M-493

U.S. Department of Transportation

News:

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

FOR RELEASE TUESDAY
January 21, 1986

FHWA 02-86
Contact: Merrill F. Deskins
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FHWA ANNOUNCES 1986
HIGHWAY DESIGN CONTEST

Federal Highway Administrator Ray A. Barnhart today announced that FHWA is currently accepting nominations for the 1986 Biennial Awards for excellence in highway design.

"The professionalism of America's highway engineers and their dedication to the public welfare deserve nationwide recognition," Barnhart said. "For over 10 years, FHWA has bestowed these awards to state and local governments, as well as private sector consultants and designers, in recognition of their excellence in highway design and construction."

Nationwide entries in the 1986 highway design contest will compete for awards in the following eight categories:

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

The competition is open to any highway or highway-related project in the U.S. or its possessions which has been completed since January 1, 1982, except for those in category seven, Barnhart explained. Projects entered under category seven may have been completed prior to January 1, 1982. Any person or organization may submit a nomination. Projects which previously won awards in the Biennial Awards competition are not eligible for nomination in this year's contest. Federal agencies' projects are eligible under a separate category.

- MORE -

Entry forms for the 1986 Biennial Awards competition may be obtained by contacting the Federal Highway Administration's Division offices in each state (an entry form is attached for your information and/or use). Additional entry forms are available from the Office of Engineering (HNG-22), Federal Highway Administration, Washington, D.C. 20590, telephone (202) 426-0306. The deadline for submitting nominations is Wednesday, April 30, 1986. Entries postmarked later than April 30 cannot be accepted and will be returned.

The finalists in the competition will be judged July 24-26 in Washington, D.C. The winners will be announced at the annual meeting of the American Association of State Highway and Transportation Officials (AASHTO) to be held in November in Baltimore, Maryland.

# # #

U.S. Department
of Transportation

Federal Highway Administration

400 Seventh St., S.W.
Washington, D.C. 20590

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Administration
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U.S. Department of Transportation

News:

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

FOR RELEASE TUESDAY
February 4, 1986

FHWA 03-86
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Eric L. Bolton
(202) 426-0660

FHWA REPORTS DECREASE IN ROAD CONSTRUCTION COSTS FOR FOURTH QUARTER OF 1985

Federal Highway Administrator Ray A. Barnhart today announced that highway construction costs decreased 2.2 percent in the fourth quarter of 1985.

The fourth quarter results lower the Federal Highway Administration's composite index for highway construction costs to 171.5 percent of the 1977 base index (1977 average costs equal 100 percent). Despite this decrease, the annual index for the entire calendar year 1985 is 171.1 representing an increase of 11.0 percent over the 155.0 annual index recorded for 1984.

Significant decreases in the unit prices for structural concrete and structural steel resulted in the overall reduction in the index for the fourth quarter. There were small increases in the unit prices for common excavation, bituminous concrete surfacing and structural reinforcement. Unit prices for Portland cement concrete pavement were essentially unchanged.

The three-quarter moving composite price index for the third quarter of 1985 -- obtained by combining data for the last three quarters of 1985 -- increased 0.7 percent from the previous three-quarter average.

Trends in highway construction costs are measured by an index of average contract prices compiled from reports of state highway contract awards for Federal-aid contracts (other than those for the Secondary System) greater than $500,000.

- more -

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

	Quarterly Price Index	Percentage Change	(Three-quarter moving index) Three-quarter Moving Index	Percentage Change
*4th quarter, 1983	149.7	--	148.4	+1.4
1st quarter, 1984	149.3	-0.3	150.4	+1.3
2nd quarter, 1984	152.1	+1.9	151.8	+0.9
3rd quarter, 1984	154.4	+1.5	156.9	+3.4
4th quarter, 1984	166.0	+7.5	162.3	+3.4
1st Quarter, 1985	168.1	+1.3	168.8	+4.0
2nd Quarter, 1985	173.9	+3.5	172.3	+2.1
3rd Quarter, 1985	175.3	+0.8	173.5	+0.7
4th Quarter, 1985	171.5	-2.2	--	--

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

* *

The price levels of the component items of the quarterly index in the fourth quarter of 1985, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table:

	Price Index 1977=100			Percentage change this quarter from:	
	Fourth Quarter 1985	Third Quarter 1985	Fourth Quarter 1984	Third Quarter 1985	Fourth Quarter 1984
Excavation.....	194.7	191.9	184.4	+ 1.5	+ 5.6
Surfacing:					
Portland cement concrete..	144.7	144.7	153.8	0.0	- 5.9
Bituminous concrete.....	189.1	187.3	182.4	+ 1.0	+ 3.7
Composite surfacing....	174.9	173.7	173.3	+ 0.7	+ 0.9
Structures:					
Reinforcing steel.....	159.6	156.3	152.6	+ 2.1	+ 4.6
Structural steel.....	145.5	161.1	137.5	- 9.7	+ 5.8
Structural concrete.....	165.0	177.8	160.2	- 7.2	+ 3.0
Composite structures...	157.4	168.5	151.1	- 6.6	+ 4.2
Composite price index.....	171.5	175.3	166.0	- 2.2	+ 3.3

The price levels of the current component items of the three-quarter moving index in the third quarter of 1985, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table:

	Three Quarter Moving Price Index 1977=100			Percentage change this quarter from:	
	Third Quarter 1985	Second Quarter 1985	Third Quarter 1984	Second Quarter 1985	Third Quarter 1984
Excavation.....	194.3	191.3	170.2	+ 1.6	+14.2
Surfacing:					
Portland cement concrete..	145.9	143.4	140.3	+ 1.7	+ 4.0
Bituminous concrete.....	185.1	183.1	173.8	+ 1.1	+ 6.5
Composite surfacing....	172.6	170.4	163.1	+ 1.3	+ 5.8
Structures:					
Reinforcing steel.....	159.4	164.6	149.9	- 3.2	+ 6.3
Structural steel.....	155.8	155.1	135.3	+ 0.5	+15.2
Structural concrete.....	171.9	171.2	150.7	+ 0.4	+14.1
Composite structures...	164.3	164.6	145.3	- 0.2	+13.1
Composite price index.....	173.5	172.3	156.9	+ 0.7	+10.6

* * * * * * * * * * * * * *

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

		Individual Quarters		Three Quarters	
	Unit	3rd Qtr. 1985	4th Qtr. 1985	2nd Qtr. 1985*	3rd Qtr. 1985**
Excavation....	Cu.Yd.	$2.23	$2.27	$2.23	$2.26
PCC surface...	Sq.Yd.	$14.40	$14.41	$14.27	$14.52
Bit. conc. surf.	Ton	$28.98	$29.25	$28.32	$28.63
Str. reinf.....	Lb.	$ 0.425	$ 0.434	$ 0.448	$ 0.434
Str. steel.....	Lb.	$ 0.838	$ 0.757	$ 0.807	$ 0.810
Str. concrete...	Cu.Yd.	$255.09	$236.80	$245.68	$246.68

*Weighted average unit prices for the first three quarters of 1985.

**Weighted average unit prices for the last three quarters of 1985.

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M-493

U.S. Department of Transportation

News:

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

FOR RELEASE FRIDAY
February 7, 1986

FHWA 04-86
Contact: Bill Snow
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(202) 426-0660

MODEL TRUCK DRIVER TRAINING
CURRICULUM MADE AVAILABLE BY DOT

Secretary of Transportation Elizabeth Hanford Dole has announced that a comprehensive model truck driver training curriculum, encompassing eight weeks of extensive classroom instruction with practical highway driving experience, is now available from the Government Printing Office (GPO).

