
Pennsylvania Turnpike	-9.9	-12.7	-6.4	-9.8	-10.0			
Richmond-Petersburg Turnpike (Belvidere Plaza)	-7.6	-5.5						

^{1/} Includes George Washington Bridge, Lincoln Tunnel, Holland Tunnel, Bayonne Bridge, Goethals Bridge and Outerbridge Crossing

U. S. Department of Transportation

news:

Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

M-493
1 of 2



FOR RELEASE TUESDAY
July 3, 1979

FHWA 39 - 79
(202) 426-0660
Contact: Richard Reilly

TRAFFIC TRENDS

The U.S. Department of Transportation's Federal Highway Administration will report on highway travel trends in the United States during the present period of gasoline shortages.

**SUBSTANTIAL DECLINE IN
HIGHWAY TRAVEL EVIDENT
AS GAS CRISIS WORSENS**

As the nation's gasoline crisis intensified, highway travel decreased substantially during the seven day period of June 18-24, the U.S. Department of Transportation disclosed.

This continued the marked downward trend that has been evident the past several weeks.

Continuous traffic counts at selected locations on rural Interstate System highways in eight states for the Monday through Sunday period beginning June 18, as compared with the corresponding period in 1978, showed the following:

<u>State</u>	<u>Weekday (Mon.-Fri.)</u>	<u>Weekend (Sat.-Sun.)</u>
Arizona	- 4.1	-15.2
Colorado	- 5.7	--
Florida	-13.1	-25.1
Georgia	- 4.2	-21.1
Michigan	+ 0.6	=11.5
New Mexico	-13.2	=24.0
North Dakota	-17.5	=26.8
Wyoming	- 6.5	=16.0

Travel on selected toll roads for the June 18-24 period also showed a definite downward turn, as indicated by the following table.

TOLL FACILITY MONITORING

Percent Change in Vehicle Transactions By
Day of Week

Week of June 18, 1979 vs. Week of June 19, 1979

June 28, 1979

Facility	Day of Week							
	Mon 6/18	Tues 6/19	Wed 6/20	Thurs 6/21	Fri 6/22	Sat 6/23	Sun 6/24	7-day change
Indiana Toll Road	-2.0	1.3	-0.2	-7.1				
Illinois Tollways	3.6	5.8	5.3	2.8	2.3			
Ohio Turnpike	-5.7	-6.5	-3.9	-11.8	-12.8	-22.9	-26.4	-13.6
Chesapeake Bay Bridge (Maryland)	-9.1	-5.0	-8.1	-11.6	-9.7	-13.6	-21.2	-12.2
Baltimore Harbor Tunnel	-5.6	-6.7	-5.9	-8.0	-10.5	-23.3	-28.2	-12.4
John F. Kennedy (I-95, Maryland)	-9.0	-8.4	-12.4	-18.9	-25.4	-38.7	-40.7	-24.2
New Jersey Turnpike	-2.2	-3.0	-7.0	-8.2	-15.3	-24.6		
West Virginia Turnpike	-5.2	-5.8	-9.9	-11.1	-11.5	-20.2	-29.3	-13.8
Port Authority of New York & New Jersey ^{1/}	-1.1	-1.4	-4.6	-12.1	-11.9	-24.7	-29.1	-12.3
Pennsylvania Turnpike	-6.4	-8.0	-8.1	-8.0	-14.7			
Richmond-Petersburg Turnpike (Belvidere Plaza)	-2.1	-0.2	-1.1	-3.9				

^{1/} Includes George Washington Bridge, Lincoln Tunnel, Holland Tunnel, Bayonne Bridge, Goethals Bridge and Outerbridge Crossing

U. S. Department of Transportation

news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

ADVANCE FOR RELEASE

Monday, September 10, 1979

FHWA 59-79

(202) 426-0660

Contact: Richard Reilly

DOT REPORTS THAT 93.1
PERCENT OF INTERSTATE
HIGHWAY SYSTEM IS OPEN

(Semi-Annual Report on the
Federal-Aid Highway Program,
June 30, 1979)

A total of 93.1 percent of the 42,500-mile Interstate Highway System now is open to traffic, the U.S. Department of Transportation announced today.

However, a sizeable portion of it still needs improvement.

Total Interstate mileage in use is 39,575 miles, or 93.1 percent. Of this total, 9,316 miles are complete or essentially complete. The other 30,259 miles include 1,800 miles that require major improvement to bring them to full standards, and 28,459 miles that are under improvement or require minor work to complete construction. The needed improvements generally involve such things as rest areas, lighting, fencing, safety improvements, noise abatement measures and landscaping.

The 39,575 miles which are open include 511 miles put into service in the 12 month period since June 30, 1978, of which 163 miles were opened to traffic in the last six months. Of the 511 miles, some 448 miles were on the intercity routes which were identified for priority of completion. In addition, major improvements were completed on 80 miles which already are serving traffic.

Active construction or improvement is underway on 3,712 miles. This figure includes improvement of 2,494 miles which are already in use and construction of 1,218 new miles, or 2.9 percent of the entire system.

As of June 30, 1979, work had either been completed or was underway on 99.5 percent or 42,275 miles of the Interstate System. Only 225 miles, or 0.5 percent, had not yet advanced to the point where public hearings had been held on proposed locations.

The Interstate System, as currently designated, consists of 33,095 miles of rural and 9,405 miles of urban highways. As of this report, 31,057 miles, or 93.8 percent of the rural mileage, and 8,518 miles, or 90.6 percent of the urban mileage, are open to traffic.

In addition to the sections open to traffic, 1,218 miles were under basic construction as of June 30, 1979. Engineering or right-of-way acquisition prior to construction was in progress on another 1,236 miles and route location approval was pending on 246 additional miles for which public hearings had been held.

The status of the system as of June 30, 1979, is shown on the accompanying map and in detail in Table I. In summary, the status follows:

		<u>Miles</u>	<u>Percent</u>
Open to traffic		39,575	93.12
Complete or essentially complete	7,213 (Free)		
	2,103 (Toll)	(9,316)	
Minor improvement-needed	26,484 -----		
-underway	1,975 -----	(28,459)	
Major improvement-needed	1,118 (Free)		
	163 (Toll)		
-underway	519 -----	(1,800)	
Under basic construction -----		1,218	2.86
Location approved, construction not started-----		1,236	2.91
Public hearings held-approval pending-----		246	0.58
No location action taken -----		225	0.53
		<u>42,500</u>	<u>100.00</u>

Some \$72.6 billion has been put to work on the Interstate System since the accelerated program began in 1956. A breakdown of these obligations by state is given in Table II.

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

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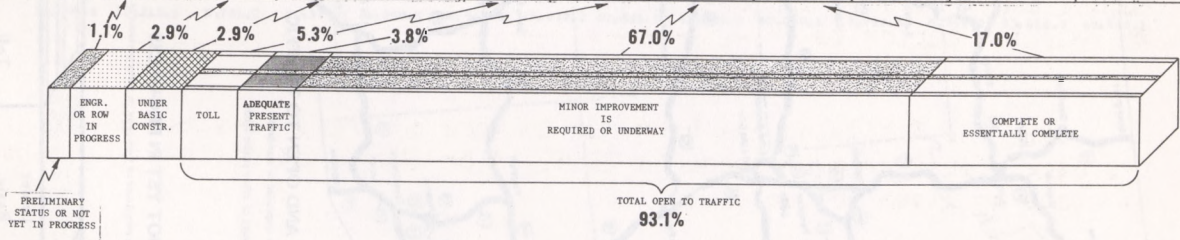


THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF JUNE 30, 1979

TABLE I

STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS ^{1/}	WORK IN PROGRESS NOT OPEN TO TRAFFIC					OPEN TO TRAFFIC					STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER BASIC CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	CONSTRUCTED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS		TOTAL OPEN TO TRAFFIC	TOTAL DESIGNATED SYSTEM MILEAGE ^{2/}		
							ADDITIONAL IMPROVEMENT IS REQUIRED OR UNDERWAY	COMPLETE OR ESSENTIALLY COMPLETE				
ALABAMA	4.00	61.70	61.90	123.60	-	35.80	736.50	-	772.30	899.90	ALABAMA	
ARIZONA	-	28.35	35.00	63.35	-	55.39	1,048.71	-	1,104.10	1,167.45	ARIZONA	
ARKANSAS	-	2.25	-	2.25	-	20.16	500.35	3.58	524.09	526.34	ARKANSAS	
CALIFORNIA	-	57.40	45.80	107.20	10.20	83.30	2,088.60	24.20	2,206.30	2,313.50	CALIFORNIA	
COLORADO	-	48.82	28.06	76.88	-	20.06	832.48	21.34	873.88	950.76	COLORADO	
CONNECTICUT	44.27	4.56	3.74	8.30	12.41	49.60	211.55	7.27	280.83	333.40	CONNECTICUT	
DELAWARE	-	-	-	-	-	-	23.91	2.40	40.61	40.61	DELAWARE	
DIST. OF COL.	0.25	4.36	0.38	4.74	-	2.69	9.40	-	12.09	17.08	DIST. OF COL.	
FLORIDA	35.90	121.75	104.52	226.27	91.40	-	6.19	1,052.98	1,150.57	1,412.74	FLORIDA	
GEORGIA	2.20	35.20	35.20	70.40	-	5.46	242.10	670.18	1,117.74	1,155.14	GEORGIA	
HAWAII	10.85	0.39	6.63	7.02	-	2.01	10.06	-	-	-	HAWAII	
IDaho	4.62	4.50	8.82	13.32	-	78.08	297.62	218.20	593.90	611.84	IDaho	
ILLINOIS	16.29	21.40	20.65	42.05	155.39	5.64	1,505.99	3.14	1,670.16	1,728.50	ILLINOIS	
INDIANA	17.00	-	-	-	156.90	-	936.69	21.53	1,115.12	1,132.12	INDIANA	
IOwa	56.42	2.00	2.25	4.25	0.16	-	702.52	26.11	728.79	789.46	IOwa	
KANSAS	-	11.51	12.68	24.19	187.31	4.99	603.90	0.31	796.71	820.70	KANSAS	
KENTUCKY	-	3.30	58.30	61.60	-	67.22	611.93	-	679.15	740.75	KENTUCKY	
LOUISIANA	7.80	44.89	5.06	53.95	-	-	581.71	74.58	656.29	718.04	LOUISIANA	
MAINE	3.01	2.25	-	2.25	54.68	52.75	201.94	0.38	304.55	314.81	MAINE	
MARYLAND	13.84	9.17	3.55	12.72	53.30	16.56	176.94	8.27	334.07	360.63	MARYLAND	
MASSACHUSETTS	4.55	19.85	6.12	25.97	132.83	21.99	180.30	84.47	419.59	450.11	MASSACHUSETTS	
MICHIGAN	40.30	8.30	15.10	27.40	5.50	26.60	183.20	854.90	1,110.20	1,177.90	MICHIGAN	
MINNESOTA	13.88	27.77	15.66	43.43	-	0.94	858.72	-	859.66	916.97	MINNESOTA	
MISSISSIPPI	-	1.40	30.60	31.40	-	8.40	637.90	5.50	651.80	683.20	MISSISSIPPI	
MISSOURI	-	38.20	18.29	56.49	-	92.00	966.80	34.50	1,093.70	1,150.19	MISSOURI	
MONTANA	-	89.44	25.88	119.32	-	139.44	608.37	221.57	1,069.38	1,188.70	MONTANA	
NEBRASKA	11.91	-	-	-	0.23	-	478.49	2.76	481.48	483.39	NEBRASKA	
NEVADA	-	11.74	47.83	59.57	-	3.12	331.59	145.06	476.65	543.34	NEVADA	
NEW HAMPSHIRE	-	18.14	2.49	20.63	21.36	1.50	169.96	4.86	197.68	218.31	NEW HAMPSHIRE	
NEW JERSEY	18.20	51.80	7.10	58.90	45.70	21.20	210.20	207.80	310.90	388.00	NEW JERSEY	
NEW MEXICO	-	13.37	14.76	28.13	-	-	902.08	16.43	918.51	999.30	NEW MEXICO	
NEW YORK	12.46	21.25	46.18	67.43	489.68	31.21	509.08	221.51	1,251.48	1,331.37	NEW YORK	
NORTH CAROLINA	47.24	7.89	55.48	67.37	-	95.49	628.11	10.06	733.66	848.27	NORTH CAROLINA	
NORTH DAKOTA	-	-	-	-	-	-	-	-	-	-	NORTH DAKOTA	
OHIO	10.68	30.23	15.41	45.64	206.20	50.58	1,205.46	15.72	1,481.56	1,538.28	OHIO	
OKLAHOMA	3.66	1.99	1.99	3.98	174.04	16.80	46.10	566.06	803.00	808.65	OKLAHOMA	
OREGON	13.44	1.08	8.53	9.61	-	9.02	177.60	514.83	701.45	724.50	OREGON	
PENNSYLVANIA	12.67	40.46	11.24	51.70	360.18	6.18	1,091.39	44.79	1,502.54	1,566.91	PENNSYLVANIA	
RHODE ISLAND	23.67	-	-	-	0.60	3.94	68.15	2.67	75.36	99.03	RHODE ISLAND	
SOUTH CAROLINA	7.82	8.41	51.93	60.34	-	-	698.63	4.77	703.40	771.56	SOUTH CAROLINA	
SOUTH DAKOTA	-	21.13	21.64	52.77	-	32.22	554.31	35.51	626.04	678.81	SOUTH DAKOTA	
TENNESSEE	-	18.00	18.10	36.10	-	88.00	754.70	16.60	1,005.20	1,045.30	TENNESSEE	
TEXAS	6.60	72.79	118.92	191.71	-	231.01	2,722.83	10.43	2,966.27	3,162.58	TEXAS	
UTAH	-	129.84	52.66	182.50	-	52.76	696.94	4.26	753.56	936.46	UTAH	
VERMONT	-	10.79	-	10.79	-	0.21	258.96	56.60	309.77	320.56	VERMONT	
VIRGINIA	49.95	22.24	78.94	101.18	8.30	90.37	265.04	554.81	518.22	1,069.35	VIRGINIA	
WASHINGTON	1.50	97.92	11.62	109.54	-	34.75	585.38	32.63	652.76	763.80	WASHINGTON	
WEST VIRGINIA	13.37	22.59	13.61	36.20	85.46	-	365.77	13.60	464.83	514.40	WEST VIRGINIA	
WISCONSIN	-	-	47.14	47.14	-	28.76	488.74	13.44	530.94	578.08	WISCONSIN	
WYOMING	-	22.67	18.83	41.50	-	-	95.11	777.04	872.15	913.65	WYOMING	
PENDING ^{3/}	-27.32	-	-	-	-	-	-	-	-	-27.32	PENDING ^{3/}	
TOTAL	471.03	1,235.90	1,217.59	2,453.89	2,265.93	1,637.76	28,458.69	7,212.70	39,575.08	42,500.00	TOTAL	

