



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, January 19, 1989

FHWA 01-89
Contact: Gary Hoitsma
Tel.: (202) 366-0660

U.S., CANADA SIGN AGREEMENT ON COMMERCIAL DRIVER SAFETY

The Department of Transportation has announced that the United States and Canada have formalized a reciprocity agreement on the licensing of truck and bus drivers that should help to ensure only competent commercial drivers operate in either country.

The agreement, formalized in an exchange of correspondence between Federal Highway Administrator Robert E. Farris and Leonard H. Legault, Minister (Economic) and Deputy Head of Mission, Embassy of Canada, signifies that commercial licenses issued in the United States, under provisions of the Commercial Motor Vehicle Safety Act of 1986, and by Canada, under the Canadian National Safety Code, are based on compatible testing and licensing standards.

The Commercial Motor Vehicle Safety Act of 1986 requires the Federal Highway Administrator to make a determination as to whether the commercial vehicle operator testing and licensing standards of foreign jurisdictions meet the U.S. requirements. If another country's standards do not meet U.S. standards, its drivers will be required to obtain a nonresident commercial license from a U.S. state by April 1, 1992, in order to drive in this country.

The FHWA has determined that the Canadian classified license system and related implementing regulations, set forth in the Canadian National Safety Code, are equivalent to those of the U.S. As a result, Canadian drivers will not be required to obtain a nonresident commercial driver's license to operate commercial vehicles in this country.

Similarly, Canadian jurisdictions will extend full reciprocity to American drivers holding commercial driver's licenses issued by a U.S. state. Consistent with the single license concept, neither country will issue a driver's license to a commercial driver already possessing a commercial or non-commercial license from his or her country.

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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
January 25, 1989

FIWA 02-89
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HIGHWAY PROJECTS IN 14 STATES WIN FHWA HIGHWAY DESIGN AWARDS

The Federal Highway Administration (FHWA) recently announced that 23 highway projects in 14 states have received the agency's 1988 "Excellence in Highway Design" awards.

The fifth biennial awards were presented Dec. 5 during the annual meeting of the American Association of State Highway and Transportation Officials (AASHTO) in Wichita, Kan.

Judging for the awards took place at FHWA's Headquarters in Washington, D.C., on Aug. 17-19, 1988. The judges were John E. Foster, President, John E. Foster and Associates, Inc., an engineering and management firm in Columbus, Ohio; Laurence E. Coffin, Jr., Partner, Coffin and Coffin Landscape Architects and Urban Planners in Washington, D.C.; Priscilla S. Cornelio, Deputy Transportation Director for the city of Tucson, Ariz.; Victor D. Macomber, President, Macomber Associates, Inc., a Camp Hill, Pa., civil engineering firm; and Derrick A. Crandall, President, American Recreation Coalition, which is based in Washington, D.C.

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

In discussing and evaluating the projects, the judges felt that a few were noteworthy for innovation even though the projects may not have rated highest in their category. As a case in point, a Merit Award was presented to URS Consultants of Englewood, Colo., for design and construction of a unique, privately funded interchange on Interstate 25 to serve the planned Briargate Development north of Colorado Springs.

Winners were selected from over 200 entrants competing in eight specific categories: The Urban Highway; The Rural Highway; Major Highway Structures;

- more -

Highway Support Facilities; Cost Saving Innovations; Historic Preservation and Cultural Enhancement; Pavement Rehabilitation/Reconstruction; and Highway Improvements in Federally Owned Lands.

The FHWA presents these awards every two years as 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. Federal agencies and work performed for them are eligible under one specific category.

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 Jan. 1, 1984.

The complete list of winners:

CATEGORY I- THE URBAN HIGHWAY

First Place — New York State Department of Transportation for the construction of the new Marine Drive in the city of Newburgh, which encouraged the city to develop and revitalize its rundown waterfront. While providing scenic views of the Hudson River, the new roadway will accommodate traffic growth, along with safe routes for bicyclists and pedestrians.

Second Place — Texas State Department of Highways & Public Transportation for the Loop 1 extension in Austin. This roadway relieves traffic congestion while exhibiting sensitivity to the environment. The design prevents highway runoff from polluting a creek that feeds into a major water source for central Texas. Its design also preserved the natural vegetation of the area as well as the creek.

Third Place — Minnesota Department of Transportation for a segment of Interstate 94 north of Minneapolis which is designed to be compatible with the surrounding community through the use of earth mounds, noise walls, and corridor landscaping. Forming a border between industrial and residential areas, Interstate 94 provides a safe, efficient corridor capable of moving large traffic volumes.

CATEGORY II - THE RURAL HIGHWAY

First Place — Montana Department of Highways for the portion of Interstate 15 passing through the environmentally sensitive Boulder River and Bison Creek Canyons, between the town of Basin and Elk Park Pass. The design includes special fish habitat structures and mechanically stabilized retaining walls. It has to share the narrow canyon with another highway, a river, a creek, and an abandoned railroad line.

Second Place — Michigan Department of Transportation for the northern link of Interstate 69 around Lansing and East Lansing. Although it crosses several

wetlands and a bog, great care was taken during its design to protect the environment. Water level equalizers were installed to maintain equal levels in the bog on both sides of the road; new ponds were built and areas were extensively planted to provide food and shelter for wildlife.

Third Place — California Department of Transportation for carefully upgrading Route 36 in Grizzly Creek State Park in Humboldt County among tall stands of old-growth redwoods. Retaining walls and curves were designed to preserve natural features and fit the road into the corridor without harming the trees.

CATEGORY III - MAJOR HIGHWAY STRUCTURES

First Place -- Figg and Muller Engineers, Inc., and the Florida Department of Transportation for Florida's majestic new Sunshine Skyway Bridge connecting St. Petersburg to Bradenton that is the result of over a million work-hours. Its 1,200-foot main span is the longest completed concrete cable-stayed span in North or South America. The two single pylons holding the single plane of stays to support the span are also a first for the Western Hemisphere.

Second Place -- Pennsylvania Department of Transportation for the graceful, single steel-arch structure, designed to blend into its surroundings, and to reopen access to Clarion. Trucks, school buses, and emergency vehicles could not use the original bridge to reach Clarion from U.S. 322 because of the bridge's 2-1/2 ton weight limit.

Third Place — Tennessee Department of Transportation whose innovative design produced an efficient four-level stack for the major interchange on Interstates 440 and 65 in Davidson County. The design weaves a compact web of lanes within the restricted confines of an area bound by another highway, a railroad main line, and a dense commercial district.

CATEGORY IV - HIGHWAY SUPPORT FACILITIES

First Place — New Hampshire Department of Transportation for the 9-mile long Franconia Notch State Park bicycle path that provides a safe traveling environment by separating bicycle traffic from parkway traffic. Its curvilinear design mirrors the natural terrain of this rugged, mountainous park.

Second Place -- Minnesota Department of Transportation for the design of the Rum River Rest Area on Trunk Highway 169 in central Minnesota that preserved the vegetation around the building and parking area. Signs explain interesting features at the site, and trails link the rest area to the river.

Third Place — California Department of Transportation for meeting the challenge of extreme summer temperatures, flash flooding, and the unique beauty of the desert environment in Death Valley in planning and designing energy efficient structures for highway maintenance personnel. The structures, on Route 190 in Inyo County, reflect the color and texture of the

desert and are insulated from the summer heat by earthen berms planted with native plants.

CATEGORY V - Cost Saving Innovations

First Place == Maryland State Highway Administration for replacing the deteriorated deck and widening the existing bridge carrying U.S. 50/301 over the Severn River near Annapolis. Instead of building new columns in the river the designers chose to widen the existing 16 piers by extending the pier caps. Traffic was maintained during construction, and the project was completed 30 days ahead of schedule.

Second Place == Earth Support Systems of Sterling, Va., and the Pennsylvania Department of Transportation for the economical method devised to stabilize a large soil mass encountered during excavation of a rock cut on Interstate 78 in Pennsylvania. The method cost 62 percent less than other proposed solutions to hold back the soil.

Third Place == California Department of Transportation for installing two new types of snow fences on California's Route 88 at Carson Spur and in Amador County, and on Route 395 in Mono County. These self-orienting snow fences align themselves to the direction of the wind. This forces snow to drop behind them rather than pile up on the roadway and reduces road maintenance costs.

