



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, January 23, 1992

FHWA 01-92
Contact: Tom Jasien
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BAN ON RADAR DETECTOR USE PROPOSED FOR TRUCKS, BUSES

Drivers of most commercial trucks and buses operating in interstate commerce would not be allowed to use radar detectors under a proposal issued today by the Department of Transportation's Federal Highway Administration (FHWA).

The FHWA's Notice of Proposed Rulemaking (NPRM) would apply to vehicles with a gross vehicle weight rating of 10,001 pounds or more, vehicles designed to carry 16 or more persons, including the driver, and any vehicle transporting hazardous materials defined by placard. The NPRM would also affect intrastate drivers in those states that have adopted the Federal Motor Carrier Safety Regulations. Most states have adopted these regulations.

Congress, in the Department of Transportation Appropriations Act for fiscal year 1992, directed the agency to propose a ban on the use of radar detectors in commercial motor vehicles.

The ban also was requested in a petition from eight organizations--Advocates for Highway and Auto Safety, American Automobile Association, American Trucking Associations, Insurance Institute for Highway Safety, International Association of Chiefs of Police, National Association of Governors' Highway Safety Representatives, National Safety Council and Public Citizen.

The FHWA noted that these groups claim the principal use of radar detectors is to evade enforcement of speed limits.

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The federal agency invited comments on the safety, economic and operational aspects of banning detectors, specifically asking for statistical or other evidence to show that bans on radar detectors actually reduce both the use of detectors and speeding, accidents, injuries and fatalities. Currently, only Virginia, Connecticut, New York (commercial motor vehicles only), and the District of Columbia have laws banning radar detectors.

Comments should be submitted by May 15 and addressed to FHWA Docket No. MC-90-14, Room 4232, HCC-10, Office of Chief Counsel, 400 Seventh Street, SW, Washington, DC 20590.

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

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

News:

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

FOR IMMEDIATE RELEASE
Thursday, February 20, 1992

FHWA 02-92
Contact: Dave Frederickson
Tom Jasien
Tel: (202) 366-0660

U.S., MEXICO TO EXCHANGE TOLL ROAD EXPERIENCE

Business leaders from the U.S. and Mexico will meet next month to exchange information on innovative methods of financing toll roads.

Federal Highway Administrator Thomas D. Larson today announced, in conjunction with his counterpart, Mexican Secretariat of Communication and Transportation Undersecretary Victor M. Mahbub, plans for an executive roundtable and technical exchange on the Mexican road concessions program to be held March 9-11 in Manzanillo, Mexico. More than 40 high-level cabinet and agency officials and the governors of seven Mexican states are also expected to attend.

"There are more than 5,000 miles of toll roads in the U.S., but none is privately financed and operated," Larson said. "Mexico has nearly 600 miles of private toll roads in operation and a great deal of experience which can be useful to our firms and projects. On the other hand, we have much to contribute in financing techniques, revenue forecasting and project engineering."

Larson emphasized that Mexico is opening its door to U.S. companies and allowing them a unique opportunity to participate in all phases of the concessions program, including outright ownership of Mexican subsidiaries that engage in highway construction and road concessions. Many U.S. firms have expressed interest in the program and more are expected in the future, he said.

Roundtable participants from American and Mexican banks, as well as engineering and construction firms, will discuss financing, construction and operations issues. The group will also tour parts of the Guadalajara-Manzanillo toll road which recently opened to traffic.

The Mexican road concessions program was begun in 1989 by the administration of President Carlos Salinas de Gortari. It is an innovative effort to involve the private sector in financing, construction and operation of new access-controlled highways. The program is now halfway to its goal of having 3,300 miles of toll road under development by 1994, with total investment approaching \$9.8 billion, most of it from private sources.

Additional information on the executive roundtable can be obtained from John Cutrell, Director, Office of International Programs, Federal Highway Administration at (202) 366-0111.

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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

Thursday, February 27, 1992

FHWA 03-92

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

FHWA SEEKS PUBLIC COMMENT ON
TRUCK, BUS DRIVER VISION RULE

The Federal Highway Administration (FHWA) wants to know whether federal vision requirements for interstate truck and bus drivers, unchanged since 1971, should be revised and whether individual waivers from the standard should be granted.

"Over the years we have considered and denied numerous petitions for waivers or revisions of the standard," FHWA Administrator Thomas D. Larson said. "The FHWA's first concern is to enhance safety on the nation's highways.

"However, it is not FHWA's policy to unnecessarily limit the employment opportunities of individuals with disabilities. That is why we are seeking information on all aspects of the vision standard for commercial motor vehicle drivers, including potential criteria for individual waivers."

The FHWA is calling for public comment through an advance notice of proposed rulemaking (ANPRM) to be published in the February 28 Federal Register.

The present standard prescribes visual acuity of at least 20/40 in each eye with or without corrective lenses. The standard also sets minimum field of vision and minimum color recognition requirements.

Publication of the notice follows an FHWA-sponsored conference last summer on visual disorders and how they may affect commercial drivers. Vision experts and motor carrier safety officials attended the conference. A copy of the final conference report is being placed in the docket. All interested groups are invited to comment on the report.

Comments on the ANPRM will be accepted through April 27. They should be submitted to FHWA Docket MC-91-1, Room 4232, HCC-10, Office of Chief Counsel FHWA, 400 Seventh Street, S.W., 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

FOR IMMEDIATE RELEASE
Friday, March 13, 1992

FHWA 06-92
Contact: Tom Jasien
Tel.: (202) 366-0660
Contact: Stan Hamilton
Tel.: (202) 366-0665

RESTRICTED COMMERCIAL DRIVER'S LICENSE PROPOSED FOR FARM INDUSTRIES

The Department of Transportation proposes to give states the option of exempting certain employees of farm-related service industries from taking the knowledge and skill test for a commercial driver's license (CDL), an action which could affect an estimated 45,000 drivers.

