U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, January 11, 1994

FHWA 01-94
Contact: Stan Hamilton
Tel.: (202) 366-0665

OBSOLETE MOTOR CARRIER RULES ARE TARGETED FOR EXTINCTION

The Federal Highway Administration (FHWA) proposed today to eliminate more than a dozen obsolete and redundant regulations to ease the paperwork burden on commercial motor carriers without any reduction in safety benefits.

"The rules to be eliminated date back in many cases to the 1930s and no longer relate to current industry practices or they have been superseded by state or local initiatives," Federal Highway Administrator Rodney E. Slater said.

"Deleting them at this time fits in with the comprehensive review of our entire body of regulations that we began last year. What we want from that review is a streamlined set of safety rules that are understandable and enforceable and will help reduce accidents."

Among the requirements that would be eliminated under the proposal is the written driver exam, which has been superseded by the stricter requirements of the commercial driver's license. Other rules have to do with sleeper berth specifications and driving by unauthorized persons, which the FHWA says should instead be governed by company policy or labor-management agreements, plus various overlapping recordkeeping regulations.

The notice of proposed rulemaking is published in the January 10 Federal Register. Comments will be accepted until March 10 and should be addressed to Docket No. 93-32, HCC-10, Room 4232, FHWA Office of Chief Counsel, 400 Seventh Street, S.W., Washington, D.C. 20590.

# # # #

U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs

FOR IMMEDIATE RELEASE
Monday, February 7, 1994

FHWA 04-94
Contact: Steven Akey
Phone: (202) 366-0660

FHWA SUBMITS MAPS TO CONGRESS DEPICTING NATIONAL HIGHWAY SYSTEM ROUTING IN URBANIZED AREAS

In preparation for the congressional hearings on the proposed National Highway System (NHS) scheduled to take place later this month, the Federal Highway Administration (FHWA) has forwarded detailed, urbanized area NHS maps to each Member of Congress.

The latest NHS maps contain the recommendation for route designations in 405 urbanized areas of the United States, including the District of Columbia and Puerto Rico. FHWA worked in partnership with state and local officials to select the portions of the NHS depicted on the maps.

With his transmittal, FHWA Administrator Rodney Slater said: "In urban areas, as elsewhere, the goal must be to find the best ways to move people and goods, consistent with air quality goals, social and environmental sensitivity, and historic and scenic values."

In addition to traditional construction projects, eligible projects include those to provide for operational changes to enhance traffic flow; currently available technological improvements, including computerized signal systems and remote sensing; and, technological advances of the future, such as Intelligent Vehicle Highway Systems. State and local officials will also have the option of using a portion of their NHS funds--through transfer to the Surface Transportation Program category--for transit projects or alternative transportation, such as projects to enhance bicycling and walking.

Congressional leaders in the House of Representatives are scheduled to begin hearings on the proposed NHS on Feb. 24. Under the Intermodal Surface Transportation Efficiency Act of 1991, Congress has given itself a deadline of Sept. 30, 1995, for approval of the NHS. If the NHS is not approved by that date, the FHWA will not be able to apportion NHS or Interstate Maintenance Program funds in fiscal year 1996.

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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 21, 1994

FHWA 08-94
Contact: Karen Whitney
Tele.: 202-366-0660
Contact: Tom Russell
Tele.: 202-366-4628

FHWA OPENS BIENNIAL HIGHWAY DESIGN COMPETITION

Rodney E. Slater, Administrator of the Federal Highway Administration (FHWA), announced today that the agency has begun accepting entries for FHWA's 1994 "Excellence in Highway Design" competition.

Administrator Slater noted, "Highways are more than concrete, asphalt and steel. We are proud to sponsor this competition to honor excellence in the design of highways and highway-related facilities and other projects that contribute to a more pleasant highway environment." Since 1980, the biennial contest has attracted more than 1,400 entries from federal agencies, state and local governments, and design firms which have completed noteworthy highway projects.

Entries will be accepted in these categories: Rural Highways, Urban Highways, Major Highway Structures, Highway-Related Projects, Intermodal Transportation Facilities, Historic Preservation, Environmental Protection and Enhancements, Innovative Financing Initiatives, and Highway Improvements on Publicly-Owned Land.

Winners, to be selected by a panel of experts representing various transportation, engineering and community interests, will be announced at the annual meeting of the American Association of State Highway and Transportation Officials (AASHTO), in November.