CATEGORY VI - Historic Preservation and/or Cultural Enhancement

First Place == City of Grand Rapids, Mich., for saving the historic 1922 Pearl Street Bridge over the Grand River. Although eligible for inclusion on the National Register of Historic Places, the bridge needed to be replaced because of its badly deteriorated condition. To save the bridge, they used the existing structure as an in-place construction platform and built a new bridge within its exterior.

Second Place -- Pennsylvania Department of Transportation for constructing a \$250,000 wetland replacement area when no practicable alternate route existed to build the Southern Tier Expressway without crossing over French Creek in Erie County.

Third Place -- State of Hawaii Department of Transportation for listening to the community's concerns and preserving a 1912 wooden and steel bridge in Hanalei, Kauai, instead of tearing it down and building a new concrete bridge in its place. They strengthened parts of the bridge and transferred the load to stronger elements of the bridge. The state now projects the useful life of the bridge at 25 years.

CATEGORY VII - Pavement Rehabilitation/Reconstruction

Asphalt Concrete == New York State Department of Transportation for reconstructing a portion of New York Route 146 by breaking the old pavement into rubble and leaving it in place as a base for a new asphalt concrete

overlay. According to New York, this rubble pavement with a 6-inch overlay provides the same support as a newly constructed roadway at up to 50 percent savings.

Portland Cement Concrete =- Michigan Department of Transportation for the reconstruction of Detroit's John C. Lodge Freeway, Michigan Route 10, which showed that an aged urban freeway can be rebuilt in a short period of time with few complaints from the public. Special measures included reconstructing the freeway one direction at a time, recycling the old pavement for use as a base, and providing special traffic management features along alternate routes.

CATEGORY VIII - Highway Improvements in Federally Owned Lands

First Place =- Federal Highway Administration - Central Direct Federal Division, Wyoming State Highway Department, and the U.S. Forest Service for Wyoming Forest Highway 12, Snowy Range Road, which winds across the Snowy Range through the Medicine Bow Mountains. Special design features, teams of experts, and citizen participation played roles in providing a safe highway through a fragile environment without damaging or destroying its scenic beauty.

Second Place =- National Park Service - Denver Service Center, and the Federal Highway Administration - Eastern Direct Federal Division for a portion of the Blue Ridge Parkway in North Carolina, including the Rough Ridge viaduct and bridges across Wilson Creek, which had to be built with as little disturbance to the terrain as possible. The cast-in-place segments used the existing huge boulders capped with concrete slabs as support structures. Because of the ruggedness of the terrain, the road was built from each end simultaneously.

Third Place =- National Park Service - Denver Service Center and the Federal Highway Administration - Central Direct Federal Division for the new Cascade Creek Bridge in Yosemite National Park, Calif., which provided an architecturally attractive replacement for two structurally deficient bridges. The area now features visitor parking and bicycle and handicapped accessible paths, which provide spectacular viewing points of Cascade Falls.

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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
February 8, 1989

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FHWA REPORTS ROAD
CONSTRUCTION COSTS FOR
FOURTH QUARTER OF 1988

The Federal Highway Administration (FHWA) announced today that highway construction costs decreased 4.9 percent in the fourth quarter of 1988.

The fourth quarter results lower the FHWA's composite index for highway construction costs to 184.1 percent of the 1977 base index (1977 average cost equal 100 percent). Despite this decrease the annual index for the entire calendar year 1988 is 184.7 representing an increase of 7.4 percent over the 172.0 annual index recorded for 1987.

Significant decreases in the unit prices for excavation and structural concrete resulted in the overall reduction in the index for the fourth quarter. There were small decreases in the unit prices for portland cement concrete, reinforcing steel and structural steel. There was a significant increase in the unit price for bituminous concrete.

The three-quarter moving composite price index for the third quarter of 1988 - obtained by combining data for the last three quarters of 1988 - decreased 2.2 percent from the previous three-quarter average.

Trends in highway construction costs are measured by an index of average contract prices compiled from reports of state highway contract awards for federal-aid contracts greater than \$500,000. Federal-Aid Secondary and Off-Systems projects are not included.

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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:

(Three-quarter moving index)

	Quarterly Price Index	Percentage Change	Three-quarter Moving Index	Percentage Change
*4th quarter, 1986	167.0	--	170.6	--
1st Quarter, 1987	169.9	+ 1.7	168.5	-1.2
2nd Quarter, 1987	172.8	+ 1.7	171.8	+2.0
3rd Quarter, 1987	171.9	- 0.5	172.5	+0.4
4th Quarter, 1987	172.8	+ 0.5	179.4	+4.0
1st Quarter, 1988	201.8	+16.8	177.5	-1.1
2nd Quarter, 1988	167.4	-17.0	185.4	+4.5
3rd Quarter, 1988	193.5	+15.6	181.4	-2.2
4th Quarter, 1988	184.1	- 4.9	--	--

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

The price levels of the component items of the quarterly index in the fourth quarter of 1988, 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 (Fourth Quarter 1988) from:	
	Fourth Quarter 1988	Third Quarter 1988	Fourth Quarter 1987	Third Quarter 1988	Fourth Quarter 1987
Excavation	226.1	264.3	209.0	-14.5	+ 8.2
Surfacing:					
Portland cement concrete	144.5	146.5	161.0	- 1.4	-10.2
Bituminous concrete	170.2	158.5	156.9	+ 7.4	+ 8.5
Composite surfacing	162.0	154.7	158.2	+ 4.7	+ 2.4
Structures:					
Reinforcing steel	181.2	183.7	160.4	- 1.4	+13.0
Structural steel	182.8	187.8	170.3	- 2.7	+ 7.3
Structural concrete	181.7	196.4	167.3	- 7.5	+ 8.6
Composite structures	182.0	191.3	167.2	- 4.9	+ 8.9
Composite price index	184.1	193.5	172.8	- 4.9	+ 6.5

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The price levels of the current component items of the three-quarter moving index in the third quarter of 1988, 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 (Third Quarter 1988) from:	
	Third Quarter 1988	Second Quarter 1988	Third Quarter 1987	Second Quarter 1988	Third Quarter 1987
Excavation	225.1	238.2	210.0	- 5.5	+ 7.2
Surfacing:					
Portland cement concrete	141.9	143.9	149.5	- 1.4	- 5.1
Bituminous concrete	159.2	157.8	159.3	+ 0.9	- 0.1
Composite surfacing	153.7	153.3	156.2	+ 0.3	- 1.6
Structures:					
Reinforcing steel	180.6	181.8	162.5	- 0.7	+11.1
Structural steel	178.9	175.5	170.8	+ 1.9	+ 4.7
Structural concrete	187.0	195.5	167.7	- 4.3	+11.5
Composite structures	183.2	186.4	167.9	- 1.7	+ 9.1
Composite price index	181.4	185.4	172.5	- 2.2	+ 5.2

* * * * *

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

	Unit	Individual Quarters		Three Quarters	
		3rd Qtr. 1988	4th Qtr. 1988	2nd Qtr. 1988*	3rd Qtr.1988**
Excavation	CuYd.	\$ 3.08	\$ 2.63	\$ 2.77	\$ 2.62
PCC surface	Sq.Yd.	14.58	14.38	14.32	14.12
Bit.conc.surf.	Ton	24.53	26.33	24.41	24.63
Reinf. steel	Lb.	0.500	0.493	0.494	0.491
Str. steel	Lb.	0.977	0.950	0.913	0.930
Str. concrete	Cu.Yd.	281.85	260.82	280.61	268.37

* Weighted average unit prices for the first three quarters of 1988.

**Weighted average unit prices for the last three quarters of 1988.

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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
February 16, 1989

FHWA 04-89
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DOT REPORTS TO CONGRESS ON STATUS OF THE NATION'S HIGHWAYS AND BRIDGES

The Department of Transportation, in its biennial report to Congress on the status of the nation's highways and bridges, notes that overall conditions continued to improve but that increased travel is making urban and suburban traffic congestion the primary threat to adequate mobility.

The Department's report, entitled "The Status of the Nation's Highways and Bridges: Conditions and Performance," is the 10th in a series of biennial reports to Congress required by law. The 1989 status report is the first to combine the two reports: "Status of the Nation's Highways" and "Status of the Nation's Bridges" into one document.