About 1 percent of the 4.5 million drivers now required to obtain CDLs could be exempted from the specific tests, the department said. Only seasonal employees of a farm-related service industry would be eligible for the restricted license, which would be valid only while performing farm-related services.

In its proposal, the department's Federal Highway Administration (FHWA) asked for public comment on whether to allow states to issue restricted CDLs to drivers of vehicles used by companies such as agri-chemical businesses, custom harvesters, livestock feeders and farm retail outlets and suppliers. Drivers with restricted licenses would not be required to take the tests.

As of April 1, operators of commercial motor vehicles must have a CDL, which can be obtained only after passing knowledge and, if applicable, driving tests meeting federal standards.

Comments on the proposal are due within 10 days of its publication in the Federal Register.

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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, March 16, 1992

FHWA 05-92
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Cecilio Leonin
(202)366-4651

FHWA REPORTS ROAD
CONSTRUCTION COSTS FOR
FOURTH QUARTER OF 1991

The Federal Highway Administration (FHWA) announced today that highway construction costs decreased 6.2 percent in the fourth quarter of 1991.

The fourth quarter results lowered the FHWA's composite bid price index (BPI) for highway construction costs to 100.4 percent of the 1987 base index (1987 average costs equal 100 percent).

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

The three-quarter moving composite price index for the third quarter of 1991 -- obtained by combining data for the last three quarters of 1991 -- decreased 4.7 percent from the previous three-quarter average.

Trends in highway construction costs are measured by an index of average contract prices compiled from reports of state highway contract awards for federal-aid contracts 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:

	Quarterly Price Index	Percentage Change	(Three-quarter moving index)	
			Three-quarter Moving Index	Percentage Change
*4th Quarter, 1989	107.1	--	110.7	--
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	107.9	-0.6
4th Quarter, 1990	108.5	-0.6	111.0	+2.9
1st Quarter, 1991	114.3	+5.3	111.9	+0.8
2nd Quarter, 1991	111.8	-2.2	110.8	-1.0
3rd Quarter, 1991	107.0	-4.3	105.6	-4.7
4th Quarter, 1991	100.4	-6.2	--	--

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

The price levels of the component items of the quarterly index in the fourth quarter of 1991, 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 (Fourth Quarter 1991) from:		
	Fourth Quarter 1991	Third Quarter 1991	Fourth Quarter 1990	Third Quarter 1991	Fourth Quarter 1990
Excavation	98.1	100.8	89.9	- 2.7	+ 9.1
Portland cement concrete	116.4	117.6	117.7	- 1.0	- 1.1
Bituminous concrete	99.4	97.6	106.3	+ 1.8	- 6.5
Composite surfacing	105.0	104.2	110.1	+ 0.8	- 4.6
Reinforcing steel	102.7	115.4	107.8	-11.0	- 4.7
Structural steel	104.2	108.8	124.1	- 4.2	-16.0
Structural concrete	92.0	111.9	110.3	-17.8	-16.6
Composite structures	97.1	111.7	113.5	-13.1	-14.4
Composite price index	100.4	107.0	108.5	- 6.2	- 7.5

- more -

The price levels of the current component items of the three-quarter moving index in the third quarter of 1991, 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 Third Quarter 1991) from:	
	Third Quarter 1991	Second Quarter 1991	Third Quarter 1990	Second Quarter 1991	Third Quarter 1990
	Excavation	96.8	94.7	96.5	+ 2.2
Portland cement concrete	114.3	111.5	109.5	+ 2.5	+ 4.4
Bituminous concrete	101.2	104.7	99.6	- 3.3	+ 1.6
Composite surfacing	105.5	106.9	102.8	- 1.3	+ 2.6
Reinforcing steel	111.5	120.0	116.2	- 7.1	- 4.0
Structural steel	112.3	121.4	113.8	- 7.5	- 1.3
Structural concrete	106.3	119.4	117.9	-11.0	- 9.8
Composite structures	108.8	120.0	116.6	- 9.3	- 6.7
Composite price index	105.6	110.8	107.9	- 4.7	- 2.1

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

	Unit	Individual Quarters		Three Quarters	
		3rd Qtr. 1991	4th Qtr. 1991	2nd Qtr. 1991*	3rd Qtr. 1991**
Excavation	Cu.Yd.	\$ 2.44	\$ 2.38	\$ 2.30	\$ 2.35
PCC surface	Sq.Yd.	17.33	17.14	16.42	16.84
Bit.conc.surf.	Ton	24.05	24.49	25.79	24.94
Reinf. steel	Lb.	0.509	0.453	0.529	0.491
Str. steel	Lb.	0.963	0.922	1.074	0.994
Str. concrete	Cu.Yd.	269.55	221.58	287.56	255.91

* Weighted average unit prices for the first three quarters of 1991.

** Weighted average unit prices for the last three quarters of 1991.

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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
Thursday, March 26, 1992

FHWA 08-92
Contact: Tom Jasien
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FHWA ACTS TO HELP TRUCK, BUS DRIVERS MEET FEDERAL VISION STANDARDS

Truck and bus drivers who cannot meet current federal vision standards for interstate drivers will be granted temporary waivers under certain conditions while the government explores the feasibility of relaxing its across-the-board vision requirements in favor of a more individualized standard.

The Federal Highway Administration (FHWA) said in a notice in the Federal Register March 25 that it would accept waiver applications and would grant them for either three years or until the rulemaking is concluded, whichever occurs first.

Applicants would have to be legally licensed to operate a commercial vehicle in their home state for at least the four preceding years and have had no convictions in that time for moving violations or involvement in a reportable accident.

Additionally, they would have to have at least 20/40 visual acuity in the better eye and be certified by an ophthalmologist or optometrist that they have sufficient vision to perform the driving tasks required to operate a commercial vehicle. Their driving records during the waiver period will be closely monitored.

