



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, January 24, 1995

FHWA 05-95
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FHWA REPORTS ROAD
CONSTRUCTION COSTS FOR
FOURTH QUARTER OF 1994

The Federal Highway Administration (FHWA) announced today that highway construction costs decreased 4.1 percent in the fourth quarter of 1994.

The fourth quarter results decreased the FHWA's composite index for highway construction costs to 116.4 percent of the 1987 base index (1987 average costs equal 100 percent).

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

The three-quarter moving composite price index for the third quarter of 1994 -- obtained by combining data for the first three quarters of 1994 -- increased 1.6 percent from the previous three-quarter average.

Trends in highway construction costs are measured by an index of average contract prices compiled from reports of state highway contract awards for federal-aid contracts greater than \$500,000. Since the enactment of the Intermodal Surface Transportation Efficiency Act of 1991, 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:

	<u>Quarterly Price Index</u>	<u>Percentage Change</u>	<u>Three-quarters Moving Index</u>	<u>Percentage Change</u>
*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	116.1	1.6
4th Quarter, 1994	116.4	-4.1	--	--

* * * * *

The price levels of the component items of the quarterly index in the fourth quarter of 1994, 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(Fourth Quarter 1994) from:</u>		
	<u>Fourth Quarter 1994</u>	<u>Third Quarter 1994</u>	<u>Fourth Quarter 1993</u>	<u>Third Quarter 1994</u>	<u>Fourth Quarter 1993</u>
Excavation	107.6	128.6	98.9	-16.3	8.8
Portland cement concrete	147.5	143.2	146.4	3.0	0.8
Bituminous concrete	110.4	122.9	110.6	-10.2	-0.2
Composite surfacing	122.5	129.5	122.3	-5.4	0.2
Reinforcing steel	116.5	111.1	105.8	4.9	10.1
Structural steel	107.7	96.9	95.5	11.1	12.8
Structural concrete	115.7	118.4	105.7	-2.3	9.5
Composite structures	113.7	111.5	103.0	2.0	10.4
Composite price index	116.4	121.4	110.3	-4.1	5.5

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

	Three Quarter Moving 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	110.5	115.5	102.1	- 4.3	8.2
Portland cement concrete	146.1	139.7	129.0	4.6	13.3
Bituminous concrete	115.1	113.4	107.9	1.5	6.7
Composite surfacing	125.3	122.0	114.9	2.7	9.1
Reinforcing steel	115.4	116.9	106.1	- 1.3	8.8
Structural steel	98.7	90.0	95.1	9.7	3.8
Structural concrete	112.8	111.4	107.6	1.3	4.8
Composite structures	109.5	106.7	104.1	2.6	5.2
Composite price index	116.1	114.3	108.1	1.6	7.4

* * * * *

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

	Unit	Individual Quarters		Three Quarters	
		3rd Qtr. 1994	4th Qtr. 1994	2nd Qtr. 1994*	3rd Qtr. 1994**
Excavation	Cu.Yd.	\$ 3.12	\$ 2.61	\$ 2.80	\$ 2.68
PCC surface	Sq.Yd.	21.09	21.73	20.58	21.52
Bit.conc.surf.	Ton	30.29	27.20	27.95	28.38
Reinf. steel	Lb.	0.490	0.514	0.515	0.509
Str. steel	Lb.	0.858	0.953	0.797	0.874
Str. concrete	Cu.Yd.	285.08	278.55	268.38	271.68

* 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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News:

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

FOR IMMEDIATE RELEASE

Monday, May 1, 1995

FHWA 28-95

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**FHWA REPORTS ROAD
CONSTRUCTION COSTS FOR
FIRST QUARTER OF 1995**

The Federal Highway Administration (FHWA) announced today that highway construction costs increased 3.8 percent in the first quarter of 1995.

The first quarter results raised the FHWA's composite index for highway construction costs to 120.8 percent of the 1987 base index (1987 average costs equal 100 percent).

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

The three-quarter moving composite price index for the fourth quarter of 1994 -- obtained by combining data for the last two quarters of 1994 with the first quarter of 1995 -- increased 3.5 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. Since the enactment of the Intermodal Surface Transportation Efficiency Act of 1991, the index reflects federal-aid contracts on the National Highway 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
*1st Quarter, 1993	109.7	--	107.6	--
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	116.1	1.6
4th Quarter, 1994	116.4	-4.1	120.2	3.5
1st Quarter, 1995	120.8	3.8	--	--

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

The price levels of the component items of the quarterly index in the first quarter of 1995, 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 1995) from:		
	First Quarter 1995	Fourth Quarter 1994	First Quarter 1994	Fourth Quarter 1994	First Quarter 1994
Excavation	112.2	107.6	122.9	4.3	- 8.7-
Portland cement concrete	158.1	147.5	132.4	7.2	19.4
Bituminous concrete	108.7	110.4	106.3	- 1.5	2.3
Composite surfacing	124.9	122.5	114.9	2.0	8.7
Reinforcing steel	124.4	116.5	120.1	6.8	3.6
Structural steel	102.1	107.7	86.1	- 5.2	18.6
Structural concrete	126.8	115.7	113.2	9.6	12.0
Composite structures	119.9	113.7	107.2	5.5	11.8
Composite price index	120.8	116.4	112.7	3.8	7.2

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The price levels of the current component items of the three-quarter moving index in the fourth 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 (Fourth Quarter 1994) from:	
	Fourth Quarter 1994	Third Quarter 1994	Fourth Quarter 1993	Third Quarter 1994	Fourth Quarter 1993
Excavation	114.6	110.5	105.1	3.7	9.0
Portland cement concrete	150.4	146.1	131.9	2.9	14.0
Bituminous concrete	114.7	115.1	110.7	0.3	3.6
Composite surfacing	126.4	125.3	117.6	0.9	7.5
Reinforcing steel	121.3	115.4	109.5	5.1	10.8
Structural steel	102.9	98.7	91.7	4.3	12.2
Structural concrete	121.2	112.8	106.9	7.4	13.4
Composite structures	116.4	109.5	103.4	6.3	12.6
Composite price index	120.2	116.1	109.5	3.5	9.8

* * * * *

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

	Unit	Individual Quarters		Three Quarters	
		4th Qtr. 1994	1st Qtr. 1995	3rd Qtr. 1994*	4th Qtr. 1994**
Excavation	Cu.Yd.	\$ 2.61	\$ 2.72	\$ 2.68	\$ 2.78
PCC surface	Sq.Yd.	21.73	23.28	21.52	22.16
Bit.conc.surf.	Ton	27.20	26.78	28.38	28.26
Reinf. steel	Lb.	0.514	0.548	0.509	0.535
Str. steel	Lb.	0.953	0.904	0.874	0.911
Str. concrete	Cu.Yd.	278.55	305.42	271.68	291.80

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

** Weighted average unit prices for the last two quarters of 1994 and the first quarter of 1995.

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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, June 2, 1995

FHWA 35-95
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**DOT AWARDS STATES ADDITIONAL
\$3 MILLION FOR SCENIC BYWAYS PROJECTS**

The Clinton Administration, through the U.S. Department of Transportation's Federal Highway Administration (FHWA), today announced that 10 states will receive grants totaling nearly \$3.3 million for scenic byways projects.