More than 200 entries were submitted in the 1992 contest. Winning projects included Ohio's Discovery Bridge, the I-40/I-85 interchange design in North Carolina, Alabama's Cochrane Bridge, and replacement work on the Glade Mill Creek Bridge in West Virginia.

Entry forms may be obtained from FHWA Division offices in each state capital and should be returned postmarked by July 1, 1994. Contact Tom Russell at 202-366-4628 for further information.

# # # #

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, March 23, 1994

FHWA 09-94
CONTACT: Karen Whitney
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FHWA REPORTS ROAD CONSTRUCTION COSTS FOR FOURTH QUARTER OF 1993

The Federal Highway Administration (FHWA) announced today that highway construction costs increased 3.2 percent in the fourth quarter of 1993.

The fourth quarter results increased the FHWA's composite index for highway construction costs to 110.3 percent of the 1987 base index (1987 average costs equal 100 percent).

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

The three-quarter moving composite price index for the third quarter of 1993 -- obtained by combining data for the first three quarters of 1993 -- increased 0.2 percent from the previous three-quarter average.

The three-quarter moving figures for the second quarter of 1993 listed in FHWA's Dec. 2, 1993 press release contain errors. The revised figures are shown on page 3 of this press release.

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 (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-quarters Moving Index	Percentage Change
*4th Quarter, 1991	100.4	--	102.9	--
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	105.9	1.6
4th Quarter, 1992	107.0	7.1	105.2	-0.7
1st Quarter, 1993	109.7	2.5	107.6	2.3
2nd Quarter, 1993	109.0	-0.6	107.9 Revised	0.3
3rd Quarter, 1993	106.9	-1.9	108.1	0.2
4th Quarter, 1993	110.3	3.2	--	--

* 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 1993, 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 1993) from:	
	Fourth Quarter -1993	Third Quarter 1993	Fourth Quarter 1992	Third Quarter 1993	Fourth Quarter 1992
Excavation	98.9	95.3	79.5	3.8	24.4
Portland cement concrete	146.4	119.0	123.8	23.0	18.3
Bituminous concrete	110.6	117.9	102.5	-6.2	7.9
Composite surfacing	122.3	118.3	109.5	3.4	11.7
Reinforcing steel	105.8	102.2	110.0	3.5	- 3.8
Structural steel	95.5	93.3	101.8	2.3	- 6.2
Structural concrete	105.7	102.9	120.9	2.7	-12.6
Composite structures	103.0	100.2	114.0	2.8	- 9.6
Composite price index	110.3	106.9	107.0	3.2	3.1

The price levels of the current component items of the three-quarter moving index in the third quarter of 1993, 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 1993) from:	
	Third Quarter 1993 -	Second Quarter 1993	Third Quarter 1992	Second Quarter 1993	Third Quarter 1992
Excavation	102.1	105.4	91.6	- 3.1	11.5
Portland cement concrete	129.0	122.8	122.5	5.0	5.3
Bituminous concrete	107.9	104.8	99.6	3.0	8.3
Composite surfacing	114.9	110.7	107.1	3.8	7.3
Reinforcing steel	106.1	106.1	120.8	0.0	-12.2
Structural steel	95.1	98.0	105.5	- 3.0	- 9.9
Structural concrete	107.6	110.1	108.3	- 2.3	- 0.6
Composite structures	104.1	106.2	109.7	- 2.0	- 5.1
Composite price index	108.1	107.9	105.9	0.2	2.1

* *

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

		Individual Quarters		Three Quarters	
	Unit	3rd Qtr. 1993	4th Qtr. 1993	2nd Qtr. 1993*	3rd Qtr.1993**
Excavation	Cu.Yd.	$ 2.31	$ 2.40	$ 2.56	$ 2.47
PCC surface	Sq.Yd.	17.54	21.56	18.09	19.00
Bit.conc.surf.	Ton	29.06	27.25	25.82	26.61
Reinf. steel	Lb.	0.450	0.466	0.468	0.468
Str. steel	Lb.	0.826	0.846	0.867	0.841
Str. concrete	Cu.Yd.	247.72	254.45	265.21	259.28

* Weighted average unit prices for the last quarter of 1992 and the first two quarters of 1993.