Many drivers have operated such vehicles for years in intrastate commerce or in exempt intracity zones without having to meet the federal standard, which prescribes certain "absolute" vision requirements.

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As more states are complying with recent legislation by adopting the federal requirements for intrastate operations, drivers in those states who cannot meet the federal vision standard will be precluded from operating a commercial vehicle in intrastate commerce.

"Our action today will avoid any unreasonable risk," according to FHWA Administrator Thomas D. Larson. "It will preserve the jobs of drivers who have demonstrated their ability to operate safely and are facing the vision standards for the first time. It also responds to the mandate of the Americans with Disabilities Act and other disability rights laws to ensure that people capable of performing a job are not denied employment on the basis of disability."

Larson added that the FHWA also will establish a control group of drivers to perform a comparative analysis. Volunteers are being sought from throughout the driver workforce, and will be subject to the same work-related prerequisites as applied to waiver applicants. Applications should be sent to Vision Waiver Program, 400 Seventh Street, S.W., Washington, DC 20590.

Information about the waiver program is available from the FHWA's Office of Motor Carriers, 1-800-832-5660.

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**Federal Highway
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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
Thursday, April 23, 1992

FHWA 10-92
Contact: Tom Jasien
Tel.: (202) 366-0660

FEDERAL GUIDANCE ISSUED ON
IMPLEMENTING INTERMODAL SURFACE
TRANSPORTATION EFFICIENCY ACT OF 1991

In a continuing effort to fully implement the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which will create jobs, the U.S. Department of Transportation today published in the Federal Register a series of preliminary guidelines for use in carrying out the act.

Today's action is an example of the vigorous emphasis the Federal Highway Administration (FHWA) has put on expediting the highway program to create jobs and stimulate the economy.

Secretary of Transportation Andrew H. Card Jr. said, "The ISTEA represents landmark highway legislation and is an important part of the President's economic recovery program. The FHWA is working swiftly to get the act implemented, people to work and infrastructure repaired."

In order to assure wide dissemination of information on carrying out ISTEA, the FHWA published all materials that have been issued to field offices since the act was signed by the President on Dec. 18, 1991. The FHWA will continue to publish guidelines periodically.

FHWA said the general public can also gain access to the guidelines and other information relating to the ISTEA through a computer link. The system is called the FHWA Electronic Bulletin Board System (FEBBS) and it can be called through a modem on a microcomputer at (202) 366-3764. For help accessing FEBBS, contact FHWA's computer help desk at (202) 366-1120.

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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, May 5, 1992

FHWA 11-92
Contact: Stan Hamilton
Tel.: (202) 366-0665

RANDOM ALCOHOL, DRUG TESTING SET FOR COMMERCIAL DRIVERS

Four states -- Nebraska, New Jersey, Minnesota and Utah -- have been selected by the Department of Transportation's Federal Highway Administration (FHWA) to conduct a one-year pilot program of random roadside testing for alcohol and drug use by commercial motor vehicle drivers.

Directed by a 1991 act of Congress, the demonstrations are to determine the level of drug and alcohol usage in the motor carrier industry and to evaluate the feasibility of a continuing roadside testing program nationwide.

"The four states were among a number that volunteered to help in this effort," FHWA Administrator Thomas D. Larson said. "They were selected because of their ability to perform and evaluate different methods of testing to keep unsafe drivers off the road."

As directed by the legislation, the FHWA is to submit a report to Congress on the pilot program by April 1994.

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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, May 5, 1992

FHWA 12-92

Contact: Tom Jasien

Tel.: (202) 366-0660

Contact: Stan Hamilton

Tel.: (202) 366-0665

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

Some 50,000 trucks and 1,000 buses and their drivers will be checked at 300 roadside sites throughout the United States and Canada in a round-the-clock, 72-hour coordinated safety inspection May 12-14.

"This 'Roadcheck 92' will be the broadest of these annual inspections to make the public aware of enforcement efforts to improve safety on the highways," said Secretary of Transportation Andrew H. Card Jr.

For this three-day effort, state and provincial inspectors will follow the regular practices they use in roadside safety inspections. Vehicles with serious defects or drivers with serious safety violations will be removed from the highway until the conditions are remedied. In the U.S., the vast majority of these activities is financed by the Motor Carrier Safety Assistance Program of the Department's Federal Highway Administration (FHWA).

Cooperating with FHWA is the Commercial Vehicle Safety Alliance, an organization composed of representatives of most states and provinces, which establishes common practices and procedures for commercial vehicle safety enforcement.

More than 2,500 officers will be making the inspections. They also will collect information to verify compliance with the new commercial driver's license, which all drivers were required to have by April 1, 1992. Data also will be gathered on how many drivers have radar detection equipment in their vehicles and use seat belts.

- more -

In the three-day effort last year, about 45,000 inspections were conducted, resulting in the removal of 12,700 vehicles and 2,400 drivers from service. For the full fiscal year that ended last Sept. 30, approximately 1.6 million such roadside inspections were conducted under the Federal-State Motor Carrier Safety Assistance Program, with 497,000 vehicles and 126,000 drivers put out of service.

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[A video news release containing interviews with program officials and a cover video of the inspection procedure will be available via satellite: Telstar 302, Transponder 3H, Audio 6.2, 6.8, at 4:00 p.m. (EDT), Monday, May 11. Information is available from John Carkin of the FHWA, (816) 926-7896.]

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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, May 6, 1992

FHWA 13-92
Contact: Tom Jasien
Tel.: (202) 366-0660

FHWA PROPOSES TO AMEND
REGULATIONS ON THE REMOVAL
OF NONCONFORMING BILLBOARDS

The Federal Highway Administration (FHWA) today proposed rulemaking that would lead to the removal of legal but nonconforming billboards.

The signs in question were legal when built but are no longer permitted because of changes in federal and state sign control laws. The Highway Beautification Act requires states to remove the signs if federal funds are available. The sign owners must be paid just compensation for their signs when they are removed.