The grants will go to Colorado, Idaho, Massachusetts, Maryland, Nevada, New York, Pennsylvania, South Dakota, Vermont and West Virginia.

Transportation Secretary Federico Peña said, "Transportation is about more than concrete, asphalt and steel -- and scenic byways are a perfect illustration of that point."

FHWA Administrator Rodney E. Slater said, "Not only do these byways enhance one's journey from point A to B, but they often attract national and international tourism and can provide an important economic boost to communities nationwide. I am pleased to provide this additional funding for these important projects".

The funds are in addition to \$15.6 million announced earlier this year and will support a variety of activities including the design, construction and installation of special displays, scenic overlooks, bikeways and interpretive trails, as well as the development of tourist information and corridor management plans.

The funding was made available through a provision of the Intermodal Surface Transportation Efficiency Act (ISTEA) which established a Scenic Byways Program to recognize the important intrinsic qualities of our nation's roads and to provide technical and financial assistance to the states in support of their scenic byways programs.

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The funds were awarded to the states as follows:

STATE	AMOUNT AWARDED
Colorado	\$100,800
Idaho	205,600
Massachusetts	4,800
Maryland	\$2,044,800
Nevada	56,352
New York	8,800
Pennsylvania	640,000
South Dakota	110,550
Vermont	40,000
West Virginia	64,000
Total	\$3,275,702

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STATE	AMOUNT AWARDED
Colorado	\$100,800
• to provide on-going assistance to local communities and byways organizations statewide for corridor-management planning to ensure that the plans, as required by the state, are completed and research the effects and impacts of scenic byways designations on the local region.	
Idaho	215,600
• Sawtooth Scenic Byway	32,000
Ponderosa Pine Scenic Byway	135,600
Mountain View Campground	48,000
Maryland	2,044,800
• MD-611 Scenic Byway	1,600,000
MD-33 Scenic Byway	240,000
Development of the state's byways program including the establishment of an advisory council; a review of criteria & state routes for designation; solicitation of new byways candidates through public meetings and workshops (204,800).	
Massachusetts	4,800
• to develop tourist information by printing and installing ten scenic byway logo signs on the Jacob Ladder Trail.	
Nevada	56,352
• to reconstruct pedestrian stairs off a parking lot at Miller Point Overlook of the Cathedral Gorge State Park on the US-93 Scenic Byway.	

New York

8,800

- to continue statewide scenic byways program planning and development by conducting five public outreach meetings to provide byways program information and to obtain local perspective on criteria and guidelines; and publishing a booklet describing nomination and application process to encourage community involvement.

Pennsylvania

640,000

- to complete the final phase of the bikeway along the Seaway Trail. This project will complete the shoulder improvements along the scenic byway from the New York State line to the Ohio line.

South Dakota

110,550

- to design and construct byway interpretational and informational exhibits at the recently opened Visitor Orientation Center on the Peter Norbeck Scenic Byway at Mount Rushmore.

Vermont

40,000

- to undertake scenic byways activities relating to planning, design, and development of the state scenic byways program.

West Virginia

64,000

- to develop and install state scenic byways signs along the state's scenic byways.

Total**\$3,275,702**

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

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE

Monday, June 5, 1995

FHWA 36-95

Contact: Karen Whitney
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DOT GIVES CALIFORNIA ADDITIONAL \$30 MILLION
FOR MARCH FLOODS; TOTAL EMERGENCY RELIEF FUNDS
FOR JANUARY AND MARCH FLOODS UP TO \$120 MILLION

The Clinton Administration, through the U.S. Department of Transportation's Federal Highway Administration, has provided California an additional \$30 million in federal Emergency Relief funds, bringing the total-aid package to \$50 million. The funds will be used to help repair federal-aid highways and bridges damaged by flooding that occurred in March of this year.

"This type of recovery is usually a long-term effort and we are committed to doing all we can to help fully restore the damaged roads and bridges," said Federal Highway Administrator Rodney Slater. "As President Clinton and Secretary Peña have said, we will be there for our state partners and for the citizens of California until the job is finished."

The Emergency Relief funds provided by FHWA for the March flooding total \$50 million: \$20 million requested in March, immediately after the flooding and the additional \$30 million announced today.

The Emergency Relief funds provided by FHWA for the January flooding total \$70 million: \$20 million immediately following the flooding and two supplemental funding packages, one for \$30 million and another for \$20 million.

The Federal Highway Administration's Emergency Relief program provides federal funding to assist states in conducting emergency and permanent repairs on federal-aid routes damaged by natural disasters.

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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, June 19, 1995

FHWA 38-95
FHWA Contact: Karen Whitney
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NPS Contact: Carol Anthony
Tel: (202) 208-6843

FHWA, NATIONAL PARK SERVICE RELEASE STUDY ON ALTERNATIVE TRANSPORTATION MODES IN PARKS

Federal Highway Administrator Rodney E. Slater today released a study, "Visitor Transportation System Alternatives for National Parks," which explores the feasibility and environmental impacts of alternative modes of travel within and around national parks.

"Efficient, environmentally-sensitive transportation systems in and around national parks can greatly enhance the quality of visitors' experiences in those parks," Slater said. "The alternatives explored in this study will assist park planners and managers in their efforts to balance the growing demand for improved access to our national parks with the need to protect these treasured lands."

The study, conducted by the National Park Service (NPS) in cooperation with the U.S. Department of Transportation's Federal Highway Administration, examines the economic and technical feasibilities, environmental impacts, and the projected costs and benefits of alternative modes of transportation such as bus and rail systems within and near national parks. Congress requested the study under the provisions of the the Intermodal Surface Transportation Efficiency Act (ISTEA).

"These studies provide valuable information as we strive to enhance the quality of park visitors' experiences as well as the protection of environmental resources within and outside park boundaries," said George T. Frampton Jr., Department of the Interior Assistant Secretary for Fish and Wildlife and Parks. "We have worked closely with all interested parties to apply the information appropriately to parks in need."

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Research indicated that some form of bus will likely remain the most cost-effective and viable mode of transportation for most situations and that many of the technological changes will be in the type of power source (battery, electric motor, fuel cell, alternative fuels) used by the vehicles.

