



TOLLWAYS

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WASHINGTON, D.C. 20037

INTERNATIONAL BRIDGE, TUNNEL AND TURNPIKE ASSOCIATION, INC.

September 1985

Task Force Contemplates IBTTA Dues Increase

Dues for IBTTA members have not increased since 1980, and there have been economic changes and increased costs since then that may soon force dues adjustments. A special task force appointed by President Fogo is studying the present situation and will make a report to the Board of Directors at the Annual Meeting in Boston.

Association operating expenses have risen 26 percent in those five years, the task force has found. Rather than apply this increase across the board, the task force is considering a raise in the present ceilings on Active Members' dues, since those paying the maximum amounts each year have not contributed to those increased costs. Smaller Active Members, those not yet paying maximum dues, would pay only a small token increase in base dues, according to plans now being studied. Both North American and non-North American dues structures may be affected. Increases in Associate and Sustaining Member dues are also under consideration.

IBTTA Calendar

MAINTENANCE—Spring Conference, Hospitality House, Williamsburg, VA, May 18-20, 1986.

ADMINISTRATION, FINANCE & RISK MANAGEMENT—Joint Committee Meeting, Hotel Boca Raton, Boca Raton, FL, June 1-3, 1986.

Free Shuttle Service from Airport Offered to IBTTA Conventioneers

The Massachusetts Port Authority and the Massachusetts Turnpike Authority, which are co-hosting the 53rd Annual Meeting in Boston, will be providing FREE shuttle bus transportation from Boston's Logan International Airport to the Westin Hotel—Copley Place, on Saturday, October 12, and Sunday, October 13 from 8:00 a.m. to 4:00 p.m.

Information will be available at the courtesy booth located in the baggage claim area in each terminal. Look for the white signs with blue lettering.

Driving to Boston? The Westin Is Right on the Mass. Turnpike

Boston's beautiful new Westin Hotel at Copley Place is built directly on top of the Massachusetts Turnpike as part of its air rights development complex. So there's easy access to the hotel and garage.

Driving into Boston from the West on the Turnpike, look for the "Prudential-Copley Square" exit. Take the ramp marked "Copley Square" and as you emerge from the tunnel, the Westin Hotel will be on your left. Follow the hotel around to your left to the garage entrance. That's all there is to it!

Panelists on Tourism



Cornelius



Margenat



Marino

Panelists on Traffic Improvements



Slaney



Pendse



Goldberg

Speakers on Toll Collection



Smith



Remley



Higgins



Raphael

Assecar Group Analyzes Fatalities On French Motorways

L'ASSECAR (Association pour la Securite sur Autoroutes) (French Association for security on motorways) has just published the results of a survey giving the main causes of fatalities on motorways:

- 1- Tiredness—drowsiness 20 to 30% (according to age).
- 2- Under-inflated tires—10 to 16%.
- 3- Adverse weather conditions—13 to 14%.
- 4- Driving errors, involving security-distance or faulty maneuvers—10 to 13%.
- 5- Loss of control because of excessive speed—7 to 10%.
- 6- Pedestrian presence—6 to 12%.

Speed-limit violations only took the 5th position, but actually increased the severity of accidents caused by other reasons. Excessive drinking does not appear on the list of accident causes.

Rene Heckenroth Succeeds Millier at ASF in France

Rene HECKENROTH now heads A.S.F. (Autoroutes du Sud de la France), succeeding Jean MILLIER, who is now in charge of the French toll roads association: A.S.F.A. (Association des Societes Francaises d'Auto-roues); Heckenroth is also the President of ACOBA (Autoroute de la Cote Basque).

During his career, HECKENROTH served as Prefect for the following Departments: Aude, Indre, and Prefect of Police of Marseille. He was General Manager of the "Office National des Anciens Combattants" and Senior member of the Council of State.

He is an "Officer de la Legion d'Honneur", "Officier du Merite" and holder of the Croix de Guerre.

George Mucci Retires as Commander Of New Jersey Turnpike Police Unit

New Jersey Turnpike Police unit Captain George F. Mucci has retired after five years as Commander of Troop D and nearly 34 years in the New Jersey State Police. Troop D is the unit patrolling the New Jersey Turnpike.