Federal funds are now available because the Intermodal Surface Transportation Efficiency Act of 1991 allows states to use a portion of their federal-aid highway funds to buy and remove these nonconforming signs. FHWA estimates that 92,000 such signs are currently in place and the total federal share to remove them is approximately \$428 million.

FHWA asks for comment on several possible options for implementing the removal of nonconforming billboards. Included among the options is requiring removal by March 31, 1994, but allowing states that have difficulty in meeting that goal to seek extensions up to the end of the current authorization in September 1997. Another option would be to extend the deadline to the end of September 1997.

Comments on the proposed amendments to the highway beautification regulations may be submitted within the next 60 days to Docket No. 92-22, Federal Highway Administration, Room 4232, HCC-10, Office of Chief Counsel, 400 Seventh Street, 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

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FOR IMMEDIATE RELEASE

Tuesday, June 2, 1992

FHWA 14-92

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

**FHWA REPORTS ROAD
CONSTRUCTION COSTS FOR
FIRST QUARTER OF 1992**

The Federal Highway Administration (FHWA) announced today that highway construction costs increased 2.4 percent in the first quarter of 1992.

The first quarter results raise the FHWA's composite index for highway construction costs to 102.9 percent of the 1987 base index (1987 average costs equal 100 percent).

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

The three-quarter moving composite price index for the fourth quarter of 1991 -- obtained by combining data for the last two quarters of 1991 with the first quarter of 1992 -- decreased 2.6 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, 1990	111.2	--	108.4	--
2nd Quarter, 1990	106.0	- 4.7	108.5	0.1
3rd Quarter, 1990	109.2	3.0	107.9	-0.6
4th Quarter, 1990	108.5	- 0.6	111.0	2.9
1st Quarter, 1991	114.3	5.3	111.9	0.8
2nd Quarter, 1991	111.3	- 2.6	110.8	-1.0
3rd Quarter, 1991	107.0	- 3.9	105.6	-4.7
4th Quarter, 1991	100.4	- 6.2	102.9	-2.6
1st Quarter, 1992	102.9	2.4	--	--

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

The price levels of the component items of the quarterly index in the first quarter of 1992, 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 1992) from:		
	First Quarter 1992	Fourth Quarter 1991	First Quarter 1991	Fourth Quarter 1991	First Quarter 1991
Excavation	87.8	98.1	91.5	-10.5	- 4.0
Surfacing:					
Portland cement concrete	116.0	116.4	108.4	- 0.3	7.0
Bituminous concrete	102.7	99.4	110.1	3.3	- 6.7
Composite surfacing	107.0	105.0	109.5	1.9	- 2.3
Structures:					
Reinforcing steel	106.6	102.7	126.1	3.8	-15.5
Structural steel	98.2	104.2	133.8	- 5.8	-26.6
Structural concrete	106.1	92.0	123.2	15.3	-13.9
Composite structures	104.1	97.1	126.5	7.2	-17.7
Composite price index	102.9	100.4	114.3	2.5	-10.0

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The price levels of the current component items of the three-quarter moving index in the fourth quarter of 1991, 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 1991) from:	
	Fourth Quarter 1991	Third Quarter 1991	Fourth Quarter 1990	Third Quarter 1991	Fourth Quarter 1990
Excavation	95.7	96.8	92.3	- 1.1	3.7
Surfacing:					
Portland cement concrete	116.7	114.3	110.2	2.1	5.9
Bituminous concrete	99.6	101.2	105.0	- 1.6	- 5.1
Composite surfacing	105.2	105.5	106.7	- 0.3	- 1.4
Structures:					
Reinforcing steel	107.7	111.5	120.7	- 3.4	-10.8
Structural steel	103.9	112.3	121.6	- 7.5	-14.6
Structural concrete	101.6	106.3	121.4	- 4.4	-16.3
Composite structures	103.2	108.8	121.3	- 5.1	-14.9
Composite price index	102.9	105.6	111.0	- 2.6	- 7.3

* * * * *

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

	Unit	Individual Quarters		Three Quarters	
		4th Qtr. 1991	1st Qtr. 1992	3rd Qtr. 1991*	4th Qtr. 1991**
Excavation	Cu.Yd.	\$ 2.38	\$ 2.13	\$ 2.35	\$ 2.32
PCC surface	Sq.Yd.	17.14	17.08	16.84	17.18
Bit.conc.surf.	Ton	24.49	25.31	24.94	24.54
Reinf. steel	Lb.	0.453	0.470	0.491	0.475
Str. steel	Lb.	0.992	0.869	0.994	0.919
Str. concrete	Cu.Yd.	221.58	255.52	255.91	244.71

* Weighted average unit prices for the last three quarters of 1991.

** Weighted average unit prices for the last two quarters of 1991 and the first quarter of 1992.

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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, June 18, 1992

FHWA 15-92

Contact: Tom Jasien

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FTA Contact: Rick Centner

Tel.: (202) 366-4043

CONGESTION PRICING IS SUBJECT
OF THREE-DAY DOT SYMPOSIUM

Congestion pricing, a potentially powerful new tool for reducing highway traffic congestion in urban areas, moved closer to reality at a symposium sponsored last week by the Department of Transportation.

Congestion pricing involves user fees for highway travel during periods of peak demand. For example, a surcharge could be added for use on existing tollways during periods of heavy travel. This would encourage travelers to save money by shifting some peak-period trips to off-peak periods, to mass transit or carpools, or to less-congested roads. It would also encourage motorists to take fewer trips or to consolidate trips.

The three-day meeting in Rosslyn, Va. brought together members of the academic and financial communities and federal, state and local officials from across the country. Their goal was to develop resource materials for use by public agencies in congestion pricing projects. An international perspective was added by Martin Richards of MVA Consultancy, a London, England firm studying applications of the concept around the world.