Yosemite, Yellowstone and Denali National Parks were used as case examples. Separate studies were conducted on each of the three parks to evaluate specific alternatives to private vehicle travel. Traffic congestion, deterioration of park roads from increased traffic and the role of transportation technologies were some of the major issues addressed in the study. The findings of the study do not represent specific recommendations for any of the parks involved, but may provide useful information for current and future planning efforts.

NPS Director Roger Kennedy said, "We must preserve these resources for future generations while accommodating growing visitor demand. It is clear that to accomplish that, transportation systems will be required in some parks. These studies begin the task of selecting systems that support the preservation of parks while enhancing the quality of the visitor experience."

Copies of the study may be obtained by contacting the respective parks:

Yosemite National Park
P.O. Box 577
Yosemite National Park, CA 95389

Yellowstone National Park
P.O. Box 168
Yellowstone National Park, WY 82190-0168

Denali National Park
P.O. Box 9
McKinley Park, AK 99755

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News:

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

FOR IMMEDIATE RELEASE
Thursday, July 13, 1995

FHWA 41-95
Contact: Andrew Paven
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DOT REVISES POLICY ON CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROJECTS

In a continuing effort to meet President Clinton's challenge to "reinvent government" and improve customer service, the U.S. Department of Transportation has revised its Congestion Mitigation and Air Quality Improvement (CMAQ) Program to give state and local officials greater flexibility and decision-making authority.

Deputy Secretary Mortimer Downey announced the changes today during a nationally-televised videoconference on the CMAQ program held at the Center for Transportation and the Environment in Raleigh, N.C.

"President Clinton has directed federal agencies to review all of their regulations to weed out those that don't work or aren't necessary," Downey said. "CMAQ is not a regulation, but the principle is the same. Secretary Peña ordered the same common-sense zero-based review for the CMAQ program guidance that we've conducted for our regulations.

"Based on ideas from state and local officials, from the Environmental Protection Agency, and our own evaluations by the Federal Highway and Federal Transit Administrations, we've identified several areas in which we can make positive changes.

"Our customers told us they needed flexibility, particularly with regard to how they used the funds allocated to them. They also told us they needed to be able to continue these projects after they have attained clean air standards so that they wouldn't simply slip back into nonattainment. We listened, and now we are responding."

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In consultation with the Environmental Protection Agency, DOT has revised its CMAQ policy guidance, providing significant flexibility in several major areas, including:

- **Funding projects into the maintenance period** -- the attainment deadline has been lifted and a two-year transition period has been established to insure continued project funding after an area has met its clean air goals (achieved attainment).
- **Supporting outreach activities** -- activities such as advertising and public education campaigns will no longer be subject to the previous two-year funding limit. Many rideshare activities, previously ineligible, are now eligible for funding as outreach.
- **Encouraging experimental pilot projects and "newly eligible" activities** -- activities such as financing inspection and maintenance facilities to test and repair faulty emission control systems may be eligible to receive funding under this provision.
- **Expanding operational assistance/user subsidies** -- the time limit on CMAQ support for new transit services has been increased from two years to three and, for the first time, direct fare and fee subsidies will be allowed in order to attract new riders.

The CMAQ program is a provision of the Intermodal Surface Transportation Efficiency Act of 1991 and addresses congestion and transportation-related air pollution. The program authorizes \$1 billion annually for transportation projects and programs designed specifically to combat these problems and to help areas attain the National Ambient Air Quality Standard.

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News:

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FOR IMMEDIATE RELEASE

Friday, July 14, 1995

FHWA 42-95

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TRUCK DEFECTS CONTINUE DROP
OVER PERIOD OF TEN YEARS

The percentage of trucks put out of service for potentially hazardous conditions during this year's 72-hour U.S.-Canadian roadside inspection "blitz" was the lowest ever, continuing a 10-year trend, the Federal Highway Administration (FHWA) reported today.

Of 54,067 trucks inspected in the June 20-22 effort, 11,612 -- or 21.5 percent -- had conditions potentially serious enough to require that they not be permitted to continue until corrected.

"This continuing trend in the decline in defects -- a 40 percent drop since 1986 -- is an encouraging demonstration of federal-state-industry cooperation on safety," FHWA Administrator Rodney E. Slater said. "But while we are making progress, the fact that one out of every five trucks was put out of service demonstrates we still have a way to go. The Clinton Administration and Secretary Federico Peña consider safety their first transportation priority. We will continue our efforts to improve this situation."

About 3,000 state and local enforcement officers concentrated at some 290 sites conducted the three-day Roadcheck '95. They also checked truck driver credentials, resulting in 3,376, or 6.2 percent, being put out of service, mostly for having driven beyond the allowable time limits or not recording logs properly.

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"The driver out-of-service rate, at its highest level since the 1990 Roadcheck, reflects the fact that we are placing increasing emphasis on the human factors in trucking safety," Slater said. "We also gave every driver an informational brochure about fatigue, which was the top issue identified at our first-ever Truck Safety Summit held last March in Kansas City, Mo."

Also checked were 1,165 buses. Put out of service were 154 of the vehicles (13.2 percent) and 49 drivers (4.2 percent).

Roadcheck '95 was a joint effort of state and provincial safety agencies, the FHWA and the Commercial Vehicle Safety Alliance, an organization of state and provincial enforcement officials. Enforcement officers from Mexico, a member of the Alliance, observed the inspections at several of the sites.

Overall, about 2 million random roadside inspections were conducted in the U.S. in 1994. Contrasted with the three-day Roadcheck, about 24 percent of the vehicles and 8 percent of the drivers were put out of service as a result of those 2 million inspections.

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News:

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, July 20, 1995

FHWA 43-95
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**FHWA ADMINISTRATOR PRAISES
K.C. INNOVATIVE FINANCING PROJECT**

Federal Highway Administrator Rodney E. Slater today said the Bruce R. Watkins highway project in Kansas City, Mo., is an ideal example of the Clinton Administration's Innovative Financing initiative.

"President Clinton and Transportation Secretary Federico Peña are committed to increasing investment in transportation infrastructure," said Slater. "Last January, Secretary Peña announced 35 projects worth nearly \$2 billion under the Innovative Financing initiative. The Bruce R. Watkins Drive was among them.

"Projects like this create jobs and enhance our nation's economy," said Slater. "Innovative financing means more projects can get under way sooner and it makes federal dollars go further. This provides both immediate and long-term benefits to commuters, employers and workers across the country."

Slater, attending a groundbreaking ceremony with Kansas City Mayor Emanuel Cleaver II and U.S. Rep. Karen McCarthy, D-Mo., said the \$33.2 million project shows the value of the Federal Highway Administration's Innovative Financing program.