Mucci spent 12 years on the Turnpike, rising to the top post in 1980. He had been vice chairman of IBTTA's Operations Committee and chairman of its Safety and Security Subcommittee until this year. Earlier, the Captain had been a major organizer and booster of the subcommittee, now a key contributing group on this busy Committee.

Public Opposition to Tolls A Myth, IBTTA Tells NTPAW

The last four times the motoring public had the chance to vote for or against tolls, support for them was overwhelming, Executive Director John J. Hassett told a meeting of the National Transportation Public Affairs Workshop last month. This demonstrates, he said, that public opposition to tolls is a myth, and that if properly presented and documented, with benefits as well as possible disadvantages fully explained, a toll road project can win widespread endorsement.

He referred to public opinion polls in Indiana, Ohio and Virginia, which clearly showed the motorists' preference for the ease and comfort of toll road driving, and to the 1982 referendum in Harris County, Texas, which strongly authorized a \$900 million bond issue to build the Hardy Street Tollway while at the same time turning down a public transit project in the same corridor.

Hassett told the group of State good roads promoters that they should assure politicians that they need not fear public opprobrium if they got behind toll highway building projects in the future, because tax funds will remain scarce and toll financing may be needed to construct needed facilities, especially in suburban areas.

Delaware Memorial Bridge Featured in IRF Publication

The history of the Delaware Memorial Bridge is traced in a feature story in a recent issue of *World Highways*, published by the International Road Federation. The first of the two bridges was opened to traffic in 1951, built by the State of Delaware under a legislative agreement with New Jersey, according to the article.

Rapid traffic growth led to the construction of a parallel twin bridge in 1963. With each span 1,123 meters in length, the Delaware Memorial Bridge is the longest twin suspension bridge in the world. In 1956 the bridge was designated part of Interstate 95, which runs the breadth of the United States from the Canadian border in Maine to Florida.

The Delaware River and Bay Authority, an IBTTA Active member, was formed as an agency of both states to operate the bridge and the Cape May-Lewes Ferry. William J. Miller, Jr., a past president of IBTTA and a member of the IRF board of directors, has served as Executive Director of the Authority since its formation.

Highway Reauthorization Bill Subject of Senate Field Hearings

Senator Steven D. Symms (R-ID), Chairman of the Transportation Subcommittee, Senate Committee on Environment and Public Works, has announced two additional days of field hearings on legislation to reauthorize the federal highway program.

The Senator chaired four days of hearings in Washington, DC during July, and will hold the two field hearings in Idaho this month. The Subcommittee is therefore not likely to conclude its deliberations on the legislation until October.

Parsons Brinckerhoff Celebrates Centennial

The September issue of *Public Works* features an article on the 100th anniversary of Parsons, Brinckerhoff, Quade and Douglas, Inc., an IBTTA Associate member, tracing the history of the firm from the small consulting engineering office opened by founder William Barclay Parsons and his brother in 1885 in New York.

He was involved in planning New York City's first subway, and later the Cape Cod Canal. His firm designed one of the earliest underwater tunnels and state-of-the-art bridges, as well as a variety of other projects. After World War II, the article notes, the firm was involved in numerous highway projects as the pace of the nation's road development program accelerated.

In 1981, the company provided design and construction management for the Fort McHenry Tunnel under Baltimore Harbor, "the widest vehicular tunnel ever built using the trench method of tunneling," according to the article.

The *Public Works* feature was written by Rebecca Yamin, who spent a year researching the history of the firm for the article and assisted Benson Bobrick in preparation of his book, *Parsons Brinckerhoff: The First Hundred Years*, published by Van Nostrand Reinhold.

Maryland Traffic Tops 74 Million Vehicles

The Maryland Transportation Authority reported that traffic at its six facilities totaled more than 74.2 million vehicles during the 1985 fiscal year ended June 30, an increase of 2.95 million (4.15 percent) over last year.

Gary A. Smith, Executive Secretary of the Authority and an IBTTA Director, said the largest increase was marked at the Francis Scott Key Bridge over Baltimore's outer harbor. Traffic over the 1.6-mile bridge grew by one million vehicles, a 10.9 percent increase. Next largest growth was recorded at the William Preston Lane, Jr. Memorial Bridge (Chesapeake Bay Bridge).