The Secretary explained that this curriculum has been designed to fully meet proposed federal guidelines for minimum standards. "Drivers will be able to understand what is required of them. At the same time driver training organizations will have a complete product that will require little or no revision. This will save time and money, and will undoubtedly result in safer drivers," Dole said.

She added, "I encourage all commercial driver training schools and carriers which train their own drivers to purchase this multi-volume driver training curriculum. I urge them to voluntarily incorporate this program as part of a minimum level of training course offered to novice tractor-trailer operators."

The result of a multi-year research effort by the Federal Highway Administration, the 320-hour training program, entitled "Model Curriculum for Tractor-Trailer Drivers," is designed to impart a wide range of driving techniques, vehicle handling skills, and safety knowledge to new tractor-trailer drivers, Dole explained.

- more -

The model curriculum contains a 393-page student's manual; a three-volume instructor's manual (1,860 pages) containing 71 complete lesson plans; visual training aids for each lesson; a list of required equipment, supplies and materials; as well as a sequence of training and lesson prerequisites. and student progress tests. An administrator's manual is also available covering such topics as curriculum content and objectives; instructor selection and training; a listing of necessary equipment, supplies, materials, facilities and motor vehicles; student recruitment, selection, supervision and testing; and student graduation and placement.

Copies of the "Model Curriculum for Training Tractor-Trailer Drivers" may be ordered by writing directly to the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Persons wishing to order the entire six-volume set should send $73.00 and request Stock Order Number 050-001-00293-1. Persons who wish to purchase additional manuals individually should use the following Stock Order Numbers:

MANUAL TITLE	STOCK ORDER NUMBER	PRICE (EACH)
Student's Manual	050-001-00295-7	$28.00
Instructor's Manual	050-001-00294-9	$49.00
Administrator's Manual	050-001-00291-4	$17.00
Proposed Minimum Standards	050-001-00292-2	$15.00

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U.S. Department of Transportation

Federal Highway Administration

400 Seventh St., S.W.
Washington, D.C. 20590

U.S. Department of Transportation

News:

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

FOR RELEASE THURSDAY
February 13, 1986

FHWA 05-86
Contact: Jennifer Hillings
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Eric L. Bolton
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DOLE DISTRIBUTES MORE THAN
$17 MILLION TO STATES IN FY 1986
FOR TRUCK AND BUS SAFETY PROGRAMS

Secretary of Transportation Elizabeth Hanford Dole today announced the distribution of some $17.4 million in highway safety grants to be used by the states in FY 1986 to expand truck and bus safety programs nationwide.

The funds are made available under the Federal Highway Administration's Motor Carrier Safety Assistance Program (MCSAP) and will be used to help support a variety of state-administered motor carrier safety programs. These programs include roadside spot checks of vehicles and drivers, safety audits of trucking firms which operate solely within a state's jurisdiction, and enforcement of hazardous materials regulations.

"States will use the grants to strengthen the presence of truck and bus safety inspectors on the nation's highways and to increase the number of safety compliance reviews of intrastate trucking firms by state inspectors," Dole said.

The Secretary said the 36 states, plus Puerto Rico, which have an active commercial carrier safety program in place, are receiving implementation grants totalling $16.7 million. Another nine states, the District of Columbia, and the U.S. Territories of Guam, the Virgin Islands and American Samoa are receiving developmental grants totalling approximately $630,000. Developmental grants total a maximum of $50,000 per state and are made available to those states or territories which are just beginning to develop motor carrier safety programs. The much larger implementation grants are made available to support or expand existing state programs.

- more -

The MCSAP safety grants were initiated in 1984 to help states improve their truck and bus safety programs. "The FY 1986 grants of $17.4 million will make it possible to train an additional 750 state inspectors and 250 more hazardous materials inspectors nationwide," Dole said.

Beginning in FY 1987, Secretary Dole has asked Congress to increase the annual MCSAP grants to a total of $50 million per year, nearly triple the FY 1986 level.

"Most of the states have completed the developmental, or planning, stage of their motor carrier safety programs. Implementation of these programs requires additional funding. I am asking that these increased funds be made available on a multi-year basis so that states can count on stable funding for long-term planning and hiring," Dole said.

DISTRIBUTION OF MOTOR CARRIER SAFETY GRANTS

TO THE STATES FOR FY 1986

Implementation Grants

STATE	AMOUNT
1. Arizona	$ 462,992
2. Arkansas	225,000
3. California	1,250,000
4. Colorado	358,579
5. Connecticut	225,000
6. Delaware	225,000
7. Georgia	408,403
8. Idaho	671,012
9. Illinois	1,250,000
10. Indiana	511,069
11. Iowa	472,338
12. Kansas	301,382
13. Louisiana	233,555
14. Maine	225,000
15. Maryland	281,713
16. Massachusetts	225,000
17. Michigan	884,163
18. Minnesota	887,238
19. Missouri	626,534
20. Montana	315,000
21. Nevada	225,000
22. New Hampshire	185,820
23. New York	538,581
24. North Carolina	621,739
25. North Dakota	225,000
26. Ohio	813,322
27. Oregon	623,007
28. Pennsylvania	570,524
29. Puerto Rico	150,000
30. South Carolina	225,000
31. South Dakota	186,278
32. Tennessee	808,458
33. Utah	357,012
34. Virginia	279,501
35. Washington	507,943
36. West Virginia	104,552
37. Wisconsin	278,224
TOTAL	$ 16,738,939

- more -

Developmental Grants

STATE	AMOUNT
1. Alabama	$ 50,000
2. Hawaii	40,000
3. Kentucky	49,846
4. Mississippi	50,000
5. Nebraska	50,000
6. New Jersey	50,000
7. Oklahoma	50,000
8. Rhode Island	40,000
9. Vermont	49,600
10. District of Columbia	50,000
11. American Samoa	50,000
12. Guam	50,000
13. Virgin Islands	50,000
TOTAL	$ 629,446
GRAND TOTAL	$17,368,385

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U.S. Department
of Transportation

Federal Highway Administration

400 Seventh St., S.W.
Washington, D.C. 20590

U.S. Department of Transportation

News:

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

FOR RELEASE THURSDAY
May 8, 1986

FHWA 07-86
Contact: Eric Bolton
Tel.: (202) 426-0660

FHWA REPORTS INCREASE IN ROAD CONSTRUCTION COSTS FOR FIRST QUARTER OF 1986

Federal Highway Administrator Ray A. Barnhart today announced that highway construction costs increased 2.4 percent in the first quarter of 1986.

The first quarter results raise the Federal Highway Administration's composite index for highway construction costs to 175.7 percent of the 1977 base index (1977 average costs equal 100 percent).

Increases in the unit prices of structural steel, structural concrete and structural reinforcing triggered the rise in the index. A decrease in the unit price for bituminous concrete offsets a rise in the portland cement concrete pavement price. Excavation prices were unchanged from the previous quarter.

The three-quarter moving composite price index for the fourth quarter of 1985 -- obtained by combining data for the last two quarters of 1985 with the first quarter of 1986 - increased 0.6 percent from the previous three-quarter average.

Trends in highway construction costs are measured by an index of average contract prices compiled from reports of State highway contract awards for Federal-aid contracts (other than those for the Secondary System) greater than $500,000.

