



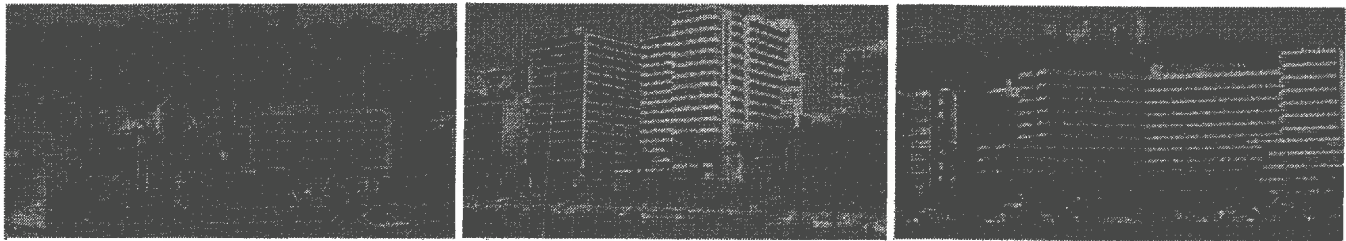
TOLLWAYS

INTERNATIONAL BRIDGE, TUNNEL AND TURNPIKE ASSOCIATION, INC.

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July 1989

Hotel Space Going Fast for 57th Annual Meeting



Three of the four handsome hotels chosen for IBTTA's 57th Annual Meeting goers are clustered within a block on the main boulevard of Palma de Mallorca, the Paseo Maritimo, close to the harbor and teeming with life. From left, Hotel Melia Victoria, Hotel Bellver Sol and headquarters Hotel Palas Atenea-Sol. The four and five-star properties include pools, restaurants, shops and other amenities. The fourth IBTTA hotel, the Valparaiso, is already sold out.

SECAP Report Shows Toll Road Growth Continues in Europe

The 1989 report of the European Secretariat of Toll Roads, better known as SECAP, contains some interesting figures on the progress being made in extending major trunk highways in Western Europe and central Europe as well.

The report, released at the group's annual meeting in May in Dubrovnik, Yugoslavia, shows that the seven member nations—Austria, France, Greece, Italy, Yugoslavia, Portugal and Spain—now have 14,656 kilometers of toll roads in service, as of December 31, 1988.

Their ongoing construction program shows that 1,144 kilometers of roads are now under construction, with an additional 2,333 km in the planning stage. Present plans call for a total turnpike network of 18,133 km in the seven countries. The 1988 additions to the network totaled 330.6 km, led by France with 123 and Yugoslavia with 80. This year's new openings are expected to reach 566 km, with 359 in France alone.

Speakers Announced for Panels At Mallorca Convention; Air Stopover Privilege Added

IBTTA's Annual Meeting selection committee sifted through dozens of suggestions for papers to be presented at the October convention in Palma de Mallorca, and President Allan V. Johnson this month announced the nearly full slate of speakers on the four panel presentations to be scheduled October 15 to 18, 1989.

"The panelists represent nine countries—Brazil, England, France, Italy, Norway, Portugal, South Africa, Spain and the United States—indicating the broad base from which interest in toll highways, bridges and tunnels now springs," President Johnson stated as he released the list.

The first panel on Monday, October 16, treats the subject of "Flexible Financing Approaches," and features Paul Jancu, Marine Midland Capital Markets Corp., New York, NY; Jorge Ernesto Sanchez, DERSA, Sao Paulo, Brazil; John Meyer, Transportation Corridor Agencies, Costa Mesa, CA; Craig Miller, Kimley-Horn and Associates, West Palm Beach, FL; and M.F. Mitchell, National Transport Commission, Pretoria, South Africa.