The Baltimore Harbor Tunnel continues to carry the greatest share of toll-paying vehicles in Maryland, almost 24 million in the latest fiscal year, or some 65,635 vehicles daily. Smith noted, however, that Harbor Tunnel traffic has leveled off during the past several years because of ongoing major rehabilitation and maintenance projects along the 18-mile Tunnel Thruway, which are causing some traffic delays.

The most convenient alternative route to the Tunnel is

"CENTAURE" Installation in France Teaches Motorists Winter Driving

On the motorwayside of Alpine-highway (AREA: Autoroutes Rhone-Alpes) an area has been installed for security measures to help motorists handle wet and wintry driving in the mountains.

This area is situated next to Motorway A.43, at l'Isle d'Abeau, in the Alps, where drivers may have to face up during winter to fresh or slushy snow, to a suddenly icy road, or to a thunderstorm increasing the aquaplaning effect.

The 700 meters-long installation is divided into 3 working areas (straight line, bend, slope). The test area is covered by a special surface which simulates a road with rain, snow or ice. A progressive roadholding device makes driving safe. Special vehicles make possible the demonstration of loss of traction and its causes.



The Center is equipped to control everything on the cars (brakes, shock absorber, pneumatics, headlights).

"CENTAURE" offers three courses:

- One hour seminar (emergency-braking).
- Half-a-day-initiation into safer driving techniques.
- Full-day for personal training in safer driving, where drivers can earn a certificate useful sometimes for insurance coverage.

Highway Capacity Manual Published By TRB

The Transportation Research Board has published the third edition of the *Highway Capacity Manual*, a collection of techniques for estimating the capacity and level of service of highways. Previous editions of the *Manual*, translated into seven languages, served as the primary reference for highway planning, design and operational analyses around the world.

The *Manual* is a comprehensive collection of eight years of research conducted by a wide range of organizations and published under the auspices of the Board and its Committee on Highway Capacity and Quality of Service. It is divided into chapters on freeways, rural highways and urban streets. In addition, there is a chapter on the principles of capacity and a glossary of terms and symbols.

The 512-page *Manual* is published in a looseleaf format, and is available for \$40.00 (ISBN 0-309-03821-9) from the Transportation Research Board, 2101 Constitution Avenue, NW, Washington, DC 20418.

the Key Bridge, which Smith said accounts for the unusually high increase in traffic at that facility.

Chesapeake Bay Bridge-Tunnel Now Current on Bond Payments

The financial outlook for the Chesapeake Bay Bridge and Tunnel District has improved considerably over the past decade, highlighted by an announcement that beginning September 19, 1985, interest will be paid on its 5¾% Series C Bonds which bear a maturity date of July 1, 1985. After being behind on interest payments for these bonds for the past 15 years, the District will then be current on its financial obligations and looks forward to making all future interest payments on the scheduled maturity dates.

Only five years ago, the facility was in debt to Series C bondholders on nine past-due interest payments totaling \$25,875,000. With economic growth, traffic on the Bridge-Tunnel grew and reached an all-time high for the past 12 months.

The resulting revenues have enabled the Bridge-Tunnel to pay its overdue debt much quicker than was thought possible a few years ago. Revenues have always been sufficient to meet operating requirements and to pay the interest on and redeem the Series A and B Bonds on schedule.

James K. Brookshire, Jr., Executive Director for the Bridge-Tunnel, reported that traffic and revenue on Sunday, July 7, 1985 was the highest ever for a single day since the opening of the facility in April 1964.

Mackinac Bridge Sets Record Traffic in August

Charles T. Fisher III, Chairman of the Mackinac Bridge Authority, announced that the 456,180 crossings during the month of August established an all-time record for traffic in a single month and was 3.4% over the 440,979 Bridge crossing recorded in August of 1984. The previous monthly record was established in July of 1978 when 452,126 vehicles made the five mile crossing. Chairman Fisher further reported that August fare revenues increased 3.1% from \$779,999 in 1984 to \$803,910, while total revenues, including August's share of the \$3.5 million Legislative appropriation, increased from \$1,360,614 in 1984 to \$1,381,620.

