



U.S. Department of  
Transportation

# News:

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

FOR IMMEDIATE RELEASE  
Wednesday, January 31, 1990

FHWA 04-90  
Contact: Tom Jasien  
Tel.: (202) 366-0660

## NGA/FHWA WORKSHOP WILL EXAMINE IMPACT OF ALTERNATIVE FUELS

The National Governors' Association (NGA), with support from the Federal Highway Administration (FHWA), will hold a one-day workshop next month designed to share information on available alternative fuels and to explore the impact of the expanded use of alternative fuels on highway user fees.

The workshop is scheduled to be held in Lincoln, Neb., on Feb. 14, 1990. Gov. Kay A. Orr of Nebraska, Chairman of the National Governors' Association Transportation, Commerce, and Communications Committee, will host the workshop.

Workshop panel members will provide information on the capital investments necessary to develop alternative fuels delivery systems, forecasts of alternative fuels market share and when alternative fueling systems are likely to be available for use.

Officials on three panels will give presentations on the following topics:

- o Alternative fuels production and distribution,
- o Commercial use of alternative fuels, and
- o Federal and state taxation of alternative fuels.

An introductory session will cover workshop objectives, the current Clean Air Act amendments and other clean air proposals, and proposed national energy strategy initiatives. A closing panel, consisting of leading workshop participants, will summarize the proceedings and provide concluding observations on near and long term research needs, federal and state coordination, and overall objectives to pursue a reasonable balance between environmental and transportation needs.

Participants will include state, local and federal government officials involved with surface transportation, tax policy and motor fuels, as well as other public and private groups concerned with alternative fuels use and highway revenues. There is no charge for the conference.

For further information, contact Bob Speziale, NGA, at (202) 624-5374.

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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 15, 1990

FHWA 05-90  
CONTACT: Tom Jasien  
(202)366-0660  
Cecilio Leonin  
(202)366-4651

## FHWA REPORTS ROAD CONSTRUCTION COSTS FOR FOURTH QUARTER OF 1989

The Federal Highway Administration (FHWA) announced today that highway construction costs increased 2.0 percent in the fourth quarter of 1989.

The fourth quarter results raised the FHWA's composite index for highway construction costs to 187.5 percent of the 1977 base index (1977 average cost equal 100 percent). Despite this increase, the annual index for the entire calendar year 1989 is 184.2 representing a decrease of 0.3 percent over the 184.7 annual index recorded for 1988.

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

The three-quarter moving composite price index for the third quarter of 1989 - obtained by combining data for the last three quarters of 1989 - 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 greater than \$500,000. Federal-Aid Secondary and Off-Systems projects are not included.

Starting in the first quarter of 1990, the new base year will be 1987 for all indices. Historical information using the 1977 base will be converted to the new base year.

- 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
*4th Quarter, 1987	172.8	--	179.4	--
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	181.7	-1.3
4th Quarter, 1989	187.5	+ 2.0	--	--

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

\* \* \* \* \*

The price levels of the component items of the quarterly index in the fourth quarter of 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 (Fourth Quarter 1989) from:	
	Fourth Quarter 1989	Third Quarter 1989	Fourth Quarter 1988	Third Quarter 1989	Fourth Quarter 1988
Excavation	241.7	190.5	226.1	+26.9	+ 6.9
Surfacing:					
Portland cement concrete	149.2	148.7	144.5	+ 0.3	+ 3.3
Bituminous concrete	158.2	162.1	170.2	- 2.4	- 7.1
Composite surfacing	155.3	157.8	162.0	- 1.6	- 4.1
Structures:					
Reinforcing steel	178.2	226.1	181.2	-21.2	- 1.7
Structural steel	204.3	181.8	182.8	+12.4	+11.8
Structural concrete	179.4	208.6	181.7	-14.0	- 1.3
Composite structures	187.8	202.3	182.0	- 7.2	+ 3.2
Composite price index	187.5	183.9	184.1	+ 2.0	+ 1.8

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The price levels of the current component items of the three-quarter moving 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:

	Three Quarter Moving Price Index 1977=100			Percentage Change this quarter (Third Quarter 1988) from:	
	Third Quarter 1989	Second Quarter 1989	Third Quarter 1988	Second Quarter 1989	Third Quarter 1988
	Excavation	204.9	198.0	225.1	+ 3.5
Surfacing:					
Portland cement concrete	150.7	153.3	141.9	- 1.7	+ 6.2
Bituminous concrete	157.3	155.1	159.2	+ 1.4	- 1.2
Composite surfacing	155.2	154.6	153.7	+ 0.4	+ 1.0
Structures:					
Reinforcing steel	196.4	213.9	180.6	- 8.2	+ 8.7
Structural steel	192.8	192.5	178.9	+ 0.2	+ 7.8
Structural concrete	190.6	204.4	187.0	- 6.8	+ 1.9
Composite structures	192.3	201.9	183.2	- 4.8	+ 5.0
Composite price index	181.7	184.1	181.4	- 1.3	+ 0.2

\* \* \* \* \*

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

	Unit	Individual Quarters		Three Quarters	
		3rd Qtr. 1989	4th Qtr. 1989	2nd Qtr. 1989*	3rd Qtr. 1989**
Excavation	CuYd.	\$ 2.22	\$ 2.81	\$ 2.30	\$ 2.39
PCC surface	Sq.Yd.	14.80	14.85	15.26	15.00
Bit.conc.surf.	Ton	25.08	24.48	24.00	24.33
Reinf. steel	Lb.	0.615	0.485	0.582	0.534
Str. steel	Lb.	0.946	1.063	1.001	1.003
Str. concrete	Cu.Yd.	299.35	257.49	293.31	273.54

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

\*\*Weighted average unit prices for the last 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 IMMEDIATE RELEASE  
Monday, February 26, 1990

FHWA 06-90  
Contact: Tom Jasien  
Tel.: (202) 366-0660

## E. DEAN CARLSON APPOINTED AS FHWA EXECUTIVE DIRECTOR

Federal Highway Administrator Thomas D. Larson today announced the appointment of E. Dean Carlson as the agency's Executive Director.

"Dean is a proven leader and a tremendous asset to the agency. He will be a key player as we move the highway program into the next decade," Larson said.

As the Executive Director, Carlson holds the highest career civil service post in the FHWA. Prior to his appointment he served as the Associate Administrator for Engineering and Program Development. From 1985 to 1989 he served as the Regional Administrator for the FHWA Region 7, Kansas City, Mo. He joined the civil service as a planning engineer for the Bureau of Public Roads in 1958 and served in many positions throughout the country for the FHWA since 1968.

Carlson, a registered professional engineer and a native of Nebraska, has been the recipient of numerous Departmental awards. In 1989, he received DOT's Senior Executive Service Performance Award, an award he also received in 1986 and 1988.

As a member of the American Association of State Highway and Transportation Officials, he serves as the Secretary of the Standing Committee on Highways. He is a fellow in the American Society of Civil Engineers and a member of the American Public Works Association as well as other professional and technical societies.

Carlson earned his B.S. in Civil Engineering at the University of Nebraska and did graduate study at the University of Texas.

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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  
Tuesday, February 27, 1990

FHWA 07-90  
Contact: Tom Jasien  
Tel.: (202) 366-0660

## JUDYCKI APPOINTED AS FHWA ASSOCIATE ADMINISTRATOR FOR SAFETY AND OPERATIONS

Federal Highway Administrator Thomas D. Larson today announced the appointment of Dennis C. Judycki as the agency's Associate Administrator for Safety and Operations.

"Denny brings to the position a solid background in highway safety and traffic operations which will serve the FHWA well," Larson said.

Judycki, with over 20 years of professional engineering and management experience, has been with the FHWA since 1968. For the last four years, he served as Director of the Office of Traffic Operations and previously held positions as Chief of the Urban Planning and Transportation Management Division and Special Assistant to the Executive Director.

He is a member of several professional organizations including the Institute of Transportation Engineers, the Transportation Research Board, the American Public Works Association, and the United Nations Inland Transport Division, Committee on Road Traffic Safety. He is also Secretary to the American Association of State Highway and Transportation Officials' Special Committee on Transportation Systems Operation.

Judycki's list of awards include four Senior Executive Service Performance Awards and the Secretary's Award for Meritorious Achievement.