** Weighted average unit prices for the first three quarters of 1993.

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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, April 15, 1994

FHWA 13-94
Contact: Steven Akey
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NATIONAL SCENIC BYWAYS ADVISORY COMMITTEE REPORT IS SENT TO CONGRESS

Secretary of Transportation Federico Peña has sent a report to Congress containing recommendations for the establishment of a National Scenic Byways Program.

The report, prepared by the National Scenic Byways Advisory Committee, proposes minimum criteria that will be used by state and federal agencies in designating highways as "National Scenic Byways" and as "All-American Roads." National Scenic Byways will include roads or highways that residents and federal, state and local officials deem outstanding and that merit national recognition.

All-American Roads will be the best, the "superstars," of the National Scenic Byways. The Advisory Committee's report describes them as " . . .roads or highways through corridors that offer such stunning intrinsic values that both domestic and international travelers will enjoy exploring them."

With his transmittal, Secretary Peña emphasized that the report is required by the Intermodal Surface Transportation Efficiency Act (ISTEA). "The National Scenic Byways Program set forth by the Advisory Committee will help motorists in this country and from around the world locate the most scenic and interesting roads in the country," the Secretary said.

Peña added, "This program is voluntary -- no agency or organization will be required to participate; those that decide against doing so will suffer no penalty. Enthusiasm, rather than mandate, will attract participants. The National Scenic Byways Program is based on partnerships that allow different viewpoints to be expressed and considered in a positive manner."

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The Secretary said designations of All-American Roads, which are the best of the Scenic Byways, "will increase tourism and stimulate the economy by creating jobs." He added that, "The desire to protect these benefits will encourage federal, state and local agencies to preserve the irreplaceable intrinsic qualities -- scenic, historic, natural, cultural, recreational or archeological -- of the scenic byways corridor."

He underscored that, "In recent years, interest in scenic byways has grown, with several federal agencies and many states developing their own designation programs. For the first time, we now have an opportunity to create a coordinated scenic byways program that will enhance these individual efforts and, I believe, become one of ISTEA's most popular legacies."

Established in October 1992, The National Scenic Byways Advisory Committee consists of 17 members who reflect the diverse interests behind the scenic byways movement. As intended by ISTEA, members were nominated by federal, state, local and private sources.

# # #

U.S. Department
of Transportation

**Federal Highway
Administration**

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, April 18, 1994

FHWA 14-94
Contact: Karen Whitney
Tel.: (202) 366-0660

DOT SELECTS PROJECTS FOR IVHS OPERATIONAL TESTS

The Department of Transportation has announced the selection of 17 operational test projects to advance the national Intelligent Vehicle Highway System (IVHS) program.

The IVHS Operational Test Program will evaluate projects around the country to determine their benefits and to advance IVHS development nationwide. The tests will examine the systems' concepts, technologies, and institutional and financial arrangements. IVHS, also known as "smart cars" and "smart highways," employs technology to ease congestion, improve transit service and enhance safety on the nation's highways.

Rodney E. Slater, administrator of DOT's Federal Highway Administration said, "These tests are key to bringing the genius of IVHS research to life. In addition, the success of these tests will depend upon a continuation of the public-private partnership that laid the groundwork for IVHS to become a reality."

The tests will focus on evaluating the benefits of five IVHS user service areas. A list of selected projects grouped by service area includes:

1. **Automated Roadside Safety Inspections and Commercial Vehicle Administrative Processes** - testing of advanced systems to improve monitoring of commercial vehicles placed out of service, and testing of one-stop electronic purchase of permits in locations such as motor carrier facilities, permitting services, truck stops and state agencies:

- **Upper Mid-West States One-Stop Electronic Purchase Test**
- **Southwest States Electronic One-Stop Shopping (Ariz., Colo., N.M.)**
- **HELP One-Stop Electronic Purchase (Ariz., Calif., N.M.)**
- **Out-of-Service Verification (Idaho)**
- **Out-of-Service Verification (Minn., Wis.)**

-more-

2. **Travel Demand Management** - projects to test the use of emissions detection technology to identify vehicles with high emission levels and implement control strategies for improving air quality:

- **Travel Demand Management Emissions Detection (Idaho)**
- **IVHS for Voluntary Emissions Reduction (Colo.)**
- **Evaluating Environmental Impacts of IVHS Using LIDAR (Minn.)**

3. **En-route Traveler Advisory and Traveler Services Information** testing of systems that provide a variety of information (e.g., road conditions, incidents, special events, parking availability, etc.) to travelers while en-route:

- **Atlanta En-route Traveler Advisory (Ga.)**
- **TransCal (Calif., Nev.)**
- **Herald (Iowa, Colo.)**
- **Seattle Wide Area Communication System/Bellevue Smart Traveler (Wash.)**
- **Advanced Rural Transportation Information and Coordination/Trilogy (Minn.)**
- **Project Northstar (Suburban areas of N.Y., Conn., N.J.)**

4. **Emergency Notification and Personal Security** - testing of automated mayday systems that allow travelers to notify traveler assistance centers of the need for assistance:

- **Puget Sound Help Me (PuSHME) Mayday System (Wash.)**
- **Colorado Mayday System**

5. **Personalized Public Transit and Public Travel Security** - testing of systems that increase transit ridership on flexibly routed transit vehicles and allow short off-route deviation for fixed route transit operations in less densely populated areas:

- **Dallas Area Rapid Transit Personalized Public Transit (Texas)**

DOT officials will meet with the public/private sector partners involved in each of the tests to begin negotiations for final project funding and starting dates.

U.S. Department of Transportation

Federal Highway Administration

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, April 18, 1994

FHWA 15-94
Contact: Karen Whitney
Tel.: (202) 366-0660

DOT, IVHS AMERICA SEEK PUBLIC COMMENT ON SYSTEMS ARCHITECTURE

The U.S. Department of Transportation and the Intelligent Vehicle Highway Society of America (IVHS America) will sponsor a series of open forums on the development of the Intelligent Vehicle Highway System (IVHS). U.S. Transportation Secretary Federico Peña made the announcement at the IVHS America meeting today in Atlanta.

The forums will gather public comment on the development of a national "architecture" for IVHS -- how the system will be built and what features it will include.

IVHS, often called "smart cars" and "smart highways," employs a variety of technologies to ease traffic congestion, improve transit and enhance safety.

"IVHS technology and operational systems will revolutionize our use of transportation systems," Secretary of Transportation Federico Peña said.

"We need a central national leadership to enhance the role, scope and status of IVHS," the Secretary added. "I believe DOT can best provide that leadership," since the department is in the best position "to gain acceptance of a nationwide systems architecture to ensure that IVHS systems are compatible with each other," he said.

The meetings will be held throughout April and May at various sites around the country. Hughes Aircraft, LORAL/IBM, Rockwell International and Westinghouse Electric have been selected to develop the architecture alternatives and will have representatives on hand at the forums to discuss their efforts.

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The forums are scheduled as follows:

April 21, Atlanta
April 26, Washington, D.C.
April 27, Boston
April 28, New York
May 4, Chicago
May 5, Kansas City
May 6, Dallas/Ft. Worth
May 9, Denver
May 10, San Francisco
May 11, Seattle

This series will be followed by three additional series of meetings to take place over the next 2-1/2 years beginning in November. For further information and registration contact Valerie Cassan of IVHS America at (202)484-4847, Fax: (202)484-3483.

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U.S. Department
of Transportation

**Federal Highway
Administration**

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Friday, May 6, 1994

FHWA 18-94
CONTACT: Karen Whitney
(202)366-0660
Claretta Duren
(202)366-4636

FHWA REPORTS ROAD CONSTRUCTION COSTS FOR FIRST QUARTER OF 1994

The Federal Highway Administration (FHWA) announced today that highway construction costs increased 2.2 percent in the first quarter of 1994.

The first quarter results raise the FHWA's composite index for highway construction costs to 112.7 percent of the 1987 base index (1987 average costs equal 100 percent).

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

The three-quarter moving composite price index for the fourth quarter of 1993 -- obtained by combining data for the last two quarters of 1993 with the first quarter of 1994 -- increased 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. During the transition after the enactment of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the index reflects federal-aid contracts on the National Highway System projects and pre-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	Percentage Change
*1st Quarter, 1992	102.9	--	104.1	--
2nd Quarter, 1992	110.4	7.3	104.2	0.1
3rd Quarter, 1992	99.9	- 9.5	105.9	1.6
4th Quarter, 1992	107.0	7.1	105.2	-0.7
1st Quarter, 1993	109.7	2.5	107.6	2.3
2nd Quarter, 1993	109.0	- 0.6	107.9	0.3
3rd Quarter, 1993	106.9	- 1.9	108.1	0.2
4th Quarter, 1993	110.3	3.2	109.5	1.3
1st Quarter, 1994	112.7	2.2	--	--