January through August 1985 traffic totals compared to that similar period in 1984 show an increase of 4.1% from 1,745,020 to 1,817,031.

The fewest number of crossings during the month of August occurred in 1961 when 245,148 vehicles used the facility, a little over half this year's record crossing level.

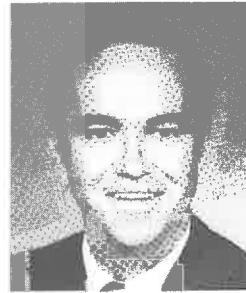
Panelists on Toll Financing



Fernandez



Greenbaum



Collins



Bradshaw

Winghart Is New Head Of France's SAPRR

Jean WINGHART has been appointed President of the SAPR (Société des Autoroutes Paris—Rhin—Rhône) succeeding Mr Jacques MAZEL. WINGHART is a graduate of Polytechnique and of the Ecole des Ponts et Chaussées.

During his career, he was from 1971 to 1976, Marne's Departmental Manager of Equipment and from 1977 for 1979 for Rhone's. He was the General Manager of IGN (Institut Geographique National) from 1980 to 1985.

Garden State Parkway Adds Toll Booths At Union Plaza, Increases Volume

Three additional toll booths, located on the northbound side of the Union toll plaza on the Garden State Parkway, were placed in operation in late August, the New Jersey Highway Authority announced. The Authority operates the 173-mile Parkway and the Garden State Arts Center at Holmdel.

There are now a total of 23 toll lanes available at the Union toll plaza.

A part of the Authority's \$400 million, 5-year capital improvement program begun in 1984, the addition of the three toll booths marks the final phase of the expansion of the roadway—which has increased traffic volume capacity by 33%—in the Union-Irvington area. Two additional toll booths, located on the southbound side of the plaza, were placed in operation before Memorial Day this year.

HUFSAM Official Calls for New System Of Roads in Metropolitan Areas

A "new mechanism" to finance necessary highway development in metropolitan areas has been suggested by Carlton C. Robinson, Executive Vice President of the Highway Users Federation. Speaking at a recent ITE meeting in New Orleans, Robinson said legislative bodies have not been effective in meeting growing traffic demand, particularly in the suburbs.

"Correcting that situation will be the most critical policy challenge of the 1980's," he declared. Commuter driving patterns no longer focus on downtown areas, so new expressways should be built in a grid, rather than in a spider web, ring and radial pattern.

Robinson thinks more metro highway authorities are needed and that funds could be raised from several new sources, including tolls.

Florida Bridge Replacement Incorporates Safety Features

A barrier-island protection system, four protective dolphins and added bridge strength are some of the main safety features designed into Florida's new Sunshine Skyway Bridge, according to an article in *Engineering News-Record*. The safety features are designed to prevent accidents similar to the 1980 incident when a freighter rammed an anchor pier, knocking down one of the bridge's spans.

The bridge, which will continue to be operated by the Florida Department of Transportation, an IBTTA active member, incorporates the design work of three other IBTTA members. Figg & Muller Engineers, Inc., an IBTTA Sustaining member, designed the new concrete box-girder structure with twinned trestles and high-level approach spans. The approaches, designed by F&M and Parsons, Brinckerhoff, Quade and Douglas, Inc., an IBTTA Associate member, are designed to withstand one million lb.-ft. of impact.

The protective dolphins and the barrier-island system are the work of Greiner Engineering Sciences, Inc., also an IBTTA Associate member, and are designed to withstand the force of an 87,000-ton vessel traveling to 10 knots, or up to 380 million lb.-ft. of energy.

Other safety features include a higher and longer span to allow ships more room to pass, a motorist warning system, and safety lanes on both sides of the bridge.

In addition, the bridge will serve as a concrete design laboratory with the installation of a system of gauges and sensors to be installed in the structure. The Construction Technology Laboratories of the Portland Cement Association will monitor bridge temperature, stress and movements to improve long-span concrete bridge design.

Connecticut Toll Road Bridge Wins AISC Design Award

The state Department of Transportation recently received its fifth consecutive Award of Merit for design excellence in the biennial Prize Bridge competition sponsored by the American Institute of Steel Construction (AISC).