- more -

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

	Quarterly Price Index	Percentage Change	(Three-quarter moving index) Three-quarter Moving Index	Percentage Change
* 1st quarter, 1984	149.3	-	150.4	+1.3
2nd quarter, 1984	152.1	+1.9	151.8	+0.9
3rd quarter, 1984	154.4	+1.5	156.9	+3.4
4th quarter, 1984	166.0	+7.5	162.3	+3.4
1st Quarter, 1985	168.1	+1.3	168.8	+4.0
2nd Quarter, 1985	173.9	+3.5	172.3	+2.1
3rd Quarter, 1985	175.3	+0.8	173.5	+0.7
4th Quarter, 1985	171.5	-2.2	174.5	+0.6
1st Quarter, 1986	175.7	+2.4	-	-

* 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 first quarter of 1986, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table:

	Price Index 1977=100			Percentage change this quarter from:	
	First Quarter 1986	Fourth Quarter 1985	First Quarter 1985	Fourth Quarter 1985	First Quarter 1985
Excavation.....	194.7	194.7	186.3	0.0	+ 4.5
Surfacing:					
Portland cement concrete..	157.2	144.7	138.2	+8.6	+13.7
Bituminous concrete.....	181.7	189.1	182.0	-3.9	-0.2
Composite surfacing....	173.9	174.9	168.0	-0.6	+3.5
Structures:					
Reinforcing steel.....	161.7	159.6	175.1	+1.3	-7.7
Structural steel.....	167.3	145.5	145.3	+15.0	+15.1
Structural concrete.....	170.6	165.0	163.5	+3.4	+4.3
Composite structures...	168.0	157.4	159.2	+6.7	+5.5
Composite price index.....	175.7	171.5	168.1	+2.4	+4.5

The price levels of the current component items of the three-quarter moving index in the fourth quarter of 1985, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table:

	Three Quarter Moving Price Index 1977=100			Percentage change this quarter from:	
	Fourth Quarter 1985	Third Quarter 1985	Fourth Quarter 1984	Third Quarter 1985	Fourth Quarter 1984
Excavation.....	193.8	194.3	177.7	-0.3	+9.1
Surfacing:					
Portland cement concrete..	149.5	145.9	142.3	+2.5	+5.1
Bituminous concrete.....	186.1	185.1	180.0	+0.5	+3.4
Composite surfacing....	174.4	172.6	168.0	+1.0	+3.8
Structures:					
Reinforcing steel.....	159.3	159.4	158.9	-0.1	+0.3
Structural steel.....	159.1	155.8	139.6	+2.1	+14.0
Structural concrete.....	171.4	171.9	154.4	-0.3	+11.0
Composite structures...	165.2	164.3	150.1	+0.5	+10.1
Composite price index.....	174.5	173.5	162.3	+0.6	+7.5

* * * * * * * * * * * * *

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

		Individual Quarters		Three Quarters	
	Unit	4th Qtr. 1985	1st Qtr. 1986	3rd Qtr. 1985*	4th Qtr. 1985**
Excavation....	Cu.Yd.	$2.27	$2.27	$2.26	$2.26
PCC surface...	Sq.Yd.	$14.41	$15.65	$14.52	$14.88
Bit. conc. surf.	Ton	$29.25	$28.10	$28.63	$28.79
Str. reinf.....	Lb.	$ 0.434	$ 0.440	$ 0.434	$ 0.433
Str. steel.....	Lb.	$ 0.757	$ 0.870	$ 0.810	$ 0.827
Str. concrete...	Cu.Yd.	$236.80	$244.83	$246.68	$245.97

*Weighted average unit prices for the last three quarters of 1985.

**Weighted average unit prices for the last two quarters of 1985 and the first quarter of 1986.

# # #

U.S. Department of Transportation

News:

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

FOR RELEASE THURSDAY
June 5, 1986

FHWA 07-86
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Eric L. Bolton
(202) 426-0660

HIGHWAY RESEARCH PROJECTS
ATTRACT TOP ENGINEERING STUDENTS

Federal Highway Administrator Ray A. Barnhart announced that 15 engineering students from colleges and universities across the country will be involved in a wide range of highway research projects at the Federal Highway Administration during 1986.

The students, both graduate and undergraduate, are participating in FHWA's highway research efforts under the agency's "Grants for Research Fellowships" program.

"When their individual research projects are completed, these outstanding students will have earned academic credit while gaining invaluable experience in their chosen fields," Barnhart said.

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

The 1986 grant awards involve research into such diverse areas as highway design and engineering, highway safety, construction techniques, materials testing and evaluation, and other highway transportation disciplines.

The student research program is offered on an annual basis to outstanding undergraduate and graduate students. Funds for this year's Fellowships program will total $200,000.

- more -

Barnhart said that the students will conduct their projects in 1986 at FHWA's Turner-Fairbank Highway Research Center in McLean, Virginia.

Fellowship recipients for 1986, and their areas of study are:

James J. Adler — **Syracuse University**
Research Project: Highway Drainage Design Microcomputer Program Evaluation

Hameed Abdul Asghar — **George Washington University**
Research Project: Computer Analysis of Crash Test Films

Faisal I. Awadallah — **University of Maryland**
Research Project: Durability of Retroreflective Materials

Yung Chou — **University of Texas at El Paso**
Research Project: Mechanics of Traffic Barriers

Stewart R. Gordon — **University of North Carolina at Charlotte**
Research Project: Driver Compliance with Traffic Control Devices

Abdel Samad Hamoud — **California State University**
Research Project: Evaluation of the Structural Characteristics of Epoxy-Coated Prestressing Systems

Katherine Hunter-Zaworski — **Oregon State University**
Research Project: The Effects of Increased Workload on Driving Performance

Veretta Johnson — **University of Florida**
Research Project: Effect of Arterial Weighting on Maximum Bandwidth Solutions in Closed Networks

Kenneth J. O'Connell — **University of Maryland**
Research Project: Pavement Material Characterization and Design

Charles O. Oluokun — **George Washington University**
Research Project: Surrogate Measures for Traffic Accidents

- more -

Adeboyejo A. Oni — **George Washington University**
Research Project: Aerodynamics Laboratory Bridge Tests

Michael Anthony Penic — **Arizona State University**
Research Project: Revisions to the TRANSYT-7F Fuel Consumption Algorithm

Carolyn Weiskirch Podbielski — **George Mason University**
Research Project: Analysis of Pedestrian Exposure Data

Tz-Ching Pu — **Georgia Institute of Technology**
Research Project: Effects of Actuated Signals on Traffic Network Performance

James J. Straka — **Indiana University**
Research Project: Clinical Analysis of Ran-Off-Road Accidents

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U.S. Department of Transportation

News:

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

FOR RELEASE WEDNESDAY
June 11, 1986

FHWA 08-86
Contact: Eric L. Bolton
Phone: (202) 426 0660

FHWA ENGINEER TRAINEES
SELECTED FOR 1986

Federal Highway Administrator Ray A. Barnhart today announced that 30 of the nation's top engineering students have joined the Federal Highway Administration (FHWA) in FY 1986 under the agency's Highway Engineer Training Program.

FHWA's new highway engineer trainees will participate in a 27-month career development program, working in a variety of professional and technical assignments at agency field offices throughout the United States.

"This year's engineering trainee class continues an FHWA tradition of recruiting the best and brightest graduates in engineering and related disciplines for federal service," Barnhart said. "Our trainees for 1986 come from 27 universities in 23 states, and 19 are members of some of the nation's most prestigious honor societies."

Barnhart added that the average grade point average for the 21 men and 9 women of the class of 1986 is 3.3, out of a possible 4.0 maximum. "Three of the graduates have Masters degrees in civil engineering, and the average engineering experience for the class as a whole is just under one year."

The Highway Engineer Training Program is designed to enable civil engineering graduates to gain practical experience in all phases of highway engineering. Since the present program's inception in 1946, 1,586 have successfully completed the FHWA training course. Some 1,025 graduates of the program are still working at FHWA.

- more -

The members of the Highway Engineer Training Program class of 1986 are listed below.