For the Bruce Watkins Drive project, FHWA used a phased funding method, enabling the state of Missouri to begin construction immediately, two years earlier than would have been possible under traditional federal-state financing procedures.

"Bruce Watkins was an outstanding civic and community leader in Kansas City, and this project is a fitting tribute to him and to the city he loved," said Slater. Watkins, a businessman who twice won election to the city council, died of cancer in 1980.

When completed, the Bruce R. Watkins Drive will extend south from the central business district about 10 miles to 95th Street, where it will connect to the existing U.S. Route 71. The road is already open to traffic from 63rd Street to 95th Street.

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*An electronic version of this document can be obtained via the World Wide Web at:
<http://www.dot.gov/affairs/index.htm>*



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, July 25, 1995

FHWA 45-95
CONTACT: Karen Whitney
(202)366-0660
Claretta Duren
(202)366-4636

FHWA REPORTS ROAD
CONSTRUCTION COSTS FOR
SECOND QUARTER OF 1995

The Federal Highway Administration (FHWA) announced today that highway construction costs increased 0.3 percent in the second quarter of 1995.

The first quarter results raised the FHWA's composite index for highway construction costs to 121.2 percent of the 1987 base index (1987 average costs equal 100 percent).

Increases in the unit prices for reinforcing steel, bituminous concrete, and structural steel raised the index in the second quarter. There were decreases in the unit prices for common excavation, portland cement concrete and structural concrete.

The three-quarter moving composite price index for the first quarter of 1995 -- obtained by combining data for the last quarter of 1994 and the first two quarters of 1995 -- increased 0.2 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. Since the enactment of the Intermodal Surface Transportation Efficiency Act of 1991, the index reflects federal-aid contracts on the National Highway System.

- more -

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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:

	<u>Quarterly Price Index</u>	<u>Percentage Change</u>	<u>Three-quarters Moving Index</u>	<u>Percentage Change</u>
*2nd Quarter, 1993	109.0	--	107.9	--
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	116.1	1.6
4th Quarter, 1994	116.4	-4.1	120.2	3.5
1st Quarter, 1995	120.8	3.8	120.5	0.2
2nd Quarter, 1995	121.2	0.3	--	--

* 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 1995, 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 (Second Quarter 1995) from:</u>	
	<u>Second Quarter 1995</u>	<u>First Quarter 1995</u>	<u>Second Quarter 1994</u>	<u>First Quarter 1995</u>
Excavation	106.8	112.2	101.6	-4.8
Portland cement concrete	149.3	158.1	147.5	-5.6
Bituminous concrete	116.9	108.7	111.7	7.5
Composite surfacing	127.5	124.9	123.5	2.1
Reinforcing steel	126.6	124.4	117.9	1.8
Structural steel	105.3	102.1	87.4	3.1
Structural concrete	125.2	126.8	107.5	-1.3
Composite structures	120.3	119.9	104.0	0.3
Composite price index	121.2	120.8	111.6	0.3
				8.6

- more -

The price levels of the current component items of the three-quarter moving index in the first quarter of 1995, 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 1995) from:	
	First Quarter 1995	Fourth Quarter 1994	First Quarter 1994	Fourth Quarter 1994	First Quarter 1994
	Excavation	109.3	114.6	106.2	- 4.6
Portland cement concrete	151.8	150.4	140.4	0.9	8.1
Bituminous concrete	112.2	114.7	109.6	- 2.2	2.4
Composite surfacing	125.2	126.4	119.7	- 0.9	4.6
Reinforcing steel	125.1	121.3	113.7	3.1	10.0
Structural steel	106.4	102.9	89.8	3.4	18.5
Structural concrete	124.6	121.2	108.4	2.8	14.9
Composite structures	119.9	116.4	104.4	3.0	14.8
Composite price index	120.5	120.2	110.9	0.2	8.7

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

	Unit	Individual Quarters		Three Quarters	
		1st Qtr. 1995	2nd Qtr. 1995	4th Qtr. 1994*	1st Qtr. 1995**
Excavation	Cu.Yd.	\$ 2.72	\$ 2.59	\$ 2.78	\$ 2.65
PCC surface	Sq.Yd.	23.28	22.00	22.16	22.36
Bit.conc.surf.	Ton	26.78	28.80	28.26	27.65
Reinf. steel	Lb.	0.548	0.558	0.535	0.551
Str. steel	Lb.	0.904	0.936	0.911	0.941
Str. concrete	Cu.Yd.	305.42	301.61	291.80	300.18

* Weighted average unit prices for the last two quarters of 1994 and the first quarter of 1995.

** Weighted average unit prices for the last quarter of 1994 and the first two quarters of 1995.

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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 26, 1995

FHWA 47-95
Contact: Stan Hamilton
Tel.: (202) 366-0665

TRUCK, BUS SAFETY INSPECTORS TO COMPETE FOR TOP HONORS

Top truck and bus safety enforcement personnel from the United State, Canada and Mexico will compete Aug. 7-12 in New Orleans for top safety inspector honors.

"Challenge '95," the third annual International Inspector Competition, will take place at the New Orleans Convention Center in conjunction with the yearly driving championships of the American Trucking Associations (ATA). The Federal Highway Administration (FHWA) and the Commercial Vehicle Safety Alliance are the principal sponsors of Challenge '95.

In addition to a grand champion, winners will be selected in four categories: driver inspection, hazardous materials inspection, vehicle inspection and, for the first time this year, bus inspection. Expected to compete are one inspector from each state, province and territory, Puerto Rico, Mexico, and the District of Columbia.

Goals are to promote greater uniformity of the inspection procedures in all the jurisdictions, improve the skill level of inspectors and stimulate pride in the inspection process, which in the United States involves two million annual random roadside inspections of trucks and buses and their drivers.

"These goals take on added importance," FHWA Administrator Rodney E. Slater said, "because in December the North American Free Trade Agreement will permit cross-border commercial motor vehicle operations in the U.S. and Mexican border states."

The ATA, the South Carolina Department of Public Safety and the Louisiana State Police are helping sponsor Challenge '95.

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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 26, 1995

FHWA 47-95
Contact: Stan Hamilton
Tel.: (202) 366-0665

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**TRUCK, BUS SAFETY INSPECTORS
TO COMPETE FOR TOP HONORS**

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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 27, 1995

FHWA 49-95
Contact: Stan Hamilton
Tel.: (202) 366-0665

**FHWA EMPLOYS NEW ENFORCEMENT
AGAINST TRUCKER DEEMED UNFIT**

In a new and aggressive "first" in the history of motor carrier safety enforcement, the Federal Highway Administration (FHWA) and a state agency, the Iowa Department of Transportation, have used a new tool -- suspension of a truck company's individual vehicle registrations.