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

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The price levels of the component items of the quarterly index in the first quarter of 1994, 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 1994) from:	
	First Quarter 1994	Fourth Quarter 1993	First Quarter 1993	Fourth Quarter 1993	First Quarter 1993
Excavation	122.9	98.9	107.2	24.3	14.6
Portland cement concrete	132.4	146.4	124.7	- 9.6	6.2
Bituminous concrete	106.3	110.6	102.0	- 3.9	4.2
Composite surfacing	114.9	122.3	109.4	- 6.1	5.0
Reinforcing steel	120.1	105.8	105.5	13.5	13.8
Structural steel	86.1	95.5	110.0	- 9.8	-21.7
Structural concrete	113.2	105.7	112.6	7.1	0.5
Composite structures	107.2	103.0	110.7	4.1	- 3.2
Composite price index	112.7	110.3	109.7	2.2	2.7

The price levels of the current component items of the three-quarter moving index in the fourth quarter of 1993, 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 1993) from:	
	Fourth Quarter 1993	Third Quarter 1993	Fourth Quarter 1992	Third Quarter 1993	Fourth Quarter 1992
Excavation	105.1	102.1	98.8	2.9	6.4
Portland cement concrete	131.9	129.0	122.6	2.2	7.6
Bituminous concrete	110.7	107.9	100.2	2.6	10.5
Composite surfacing	117.6	114.9	107.6	2.3	9.3
Reinforcing steel	109.5	106.1	122.0	3.2	-10.2
Structural steel	91.7	95.1	102.6	- 3.5	-10.6
Structural concrete	106.9	107.6	103.8	- 0.7	3.0
Composite structures	103.4	104.1	106.5	- 0.7	- 2.9
Composite price index	109.5	108.1	105.2	1.3	4.1

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

		Individual Quarters		Three Quarters	
	Unit	4th Qtr. 1993	1st Qtr. 1994	3rd Qtr. 1993*	4th Qtr.1993**
Excavation	Cu.Yd.	$ 2.40	$ 2.98	$ 2.47	$ 2.55
PCC surface	Sq.Yd.	21.56	19.51	19.00	19.43
Bit.conc.surf.	Ton	27.25	26.21	26.61	27.28
Reinf. steel	Lb.	0.466	0.529	0.468	0.483
Str. steel	Lb.	0.846	0.762	0.841	0.812
Str. concrete	Cu.Yd.	254.45	272.60	259.28	257.48

* Weighted average unit prices for the last three quarters of 1993.

** Weighted average unit prices for the last two quarters of 1993 and the first quarter of 1994.

# # #

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, May 9, 1994

FHWA 19-94
Contact: Stan Hamilton
Tel.: (202) 366-0665

FHWA MOVES TO CRACK DOWN ON OUT-OF-SERVICE VIOLATIONS

In a step to further strengthen the safety of large trucks and buses involved in interstate commerce, the Federal Highway Administration has established substantial fines or license suspensions for drivers who violate orders not to operate.

Such orders, known as out-of-service orders, provide that a person may not drive, and a vehicle may not be operated, until violations of Federal Motor Carrier Safety Regulations or Hazardous Materials Regulations are corrected.

The new rule issued today takes effect in 30 days.

"While most motor carriers and drivers follow safety regulations," Federal Highway Administrator Rodney E. Slater said, "there are a few that put themselves and the public they sharé the road with at risk by ignoring the rules. Our action today will help put a stop to that."

The FHWA has established a graduated minimum penalty structure for drivers, allowing for judicial discretion This includes:

- First violation -- Disqualification for 90 days to one year.
- Second violation -- Disqualification for one to five years.
- Third or subsequent violations -- Disqualification for three to five years.

- more -

The penalties will be more severe for bus drivers and drivers of vehicles carrying hazardous materials. The first violation will be at least 180 days, while any subsequent violation will result in a three-to-five-year disqualification.

The rule sets a range of fines from $1,000 to $2,500 for drivers and $2,500 to $10,000 for employers.

Drivers previously found violating out-of-service orders have been subject to fines set by individual states. Today's rulemaking makes disqualifications and fines mandatory under the Federal Motor Carrier Safety Regulations. Out-of-service orders are issued usually by state safety enforcement officers, generally as a result of routine roadside inspections.