NAME	School
Michael Armstrong	University of Missouri/Rolla
Marion Barber	South Dakota State University
Rodney Barry	University of Auburn
Marina Bruns	South Dakota School of Mines
Steven Campbell	University of Tennessee
Michael Cribb	Clemson University
Mark Dionise	Michigan State University
William Dowd	University of Connecticut
John Formosa	Clarkson College
Daniel Foss	University of Wisconsin
Glenn Fulkerson	University of Kentucky
Abigail Ginsberg	Iowa State University
Steven Girardin	University of Maine
Sylvia Grijalva	New Mexico State University
Dominic Hoang	California State University/Sacramento
Karlene Kelleher	University of Rhode Island
Jeffrey Kolb	North Carolina State University
Neil Lacey	University of South Carolina
Michael Martello	State University of New York/Buffalo
Edward Medler	University of Missouri/Rolla
Andrew Mergenmeier	Kansas University
Robert Mihalek	Virginia Polytechnical Institute
Kimberly Morrison	University of Louisville
Kent Nelson	Utah State University
Alicia Noah	Michigan State University
James Parsons	University of Tennessee
Natalie Richards	Kansas University
Lloyd Rue	Montana State University
Sheila Sharma	Oregon State University
Francisco Velazquez	University of Puerto Rico

# # #

U.S. Department
of Transportation

**Federal Highway
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

U.S. Department of Transportation

News:

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

FOR RELEASE TUESDAY
June 17, 1986

FHWA 09-86
Contact: Jennifer Hillings
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Eric Bolton
Tel.: (202) 426-0660

SELF-INSURANCE FOR TRUCKING COMPANIES APPROVED BY DOT ON AN INTERIM BASIS; FULL RULEMAKING PROCEEDING INITIATED TO STUDY SELF-INSURANCE ISSUE

Secretary of Transportation Elizabeth Hanford Dole has issued an interim final rule authorizing trucking companies which operate in interstate or foreign commerce under Interstate Commerce Commission (ICC) authority to meet their minimum financial responsibility requirements through self-insurance. At the same time, the Secretary initiated a full rulemaking proceeding to review the entire issue of self-insurance in greater detail.

"The motor carrier industry is facing an insurance crisis today that threatens the ability of many trucking companies to obtain appropriate insurance coverage," Secretary Dole said. Dole explained that many trucking firms are even reporting they are unable to find insurance companies willing to underwrite the higher insurance requirements established by Congress in the Motor Carrier Act of 1980.

"To ensure that the public receives full protection, I am authorizing, on an interim basis, ICC-licensed motor carriers to self-insure if they meet certain standards," Dole said.

Under the interim final rule, trucking companies could self-insure only if they first receive approval to self-insure from the ICC. The ICC's approval would be contingent upon a carrier's demonstration of financial health and stability, a condition which the ICC would continue to monitor, and the carrier's maintenance of a "satisfactory" safety rating as determined by the Transportation Department's Bureau of Motor Carrier Safety.

- more -

In a related action, an Advanced Notice of Proposed Rulemaking will be published in the June 18, 1986, Federal Register, requesting comments from the trucking, insurance and banking industries, state and local governments, and other parties interested in the self-insurance issue.

Specifically, comments on a variety of issues are being sought, including such topics as: what types of criteria should be applied and what information is essential to determine if a carrier is capable of protecting the public through self-insurance, as well as alternative solutions to deal with the insurance crisis.

For further information, contact Neill L. Thomas, Bureau of Motor Carrier Safety, Federal Highway Administration, 400 Seventh Street, S.W., Washington, D.C. 20590, telephone (202) 755-1011.

# # # # #

U.S. Department
of Transportation

Federal Highway Administration

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U.S. Department of Transportation

News:

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

FOR RELEASE MONDAY
June 23, 1986

FHWA 11-86
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(202) 426-0660

SECRETARY DOLE ALLOCATES $12.9 MILLION
IN FY 1986 TO TRAIN MINORITY AND FEMALE
HIGHWAY CONTRACTORS AND CONSTRUCTION WORKERS

Secretary of Transportation Elizabeth Hanford Dole has allocated some $12.882 million to help the states provide business development and job training to minorities, women and other "economically and socially disadvantaged" individuals who traditionally have had limited participation in the highway construction industry.

The FY 1986 training funds were made available to the states under the Federal Highway Administration's "supportive services" program. The program provides funds for state-sponsored training in two major categories -- minority and women-owned contractor business training and on-the-job training for minority and female construction workers.

Approximately $8.6 million of the $12.9 million allocated for FY 1986 was distributed to the states to train minority and women-owned-and-operated construction firms in business management techniques to help these firms become more competitive in bidding for federal-aid highway contracts. The remaining $4.3 million in supportive services funds will provide support for on-the-job training on federal-aid highway projects for female and minority highway construction workers.

Since 1972, when the on-the-job-training supportive services program began, approximately $73.3 million have been allocated to the states, including the 1986 allocation. The minority and women-owned business training program was included in 1976, with some $54.5 million allocated to the states under this program to date.

- more -

Distribution by States of FY 1986 Disadvantaged Business Enterprise Supportive Services Funds

State	Minority Business Enterprise Training	Employee/On-the-Job Training Funds	Total 1986 State Funds
Alabama	$ 188,446	$ 70,000	$ 258,446
Alaska	70,000	70,000	140,000
Arizona	135,992	70,000	205,992
Arkansas	96,166	70,000	166,166
California	670,186	401,287	1,071,473
Colorado	158,344	70,000	228,344
Connecticut	218,559	70,000	288,559
Delaware	50,000	60,000	110,000
District of Columbia	70,000	70,000	140,000
Florida	300,000	133,000	433,000
Georgia	268,099	40,000	308,099
Hawaii	95,195	70,000	165,195
Idaho	70,910	70,000	140,910
Illinois	329,295	143,178	472,473
Indiana	164,162	70,000	234,162
Iowa	147,649	70,000	217,649
Kansas	88,000	67,000	155,000
Kentucky	170,962	70,000	240,962
Louisiana	200,000	82,223	282,223
Maine	70,000	70,000	140,000
Maryland	-0-	-0-	-0-
Massachusetts	237,986	70,000	307,986
Michigan	258,385	94,965	353,350
Minnesota	196,217	70,000	266,217
Mississippi	105,880	70,000	175,880
Missouri	100,000	70,000	170,000
Montana	91,309	70,000	161,309
Nebraska	91,309	30,000	121,309
Nevada	70,000	69,173	139,173
New Hampshire	70,000	24,000	94,000
New Jersey	293,355	103,081	396,436
New Mexico	88,395	70,000	158,395
New York	600,000	260,382	860,382
North Carolina	192,332	83,114	275,446
North Dakota	70,000	70,000	140,000
Ohio	290,188	85,221	375,409
Oklahoma	92,500	70,000	162,500
Oregon	70,189	55,000	125,189
Pennsylvania	425,461	116,230	541,691
Rhode Island	70,000	60,000	130,000
South Carolina	122,393	70,000	192,393
South Dakota	70,000	60,000	130,000
Tennessee	108,200	70,000	178,200
Texas	500,000	264,278	764,278
Utah	90,000	25,000	115,000
Vermont	70,000	70,000	140,000
Virginia	173,040	76,860	249,900
Washington	200,000	70,000	270,000
West Virginia	-0-	-0-	-0-
Wisconsin	138,906	70,000	208,906
Wyoming	70,000	70,000	140,000
Puerto Rico	70,000	70,000	140,000
TOTAL	$ 8,588,010	$ 4,293,992	$12,882,002

U.S. Department of Transportation

News:

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

FOR RELEASE WEDNESDAY
June 25, 1986

FHWA 10-86
Contact: Eric L. Bolton
Tel.: (202) 426-4570

NEW PROCEDURES FOR DETERMINING SAFETY RATINGS PROPOSED FOR THE NATION'S TRUCKING INDUSTRY

Secretary of Transportation Elizabeth Hanford Dole today proposed new procedures designed to ensure that all interstate trucking firms are thoroughly examined to determine their safety record.