Working with a five-state group to develop what is called the Commercial Vehicle Information System, the FHWA and the state of Iowa earlier this month suspended the registrations of all trucks owned by RAKAB Transportation of Waterloo, Iowa, which had been judged to be unfit.

"This pilot program underscores our emphasis on the importance of federal-state partnerships as a means of enforcing our safety regulations better and improving commercial vehicle safety," said FHWA Administrator Rodney E. Slater.

The suspensions followed an FHWA out-of-service order against the carrier, which was found to be unfit and to pose an imminent hazard on the highways.

RAKAB surrendered all vehicle registrations and license plates, which will remain under suspension until the imminent hazard has been eliminated and the order rescinded. - If the company fails to improve its safety performance, its vehicle registrations could be revoked.

The other states in the pilot program are Colorado, Indiana, Minnesota and Oregon. Motor carriers in the five states found to have poor safety records are being sent warning letters informing them that continued poor safety compliance could lead to a shutdown order and suspension of their state registration.

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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, October 27, 1995

FHWA 73-95

Contact: Jim Pinkelman

Tel.: 202-366-0660

**FHWA ESTABLISHES SAFETY PROGRAM
FOR HIGHWAY CONSTRUCTION ZONES**

The Federal Highway Administration (FHWA) has established a national work zone safety program designed to enhance safety at highway construction, maintenance and utility sites by improving the quality and effectiveness of traffic operations, safety equipment, traffic control devices and maintenance of traffic-bidding practices.

Under the National Highway Work Zone Safety Program, the FHWA will provide guidance and oversight in an effort to improve the overall safety of construction zones, particularly on federal-aid projects. State and local governments will continue to have primary responsibility for planning, designing and controlling work zones to ensure safe and convenient travel by highway users and safe working conditions for workers.

"Safety is our number one priority at the Department of Transportation," said FHWA Administrator Rodney E. Slater. "This new program is an excellent example of the FHWA working with our state and local partners to develop a program that addresses nationwide concerns over safety in highway construction work zones."

More than 6,800 fatalities caused by traffic-related incidents have occurred in construction work zones in the last 10 years. Work zone fatalities hit a high of 833 in 1994.

The National Highway Work Zone Safety Program consists of four components: standardization, compliance, evaluation and innovation. Under standardization, the FHWA will update existing work zone safety-related standards, including those related to traffic control devices, contract specifications, and the use of recognized industry-wide good work zone managerial practices. The FHWA also will develop new standards as necessary.

-more-

Under compliance, the FHWA will develop inspection methods to identify devices that have been improperly installed or inadequately maintained to increase the compliance of contractors and enforcement by state highway agencies of contract traffic control provisions. FHWA also will promote public awareness programs designed to inform highway users of the unique nature and the risk of driving in work zones and change highway user behavior accordingly.

Under evaluation, the FHWA will assist state highway agencies in evaluating their programs and improving their procedures for collecting and analyzing work zone accident data. The FHWA will encourage state and local highway agencies to develop a system of independent project site and program process reviews to identify desirable safety changes. The FHWA also will periodically review highway construction and maintenance projects to determine the condition of traffic control devices and the effectiveness of enforcement activities and develop a national information exchange program that will provide information on policies that improve work zone safety.

Under innovation, the FHWA will encourage state and local highway agencies and others to use the Strategic Highway Research Program (SHRP) Work Zone Safety products, which have proved successful. Products include those that provide added protection for workers such as the flashing stop/slow paddle and the intrusion alarm. The FHWA also will encourage the increased use of devices such as truck-mounted attenuators for short- and medium-term stationary work zones and automated shadow vehicles for mobile and short-term zones. In addition, the FHWA will develop and conduct a comprehensive work zone safety training program.

A notice on the program was published in the Federal Register on Oct. 24, 1995.

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<http://www.dot.gov/affairs/index.htm>*

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

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

Official Business
Penalty for Private Use \$300



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, October 30, 1995

FHWA 75-95
Contact: Karen Whitney
Tel.: (202) 366-0660
Claretta Duren
(202) 366-4636

FHWA REPORTS ROAD CONSTRUCTION COSTS FOR THIRD QUARTER OF 1995

The Federal Highway Administration (FHWA) announced today that highway construction costs decreased 1.1 percent in the third quarter of 1995.

The third quarter results lowered the FHWA's composite index for highway construction costs to 119.9 percent of the 1987 base index (1987 average costs equal 100 percent).

Decreases in the unit prices for reinforcing steel, common excavation, portland cement concrete, structural concrete, and structural steel lowered the index in the third quarter. There was an increase in the unit price for bituminous concrete.

The three-quarter moving composite price index for the second quarter of 1995 -- obtained by combining data for the first three quarters of 1995 -- increased 0.6 percent from the previous three-quarter average.

Trends in highway construction costs are measured by an index of average contract prices compiled from reports of state highway contract awards for federal-aid contracts greater than \$500,000. Since the enactment of the Intermodal Surface Transportation Efficiency Act of 1991, the index reflects federal-aid contracts on the National Highway System.

- more -

The composite price indices during the past two 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, 1993	106.9	--	108.1	--
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	116.1	1.6
4th Quarter, 1994	116.4	-4.1	120.2	3.5
1st Quarter, 1995	120.8	3.8	120.5	0.2
2nd Quarter, 1995	121.2	0.3	121.2	0.6
3rd Quarter, 1995	119.9	-1.1	--	--

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

The price levels of the component items of the quarterly index in the third quarter of 1995, 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 1995) from:</u>		
	<u>Third Quarter 1995</u>	<u>Second Quarter 1995</u>	<u>Third Quarter 1994</u>	<u>Second Quarter 1995</u>	<u>Third Quarter 1994</u>
Excavation	100.9	106.8	128.6	-5.5	-21.5
Portland cement concrete	140.9	149.3	143.2	-5.6	- 1.6
Bituminous concrete	126.9	116.9	122.9	8.6	3.3
Composite surfacing	131.5	127.5	129.5	3.1	1.5
Reinforcing steel	121.8	126.6	111.1	-3.8	9.6
Structural steel	101.2	105.7	96.9	-4.3	4.4
Structural concrete	120.5	125.2	118.4	-3.8	1.8
Composite structures	115.6	120.3	111.5	-3.9	3.7
Composite price index	119.9	121.2	121.4	-1.1	- 1.2