The winning structure, one of two dozen honored in the 1984 national competition, was the Merritt Parkway over Route 8 Bridge in Trumbull.

Awards presentations were made to the designer, the general contractor, the steel fabricator and erector, and to Transportation Chief Engineer Robert Gubala of the state Transportation Department. In addition to a mounted certificate, Gubala accepted a stainless steel plaque which will be placed on the winning bridge.

ARTBA's Randy Russell Dies

T. Randolph Russell, long-time ARTBA public relations executive, died suddenly at his home on August 29 at age 64. A 28-year staff member at ARTBA, Randy made frequent appearances at IBTTA Committee meetings and functions. His most recent talk was on current highway legislation before the Joint Meeting of IBTTA's Law and Governmental Relations Committees in Fort Lauderdale, Florida last June. He had also been on Workshop and PR-Operations Committee programs in recent years.

TRB Publishes Rusch Report On Toll Highway Financing

The National Cooperative Highway Research Program has published its report on *Toll Highway Financing*, authored by W. A. "Bill" Rusch, retired Executive Director of IBTTA.

"Traditional concepts of toll financing have changed and are continuing to change in order to meet new conditions and requirements," Rusch writes. The report notes that recent legislative initiatives "point to greater recognition of the potential of toll financing to meet the individual needs of states and metropolitan areas."

"To assist states and localities in evaluating the feasibility and desirability of toll financing, this synthesis provides a brief history of toll financing and describes in greater detail many recent applications of this approach, both in the United States and abroad," he explains in introducing the report.

The report contains an introductory chapter which defines the user-pay concept and discusses the advantages and disadvantages of toll financing. A chapter is devoted to a brief history of toll financing in the United States and the development of public policy and legislation. Another chapter focuses on trends and developments in the toll industry, including a treatment of the 1978 Surface Transportation Assistance Act and a variety of innovative financing plans.

The report also discusses in detail the considerations and requirements relevant to establishing a toll project and provides a review of toll financing in other countries.

Copies of the report, No. 117 in the National Cooperative Highway Research Program, are available from the Transportation Research Board, National Research Council, 2101 Constitution Avenue NW, Washington, DC 20418. Price is \$7.20.

Halifax Bridge Designer Studies Span Strengthening for Trucks

The original designer of the A. Murray McKay Bridge operated by the Halifax-Dartmouth Bridge Commission, Hugh Pratley, has been given a contract to study increasing the bridge's strength to accommodate super-heavy trucks weighing 121,000 pounds or more.

The bridge limit is now 80,000 pounds. It carried more than 200,000 trucks over 60,000 pounds in 1984, each paying a toll of \$1.25 (Canadian). Heavier trucks now have to take a circuitous route and spend up to \$60 per trip, according to Commission Chairman Reg Prest.

The year-long study would determine the feasibility and cost of beefing up span and deck strength to take the extra weight. Cost of the improvements, if undertaken, could exceed \$10 million, the designer stated.

APWA Publishes Maintenance Manual

The Institute of Transportation of the American Public Works Association has published a new edition of its *Street and Highway Maintenance Manual*, an in-depth study of the changes in management systems and highway technology which have advanced the practice of street maintenance.

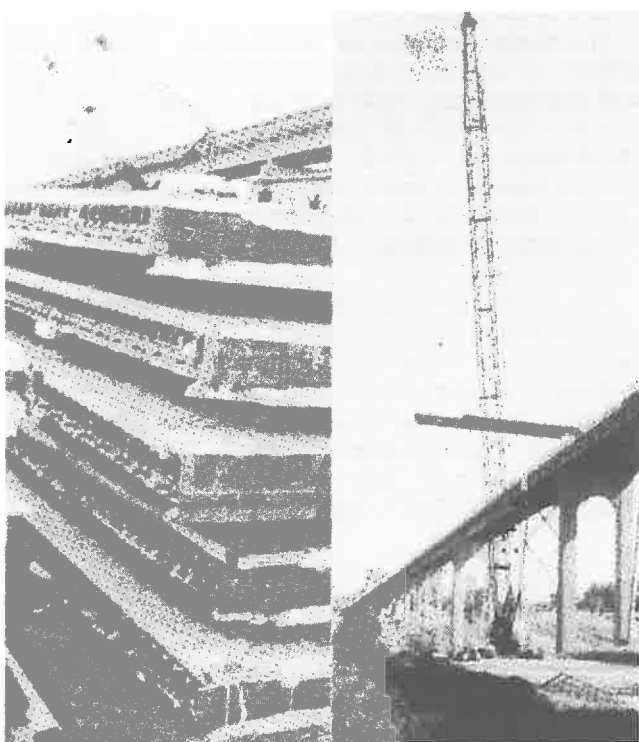
Thousand Islands Bridge U.S. Span Redecking Project On Schedule