Between 1985 and 1987, the period covered by the report, highway travel increased 8.4 percent reaching a record 1.92 trillion vehicle miles in 1987. This substantial growth in travel is the primary cause of the congestion on our highway systems in both rural and urban areas.

In a major new finding, the report concludes that current overall conditions and performance on our highways cannot be maintained without additional capacity beyond what is considered feasible by today's standards.

In assessing what is needed to maintain adequate mobility in the years ahead, the report estimates a need for an additional capacity of 11,000 to 15,000 lane-miles, or their equivalent, primarily in the nation's larger urbanized areas. The estimated cost of maintaining overall conditions on the existing highway system as they were in 1985, and of eliminating all backlog and accruing bridge deficiencies through the year 2005, ranges from \$25.1 billion to \$28.7 billion annually.

The report notes that new construction, alone, will probably not satisfy the problem, but that a combination of creative strategies involving better traffic management and improved mass transportation, as well as new construction must be marshaled to ensure adequate mobility in highly congested urbanized areas.

The report also indicates that pavement conditions on the nation's major highways improved in some areas and declined in others. The percentage of pavements listed in "poor" condition decreased or stayed the same on all systems with the exception of the rural Interstate system where a slight increase was noted. At the same time, the percentage of pavements listed in "very good" to "excellent" condition decreased on all systems except the rural system.

According to the report, there was an increase in the number of bridges classified as deficient. In 1987, 15.9 percent of Interstate bridges were classified "deficient," compared to 14.3 percent in 1986 and 10.6 percent in 1982. Bridge conditions are summarized by combining both "structural" and "functional" deficiencies. Total backlog and accruing (through 2005) bridge needs on the federal-aid system, reported for the first time in this study, are estimated at approximately \$72 billion.

Structurally deficient bridges, defined as those which can no longer accommodate the vehicle weights they were originally designed to handle, are either restricted to lighter vehicles or closed.

Functionally deficient (or obsolete) bridges are defined as those whose deck dimensions, clearances, and/or approaches can no longer efficiently handle current traffic volumes.

None of the bridges classified in either category and currently open to traffic is deemed "unsafe." Federal and state regulations, which are strictly enforced, require that any bridge deemed "unsafe" be closed to traffic immediately.

Total spending on highways from all sources reached a record \$66.3 billion in 1987. And despite the increase in congestion, overall improvements reduced the cost of using highways about 1 percent between 1985 and 1987. This includes the cost of owning and operating a vehicle, the cost of accidents, and the cost of time.

Copies of the report are available from the Federal Highway Administration, Office of Public Affairs, 400 Seventh Street, S.W., Washington, D.C. 20590.

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

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

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U.S. Department of
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News:

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

FOR RELEASE THURSDAY
February 16, 1989

FHWA 05-89
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PROPOSED FEDERAL SAFETY REGULATIONS WOULD COVER PRIVATE OPERATORS OF BUSES

Private bus operations — like those used in interstate transportation by scout groups, private schools, churches, and other organizations -- would be brought under the federal motor carrier safety regulations by a proposal announced today by the Federal Highway Administration (FHWA).

The intent of the proposed rule is to upgrade safety requirements by applying the regulations as uniformly as possible to all private operations, yet minimize unnecessary regulatory and paperwork burdens for this group. These private vehicles and their drivers would be required to meet the inspection requirements of the federal motor carrier regulations, and would be subject to random roadside inspections, now carried out by state and federal enforcement personnel for other vehicles subject to the rules. Last year, over one million vehicles were stopped as the highway agency and the states, in a cooperative effort, sought to improve highway safety.

The proposal, to be published in the Federal Register on Feb. 17, 1989, would cover interstate operations of private buses designed to transport more than 15 persons.

The FHWA said that, because of wide differences in operations, the rule would classify the private bus population into two groups:

- * Private carriers with employees hired as drivers, such as company buses used to shuttle company employees between different locations, and buses used to transport professional teams or performers.
- * Limited carriers of passengers, such as carriers transporting their employees or organization members in their own or leased vehicles driven by a person who is employed by the organization in another capacity and who receives little or no remuneration for the driving.

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For the first group, the safety regulations would apply in their entirety, but there would be a one-time waiver from certain requirements, such as the need to conduct background checks for drivers regularly employed by the carrier on the date of the adoption of the rule.

For the second group, drivers also would be subject to the commercial driver's license testing and licensing standards but would be exempt from various record-keeping requirements.

For-hire passenger carriers, such as Greyhound and charter companies, have been subject to these rules for many years, and their safety record is much better than the motor carrier industry on average. By expanding the rules, the passenger safety of private carriers should improve.

Persons who want more information should contact Stanley Hamilton of the Office of Motor Carriers at 202/366-0665. Comments on the proposal, FHWA Docket No. MC-88-151, should be submitted by June 19, 1989, to the Office of Chief Counsel, Room 4232, HCC-10, 400 Seventh Street, S.W., Washington, D.C. 20590.

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U.S. Department
of Transportation

**Federal Highway
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U.S. Department of
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News:

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

FOR RELEASE TUESDAY
May 9, 1989

FHWA 06-89

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FHWA REPORTS ROAD
CONSTRUCTION COSTS FOR
FIRST QUARTER OF 1989

The Federal Highway Administration (FHWA) announced today that highway construction costs increased 4.1 percent in the first quarter of 1989.

The first quarter results raise the FHWA's composite index for highway construction costs to 191.7 percent of the 1977 base index (1977 average cost equal 100 percent).

Increases in the unit prices of Portland cement concrete, reinforcing steel, structural steel, and structural concrete triggered the rise in the index. There were decreases in the unit prices for excavation and bituminous concrete.

The three-quarter moving composite price index for the fourth quarter of 1988 -- obtained by combining data for the last two quarters of 1988 with the first quarter 1989 -- decreased 3.6 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. Federal-aid Secondary System projects are not included.

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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
*1st Quarter, 1987	169.9	--	168.5	--
2nd Quarter, 1987	172.8	+ 1.7	171.8	+2.0
3rd Quarter, 1987	171.9	- 0.5	172.5	+0.4
4th Quarter, 1987	172.8	+ 0.5	179.4	+4.0
1st Quarter, 1988	201.8	+16.8	177.5	-1.1
2nd Quarter, 1988	167.4	-17.0	185.4	+4.5
3rd Quarter, 1988	193.5	+15.6	181.4	-2.2
4th Quarter, 1988	184.1	- 4.9	174.8	-3.6
1st Quarter, 1989	191.7	+ 4.1	--	--

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

The price levels of the component items of the quarterly index in the first quarter of 1989, 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 (First Quarter 1989) from:	
	First Quarter 1989	Fourth Quarter 1988	First Quarter 1988	Fourth Quarter 1988	First Quarter 1988
Excavation	208.1	226.1	288.2	- 8.0	-27.8
Surfacing:					
Portland cement concrete	158.8	144.5	152.9	+ 9.9	+ 3.9
Bituminous concrete	149.5	170.2	168.6	-12.2	-11.3
Composite surfacing	152.5	162.0	163.6	- 5.9	- 6.8
Structures:					
Reinforcing steel	224.9	181.2	185.7	+24.1	+21.1
Structural steel	209.8	182.8	172.9	+14.8	+21.3
Structural concrete	217.8	181.7	206.3	+19.9	+ 5.6
Composite structures	216.3	182.0	191.4	+18.8	+13.0
Composite price index	191.7	184.1	201.8	+ 4.1	- 5.0

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The price levels of the current component items of the three-quarter moving index in the fourth quarter of 1988, 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 (Fourth Quarter 1988) from:	
	Fourth Quarter 1988	Third Quarter 1988	Fourth Quarter 1987	Third Quarter 1988	Fourth Quarter 1987
	Excavation	164.2	225.1	222.8	-27.1
Surfacing:					
Portland cement concrete	148.8	141.9	152.7	+ 4.9	- 2.6
Bituminous concrete	160.5	159.2	164.5	+ 0.8	- 2.4
Composite surfacing	156.8	153.7	160.7	+ 2.0	- 2.4
Structures:					
Reinforcing steel	196.3	180.6	165.7	+ 8.7	+18.5
Structural steel	190.2	178.9	168.6	+ 6.3	+12.8
Structural concrete	197.5	187.0	180.0	+ 5.6	+ 9.7
Composite structures	194.8	183.2	173.7	+ 6.3	+12.1
Composite price index	174.8	181.4	179.4	- 3.6	- 2.6

* * * * *

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

	Unit	Individual Quarters		Three Quarters	
		4th Qtr. 1988	1st Qtr. 1989	3rd Qtr. 1988*	4th Qtr.1988**
Excavation	Cu.Yd.	\$ 2.63	\$ 2.42	\$ 2.62	\$ 1.91
PCC surface	Sq.Yd.	14.38	15.80	14.12	14.81
Bit.conc.surf.	Ton	26.33	23.14	24.63	24.83
Reinf. steel	Lb.	0.493	0.612	0.491	0.534
Str. steel	Lb.	0.950	1.091	0.930	0.989
Str. concrete	Cu.Yd.	260.82	312.62	268.37	283.39

* Weighted average unit prices for the last three quarters of 1988.