"Some 180,000 trucking companies currently operating in interstate commerce have never been rated for safety," Dole said. "The new procedures would help us examine the safety of each one. If a carrier's safety record is unsatisfactory, we will require that the company take corrective action before continuing operation."

The proposed new procedures for determining motor carriers' safety fitness were published as a Notice of Proposed Rulemaking in the Federal Register today, June 25, 1986. The proposal would apply to all carriers, including new entrants to the industry.

The proposed procedures would require carriers to complete a questionnaire as the initial step in the safety fitness rating process. The questionnaire would provide the Department with information on the size and scope of the carrier's operation and on their accident and violation records. Carriers would be notified on a class-by-class basis when submission of the questionnaire was due. Safety ratings of satisfactory, conditional or unsatisfactory would then be assigned based on a number of factors such as a compliance review and review of other available data on the carrier such as its accident history. When no information is available, the assigned rating would be insufficient information.

Written comments to this proposal should be submitted to the Director, Bureau of Motor Carrier Safety, Docket No. MC-123, Notice No. 86-6, Federal Highway Administration, Washington, D.C. 20590, on or before close of business August 9, 1986. For further information, telephone Mr. Gary E. Curtis at 202-426-1724.

# # #

U.S. Department of Transportation

News:

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

FOR RELEASE IN THE P.M.
Wednesday, June 25, 1986

FHWA 12-86
Contact: Jennifer Hillings
Phone: (202) 426-4570
Eric L. Bolton
(202) 426-0660

DOT/FHWA RECOGNIZE 30th ANNIVERSARY
OF AMERICA'S INTERSTATE HIGHWAY SYSTEM

Secretary of Transportation Elizabeth Hanford Dole today joined President Ronald Reagan in proclaiming June 26, 1986, "National Interstate Highway Day" in recognition of the 30th anniversary of America's System of Interstate and Defense Highways.

In a proclamation recently released from the White House commemorating the anniversary, President Reagan said, "In the last 30 years, the near completion of the 42,500-mile Interstate system has brought about tremendous change and progress in our society." The President added, "As the world's largest and most successful transportation and public works project, it has enhanced travel and has helped join the nation together to supply raw materials, finished goods, food, and other essential products and services, and contributed to the national defense." The President issued his proclamation following an earlier joint resolution passed by Congress in recognition of the 30th anniversary of the system.

Secretary Dole joined with the President and Congress in recognizing the contributions of the Interstate system to the development and prosperity of the nation. "The quality of life which we in America take for granted could not exist without our Interstate system," Dole said. "No other method of transportation impacts so many people in so many positive ways. Each year, Americans travel more than 352 billion miles on our nation's Interstate highways; and no other nation enjoys greater personal mobility, or economic prosperity, than we do in the United States."

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Federal Highway Administrator Ray A. Barnhart echoed the sentiments of the President and the Secretary, describing the Interstate system as an "engineering masterwork" unrivaled in history. "Basic statistics about this system attest to the central role it plays in the lives of virtually every American," Barnhart said.

"In 1956, before construction of the Interstate system began, America's Gross National Product (GNP) was running at an estimated annual rate of $421 billion. Today, our GNP is estimated to be an astonishing $4.27 trillion a year, more than a ten-fold increase from the level 30 years ago. This modern economic miracle, and the corresponding quantum leap in our national quality of life, was made possible in large part by the efficiency of the Interstate system which encouraged a diversity of economic development all across this land, in every state of the union," Barnhart said.

The Administrator added that with 42,500 miles planned, the Interstate system accounts for just over one percent of the total road mileage in the United States, yet fully 20 percent of all daily traffic in the country uses the Interstate system for personal pleasure or business. "Today, main street America is most often apt to be an Interstate highway," Barnhart concluded.

Thirty years ago, on June 29, 1956, President Dwight D. Eisenhower signed into law the Federal-aid Highway Act which began the construction of the system which we know today. In that same year, President Eisenhower signed the Highway Revenue Act which established the Highway Trust Fund, a pay-as-you-go system of user fees designed to let the beneficiaries of the Interstate system pay for the cost of construction and maintenance of the system.

For the latest reporting period (December 31, 1985), over 97 percent, or 41,297 miles, of the 42,500-mile Interstate system is now in use. The system is scheduled for completion in the early 1990s. Total cost of the system is estimated at $120.5 billion, with a Federal share running at $107.2 billion. So far, $108 billion in Federal and state funds have been expended.

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U.S. Department
of Transportation

Federal Highway Administration

400 Seventh St., S.W.
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U.S. Department of Transportation

News:

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

FOR RELEASE FRIDAY
July 18, 1986

FHWA 13-86
Contact: Jennifer Hillings
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Eric L. Bolton
(202) 426-0660

FEDERAL FUNDS SUPPORT RECORD
BRIDGE IMPROVEMENTS IN 1985

Secretary of Transportation Elizabeth Hanford Dole has told Congress that FY 1985 was the best year ever for improving structurally deficient bridges throughout the nation, with state highway agencies completing record numbers of repair, rehabilitation and replacement projects during the year.

"For the second year in a row, the states have made impressive progress in their efforts to improve and upgrade the nation's bridges," Secretary Dole said.

The Secretary explained that some $2.3 billion in federal funds, along with additional state and local funds, were used to upgrade 16,550 structurally deficient bridges in 1985, an all-time record and a 56 percent increase over the previous high of 10,605 improvement projects reported in 1984.

"This level of activity is made possible, in part, by the increased level of federal highway funding made available by the Surface Transportation Assistance Act of 1982," Secretary Dole said. "With additional funds available, more and more states are starting their bridge rehabilitation projects sooner, thus avoiding the costly bridge replacement option which was so often required in the past because of deferred maintenance and repairs."

Secretary Dole made her comments as the Department of Transportation submitted its seventh annual report to Congress on the status of the nation's Highway Bridge Replacement and Rehabilitation program (HBRR).

- more -

The report, prepared by the Federal Highway Administration, provides Congress with the latest information on current and future bridge financing trends, updates the number and condition of bridges in an official census known as the National Bridge Inventory (NBI), and reviews a variety of federally-supported bridge safety programs, including state inspection of bridges.

According to the report, some 574,729 bridges are currently listed and rated in the NBI. Of this total, the report notes that the number of structurally deficient and functionally obsolete bridges declined from 260,175 in 1984 to 243,917 in 1985, a drop of 16,258 bridges from the "deficient" categories. Of these 243,917 "deficient" bridges, 135,736 were rated "structurally deficient" and 108,181 were described as "functionally obsolete."

Federal Highway Administrator Ray A. Barnhart points out that the terms "structurally deficient" and "functionally obsolete" are technical engineering terms defining specific sets of conditions, and should not be construed as meaning that the bridges are unsafe.

"A structurally deficient bridge is a structure which, because of the ravages of time, adverse climatic conditions, and/or heavier-than-anticipated traffic volumes, can no longer accommodate the vehicle weights which the structure was originally designed to handle.

"By practical definition, structurally deficient bridges are restricted to handling light-weight vehicles only; are closed to all traffic; or require immediate rehabilitation to remain open to traffic," Barnhart explained.

The Administrator added that the term functionally obsolete describes bridges whose deck dimensions, load carrying capacities, clearances, and approaches are less than what is desireable to handle today's traffic volumes and the larger and heavier vehicles.

"With proper load postings and enforcement, many structurally deficient bridges can continue to serve most traffic," Barnhart said, adding, "The restrictions to traffic imposed by functionally obsolete bridges can frequently be minimized by the use of roadway striping, signs, signals, and crash cushions."

Copies of the report are available from the Federal Highway Administration, Bridge Division (HNG-30), 400 Seventh Street, S.W. Washington, D.C. 20590; telephone (202) 426-0426.