He received his B.S. in Civil Engineering from New England College, Henniker, N.H. and his M.S. in Civil Engineering, Urban Transportation Planning and Traffic Operations from West Virginia University.

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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  
Wednesday, February 28, 1990

FHWA 08-90  
Contact: Tom Jasien  
Tel.: (202) 366-0660

## KANE APPOINTED AS FHWA ASSOCIATE ADMINISTRATOR FOR ENGINEERING AND PROGRAM DEVELOPMENT

Federal Highway Administrator Thomas D. Larson today announced the appointment of Dr. Anthony Kane as the agency's Associate Administrator for Engineering and Program Development.

"Tony has done an outstanding job on Secretary Skinner's National Transportation Policy, and I am confident that he will be an asset to the FHWA in this new role," Larson said.

Kane, formerly the FHWA's Associate Administrator for Right-of-Way and Environment, has been on detail as the staff director for the development of the National Transportation Policy. He has been with the FHWA since 1968, serving in various roles such as Director of the Office of Policy Development and Chief of the Transportation and Socio-Economic Studies Division.

He is a member of several professional organizations, including the Transportation Research Forum, the American Society of Civil Engineers, and the American Association of State Highway and Transportation Officials. As a member of the Transportation Research Board, he is the Chairman of the Committee on Taxation, Finance and Pricing. He is also the Secretary of the American Planning Association, Transportation Division.

He is a member of engineering honorary societies Tau Beta Pi and Chi Epsilon as well as Beta Gamma Sigma, a business honorary society. Kane's list of awards include the Senior Executive Service Performance Award, 1986, 1988, 1989, the Presidential Rank Award of Meritorious Executive and FHWA Engineer of the Year, 1985.

Kane earned his B.S. in Civil Engineering from Rensselaer Polytechnic Institute, his M.S. in Civil Engineering, Transportation Planning from Northwestern University, and his Doctor of Business Administration From George Washington University.

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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  
March 6, 1990

FHWA 09-90  
Contact: Tom Jasien  
(202) 366-0660  
Merrill Deskins  
(202) 366-0312

## FHWA ANNOUNCES 1990 HIGHWAY DESIGN AWARDS COMPETITION

Administrator Thomas D. Larson today announced that the Federal Highway Administration (FHWA) will conduct the 1990 Biennial Excellence in Highway Design Awards Competition.

"This is a wonderful way to recognize excellence and foster innovation in highway design," Larson said.

Entry forms will be available in late March from the FHWA Division Offices in each state or from the Office of Engineering (HNG-14), FHWA, 400 Seventh St. S.W., Washington D.C., 20590.

The nine categories in the competition are:

1. The Urban Highway
  - A. State Projects
  - B. Local Projects
2. The Rural Highway
  - A. State Projects
  - B. Local Projects
3. Major Highway Structures
  - A. Projects Over \$10 Million
  - B. Projects Under \$10 Million
4. Highway Support Facilities
5. Cost Saving Innovations
6. Historic Preservation and/or Cultural Enhancement
7. Pavement Rehabilitation/Reconstruction
8. Public/Private Participation
9. Highway Improvements on Federal Lands

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- 2 -

The first three categories have been subdivided to allow smaller projects a chance to compete more effectively and the Public/Private Participation category has been added since the last competition.

The competition is open to any highway or highway-related project completed in the U.S. since Jan. 1, 1986. Nominations are welcome from any organization or person. The deadline for entries is May 24, 1990.

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

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

FOR RELEASE THURSDAY  
March 8, 1990

FHWA 10-90  
Contact: Tom Jasien  
Tel.: (202) 366-0660

## DOT LAUNCHES SURVEY OF PERSONAL TRAVEL PATTERNS

The Department of Transportation has launched the 1990 Nationwide Personal Transportation Study (NPTS), a survey of the nation's personal travel patterns. Over the next 12 months, 18,000 households across the country will be randomly selected and interviewed by telephone.

The NPTS is a unique source of data on personal travel and provides information for linking the characteristics of households with their travel by all modes of transportation. Previous NPTS surveys were conducted in 1969, 1977 and 1983. Comparing the 1990 survey to previous studies will help answer questions such as:

- How many daily trips are made by the average household?
- Is rush hour starting earlier and ending later?
- Are older drivers traveling more in 1990 than in the late 1960's or mid-70's?
- Do men still drive twice as much as women?
- How many miles per year does the average household travel for work, shopping, and social and recreational purposes?
- Are more trips made on public transportation to work than for other purposes?

The survey will be conducted for DOT by the Research Triangle Institute of North Carolina. It is jointly funded by five DOT agencies: the Office of the Secretary of Transportation, the Federal Highway Administration, the Urban Mass Transportation Administration, the National Highway Traffic Safety Administration and the Federal Railroad Administration.

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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  
March 13, 1990

FHWA 11-90  
Contact: Tom Jasien  
Tel.: (202)366-0660  
Stephen Clinger  
(202)366-2160

## EIGHT HIGHWAY AGENCIES TAKE TOP HONORS IN NATIONAL BIENNIAL HIGHWAY SAFETY COMPETITION

Federal Highway Administrator Thomas Larson today announced that eight highway agencies have won awards for outstanding highway safety programs in 1989.

The Iowa Department of Transportation took "Best Overall" and "Most Efficient Use of Resources" in the competition for its "Safety Circuit Rider Program." The program involves bringing safety information and training to people who do not attend state-sponsored workshops. The Circuit Rider visits targeted areas and presents safety programs in breakrooms, courthouses and other places accessible to local governments. The program also informs local governments of safety training needs and provides information on other sources of help for improving traffic safety at the local level.

Other winners in the 1989 safety award competition are:

- Virginia Department of Transportation, the "Program Planning, Development and Evaluation Award," for a video distributed statewide to alert young drivers about the importance of driving safely through work zones. The video is expected to reach 95,000 driver education students during the school year.
- Arizona Department of Transportation, the "Safety Improvement Award," for a rehabilitation project design change on U.S. Route 89 to provide a safer roadside. The improvement included effective grading to widen cuts and use of excess embankment material to flatten slopes and replace guardrail with earth berm.

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- Colorado Department of Highways, the "Operational Improvement Award," for developing a training video and incentive program to sensitize maintenance personnel and increase their capabilities in correcting hazardous roadside features.
- Pennsylvania Department of Transportation, the "Innovation Award," for a comprehensive approach to improve safety along highway corridors by combining low-cost safety and operational improvements along with efforts to address driver performance, vehicle safety and emergency medical services.
- Yuma County Public Works Department, the "Local Agency Safety Award," for developing and crash testing a curved approach guardrail as a cost-effective protection for the numerous canal bridges throughout the county.
- Western Federal Lands Highway Division, the "Federal Agency Award," for incorporating safety enhancements on Montana's Whitefish-Eureka highway. The cost-effective enhancements set an example for promotion of similar improvements in other parts of Montana's highway system.
- Washington State Department of Transportation, a "Special Recognition Award," for cooperating with the utility industry in developing a control zone policy to reduce utility pole accidents.

A national panel of highway safety experts selected the 1989 award winners. Panel members were David Hensing, Deputy Executive Director of the American Association of State Highway and Transportation Officials, Thomas Brahms, Executive Director of the Institute of Transportation Engineers, Barbara Harsha, Executive Director of the National Association of Governors' Highway Safety Representatives, Harry Skinner, Chief of the Traffic Engineering Division, Office of Traffic Operations, Federal Highway Administration (FHWA) and R. Clarke Bennett, Director of the Office of Highway Safety, FHWA.

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

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

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FOR IMMEDIATE RELEASE  
Wednesday, March 28, 1990

FHWA 12-90  
Contact: FHWA Tom Jasien  
Tel.: (202) 366-0660  
Contact: NHTSA Barry McCahill  
Tel.: (202) 366-9550

## DOT PROPOSES STATES ADOPT UNIFORM SYSTEM FOR HANDICAPPED PARKING

In an effort to address the parking problems of persons with disabilities who travel across state lines, and to ensure their safety, the Department of Transportation has proposed guidelines to the states for a uniform system for handicapped parking.