Covered by the new penalties are vehicles operated in interstate commerce with a gross vehicle weight rating or gross combination weight rating of 10,001 or more pounds (26,000 or more in intrastate commerce), all vehicles carrying hazardous materials in amounts requiring placards, and vehicles designed to carry more than 15 passengers, including the driver.

# # # #

U.S. Department
of Transportation

**Federal Highway
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400 Seventh St., S.W.
Washington, D.C. 20590

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, May 12, 1994

FHWA 21-94
Contact: Stan Hamilton
Tel.: (202) 366-0665

TRUCKERS ARE TARGET OF DRIVE FOR GREATER SAFETY BELT USE

The more than 50 percent of long-haul truck drivers who do not regularly use safety belts will be the focus of an incentive program announced today by the Department of Transportation.

Three states -- Colorado, Michigan and Pennsylvania -- have been selected to pilot test the program this summer because of their vigorous enforcement of safety belt laws and their diverse locations. If the program increases belt usage, it may be expanded to other states.

Ejection from a vehicle is one of the most dangerous things that can happen to a person in a crash. Lap/shoulder safety belts reduce the likelihood of ejection and the risk of fatal injury to truck occupants in a crash by 26 percent.

Rodney E. Slater, Administrator of the department's Federal Highway Administration (FHWA), said, "Dedication to increasing safety belt usage is one part of the FHWA's overall commitment to reduce the highway fatality rate by 5 percent a year."

In the program announced today, state enforcement officers will inspect trucks and observe drivers at weigh stations, random roadside inspection sites, truck stops and rest areas.

Drivers found to be wearing their safety belts will be given a bandanna with the slogan, "In the Long Haul Belts Work." For a limited time, those not wearing belts will be given informational material explaining the benefits of belts. After six weeks, the three states will survey drivers to determine whether belt usage has improved.

The program is sponsored by the FHWA and the department's National Highway Traffic Safety Administration along with the Commercial Vehicle Safety Alliance, an organization of motor carrier enforcement officers in the U.S., Canada and Mexico.

# # # #

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, May 12, 1994

FHWA 22-94
Contact: Karen Whitney
Tel.: (202) 366-0660
Contact: R.C. Ramirez
Tel.: (202) 366-6409

FHWA ANNOUNCES 1993 HIGHWAY SAFETY AWARDS WINNERS

Rodney E. Slater, the head of the Federal Highway Administration (FHWA), today announced the winners of the 1993 Administrator's Highway Safety Awards. The awards are presented under a program that aims to foster innovation in highway safety by recognizing and rewarding outstanding achievements and practices.

Slater noted, "As demonstrated by the outstanding entries in the awards competition, the highway safety projects being undertaken by the state and local highway agencies are making significant contributions to the continuing reduction in the number of deaths and injuries resulting from traffic crashes. This in turn helps reduce the burden on our health care system."

FHWA received 50 entries in the competition from 23 states and one federal agency. The winners:

Program Planning, Development and Evaluation Award
Idaho Transportation Department
Operational Improvement Award
Florida Department of Transportation
Commercial Vehicle Safety Award
West Virginia, Northern Panhandle Regional Highway Safety Program Task Force
Most Efficient Use of Resources Award
Ohio Department of Transportation and Ohio Department of Public Safety

Each of the award recipients will receive a special plaque in recognition of their contribution to highway safety.

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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, May 25, 1994

FHWA 24-94
Contact: Karen Whitney
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PILOT URBAN YOUTH CORPS PROGRAM ANNOUNCED IN BALTIMORE

Federal Highway Administrator Rodney E. Slater and Baltimore Mayor Kurt Schmoke today announced the establishment of a transportation-oriented Urban Youth Corps in Baltimore's Sandtown-Winchester neighborhood.

The Federal Highway Administration (FHWA) will provide $250,000 for the pilot program under President Clinton's National and Community Service Trust Act of 1993. The Act focuses on revitalizing public service in communities across the nation.

Corps members will be paired with skilled journeymen and laborers to receive job training in street maintenance, road and sidewalk construction, demolition, landscaping and other related skills. The program will provide participants with marketable skills, assistance in advancing their educational and career goals, and valuable experience in the workplace.