The Intermodal Surface Transportation Efficiency Act of 1991 authorizes \$25 million annually for five congestion pricing pilot programs. The pilot projects would include the development of other innovative methods of collecting the user fees.

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At the symposium, Federal Highway Administrator Tom Larson said, "In the National Transportation Policy, President Bush charged us with solving the nation's transportation problems, of which traffic congestion is one of the most pressing. The policy called for innovative ways to reduce congestion other than adding lanes. Congestion pricing, coupled with other tools such as carpool lanes and intelligent cars and roads, can help meet this challenge."

Federal Transit Administrator Brian Clymer described congestion pricing as a valuable new option available to urban transportation planners. "Used as part of a well-designed comprehensive strategy, it can be one of their most effective tools," he said. "Many of those now driving alone will choose mass transit in order to save on the cost of congestion prices."

The concept of congestion pricing is common in the private sector, including restaurants, theaters, resorts, long-distance phone service and rail and air fares, and symposium participants noted its applicability to highway facilities.

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**Federal Highway
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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, July 13, 1992

FHWA 16-92
Contact: Stan Hamilton
Tel.: (202) 366-0665

TRUCK, BUS SAFETY RULES
TO BE GIVEN WIDE REVIEW
AT SERIES OF PUBLIC FORUMS

The Federal Highway Administration (FHWA) is going on the road to ask the public what it believes safety regulations covering commercial truck and bus operations should include.

FHWA Administrator Thomas D. Larson said the public will be asked about its views at public forums in 10 cities in September and October.

"Many of the current regulations have remained almost the same since the mid-1930s despite changes since then in our vehicles, the highways and our knowledge of driving requirements," Larson said.

The schedule of the forums includes:

- Sept. 14 -- St. Paul, Minn. (Marriott Bloomington)
- Sept. 17 -- Portland, Ore. (Monarch Motor Inn)
- Sept. 21 -- San Antonio, Texas (Airport Hilton)
- Sept. 24 -- Los Angeles (Hyatt Airport)
- Oct. 1 -- Casper, Wyo. (Holiday Inn)
- Oct. 15 -- Atlanta (Sheraton Atlanta)
- Oct. 19 -- Kansas City, Mo. (Park Place)

- more -

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- Oct. 22 -- Albuquerque, N.M. (Doubletree Inn)
Oct. 26 -- Albany, N.Y. (Sheraton Inn Airport)
Oct. 29 -- Washington (Federal Aviation
Administration Auditorium)

It is not necessary for persons to pre-register to appear at the forums, but it is suggested that those desiring to be heard contact the FHWA in advance. They may do so by calling Stan Hamilton of the Office of Motor Carriers, (202) 366-0665.

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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
Wednesday, July 15, 1992

FHWA: 17-92
Contact: Stan Hamilton
Tel.: (202) 366-0665

U.S. RECOGNIZES MEXICO'S DRIVER LICENSING STANDARDS

Mexico's testing and licensing standards for commercial vehicle drivers have been found to be equivalent to U.S. standards, the Federal Highway Administration (FHWA) announced today.

The FHWA announced its finding in a rule published in the Federal Register. It relieves states from the need to issue non-resident commercial driver licenses to Mexican residents.

"The new Licencia Federal de Conductor is compatible with our new commercial driver's license," FHWA Administrator Thomas D. Larson said, "and our two countries will exchange information on convictions and disqualifications, suspensions, revocations, and cancellations of licenses to assure that any problem drivers are kept off the road."

Last November, the two countries signed a memorandum of understanding to establish mutual recognition of each country's commercial driver's license and ensure that drivers of trucks and buses from both countries have comparable safety and operating skills.

Today's rule does not change the extent of access of U.S. or Mexican vehicles in the other country, an issue currently being negotiated as part of the North American Free Trade Agreement.

Aside from a small number of Mexican carriers that have limited Interstate Commerce Commission authority obtained before restrictions were imposed, Mexican carriers may not operate beyond ICC border commercial zones. All carriers must comply with the insurance and vehicle equipment rules in the Federal Motor Carrier Safety Regulations.

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In late 1988, the FHWA determined that commercial licenses issued by Canadian provinces and territories conformed with U.S. license standards. Canadian and U.S. drivers with commercial licenses are permitted to drive throughout the two countries.

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U.S. Department
of Transportation

**Federal Highway
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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
Thursday, July 16, 1992

FHWA 18-92
Contact: Stan Hamilton
Tel.: (202) 366-0665

19 NEW MEMBERS APPOINTED TO FHWA ADVISORY COMMITTEE

Secretary of Transportation Andrew H. Card Jr. has appointed 19 new members and reappointed six to the National Motor Carrier Advisory Committee.

The 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 fuel price and supply, vehicle sizes and weights, and uniformity of state motor carrier taxation and operating requirements. Members serve two-year terms.

The new members are:

G. Stephen Anders, assistant director, Kentucky Division of Motor Vehicle Enforcement, Frankfort.

James Beatrice, director of traffic, transportation and planning, Marshall's, Inc., Andover, Mass.

Thomas J. Bernard, vice president and general manager, Qualcomm, Inc., San Diego.

John J. Collins, vice president and deputy general counsel, American Trucking Associations, Alexandria, Va.

Cynthia F. Hilton, manager, National Solid Waste Management Association, Washington.

Kevin M. Kiley, president, Massachusetts Motor Transportation Association, Burlington.

Kevin H. Kruke, executive vice president, Highway Users Federation, Washington.

Jack C. McRae, director of public affairs, Paccar, Inc., Bellevue, Wash.

Ernest Patton of Nashville, Tenn., driver and chairman, Safety Committee, Cassens Transport Co., Edwardsville, Ill.

Darrel W. Rensink, director, Iowa Department of Transportation, Ames.

Dr. Kant Srikanth Rao, associate professor of business logistics, Pennsylvania State University, University Park.