** Weighted average unit prices for the last two quarters of 1988 and the first quarter of 1989.

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U.S. Department of
Transportation

News:

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

EMBARGOED FOR RELEASE MONDAY
May 15, 1989

FHWA 07-89
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MASSIVE U.S.-CANADIAN EFFORT WILL CHECK TRUCK, BUS SAFETY

Forty-six states, Puerto Rico and Canada will participate May 16-18 in the largest coordinated truck and bus safety check ever held, Secretary of Transportation Samuel Skinner announced today.

Organized by the Federal Highway Administration's Office of Motor Carriers and Transport Canada, the three-day roadside inspections will be conducted by state police officers and Canadian federal inspectors from midnight May 15 to midnight May 18, with some of the jurisdictions participating for the entire 72 hours.

Inspections will follow the same procedures used in roadside safety inspections by the states under the Motor Carrier Safety Assistance Program. Vehicles with serious safety defects or drivers with serious safety violations will be removed from the highway until the condition is remedied.

"We are conducting this massive inspection to call attention to our continuing federal-state-Canadian cooperative effort to make our highways safer by removing vehicles and drivers that could cause accidents," Skinner said.

"By having these inspections simultaneously at 150 U.S. sites manned by more than 1,600 police officers, it will be very difficult for any driver to avoid inspection."

Alaska, South Dakota, Texas, Wyoming and the District of Columbia are not participating in the safety check.

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U.S. Department of
Transportation
Office of the Secretary
of Transportation

Transportation Facts

Office of Public Affairs

Contact: Stan Hamilton
Tel.: (202)366-0665

SUBJECT: International Commercial Vehicle
Safety Check, May 16-18, 1989

SCOPE Coordinated by the U.S. Federal Highway Administration's Office of Motor Carriers and Transport Canada, it will be the largest commercial vehicle check ever held. Forty-six states, Puerto Rico and nine Canadian provinces will conduct full-scale roadside inspections of trucks and buses from 12:01 a.m. May 16 to 11:59 p.m. May 18, some of them for the entire 72-hour period. There will be 150 U.S. inspection sites manned by about 1,600 officers.

PROCEDURE Vehicles in the states will undergo a "Level I North American Standard Inspection," which takes about 30 minutes. Inspected, at a minimum, are driver's license, medical examiner's certificate, driver's record of duty status, hours of service, seat belt, vehicle inspection report, brake system, steering mechanism, wheels, tires, coupling devices, suspension, frame, fuel system, exhaust system, windshield wipers, lighting devices, cargo securement, and hazardous material requirements as applicable.

In Canada, because Transport Canada has jurisdiction over only hazardous materials (dangerous goods), the inspections will be limited to that area.

DEFECTS OR VIOLATIONS Vehicles with serious safety defects or drivers with serious safety violations will be removed from service until the situation is remedied.

INFORMATION Overall results of each day's inspections--total vehicles inspected, vehicles and drivers put out of service--will be available by 1:00 p.m. the following day from:

Stanley Hamilton
Office of Motor Carriers - FHWA
Washington, DC
202-366-0665

Milt Schmidt
Office of Motor Carriers - FHWA
Albany, NY
518-472-7509

Individual state results may be obtained from:

STATE	NAME	PHONE NUMBER
Alabama	Larry Hardin	205-533-4202
Arizona	George Dobbins	602-261-3646
Arkansas	Jim Clark	501-682-3646
California	Glenn Beck	916-551-1300
Colorado	Wilbur Thomas	303-429-3611
Connecticut	Fran Foley	203-240-3708
Delaware	John Nolan	302-734-5323
Florida	R.W. Ball	904-488-6289
Georgia	Lucia Reamey	404-559-5509
Hawaii	James Itamura	808-541-2700
Idaho	Frank York Rick Owens	208-334-1842
Illinois	Jim Herren	217-492-4602
Indiana	Kevin Poe	317-241-5069
Iowa	Valerie Hunter	515-201-6466
Kansas	Michael Kuhn	913-296-7960
Kentucky	Steve Anders	502-564-3276
Louisiana	Shelton Coleman	504-925-6116
Maine	Robert McEvoy	202-622-8358
Maryland	Kevin Burke	301-962-2889
Massachussetts	Lucy Johnson	617-494-2770
Michigan	Jim Gregg	517-377-1866

-more-

Minnesota	Gene Halverson Larry Klukow	612-296-5949
Mississippi	Ron Havelaar	601-965-4219
Missouri	E.G. McCutchen	314-751-3313
Montana	Webster Bridges	406-444-2401
Nebraska	Ron Krolikowsik	402-471-4545
Nevada	Danny Swift	702-784-5681
New Hampshire	Larry Abruzzesa	603-225-1626
New Jersey	Jim Swope	609-989-2276
New Mexico	Larry Kehoe Gene Calt	505-824-0320 505-764-6789
New York	Paul O'Neill	518-472-6483
North Carolina	Randy Powers	919-733-7872
North Dakota	Mylo Mehlhoff	701-926-4411
Ohio	Debbie Vivalo	614-466-7750
Oklahoma	Gary Thomas Phillip Cardwell	405-425-2270 405-231-4607
Oregon	Don Harris	503-399-5775
Pennsylvania	Patrick Quigley	717-782-4442
Puerto Rico	Pat Miana	809-766-5985
Rhode Island	Robert Molla	401-528-4578
South Carolina	C. Duke Scott	803-737-5133
Tennessee	Paul Milander	615-235-0558
Utah	Don Darlington	801-227-8083
Vermont	Mike Blevins	802-828-4480
Virginia	William Savage	804-771-2386
Washington	Roger Kraft	206-753-9875
West Virginia	Michael Nighbert	304-347-5935
Wisconsin	Lyle Walheim	608-266-0305



U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Monday, June 26, 1989

FHWA 08-89
Contact: Tom Jasien
Tel.: (202) 366-0660

FHWA ANNOUNCES FUNDS FOR OPERATIONAL DEMONSTRATION PROJECTS FOR THE CAPITAL BELTWAY

Richard D. Morgan, Executive Director of the Federal Highway Administration (FHWA), announced today that Maryland and Virginia will receive \$800,000 to demonstrate projects designed to improve safety and operations on the Capital Beltway.

The two states will demonstrate an integrated driver information system and advanced incident detection system in a test of advanced technologies that may be used in other parts of the country.

"This is part of our continuing joint effort with Maryland and Virginia to improve safety and operations on the Capital Beltway," Morgan said. "These projects, to be implemented over a two-year period, are consistent with the recommendations made by the Task Force on Capital Beltway Improvements in October 1988 and accepted by the states."

The integrated driver information project will incorporate traffic advisory radio (TAR) messages with variable message signs (VMS) to give motorists accurate up-to-date traffic information through their car radios. The demonstration also will improve visibility of the VMS displays and driver response to them. At the same time, the demonstration will allow an evaluation of the effectiveness of the TAR technology and fiber optic VMS displays.

The incident detection project will field test an advanced video imaging system for detecting freeway incidents on both approaches to the Woodrow Wilson Bridge, one of the Beltway's most common trouble spots. The system will use the closed circuit television cameras already in operation on the approaches. Early detection of incidents -- such as crashes or stalled vehicles -- will allow state officials to respond more promptly and minimize delays for Beltway motorists.