According to the Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA), the two DOT agencies jointly responsible for the proposal, the guidelines to the states recommend that:

- o The International Symbol of Access (the wheelchair symbol) be the only recognized symbol for the identification of vehicles used to transport persons with disabilities. This should be used on special license plates and removable windshield placards.
- o The states recognize license plates and placards issued by other states and countries.
- o The states establish design and construction standards for parking spaces reserved for persons with disabilities.

The guidelines will implement legislation enacted by Congress in late 1988, and when adopted, the uniform parking system would assure fair treatment for disabled persons. These motorists may face problems when they travel by car because states issue various kinds of license plates and permits to identify cars used by disabled persons. According to the agencies, if an officer does not recognize the designation on the permit, the car may be ticketed.

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The proposal was recommended by an advisory committee that included members of organizations concerned with transportation and the disabled. The advisory committee will meet again to review comments on the proposal and then recommend a final rule.

In addition to FHWA and NHTSA, the participating organizations were: American Association of Motor Vehicle Administrators, American Public Transit Association, Arthritis Foundation, Dignity for the Disabled, Inc., Disabled American Veterans, National Association of Governor's Highway Safety Representatives, National Committee on Uniform Traffic Laws and Ordinances, National Governors' Association, National Sheriff's Association, New York State Office of Advocate for the Disabled, Paralyzed Veterans of America, and the United States Architectural and Transportation Barriers Compliance Board.

Written comments on the proposed guidelines must be received by May 2, 1990 by the Federal Highway Administration, Room 4232, HCC-10, 400 Seventh Street, S.W., Washington, D.C. 20590.

# # # # #

U.S. Department  
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**National Highway  
Traffic Safety  
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400 Seventh St., S.W.  
Washington, D.C. 20590

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DOT 517





U.S. Department of  
Transportation

# News:

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

FOR IMMEDIATE RELEASE  
Wednesday, April 11, 1990

FHWA 13-90  
Contact: Tom Jasien  
Tel.: (202) 366-0660

## DAVID W. FREDERICKSON APPOINTED AS FHWA DIRECTOR OF COMMUNICATIONS

Federal Highway Administrator Thomas D. Larson today announced the appointment of David W. Frederickson as the agency's new Director of Communications.

Frederickson, who has more than 20 years experience in media communications, advertising, marketing, promotion, public relations and external affairs, has been a consultant and the acting head of public affairs since last October. In appointing Frederickson, Larson said he has a high priority to build a strong public communications capability in FHWA.

"We need to tell the public what we are doing and the urgent national need to rebuild and expand the nation's transportation system," said Larson. "We believe Dave is well qualified to help us do that."

Frederickson comes to FHWA from the U.S. Department of Energy (DOE) where he was Deputy Assistant Secretary and Staff Director for Management and Administration. In that position, he earned DOE's Bronze Medal for Exceptional Service. Previously, he served as Director of Advertising and Promotion for the 50th American Presidential Inaugural; as Assistant Administrator for Public Communications at the U.S. Small Business Administration; and as a press assistant in President Gerald Ford's White House.

Frederickson brings major national media experience to the job. He served in various media roles in President Ronald Reagan's 1980 and 1984 Presidential campaigns as well as President Ford's 1976 campaign. He directed marketing campaigns for a variety of clients in Texas. His major media assignments for President Reagan included the Williamsburg Economic Summit, travels to Ireland and Spain, and Liberty Weekend. Early last fall, Frederickson served as President Bush's Press Director for the Education Summit in Charlottesville, Va.

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From 1982 to 1985, Frederickson served as Executive Producer and anchor of the "Small Business Report" a television news magazine originating on BIZNET and airing on some 800 commercial and cable outlets. From 1972 to 1982 he owned and managed an advertising, marketing and media consulting firm in Houston. Concurrently, he produced and anchored a news and public affairs TV program for 11 1/2 years.

In 1976, Frederickson was honored as one of the Ten Outstanding Young Men In America. In 1975, he was selected as one of the Five Outstanding Young Texans. Among many other communications awards, in 1983 he won the Valley Forge Freedom Foundation George Washington Medal of Honor for significant media accomplishments. He graduated from the University of the Pacific in 1966 with a major in organic chemistry and a minor in journalism and communications.

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**Federal Highway  
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# Moving America Into the 21st Century

## NEWS RELEASE

FOR RELEASE FRIDAY  
April 20, 1990

FHWA 14-90  
Contact: Tom Jasien  
Tel.: (202)366-0660

### LARSON DEFINES FHWA ENVIRONMENTAL POLICY

Administrator Thomas D. Larson today announced the development of an environmental policy for the Federal Highway Administration (FHWA) that places new emphasis on the agency's commitment to environmental protection.

The recently released National Transportation Policy (NTP) included environmental protection as one of six major themes. As the NTP stated, "Transportation cannot avoid affecting the environment, but a major goal of federal transportation policy must be to minimize the negative side effects." The NTP directed departmental policies to "...enhance lives by contributing to a healthier and more attractive environment."

The FHWA's Environmental Policy Statement is a clear reflection of the emphasis the NTP places on the issue, Larson said. "The FHWA is committed to follow through to ensure that the environment is given full consideration along with engineering, social and economic factors in project decision-making." The statement also call for a more flexible approach to participation in environmental mitigation and enhancement measures.

The statement identifies five policy directions:

1. Communication and Coordination; Inform people of our commitment and seek their input for solutions. A creatively open process, bringing together conflicting interests can produce positive results.

2. Mainstream Environmental Consideration; Instead of thinking of environmental consideration as a phase in project development we must see it as a vital part of every aspect of highway development.



U.S. Department of  
Transportation

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3. Protect and Enhance the Environment; Seek the widest range of traditional and innovative measures, within reasonable funding limits to protect and actually enhance the environment. It is not enough to avoid doing harm; we must strive to leave new generations a better environment.

4. Research and Technology Transfer; We must expand environmental research in partnership with states, local governments, universities and the private sector and not restrict our efforts to the hardware of highways. We must also make sure that valuable research, whether sponsored by the FHWA, states or other organizations, receives broad distribution.

5. Develop and Utilize Environmental Expertise; To achieve these first four goals we will need to support adequate, well-trained environmental staffs within the FHWA and the State Highway Agencies.

For further information and copies of the FHWA Environmental Policy Statement contact Tom Jasien at (202)366-0660 or write to HPA-1, 400 Seventh Street, S.W., Washington D.C., 20590.

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U.S. Department  
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**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 IMMEDIATE RELEASE  
Friday, May 11, 1990

FHWA 16-90  
Contact: Tom Jasien  
Tel.: (202)366-0660

## INTERNATIONAL SEMINAR ON TECHNOLOGY TRANSFER SCHEDULED FOR NOVEMBER 1990

Federal Highway Administrator Thomas D. Larson today announced plans to conduct an International Seminar on Technology Transfer and Adaptability in Orlando, Fla., Nov. 11-14.

The seminar will be held in conjunction with the Organization for Economic Cooperation and Development (OECD), the State of Florida and the University of Florida.

"The objective of the seminar is to identify current technology transfer methods, practices and costs in OECD industrialized countries and prepare recommendations for member countries that will promote the rapid flow of technology," Larson said.

A program and registration package may be obtained from George M. Shrieves at the National Highway Institute (HHI-20, F209) Federal Highway Administration, 6300 Georgetown Pike, McLean, Va., 22101-2296 (Telefax (703) 285-2791).

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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  
May 15, 1990

FHWA 17-90  
Contact: Tom Jasien  
Tel.: (202) 366-0660

## FHWA ANNOUNCES PLAN TO INCREASE HIGHWAY SAFETY

The Federal Highway Administration (FHWA) today announced a comprehensive program of national and local activities to reduce highway deaths and injuries. The agency said it also plans to hold a Symposium on Effective Highway Accident Countermeasures in Washington, D.C., June 12-14.

Secretary of Transportation Samuel K. Skinner said, "Our recent national traffic safety summit shows that the department is committed to improving highway safety. Working with members of the highway community, we will find ways for the federal government to help state and local governments make transportation safer for all of us."

The recently released National Transportation Policy emphasized transportation safety as one of six major themes. The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) and FHWA have launched a coordinated campaign to reduce traffic fatalities, injuries and accidents. This will require close cooperation between federal, state and local governments and include stronger liaison with the engineering, enforcement, educational and motor carrier communities.