Marshall Siegel, president, Independent Truck Owner Operators Association, Canton, Mass.

Dennis C. Skelton, vice president, International Brotherhood of Teamsters, Washington.

Douglas T. Smalls, vice president-public affairs, United Parcel Service, Washington.

Daniel P. Smith, assistant vice president-traffic and transportation, Thrifty Corp., Los Angeles.

Dr. John C. Taylor, professor, Graduate School of Management, Michigan State University, Lansing.

Jerry W. Walton, executive vice president-finance and chief financial officer, J.B. Hunt Transport, Lowell, Ark.

Charles F. Wilkins, director of transportation and traffic, Ford Motor Co., Dearborn, Mich.

Charles A. Zelle, president, Jefferson Lines, Minneapolis.

Members reappointed:

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

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

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

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

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

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

Secretary Card also appointed Hannigan as chairman and Smalls as vice chairman. R. P. Landis, FHWA Associate Administrator for Motor Carriers, serves as executive director of the committee.

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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
Friday, July 17, 1992

FHWA 19-92
Contact: Stan Hamilton
Tel.: (202) 366-0665

TRUCK, BUS DRIVER VISION RULE
WILL BE RELAXED FOR SOME

Persons with perfect vision in only one eye who have demonstrated their ability to operate commercial vehicles safely may now obtain waivers from federal vision requirements for interstate operations.

The Federal Highway Administration (FHWA) has issued a rule that allows experienced drivers to apply for waivers from the Federal Motor Carrier Safety Regulations.

"This action," FHWA Administrator Thomas D. Larson said, "is consistent with the national policy most recently stated in the Americans With Disabilities Act.

"Under our new waiver program, the level of safety will remain unchanged. In fact, drivers eligible for waivers must have driving records that not only equal those of other drivers, but surpass them."

The present FHWA standard prescribes visual acuity of at least 20/40 in each eye with or without corrective lenses and sets minimum field of vision and color recognition requirements.

A control group of experienced drivers who meet the vision requirements will be set up to help the FHWA evaluate the effect of the waiver program. This could lead to new vision requirements reflecting modern medical knowledge and highway technology.

Applications for waivers, which will be limited at the outset to three years, will be accepted until Sept. 21. They should be submitted to Vision Waiver Program, 400 Seventh Street, S.W., 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

FOR IMMEDIATE RELEASE
Monday, August 3, 1992

FHWA 20-92
Contact: Stan Hamilton
Tel.: (202) 366-0665

ACCIDENT REPORTING CHANGE PROPOSED FOR TRUCKS, BUSES

The Federal Highway Administration (FHWA) says a new method for reporting commercial motor vehicle accidents would improve the accuracy and uniformity of the reports while at the same time result in cost savings for the motor carriers and the federal agency.

At present, truck and bus companies are required to file reports with the government on accidents that result in death, bodily injury or total property damage of \$4,400 or more.

Under a proposal published in the July 30 Federal Register, the reports would be replaced by state-required police accident reports electronically transmitted to the FHWA. A reportable accident would be one involving death, injury requiring medical treatment away from the scene or the need for any vehicle to be towed from the scene.

"A great many accidents go unreported under the present regulations," FHWA Administrator Thomas D. Larson said, "and the accuracy of self-reported information is often questionable.

"The proposed new system, based on police reports, would insure a higher level of accuracy, consistency and national uniformity. It would also relieve the industry of having to prepare reports as well as relieving us of a great deal of handling and processing time."

Comments on the proposed reporting system, which would go into effect in 1993, are due September 14. They should be addressed to Docket Nos. MC-90-2 and MC-92-12 and sent to the FHWA Office of Chief Counsel, Room 4232, 400 Seventh Street, S.W., 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

FOR IMMEDIATE RELEASE

Wednesday, August 19, 1992

FHWA 21-92

Contact: Stan Hamilton

Tel.: (202) 366-0665

TRUCK, BUS DRIVING TIME
EXTENSION PROPOSED

A proposed rule change governing rest time for long-distance truck and bus drivers would ease burdens on the industry but still maintain strict safety standards, the Federal Highway Administration (FHWA) said today.

Current FHWA regulations limit a driver to no more than 10 hours of driving following eight hours off duty. A driver is also prohibited from driving after being on duty 70 hours over eight consecutive days if a carrier operates every day, or 60 hours over seven consecutive days if it does not operate every day.

The proposed rule would allow a driver, after an off-duty recovery period of 24 or more consecutive hours, to "reset the clock" for the 60- or 70-hour on-duty limit. Such a rule is now in effect for drivers of vehicles that service oil wells and has proved consistent with highway safety, FHWA said.

"The current rules are said by some trucking companies to be counterproductive, and they haven't been materially changed since the mid-1930s," FHWA Administrator Thomas D. Larson said. "They often lead to a driver being required to take two or three days off far from home in order to accumulate enough off-duty time to resume driving. No safety gain results.

"Allowing a driver to 'reset the clock' after 24 hours off duty will eliminate unnecessary and costly down time while assuring that drivers have the rest needed to operate safely," Larson said.

A notice of proposed rulemaking was published in today's Federal Register. Comments are due in 45 days and should be addressed to Docket No. MC-92-30 and sent to the FHWA Office of Chief Counsel, Room 4232, 400 Seventh Street, S.W., 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

FOR RELEASE THURSDAY
September 10, 1992

FHWA 22-92
CONTACT: Tom Jasien
(202) 366-0660
Cecilio Leonin
(202) 366-4651

FHWA REPORTS ROAD CONSTRUCTION COSTS FOR SECOND QUARTER OF 1992

The Federal Highway Administration (FHWA) announced today that highway construction costs increased 7.3 percent in the second quarter of 1992.

The second quarter results raised the FHWA's composite index for highway construction costs to 110.4 percent of the 1987 base index (1987 average costs equal 100 percent).