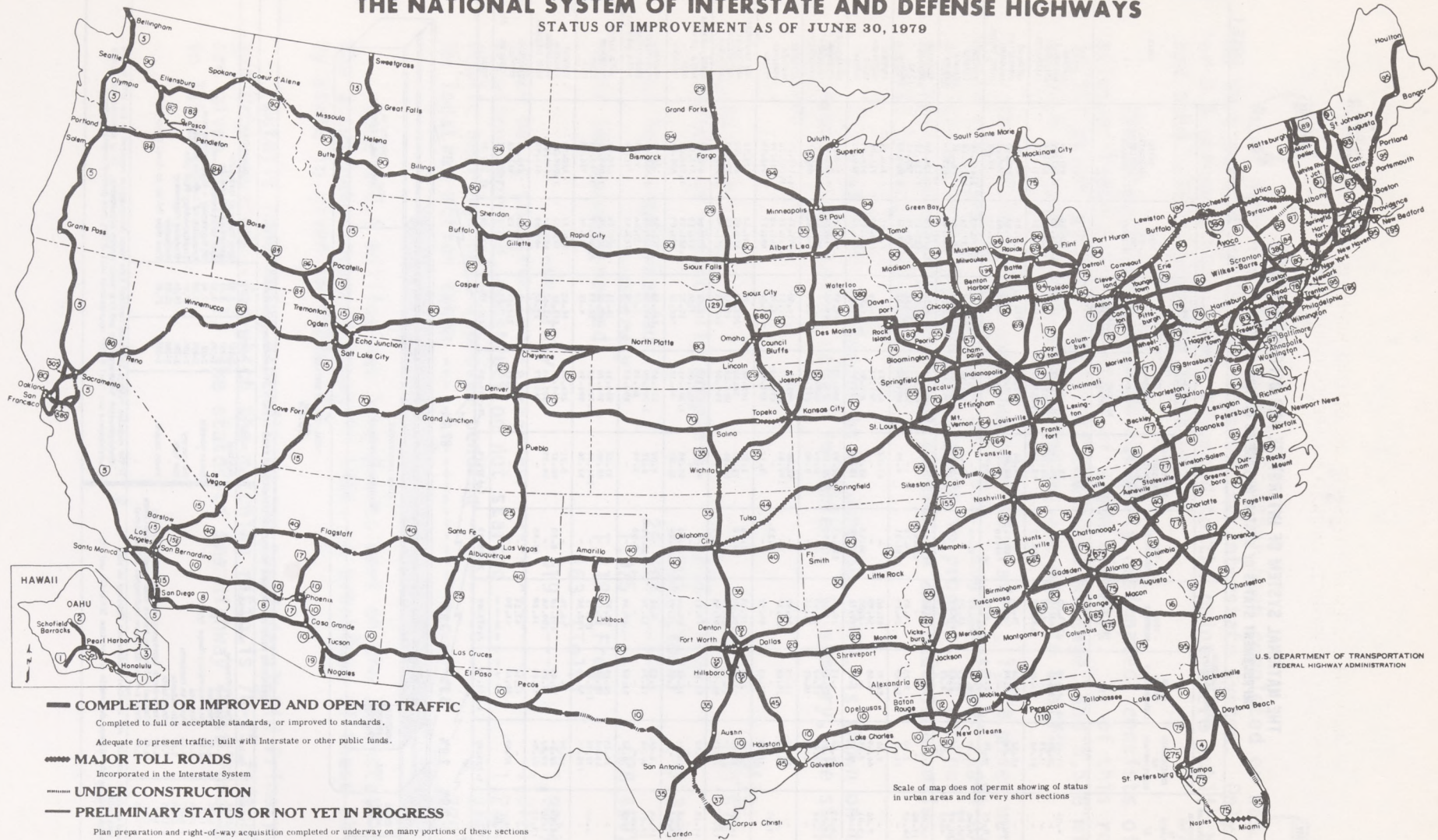


INTERSTATE MILEAGE CHARGEABLE TO SECTION 103(e) (2) OF TITLE 23 USC - (Howard-Cramer Amendment)											
State	Route	Miles	Description	State	Route	Miles	Description	State	Route	Miles	Description
California	I-105	7.00	Century Freeway	Maryland	I-197	3.40	Spur Route to Annapolis				
Connecticut	I-284	1.04	Hartford	"	I-297	8.05	Bowie to Millersville				
"	I-691	6.69	Meriden	"	I-370	1.10	Spur to Washington Grove				
Florida	I-75	43.80	St. Petersburg-Tampa Bypass	Massachusetts	I-93	7.40	SE Expressway - Boston Urban Area				
Georgia	I-520	9.11	Augusta	"	I-485	13.00	Extension of I-495 to Wareham				
"	I-575	28.20	Spur to Marietta	New Jersey	I-195	27.30	Trenton-Asbury Park Spur				
"	I-420	5.00	In Atlanta	New York	I-390	54.44	Genesee Expressway				
"	I-675	7.70	In Atlanta	"	I-590	10.65	Rochester				
Louisiana	I-49	145.62	North-South Expressway-Opelousas to Shreveport	Rhode Island	I-895	27.40	From Hope Valley to Mass. State Line				
Maryland	I-97	30.46	Capital Beltway to Parole then North to Baltimore								
"	I-195	1.94	From I-95 to Baltimore-Washington International Airport								

^{1/}Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.
^{2/}Total designated system mileage excludes the mileage chargeable to Sections 103(e) (2) and 139 of Title 23, U.S.C.
^{3/}The negative mileage indicated resulted from route designations required by the 1978 Surface Transportation Assistance Act and from minor system adjustments. It is expected that future withdrawals and final system measurements will offset this current negative reserve.

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

STATUS OF IMPROVEMENT AS OF JUNE 30, 1979



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

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

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Preliminary Status or Not Yet in Progress 471 Miles	Engineering and Right-of-Way in Progress 1,236 Miles	Under Basic Construction 1,218 Miles	Toll 2,266 Miles	Adequate Present Traffic 1,637 Miles	Minor Improvement is Required or Underway 28,459 Miles	Complete or Essentially Complete 7,213 Miles	<div style="border: 2px solid black; padding: 10px; text-align: center;"> INTERSTATE TOTAL 42,500 MILES </div>
Total Open to Traffic 39,575 Miles							

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

AS OF JUNE 30, 1979

8230 ML3-1

/MILLIONS OF DOLLARS/

TABLE II

JUL 17 1979

STATE	PROJECTS UNDERWAY OR AUTHORIZED						PROJECTS COMPLETED JULY 1, 1956 TO DATE							
	CONSTRUCTION			ENGINEERING AND ROM		TOTAL		CONSTRUCTION			ENGINEERING AND ROM		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	261.6	234.5	144.6	199.5	179.2	461.1	413.7	1,090.9	968.0	1,565.8	77.4	67.1	1,168.3	1,035.2
ALASKA	10.8	10.3	9.4			10.8	10.3							
ARIZONA	198.0	184.2	302.6	107.7	102.0	305.7	286.1	782.6	719.4	2,125.4	77.0	70.8	859.6	790.2
ARKANSAS	77.9	68.3	105.3	47.6	42.8	125.5	111.1	460.6	411.2	1,006.5	41.0	35.4	501.6	446.6
CALIFORNIA	681.5	608.0	358.4	640.9	580.5	1,322.4	1,188.6	3,631.4	3,152.7	2,625.5	1,276.2	1,051.2	4,907.6	4,203.9
COLORADO	230.9	209.3	112.2	50.2	45.7	281.1	255.0	774.3	694.0	1,763.4	77.6	68.0	851.9	761.9
CONNECTICUT	99.3	89.5	55.0	157.0	138.4	256.3	227.9	662.1	565.6	228.3	157.9	139.2	820.0	704.8
DELAWARE	37.3	33.6	5.9	2.9	2.6	40.3	36.2	175.3	156.4	37.8	33.8	29.7	209.1	186.1
FLORIDA	267.3	237.0	190.4	300.0	253.9	567.3	490.9	1,185.3	1,039.1	1,824.3	219.5	183.9	1,404.8	1,223.0
GEORGIA	458.9	412.6	334.3	123.4	111.0	582.2	523.6	957.4	844.1	1,215.4	106.5	94.0	1,063.9	938.1
HAWAII	182.0	160.1	6.6	89.6	76.1	271.6	236.2	338.5	290.6	70.6	70.4	60.1	408.9	350.7
IDAHO	39.5	36.4	77.6	12.5	11.6	52.0	48.0	346.0	316.5	1,358.5	39.6	34.9	385.5	351.4
ILLINOIS	508.2	452.9	50.5	83.3	73.3	591.5	526.2	2,747.4	2,388.1	1,943.0	398.9	341.2	3,146.4	2,729.4
INDIANA	38.1	32.7	37.6	5.9	5.4	44.0	38.0	1,182.2	1,059.9	1,151.9	200.4	180.3	1,382.6	1,240.2
IOWA	102.5	90.0	95.7	67.5	59.9	170.0	149.9	694.3	614.2	1,525.6	96.4	79.9	790.7	694.1
KANSAS	168.1	150.1	212.6	23.3	21.0	191.4	171.1	492.5	434.1	1,447.0	101.5	90.7	594.1	524.9
KENTUCKY	299.6	268.3	122.0	32.1	28.7	331.7	297.1	949.9	843.5	1,281.4	160.1	138.0	1,110.0	981.6
LOUISIANA	258.1	231.8	31.8	229.5	206.4	487.6	438.1	1,387.6	1,239.9	775.0	58.1	50.1	1,445.8	1,290.0
MAINE	39.6	35.0	109.5	19.5	17.2	59.1	52.1	279.3	279.3	671.2	18.3	16.0	334.7	295.2
MARYLAND	501.7	449.3	83.3	236.0	210.0	737.7	659.3	781.9	679.1	421.0	69.9	61.6	851.8	740.7
MASSACHUSETTS	319.9	284.3	62.9	169.6	152.6	489.5	436.9	934.3	817.2	409.5	191.0	165.0	1,125.3	982.2
MICHIGAN	303.1	268.7	229.5	196.0	175.8	499.1	444.5	1,859.5	1,599.3	1,435.6	370.4	316.1	2,229.9	1,915.4
MINNESOTA	205.6	184.7	18.7	186.6	167.6	392.2	352.3	1,016.2	917.0	1,576.6	187.0	167.4	1,203.2	1,084.4
MISSISSIPPI	175.7	145.9	137.6	57.0	50.9	232.8	196.8	567.7	507.0	1,300.3	22.9	18.8	590.5	525.8
MISSOURI	261.9	234.3	144.3	64.6	51.7	326.5	286.0	1,192.5	1,056.5	1,525.5	252.8	224.2	1,445.3	1,280.7
MONTANA	93.6	85.3	147.0	30.6	27.8	124.3	113.1	685.2	619.8	1,633.0	83.5	56.2	748.6	676.0
NEBRASKA	13.9	11.7	40.8	17.5	15.7	31.3	27.4	333.0	298.0	924.4	58.2	51.5	391.1	349.5
NEVADA	52.7	49.9	60.0	82.4	78.2	135.0	128.1	306.4	284.5	670.3	15.4	13.7	321.7	298.2
NEW HAMPSHIRE	21.6	19.3	50.9	10.1	9.1	31.7	28.5	28.5	312.5	274.5	33.4	28.4	345.1	303.0
NEW JERSEY	238.8	202.9	27.3	213.8	183.9	452.6	386.8	1,094.8	953.3	356.9	190.4	168.0	1,285.2	1,121.3
NEW MEXICO	146.4	135.5	96.8	34.7	32.2	181.1	167.8	544.9	500.2	1,688.1	56.2	49.4	601.1	549.6
NEW YORK	685.7	609.0	164.4	132.2	118.5	817.9	727.5	2,382.1	2,047.3	917.3	445.1	380.1	2,827.2	2,427.4
NORTH CAROLINA	187.6	167.9	86.8	92.0	80.8	279.6	248.7	766.7	672.5	1,555.2	85.9	75.5	852.6	747.9
NORTH DAKOTA	27.4	21.8	204.4	5.6	4.9	32.9	26.7	316.4	285.1	1,317.0	18.6	16.3	335.0	301.4
OHIO	424.7	370.4	170.8	96.6	87.0	521.4	457.4	2,185.8	1,903.4	1,594.1	780.9	691.6	2,966.6	2,595.0
OKLAHOMA	91.9	82.5	13.0	70.6	63.2	162.5	145.7	509.2	448.1	1,329.3	38.0	32.8	547.3	481.0
OREGON	239.7	220.8	40.3	54.5	50.2	294.2	271.0	968.5	869.8	1,667.3	148.0	133.7	1,116.4	1,003.5
PENNSYLVANIA	930.3	777.5	309.4	459.7	392.0	1,390.0	1,169.4	1,532.5	1,345.6	1,205.5	244.9	206.5	1,777.4	1,552.1
RHODE ISLAND	24.5	21.9	12.2	22.4	19.6	46.9	41.5	236.4	205.5	102.5	60.9	52.0	297.3	257.5
SOUTH CAROLINA	126.9	114.5	169.2	11.8	10.6	138.7	125.1	480.7	431.6	1,120.2	54.5	48.4	535.2	479.9
SOUTH DAKOTA	41.9	37.6	53.9	4.5	4.1	46.4	41.7	386.3	345.7	1,276.8	26.2	23.2	412.5	368.9
TENNESSEE	104.2	93.4	68.1	59.5	53.5	163.7	147.0	1,232.6	1,107.0	2,143.8	240.3	212.3	1,472.8	1,319.3
TEXAS	647.2	568.4	366.5	191.8	172.3	839.0	740.7	2,435.2	2,156.4	4,334.8	424.7	378.5	2,859.9	2,528.9
UTAH	102.3	95.0	71.6	94.4	89.4	196.6	184.4	682.0	634.0	1,687.2	69.5	61.9	751.5	695.9
VERMONT	4.9	4.2	38.4	12.1	10.1	16.9	14.4	426.1	380.5	854.0	34.3	28.0	460.4	408.4
VIRGINIA	498.4	448.2	177.3	163.0	146.9	661.3	595.1	1,757.3	1,565.0	1,696.1	207.8	183.7	1,965.2	1,748.8
WASHINGTON	303.1	274.3	88.5	200.1	181.4	503.2	455.8	1,215.1	1,059.6	1,315.5	176.7	153.4	1,391.8	1,213.0
WEST VIRGINIA	478.0	431.4	60.3	182.9	164.8	661.0	596.2	944.1	847.9	462.5	72.0	63.6	1,016.1	911.5
WISCONSIN	130.0	117.3	114.3	37.6	33.8	167.6	151.1	533.3	477.5	1,275.8	89.6	79.0	622.9	556.5
WYOMING	66.1	60.4	111.5	10.2	9.3	76.3	69.7	488.6	446.9	2,279.7	28.9	25.6	517.5	472.5
PUERTO RICO	97.7	77.7	3.8	64.4	55.9	162.1	133.6	300.3	263.5	29.1	66.1	58.2	366.4	321.7
TOTAL	11,506.6	10,210.3	5,781.2	5,457.1	4,859.9	16,963.8	15,070.2	47,582.6	42,009.9	63,050.1	8,033.9	6,955.2	55,616.5	48,965.1