FHWA Administrator Tom Larson said, "We will continue to emphasize highway safety through the correction of hazardous locations, rail-highway crossings, improved highway design, better construction zone traffic control and increased enforcement of motor carrier driver and vehicle safety standards."

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Concerning rail-highway crossings and roadside hazard eliminations, Larson said, "We estimate that more than 24,000 fatalities and 525,000 injuries have been prevented since 1974, but more can be done."

The FHWA is also accelerating the development and implementation of Intelligent Vehicle-Highways Systems (IVHS). These systems provide current road and traffic information to assist drivers in the safe control of their vehicles.

The Department will also be emphasizing and funding several state and local programs. For example, FHWA, in cooperation with NHTSA, is initiating special programs in pedestrian safety, traffic law compliance, and comprehensive highway corridor safety improvements. These joint efforts will focus on speed, alcohol and drug enforcement, as well as safety construction and traffic operational improvements.

Larson said, "We encourage the states and local agencies to look for ways to join us in these special interest areas."

Larson said that the June 12-14 Symposium on Effective Highway Accident Countermeasures will be a joint effort with highway safety professionals. The purpose is to identify and reach a consensus on promising countermeasures that can reduce fatalities in the near future.

Based on recommendations developed at the Symposium, FHWA will work with 10 states in a short-term pilot program to implement accident countermeasures.

Larson said, "Motor carrier safety and the regulation of hazardous materials transportation are receiving increased attention. Our motor carrier safety goals include: full implementation of the commercial drivers license program nationwide; elimination of alcohol and drug use by drivers; and increased roadside inspections and motor carrier reviews."

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# *Moving America Into the 21st Century*

## **NEWS RELEASE**

FOR IMMEDIATE RELEASE  
Thursday, May 31, 1990

FHWA 18-90  
Contact: Stan Hamilton  
Tel.: (202) 366-0665

### **NEW FHWA RULES WILL EASE STATE ACCESS RESTRICTIONS ON LARGE TRUCK OPERATIONS**

In an action designed to end over seven years of controversy, the Federal Highway Administration (FHWA) today published a final rule that permits truck operating and productivity gains with no compromise on highway safety, Secretary of Transportation Samuel K. Skinner announced.

Based largely on the recommendations of a congressionally mandated study by the Transportation Research Board (TRB), the FHWA's new regulation will permit the more efficient trucks authorized in 1982 by Congress to have reasonable access between the Interstate Highway System and other designated highways and facilities for food, fuel, repair and rest, and to terminals. A few states have severely limited truck operations off the designated highways.

The TRB panel that oversaw the study and approved the recommendations included representatives from the states, the safety and academic community, and the industry.

"Ending these unreasonable restrictions should result in significant savings to the public," Skinner said. "The new regulations are based on sound safety criteria and will provide an equitable recognition of state, public, and industry concerns."

The Surface Transportation Assistance Act of 1982 increased the maximum allowable width of trucks to 102 from 96 inches and required the states to allow single trailers of at least 48 feet in length and trailers of at least 28 feet in twin combinations. When the designated highway system was established in 1983 for use by those larger trucks, states were allowed to establish their own provisions for reasonable access. About 8 to 10 states, mostly in the east, have been particularly restrictive in granting access.

-- more --



**U.S. Department of  
Transportation**

Today's rule requires that each state that restricts access have a process for reviewing access proposals. The process must consider the characteristics of both the vehicle and the roadway in question. Most states do not restrict access or have a process in place that meets the criteria for review. The remaining states will have to establish a process that is based on safety and engineering evaluations of specific routes, limits review time to 90 days, and requires approval of a route to one type of vehicle to apply to all similar vehicles.

The Secretary emphasized that the rule does not supersede existing bans or preclude new bans on truck travel on residential streets, weight-posted roads or bridges, or on roads not deemed appropriate for access on the basis of safety considerations, such as narrow lane widths.

"This is another, long-needed step toward greater transportation productivity that will further the National Transportation Policy," he said.

# # # #

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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  
June 5, 1990

FHWA 19-90  
CONTACT: Tom Jasien  
(202)366-0660  
Cecilio Leonin  
(202)366-4651

## FHWA REPORTS ROAD CONSTRUCTION COSTS FOR FIRST QUARTER OF 1990

The Federal Highway Administration (FHWA) announced today that highway construction costs increased 3.9 percent in the first quarter of 1990.

The first quarter results raise the FHWA's composite index for highway construction costs to 111.2 percent of the 1987 base index (1987 average costs equal 100 percent).

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

The three-quarter moving composite price index for the fourth quarter of 1989 -- obtained by combining data for the last two quarters of 1989 with the first quarter of 1990 -- increased 4.2 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 system projects are not included.

Starting in the first quarter of 1990, the new base year is 1987 for all indices. Historical information using the 1977 base has been converted to the new base year.

- 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, 1988	114.8	--	103.2	--
2nd Quarter, 1988	98.3	-14.4	106.9	3.6
3rd Quarter, 1988	110.3	12.2	104.9	-1.9
4th Quarter, 1988	106.6	- 3.4	108.4	3.3
1st Quarter, 1989	112.4	5.4	107.2	-1.1
2nd Quarter, 1989	103.4	- 8.0	108.3	1.0
3rd Quarter, 1989	109.1	5.5	106.2	-1.9
4th Quarter, 1989	107.1	- 1.8	110.7	4.2
1st Quarter, 1990	111.2	3.9	--	--

\* 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 first quarter of 1990, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table:

	Price Index 1987=100		Percentage Change this quarter (First Quarter 1990) from:		
	First Quarter 1990	Fourth Quarter 1989	First Quarter 1989	Fourth Quarter 1989	First Quarter 1989
Excavation	104.7	115.9	100.6	-9.6	4.1
Surfacing:					
Portland cement concrete	108.7	100.8	107.3	7.8	1.3
Bituminous concrete	99.2	99.3	93.9	-0.1	5.6
Composite surfacing	102.3	99.8	98.3	-2.5	4.1
Structures:					
Reinforcing steel	134.4	110.0	138.9	22.1	-3.3
Structural steel	115.5	120.1	123.3	- 3.8	-6.3
Structural concrete	120.8	106.9	129.8	13.0	-6.9
Composite structures	121.8	110.9	129.6	9.8	-6.1
Composite price index	111.2	107.1	112.4	3.9	-1.0

- more -

The price levels of the current component items of the three-quarter moving index in the fourth 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 1987=100			Percentage Change this quarter (Fourth Quarter 1989) from:	
	Fourth Quarter 1989	Third Quarter 1989	Fourth Quarter 1988	Third Quarter 1989	Fourth Quarter 1988
	Excavation	110.6	98.6	105.6	12.2
Surfacing:					
Portland cement concrete	110.0	101.8	100.5	8.0	9.4
Bituminous concrete	100.3	98.7	100.7	1.7	-0.4
Composite surfacing	103.5	99.7	100.7	3.8	2.8
Structures:					
Reinforcing steel	126.4	121.2	121.2	4.2	4.2
Structural steel	113.4	113.3	111.7	0.1	1.5
Structural concrete	116.5	113.6	117.5	2.6	-0.8
Composite structures	117.4	114.8	116.6	2.2	0.7
Composite price index	110.7	106.2	108.4	4.2	2.1

\* \* \* \* \*

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

	Unit	Individual Quarters		Three Quarters	
		4th Qtr. 1989	1st Qtr. 1990	3rd Qtr. 1989*	4th Qtr. 1989**
Excavation	Cu.Yd.	\$ 2.81	\$ 2.54	\$ 2.39	\$ 2.68
PCC surface	Sq.Yd.	14.85	16.01	15.00	16.20
Bit.conc.surf.	Ton	24.48	24.44	24.33	24.73
Reinf. steel	Lb.	0.485	0.592	0.534	0.557
Str. steel	Lb.	1.063	1.023	1.003	1.004
Str. concrete	Cu.Yd.	257.49	291.03	273.54	280.61

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

\*\* Weighted average unit prices for the last two quarters of 1989 and the first quarter of 1990.

# # #



U.S. Department of  
Transportation

# News:

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

EMBARGOED FOR RELEASE FRIDAY  
June 29, 1990

FHWA 21-90  
Contact: Keith Mulrooney  
Tel.: (202) 366-1304

## NORTH CAROLINA TO OPEN LAST LINK IN TRANSCONTINENTAL FREEWAY

Secretary of Transportation Samuel K. Skinner today congratulated North Carolina Gov. James G. Martin on the opening of the final link of Interstate 40, the third longest of the five major east-west routes in the United States.