# # #

U.S. Department of Transportation

News:

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

FOR RELEASE WEDNESDAY
July 23, 1986

FHWA 14-86
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FHWA REPORTS DECREASE IN ROAD CONSTRUCTION COSTS FOR SECOND QUARTER OF 1986

Federal Highway Administrator Ray A. Barnhart today announced that highway construction costs decreased 3.8 percent in the second quarter of 1986.

The second quarter results lowered the Federal Highway Administration's composite index for highway construction costs to 169.0 percent of the 1977 base index (1977 average cost equals 100 percent).

The drop in the index was caused by significant decreases in the unit prices for structural steel, structural concrete, bituminous concrete and portland cement concrete pavement. The unit prices for structural reinforcement and excavation slightly increased from the previous quarter.

The three-quarter moving composite price index for the first quarter of 1986 -- obtained by combining data for the last quarter of 1985 with the first two quarters of 1986 -- decreased 1.3 percent from the previous three-quarter average.

Trends in highway construction costs are measured by an index of average contract prices compiled from reports of state highway contract awards for Federal-aid contracts (other than those for the Secondary System) greater than $500,000.

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

	Quarterly Price Index	Percentage Change	(Three-quarter moving index) Three-quarter Moving Index	Percentage Change
*2nd quarter, 1984	152.1	-	151.8	-
3rd quarter, 1984	154.4	+1.5	156.9	+3.4
4th quarter, 1984	166.0	+7.5	162.3	+3.4
1st Quarter, 1985	168.1	+1.3	168.8	+4.0
2nd Quarter, 1985	173.9	+3.5	172.3	+2.1
3rd Quarter, 1985	175.3	+0.8	173.5	+0.7
4th Quarter, 1985	171.5	-2.2	174.5	+0.6
1st Quarter, 1986	175.7	+2.4	172.3	-1.3
2nd Quarter, 1986	169.0	-3.8	-	-

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

* *

The price levels of the component items of the quarterly index in the second quarter of 1986, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table:

	Price Index 1977=100			Percentage Change this quarter from:	
	Second Quarter 1986	First Quarter 1986	Second Quarter 1985	First Quarter 1986	Second Quarter 1985
Excavation	196.1	194.7	197.0	+0.7	-0.5
Surfacing:					
Portland cement concrete	143.7	157.2	148.3	-8.6	-3.1
Bituminous concrete	166.0	181.7	180.2	-8.6	-7.9
Composite surfacing	158.8	173.9	170.0	-8.7	-6.6
Structures:					
Reinforcing steel	162.7	161.7	163.2	+0.6	-0.3
Structural steel	160.3	167.3	158.4	-4.2	+1.2
Structural concrete	167.5	170.6	171.9	-1.8	-2.6
Composite structures	164.3	168.0	165.8	-2.2	-0.9
Composite price index	169.0	175.7	173.9	-3.8	-2.8

The price levels of the current component items of the three-quarter moving index in the first quarter of 1986, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table:

	Three Quarter Moving Price Index 1977=100			Percentage change this quarter from:	
	First Quarter 1986	Fourth Quarter 1985	First Quarter 1985	Fourth Quarter 1985	First Quarter 1985
Excavation	195.1	193.8	188.8	+0.7	+3.2
Surfacing					
Portland cement concrete	149.5	149.5	144.9	0.0	+3.2
Bituminous concrete	178.5	186.1	181.4	-4.1	-1.6
Composite surfacing	169.2	174.4	169.8	-3.0	-0.4
Structures:					
Reinforcing steel	161.4	159.3	163.8	+1.3	-1.5
Structural steel	158.8	159.1	146.3	-0.2	+8.5
Structural concrete	168.0	171.4	165.0	-2.0	+1.8
Composite Structures	163.8	165.2	158.4	-0.8	+3.4
Composite price index	172.3	174.5	168.8	-1.3	+2.1

* *

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

		Individual Quarters		Three Quarters	
	Unit	1st Qtr. 1986	2nd Qtr. 1986	4th Qtr. 1985*	1st Qtr. 1986**
Excavation	Cu.Yd.	$ 2.27	$ 2.28	$ 2.26	$ 2.27
PCC surface	Sq.Yd.	15.65	14.30	14.88	14.88
Bit.conc.surf.	Ton	28.10	25.67	28.79	27.62
Str. reinf.	Lb.	0.440	0.443	0.433	0.439
Str. steel	Lb.	0.870	0.834	0.827	0.826
Str. concrete	Cu.Yd.	244.83	240.43	245.97	241.12

*Weighted average unit prices for the last two quarters of 1985 and the first quarter of 1986.

**Weighted average unit prices for the last two quarters of 1985 and the first quarter of 1986.

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U.S. Department of Transportation

News:

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

FOR RELEASE THURSDAY
July 31, 1986

FHWA 15-86
Contact: Jennifer Hillings
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DOT SOLICITS COMMENTS ON IMPLEMENTATION OF A SINGLE, CLASSIFIED OPERATOR'S LICENSE FOR TRUCK AND BUS DRIVERS

Secretary of Transportation Elizabeth Hanford Dole today announced that the Department has initiated a rulemaking on how best to structure a state-administered, single and classified licensing system for commercial truck and bus drivers. The rule would apply to all drivers engaged in interstate and foreign commerce. It would require that such drivers possess only one state driver's license, which would be recognized by all other states. The license would also be classified according to the type of vehicle driven.

"It is widely known that many drivers of commercial motor vehicles often obtain licenses from several different states in order to avoid accumulating excessive numbers of traffic convictions on any single license. The result is that a bad driver, by spreading violations among several licenses, can hide a bad driving record from federal and state officials," Dole said. This rulemaking would help stamp out multiple licensing abuse.

"In 19 states, any person with a license to drive a passenger car can also legally drive an 80,000 pound tractor-trailer rig, and with little or no testing to show the ability to handle such a vehicle. It is imperative that the federal and state governments work to correct such practices," Dole said, "and the Department will work with the states to develop uniform minimum standards for commercial drivers licenses. Dole stressed, however, that "the power to license and register vehicles has always been a state government responsibility, and we propose to leave it that way."

Emphasizing that the DOT did not want the Federal Government issuing commercial drivers licenses, Dole stated that the Department's approach would avoid the creation of a massive new government bureaucracy, and respect traditional state responsibilities while at the same time solve a major highway safety problem.

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Comments are requested on several issues, including how to define the various license classifications; i.e., according to truck size, truck configuration, the cargo to be transported or combinations of these factors and the extent and type of testing of drivers required. Only 31 states now have a classified licensing system, and only 12 of these states require actual behind-the-wheel road testing of applicants prior to the issuance of their licenses.

Besides the lack of state uniformity in the classification of licensing, the rulemaking is also seeking comments on other issues such as minimum requirements for licensees, criteria for license suspension and revocation and a uniform identification system that would be acceptable to all state governments.

The Advanced Notice of Proposed Rulemaking, published in the August 1, 1986, Federal Register, invites interested parties to submit written comments on the "desirability, scope and practical implementation" of such a system.

Written comments must be received on or before Sept. 2, 1986. All comments should refer to BMCS docket number MC-125, Notice #86-9, and must be submitted (preferably in triplicate) to room 3404, Bureau of Motor Carrier Safety, 400 Seventh Street, S.W., Washington, D.C. 20590.