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

AS OF JUNE 30, 1979

8230 ML3-2

JUL 17 1979

/MILLIONS OF DOLLARS/

TABLE III

STATE	PROJECTS UNDERWAY OR AUTHORIZED						PROJECTS COMPLETED JULY 1, 1956 TO DATE									
	CONSTRUCTION			ENGINEERING AND ROW			TOTAL		CONSTRUCTION			ENGINEERING AND ROW			TOTAL	
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	
ALABAMA	160.9	114.3	347.1	81.8	51.4		242.6	165.7	819.1	437.3	8,359.0	67.9	33.7	887.0	471.0	
ALASKA	198.1	186.8	306.3	45.1	43.0		243.2	229.7	742.4	680.6	4,044.2	139.9	130.1	882.3	810.7	
ARIZONA	71.2	59.8	83.8	5.8	5.2		77.1	65.0	464.8	332.2	2,390.2	6.1	4.1	470.9	336.3	
ARKANSAS	151.9	108.1	298.0	20.6	12.2		172.5	120.3	585.1	317.2	6,277.8	36.3	18.4	621.4	335.7	
CALIFORNIA	988.8	767.2	2,282.7	101.3	80.3		1,090.2	847.5	2,319.6	1,359.8	5,652.0	64.1	44.2	2,383.6	1,403.9	
COLORADO	68.3	53.7	148.8	53.7	37.5		122.0	91.2	622.9	375.9	4,707.9	78.3	45.7	701.2	421.5	
CONNECTICUT	100.6	79.8	240.3	68.8	46.3		173.4	126.1	195.2	195.2	375.6	35.8	17.9	396.7	213.0	
DELAWARE	31.5	23.5	30.4	12.2	8.8		43.8	32.3	166.6	89.1	586.6	20.0	10.7	186.7	99.8	
FLORIDA	281.7	196.3	474.9	67.6	41.7		349.3	238.0	1,088.1	585.7	4,659.2	16.4	8.7	1,104.5	594.4	
GEORGIA	313.4	224.8	2,414.4	114.4	70.3		427.8	295.0	860.8	456.4	8,278.9	99.3	51.0	960.1	507.3	
HAWAII	61.2	39.1	22.1	32.9	19.0		94.0	58.1	142.5	75.9	202.8	34.4	16.7	177.0	92.7	
IDAHO	64.5	55.9	167.4	8.6	7.0		73.1	62.9	313.0	219.0	2,958.5	31.8	19.6	344.8	238.6	
ILLINOIS	527.1	364.8	370.1	44.2	31.3		571.3	396.1	2,087.4	1,149.8	10,587.2	75.4	35.3	2,162.8	1,185.1	
INDIANA	163.3	122.0	170.6	64.9	45.7		228.2	167.8	1,011.6	560.6	3,981.8	120.2	61.8	1,131.8	622.3	
IOWA	147.0	106.5	588.6	39.4	27.4		186.4	133.9	934.6	529.6	14,981.2	23.9	12.1	958.5	541.7	
KANSAS	150.3	109.2	465.9	34.3	23.8		184.6	133.1	795.9	418.6	15,398.1	72.8	40.4	868.7	459.0	
KENTUCKY	139.1	95.0	104.6	114.1	72.4		253.2	171.4	600.0	320.3	2,655.9	114.4	59.5	714.4	379.8	
LOUISIANA	251.1	171.0	118.4	87.6	52.6		338.7	223.6	690.2	365.2	3,225.2	28.4	13.6	718.6	378.8	
MAINE	50.9	40.1	100.6	19.7	13.2		70.7	53.3	276.1	149.7	1,349.0	40.6	21.8	316.7	171.5	
MARYLAND	225.9	150.2	364.3	107.1	68.1		333.0	218.4	437.9	230.6	2,070.0	11.3	5.6	449.2	236.3	
MASSACHUSETTS	181.8	129.4	80.7	56.8	37.7		238.6	167.2	745.0	403.2	721.2	158.6	58.2	903.6	461.3	
MICHIGAN	355.7	267.2	780.9	121.7	77.5		477.4	344.7	1,546.6	839.9	12,087.1	98.0	46.5	1,644.6	886.5	
MINNESOTA	213.3	152.4	543.4	20.2	13.5		233.6	165.9	1,135.2	625.9	19,193.1	23.1	12.1	1,158.3	638.0	
MISSISSIPPI	163.6	114.1	402.2	34.6	20.5		198.2	134.6	585.7	297.8	9,183.8	48.5	24.1	634.2	321.9	
MISSOURI	199.3	145.8	472.5	94.0	63.6		293.3	209.4	1,030.8	571.3	10,847.8	210.9	108.7	1,241.7	680.0	
MONTANA	86.2	64.8	348.2	36.4	25.6		122.6	90.4	507.0	323.9	5,870.7	52.0	30.2	558.9	354.1	
NEBRASKA	103.7	73.2	473.8	6.5	4.4		110.1	77.6	700.0	389.1	10,702.6	52.8	28.5	752.8	417.6	
NEVADA	30.8	27.5	104.1	44.9	40.0		75.7	67.5	227.3	199.8	2,276.3	29.7	25.7	257.0	225.4	
NEW HAMPSHIRE	45.9	33.5	82.4	14.9	10.6		60.8	44.1	200.4	107.8	612.8	8.2	4.3	208.6	112.2	
NEW JERSEY	240.8	169.8	187.4	170.1	106.6		410.9	276.4	627.4	321.9	687.7	105.6	51.3	733.1	373.2	
NEW MEXICO	97.0	77.5	162.0	9.7	7.1		106.8	84.5	402.1	266.1	2,978.9	41.6	26.1	443.8	292.2	
NEW YORK	880.4	618.7	501.8	124.4	86.3		1,004.9	705.0	2,859.2	1,460.9	4,456.5	113.5	66.9	2,972.7	1,527.8	
NORTH CAROLINA	260.1	184.3	263.7	99.0	65.6		359.2	249.9	938.5	509.7	5,673.5	138.3	69.0	1,076.9	578.7	
NORTH DAKOTA	102.2	74.8	937.1	11.0	7.9		113.2	82.7	476.2	263.6	19,597.2	36.3	22.0	512.5	285.7	
OHIO	483.8	343.3	379.4	80.9	57.6		564.7	400.9	1,537.9	824.2	3,597.7	219.0	119.9	1,756.9	944.0	
OKLAHOMA	174.2	126.5	266.7	17.6	9.7		191.8	136.2	848.6	454.9	7,752.5	24.5	11.3	873.1	466.2	
OREGON	63.5	54.4	100.3	25.9	21.1		89.5	75.5	515.1	345.1	2,770.3	46.7	31.4	561.8	376.5	
PENNSYLVANIA	807.9	505.2	919.2	125.9	80.5		933.8	585.7	1,413.3	708.0	2,582.6	114.4	51.1	1,527.7	759.1	
RHODE ISLAND	47.3	33.1	146.2	21.9	13.4		69.2	46.5	171.7	91.2	340.0	46.2	22.7	217.9	113.9	
SOUTH CAROLINA	115.3	84.7	165.3	40.4	28.2		155.7	112.9	552.0	305.3	9,543.3	38.5	22.2	590.5	327.5	
SOUTH DAKOTA	77.6	58.1	475.5	6.2	4.6		83.8	62.7	496.3	289.4	12,445.6	12.6	8.1	509.0	297.5	
TENNESSEE	181.8	131.6	509.3	45.2	30.8		227.0	162.4	818.8	447.4	9,168.5	115.4	58.7	934.2	506.1	
TEXAS	660.2	458.4	804.2	16.7	13.2		676.9	471.6	2,678.8	1,473.7	24,013.0	20.1	12.9	2,698.9	1,486.6	
UTAH	55.8	47.8	71.7	24.6	22.0		80.4	69.8	272.1	206.8	2,213.6	27.7	20.6	299.8	227.4	
VERMONT	23.2	18.1	195.1	12.7	9.4		35.9	27.5	170.7	95.0	841.4	24.3	12.8	195.0	107.8	
VIRGINIA	202.2	141.6	137.9	67.1	42.9		269.3	184.5	925.3	495.9	4,641.9	65.0	32.2	990.4	528.1	
WASHINGTON	122.8	95.4	372.7	16.8	13.5		139.7	112.9	731.6	428.4	5,477.0	36.3	20.1	767.9	448.5	
WEST VIRGINIA	133.0	91.5	147.8	49.5	31.3		182.5	122.8	320.4	170.2	1,178.8	47.8	24.2	368.1	194.4	
WISCONSIN	197.6	147.9	874.4	81.7	51.4		279.3	199.2	977.0	544.0	9,241.9	77.5	41.3	1,054.4	585.3	
WYOMING	56.7	45.3	122.3	1.8	1.5		58.4	46.8	306.8	220.3	3,098.8	23.9	17.4	330.7	237.7	
DIST. OF COL.	28.7	16.2	6.9	3.4	2.7		32.2	18.9	172.7	103.7	168.9	18.3	10.2	191.0	113.9	
PUERTO RICO	77.1	51.3	43.6	30.7	21.0		107.9	72.2	268.3	128.8	413.0	39.7	17.5	308.0	146.3	
TOTAL	10,620.5	7,659.6	20,133.0	2,637.5	1,778.9		13,258.0	9,438.5	40,478.3	22,762.0	307,114.1	3,232.5	1,758.9	43,710.8	24,520.8	