"Crossing eight states on its 2,554 mile journey from Wilmington, N.C. to Barstow, Calif., I-40 is truly a highway of national significance," Skinner said. The longest Interstate routes are I-90 from Boston to Seattle (3,082 miles) and I-80 from New York to San Francisco (2,907 miles).

Representing Secretary Skinner at a ceremony marking the event, Deputy Federal Highway Administrator Eugene McCormick said, "When President Dwight D. Eisenhower proposed and later signed the legislation creating the National System of Interstate and Defense Highways 44 years ago today, he sought to link the nation together. This freeway does just that. Eisenhower's vision has become a reality. The Interstate system is now 99.2 percent open to the public."

McCormick noted that the new National Transportation Policy calls for maintaining and expanding the nation's transportation system. He said, "I-40 helps meet that important goal. When originally laid out, I-40 terminated at I-95. North Carolina has now constructed this important 91-mile addition to the freeway."

(more)

Today's ceremonies include a series of events starting at 10:30 a.m. at the interchange of I-40 and NC-50/55 and will continue until late afternoon. The Green Beret Sport Parachute Team from Fort Bragg will make an airborne jump at the beginning of the ceremony.

Following the keynote address by Gov. Martin, remarks by federal, state and local representatives and a flyover by five sets of planes, the official party will later caravan to Wilmington where the mayors of Barstow and Wilmington will unveil signs to close the event.

# # # # #

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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

Friday, July 6, 1990

FHWA 22 -90  
Contact: Tom Jasien  
Tel.: (202) 366-0665

NEW INSPECTION RULE AFFECTS  
OPERATORS OF LARGE VEHICLES

The Federal Highway Administration (FHWA) starts enforcing a new regulation this week that requires owners of most commercial vehicles engaged in interstate commerce to show proof their vehicles have had a full-scale safety inspection in the last 12 months.

The penalties for noncompliance will be phased in over a 90-day period, starting with the issuance of warning notices, FHWA Administrator Thomas D. Larson announced.

"Because this rule requiring an annual inspection is so widespread and affects so many non-trucking entities that operate vehicles in their primary business, there have been many inquiries and some confusion recently about how to comply," Larson said. "Some equipment owners are having difficulty locating and inspecting their vehicles."

He continued, "Although we believe an adequate amount of time has been provided for everyone to conform, it is fair and sound practice to limit penalties at the outset. We are advising the states of our action and hope they will respond in similar fashion to make this important new rule work in the interest of highway safety."

Richard P. Landis, Associate Administrator for Motor Carriers, added, "Implementation of this important safety rule is critical. It is important to enforce the new requirements, but we want to give owners a reasonable time to conform before we apply the full extent of penalties for noncompliance."

--MORE--

"This is like the common practice of giving motorists time to adapt to new stop signs and traffic signals or changes in the speed limit," he said.

The regulation covers annual inspections of vehicles more than 10,000 pounds used in interstate commerce, including trucks, tractors, semi-trailers, full trailers, container chassis, and converter dollies. The rules spell out detailed inspection standards and specify that the motor carrier in possession of the vehicle is responsible for the inspection and maintenance of the necessary records.

The rule was originally published in December 1988. In response to numerous requests, the effective date was subsequently extended to July 1, 1990.

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# *Moving America Into the 21st Century*

## **NEWS RELEASE**

FOR IMMEDIATE RELEASE  
Thursday, July 18, 1991

FHWA 08-91  
Contact: Dave Frederickson  
Tom Jasien  
Tel.: (202) 366-0660

### **SKINNER CALLS FOR IMPROVED HIGHWAY TECHNOLOGY**

SAN FRANCISCO -- Secretary of Transportation Samuel K. Skinner today test drove a specially-equipped car which can warn the driver of a possible collision, part of a program designed to use new technology to improve highway safety and mobility. The secretary also presented the California Department of Transportation (CALTRANS) with \$500,000 toward development of the vehicle under its Program on Advanced Technology for the Highway, or PATH.

This joint private/public sector research effort was designed to achieve more effective use of the existing transportation system by using advanced technologies to improve vehicle operations. The partnership includes the University of California, CALTRANS, a number of private sector participants and the U.S. Department of Transportation.

"President Bush's National Transportation Policy calls for improving highway safety, protecting the environment and reducing congestion," Skinner said. "Through experiments such as PATH we can achieve these goals. For the future, we have proposed to Congress a five-year surface transportation bill that includes over \$100 million for next year alone to be spent on research and technology such as PATH."

Studies have shown that 50 percent of all rear-end and intersection-related collisions, and 30 percent of collisions involving oncoming traffic, could have been avoided had the driver recognized the danger one-half second earlier and reacted correctly. The vehicle Skinner drove today, equipped by VORAD Systems, Inc. of San Diego, has the potential to provide this warning through an in-vehicle radar system designed for collision warning and automatic braking.

This type of technology is also a building block for the development of highway automation technology which could enable road vehicles to drive themselves on special freeway lanes.

-more-



**U.S. Department of  
Transportation**

PATH also includes major research and development activities on clean vehicle propulsion technology such as the roadway-powered electric vehicle.

While in the Bay area, Skinner also test drove a vehicle equipped with a "Travel Pilot Navigation System," an on-board computer system that displays the vehicle's position and direction of travel on a map monitor. The system is being developed by ETAK Inc., a local company.

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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  
Thursday, August 2, 1990

FHWA 23-90  
Contact: Stan Hamilton  
Tel.: (202)366-0665

## 13 NEW MEMBERS APPOINTED TO FHWA ADVISORY COMMITTEE

Secretary of Transportation Samuel K. Skinner has appointed 13 new members and reappointed 12 to the National Motor Carrier Advisory Committee.

The 25-member committee, established in 1981, represents a cross-section of the motor carrier community who make recommendations to the Department's Federal Highway Administration (FHWA) on such truck and bus industry issues as the recent fuel price escalation, vehicle sizes and weights, and uniformity of state motor carrier tax and operating requirements. Members serve two-year terms.

The new members are:

Norbert Anderson, former administrator, Wisconsin Division of Motor Vehicles, Madison.

John Archer, managing director-government affairs, American Automobile Association, Washington, D.C.

Gene S. Bergoffen, executive vice president, National Private Truck Council, Alexandria, Va.

W. Dewey Clower, president, National Association of Truck Stop Operators, Alexandria, Va.

David L. Ehrick, director-corporate fleet operations, J.I. Case Co., Racine, Wis.

Rob A. Gleason, president, Gleason Agency, Johnstown, Pa.

Gary Kusumi, president, National Continental Insurance Co., Beachwood, Ohio.

-- more --

Larry Miller, president, Ruan Transportation Management Systems, Des Moines, Iowa.

Susan Perry, senior vice president-government relations, American Bus Association, Washington, D.C.

Chester Stranczek, president, Cresco Lines, Harvey, Ill.

Larry L. Thompson, partner, Bell, Boyd & Lloyd, Chicago.

Howard E. Wallack, president, Wallack Freight Lines, Copiague, N.Y.

John J. Zogby, Deputy Secretary for Safety Administration, Pennsylvania Department of Transportation, Harrisburg.

Those reappointed:

Jacob F. Alexander, Deputy Secretary, North Carolina Department of Transportation, Raleigh.

Lana R. Batts, senior vice president-government affairs, American Trucking Associations, Alexandria, Va.

Joseph M. Clapp, chairman and chief executive officer, Roadway Services, Akron, Ohio.

R. V. Durham, vice president and director of safety and health, International Brotherhood of Teamsters, Washington, D.C.

Peter Griskivich, vice president and director, Motor Truck Manufacturers Division, Motor Vehicle Manufacturers Association, Washington, D.C.

Maurice J. Hannigan, commissioner, California Highway Patrol, Sacramento.

James J. Johnston, president, Owner-Operators Independent Drivers Association of America, Oak Grove, Mo.

Theodore C. Knappen, senior vice president, Greyhound Lines, Washington, D.C.

Edward E. Kynaston, president, Professional Truck Driver Institute of America, Elk Grove, Calif.