Increases in the unit prices for common excavation, portland cement concrete, reinforcing steel and structural concrete raised the index for the second quarter. There was a slight decrease in the unit price for bituminous concrete.

The three-quarter moving composite price index for the first quarter of 1992 -- obtained by combining data for the last quarter of 1991 and the first two quarters of 1992 -- increased 1.2 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. During the transition after enactment of the Intermodal Surface Transportation Efficiency Act of 1991 (1991 ISTEA), the index reflects federal-aid contracts on the National Highway System projects and pre-1991 ISTEA Federal-aid contracts exclusive of secondary and off-system projects.

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

	Quarterly Price Index	Percentage Change	(Three-quarter moving index)	
			*Three-quarter Moving Index	Percentage Change
*2nd Quarter, 1990	106.0	--	108.5	--
3rd Quarter, 1990	109.2	3.0	107.9	-0.6
4th Quarter, 1990	108.5	-0.6	111.0	2.9
1st Quarter, 1991	114.3	5.3	111.9	0.8
2nd Quarter, 1991	111.8	-2.2	110.8	-1.0
3rd Quarter, 1991	107.0	-4.3	105.6	-4.7
4th Quarter, 1991	100.4	-6.2	102.9	-2.6
1st Quarter, 1992	102.9	2.5	104.1	1.2
2nd Quarter, 1992	110.4	7.3	--	--

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

The price levels of the component items of the quarterly index in the second quarter of 1992, 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 1992) from:	
	Second Quarter 1992	First Quarter 1992	Second Quarter 1991	First Quarter 1992	Second Quarter 1991
Excavation	93.5	87.8	92.2	6.5	1.4
Portland cement concrete	123.9	116.0	109.7	6.8	12.9
Bituminous concrete	99.6	102.7	105.8	-3.0	-5.9
Composite surfacing	107.6	107.0	107.1	0.6	0.5
Reinforcing steel	109.4	106.6	119.2	2.6	-8.2
Structural steel	113.3	98.2	124.8	15.4	-9.2
Structural concrete	124.2	106.1	123.2	17.1	0.8
Composite structures	118.8	104.1	123.0	14.1	-3.4
Composite price index	110.4	102.9	111.8	7.3	-1.3

more -

The price levels of the current component items of the three-quarter moving index in the first quarter of 1992, 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 1992) from:	
	First Quarter 1992	Fourth Quarter 1991	First Quarter 1991	Fourth Quarter 1991	First Quarter 1991
Excavation	93.5	95.7	91.6	-2.3	2.1
Portland cement concrete	119.2	116.7	110.5	2.1	7.9
Bituminous concrete	100.3	99.6	107.6	0.7	-6.8
Composite surfacing	106.5	105.2	108.5	1.2	-1.8
Reinforcing steel	106.3	107.7	118.4	-1.3	-10.2
Structural steel	105.5	103.9	127.3	1.5	-17.1
Structural concrete	105.3	101.6	120.4	3.6	-12.5
Composite structures	105.5	103.2	121.9	2.2	-13.5
Composite price index	104.1	102.9	111.9	1.2	- 7.0

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. 1992	2nd Qtr. 1992	4th Qtr. 1991*	1st Qtr. 1992**
Excavation Cu.Yd.	\$ 2.13	\$ 2.27	\$ 2.32	\$ 2.27
PCC surface Sq.Yd.	17.08	18.24	17.18	17.55
Bit.conc.surf. Ton	25.31	24.55	24.54	24.71
Reinf. steel Lb.	0.470	0.482	0.475	0.468
Str. steel Lb.	0.869	1.003	0.919	0.933
Str. concrete Cu.Yd.	255.52	299.19	244.71	253.65

* Weighted average unit prices for the last two quarters of 1991 and the first quarter of 1992.

**Weighted average unit prices for the last quarter of 1991 and the first two quarters of 1992.

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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, September 24, 1992

FHWA 26-92

Contact: Tom Jasien

Tel.: (202) 366-0660

CARD APPOINTS ELEVEN TO THE
SCENIC BYWAYS ADVISORY COMMITTEE

Secretary of Transportation Andrew H. Card Jr. today announced the appointment of 11 people to the 17-member Scenic Byways Advisory Committee, created to promote the preservation and enhancement of the nation's scenic highways.

The Intermodal Surface Transportation Efficiency Act of 1991 calls for the establishment of an advisory committee to assist in the development of a national scenic byways program. The committee is to develop recommendations on minimum criteria and standards for use by state and federal agencies in designating highways as scenic byways and All-American roads. Designation of All-American roads, a new national program for recognition of the nation's most outstanding scenic byways, will begin after the committee provides its recommendations.

The committee is expected to hold its first meeting in Washington, D.C., before the end of the year.

Members appointed to the committee and the interests they represent include:

Hal D. Hiemstra; Vice President, Rails to Trails Conservancy, conservationists;

Les Lamm, President, Highway Users Federation, highway users;

David A. Doheny, Acting President, National Trust for Historic Preservation, historic preservationists;

William Block, Board of Commissioners, Morrison County Minnesota, local highway and transportation officials;

Darryl Wyland, Senior Vice President, Public and Government Relations, American Automobile Association, motoring public;

Nancy Fletcher, President, Outdoor Advertising Association of America, outdoor advertising industry;

-more-

Paul Bergmann, Louisville and Jefferson County Planning Commission, planner;

David Flitner, Owner, Flitner Land and Livestock Co., recreational users;

Sally Oldham, President, Scenic America, scenic preservation;

Dwight M. Bower, Deputy Director, Colorado Department of Transportation, state highway and transportation officials; and

Homer Staves, Vice President, Customer Service, Kampground of America, tourist industry,

In addition to the appointed members, six federal officials or their designees have been identified by Congress to serve on the advisory committee. These officials include the Federal Highway Administrator, who will serve as chairman, the Under Secretary for Travel and Tourism, the Chief of the Forest Service, the Director of the National Park Service, the Director of the Bureau of Land Management, and the Assistant Secretary for Indian Affairs.