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

	4/1/79-6/30/79	10/1/78-6/30/79
BALANCE AT BEGINNING OF PERIOD	\$12,297,040	\$11,672,503
INCOME:		
TAX REVENUE:		
MOTOR-FUEL TAXES (\$.04 PER GALLON, NET AFTER REFUNDS)	\$ 1,128,713	\$ 3,628,709
LESS MOTORBOAT FUEL REVENUE 1/	8,661	24,661
NET FOR HIGHWAYS	\$ 1,120,052	\$ 3,604,048
TRUCKS AND TRAILERS (10% OF WHOLESALE PRICE)	230,037	693,893
TIRES, TUBES (HIGHWAY \$.10, OTHER \$.05/LB.) TREAD RUBBER (\$.05/LB.)	240,450	683,291
VEHICLE USE (VEHICLES OVER 26,000 POUNDS, \$3 PER 1,000 POUNDS)	124,581	194,754
TRUCK PARTS AND ACCESSORIES (8% OF WHOLESALE PRICE)	61,659	162,868
LUBRICATING OIL (\$.06-PER GALLON, NET AFTER REFUNDS)	20,557	55,506
TOTAL EXCISE REVENUES	\$ 1,797,336	\$ 5,394,360
INTEREST EARNED	429,090	831,913
TOTAL INCOME	\$ 2,226,426	\$ 6,226,273
DISBURSEMENTS:		
FOR HIGHWAYS	\$ 1,407,759	\$ 4,663,100
RIGHT-OF-WAY REVOLVING FUND	408	1,036
HIGHWAY SAFETY CONSTRUCTION	5,587	17,782
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT	2,405	5,843
TRUST FUND SHARE OTHER HIGHWAY PROGRAMS	5,743	16,323
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION	53,200	148,400
TOTAL DISBURSEMENTS	\$ 1,475,102	\$ 4,850,412
BALANCE AT END OF PERIOD	\$13,048,364	\$13,048,364
UNPAID AUTHORIZATIONS (06-30-79) (ROUNDED TO MILLIONS)	22,243,000	
BALANCE LESS LIABILITY FOR UNPAID AUTHORIZATIONS	-\$ 9,194,636	

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

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

U. S. Department of Transportation

news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE TUESDAY
September 25, 1979

FHWA 61-79
(202) 426 0660
Contact: Richard Reilly

TRAFFIC TRENDS

The U.S. Department of Transportation's Federal Highway Administration will report on highway travel trends in the United States during the present period of gasoline shortages.

AS SUMMER ENDS, AMERICANS STILL ARE DRIVING LESS THAN A YEAR AGO, DOT DISCLOSES

As summer came to an end, American motorists were driving less than they did a year ago, according to the U.S. Department of Transportation.

Special traffic monitoring at selected sites by the department's Federal Highway Administration indicates that during the period of August through early September the rate of decline in travel recorded in earlier months has leveled off, but still remains below 1978 levels.

At the same time, complete figures for July show that travel on U.S. highways was down by 6.4 percent that month as compared with the same period a year ago.

This was the third consecutive month during 1979 in which travel decreased compared to the same month in the previous year. After decreases of 2.0 percent in May and 4.8 percent in June, the 6.4 percent decrease for July was the largest reported this year.

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The decrease was based on continuous traffic counts at approximately 3,000 locations monitored by state highway agencies.

Travel on main rural roads dropped by 8.6 percent in July, and included decreases of 7.8 percent in the central states and 9.3 percent in the eastern states. Decreases of 3.6 percent on local rural roads and 5.4 percent on urban streets were also recorded.

Since 1974 the increase in travel for July compared to the previous year ranged from 3 to 5 percent. With the current 6.4 percent decrease, total travel for July was down by 10 to 12 percent when compared to anticipated levels.

Although increases in travel were reported for the first three months in 1979 compared to the same months in 1978, continuing decreases during the next four months through July have resulted in a seven month cumulative decrease of 0.5 percent. This was the first cumulative decrease recorded this year.

Following are tables which show monitoring results for selected eastern and midwestern toll facilities and at selected continuous counting sites in several states on various highway categories for the last two weeks in August and the first week in September as compared to the corresponding weeks one year earlier. Also included is a "Weekly Traffic Monitoring Summary" chart which shows the trend in traffic patterns over the past several months.

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TOLL FACILITY MONITORING

Percent Change in Vehicle Transactions By
Day of Week

Week of September 3, 1979 vs. Week of September 4, 1978

September 20, 1979

Facility	Day of Week							7-day change
	Mon 9/3	Tues 9/4	Wed 9/5	Thurs 9/6	Fri 9/7	Sat 9/8	Sun 9/9	
Indiana Toll Road	0.5	=1.9	=2.2	=1.1	=5.0	=29.0	=11.1	=7.1
Illinois Tollways	=3.5	3.7	4.3	5.8	2.9	=2.6		
Ohio Turnpike	=3.8	=4.4	=5.4	=3.1	=4.9	=9.1	=11.3	=6.0
Chesapeake Bay Bridge (Maryland)	=5.7	=11.7	=21.1	=13.9	=11.4	=8.0	=8.5	=10.8
Baltimore Harbor Tunnel	=5.8	=3.4	=9.6	=3.1	=4.1	=3.8	=5.4	=5.0
John F. Kennedy (I-95, Maryland)	=7.1	=10.7	=10.0	=10.2	=4.2	=4.6	=6.0	=7.4
New Jersey Turnpike	=4.7	0.2	=1.2	=12.3	2.8	4.2	1.0	1.5
West Virginia Turnpike	=11.9	=8.2	=12.5	=14.7	=13.8	=16.0	=11.5	=12.6
Port Authority of New York & New Jersey ^{1/}	=1.3	=0.4	=0.2	=14.9	4.9	1.1	0.3	=1.5
Pennsylvania Turnpike	=2.4	=3.6	=4.5	=7.2	=2.8	=6.1	=5.1	=4.4
Richmond-Petersburg Turnpike (Belvidere Plaza)	=3.6	=3.9	=16.5	=5.8	=6.5	=10.1	=9.3	=7.8

^{1/} Includes George Washington Bridge, Lincoln Tunnel, Holland Tunnel, Bayonne Bridge, Goethals Bridge and Outerbridge Crossing

TOLL FACILITY MONITORING

Percent Change in Vehicle Transactions By
Day of Week

Week of August 27, 1979 vs. Week of August 28, 1978

September 20, 1979

Facility	Day of Week							7-day change
	Mon 8/27	Tues 8/28	Wed 8/29	Thurs 8/30	Fri 8/31	Sat 9/1	Sun 9/2	
Indiana Toll Road	0.4	=0.9	=1.4	-0.5	-1.5	-7.2	-9.2	-2.8
Illinois Tollways	4.5	6.1	8.8	5.7	11.5	-5.0	-3.2	-4.5
Ohio Turnpike	-5.7	-4.2	-5.8	-5.0	-3.9	-7.2	-12.0	-6.2
Chesapeake Bay Bridge (Maryland)	0.7	6.1	=0.7	7.9	5.7	11.4	3.4	5.2
Baltimore Harbor Tunnel	-3.9	-3.5	-5.4	-1.8	-3.0	0.2	-5.9	-3.3
John F. Kennedy (I-95, Maryland)	-8.5	-6.9	-7.9	-6.0	-4.1	-8.4	-11.7	-7.5
New Jersey Turnpike	0.7	-0.1	-7.1	4.3	1.6	=1.3	-5.3	-1.0
West Virginia Turnpike	-9.1	-11.5	-7.8	-10.9	-24.2	-10.1	-12.0	-12.9
Port Authority of New York & New Jersey ^{1/}	-0.5	-1.9	-3.5	-0.6	6.1	-1.4	-4.2	-0.8
Pennsylvania Turnpike	-1.8	-3.2	-4.9	-2.4	-3.6	-7.1	-3.2	-3.7
Richmond-Petersburg Turnpike (Belvidere Plaza)	-2.2	-2.7	=3.0	-4.5	=3.8	-0.5	-7.6	-3.4

^{1/} Includes George Washington Bridge, Lincoln Tunnel, Holland Tunnel, Bayonne Bridge, Goethals Bridge and Outerbridge Crossing

Special Traffic Monitoring 1/
 Percent Change in Traffic Counts
 Week of August 20, 1979 vs. Week of August 21, 1978

State	Interstate Rural			Interstate Urban			Other Rural			Other Urban		
	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day
Arizona	=3.4	=1.2	=2.7	-	-	-	+6.1	+3.8	+5.4	+7.8	+1.9	+6.5
Colorado												
Florida	+1.8	=4.5	=0.1				+1.9	=4.6	=0.2			
Georgia	=3.4	=6.0	=4.1	=4.1	=8.1	=5.1	+10.5	+4.7	+8.9	=1.9	=4.5	=2.5
Iowa	=3.9	=4.6	=4.1	-	-	-	+0.2	+1.5	+0.6	+2.5	=5.8	+0.3
Michigan	+1.4	=9.1	=2.1	=1.1	=8.1	=2.7	=8.2	=10.3	=8.9	=3.9	=7.9	=5.0
New Mexico	=3.5	=1.0	=2.7	-	-	-	+3.5	+1.9	+3.0	=9.6	=12.7	=10.3
North Dakota	=12.3	=13.0	=12.5	-	-	-	=6.1	=12.5	=7.8	-	-	-
Oklahoma	=6.1	=10.2	=7.3	=8.7	=9.3	=8.8				=1.2	=2.6	=1.6
Wyoming	=7.4	=2.6	=6.1	=11.3	+4.2	=7.2	=14.4	=6.6	=12.2	=5.6	+0.4	=3.9

1/ Based on continuous traffic counts at selected locations reported by State highway agencies

Weekdays include the period Monday through Friday and the weekend consists of the following Saturday and Sunday. Total 7 day includes the period Monday through Sunday, except for Colorado where the weekend is the preceding Saturday and Sunday.

A dash (=) indicates that no counters are located on the particular system.

A blank indicates insufficient or incomplete data for all locations.

TOLL FACILITY MONITORING

Percent Change in Vehicle Transactions By
Day of Week

Week of September 3, 1979 vs. Week of September 4, 1978

September 13, 1979

Facility	Day of Week							7-day change
	Mon 9/3	Tues 9/4	Wed 9/5	Thurs 9/6	Fri 9/7	Sat 9/8	Sun 9/9	
Indiana Toll Road								
Illinois Tollways	-3.5							
Ohio Turnpike	-3.8	-4.4	-5.4	-3.1	-4.9	-9.1	-11.3	-6.0
Chesapeake Bay Bridge (Maryland)	-5.7	-11.7	-21.1	-13.9	-11.4	-8.0	-8.5	-10.8
Baltimore Harbor Tunnel	-5.8	-3.4	-9.6	-3.1	-4.1	-3.8	-5.4	-5.0
John F. Kennedy (I-95, Maryland)	-7.1	-10.7	-10.0	-10.2 ^a	-4.2	-4.6	-6.0	-7.4
New Jersey Turnpike	-4.7	0.2	-1.2	-12.3	2.8			
West Virginia Turnpike	-11.9	-8.2	-12.5	-14.7	-13.8	-16.0	-11.5	-12.6
Port Authority of New York & New Jersey ^{1/}	-1.3	-0.4	-0.2	-14.9	4.9	1.1	0.3	-1.5
Pennsylvania Turnpike	-2.4	-3.6	-4.5	-7.2	-2.8			
Richmond-Petersburg Turnpike (Belvidere Plaza)								

Page 6

^{1/} Includes George Washington Bridge, Lincoln Tunnel, Holland Tunnel, Bayonne Bridge, Goethals Bridge and Outerbridge Crossing

TOLL FACILITY MONITORING

Percent Change in Vehicle Transactions By

Day of Week

Week of August 27, 1979 vs. Week of August 28, 1978

September 13, 1979

Facility	Day of Week							
	Mon 8/27	Tues 8/28	Wed 8/29	Thurs 8/30	Fri 8/31	Sat 9/1	Sun 9/2	7-day change
Indiana Toll Road	0.4	-0.9	-1.4					
Illinois Tollways	4.5	6.1	8.8	5.7	11.5	-5.0	-3.2	-4.5
Ohio Turnpike	-5.7	-4.2	-5.8	-5.0	-3.9	-7.2	-12.0	-6.2
Chesapeake Bay Bridge (Maryland)	0.7	6.1	-0.7	7.9	5.7	11.4	3.4	5.2
Baltimore Harbor Tunnel	-3.9	-3.5	-5.4	-1.8	-3.0	0.2	-5.9	-3.3
John F. Kennedy (I-95, Maryland)	-8.5	-6.9	-7.9	-6.0	-4.1	-8.4	-11.7	-7.5
New Jersey Turnpike	0.7	-0.1	-7.1	4.3	1.6	-1.3	-5.3	-1.0
West Virginia Turnpike	-9.1	-11.5	-7.8	-10.9	-24.2	-10.1	-12.0	-12.9
Port Authority of New York & New Jersey ^{1/}	-0.5	-1.9	-3.5	-0.6	6.1	-1.4	-4.2	-0.8
Pennsylvania Turnpike	-1.8	-3.2	-4.9	-2.4	-3.6	-7.1	-3.2	-3.7
Richmond-Petersburg Turnpike (Belvidere Plaza)	-2.2	-2.7	-3.0	-4.5	-3.8	-0.5	-7.6	-3.4