# # # #

U.S. Department
of Transportation

**Federal Highway
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

U.S. Department of Transportation

News:

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

FHWA 16-86
Contact: Eric L. Bolton
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EMBARGOED UNTIL MONDAY (After 5:00 p.m.)
November 10, 1986

AMERICA'S BEST: FHWA ANNOUNCES WINNERS OF THE 1986 HIGHWAY DESIGN AWARDS CONTEST

Federal Highway Administrator Ray A. Barnhart today announced that 23 highway projects in 16 separate states across the nation have received the Federal Highway Administration's (FHWA) 1986 "Excellence in Highway Design" awards. The fourth biennial awards were announced November 10 during the American Association of State Highway and Transportation Officials (AASHTO) annual meeting in Baltimore, Maryland.

Nine first place awards went to highway departments in California, North Carolina, West Virginia, Wyoming, Illinois and Wisconsin, and to the United States Army Corps of Engineers, Arvid Grant and Associates, Inc., of Olympia, Washington, and T. Y. Lin International of San Francisco, California. Second place honors were awarded to seven candidates including state highway departments, contractors and engineering firms. Seven third place winners, and one special merit award, were also announced.

Overall, first, second and third place awards were presented to 14 state and local highway departments, six engineering or construction firms, and four federal agencies.

Winners were selected from a total of 211 entrants competing in eight specific categories: The Urban Highway; The Rural Highway; Major Highway Structures; Highway Support Facilities; Cost Saving Innovations; Historic Preservation and Cultural Enhancement; Pavement Rehabilitation/Reconstruction; and Highway Improvements in Federally Owned Lands.

- more -

The FHWA presents these awards every two years as a part of its commitment to promote outstanding highway design. The competition is open to state and local agencies, freeway or toll authorities, and engineering and design firms.

In addition to specific criteria within each category, all projects were judged in terms of five general criteria: compatibility with/or adaptation to the environment; visual appeal; safety and traffic operation factors; functional efficiency; and, making driving a more pleasant experience. Projects must have been completed after January 1, 1982.

In discussing and evaluating the projects, the judges felt that a few were noteworthy for the way design problems were solved even though the projects may not have been rated highest in their category. As a case in point, a special Merit Award was given to Figg and Muller Engineers, Inc., and the Colorado Department of Transportation for building five bridges on Interstate 70 through Colorado's Glenwood Canyon.

Judging for the awards took place at FHWA's headquarters in Washington, D.C., on July 23-25, 1986. Serving as judges were Wilbur S. Smith, executive consultant and past chairman of the board, Wilbur Smith and Associates, a consulting, engineering, planning and architectural firm, Columbia, South Carolina; Jose E. Martinez, Professor Emeritus, Department of Civil Engineering, University of New Mexico, Albuquerque, New Mexico; Cynthia Grassby Baker, chairman, Advisory Council on Historic Preservation, Washington, D.C.; George E. Patton, landscape architect/planner, George E. Patton, Inc., Philadelphia, Pennsylvania; Emory L. Kemp, professor, Program in the History of Science and Technology and of Civil Engineering, West Virginia University, Morgantown, West Virginia.

Following is the complete list of winners:

CATEGORY I - THE URBAN HIGHWAY

First Place -- California Department of Transportation for the new State Route 92 and U.S. Route 101 interchange in San Mateo County. The interchange improved motorists' safety by eliminating steep grades and sharp curves, thus allowing motorists to avoid difficult merging and weaving movements.

Second Place -- California Department of Transportation for the interchange connecting U.S. Route 101 with Interstate Routes 280 and 680 near San Jose. This interchange was selected for its "aesthetic complement to the rolling terrain."

Third Place -- Tennessee Department of Transportation for the new alternate State Route 73. TennDOT won for enhancing the historical characteristics of the city while providing maximum pedestrian safety in the Maryville College area. The Route 73 alternate also serves as a fitting entrance way to the Great Smokey Mountains National Park.

CATEGORY II - THE RURAL HIGHWAY

First Place -- North Carolina Department of Transportation for the section of six-lane Interstate 85 linking Lexington and Greensboro. The highway complements the suburban and rural settings it traverses, including preserving a creek in its near-natural state.

Second Place -- Nicholson Construction Company and the Pennsylvania Department of Transportation for clearing and correcting a 310-foot landslide on State Route 66 using innovative construction methods.

Third Place -- Montana Department of Highways for constructing a 22-mile final link of Interstate 90 through the Crow Indian Reservation with minimal social and environmental impacts on the rural character of the territory located above the Little Bighorn River.

CATEGORY III - MAJOR HIGHWAY STRUCTURES

First Place -- West Virginia Department of Highways and Arvid Grant and Associates, Inc., Engineers, for construction of the East Huntington Bridge (State Route 106) across the Ohio River at Huntington, West Virginia.

Second Place -- Interstate Division for Baltimore City and Sverdrup Corporation for the Ft. McHenry Tunnel which crosses the Baltimore Harbor and closes the last major remaining gap in the East's major north-south artery, Interstate 95. The Ft. McHenry Tunnel is the world's largest submerged tube tunnel for vehicular traffic, and boasts such space-age attributes as computer-controlled ventilation and a sophisticated traffic control system that responds immediately to any emergency or change in traffic flow.

Third Place -- Beiswenger, Hoch and Associates, Inc., and the Florida Department of Transportation for the design of a concrete box girder interchange structure between Interstate 75 and the Florida Turnpike in Dade County.

CATEGORY IV - HIGHWAY SUPPORT FACILITIES

First Place -- North Carolina Department of Transportation for the Kitty Hawk Rest and Welcome Center, gateway to North Carolina's renowned Outer Banks. Constructed mainly by hand, the buildings and walkways blend with the fragile ecosystem of this windswept area.

Second Place -- Colorado Department of Highways for building the East Riverside Snow Shed south of Ouray, on U.S. Route 550, to protect travelers from snowslides.

Third Place -- Tennessee Department of Transportation for careful planning of entrance and exit ramps and effective landscaping at the Dyer County Rest and Welcome Center on Interstate 155.

CATEGORY V - COST SAVING INNOVATIONS

First Place -- Wyoming Highway Department for stabilizing a slide area on U.S. Route 85, north of Newcastle. The area was excavated and wood chips were used in place of soil fill, resulting in a reduction in load of 43,000 tons.

Second Place -- T. Y. Lin International and the Idaho Transportation Department for a new bridge across the Kootenai River at Bonners Ferry, Idaho, on U.S. Route 95. The new structure was erected by applying prestressed concrete techniques to traditional steel design, a process which afforded a 20 percent cost savings.

Third Place -- Illinois Department of Transportation for complete floor system removal and truss span replacement on the Illinois River bridge on U.S. Route 67 at Beardstown.

CATEGORY VI - HISTORIC PRESERVATION AND CULTURAL ENHANCEMENT

First Place -- Illinois Department of Transportation for restoring the Henderson Covered Bridge on State Route 164 to its original appearance after the original structure was destroyed by flood waters.

Second Place -- Lee Pare & Associates, Inc., and the Rhode Island Department of Transportation for careful consideration of original aesthetic values during extensive repairs to the Division Street Bridge in Pawtucket, the longest stone arch highway bridge in Rhode Island.

Third Place - North Carolina Department of Transportation for preventing a long-established neighborhood in Durham from being destroyed by a new freeway. Threatened neighborhood homes were moved to a new site, renovated and reoccupied by their former tenants.

CATEGORY VIIa - PAVEMENT REHABILITATION/RECONSTRUCTION
(Asphalt Concrete)

First Place -- California Department of Transportation for rehabilitating the north and southbound lanes of an 18-mile stretch of the Golden State Freeway (Interstate 5) in Los Angeles County. The work was completed in 8 months, a year ahead of schedule.

CATEGORY VIIb - PAVEMENT REHABILITAITON/RECONSTRUCTION
(Portland Cement Concrete)

First Place -- Wisconsin Department of Transportation for the reconstruction of nearly 200 lane-miles of Interstate 90/94 between Madison and Portage. The highway was reconstructed in a single construction season while maintaining traffic flow.