Thomas C. Schumacher, executive vice president, California Trucking Association, West Sacramento.

Thomas R. Swennes, vice president and general manager, Port Service Co., Portland, Ore.

Don A. Wilson, principal, the Wilson Group, Waxahachie, Texas.

Skinner also appointed Kynaston as chairman and Zogby as vice chairman. R. P. Landis, FHWA Associate Administrator for Motor Carriers, is executive director of the committee.

# # # # #



U.S. Department of  
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# News:

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

FOR RELEASE FRIDAY  
August 10, 1990

FHWA 24-90  
Contact: Tom Jasien  
Tel.: (202) 366-0660

## ARIZONA TO OPEN LAST LINK IN TRANSCONTINENTAL FREEWAY

Secretary of Transportation Samuel K. Skinner today congratulated Arizona Gov. Rose Mofford upon the opening of the final link of Interstate 10, the second of the three coast-to-coast interstates to be completed.

The 2,460 mile long, \$5 billion route crosses eight states from Jacksonville, Fla., to Santa Monica, Calif. Only I-90 from Boston to Seattle (3,082 miles) remains unfinished and I-80 from New York to San Francisco (2,907 miles) is already complete.

Skinner said, "Arizona has set high standards in its solutions to the archeological, environmental, social and community problems it faced in building this final stretch of I-10. In so doing the state has captured the essence of what we are trying to accomplish with the National Transportation Policy."

The NTP is a comprehensive plan to maintain, modernize and expand the nation's infrastructure by investing in research and development to produce new technologies that will advance transportation into the 21st century.

Representing Secretary Skinner at a ceremony marking the event, Federal Highway Administrator Thomas D. Larson said, "When President Dwight D. Eisenhower initiated the interstate system, he sought to link the nation's cities and bind Americans together by our highways and to strengthen our base of commerce. With completion of this project, I-10 does just that... Eisenhower's vision has become a reality... the interstate system is now 99.2 percent open to the public."

# # # #



U.S. Department of  
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# News:

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

FOR RELEASE TUESDAY  
August 14, 1990

FHWA 25-90  
CONTACT: Tom Jasien  
(202) 366-0660  
Cecilio Leonin  
(202) 366-4651

## FHWA REPORTS ROAD CONSTRUCTION COSTS FOR SECOND QUARTER OF 1990

The Federal Highway Administration (FHWA) announced today that highway construction costs decreased 4.7 percent in the second quarter of 1990.

The second quarter results lower the FHWA's composite index for highway construction costs to 106.0 percent of the 1987 base index (1987 average costs equal 100 percent).

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

The three-quarter moving composite price index for the first quarter of 1989 -- obtained by combining data for the last quarter of 1989 and the first two quarters of 1990 -- decreased 2.1 percent from the previous three-quarter average.

Trends in highway construction costs are measured by an index of average contract prices compiled from reports of state highway contract awards for Federal-aid contracts 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, 1988	98.3	--	106.9	--
3rd quarter, 1988	110.3	12.2	104.9	- 1.9
4th quarter, 1988	106.6	- 3.4	108.4	3.3
1st Quarter, 1989	112.4	5.4	107.2	- 1.1
2nd Quarter, 1989	103.4	- 8.0	108.3	1.0
3rd Quarter, 1989	109.1	5.5	106.2	- 1.9
4th Quarter, 1989	107.1	- 1.8	110.7	4.2
1st Quarter, 1990	111.2	3.8	108.4	- 2.1
2nd Quarter, 1990	106.0	- 4.7	--	--

\* 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 1990, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table:

	Price Index 1987=100			Percentage Change this quarter (Second Quarter 1990) from:	
	Second Quarter 1990	First Quarter 1990	Second Quarter 1989	First Quarter 1990	Second Quarter 1989
Excavation surfacing	105.0	104.7	94.0	0.3	11.7
Portland cement concrete	105.6	108.7	104.7	- 2.9	0.9
Bituminous concrete	96.2	99.2	95.3	- 3.0	0.9
Composite surfacing	99.3	102.3	98.4	- 2.9	0.9
structures:					
Reinforcing steel	113.5	134.4	113.5	-15.6	0.0
Structural steel	106.4	115.5	113.9	- 7.9	- 6.6
Structural concrete	115.2	120.8	109.2	- 4.6	5.5
Composite structures	112.6	121.8	111.2	- 7.6	1.3
Composite price index	106.0	111.2	103.4	- 4.7	2.5

- more -

The price levels of the current component items of the three-quarter moving index in the first quarter of 1990, 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 1987=100			Percentage Change this quarter (First Quarter 1990) from:	
	First Quarter 1990	Fourth Quarter 1989	First Quarter 1989	Fourth Quarter 1989	First Quarter 1989
	Excavation surfacing	112.3	110.6	100.2	1.5
Portland cement concrete	106.8	110.0	102.8	- 2.9	3.9
Bituminous concrete	97.9	100.3	99.2	- 2.4	- 1.3
Composite surfacing structures:	100.8	103.5	100.4	- 2.6	0.4
Reinforcing steel	116.7	126.4	121.8	- 7.7	- 4.2
Structural steel	115.4	113.4	112.8	1.8	2.3
Structural concrete	112.8	116.5	115.6	- 3.2	- 2.4
Composite structures	114.1	117.4	115.9	- 2.8	- 1.6
Composite price index	108.4	110.7	107.2	- 2.1	1.1

\* \* \* \* \*

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

Unit	<u>Individual Quarters</u>			<u>Three Quarters</u>
	1st Qtr. 1990	2nd Qtr. 1990	4th Qtr. 1989*	1st Qtr. 1990**
Excavation CuYd.	\$ 2.54	\$ 2.55	\$ 2.68	\$ 2.72
PCC surface Sq.Yd.	16.01	15.55	16.20	15.74
Bit.conc.surf. Ton	24.44	23.71	24.73	24.13
Reinf. steel Lb.	0.592	0.500	0.557	0.514
Str. steel Lb.	1.023	0.941	1.004	1.021
Str. concrete Cu.Yd.	291.00	277.41	280.61	271.63

\* Weighted average unit prices for the last two quarters of 1989 and the first quarter of 1990.

\*\*Weighted average unit prices for the last quarter of 1989 and the first two quarters of 1990.

# # #



U.S. Department of  
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# News:

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

FOR RELEASE WEDNESDAY  
September 5, 1990

FHWA 26-90  
Contact: Stan Hamilton  
Tel.: (202) 366-0665

## FIRST TRUCKING FINE LEVIED FOR DRIVER USE OF DRUGS

Secretary of Transportation Samuel K. Skinner today announced the first civil penalty levied on an interstate trucking company for violation of DOT drug regulations. The \$15,000 penalty was imposed because the carrier knowingly permitted a driver to operate a truck after he tested positive for use of a controlled substance in a pre-employment drug test.

"I take no pleasure in this action," the secretary said, "but the department is serious about enforcing its anti-drug regulations in the interest of the safety of all people who use the highways.

"This company showed a willful disregard for good safety practices when it let a person drive after being informed that the person's pre-employment drug test was positive. This just simply cannot be allowed," Skinner said.

The carrier, Action Express, Inc., of Boise, Idaho, has been assessed the \$15,000 civil penalty for violation of the drug rules that went into effect last December for interstate motor carriers with 50 or more drivers subject to testing. All remaining carriers of any size come under the rules next December.

The rules presently require carriers to conduct pre-employment, biennial physical and reasonable cause drug tests. Random and some post-accident testing are also required in the original rules, but have been enjoined by the Northern California District Court. That case is on appeal before the Ninth Circuit Court of Appeals.

According to the department's Federal Highway Administration regulations, a person is medically unqualified to drive after testing positive for the use of any drug of five classes — marijuana, cocaine, opiates, amphetamines or phencyclidine (PCP). The driver can be reinstated after he or she is no longer using controlled substances, tests negative for controlled substances and is medically recertified.

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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  
September 5, 1990 ~

FHWA 27-90  
Contact: Stan Hamilton  
Tel.: (202) 366-0665

## FHWA PLANS STUDY OF DRUG, ALCOHOL ABUSE BY COMMERCIAL DRIVERS

The Federal Highway Administration (FHWA) will begin a broad two-phase study in October to determine the level of use of illegal drugs and alcohol by drivers of commercial motor vehicles, FHWA Administrator Thomas D. Larson announced today.