^{1/} Includes George Washington Bridge, Lincoln Tunnel, Holland Tunnel, Bayonne Bridge, Goethals Bridge and Outerbridge Crossing

TOLL FACILITY MONITORING

Percent Change in Vehicle Transactions By
Day of Week

Week of August 20, 1979 vs. Week of August 21, 1978

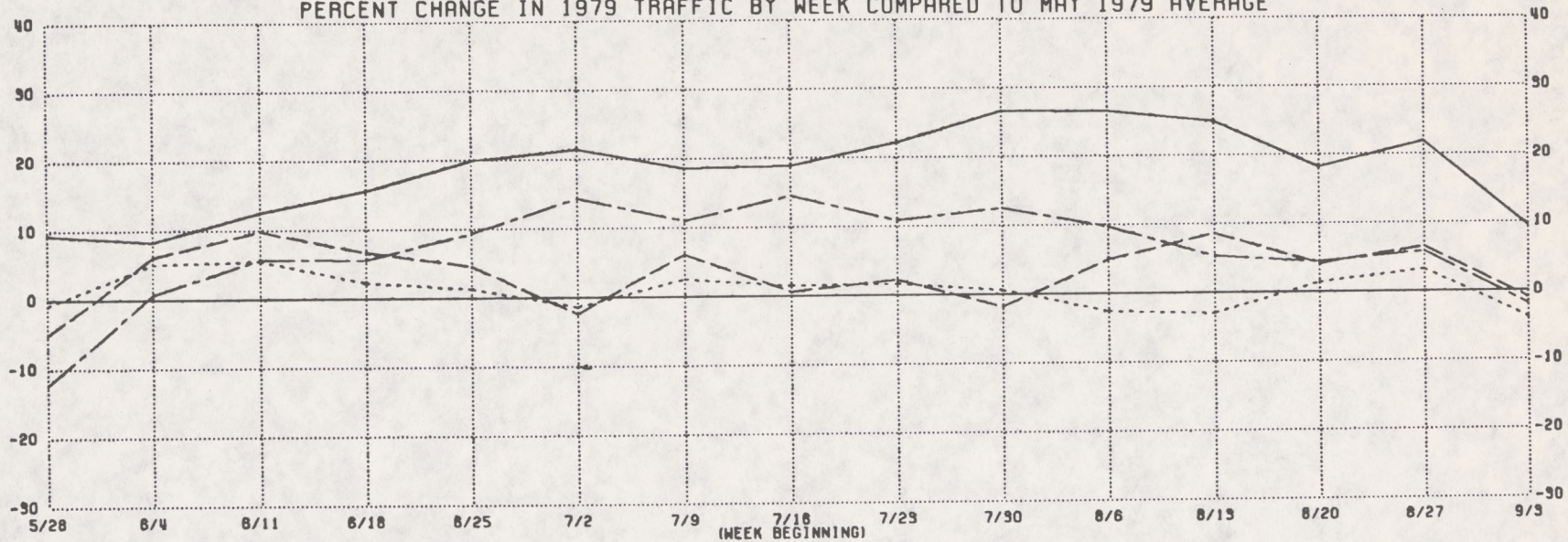
September 13, 1979

Facility	Day of Week							7-day change
	Mon 8/20	Tues 8/21	Wed 8/22	Thurs 8/23	Fri 8/24	Sat 8/25	Sun 8/26	
Indiana Toll Road	-6.4	0.7	-1.6	-1.6	-2.2	-8.1	-3.5	-3.0
Illinois Tollways	2.4	4.1	3.7	3.7	5.2	0.9	5.3	3.6
Ohio Turnpike	-9.2	-7.6	-6.8	-6.2	-6.2	-9.4	-8.8	-7.8
Chesapeake Bay Bridge (Maryland)	-3.6	-5.6	-8.5	-4.2	-3.8	1.9	-1.2	-3.2
Baltimore Harbor Tunnel	-6.6	-5.3	-4.3	-3.9	-3.2	-8.2	-7.2	-5.5
John F. Kennedy (I-95, Maryland)	-11.2	-18.1	-8.9	-7.4	-8.4	-15.0	-10.7	-11.0
New Jersey Turnpike	-2.1	-2.6	-5.9	-2.1	-0.8	-2.1	-5.7	-3.0
West Virginia Turnpike	-5.3	-7.8	-10.8	-7.5	-9.9	-10.0	-13.0	-9.1
Port Authority of New York & New Jersey ^{1/}	-2.8	-2.4	-2.6	-1.5	-0.7	-1.6	-4.4	-2.3
Pennsylvania Turnpike	-5.6	-7.2	-4.9	-5.2	-21.1	12.0	-9.0	-6.3
Richmond-Petersburg Turnpike (Belvidere Plaza)	-4.7	-4.6	-4.6	-5.7	-5.6	-8.7	-6.7	-5.8

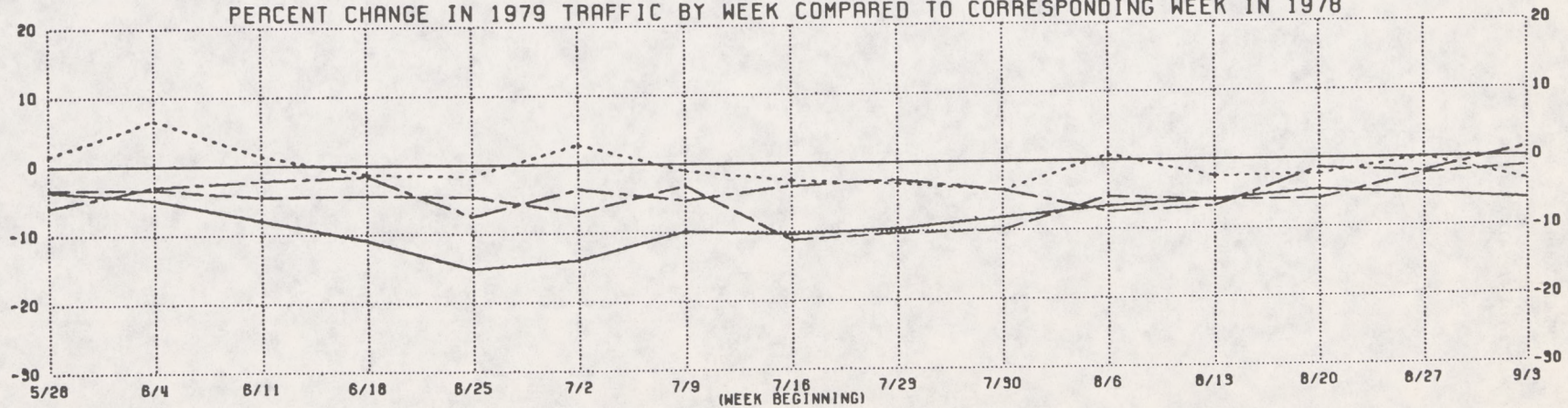
^{1/} Includes George Washington Bridge, Lincoln Tunnel, Holland Tunnel, Bayonne Bridge, Goethals Bridge and Outerbridge Crossing

WEEKLY TRAFFIC MONITORING SUMMARY 1979

PERCENT CHANGE IN 1979 TRAFFIC BY WEEK COMPARED TO MAY 1979 AVERAGE



PERCENT CHANGE IN 1979 TRAFFIC BY WEEK COMPARED TO CORRESPONDING WEEK IN 1978



LEGEND ————— INTERSTATE RURAL - - - - - OTHER RURAL - · - · - INTERSTATE URBAN · · · · · OTHER URBAN

NOTE: BASED ON CONTINUOUS TRAFFIC COUNTS AT APPROXIMATELY 70 LOCATIONS IN SELECTED STATES WITH TELEMETRY REPORTING CAPABILITY.

U. S. Department of Transportation

news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE WEDNESDAY

September 26, 1979

FHWA 62-79

(202) 426-0660

Contact: Richard Reilly

FEDERAL-AID ROAD PROJECT CONTRACTS TOP \$4 BILLION DURING FIRST HALF OF 1979

About \$4.4 billion in contracts for 3,394 federal-aid highway and bridge construction projects was awarded by state transportation agencies during the first half of 1979, the U.S. Department of Transportation reported.

Compared to the first half of 1978, these figures indicate a decrease of 9 percent in the number of contracts but a 35 percent increase in the total dollar value.

It is estimated that the 3,394 contracts will provide employment for about 370,000 persons. This estimate includes 77,000 jobs at the project sites; 77,000 jobs in support services directly related to the contractors and subcontractors, and 216,000 additional jobs created by the ripple effect of spending wages and profits.

The contracts awarded in the first half of 1979 averaged about \$1,299,800, with median size about \$325,000. They varied from less than \$25,000 to nearly \$72 million.

In the federal-aid program the states select and design the projects to be built, award the contracts; and supervise the construction, subject to Federal Highway Administration review, approval and control. The federal share of the project costs is approximately 90 percent on the

- more -

Interstate System and 75 percent on all other federal-aid systems. The funds for the federal-aid programs come from taxes levied on highway users.

Summary by Size of Contracts

Calendar Year 1978

All Federal-aid Highway Construction Contracts

Contract Size Group (Dollars)	Total Number of Contracts	Percentage of Total Contracts	Total Amount of Low Bids (Dollars)	Percentage of Total Value
\$0 - 49,999	363	10.70	\$ 9,772,800	0.22
50,000 - 99,999	401	11.81	29,413,100	0.67
100,000 - 249,999	753	22.19	126,153,200	2.86
250,000 - 499,999	600	17.68	215,115,000	4.88
500,000 - 999,999	454	13.38	323,146,200	7.32
1,000,000 - 2,999,999	496	14.61	839,191,600	19.02
3,000,000 - 4,999,999	129	3.80	506,791,000	11.49
5,000,000 and over	<u>198</u>	<u>5.83</u>	<u>2,362,041,100</u>	<u>53.54</u>
Total	3,394	100.00	\$4,411,624,000	100.00

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

Official Business

PENALTY FOR PRIVATE USE, \$300

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U. S. Department of Transportation

news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE WEDNESDAY

October 17, 1979

FHWA 64-79

(202) 426-60660

Contact: Richard Reilly

DOT PRESENTS "HIGHWAYS OF
HISTORY" COLLECTION OF OIL
PAINTINGS TO BOSTON MUSEUM

Boston, Mass. -- The U.S. Department of Transportation has formally presented to the Museum of Transportation, on a permanent loan basis, the "Highways of History" collection of 110 oil paintings depicting the development of transportation in the United States.

The presentation was made Tuesday by Federal Highway Administrator Karl S. Bowers in ceremonies held at the museum, located at Museum Wharf on the Boston waterfront. Founded 30 years ago as the Antique Auto Museum, it became the Museum of Transportation in 1970, and in June of this year moved from Brookline, Mass., to its present waterfront location.

The paintings were done between 1939 and 1945 by the late Carl Rakeman, an artist of the old Bureau of Public Roads, predecessor organization to the Federal Highway Administration. Many of them were shown at the New York World's Fair in 1940, and then over the years were exhibited at various locations.

In 1976, the 110 paintings were collected, restored and newly framed, for a bicentennial exhibit by the Federal Highway Administration in Washington, D.C. They also were reproduced in a hard cover book, "Historic American Roads," published that same year by Crown Publishing Company of New York City.

"Since that time we have been looking for a proper setting for permanent display of this historic collection," Administrator Bowers said in his presentation remarks. "We believe that the Museum of

Transportation here in Boston is ideally suited to that purpose, and we are happy to have it become the permanent home of the 'Highways of History' exhibit."

Rakeman's series opens with a painting depicting the introduction of horses into the New World in Florida in 1539, and continues through the era of the Indian trails, colonial roads, the coming of the steamboat and railroad, the bicycle era, to the present time. Explanatory text panels supplement the paintings.

Each painting reflects exhaustive research and is believed to be authentic in every detail. The collection is the most complete depiction of highway development that exists, and is regarded as a historic record for future generations. Many of the paintings have appeared in histories, school reference books, and practically every publication illustrating historic highways.

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



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

FOR RELEASE THURSDAY
October 25, 1979

FHWA 69-79
(202) 426-0660
Contact: Richard Reilly

DOT RELEASES NEW, REVISED
EDITION OF "RIDESHARE AND
SAVE -- A COST COMPARISON"

The lone commuter driving 20 miles to work in a standard size car can save \$1,392 annually by switching to a 4-person carpool.

The escalating costs of car ownership and operation are providing increased opportunities for individual savings through ridesharing in carpools and vanpools.