- more -

This initial test of the system will also allow an evaluation of its accuracy in detecting incidents and measuring traffic flow. The information gained about the cameras' capabilities and data communication requirements for central control will help in planning the Beltway Surveillance, Control and Driver Information Ssystem for the metropolitan area.

Recognizing that the country cannot build its way out of the congestion problem, the FHWA has been encouraging state and local agencies to implement traffic management programs to achieve maximum highway performance and to advance transportation technology through applications and demonstrations.

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

FOR IMMEDIATE RELEASE
Friday, June 30, 1989

FHWA 09-89
Contact: Elaine Matrigali
Tel.: (202) 366-5571

SKINNER APPOINTS EUGENE MCCORMICK DEPUTY ADMINISTRATOR FOR FHWA

Secretary of Transportation Samuel K. Skinner today announced the appointment of Eugene R. McCormick as Deputy Administrator of the Federal Highway Administration.

"Gene brings to the Deputy's position a considerable amount of experience in transportation," Secretary Skinner said. "This expertise and extensive background, particularly in bridges and highways, will serve the Department well."

Prior to accepting his new position, McCormick worked for the Illinois Department of Transportation since 1964. He was Deputy Secretary of Transportation from December 1985 until his resignation, and was responsible for assisting the Secretary in the overall administration of the Illinois DOT's capital and operating budget.

From 1971 to 1985, McCormick held various positions in the Office of Planning and Programming, and served nearly three years toward the end of this period as Director. From 1964 until 1971 he worked for the Division of Highways in Illinois and was responsible for the design of bridge projects, including both rehabilitation of existing bridges and construction of new ones.

McCormick is a member of several professional organizations, including the National Society of Professional Engineers, American Public Works Association, and the American Management Association. He was also a member of the Executive Committee of the American Association of State Highway and Transportation Officials, and of the Board of Directors of the American Road and Transportation Builders Association.

He earned a Bachelor of Science Degree in Civil Engineering with honors from Tri-State University, Angola, Ind., and a Master of Arts in Public Administration from Sangamon State University, Springfield, Ill.

McCormick and his wife, Charlotte, have one son, Jon.

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Eugene R. McCormick

Deputy Administrator

Federal Highway Administration

**Type Appointment: Senior Executive Service
Non Career**



Education:

B.S., Tri-State University (1964)

M.A., Sangaman State University (1975)

**Professional Program in Urban Transportation,
Carnegie-Mellon University (1977)**

**Transportation Executive Institute,
University of Virginia (1986)**

Professional Experience:

- 1985-1989** Deputy Secretary, Illinois Department of Transportation, Springfield, Illinois
- 1983-1985** Director, Office of Planning and Programming, Illinois Department of Transportation, Springfield, Illinois
- 1982-1983** Deputy Director, Office of Planning and Programming, Illinois Department of Transportation, Springfield, Illinois
- 1978-1982** Bureau Chief, Statewide Program Planning, Illinois Department of Transportation, Springfield, Illinois
- 1972-1978** Unit and Section Chief, Office of Planning and Programming, Illinois Department of Transportation, Springfield, Illinois
- 1964-1971** Bridge Designer, Division of Highways, Illinois Department of Transportation, Springfield, Illinois



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, July 11, 1989

FHWA 10-89
Contact: Joseph Rhodes
Tel.: (202) 366-0587

DOT TO EXAMINE RURAL AMERICA TRANSPORTATION ISSUES

Secretary of Transportation Samuel K. Skinner has announced plans to hold eight public forums around the country to gather information on rural America transportation issues, problems and potential solutions.

As part of the Department of Transportation's effort to establish a national transportation policy, these forums on rural transportation are among many events designed to obtain views of transportation users, industries, interest groups, and legislative bodies.

The policy will establish guidelines and strategies for meeting the nation's transportation needs over the next decade and into the 21st century. All interested parties are invited to participate. Written statements or comments are also welcome.

Dates and locations for the forums are as follows:

- o July 25, 1989
Borah Theater
Student Union Building
University of Idaho
Moscow, Idaho

- o July 27, 1989
Holiday Inn
W. 66th Avenue
Gallup, New Mexico

-more-

- o August 1, 1989
Federal Building/U.S. Post Office
87 State Street
3rd Floor Courtroom
Montpelier, Vermont
- o August 3, 1989
Wilderness Road Information Center
140 W. Daniel Boone Parkway
Intersection of Interstate Route 75 and KY Route 80
London, Kentucky
- o August 8, 1989
Holiday Inn - Center City
100 W. 8th Street
Sioux Falls, South Dakota
- o August 11, 1989
Mississippi Education and Research Center
ETV Auditorium
3825 Ridgewood Road
Jackson, Mississippi
- o August 15, 1989
Agricultural Sciences Building Auditorium
Evansdale Campus
West Virginia University
Morgantown, West Virginia
- o August 17, 1989
Augusta Civic Center
Community Drive
Augusta, Maine

Further information on the time of the rural transportation public forums may be obtained by contacting Mr. H. Joseph Rhodes, Chairman, Rural Transportation Cluster Group, Room 3317, HPP-1, 400 Seventh Street, SW, Washington, DC 20590, (202) 366-0587.

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U.S. Department of
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M-49

News:

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

FOR IMMEDIATE RELEASE
Thursday, August 10, 1989

FHWA 11-89
Contact: Tom Jasien
Tel.: (202) 366-0660

FORMER PENNSYLVANIA OFFICIAL SWORN IN AS FHWA ADMINISTRATOR

Thomas D. Larson was sworn in today as the 12th Federal Highway Administrator at the U.S. Department of Transportation by Attorney General Dick Thornburgh.

At the swearing in ceremony, Secretary of Transportation Samuel K. Skinner said, "Tom's credentials are impressive. He was an outstanding Secretary of Pennsylvania's Department of Transportation under then Gov. Dick Thornburg, and his extensive career in education and research make him the ideal choice to lead the overall development of my top priority, the National Transportation Policy."

Prior to joining the FHWA, Larson served as a Professor and Administrator at the Pennsylvania State University. He was Secretary of Transportation in the Commonwealth of Pennsylvania from 1979 to 1987. During that period he served in various chairmanships and as President of the American Association of State Highway and Transportation Officials.

Larson, a member of the National Academy of Engineers, chaired the National Association of State Highway and Transportation Officials, the National Governor's Association Task Force on New Federal Transportation Legislation, as well as several other professional organizations. His extensive list of honors and awards includes Engineering News Record's "Construction Man of the Year, 1982" and International Road Federation's "Man of the Year, 1985."

From 1962 to 1979, Larson was a faculty member and Administrator at Pennsylvania State University.

He received his B.S., M.S. and Ph.D. in Civil Engineering from Penn State. He also completed post-doctoral studies at Oklahoma State University and at the Massachusetts Institute of Technology.

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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
August 24, 1989

FHWA 12-89
CONTACT: Glenn Vinson
(202)366-0660
Cecilie Leonin
(202)366-4651

FHWA REPORTS ROAD CONSTRUCTION COSTS FOR SECOND QUARTER OF 1989

The Federal Highway Administration (FHWA) announced today that highway construction costs decreased 8.0 percent in the second quarter of 1989.

The second quarter results lower the FHWA's composite index for highway construction costs to 176.7 percent of the 1977 base index (1977 average cost equal 100 percent).

Significant decreases in the unit prices for reinforcing steel, structural concrete, structural steel and excavation resulted in the overall reduction in the index for the second quarter. There was a small decrease in the unit price for portland cement concrete and a slight increase in the unit price for bituminous concrete.

The three-quarter moving composite price index for the first quarter of 1989 - obtained by combining data for the last quarter of 1988 and the first two quarters of 1989 - decreased 1.6 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. Federal-Aid Secondary and Off-Systems projects are not included.