The price levels of the current component items of the three-quarter moving index in the second quarter of 1995, 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 1995) from:	
	Second Quarter 1995	First Quarter 1995	Second Quarter 1994	First Quarter 1995	Second Quarter 1994
	Excavation	107.1	109.3	115.5	- 2.0
Portland cement concrete	151.7	151.8	139.7	- 0.1	8.6
Bituminous concrete	117.9	112.2	113.4	5.1	4.0
Composite surfacing	129.0	125.2	122.0	3.0	5.7
Reinforcing steel	124.1	125.1	116.9	- 0.8	6.2
Structural steel	103.4	106.4	90.0	- 2.8	14.9
Structural concrete	124.5	124.6	111.4	- 0.1	11.8
Composite structures	118.8	119.9	106.7	- 0.9	11.3
Composite price index	121.2	120.5	114.3	0.6	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 Otr. 1995	3rd Otr. 1995	1st Otr. 1995*	2nd Otr. 1995**
Excavation	Cu.Yd.	\$ 2.59	\$ 2.45	\$ 2.65	\$ 2.60
PCC surface	Sq.Yd.	22.00	20.75	22.36	22.35
Bit.conc.surf.	Ton	28.80	31.28	27.65	29.07
Reinf. steel	Lb.	0.558	0.537	0.551	0.547
Str. steel	Lb.	0.936	0.895	0.941	0.915
Str. concrete	Cu.Yd.	301.61	290.26	300.18	299.72

* Weighted average unit prices for the last quarter of 1994 and the first two quarters of 1995.

** Weighted average unit prices for the first three quarters of 1995.

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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
Tuesday, November 28, 1995

FHWA 76 -95
Contact: Karen Whitney
Tel.: (202) 366-0660

FHWA AWARDS MORE THAN \$2.5 MILLION IN TRANSPORTATION FELLOWSHIPS

Rodney E. Slater, Administrator of the U.S. Department of Transportation's Federal Highway Administration (FHWA), announced that the agency has awarded 113 students and faculty a total of more than \$2.5 million in transportation fellowships to support post-graduate study and research in the transportation field.

"Education and training are the keys to opportunity for every American," FHWA Administrator Rodney E. Slater said. "As we look to the future, our goal is to secure the best and brightest minds for the transportation industry."

The funds were provided under the Dwight David Eisenhower Transportation Fellowship Program, developed in 1992 under the provisions of the Intermodal Surface Transportation Efficiency Act. The fellowship program encompasses all areas of transportation. Selection criteria include grade point average, letters of recommendation and desire to pursue a career in a transportation field.

The minimum funding for the program each year is \$2 million and is expected to serve over 100 fellowship recipients annually. FHWA's National Highway Institute manages the program and awarded the first fellowships in 1993. A listing of the 1995-96 recipients is attached:

- more -

- ALABAMA* **University of Alabama:** Rodney Chester
- ARKANSAS* **Philander Smith College:** Terry Esper
- ARIZONA* **Arizona State University:** Lisa Schaefer
- CALIFORNIA* **California State University, Los Angeles:** Eddie Curtis,
Glenford Gillette, Marco Gutierrez, Dr. Hassan Hashemian, Walter Madrid,
Jalaine Quintrell
University of California, Berkeley: Amy Epps
University of Southern California: Suzanne Webber
- DISTRICT OF* **Howard University:** Terry Bruner, Charles Neal III, Adrienne Noel
COLUMBIA **University of the District of Columbia:** Ernest Cooper,
Lori Dickerson-Odem, Daina Williams
- FLORIDA* **Florida A&M University:** Dr. Timmi Fadiora, Raymund Flood,
Tiphonie Jinks, William LaMar IV, Dr. Charles Wright
Florida International University: Michael Adeife, Gregory Netto,
Jose-Luis Oliveros, Clara Sidan
Florida Memorial College: Christopher Bromfield, Willena McGonico,
Halverson West
University of Central Florida: Dr. Okey Onyemelukwe
University of Miami: Arthur Wolek
- GEORGIA* **Georgia Institute of Technology:** Dike Ahanotu, Shauna Hallmark,
Dr. Wayne Sarasua
University of Georgia: Dr. Charles Floyd, William Graves
- ILLINOIS* **Northwestern University:** William Sermons
- KANSAS* **Kansas State University:** Dr. Eugene Russell
- KENTUCKY* **University of Kentucky:** David Deitz
- LOUISIANA* **Dillard University:** Dr. Gilbert Rochon
Southern University: Cynthia Coleman, Allyson Smith,
Edith Womack
- MASSACHUSETTS* **Massachusetts Institute of Technology:** John Bowman,
Edward Lovelace, Paul Schimek
University of Massachusetts, Dartmouth: Dr. Walaa Mogawer
- MARYLAND* **Bowie State University:** Elba Duron, Keshia Lucas, Edward Reed
Morgan State University: Danyell Beard, Sherry Burton,
Joseph Cooper, Darnise Mickey
University of Maryland: Fassil Beshah, Preeti Goel, Huyang Hu,
Ping Liang, Quinghui Mu, Meenaskshy Vasudevan, Jianmin You

MICHIGAN **Michigan State University:** Mousa Abassi, Dr. Virginia Sisiopiku
Western Michigan University: Dr. Judith Whipple

MISSISSIPPI **Jackson State University:** Hazel Cooper, Craig Howard, George Levy

NORTH CAROLINA **North Carolina A&T State University:** Teronda Dinkins,
Chadwick Huffines, Laurie Scott
University of North Carolina, Charlotte: Johnathan Turner, Scott Festin

NEW YORK **Cornell University:** Basil Mark Harris
Syracuse University: Tricia Ward

OREGON **Oregon State University:** Dr. Katherine Hunter-Zaworski

PENNSYLVANIA **Pennsylvania State University:** Craig Miller
University of Pennsylvania: Dominic Spaethling

PUERTO RICO **University of Puerto Rico, Mayaguez:** Evan Gonzalez Baker,
Alberto Gonzalez Gonzalez, Zaida Rico Rolon

SOUTH CAROLINA **South Carolina State University:** Jerico Major, Roland Saunders Jr.

TENNESSEE **Tennessee State University:** Kevin Knowles, Lia Scales, Felicia Vestal

TEXAS **Prairie View A&M University:** Kimberly Hughes, Marcell Moran,
Kevin Thibodeaux
Texas A&M University: Ana Karina Vizcarra
Texas A&M University, Kingsville: Ramon Maldonado Jr.
Texas Southern University: Carlotta Demby-Bomar, Cheryl Green,
Tyrone Hamilton, Dr. Isaac Netty
University of Texas, Austin: Dr. Susan Handy, Vaishali Vora
University of Texas, El Paso: Oscar Contreras, Marvin Oey,
Ed Paganini, Eric Weissinger
University of Texas, San Antonio: Brian Beckmann, John Dyer,
Janice Hightower, Lisa Kavitz, Christopher Wickham

VIRGINIA **Hampton University:** Nicole Herring, Tamera Thomas, John Williams III
University of Virginia: Billy Williams Jr.
Virginia Polytechnic Institute & State University: Matthew Helmers,
Prashanth Rudrangi

WISCONSIN **University of Wisconsin:** Gregory Nelson

WEST VIRGINIA **West Virginia University:** Vinash Vonteru

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs

226187
M-493

D 8300 002

FOR IMMEDIATE RELEASE

Monday, December 4, 1995

FHWA 80-95

Contact: Karen Whitney

Tel. (202) 366-0660

R.C. Ramirez

(202) 366-6409

**FHWA ANNOUNCES 1996 HIGHWAY
SAFETY AWARDS COMPETITION**

The Federal Highway Administration (FHWA) today announced that it will begin accepting nominations for the *1996 Biennial Highway Safety Awards*. The competition recognizes the "best of the best" in the transportation industry for outstanding achievements in highway safety.