These potential savings are detailed in a 12-page booklet recently released by the U.S. Department of Transportation. The second edition of "Rideshare and Save -- A Cost Comparison" gives current motor vehicle operating and owning costs for commuting alone and for carpooling and vanpooling.

Prepared by the department's Federal Highway Administration, the revised publication includes a table for easy estimation of commuting costs for various trip distances, vehicle types and number of riders. This table is shown below. A technical analysis section discusses the assumptions and calculations used to develop the table. A "do-it-yourself" worksheet is provided to allow the commuter to determine the costs of his or her journey to work.

Federal Highway Administrator Karl S. Bowers said: "By making commuters aware of the costs of driving alone as compared to the costs of ridesharing, it is hoped that more commuters who now drive alone will carpool or vanpool. Not only will the commuter save money, but the nation will save fuel, air pollution will be reduced and streets and highways will be less congested."

Copies of "Rideshare and Save -- A Cost Comparison" can be obtained from the Consumer Information Center, Pueblo Memorial Airport, Pueblo, Colorado 81009, or from the Federal Highway Administration's Office of Public Affairs, Washington, D.C. 20590. Agencies desiring large quantities can borrow a set of negatives for printing their own copies by contacting the FHWA Office of Public Affairs (202-426-0660). The booklet can also be photocopied for quick reproduction.

ANNUAL COSTS OF COMMUTING TO WORK*

Driving Alone and Ridesharing

One-Way Commute (miles)	Vehicle Type	Cost Category	Drive Alone	Ridesharing Options					
				Shared-Driving Carpool		Shared-Riding Carpool		Vanpool	
				2-person	4-person	2-person	4-person	8-person	12-person
10	Subcompact (Pinto, Chevette, etc)	Operating	412	206	103	206	103	82	54
		Owning	314	192	114	157	79		
		Total	<u>726</u>	<u>398</u>	<u>217</u>	<u>363</u>	<u>182</u>	<u>372</u>	<u>248</u>
	Standard (LTD, Caprice, etc)	Operating	620	310	155	310	155	454	302
		Owning	442	272	161	221	111		
		Total	<u>1062</u>	<u>582</u>	<u>316</u>	<u>531</u>	<u>266</u>		
20	Subcompact	Operating	823	412	206	412	206	163	109
		Owning	439	306	192	220	110		
		Total	<u>1262</u>	<u>718</u>	<u>398</u>	<u>632</u>	<u>316</u>	<u>372</u>	<u>248</u>
	Standard	Operating	1240	620	310	620	310	535	357
		Owning	617	433	272	309	155		
		Total	<u>1857</u>	<u>1053</u>	<u>582</u>	<u>929</u>	<u>465</u>		
40	Subcompact	Operating	1646	823	412	823	412	327	218
		Owning	548	427	306	274	137		
		Total	<u>2194</u>	<u>1250</u>	<u>718</u>	<u>1097</u>	<u>549</u>	<u>372</u>	<u>248</u>
	Standard	Operating	2480	1240	620	1240	620	699	466
		Owning	771	604	433	386	193		
		Total	<u>3251</u>	<u>1844</u>	<u>1053</u>	<u>1626</u>	<u>813</u>		

*In 1979 dollars

This table has been developed by the Federal Highway Administration to show commuters how much money is involved in traveling to work by driving alone, carpooling or vanpooling. The cooperating costs shown in the table include all mileage-related costs associated with the work trip for gas, oil, maintenance, tires and repairs. The owning costs shown in the table include all other nonmileage-related costs associated with ownership of a vehicle, such as insurance, depreciation, finance charges, licensing fees and taxes.

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

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U. S. Department of Transportation

news:

Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590



FOR RELEASE WEDNESDAY
November 7, 1979

FHWA 70-79
(202) 426-0660
Contact: Bill Johnson

IDAHO, UTAH BEEF UP TRUCK SAFETY PROGRAMS

The states of Idaho and Utah, in partnership with the U.S. Department of Transportation, are initiating \$1 million programs to keep overloaded and unsafe trucks off the highways.

In each case, assisted by slightly more than \$1 million in Federal Highway Administration funds, the states will expand and intensify their truck inspection and weighing activities.

These increased efforts are expected to reduce the number of highway accidents involving trucks engaged in both interstate and intrastate commerce.

Under the agreements with the Federal Highway Administration, each state will:

- Expand its staff conducting truck weighing and inspections of drivers and equipment.
- Increase the hours of operation at fixed weighing facilities and also increase the use of portable scale activities.
- Increase enforcement of penalties for trucks and drivers found to be operating in violation of its laws and regulations.
- Maintain a data system to allow FHWA to periodically evaluate the success of the program.

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U. S. Department of Transportation news:



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

FOR RELEASE WEDNESDAY
November 14, 1979

CONSUMER ADVISORY

FHWA 71-79
Contact: R.A. Patrick
Phone: (202) 426-0660

FHWA SEEKS WIDER PUBLIC COMMENT ON HIGHWAY RULE-MAKING ACTIVITIES

If you have ideas to contribute to the decision-making process governing national highway policy, the U.S. Department of Transportation wants to hear them.

In following President Carter's directive to issue only essential rules and to make them simple, clear and less burdensome, DOT's Federal Highway Administration is seeking the widest possible public comment on its existing and proposed rules.

To encourage such comment, the Federal Highway Administration will mail without charge to any interested person notices of its rule-making activities.

The FHWA issues notices of proposed rule-making so that anyone wishing to do so may participate in the revision of FHWA regulations or the development of new rules governing highway program policies and procedures.

Anyone wishing to receive advance notices and notices of proposed rule-making and final rules may obtain a subscription form for the Federal Highway Administration's Title 23 CFR Public Notice mailing list by writing to:

Consumer Affairs Representative
Office of Public Affairs (HPA-1)
Federal Highway Administration
Washington, D.C. 20590

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U. S. Department of Transportation



news:

Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE THURSDAY

November 15, 1979

FHWA 73-79

Contact: Richard Reilly

Phone: (202) 426-0660

DOT APPROVES DELETION
OF CLEVELAND SEGMENT
FROM INTERSTATE SYSTEM

Secretary of Transportation Neil Goldschmidt has approved a request by Ohio Governor James A. Rhodes to remove a 7.9 mile segment of the proposed Cleveland Clark Freeway (I-490) from the Interstate Highway System.

Federal funds equivalent to the estimated cost of the route segment -- \$147.86 million -- will be made available for substitute highway and transit projects in the Cleveland urbanized area. The actual amount is subject to adjustment corresponding to changes in national highway construction cost trends.

Governor Rhodes was informed of the Secretary's decision in a letter signed by Deputy Federal Highway Administrator John S. Hassell, Jr., and by Robert H. McManus, Associate Administrator of the Urban Mass Transportation Administration, which stated that it had been determined that the deleted I-490 segment "is not essential to completion of a unified and connected Interstate System."

The letter, dated Nov. 13, pointed out that before any substitute projects can be approved, DOT must have authority to obligate the funds under a congressional appropriations act.

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U. S. Department of Transportation

news:

Office of Assistant Secretary for Governmental and Public Affairs



Washington, D.C. 20590

FOR RELEASE TUESDAY
November 27, 1979

FHWA 74-79
(202) 426-0660
Contact: Richard Reilly

HIGHWAY TRAVEL IN U.S. STILL RUNNING UNDER 1978 LEVELS, DOT DISCLOSES

Highway travel in the United States has remained under 1978 levels during the early fall months, the U.S. Department of Transportation reported.

Special traffic monitoring reports by state highway agencies to the department's Federal Highway Administration shows that October travel is a continuation of the September pattern: the decline recorded during the summer months has leveled off, but still remains below 1978 totals.

At the same time, final reports for September, based on continuous traffic counts at approximately 3,000 locations monitored by state highway agencies, show that travel was down by 2.7 percent as compared with the same month a year ago.

After three months of successive decreases in travel ranging from 2 percent in May to 6.3 percent in July, the September drop of 2.7 percent, following the August decrease of 3.6 percent, indicates a slow but continued easing of the downward trend.

Travel on main rural roads dropped by 4.7 percent and included decreases of 6.3 in the eastern region, 3.7 in the central region and 4.5 in the western region. Decreases of 3 percent on local rural roads and 1.2 percent on urban streets were also recorded.

- more -

Although increases in travel were reported for the first four months in 1979 compared to the same months in 1978, decreases over the next five months through September have resulted in a cumulative nine month decrease of 1.2 percent. This nine month drop includes decreases of 1.7 on rural roads and 0.7 percent on urban streets.

Following are tables which show monitoring results for selected eastern and midwestern toll facilities recorded during four weeks in October as compared to the corresponding weeks one year earlier. Also included is a "Weekly Traffic Monitoring Summary" chart which shows the trend in traffic patterns over the past several months.

TOLL FACILITY MONITORING

**Percent Change in Vehicle Transactions By
Day of Week**

Week of October 1, 1979 vs. October 2, 1978

October 18, 1979

Facility	Day of Week							7-day change
	Mon 10/1	Tues 10/2	Wed 10/3	Thurs 10/4	Fri 10/5	Sat 10/6	Sun 10/7	
Indiana Toll Road	-6.9	1.6	1.7	1.8	-3.3	13.1	5.3	1.5
Illinois Tollways								
Ohio Turnpike	-4.3	-2.9	-5.6	-5.4	-3.3	-3.2	0.4	-3.4
Chesapeake Bay Bridge (Maryland)	-1.4	-5.3	-1.0	5.7	-4.3	-4.6	-5.6	-2.8
Baltimore Harbor Tunnel	-3.5	-8.0	-2.3	0.3	-4.8	-6.0	-6.0	-4.3
John F. Kennedy (I-95, Maryland)	-3.6	-11.8	-4.9	-0.4	-4.8	6.6	-7.7	-3.5
New Jersey Turnpike	-4.8	0.8	0.8	3.2	-0.4	3.1	6.3	1.0
West Virginia Turnpike	-10.1	-10.8	-24.0	-10.2	-10.4	-10.4	-8.9	-12.3
Port Authority of New York & New Jersey ^{1/}	-6.3	-4.3	-3.9	3.7	-2.4	-0.2	-1.8	-2.1
Pennsylvania Turnpike	-5.7	-2.5	-2.3	-2.3	-3.5	-3.9	-5.5	-3.7
Richmond-Petersburg Turnpike (Belvidere Plaza)	-4.3	-4.8	-3.8	-3.0	-5.6	-7.0	-8.8	-5.3

^{1/} Includes George Washington Bridge, Lincoln Tunnel, Holland Tunnel, Bayonne Bridge, Goethals Bridge and Outerbridge Crossing

TOLL FACILITY MONITORING

Percent Change in Vehicle Transactions By
Day of Week

Week of October 8, 1979 vs. Week of October 9, 1978

October 25, 1979

Facility	Day of Week							7-day change
	Mon 10/8	Tues 10/9	Wed 10/10	Thurs 10/11	Fri 10/12	Sat 10/13	Sun 10/14	
Indiana Toll Road	3.5	8.2	1.4	1.2	-3.4	11.6	-5.3	2.4
Illinois Tollways								
Ohio Turnpike	-2.2	-7.3	-7.4	-6.6	-8.7	-13.6	-16.8	-9.1
Chesapeake Bay Bridge (Maryland)	-0.9	-0.4	-11.5	-0.6	-4.8	-13.7	-12.2	-6.6
Baltimore Harbor Tunnel	-4.2	-2.0	-4.7	1.6	-7.1	-0.1	-8.3	-3.7
John F. Kennedy (I-95, Maryland)	-2.6	1.0	-4.9	1.3	-2.8	19.3	-28.0	-3.6
New Jersey Turnpike	-1.2	0.8	4.4	-0.9	-1.6	1.2	-4.1	-0.2
West Virginia Turnpike	-10.2	-13.1	-7.4	-8.6	-11.1	-17.0	-13.2	-11.5
Port Authority of New York & New Jersey ^{1/}	0.3	-0.0	2.6	-2.9	-3.0	-2.2	-4.6	1.4
Pennsylvania Turnpike	-2.1	-3.7	-6.0	-5.9	-4.4	-3.6	-9.1	-5.0
Richmond-Petersburg Turnpike (Belvidere Plaza)	-4.4	-2.4	-7.9	-4.7	-5.7	-12.3	-9.8	-6.6

^{1/} Includes George Washington Bridge, Lincoln Tunnel, Holland Tunnel, Bayonne Bridge, Goethals Bridge and Outerbridge Crossing