- more -

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

(Three-quarter moving index)

	Quarterly Price Index	Percentage Change	Three-quarter Moving Index	Percentage Change
*2nd Quarter, 1987	172.8	--	171.8	--
3rd Quarter, 1987	171.9	- 0.5	172.5	+0.4
4th Quarter, 1987	172.8	+ 0.5	179.4	+4.0
1st Quarter, 1988	201.8	+16.8	177.5	-1.1
2nd Quarter, 1988	167.4	-17.0	185.4	+4.5
3rd Quarter, 1988	193.5	+15.6	181.4	-2.2
4th Quarter, 1988	184.1	- 4.9	186.4***	+2.8
1st Quarter, 1989	192.0**	+ 4.3	183.5	-1.6
2nd Quarter, 1989	176.7	- 8.0	--	--

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

* * * * *

The price levels of the component items of the quarterly index in the second quarter of 1989, 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 (Second Quarter 1989) from:	
	Second Quarter 1989	First Quarter 1989	Second Quarter 1988	First Quarter 1989	Second Quarter 1988
Excavation	196.2	209.5	186.4	- 6.3	+ 5.3
Surfacing:					
Portland cement concrete	154.9	158.8	134.9	- 2.5	+14.8
Bituminous concrete	151.9	149.5	150.0	+ 1.6	+ 1.3
Composite surfacing	152.9	152.5	145.2	+ 0.3	+ 5.3
Structures:					
Reinforcing steel	183.6	224.9	174.3	-18.4	+ 5.3
Structural steel	193.8	209.8	169.7	- 7.6	+14.2
Structural concrete	183.2	217.8	182.2	-15.9	+ 0.5
Composite structures	186.9	216.3	176.6	-13.6	+ 5.8
Composite price index	176.7	192.0**	167.4	- 8.0	+ 5.6

** Erroneously published as 191.7 in the first quarter, 1989, press release.

***Erroneously published as 174.8 in the first quarter, 1989, press release.

The price levels of the current component items of the three-quarter moving index in the first quarter of 1989, 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 (First Quarter 1989) from:	
	First Quarter 1989	Fourth Quarter 1988	First Quarter 1988	Fourth Quarter 1988	First Quarter 1988
Excavation	209.1	220.0	217.9	- 5.0	- 4.0
Surfacing:					
Portland cement concrete	152.2	148.8	148.7	+ 2.3	+ 2.4
Bituminous concrete	158.0	160.5	157.2	- 1.6	+ 0.5
Composite surfacing	156.1	156.8	154.5	- 0.4	+ 1.0
Structures:					
Reinforcing steel	197.4	196.3	171.0	+ 0.6	+15.4
Structural steel	192.0	190.2	170.7	+ 0.9	+12.5
Structural concrete	193.9	197.2	183.4	- 1.7	+ 5.7
Composite structures	193.8	194.6	177.0	- 0.4	+ 9.5
Composite price index	183.5	186.4***	177.5	- 1.6	+ 3.4

* * * * *

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

	Unit	Individual Quarters			Three Quarters
		1st Qtr. 1989	2nd Qtr. 1989	4th Qtr. 1988*	1st Qtr.1989**
Excavation	Cu.Yd.	\$ 2.44	\$ 2.28	\$ 2.56	\$ 2.43
PCC surface	Sq.Yd.	15.80	15.42	14.81	15.15
Bit.conc.surf.	Ton	23.14	23.50	24.83	24.44
Reinf. steel	Lb.	0.612	0.500	0.534	0.537
Str. steel	Lb.	1.091	1.008	0.989	0.998
Str. concrete	Cu.Yd.	312.62	262.95	283.00	278.31

* Weighted average unit prices for the last two quarters of 1988 and the first quarter of 1989.

** Weighted average unit prices for the last quarter of 1988 and the first two quarters of 1989.

***Erroneously published as 174.8 in the first quarter, 1989, press release.

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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 THURSDAY
September 21, 1989

FHWA 13-89
Contact: Stan Hamilton
Tel.: (202) 366-2519

STUDY WILL SEEK TO FACILITATE STATE TRUCK PERMIT PRACTICES

A Cambridge, Mass., firm has been awarded a contract by the Federal Highway Administration (FHWA) to develop a uniform permit that individual states could issue for oversize and overweight truck shipments.

Cambridge Systematics, Inc., will develop a model program designed to enhance interstate trucking operations. The company will work with a technical panel consisting of representatives from the American Association of State Highway Transportation Officials, the National Conference of State Legislators, the National Governors' Association, the National Private Truck Council, the Owner Operators Independent Drivers Association, the Specialized Carriers & Rigging Association of the American Trucking Associations and the FHWA.

The company will examine such areas as standard permit applications, safety, escort equipment, operating restrictions, procedures of state permitting offices, compliance, enforcement, and a uniform system for fee collection and distribution.

Cambridge Systematics will develop an information package incorporating the results of the panel's efforts. The package will be made available to the states and interested organizations for their use.

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U.S. Department of
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News:

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

FOR RELEASE TUESDAY
October 3, 1989

FHWA 14-89
Contact: Stan Hamilton
Tel.: (202) 366-0665

SERIOUS VIOLATIONS DEFINED FOR TRUCK AND BUS DRIVERS

The Federal Highway Administration (FHWA) today took another step to improve highway safety by issuing a final rule that clarifies which "serious traffic violations" cause commercial vehicle operators to lose their driving privileges after two or more convictions.

These convictions are:

- * **excessive speeding** — any single charge for any speed 15 or more miles per hour (mph) above the limit;
- * **reckless driving** — including driving in wanton disregard for the safety of persons or property;
- * **following too closely**; and
- * **improper or erratic lane changes.**

These convictions apply to drivers of vehicles over 26,000 pounds, vehicles designed to carry 15 or more persons, or vehicles carrying sufficient amounts of hazardous materials to require placarding.

By terms of the Commercial Motor Vehicle Safety Act of 1986, commercial drivers convicted of two serious traffic violations in a three-year period are disqualified from operating a commercial vehicle for at least 60 days. Three serious violations in a three-year period bring a minimum 120-day disqualification. The violations must occur while the driver is operating a commercial vehicle.

The FHWA said developing the 15 mph standard for defining excessive speed does not imply that speeding at lower levels is acceptable. The 15 mph standard will identify violations severe enough to warrant subjecting the driver to the disqualification penalties in the Act.

- more -

Convictions for speeding at levels below 15 mph over posted limits will continue to be enforced according to the penalty systems the states have in place. These systems also deal with habitual offenders of lower speed violations.

States will be able to file and exchange information on driver convictions through a national communication network also established by the 1986 Act. This system ensures that convictions a driver receives outside his or her home state are transmitted to that state so that appropriate action can be taken to remove them from the road. Employers will be able to use the system to make certain disqualified drivers are not operating their commercial vehicles.

Also, today's final rule provides clarification on other aspects of the commercial driver's license program. It:

- * Gives states the option to reduce a lifetime disqualification on second convictions for driving under the influence of alcohol or a controlled substance, or for leaving the scene of an accident, to a minimum disqualification period of 10 years if the driver completes a driver rehabilitation program approved by the state.

- * Specifies that penalties applied under the requirements of the Act pertain to "convictions" rather than violations.

- * Provides for a minimum disqualification of 60 days for persons who knowingly falsify or evade submitting required information when they apply for a commercial driver's license.

- * Specifies that disqualifications that normally occur when a driver receives two or more convictions would be applied only if the convictions were for violations that were committed in separate incidents.

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Office of the Assistant Secretary for Public Affairs
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FOR RELEASE TUESDAY
October 3, 1989

FHWA 15-89
Contact: Tom Jasien
Tel.: (202) 366-0660

TOP ENGINEERING STUDENTS UNDERTAKE FHWA HIGHWAY RESEARCH PROJECTS

Federal Highway Administrator Thomas D. Larson today announced that 14 top engineering students from colleges and universities across the country are currently involved in a wide range of highway research projects at the Federal Highway Administration (FHWA).

"The students, both graduate and undergraduate, are participating in FHWA's highway research efforts during 1989 under the agency's, 'Grants for Research Fellowships' program," Larson said. He added that when the projects are completed, the students will have gained invaluable experience and will also receive academic credit from their respective institutions.

"Under the grant program, engineering students, as well as students from other academic disciplines, can actively participate in real-world research efforts as part of their educational curricula," Larson said. "Not only does the student benefit from such a program, but so too does the university and the FHWA, as well as the American motorist and commercial users of our highways."

The 1989 grant awards involve research into such diverse areas as highway design, engineering and safety, bridge design and construction, commercial vehicle safety, materials testing and evaluation, and other highway-related transportation disciplines.