The Thousand Islands Bridge Authority's \$6.7 million redecking project of the U.S. Span is currently on schedule.

In order to complete the work, a crew of 60 have been working two shifts. The contractor, the Cianbro Corporation of Pittsfield, Maine, performs the deck replacement portion of the project between 6:00 pm and 6:00 am Monday through Friday mornings. At all other times both traffic lanes are required to be fully operational.

One-hundred sixty eight 30-ton panels were constructed and numbered for appropriate placement and are lifted into place by a 160-ton crane.

Russell Wilcox, Executive Director of the Authority, said the project is on schedule and the completion date as called for in the contract is June 1986.



Old deck sections accumulate in the storage area, as a crane lifts a new section of the U.S. span of the 1000 Islands Bridge.

National Governors' Association Authorizes Toll Policy Support

The National Governor's Association has accepted a proposal to change its highway transportation policy to give states greater flexibility in using toll financing alternatives.

The policy statement, developed by the Association's transportation committee, stresses that states "should not be constrained from adopting financing measures that would better enable them to carry out their highway programs." Accordingly, the committee has recommended Congressional, Executive and state government support for funding mechanisms which include, among others, "tolling new and existing interstate and other federal aid highways."

Infrastructure Funding is Subject Of Touche Ross Government Survey

How governments view their responsibility to repair and expand the nation's infrastructure facilities, and how they plan to raise the money necessary to accomplish this vital task, was the subject of a Touche Ross survey of several thousand governmental officials throughout the United States.

The report, *Financing Infrastructure In America*, reveals that expenditures for infrastructure are likely to at least double over the next five years. Of the major infrastructure systems, the survey shows, "mass transportation and roads, bridges and street lights are in the worst condition."

The report concludes that most government officials are realistic about the availability of funds. "They recognize that federal grants are declining rapidly, and they will have to depend upon other sources for funds," according to the report. "The increased use of bonds likely to result could put severe strain on the tax-exempt markets and increase the obligation on our local governments to assure they can issue bonds with the best rating and lowest cost," the analysis continues.

The report is available from Irwin T. David, National Director—Public Sector Services, Touche Ross & Co., One Illinois Center, 111 East Wacker Drive, Chicago, Illinois 60601; telephone (312) 644-8900, telex 206956.

New Members Active

Broward County Expressway Authority
2300 West Commercial Boulevard
Fort Lauderdale, Florida 33334
Principal contact: Gerald F. Thompson, Chairman

Associate

Cape May County Bridge Department
96th Street Bridge House, Stone Harbor, NJ 08247
Principal contact: Edward J. Ayers, Supervisor

Doro Shisetzu Kyokai
(Construction and operation of service/information facilities on toll roads)
1-1-1 Minamiaoyama, Minatoku, Tokyo, Japan
Principal contact: Masamitsu Takahashi, Chief, General Affairs Dept.

Kyocera International
(Electronic lighting systems)
8611 Balboa Avenue, San Diego, CA 92123
Principal contact: Luis Alvarez, Solar Division Mgr.

MBIA (Municipal Issuers Service Corporation)
(Municipal bond insurance)
445 Hamilton Avenue, White Plains, NY 10602
Principal contact, Judith C. Radasch, Vice President

MoTourist Info Centers, Inc.
(Electronic publisher serving info needs of motoring public)
1533 Lakeshore Drive, Columbus, Ohio 43223
Principal contact: Miriam H. Swanson, Vice President