TOLL FACILITY MONITORING

Percent Change in Vehicle Transactions By
Day of Week

Week of October 15, 1979 vs. Week of October 16, 1978

November 1, 1979

Facility	Day of Week							
	Mon 10/15	Tues 10/16	Wed 10/17	Thurs 10/18	Fri 10/19	Sat 10/20	Sun 10/21	7-day change
Indiana Toll Road	-2.0	-2.8	6.0	3.0	5.3	22.1	9.8	7.0
Illinois Tollways								
Ohio Turnpike	-4.6	-3.6	-8.4	-5.6	-5.0	-6.4	=1.3	-4.3
Chesapeake Bay Bridge (Maryland)	-0.1	1.8	-2.0	-2.0	-4.0	-5.3	-1.3	-2.2
Baltimore Harbor Tunnel	-0.7	0.7	-2.1	-1.2	-2.3	-7.4	-4.3	-2.4
John F. Kennedy (I-95, Maryland)	-8.3	2.3	2.3	1.4	-0.8	-5.0	-3.3	-1.9
New Jersey Turnpike	2.0	1.6	-0.1	2.8	0.8	5.5	-7.7	0.8
West Virginia Turnpike	-5.0	-7.5	-8.2	-5.2	-8.0	-8.6	-11.1	-6.7
Port Authority of New York & New Jersey ^{1/}	3.7	1.3	-1.8	1.5	1.2	-0.9	-5.2	-0.1
Pennsylvania Turnpike	-0.5	-1.9	-3.2	0.4	-1.6	-3.9	-4.4	-2.2
Richmond-Petersburg Turnpike (Belvidere Plaza)	-2.8	-0.9	-1.5	-1.6	-4.6	-7.0	-4.0	-3.2

^{1/} Includes George Washington Bridge, Lincoln Tunnel, Holland Tunnel, Bayonne Bridge, Goethals Bridge and Outerbridge Crossing

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TOLL FACILITY MONITORING

Percent Change in Vehicle Transactions By
Day of Week

Week of October 22, 1979 vs. Week of October 23, 1978

November 8, 1979

Facility	Day of Week							7-day change
	Mon 10/22	Tues 10/23	Wed 10/24	Thurs 10/25	Fri 10/26	Sat 10/27	Sun 10/28	
Indiana Toll Road	-4.8	-0.7	6.2	-1.8	-0.6	-6.0	-7.2	-2.1
Illinois Tollways								
Ohio Turnpike	-2.3	-5.6	-5.9	-4.5	-6.2	-8.3	-10.4	-6.3
Chesapeake Bay Bridge (Maryland)	0.8	-1.3	-4.0	3.4	0.5	-7.6	-12.5	-3.5
Baltimore Harbor Tunnel	-2.5	-2.1	-2.8	-1.2	-2.9	-6.9	-6.0	-3.4
John F. Kennedy (I-95, Maryland)	0.6	-0.1	-4.6	-0.3	-1.7	-6.0	-4.4	-2.5
New Jersey Turnpike	0.8	1.2	0.0	0.9	-0.6	-1.9	-7.2	-0.6
West Virginia Turnpike	-5.5	-8.3	-9.4	-3.9	-14.4	-3.2	-13.8	-8.7
Port Authority of New York & New Jersey ^{1/}	3.2	2.0	-0.7	-0.6	-1.1	-1.9	-10.9	-1.4
Pennsylvania Turnpike	2.5	0.1	-1.3	-0.2	-3.3	-7.1	-11.7	-3.1
Richmond-Petersburg Turnpike (Belvidere Plaza)	-3.5	-2.6	-0.7	0.5	-3.6	-2.3	-4.8	-2.4

^{1/} Includes George Washington Bridge, Lincoln Tunnel, Holland Tunnel, Bayonne Bridge, Goethals Bridge and Outerbridge Crossing

- more -

- 9 -

Special Traffic Monitoring ^{1/}
 Percent Change in Traffic Counts
 Week of October 1, 1979 Vs. week of October 2, 1978

State	Interstate Rural			Interstate Urban			Other Rural			Other Urban		
	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day
Arizona	-3.7	-0.1	-2.6	-	-	-	-6.4	-21.1	-11.5	+4.4	+4.4	+4.4
Colorado												
Florida	+3.5	-0.2	+2.3	-1.2	-3.2	-1.6	+5.8	-2.1	+3.4	-17.3	-10.0	-15.6
Georgia	-0.1	-2.8	-0.9	-3.7	-5.0	-4.0	-8.3	-15.1	-10.2	-2.1	-4.6	-2.7
Iowa	-1.4	-5.2	-2.5	-	-	-	-3.2	+1.0	-1.9	-7.8	+1.4	-5.5
Michigan	-5.8	-12.2	-8.1	+5.5	-3.5	+3.5	-6.6	-4.1	-5.8	+3.8	+0.8	+3.0
New Mexico	-6.4	-5.5	-6.1	-	-	-	-0.0	-2.5	-0.8	-4.9	-7.9	-5.7
North Dakota	-5.9	-11.6	-7.6	-	-	-	-8.8	-8.3	-8.6	-	-	-
Oklahoma	-12.6	-3.8	-9.8	+5.2	+10.3	+6.4	+10.4	-1.0	+7.0	+2.8	+14.1	+5.3
Wyoming	-2.3	-4.6	-3.0	-1.6	+6.3	+0.5	+4.8	+2.4	+4.1	-8.1	-3.8	-6.8

^{1/} Based on continuous traffic counts at selected locations reported by State highway agencies

Weekdays include the period Monday through Friday and the weekend consists of the following Saturday and Sunday. Total 7 day includes the period Monday through Sunday, except for Colorado where the weekend is the preceding Saturday and Sunday.

A dash (-) indicates that no counters are located on the particular system.

A blank indicates insufficient or incomplete data for all locations.

Special Traffic Monitoring ^{1/}
 Percent Change in Traffic Counts
 Week of October 8, 1979 vs. Week of October 9, 1978

State	Interstate Rural			Interstate Urban			Other Rural			Other Urban		
	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day
Arizona	-4.9	-1.3	-3.8	-	-	-	+7.6	+7.7	+7.7	+4.9	-1.3	+3.4
Colorado												
Florida	+3.7	+6.3	+4.5	-0.4	-1.2	-0.6	+5.7	+1.0	+4.3	-12.5	+5.5	-8.6
Georgia	+1.7	-6.5	-0.8	-2.2	-6.8	-3.3	-6.9	-0.6	-5.2	-3.1	-4.6	-3.5
Iowa	-5.0	-5.7	-5.2	-	-	-	-6.9	-3.5	-5.9	-4.8	+3.2	-2.9
Michigan	-4.0	-9.7	-6.0	+0.8	-9.6	-1.5	-12.0	-15.7	-13.3	+2.1	+3.7	+2.5
New Mexico	-3.9	+4.0	-1.4	-	-	-	+2.9	-0.1	+2.0	-8.1	-8.0	-8.1
North Dakota	-6.1	-8.1	-6.7	-	-	-	-10.2	-8.9	-9.9	-	-	-
Oklahoma	-11.2	-15.8	-12.5	-2.2	-11.4	-4.4	-1.6	-14.2	-5.3	-1.2	-8.8	-3.1
Wyoming	+1.4	+0.2	+1.0	-3.4	+11.0	+0.4	+3.9	-1.4	+2.3	-10.4	+1.6	-7.0

^{1/} Based on continuous traffic counts at selected locations reported by State highway agencies

Weekdays include the period Monday through Friday and the weekend consists of the following Saturday and Sunday. Total 7 day includes the period Monday through Sunday, except for Colorado where the weekend is the preceding Saturday and Sunday.

A dash (-) indicates that no counters are located on the particular system.

A blank indicates insufficient or incomplete data for all locations.

Special Traffic Monitoring ^{1/}
 Percent Change in Traffic Counts
 Week of October 15, 1979 vs. week of October 16, 1979

State	Interstate Rural			Interstate Urban			Other Rural			Other Urban		
	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day
Arizona	-3.5	+6.8	-0.3	-	-	-	+7.8	+6.3	+7.4	+0.1	+13.9	+3.0
Colorado												
Florida	+4.0	+0.2	+2.8	-0.7	-8.4	-2.5	+7.3	-0.0	+5.1	-0.5	+7.9	+1.4
Georgia	+1.4	-3.1	+0.1	-1.0	-2.1	-1.2	-6.6	-8.0	-7.0	-1.6	+0.2	-1.2
Iowa	-3.2	-3.3	-3.3	-	-	-	-3.6	-7.1	-4.6	+8.8	+4.0	+7.5
Michigan	-3.2	-16.2	-7.8	+1.8	-3.2	+0.7	-8.5	-18.8	-12.1	-3.8	-3.6	-3.7
New Mexico	-8.3	-3.7	-7.0	-	-	-	-2.3	-1.5	+1.2	-1.8	-11.1	-4.2
North Dakota	-6.2	-4.5	-5.7	-	-	-	-1.5	-5.7	-2.7	-	-	-
Oklahoma	-5.5	-9.3	-6.6	-5.2	+1.9	-3.6	+4.9	+3.5	+4.5	+2.4	-0.7	+1.7
Wyoming	-3.9	+0.4	-2.7	-8.0	+16.8	-1.9	+9.7	-10.8	+3.5	-10.0	+15.9	-2.7

^{1/} Based on continuous traffic counts at selected locations reported by State highway agencies

Weekdays include the period Monday through Friday and the weekend consists of the following Saturday and Sunday. Total 7 day includes the period Monday through Sunday, except for Colorado where the weekend is the preceding Saturday and Sunday.

A dash (=) indicates that no counters are located on the particular system.

A blank indicates insufficient or incomplete data for all locations.

Special Traffic Monitoring ^{1/}
 Percent Change in Traffic Counts
 Week of October 22, 1979 vs week of October 23, 1978

State	Interstate Rural			Interstate Urban			Other Rural			Other Urban		
	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day	Week-day	Week-end	Total 7 day
Arizona	-7.0	-4.8	-6.3	-	-	-	+4.9	-14.0	-1.4	-0.3	+9.1	+1.7
Colorado												
Florida	+6.1	-10.1	+1.2	-0.5	-2.5	-0.9	+5.6	+5.4	+5.5	+4.1	+4.4	+4.2
Georgia	+1.2	-5.3	+0.7	-1.7	-10.7	-3.9	-8.0	-1.8	-6.4	-1.4	-6.9	-2.8
Iowa	-3.8	-12.2	-6.4	-	-	-	-9.9	-4.5	-8.3	+7.0	+4.2	+6.2
Michigan	-5.5	-14.6	-8.6	-0.2	-12.7	-2.7	-13.3	-17.3	-14.7	+0.7	+1.5	+0.9
New Mexico	-6.2	-10.3	-7.4	-	-	-	+6.4	+9.7	+7.4	-4.0	-11.5	-6.0
North Dakota	-7.6	-8.7	-7.9	-	-	-	-7.8	-9.2	-8.1	-	-	-
Oklahoma	-4.8	-5.8	-5.1	-10.9	-16.1	-12.3	+3.4	-7.4	+0.1	+1.7	+0.1	+1.3
Wyoming	+6.6	+2.0	+5.3	-0.5	+13.1	+3.0	+1.7	-7.9	-1.2	-7.1	+11.5	-2.0

^{1/} Based on continuous traffic counts at selected locations reported by State highway agencies

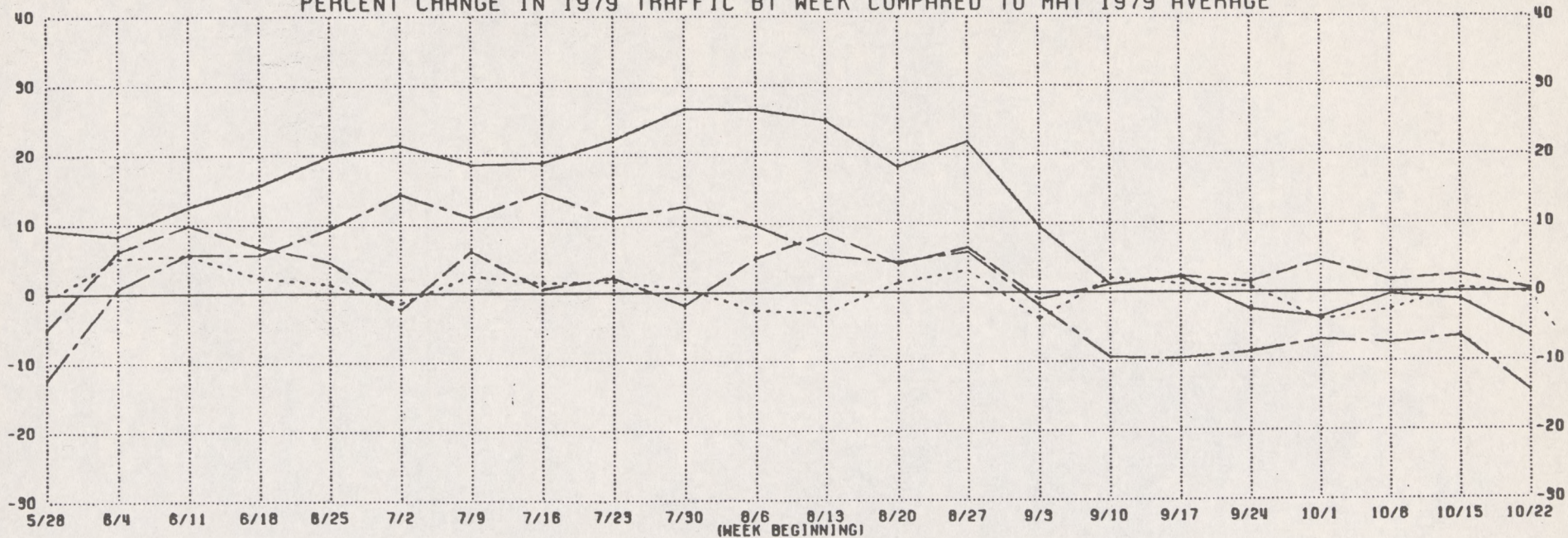
Weekdays include the period Monday through Friday and the weekend consists of the following Saturday and Sunday. Total 7 day includes the period Monday through Sunday, except for Colorado where the weekend is the preceding Saturday and Sunday.