"We are excited about the opportunity to provide the young people in the Sandtown-Winchester area with a chance to receive on-the-job training while serving their community," Slater said. "President Clinton has challenged all of us to help rebuild America and to that end, Secretary Federico Peña has encouraged the Department of Transportation to find innovative ways of meeting that challenge.

"This pilot program is a good example of government working together to make a difference and I believe that supporting our youth is one of the most sound investments we can make," Slater added. "This project will serve as a model for communities nationwide."

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The one-year pilot program will provide hands-on work experience coupled with support services for disadvantaged youth and young adults ages 16-25 to encourage participation in the rehabilitation of transportation facilities in the Sandtown-Winchester neighborhood.

The pilot was developed jointly by the FHWA, the Maryland State Highway Administration, the Department of Public Works in Baltimore City and the Baltimore-based Community Building in Partnership.

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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
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FHWA REPORTS ROAD CONSTRUCTION COSTS FOR SECOND QUARTER OF 1994

The Federal Highway Administration (FHWA) announced today that highway construction costs decreased 1.0 percent in the second quarter of 1994.

The second quarter results lowered the FHWA's composite index for highway construction costs to 111.6 percent of the 1987 base index (1987 average costs equal 100 percent).

Decreases in the unit prices for common excavation, reinforcing steel, and structural concrete lowered the index for the second quarter. There were increases in the unit prices for portland cement, bituminous concrete and structural steel.

The three-quarter moving composite price index for the first quarter of 1994 -- obtained by combining data for the last quarter of 1993 and the first two quarters of 1994 -- increased 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. 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 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, 1992	110.4	--	104.2	--
3rd Quarter, 1992	99.9	-9.5	105.9	1.6
4th Quarter, 1992	107.0	7.1	105.2	-0.7
1st Quarter, 1993	109.7	2.5	107.6	2.3
2nd Quarter, 1993	109.0	-0.6	107.9	0.3
3rd Quarter, 1993	106.9	-1.9	108.1	0.2
4th Quarter, 1993	110.3	3.2	109.5	1.3
1st Quarter, 1994	112.7	2.2	110.9	1.3
2nd Quarter, 1994	111.6	-1.0	--	--

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

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The price levels of the component items of the quarterly index in the second quarter of 1994, 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 1994) from:	
	Second Quarter 1994	First Quarter 1994	Second Quarter 1993	First Quarter 1994	Second Quarter 1993
Excavation	101.6	122.9	113.1	-17.3	-10.2
Portland cement concrete	147.5	132.4	122.1	11.4	20.8
Bituminous concrete	111.7	106.3	99.2	5.1	12.6
Composite surfacing	123.5	114.9	106.7	7.5	15.7
Reinforcing steel	117.9	120.1	111.0	-1.8	6.2
Structural steel	87.4	86.1	96.2	1.5	-9.1
Structural concrete	107.5	113.2	115.5	-5.0	-6.9
Composite structures	104.0	107.2	109.6	-3.0	-5.1
Composite price index	111.6	112.7	109.0	-1.0	2.4

The price levels of the current component items of the three-quarter moving index in the first quarter of 1994, 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 1994) from:	
	First Quarter 1994	Fourth Quarter 1993	First Quarter 1993	Fourth Quarter 1993	First Quarter 1993
Excavation	106.2	105.1	94.3	1.0	12.6
Portland cement concrete	140.4	131.9	123.6	6.4	13.6
Bituminous concrete	109.6	110.7	101.3	-1.0	8.2
Composite surfacing	119.7	117.6	108.6	1.8	10.2
Reinforcing steel	113.7	109.5	108.9	3.8	4.4
Structural steel	89.8	91.7	111.0	-2.1	-19.1
Structural concrete	108.4	106.9	116.7	1.4	-7.1
Composite structures	104.4	103.4	111.2	1.0	-6.1
Composite price index	110.9	109.5	107.6	1.3	3.1

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

		Individual Quarters		Three Quarters	
	Unit	1st Qtr. 1994	2nd Qtr. 1994	4th Qtr. 1993*	1st Qtr. 1994**
Excavation	Cu.Yd.	$ 2.98	$ 2.46	$ 2.57	$ 2.55
PCC surface	Sq.Yd.	19.51	21.73	20.69	19.43
Bit.conc.surf.	Ton	26.21	27.54	27.02	27.28
Reinf. steel	Lb.	0.529	0.520	0.501	0.483
Str. steel	Lb.	0.762	0.774	0.906	0.812
Str. concrete	Cu.Yd.	272.60	258.97	261.00	257.48

* Weighted average unit prices for the last two quarters of 1993 and the first quarter of 1994.