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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, November 24, 1992

FHWA 29-92
CONTACT: Tom Jasien
(202)366-0660
Cecilio Leonin
(202)366-4651

FHWA REPORTS ROAD
CONSTRUCTION COSTS FOR
THIRD QUARTER OF 1992

The Federal Highway Administration (FHWA) announced today that highway construction costs decreased 9.5 percent in the third quarter of 1992.

The third quarter results lowered the FHWA's composite index for highway construction costs to 99.9 percent of the 1987 base index (1987 average costs equal 100 percent).

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

The three-quarter moving composite price index for the second quarter of 1992 -- obtained by combining data for the first three quarters of 1992 -- 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. During the transition after the enactment of the Intermodal Surface Transportation Efficiency Act of 1991 (1991 ISTEA), the index reflects federal-aid contracts on the National Highway System projects and pre-1991 ISTEA Federal-aid contracts exclusive of secondary and off-system projects.

-more-

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

	<u>Quarterly Price Index</u>	<u>Percentage Change</u>	<u>Three-quarters Moving Index</u>	<u>Percentage Change</u>
*3rd Quarter, 1990	109.2	--	107.9	--
4th Quarter, 1990	108.5	-0.6	111.0	2.9
1st Quarter, 1991	114.3	5.3	111.9	0.8
2nd Quarter, 1991	111.8	-2.2	110.8	-1.0
3rd Quarter, 1991	107.0	-4.3	105.6	-4.7
4th Quarter, 1991	100.4	-6.2	102.9	-2.6
1st Quarter, 1992	102.9	2.5	104.1	1.2
2nd Quarter, 1992	110.4	7.3	104.2	0.1
3rd Quarter, 1992	99.9	-9.5	--	--

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

* * * * *

The price levels of the component items of the quarterly index in the third quarter of 1992, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table:

	<u>Price Index 1987=100</u>		<u>Percentage Change this quarter (Third Quarter 1992) from:</u>		
	<u>Third Quarter 1992</u>	<u>Second Quarter 1992</u>	<u>Third Quarter 1991</u>	<u>Second Quarter 1992</u>	<u>Third Quarter 1991</u>
Excavation	94.0	93.5	100.8	0.5	-6.7
Portland cement concrete	120.4	123.9	117.6	- 2.8	2.4
Bituminous concrete	94.1	99.6	97.6	- 5.5	- 3.6
Composite surfacing	102.7	107.6	104.2	- 4.6	- 1.4
Reinforcing steel	136.0	109.4	115.4	24.3	17.9
Structural steel	97.7	103.3	108.8	- 5.4	-10.2
Structural concrete	89.1	124.2	111.9	-28.3	-20.4
Composite structures	99.3	118.8	111.7	-16.4	-11.1
Composite price index	99.9	110.4	107.0	- 9.5	- 6.6

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The price levels of the current component items of the three-quarter moving index in the second quarter of 1992, 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 1992) from:	
	Second Quarter 1992	First Quarter 1992	Second Quarter 1991	First Quarter 1992	Second Quarter 1991
Excavation	91.9	93.5	94.7	- 1.7	- 3.0
Portland cement concrete	120.2	119.2	111.5	0.8	7.8
Bituminous concrete	98.7	100.3	104.7	- 1.6	- 5.7
Composite surfacing	105.7	106.5	106.9	- 0.8	- 1.1
Reinforcing steel	119.8	106.3	120.0	12.7	- 0.2
Structural steel	104.2	105.5	121.4	- 1.2	-14.2
Structural concrete	104.6	105.3	119.4	- 0.7	-12.4
Composite structures	107.1	105.5	120.0	1.5	-10.8
Composite price index	104.2	104.1	110.8	0.1	- 6.0

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

	Unit	Individual Quarters		Three Quarters	
		2nd Qtr. 1992	3rd Qtr. 1992	1st Qtr. 1992*	2nd Qtr. 1992**
Excavation	Cu.Yd.	\$ 2.27	\$ 2.28	\$ 2.27	\$ 2.23
PCC surface	Sq.Yd.	18.24	17.73	17.55	17.70
Bit.conc.surf.	Ton	24.55	23.19	24.71	24.32
Reinf. steel	Lb.	0.482	0.599	0.468	0.528
Str. steel	Lb.	1.003	0.864	0.933	0.922
Str. concrete	Cu.Yd.	299.19	214.51	253.65	251.80

* Weighted average unit prices for the last quarter of 1991 and the first two quarters of 1992.

** Weighted average unit prices for the first three quarters of 1992.

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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, December 7, 1992

FHWA 30-92
Contact: Stan Hamilton
Tel.: (202) 366-0665

FHWA LAUNCHES CAMPAIGN ON SHARING THE ROAD WITH TRUCKS

A nationwide drive aimed at informing motorists how to share the road safely with trucks was announced today by the Federal Highway Administration (FHWA) and the Maryland Department of Transportation.

FHWA Administrator Thomas D. Larson and Gov. William Donald Schaefer of Maryland jointly announced the award of a \$350,000 federal grant to Maryland to develop a pilot public awareness program to educate motorists about how to share roads safely with commercial vehicles. Results of the pilot program will be shared with the other states.

"Our efforts will be to motivate the general public to take positive action toward highway safety," Larson and Schaefer said. "This campaign will particularly target young persons with less driving experience."

The campaign will include public service announcements pointing out hazards such as truck driver blind spots and wide right turns trucks must make plus driving tips like how to pass trucks.

Maryland Secretary of Transportation O. James Lighthizer added, "This campaign is essential to improving driving habits and attitudes of the general public, which will help reduce the number of accidents."

The grant program was provided by the Intermodal Surface Transportation Efficiency Act of 1991 and will be funded under the Motor Carrier Safety Assistance Program.

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