At the outset, 400 drivers will be surveyed and will undergo voluntary testing at selected points in Maryland, Missouri, Arizona, Washington and Virginia to determine use of nine drugs and alcohol. Subjects will be picked at random as they come over the weigh scales.

"The sites," Larson said, "will serve as laboratories to evaluate procedures for the collection of urine and breath samples and to administer a questionnaire about drug use in the preceding month. Every driver's anonymity will be preserved.

"If the pilot study demonstrates the feasibility of gathering the desired information, more data will then be collected in a national study, at nine randomly selected, geographically diverse sites," he said.

The FHWA study will help the department determine whether it should refine the present FHWA drug regulations, in effect since last December. According to these regulations, interstate carriers with 50 or more drivers of trucks of 26,000 pounds or more are required to conduct pre-employment, biennial physical and reasonable cause drug tests for use of marijuana, opiates, cocaine, amphetamines, and phencyclidine (PCP). All remaining carriers of any size will be covered as of this December. (Random and some post-accident drug testing, required by the rules, have been enjoined by the Northern California District Court. That case is on appeal before the Ninth Circuit Court of Appeals).

At the request of the National Institute of Drug Abuse (NIDA), which is providing partial funding for the study, caffeine, ephedrine, pseudoephedrine and phenylpropanolamine will also be included in the testing.

"The inclusion of alcohol in these tests," Larson added, "will give the department valuable additional data about the extent of alcohol abuse among truck drivers."

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U.S. Department of  
Transportation

# News:

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

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FOR RELEASE WEDNESDAY  
September 19, 1990

FHWA 28-90  
Contact: Tom Jasien  
Tel.: (202) 366-0660

## FHWA TO HOLD SYMPOSIUM ON WORK ZONE TRAFFIC CONTROL

The Federal Highway Administration (FHWA) will conduct a two-day symposium on work zone traffic control in Orlando, Fla., Jan. 18-19 as part of the Department of Transportation's continuing emphasis on traffic safety and review of the latest technology.

According to FHWA Administrator Thomas D. Larson, "Construction, maintenance and utility activities occur every day on the nation's highways. These work zones present an unusual situation for the motorist and therefore are potentially unsafe for both the motorists and the workers. Although suitable protective devices and traffic control plans exist, they are not always effectively utilized.

"Fatalities in highway work zones have increased, indicating that we need to do a better job. Traffic control must be correctly deployed and monitored to provide a safe environment for work crews, motorists and pedestrians," Larson said.

The symposium will consist of presentations on a variety of topics by federal, state, local and private representatives of the highway traffic community. The symposium precedes the American Traffic Safety Services Association's annual convention, which will take place Jan. 20-21, also in Orlando.

For reservations and further information, contact Peter Hatzi at (703) 285-2517 or Hugh McGee at (703) 847-3071.

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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  
October 17, 1990

FHWA 29-90  
Contact: Stan Hamilton  
Tel.: (202) 366-0665

## FHWA PROPOSES TO ALLOW DIABETICS TO OPERATE INTERSTATE TRUCKS

The Federal Highway Administration (FHWA) is proposing to ease a long-standing rule that has prohibited insulin-using diabetic persons from operating commercial motor vehicles in interstate commerce.

"There have been substantial advances in the treatment and management of diabetes," said FHWA Administrator Thomas D. Larson. "With the imposition of strict conditions and medical qualifications, we are proposing that insulin users would be permitted to drive certain commercial vehicles."

Under a notice of proposed rulemaking, an insulin user who has not had a severe hypoglycemic reaction resulting in loss of consciousness or seizure in the preceding five years could qualify to operate any commercial vehicle over 10,000 pounds gross weight except passenger-carrying buses or trucks carrying hazardous materials. The operator would have to return each night to the starting point of the trip and would have to undergo a twice-yearly physical examination, as opposed to the biennial examination required of other commercial drivers.

"This proposal," Larson said, "would place significant responsibility on examining physicians and medical specialists in making case-by-case determinations. And its success would be dependent on a diabetic person's ability, willingness, and commitment to self-monitoring and control of the disease."

Written comments should be sent by Dec. 4, 1990, to FHWA Docket MC-87-17, Room 4232, HCC-10, Office of Chief Counsel, 400 Seventh Street, S.W., Washington, D.C. 20590.

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# Moving America Into the 21st Century

211713  
M-49

D 8101 002

## NEWS RELEASE

FOR IMMEDIATE RELEASE  
Friday, October 19, 1990

FHWA 30-90  
Contact: Stan Hamilton  
Tel.:(202) 366-0665

### SAFETY PANEL COMPLETES COMPATIBILITY REPORT

A Federal Highway Administration (FHWA) report presented to Secretary of Transportation Samuel K. Skinner today recommends departmental actions that would increase the compatibility of federal and state safety requirements for interstate truck and bus operators.

"Consistent safety requirements will enhance the industry's productivity as well as safety by allowing trucks and buses to operate state-to-state under uniform regulations. This report provides a practical framework to help achieve compatible requirements," Skinner said.

The report, "Achieving Compatibility of State and Federal Safety Requirements," was prepared by the Commercial Motor Vehicle Safety Regulatory Review Panel, a group of experts from industry, government and labor. The panel was created by Congress to review the compatibility of state and federal safety regulations affecting interstate motor carriers and to make recommendations to the secretary regarding preemption of incompatible requirements.

The panel found that 35 states have requirements affecting interstate motor carrier operations that are compatible with federal safety requirements. The remaining 15 states and the District of Columbia have vehicle, industry and/or driver requirements that are not compatible.

The panel recommends that:

- The FHWA should preempt incompatible requirements if the states do not remove or replace them by July 1992.
- The states should be given responsibility for the continuing review of compatibility, as required by the Motor Carrier Safety Act of 1984.



- ° The FHWA should issue regulations directing the states to conduct regulatory review; specify deadlines for states to achieve compatibility; and establish procedures to preempt a state's incompatible requirements.

The actions recommended in the report are consistent with the National Transportation Policy (NTP), which calls for uniform state requirements for some aspects of the interstate trucking industry to increase efficiency and safety. The NTP is a comprehensive strategy to advance transportation into the 21st century.

The members of the panel are:

John M. Allen, former Commissioner, Arkansas Transportation Commission, Walnut Ridge, Ark.;

Lt. Col. James E. Daust, Michigan State Police, East Lansing;

R. V. Durham, International Vice President and Director, National Freight Division, International Brotherhood of Teamsters, Washington, D.C.;

Betty Easley, Public Service Commissioner, Tallahassee, Fla.;

Robert J. Forman, President of Robert Forman Associates, Dallas, Texas;

Vincent J. Graber Sr., Chairman, Standing Committee on Transportation, New York Assembly, Albany;

Paul R. Henry, Deputy Administrator, Transportation Safety Division, Office of the Oregon Public Utility Commission, Salem;

Douglas R. Lax, Director of Safety and Security, Grace Distribution Services, Inc., Greenville, S.C.;

Stephen P. Murphy, Senior Vice President and Secretary, Yellow Freight System, Inc., Alexandria, Va.;

David F. Norcross, attorney, Montgomery, McCracken, Walker & Rhoads, Washington, D.C.;

Thomas C. Schumacher Jr., Executive Vice President, California Trucking Association, West Sacramento;

Richard P. Schweitzer, attorney, Zuckert, Scutt & Rasenberger, Washington, D.C.;

Melvin H. Smith, management-education consultant, SAGE-ILLINOIS II, Springfield; and

Lawrence H. Stern, President, Stern Transport, Inc., Wall Township, N.J.

Copies of the report may be obtained from the Federal Highway Administration, Office of Motor Carriers, 400 Seventh Street, S.W., Room 4432, Washington, D.C. 20590.

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U.S. Department of  
Transportation

# News:

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

211713 D 8101 002  
M-49

FOR RELEASE TUESDAY  
December 4, 1990

FHWA 35-90  
Contact: Tom Jasien  
Tel.: (202) 366-0660  
Cecilio Leonin  
Tel.: (202) 366-4651

## FHWA REPORTS ROAD CONSTRUCTION COSTS FOR FIRST QUARTER OF 1990

The Federal Highway Administration (FHWA) announced today that highway construction costs increased 3.0 percent in the second quarter of 1990.