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CATEGORY VIII - HIGHWAY IMPROVEMENTS IN FEDERALLY-OWNED LANDS

First Place -- T. Y. Lin International and the U.S. Army Corps of Engineers for the four-lane bridge constructed across the Snake River between Lewiston, Idaho, and Clarkston, Washington.

Second Place -- Nicholson Construction Company and FHWA's Eastern Direct Federal Division for the in-place earth reinforcement to solve design and environmental problems resulting from the steep cut slope at the Kentucky portal of the Pilot Tunnel Project on U.S. Route 25E at Cumberland Gap, Kentucky.

Third Place -- FHWA Central Direct Federal Division and the National Park Service for the design of the North Rim Entrance Road to the Grand Canyon National Park in Arizona. The roadway was designed to blend in with the natural terrain of the Park.

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U.S. Department of Transportation

News:

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

FOR RELEASE FRIDAY
November 14, 1986

FHWA 18-86
Contact: Eric L. Bolton
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FHWA REPORTS INCREASE IN ROAD CONSTRUCTION COSTS FOR THIRD QUARTER OF 1986

Federal Highway Administrator Ray A. Barnhart today announced that highway construction costs increased 4.1 percent in the third quarter of 1986.

The third quarter results raised the Federal Highway Administration's composite index for highway construction costs to 176.0 percent of the 1977 base index (1977 average cost equals 100 percent).

Increases in the unit prices of portland cement concrete, bituminous concrete, structural steel and excavation caused the rise in the composite index. The unit prices for reinforcing steel and structural concrete decreased from the previous quarter.

The three-quarter moving composite price index for the second quarter of 1986 -- obtained by combining data for the first three quarters of 1986 -- increased 0.6 percent from the previous three-quarter average.

Trends in highway construction costs are measured by an index of average contract prices compiled from reports of state highway contract awards for Federal-aid contracts greater than $500,000 (other than those for the secondary system).

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

	Quarterly Price Index	Percentage Change	(Three-quarter moving index) Three-quarter Moving Index	Percentage Change
*3rd quarter, 1984	154.4	-	156.9	-
4th quarter, 1984	166.0	+7.5	162.3	+3.4
1st Quarter, 1985	168.1	+1.3	168.8	+4.0
2nd Quarter, 1985	173.9	+3.5	172.3	+2.1
3rd Quarter, 1985	175.3	+0.8	173.5	+0.7
4th Quarter, 1985	171.5	-2.2	174.5	+0.6
1st Quarter, 1986	175.7	+2.4	172.3	-1.3
2nd Quarter, 1986	169.0	-3.8	173.3	+0.6
3rd Quarter, 1986	176.0	+4.1	-	-

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

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The price levels of the component items of the quarterly index in the third quarter of 1986, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table:

	Price Index 1977=100			Percentage Change this quarter from:	
	Third Quarter 1986	Second Quarter 1986	Third Quarter 1985	Second Quarter 1986	Third Quarter 1985
Excavation	212.9	196.1	191.9	+ 7.9	+ 9.9
Surfacing:					
Portland cement concrete	159.8	143.7	144.7	+10.1	+ 9.4
Bituminous concrete	177.2	166.0	187.3	+ 6.3	- 5.7
Composite surfacing	171.7	158.8	173.7	+ 7.5	- 1.2
Structures:					
Reinforcing steel	160.7	162.7	156.3	- 1.2	+ 2.7
Structural steel	164.4	160.3	161.1	+ 2.5	+ 2.0
Structural concrete	160.2	167.5	177.8	- 4.6	-11.0
Composite structures	161.7	164.3	168.5	- 1.6	- 4.2
Composite price index	176.0	169.0	175.3	+ 4.0	+ 0.4

The price levels of the current component items of the three-quarter moving index in the second quarter of 1986, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table:

	Price Index 1977=100			Percentage Change this quarter from:	
	Second Quarter 1986	First Quarter 1986	Second Quarter 1985	First Quarter 1986	Second Quarter 1985
Excavation	199.9	195.1	191.3	+ 2.4	+ 4.3
Surfacing:					
Portland cement concrete	154.0	149.5	143.4	+ 2.9	+ 6.9
Bituminous concrete	174.6	178.5	183.1	- 2.2	- 4.9
Composite surfacing	168.0	169.2	170.4	- 0.7	- 1.4
Structures:					
Reinforcing steel	161.7	161.4	164.6	+ 0.2	- 1.8
Structural steel	163.9	158.8	155.1	+ 3.1	+ 5.4
Structural concrete	166.3	168.0	171.2	- 1.0	- 2.9
Composite structures	164.7	163.8	164.6	+ 0.5	+ 0.1
Composite price index	173.3	172.3	172.3	+ 0.6	+ 0.6

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

		Individual Quarters		Three Quarters	
	Unit	2nd Qtr. 1986	3rd Qtr. 1986	1st Qtr. 1986*	2nd Qtr. 1986**
Excavation	CuYd.	2.28	2.48	2.27	2.33
PCC surface	Sq.Yd.	14.30	15.91	14.88	15.32
Bit.conc.surf.	Ton	25.67	27.42	27.62	27.01
Reinf. steel	Lb.	0.443	0.437	0.439	0.440
Str. steel	Lb.	0.834	0.855	0.826	0.852
Str. concrete	Cu.Yd.	240.43	229.89	241.12	238.71

* Weighted average unit prices for the last quarter of 1985 and the first two quarters of 1986.

**Weighted average unit prices for the first three quarters of 1986.

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U.S. Department of Transportation

News:

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

FOR RELEASE THURSDAY
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FHWA 19-86
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FHWA PROPOSES REVISION OF RULE REGULATING INSTALLATION OF UTILITIES IN HIGHWAY RIGHTS-OF-WAY

The Federal Highway Administration is seeking public comment on proposed changes to the agency's regulations regarding the installation of utilities along freeways and Interstate highways. As published in the December 19 Federal Register, the proposed changes would make it easier for states to authorize the longitudinal installation of certain kinds of low-maintenance and non-obtrusive utilities within the highway property line, provided no other reasonable alternative routing is available and highway safety is not jeopardized.

"Current federal regulation controls the installation, either above or below ground, of all types of utility lines, communications cables and various kinds of pipelines (such as those carrying natural gas, petroleum products, water, sewage, etc.) on federally-funded Interstate highways and freeways," Federal Highway Administrator Ray A. Barnhart said.

"The principal reason for restricting utilities within the rights-of-way of Interstate highways has been the concern for safety resulting from the need for periodic maintenance," Barnhart explained. "However, recent advances in transmission technology, particularly with regard to fiber-optics cables which require minimum maintenance, may justify changing current federal regulations without adversely affecting highway safety."

The proposed revision to FHWA's present regulation would allow the states to authorize the installation of low-maintenance utilities provided a number of requirements are satisfied. These requirements center on two major conditions:

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- That there is no reasonable alternative location available; and,
- That the safety and efficiency of the highway is not compromised.

Barnhart said that a number of questions still must be resolved. One such question involves the issue of competition. The FHWA is soliciting comments on the desirability and necessity of assuring access to interstate and intrastate transmissions or distributions prior to allowing a limited number of utilities to occupy any given right-of-way.

Another issue is whether a reasonable amount of "communication capacity" should be made available to federal and/or state governments for use in case of national or local emergencies. The amount and exact nature of such governmental capacity and certain enhanced features to support national security/emergency preparedness could vary and would likely have to be determined on a case-by-case basis.

Written comments, in triplicate, should be sent to the Federal Highway Administration, HCC-10, FHWA Docket No. 86-15, Room 4205, 400 Seventh Street, S.W., Washington, D.C. 20590. Comments must be received on or before February 17, 1987.

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