"This competition is an opportunity for us to give safety projects and innovators the recognition they deserve for helping us achieve our goal of providing the safest driving environment in the world," FHWA Administrator Rodney E. Slater said.

"I am proud to note that with each competition, the safety award nominations we receive have been excellent indicators that highway safety continues to improve. It will be my pleasure to recognize our partners in the highway safety community and to congratulate all who participate in this competition for their commitment to highway safety," Slater added.

Nominations will be accepted until Feb. 9, 1996. Entry forms are available at FHWA division offices in each state or from FHWA Headquarters, Office of Highway Safety, HHS-10, 400 Seventh St. S.W., Room 3416, Washington, D.C., 20590. Federal, state, and local highway and/or safety agencies are encouraged to participate. Winners will be announced in Spring 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
Tuesday, December 26, 1995

FHWA 83 -95
Contact: Andrew M. Paven
Tel.: (202) 366-0660

DOT AWARDS \$220 MILLION IN DISCRETIONARY FUNDS FOR KEY INFRASTRUCTURE PROJECTS

Secretary of Transportation Federico Peña today announced that the U.S. Department of Transportation has awarded more than \$220 million in discretionary funds for important infrastructure-related projects across the nation.

"In the first two years of this Administration, we have invested more than \$40 billion in our nation's transportation infrastructure, a larger amount than in any other two-year period," Secretary Peña said. "These grants build on President Clinton's commitment to rebuild America. We have chosen them with common sense, strategically investing these funds so that we provide the greatest benefit to our highway users across the country."

"I have seen many of these projects firsthand," said Federal Highway Administrator Rodney E. Slater. "Over the last two years, as I have traveled the roads of this great nation, I have seen how significant these projects are to the future of their local economies. I am pleased and proud to provide these important grants."

The funds, made available for eligible projects at the discretion of the Secretary, are provided from various accounts through the department's Federal Highway Administration. Selection and distribution of the fiscal year 1996 allocations were based on requests by the states and the eligibility of the projects submitted for additional federal funding.

Funds were made available in the following categories: Interstate Discretionary, National Highway System (NHS) High Priority Corridor, Public Lands Highways, NHS Major Bridges, Timber Bridges, Scenic Byways, and Right of Way.

A list of projects is attached.

-more-

FISCAL YEAR 1996 ALLOCATIONS

STATE	ALLOCATION	PROGRAM
ALABAMA	\$ 1,500,000	Scenic Byways
	\$ 456,000	Ferry Boats
	TOTAL: \$ 1,956,000	
ALASKA	\$ 180,000	Scenic Byways
	\$ 1,633,497	Ferry Boats
	TOTAL: \$ 1,813,497	
ARIZONA	\$ 69,000	Timber Bridges
	\$ 1,738,400	Scenic Byways
	\$ 2,000,000	Public Lands Highways
	TOTAL: \$ 3,807,400	
ARKANSAS	\$ 750,000	NHS High Priority Corridor
	\$ 1,000,000	NHS High Priority Corridor
	TOTAL: \$ 1,750,000	
CALIFORNIA	\$ 950,000	NHS High Priority Corridor
	\$ 250,000	Ferry Boats
	\$ 1,600,000	Ferry Boats
	\$ 3,000,000	Public Lands Highways
	TOTAL: \$ 5,800,000	

FISCAL YEAR 1996 ALLOCATIONS

STATE	ALLOCATION	PROGRAM
COLORADO	\$12,000,000	Interstate 4R
	\$ 72,816	Timber Bridges
	\$ 88,448	Timber Bridges
	\$ 1,421,320	Scenic Byways
	\$ 8,000,000	Major Bridges
	TOTAL: \$21,582,584	
CONNECTICUT	\$ 10,000	Scenic Byways
	\$ 4,984,282	Major Bridges
	TOTAL: \$ 4,994,282	
DELAWARE	\$ 340,000	Timber Bridges
	TOTAL: \$ 340,000	
DISTRICT OF COLUMBIA	\$ 2,750,000	Public Lands Highways
	TOTAL: \$ 2,750,000	
FLORIDA	\$ 1,000,000	Ferry Boats
	TOTAL: \$ 1,000,000	
GEORGIA	TOTAL: NONE	
HAWAII	\$ 200,000	Scenic Byways
	TOTAL: \$ 200,000	

FISCAL YEAR 1996 ALLOCATIONS

STATE	ALLOCATION	PROGRAM
IDAHO	\$ 106,000	Scenic Byways
	TOTAL: \$ 106,000	
ILLINOIS	\$ 5,346,283	Interstate 4R
	\$ 470,000	Timber Bridges
	\$ 70,006	Timber Bridges
	\$ 201,344	Timber Bridges
	\$ 447,600	Timber Bridges
	\$ 256,000	Timber Bridges
	\$ 195,000	Ferry Boats
	\$ 700,000	Public Lands Highways
	\$ 480,000	Public Lands Highways
	\$ 7,200,000	Major Bridges
	TOTAL: \$15,366,233	
INDIANA	\$ 680,000	Public Lands Highways
	TOTAL: \$ 680,000	
IOWA	\$ 500,000	Timber Bridges
	\$ 130,000	Scenic Byways
	\$ 400,000	Public Lands Highways
	TOTAL: \$ 1,030,000	

FISCAL YEAR 1996 ALLOCATIONS

STATE	ALLOCATION	PROGRAM
KANSAS	\$ 114,400	Timber Bridges
	\$ 122,640	Timber Bridges
	\$ 180,000	Timber Bridges
	\$ 210,824	Timber Bridges
	\$ 816,720	Scenic Byways
TOTAL:	\$ 1,444,584	
KENTUCKY	\$ 95,000	Ferry Boats
	TOTAL:	\$ 95,000
LOUISIANA	\$ 680,000	Ferry Boats
	\$ 2,389,500	Interstate Discretionary
	TOTAL:	\$ 3,069,500
MAINE	\$ 200,000	Timber Bridges
	\$ 200,000	Timber Bridges
	\$ 400,000	Ferry Boats
	\$ 200,000	Public Lands Highways
	TOTAL:	\$ 1,000,000
MARYLAND	\$ 1,000,000	Public Lands Highways
	TOTAL:	\$ 1,000,000