The third quarter results raised the FHWA's composite bid price index (BPI) for highway construction costs to 109.2 percent of the 1987 base index (1987 average costs equal 100 percent).

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

The three-quarter moving composite price index for the second quarter of 1990 — obtained by combining data for the first three quarters of 1990 — increased 0.1 percent from the previous three-quarter average.

Trends in highway construction costs are measured by an index of average contract prices compiled from reports of state highway contract awards for federal-aid contracts greater than \$500,000. Federal-aid secondary and off-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:

(Three-quarter moving index)

	Quarterly Price Index	Percentage Change	Three-quarter Moving Index	Percentage Change
*3rd Quarter, 1988	110.3	--	104.9	--
4th Quarter, 1988	106.6	- 3.4	108.4	3.3
1st Quarter, 1989	112.4	5.4	107.2	- 1.1
2nd Quarter, 1989	103.4	- 8.0	108.3	1.0
3rd Quarter, 1989	109.1	5.5	106.2	- 1.9
4th Quarter, 1989	107.1	- 1.8	110.7	4.2
1st Quarter, 1990	111.2	3.8	108.4	- 2.1
2nd Quarter, 1990	106.0	- 4.7	108.5	0.1
3rd Quarter, 1990	109.2	3.0	--	--

\*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 third quarter of 1990, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table:

	Price Index 1987=100			Percentage Change this quarter (Third Quarter 1990) from:	
	Third Quarter 1990	Second Quarter 1990	Third Quarter 1989	Second Quarter 1990	Third Quarter 1989
Excavation	94.3	105.0	91.6	-10.2	2.9
Portland cement concrete	109.2	105.6	100.5	3.4	8.7
Bituminous concrete	98.1	96.2	101.8	2.0	- 3.6
Composite surfacing	101.7	99.3	101.3	2.4	0.4
Reinforcing steel	125.0	113.5	139.5	10.1	- 10.4
Structural steel	110.5	106.4	106.9	3.9	3.4
Structural concrete	125.3	115.2	124.3	8.8	0.8
Composite structures	121.4	112.6	122.3	7.8	- 0.7
Composite price index	109.2	106.0	109.1	3.0	0.1

- more -

The price levels of the current component items of the three-quarter moving index in the second quarter of 1990, 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 1987=100			Percentage Change this quarter (Second Quarter 1990) from:	
	Second Quarter 1990	First Quarter 1990	Second Quarter 1989	First Quarter 1990	Second Quarter 1989
	Excavation	100.9	112.3	94.9	-10.2
Portland cement concrete	106.2	106.8	103.6	- 0.6	2.5
Bituminous concrete	97.6	97.9	97.4	- 0.3	0.2
Composite surfacing	100.5	100.8	99.4	- 0.3	1.1
Reinforcing steel	123.8	116.7	132.1	6.1	- 6.3
Structural steel	110.5	115.4	113.1	- 4.2	- 2.3
Structural concrete	121.0	112.8	121.8	7.3	- 0.7
Composite structures	118.7	114.1	121.3	4.0	- 2.1
Composite price index	108.5	108.4	108.3	0.1	0.2

\* \* \* \* \*

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

	Unit	Individual Quarters		Three Quarters	
		2nd Qtr.1990	3rd Qtr.1990	1st Qtr.1990*	2nd Qtr.1990**
Excavation	Cu.Yd.	\$ 2.55	\$ 2.29	\$ 2.72	\$ 2.45
PCC surface	Sq.Yd.	15.55	16.08	15.74	15.65
Bit.conc.surf.	Ton	23.71	24.17	24.13	24.06
Reinf. steel	Lb.	0.500	0.551	0.514	0.546
Str. steel	Lb.	0.941	0.978	1.021	0.978
Str. concrete	Cu.Yd.	277.41	301.76	271.63	291.44

\* Weighted average unit prices for the last quarter of 1989 and the first two quarters of 1990.

\*\*Weighted average unit prices for the first three quarters of 1990.

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**U.S. Department of  
Transportation**

# News:

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

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FOR IMMEDIATE RELEASE  
Wednesday, December 12, 1990

FHWA 36-90  
Contact: Stan Hamilton  
Tel.: (202) 366-0665

## MEXICAN TRUCKS TO COMPLY WITH U.S. BRAKE REGULATION

An exemption that has permitted Mexican truckers to operate commercial motor vehicles within U.S. border commercial zones without complying with the requirement that the vehicles have brakes acting on all wheels will expire Jan. 1, 1991, as scheduled.

The requirement, which was instituted in 1987 for U.S. carriers, was originally delayed by Congress for one year for Mexican carriers to facilitate the flow of trade and traffic between the two countries without interruption. The Federal Highway Administration subsequently extended the transition period to the end of 1990.

This transition period has permitted Mexican truckers to bring their vehicles into compliance with the U.S. safety requirement that trucks manufactured after July 24, 1980, must be equipped with brakes functioning on all wheels.

Thomas D. Larson, Federal Highway Administrator, said, "What this means is that with most trucks now equipped with brakes on all wheels, safer and more efficient movement of goods between Mexico and the United States will result."

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U.S. Department of  
Transportation

# News:

Office of the Assistant Secretary for Public Affairs

226187  
M-493

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FOR IMMEDIATE RELEASE  
Monday, December 17, 1990

FHWA 37-90  
Contact: Tom Jasien  
Tel.: (202) 366-0660

## FHWA ANNOUNCES "INNOVATIVE FINANCING" AWARDS TO FIVE ORGANIZATIONS

Federal Highway Administrator Thomas D. Larson has honored 10 organizations for their outstanding work in developing innovative methods to finance highways.

In presenting the awards, Larson said, "These organizations have set tremendous examples for the nation by challenging the system and developing a vision for the future."

The Federal Highway Administration's (FHWA) 1990 "Innovative Financing" awards were presented to the organizations at the annual American Association of State Highway and Transportation Officials (AASHTO) meeting in Phoenix, Ariz., Dec. 9.

Each of the projects selected received limited federal funding in their contribution to solving local transportation problems.

Three projects involving six organizations were chosen as winners, and two projects involving four organizations were chosen for honorable mention. The winners are:

The Bridge Co. Moorhead, Minn. and Fargo, N.D.

The Bridge Co., a private corporation, built a bridge between Fargo and Moorhead without government funds. The company used a bond offering and its own equity to fund the construction. A bridge toll will cover bond payments, facility operation and a return on investment. The company will turn the bridge over to the cities in 25 years.

-more-

Transportation Corridor Agencies of Orange County, Calif.

The California state legislature allowed Orange County to establish the Foothill/Eastern Transportation Corridor Agency and the San Joaquin Hills Transportation Corridor Agency to plan, finance, design and build three major toll highways to help reduce regional traffic congestion. These new highways, totalling over 65 miles in length, and costing an estimated \$2 billion to build, are to be financed with a combination of about 50 percent developer fees and a minimal amount of state and federal funds.

The Texas Turnpike Authority and Amtech Corp.

An award was granted to the Texas Turnpike Authority and the Amtech Corp. for developing a system to decrease tollbooth delays on the North Dallas Tollway. The Automated Vehicle Identification system, called "Tolltag," reads a coded tag on a car similar to bar codes on retail products. The system was installed at no cost to the turnpike authority. Drivers choosing to use "Toll Tag" pay a surcharge on every toll transaction and a monthly administrative charge to Amtech, which keeps the surcharge and pays the authority its normal tolls on a daily basis.

Honorable mentions were presented to these organizations:

The Georgia Department of Transportation, the Fulton County Board of Commissioners, and J. Davis Adams of Adams & Abbink-Duke Partnership were recognized for combining public and private sector funds to build a new interchange on GA 400. Nine private companies contributed 38 percent of the construction costs and 88 percent of the right-of-way costs. Additional funding was provided by the Georgia DOT, the FHWA, the Metropolitan Atlanta Rapid Transit Authority, Fulton County, and the cities of Alpharetta and Roswell.

The North Carolina Department of Transportation was recognized for participating in private engineering and construction contracts for state highways. Private developers must furnish right-of-way without cost to the state and must share at least 50 percent of engineering and/or construction costs.

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**Federal Highway  
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