**Weighted average unit prices for the last quarter of 1993 and the first two quarters of 1994.

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U.S. Department of Transportation

News:

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FHWA REPORTS ROAD CONSTRUCTION COSTS FOR THIRD QUARTER OF 1994

The Federal Highway Administration (FHWA) announced today that highway construction costs increased 8.8 percent in the third quarter of 1994.

The third quarter results raised the FHWA's composite index for highway construction costs to 121.4 percent of the 1987 base index (1987 average costs equal 100 percent).

Increases in the unit prices for common excavation, bitumious concrete, structural steel and structural concrete resulted in an overall increase in the index for the third quarter. There was a decrease in the unit price for reinforcing steel and portland cement concrete paving.

The three-quarter moving composite price index for the second quarter of 1994 -- obtained by combining data for the first three quarters of 1994 -- increased 3.1 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 on the National Highway System.

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

	Quarterly Price Index	Percentage Change	(Three-quarter moving index) *Three-quarter Moving Index	Percentage Change
*2nd Quarter, 1992	110.4	--	104.2	--
3rd Quarter, 1992	99.9	-9.5	105.9	1.6
4th Quarter, 1992	107.0	7.1	105.2	-0.7
1st Quarter, 1993	109.7	2.5	107.6	2.3
2nd Quarter, 1993	109.0	-0.6	107.9	0.3
3rd Quarter, 1993	106.9	-1.9	108.1	0.2
4th Quarter, 1993	110.3	3.2	109.5	1.3
1st Quarter, 1994	112.7	2.2	110.9	1.3
2nd Quarter, 1994	111.6	-1.0	114.3	3.1
3rd Quarter, 1994	121.4	8.8	--	--

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

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The price levels of the component items of the quarterly index in the third quarter of 1994, 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 1994) from:	
	Third Quarter 1994	Second Quarter 1994	Third Quarter 1993	Second Quarter 1994	Third Quarter 1993
Excavation	128.6	101.6	95.3	26.6	34.9
Portland cement concrete	143.2	147.5	119.1	-2.9	20.2
Bituminous concrete	122.9	111.7	117.9	10.0	4.2
Composite surfacing	129.5	123.5	118.3	4.9	9.5
Reinforcing steel	111.1	117.9	102.2	-5.8	8.7
Structural steel	96.9	87.4	93.3	10.9	3.8
Structural concrete	118.4	107.5	102.9	10.1	15.1
Composite structures	111.5	104.0	100.2	7.2	11.3
Composite price index	121.4	111.6	106.9	8.8	13.6

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The price levels of the current component items of the three-quarter moving index in the second quarter of 1994, 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 1994) from:	
	Second Quarter 1994	First Quarter 1993	Second Quarter 1993	First Quarter 1993	Second Quarter 1993
Excavation	115.5	106.2	105.4	8.7	9.5
Portland cement concrete	139.7	140.4	122.8	-0.6	13.7
Bituminous concrete	113.4	109.6	104.8	3.5	8.2
Composite surfacing	122.0	119.7	110.7	1.9	10.2
Reinforcing steel	116.9	113.7	106.1	2.7	10.1
Structural steel	90.0	89.8	98.0	0.2	-8.2
Structural concrete	111.4	108.4	110.1	2.8	1.2
Composite structures	106.7	104.4	106.2	2.2	0.5
Composite price index	114.3	110.9	107.9	3.1	5.9

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

		Individual Quarters		Three Quarters	
	Unit	2nd Qtr. 1994	3nd Qtr. 1994	1st Qtr. 1994*	2nd Qtr. 1994**
Excavation	Cu.Yd.	$ 2.46	$ 3.12	$ 2.57	$ 2.80
PCC surface	Sq.Yd.	21.73	21.09	20.69	20.58
Bit.conc.surf.	Ton	27.54	30.29	27.01	27.95
Reinf. steel	Lb.	0.520	0.490	0.501	0.515
Str. steel	Lb.	0.774	0.858	0.795	0.797
Str. concrete	Cu.Yd.	258.97	285.08	261.19	268.38

* Weighted average unit prices for the last quarter of 1993 and the first two quarters of 1994.

**Weighted average unit prices for the first three quarters of 1994.

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