Larson said that during 1989, the students are conducting their projects at FHWA's Turner Fairbank Highway Research Center in McLean, Va.

The FHWA fellowships are offered annually to outstanding undergraduate and graduate students. Funds for this year total approximately \$215,000. The 1990 program will be announced in November.

- more -

Fellowship recipients for 1989, their academic affiliation, and their areas of study are: Kevin S. Blythe, Ohio University, Calibration of RFLO Traffic Simulation Program; Robert H. Canham, Syracuse University, Evaluation of the Effect of Single Tires on Pavement; Jian-Shiuh J. Chen, Georgia Institute of Technology, Mechanistic Materials Characterization; Steven Creighton, University of Maryland, Structural Testing and Evaluation of an Innovative Highway Bridge Model; and Nicolas Gagarine, University of Maryland, Structural Measurements Using Weigh-in-Motion Instrumentation on Bridges.

Also, Bassem Kabbara, California State University, Long Beach, Structural Behavior of a Modular Fiberglass Bridge Deck; M.R. Khavanin, University of Illinois at Chicago, Developing the Trade-off Between Sign Size and Retroreflectivity for Traffic Signs; Ming-Lou Liu, Texas A&M University, Settlement Calculation Method for Bridge Footings on Sand; Shahram Malek, Georgia Institute of Technology, Design of "Introduction to ITDS" Tutorial (Integrated Traffic Data System).

Also, Salameh A. Nsour, Clemson University, Quantification of the Impacts of Ramp Metering; Raymond Powell, Auburn University, Asphalt Concrete Fatigue Tests; Ahmad Saremi, Oregon State University, Recognition of the Color of Signs Under Headlamp and Alternative HID Sources; Shakir Shatnawi, University of Arkansas, Development of the Indirect Tensile Test for Designing Asphalt Mixtures; and Carol Tan, Texas A&M University, Traffic Control Device Design Factors and the Performance of Drivers with Diminished Contrast Sensitivity.

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News:

Office of the Assistant Secretary for Public Affairs
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FOR IMMEDIATE RELEASE
Thursday, October 12, 1989

FHWA 16-89
Contact: Tom Jasien
Tel.: (202) 366-0660

FHWA ANNOUNCES "INNOVATIVE FINANCING" AWARDS TO EIGHT ORGANIZATIONS

Federal Highway Administrator Thomas Larson recently honored eight organizations for their outstanding work in developing innovative ways to finance highway construction and related transportation improvements.

The Federal Highway Administration's (FHWA) 1989 "Innovative Financing" awards were presented at the annual American Association of State Highway and Transportation Officials (AASHTO) meeting in Atlanta, Ga., Oct. 8, 1989.

The winners are:

Samaritania, Incorporated - The Samaritan program is a corporate funded project in which well equipped vans patrol the highways of several cities in northeastern states and provide free emergency roadside service to motorists, i.e., calling tow vehicles and providing flares. Where projects are approved, cooperative agreements are reached with area highway and enforcement agencies.

E-470 Authority in Colorado - This project involves completion of the beltway around the eastern side of Denver. A partnership (the E-470 Authority) was created among three counties and one city in the area. The authority issues bonds and imposes a vehicle registration surcharge to finance completion of the 48 miles of roadway.

The Wisconsin Department of Transportation - The "Transportation Economic Assistance" program was created to encourage economic development and create new jobs by funding transportation improvements. The program will pay up to 50 percent of the cost of an improvement, with the remainder being paid for by the applicant. Applicants can be local governing bodies or private groups.

- more -

Honorable mentions were presented to the following organizations:

The Delaware Department of Transportation - The state compiled a funding package for a 50-mile freeway from south Wilmington to south of Dover. Funding for the project includes: federal aid funds, state transportation trust fund revenues used to back a bond issue, toll receipts from other toll facilities, state general revenues, and possible funding for a bridge from the Army Corps of Engineers.

The New Jersey Department of Transportation - The State Department of Transportation established a grant program, funded solely through state monies, to create "Transportation Management Associations" (TMA). The TMAs are public-private organizations formed to address congestion problems in heavily traveled corridors of the state. The level of funding the state provides to TMA projects must be met with that of equal or greater value from county and local governments, and the private sector.

The City of Evansville, Indiana, The Vanderburgh County Commission, and the Evansville Urban Transportation Study - Private investment is being used to fund the extension of local roads in the rapidly developing area of Evansville. Initially, developers applied to local officials for rezoning for a project. The local officials reviewed the request and analyzed the traffic impact of the project. Developers and local officials then negotiated the necessary improvements to mitigate developmental impacts of the project before zoning was approved.

Proposals were judged on the basis of their contribution to solving local transportation problems, private sector involvement, limitation of federal involvement, and possible use in other parts of the country.

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

400 Seventh St., S.W.
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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Monday, October 23, 1989

FHWA 17-89
Contact: Dave Frederickson
Tel.: (202) 366-0660

SKINNER SAYS CALIFORNIA CAN RECEIVE
\$100 MILLION IN IMMEDIATE EMERGENCY
RELIEF FUNDS FOR HIGHWAY REPAIR WORK

Transportation Secretary Samuel K. Skinner has announced that the Federal Highway Administration (FHWA) has reserved \$100 million in emergency relief funding for the California earthquake disaster.

Skinner said, "The Federal Highway Administration has put aside the maximum limit under existing law of \$100 million from existing emergency relief funds for use by California's Department of Transportation in the aftermath of this unprecedented disaster. However, this is only a first step. It is clear additional funding will be required."

The \$100 million referred to by Secretary Skinner is the current statutory funding ceiling set for each disaster within a state. Under the FHWA Emergency Relief Funds Program, 100 percent funding is provided in the first 90 days for emergency repairs. After that, funding will be available at a reduced level. The California Department of Transportation transmitted a letter of intent to request funding from FHWA on Oct. 18. In its response, FHWA assured immediate action on the request as soon as it is received. In the meantime, FHWA has authorized CALTRANS to proceed with performance of all necessary emergency operations.

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U.S. Department of
Transportation

M-493

News:

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

FOR RELEASE WEDNESDAY
November 22, 1989

FHWA 20-89
CONTACT: Tom Jasien
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FHWA REPORTS ROAD
CONSTRUCTION COSTS FOR
THIRD QUARTER OF 1989

The Federal Highway Administration (FHWA) announced today that highway construction costs increased 4.1 percent over the second quarter of 1989.

The third quarter results raised the FHWA's composite bid price index (BPI) for highway construction costs to 183.9 percent of the 1977 base index (1977 average cost equal 100 percent).

Increases in the unit prices of reinforcing steel, structural concrete and bituminous concrete triggered the rise in the index. There were decreases in the unit prices for structural steel, portland cement concrete and excavation.

The three-quarter moving composite price index for the second quarter of 1989 - obtained by combining data for the first three quarters of 1989 - increased 0.3 percent from the previous three-quarter average.

Trends in highway construction costs are measured by an index of average contract prices compiled from reports of state highway contract awards for Federal-aid contracts greater than \$500,000. Federal-aid Secondary and Off-System projects are not included.