FISCAL YEAR 1996 ALLOCATIONS

STATE	ALLOCATION	PROGRAM
MASSACHUSETTS	\$ 112,440	Scenic Byways
	\$ 3,000,000	Public Lands Highways
	TOTAL: \$ 3,112,440	
MICHIGAN	\$ 270,400	Timber Bridges
	\$ 205,600	Timber Bridges
	\$ 159,520	Timber Bridges
	\$ 320,000	Public Lands Highways
	\$ 172,800	Timber Bridges
	TOTAL: \$ 1,128,320	
MINNESOTA	\$ 196,000	Timber Bridges
	\$ 500,000	Timber Bridges
	\$ 324,920	Timber Bridges
	\$ 207,453	Scenic Byways
	\$ 150,000	Public Lands Highways
	\$ 6,000,000	Major Bridges
	\$ 306,400	Timber Bridges
	TOTAL: \$ 7,684,773	
MISSISSIPPI	TOTAL: NONE	

FISCAL YEAR 1996 ALLOCATIONS

STATE	ALLOCATION	PROGRAM
MISSOURI	\$ 200,000	NHS High Priority Corridor
	\$ 336,000	Ferry Boats
	\$ 20,000	Public Lands Highways
TOTAL:	\$ 556,000	
MONTANA	\$ 5,562,454	Public Lands Highways
TOTAL:	\$ 5,562,454	
NEBRASKA	\$ 392,000	Public Lands Highways
TOTAL:	\$ 392,000	
NEVADA	\$10,000,000	Interstate 4R
	\$ 404,802	Scenic Byways
	\$ 5,000,000	Public Lands Highways
TOTAL:	\$15,404,802	
NEW HAMPSHIRE	\$ 426,589	Scenic Byways
	\$ 1,000,000	Public Lands Highways
	\$ 5,000,000	Major Bridges
TOTAL:	\$ 6,426,589	

FISCAL YEAR 1996 ALLOCATIONS

STATE	ALLOCATION	PROGRAM
NEW JERSEY	\$ 464,000	Timber Bridges
	\$ 500,000	Timber Bridges
	\$ 308,000	Timber Bridges
	\$ 1,000,000	Ferry Boats
	\$ 250,000	Public Lands Highways
	TOTAL: \$ 2,522,000	
NEW MEXICO	\$ 1,426,400	Scenic Byways
	\$ 4,000,000	Public Lands Highways
	TOTAL: \$ 5,426,400	
NEW YORK	\$ 596,611	NHS High Priority Corridor
	\$ 480,000	Timber Bridges
	\$ 367,925	Timber Bridges
	\$ 500,000	Timber Bridges
	\$ 325,680	Timber Bridges
	\$ 900,000	Scenic Byways
	\$ 2,110,946	Ferry Boats
	\$10,000,000	Major Bridges
	\$10,000,000	Major Bridges
	TOTAL: \$25,281,162	

FISCAL YEAR 1996 ALLOCATIONS

STATE	ALLOCATION	PROGRAM
NORTH CAROLINA	\$ 272,000	Scenic Byways
	\$ 6,000,000	Public Lands Highways
	TOTAL: \$ 6,272,000	
NORTH DAKOTA	TOTAL: NONE	
OHIO	TOTAL: NONE	
OKLAHOMA	TOTAL: NONE	
OREGON	\$25,821,600	Interstate 4R
	\$ 6,000,000	Public Lands Highways
	TOTAL: \$31,821,600	
PENNSYLVANIA	\$ 308,800	Timber Bridges
	\$ 1,000,000	Ferry Boats
	\$ 1,200,000	Public Lands Highways
	TOTAL: \$ 2,508,800	
PUERTO RICO	\$ 420,000	Scenic Byways
	\$ 192,000	Ferry Boats
	TOTAL: \$ 612,000	

FISCAL YEAR 1996 ALLOCATIONS

STATE	ALLOCATION	PROGRAM
RHODE ISLAND	\$ 9,000,000	Interstate 4R
	\$ 64,000	Scenic Byways
	\$ 864,000	Ferry Boats
	\$ 4,400,000	Major Bridges
TOTAL:	\$14,328,000	
SOUTH CAROLINA	\$ 180,000	Scenic Byways
	\$ 150,000	Public Lands Highways
	\$ 153,000	Public Lands Highways
TOTAL:	\$ 483,000	
SOUTH DAKOTA	\$ 4,000,000	Interstate 4R
	\$ 2,200,000	Major Bridges
	\$ 1,000,000	Public Lands Highways
TOTAL:	\$ 7,200,000	
TENNESSEE	\$ 719,200	Ferry Boats
TOTAL:	\$ 719,200	
TEXAS	\$ 500,000	NHS High Priority Corridor
	\$ 800,000	Ferry Boats
TOTAL:	\$ 1,300,000	

FISCAL YEAR 1996 ALLOCATIONS

STATE	ALLOCATION	PROGRAM
UTAH	\$ 445,863	Scenic Byways
	TOTAL: \$ 445,863	
VERMONT	\$ 581,608	Scenic Byways
	\$ 321,000	Public Lands Highways
	TOTAL: \$ 902,608	
VIRGINIA	\$ 900,000	NHS High Priority Corridor
	\$ 273,819	Timber Bridges
	TOTAL: \$ 1,173,819	
WASHINGTON	\$ 200,000	NHS High Priority Corridor
	\$ 628,719	Scenic Byways
	\$ 1,600,000	Ferry Boats
	\$ 136,000	Public Lands Highways
	TOTAL: \$ 2,564,719	

FISCAL YEAR 1996 ALLOCATIONS

STATE	ALLOCATION	PROGRAM
WEST VIRGINIA	\$ 1,500,000	NHS High Priority Corridor
	\$ 148,000	Timber Bridges
	\$ 146,400	Timber Bridges
	\$ 147,200	Timber Bridges
	\$ 153,600	Timber Bridges
	\$ 525,320	Scenic Byways
	\$ 1,000,000	Public Lands Highways
TOTAL:	\$ 3,620,520	
WISCONSIN	\$ 400,000	Public Lands Highways
	\$ 470,000	Public Lands Highways
TOTAL:	\$ 870,000	
WYOMING	\$ 699,166	Scenic Byways
	\$ 1,805,546	Public Lands Highways
TOTAL:	\$ 2,504,712	
TOTAL FY 1996 ALLOCATIONS	\$220,608,861	

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