A dash (-) indicates that no counters are located on the particular system.

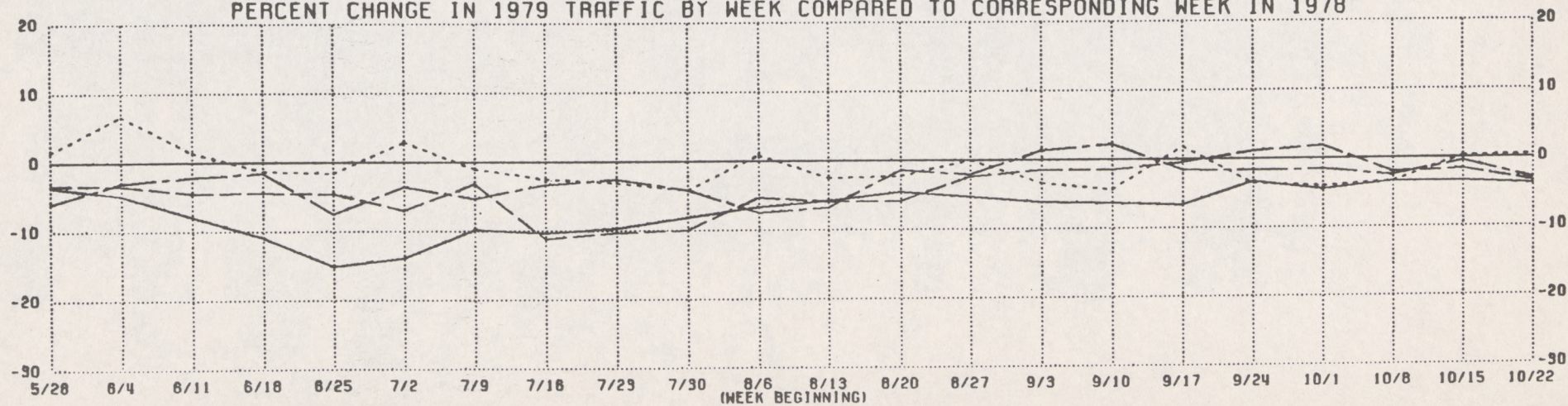
A blank indicates insufficient or incomplete data for all locations.

WEEKLY TRAFFIC MONITORING SUMMARY 1979

PERCENT CHANGE IN 1979 TRAFFIC BY WEEK COMPARED TO MAY 1979 AVERAGE



PERCENT CHANGE IN 1979 TRAFFIC BY WEEK COMPARED TO CORRESPONDING WEEK IN 1978



LEGEND ————— INTERSTATE RURAL - - - - - OTHER RURAL - - - - - INTERSTATE URBAN ······ OTHER URBAN

NOTE: BASED ON CONTINUOUS TRAFFIC COUNTS AT APPROXIMATELY 70 LOCATIONS IN SELECTED STATES WITH TELEMETRY REPORTING CAPABILITY.

U.S. Department of Transportation

news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE TUESDAY
November 27, 1979

FHWA 75-79

(202) 426 0660

Contact: Richard Reilly

HIGHWAY CONSTRUCTION COSTS CONTINUED TO INCREASE IN THIRD QUARTER OF 1979

Highway construction costs climbed 11.5 percent in the third quarter of 1979, following a rise of 6.4 percent in the preceding quarter, the U.S. Department of Transportation reported today.

All six components of the price index rose during the third quarter, with excavation leading the advance with a 17.7 percent increase.

The increase brings the FHWA's composite index for highway construction costs to 328.8 percent of the 1967 base index. (1967 average costs equal 100 percent.)

The three-quarter moving composite price index for the second quarter of 1979, obtained by combining the data for the first, second and third quarters of 1979, rose 2.9 percent above its preceding quarter.

The recent round of worldwide oil price increases and anticipation of future price increases apparently has triggered substantial increases in highway construction costs.

FHWA is re-examining its highway cost control program to establish methods to lessen the effect of contractors' anticipation of inflation on long-term contracts.

Particular attention is being given to greater use of adjustment clauses to compensate contractors for increases in key components which occur after a contract has been awarded.

Also being examined is the increased use of contract provisions for alternative designs permitting contractors to substitute less-costly materials or initiate less-costly construction methods during the life of a contract.

Trends in highway construction costs are measured by an index of average contract prices compiled from reports of state highway contract awards for federal-aid contracts over \$500,000.

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

	Quarterly Price Index	Percentage Change	(Three-quarter moving index)	
			Three-quarter Price Index	Percentage Change
*				
3rd quarter, 1977	---	---	220.4	+ 4.0
4th quarter, 1977	233.0	+ 7.9	222.2	+ 0.8
1st quarter, 1978	219.5	- 5.8	237.9	+ 7.1
2nd quarter, 1978	258.1	+17.6	255.6	+ 7.5
3rd quarter, 1978	296.1	+14.7	281.6	+10.2
4th quarter, 1978	302.7	+ 2.2	288.3	+ 2.4
1st quarter, 1979	277.2	- 8.4	288.3	0.0
2nd quarter, 1979	294.9	+ 6.4	296.6	+ 2.9
3rd quarter, 1979	328.8	+11.5	---	---

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

The price levels of the component items of the quarterly index in the third quarter of 1979, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1967=100			Percentage change this quarter from--	
	Third Quarter 1979	Second Quarter 1979	Third Quarter 1978	Second Quarter 1979	Third Quarter 1978
Excavation.....	334.9	284.7	339.8	+17.7	- 1.4
Surfacing					
Portland cement concrete.....	340.7	291.5	271.9	+16.9	+25.3
Bituminous concrete.....	341.5	320.4	264.7	+ 6.6	+29.0
Composite surfacing.....	341.1	305.4	268.4	+11.7	+27.1
Structures:					
Reinforcing steel.....	328.0	314.2	264.6	+ 4.4	+24.0
Structural steel.....	306.0	303.6	258.7	+ 0.8	+18.3
Structural concrete.....	306.4	288.5	276.0	+ 6.2	+11.0
Composite structures.....	310.1	297.5	268.9	+ 4.2	+15.3
Composite price index.....	328.8	294.9	296.1	+11.5	+11.1

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

	Price Index 1967=100			Percentage change this quarter from--	
	Second Quarter 1979	First Quarter 1979	Second Quarter 1978	First Quarter 1979	Second Quarter 1978
	Excavation.....	291.5	295.9	265.8	- 1.5
Surfacing					
Portland cement concrete.....	289.3	276.7	254.6	+ 4.6	+13.6
Bituminous concrete.....	318.2	296.2	261.8	+ 7.4	+21.5
Composite surfacing.....	303.3	286.1	258.1	+ 6.0	+17.5
Structures:					
Reinforcing steel.....	308.1	285.9	237.8	+ 7.8	+29.6
Structural steel.....	302.0	293.9	237.9	+ 2.8	+26.9
Structural concrete.....	289.6	272.2	243.7	+ 6.4	+18.8
Composite structures.....	296.5	281.0	241.0	+ 5.5	+23.0
Composite price index.....	296.6	288.3	255.6	+ 2.9	+16.0

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

	Unit	Individual Quarters		Three Quarters	
		2nd Qtr. 1979	3rd Qtr. 1979	1st Qtr. 1979 ^{1/}	2nd Qtr. 1979 ^{2/}
Excavation.....	Cu.Yd.	\$ 1.54	\$ 1.81	\$ 1.60	\$ 1.58
PCC Surface.....	Sq.Yd.	12.91	15.09	12.25	12.81
Bit. conc. surf.	Ton	20.72	22.08	19.15	20.58
Str. Reinf.....	Lb.	.411	.429	.374	.403
Str. Steel.....	Lb.	.749	.755	.725	.745
Str. concrete...	Cu.Yd.	202.82	215.41	191.37	203.59

^{1/}Weighted average unit prices for the 4th quarter 1978 and 1st and 2nd quarters of 1979.

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

U. S. Department of Transportation news:



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

FOR RELEASE TUESDAY
December 11, 1979

FHWA 77-79
Contact: Bill Johnson
Phone: (202) 426-0660

DOT OFFICIAL CALLS
UNSAFE TRUCKS, BUSES
SERIOUS HIGHWAY PROBLEM

Four out of every 10 trucks inspected by U.S. Department of Transportation agents during the past fiscal year were ordered off the highway because of serious mechanical defects such as faulty tires, brakes and lights.

"As Americans continue to switch to smaller, lighter vehicles to save fuel, the growing ratio of small cars to large trucks and buses represents a potentially serious safety problem," Federal Highway Administrator Karl S. Bowers said.

"An improperly maintained large truck or bus, incapable of being controlled by its driver, is a threat to all users of the highways," Bowers said.

Inspectors employed by the Bureau of Motor Carrier Safety in DOT's Federal Highway Administration inspected 26,121 commercial trucks and buses in FY '79. Of these, 10,779 vehicles, predominantly trucks, were ordered out of service because of serious safety defects -- an increase of 1,574 vehicles over the previous year.

In addition, 1,980 drivers were ordered out of service in FY '79, primarily for violation of continuous hours of service regulations, as compared to 602 drivers grounded in FY '78.

The number of inspections conducted by the Bureau of Motor Carrier Safety increased by four percent last year. The Bureau's jurisdiction is confined to commercial vehicles operating in interstate commerce.

While pledging to intensify the Bureau's inspection efforts and to increase unannounced roadside "strike force" activity, Bowers pointed out that the Bureau has only 155 field inspectors to oversee the safe condition of more than 4 million commercial trucks and buses in interstate service.

"To reduce this disparity, we are encouraging and receiving increased and more vigilant safety inspection efforts by state agencies," the Administrator said.

Last month, the FHWA announced the funding of two \$1 million pilot projects to expand and intensify the truck safety inspection programs in the states of Idaho and Utah.

The FHWA during the past year supplemented its routine vehicle inspection program with "strike force" teams of BMCS agents working at ocean ports, state ports of entry and state weighing stations. State and local police, port authorities and other government officials cooperated in these inspections either as participants or observers.

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FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

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U. S. Department of Transportation news:



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

FOR RELEASE WEDNESDAY
December 12, 1979

FHWA 78-79
Contact: Richard Reilly
Phone : (202) 426-0660

FEWER WORDS, MORE PICTURES ON NEWER U.S. HIGHWAY SIGNS

A new generation of traffic signs is springing up on U.S. highways, and DOT's Federal Highway Administration has published a booklet explaining them.

Since 1971, the FHWA has placed increasing emphasis upon symbols on highway signs in place of the printed instructions that are disappearing from the side of the road.

Enough of the new signs are in use to warrant a new brochure explaining what the various symbols mean. The brochure, "United States Road Symbol Signs," contains color illustrations of 130 symbols and 50 state highway road markers, that overcome language barriers and are understandable by both American and foreign drivers.

"Familiarity with the new symbol signs will help Americans traveling abroad, as well as foreign visitors to the United States," Federal Highway Administrator Karl S. Bowers said.

Single copies of the brochure are available from the Federal Highway Administration's Office of Public Affairs (HPA-1), 400 Seventh Street, S.W., Washington, D.C. 20402. Larger quantities may be purchased from the U.S. Government Printing Office.

State agencies and other organizations that would like to print 5,000 or more copies of the brochure for their own distribution can make arrangements to borrow negatives by contacting the FHWA's Office of Traffic Operations, Washington, D.C. 20590, telephone (202) 426-0411.

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U. S. Department of Transportation

news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE MONDAY
December 31, 1979

FHWA 79-79
Contact: Richard Reilly
Phone : (202) 426-0660

AFTER SIX MONTHS DECLINE
HIGHWAY TRAVEL IN U.S.
FALLS BELOW 1978 LEVEL

Highway travel in the United States during the first 10 months of 1979 decreased by 1.4 percent when compared to the same period of 1978.

Highway travel for October 1979 was down by 2.9 percent when compared to the same month in 1978, based on continuous traffic counts at approximately 3,000 locations monitored by state highway agencies as reported to DOT's Federal Highway Administration.

For the past four years, October travel had been registering an annual increase of 4 to 5 percent. With this year's decrease of 2.9 percent, October travel was actually 7 to 8 percent below anticipated growth patterns.

Including October, travel this year has remained below 1978 levels for six consecutive months. Following relatively minor decreases in May and June, there was a significant 6.3 percent reduction in travel in July. The pattern of reduced travel has continued on a month-by-month basis, as indicated by percentage decreases of 3.6 in August, 3.1 in September and 2.9 in October.

October travel on main rural roads dropped by 3.4 percent and included decreases of 3.8 percent in the eastern region, 3.3 percent in the central region and 2.8 percent in the western region. Decreases of 2.9 percent on local rural roads and 2.5 percent on urban streets also were recorded.

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