- more -

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

(Three-quarter moving index)

	Quarterly Price Index	Percentage Change	Three-quarter Moving Index	Percentage Change
*3rd Quarter, 1987	171.9	--	172.5	--
4th Quarter, 1987	172.8	0.5	179.4	4.0
1st Quarter, 1988	201.8	16.8	177.5	- 1.1
2nd Quarter, 1988	167.4	-17.0	185.4	4.5
3rd Quarter, 1988	193.5	15.6	181.4	- 2.2
4th Quarter, 1988	184.1	- 4.9	186.4	2.8
1st Quarter, 1989	192.0	4.3	183.5	- 1.6
2nd Quarter, 1989	176.7	- 8.0	184.1	0.3
3rd Quarter, 1989	183.9	4.1	--	--

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

The price levels of the component items of the quarterly index in the third quarter of 1989, 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 (Third Quarter 1989) from:	
	Third Quarter 1989	Second Quarter 1989	Third Quarter 1988	Second Quarter 1989	Third Quarter 1988
Excavation	190.5	196.2	264.3	- 2.9	-27.9
Portland cement concrete	148.7	154.9	146.5	- 4.0	1.5
Bituminous concrete	162.1	151.9	158.5	6.7	2.3
Composite surfacing	157.8	152.9	154.7	3.2	2.0
Reinforcing steel	226.1	183.6	183.7	23.1	23.1
Structural steel	181.8	193.8	187.8	- 6.2	- 3.2
Structural concrete	208.6	183.2	196.4	13.9	6.2
Composite structures	202.3	186.9	191.3	8.2	5.8
Composite price index	183.9	176.7	193.5	4.1	- 5.0

- more -

The price levels of the current component items of the three-quarter moving index in the second quarter of 1989, 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 (Second Quarter 1989) from:	
	Second Quarter 1989	First Quarter 1989	Second Quarter 1988	First Quarter 1989	Second Quarter 1988
	Excavation	198.0	209.1	238.2	- 5.3
Portland cement concrete	153.3	152.2	143.9	0.7	6.5
Bituminous concrete	155.1	158.0	157.8	- 1.8	- 1.7
Composite surfacing	154.6	156.1	153.3	- 1.0	0.8
Reinforcing steel	213.9	197.4	181.8	8.4	17.7
Structural steel	192.5	192.0	175.5	0.3	9.7
Structural concrete	204.4	193.9	195.5	5.4	4.6
Composite structures	201.9	193.8	186.4	4.2	8.3
Composite price index	184.1	183.5	185.4	0.3	- 0.7

* * * * *

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

	Unit	Individual Quarters		Three Quarters	
		2nd Qtr.1989	3rd Qtr.1989	1st Qtr.1989*	2nd Qtr.1989**
Excavation	Cu.Yd.	\$ 2.28	\$ 2.22	\$ 2.43	\$ 2.30
PCC surface	Sq.Yd.	15.42	14.80	15.15	15.26
Bit.conc.surf.	Ton	23.50	25.08	24.44	24.00
Reinf. steel	Lb.	0.500	0.615	0.537	0.582
Str. steel	Lb.	1.008	0.946	0.998	1.001
Str. concrete	Cu.Yd.	262.95	299.35	278.31	293.31

* Weighted average unit prices for the last quarter of 1988 and the first two quarters of 1989.

**Weighted average unit prices for the first three quarters of 1989.

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U.S. Department of
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News:

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

FOR RELEASE WEDNESDAY
November 22, 1989

FHWA 21-89
Contact: Tom Jasien
Tel.: (202) 366-0660

STEPHEN LOCKWOOD APPOINTED AS FHWA ASSOCIATE ADMINISTRATOR FOR POLICY

Federal Highway Administrator Thomas D. Larson today announced the appointment of Stephen C. Lockwood as the agency's Associate Administrator for Policy.

"Steve brings to the position a broad understanding of the major policy issues. His background in sorting out difficult transportation problems will serve the agency well," Larson said.

Prior to accepting his appointment, Lockwood served as Executive Director of the Transportation Alternatives Group (TAG) since 1987. TAG is a coalition of major national, public and private interest groups that is developing policy options for a new national surface transportation program.

From 1984 to 1987, Lockwood headed the North Central Task Force in Dallas, Texas that was established to resolve a long-standing expressway and transit controversy. Prior to 1984 he directed statewide, regional and facility-specific transportation projects in several states as the Vice President of Alan M. Voorhees and PRC Engineering Inc. He also served as a policy development advisor to the Federal Highway Administration and the Urban Mass Transportation Administration in addition to being extensively involved with the Transportation Research Board.

Overseas, Lockwood served as the Resident Manager for planning the new capital city of Abuja, Nigeria. He also directed a number of urban infrastructure and service studies for developing countries in West Africa, the Middle East and South East Asia.

Lockwood is a graduate of Harvard University and the University of Pennsylvania where he majored in architecture, urban design and transportation planning.

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, December 4, 1989

FHWA 23-89
Contact: Stanley Hamilton
Tel.: (202) 366-0665

LANDIS REAPPOINTED TO HEAD U.S. TRUCK-BUS SAFETY OFFICE

Federal Highway Administrator Thomas D. Larson has announced the reappointment of Richard P. Landis as Associate Administrator for Motor Carriers in the Federal Highway Administration.

Landis was first appointed in September of 1985 to the newly created position as head of the Office of Motor Carriers, which establishes and enforces safety, size and weight regulations covering truck and bus operations on the nation's highways.

"Dick Landis has presided over the complete reorganization and expansion of the Office of Motor Carriers and vast improvements have been made in the commercial vehicle programs," Larson said. "His reappointment to this vital position will assure continued progress as we work to reduce heavy vehicle accidents."

Among initiatives Landis has helped launch is the commercial driver's license program, which limits truck and bus drivers to only one license and requires them to demonstrate their safety knowledge and driving ability in order to obtain the license. Another is the nationwide Motor Carrier Safety Assistance Program, a federal-state endeavor that currently results in well over one million roadside safety inspections of trucks and buses a year.

A graduate of St. Mary's College of California, Landis spent more than 14 years with the Arizona Department of Public Safety, eventually becoming the senior highway patrol commander. In 1979-80 he served in a temporary assignment with the National Highway Traffic Safety Administration and was involved with legislative and operational issues related to law enforcement.

He has been active in the Commercial Vehicle Safety Alliance, the International Association of Chiefs of Police, the Police Traffic Services Committee of the American Association of Motor Vehicle Administrators, and the Transportation Research Board.

Landis is a native of Yakima, Wash.

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U.S. Department of
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News:

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

FOR RELEASE WEDNESDAY
December 20, 1989

FHWA 24-89
Contact: Tom Jasien
Tel.: (202) 366-0660

FHWA PUBLISHES "HIGHWAY STATISTICS, 1988"

Motor vehicle travel in the United States broke the two trillion vehicle mile mark in 1988 and Americans consumed a record 129.9 billion gallons of motor fuel in their travels that year, the Federal Highway Administration (FHWA) reports.

Those statistics and other notable numbers can be found in the FHWA's publication of "Highway Statistics, 1988," an annual compendium of highway facts including motor fuel use and taxation, highway finance, motor vehicle registrations and licensed drivers.

The publication shows that Americans travelled 2.025 trillion vehicle miles on the nation's highways. The average car was driven 10,119 miles in 1988, burning 507 gallons of fuel, while the average tractor-trailer journeyed 61,066 miles and consumed 11,584 gallons. The average fuel efficiency of the entire vehicle fleet reached 15.60 miles per gallon, according to the report.

Highway-user taxes totaled \$41.6 billion in 1988 and total highway revenues from all sources exceeded \$69 billion. Highway expenditures were \$68.6 billion. Forty-eight percent of the amount expended was for construction purposes, while 28 percent was for maintenance and traffic services.

Copies of "Highway Statistics, 1988" are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. "Highway Statistics, 1988" can also be found in the government documents section of many public and university libraries.

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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, December 26, 1989

FHWA 25-89

Contact: Stan Hamilton

Tel.: (202) 366-0665

FHWA LAUNCHES STUDY OF DRIVER FATIGUE

Administrator Thomas Larson today announced that the Federal Highway Administration (FHWA) has launched a \$1.4 million, 4-year study of driver fatigue and loss of alertness among commercial vehicle operators.

Larson said, "The results of this study will be useful in cutting down the number of motor vehicle accidents and helping reach this Administration's objective of reducing highway fatalities to 2.2 per 100 million vehicles miles driven in the United States by 1992."

The study will be conducted by the Essex Corporation of Goleta, Calif.

The Truck and Bus Safety and Regulatory Reform Act of 1988 directs FHWA to study the relationship among the half-century-old hours of service regulations, fatigue and commercial motor vehicle accidents. FHWA will report to Congress by November 1990 on the preliminary results of this study plus three related studies currently under way.

Six objectives for the study are:

- o Measure relationships between driving and fatigue using on-the-road field studies;
- o Identify and evaluate alertness enhancing methods;
- o Determine feasibility of using a driving simulator to study fatigue countermeasures;
- o Do simulator and field tests of alertness enhancing methods;
- o Provide guidelines for concerned parties regarding driver fatigue and countermeasures; and,
- o Provide FHWA with a scientifically sound basis for re-evaluating the current hours-of-service requirements.

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