A second panel Monday afternoon covers "Automatic Vehicle Identification: An International Perspective" with seven panelists: Pierluigi Ceseri, Autostrade, Rome, Italy; Gunnar Fredrikson, Trondelag Toll Road Co., Trondheim, Norway; Jose M. Jerez, ASETA, Madrid, Spain; R.L. Jones, Dartford River Crossing Ltd., Dartford, Kent, England; Gerard Morancay, USAP, Paris, France; Edward J. Regan, Wilbur Smith Associates, New

Please turn to Page Two

TRANSCOM Members Vote to Extend Life of Coordinating Network

TRANSCOM, a consortium of 14 transportation agencies in the New York City area which was created to coordinate and communicate disruptions occurring on the bistate area's highway and transit systems, has a new 18-month lease on life. Created in 1986 as a three-year demonstration program, all members agreed recently that its accomplishments and potential justified its continuance. Its 1990 operating budget is \$1.7 million. Six of TRANSCOM's members are toll agencies and IBTTA Active Members.

"TRANSCOM has benefited the entire region through a coordinated response to major disruptions on the region's most important transportation links," said Philip D. Kaltenbacher, Chairman of the Port Authority of New York and New Jersey. "That kind of cooperation allows for the traveling public to plan alternative routes when their regular route experiences a blockage."

In three years TRANSCOM has expanded the ability of its member agencies to manage the region's transportation system by:

- establishing and expanding an interagency network that notifies member agencies, selected county and municipal police departments, and the traffic reporting services used by local radio stations of incidents that impact on the region's highway and transit systems;
- preparing incident management plans for critical highway corridors and for the region's key transit links;
- coordinating construction schedules and related activities on major highway corridors to lessen the effect of reductions in capacity.

TRANSCOM's staff totals 18, consisting of employees of member agencies who are either on loan or who have taken leaves of absence to work on the program.

In addition to the Port Authority, member agencies of TRANSCOM are: the Departments of Transportation of the States of New York and New Jersey and the City of New York; the Metropolitan Transportation Authority; the New Jersey Highway Authority; the New Jersey State Police; NJ Transit; the New Jersey Turnpike Authority; the New York State Police; the New York State Thruway Authority; the Palisades Interstate Park Commission; the Port Authority Trans-Hudson Corp. (PATH); and the Triborough Bridge and Tunnel Authority.

Hudson River Bridge Tolls Rise

Tolls on the five Hudson River bridges operated by the New York State Bridge Authority went up Sunday, July 2nd, the first ever in the history of the Authority, which was created in 1932.

The schedule includes a 75¢ toll for passenger cars and light trucks, a \$12.00 commuter discount book of 30 tickets, and a new Car Pool discount ticket book of 30 tickets for \$9.00. Two-axle heavy duty trucks will pay \$1.50 and all other vehicles will pay \$1.00 per axle.

As at present, tolls will be collected only from traffic headed in the eastbound direction.

Blauvelt Engineers Selected for Design Award

Blauvelt Engineers—a consulting engineering company headquartered in New York City and IBTTA Sustaining Member—has been awarded First Prize for their entry in the 1989 Engineering Excellence Competition sponsored by the New York Association of Consulting Engineers.

The award in the bridge category was for the firm's work on a portion of Franklin D. Roosevelt Drive. A major north-south artery which parallels the East River, FDR Drive was designed and constructed 40 years ago. Over time, wave currents and tidal action have exposed substantial portions of the reinforcing steel as concrete sections have worn away. Working as a consultant to the New York Department of Transportation, Blauvelt Engineers inspected the structure and designed the unique approach to eliminate the previous problems. The NYDOT will share the award with Blauvelt.

This is the second award won in this competition by the firm, said John P. Setzler, P.E., Principal-in-charge.

Annual Meeting (from page one)

Haven, CT; and Bob Neely, Texas Turnpike Authority, Dallas, TX.

The two panels set for Wednesday, October 18, start with "Technology: The Outlook for the Toll Industry", with speakers Louis R. Martin, Pennsylvania Turnpike Commission, Harrisburg, PA; John A.A. Opiola, PRC Public Management Services, McLean, VA; Gabriele Camomila, Autostrade, Rome, Italy; M. Deschamps, SANEF, Paris, France; and Jose L. Perez Iturriaga, Autopistas del Mare Nostrum, Madrid, Spain.

Finally, "Construction: Meeting Future Transportation Needs" will include speakers Ruggero Borgia, Autostrade, Rome, Italy; Javier Nunez, AUCALSA, Oviedo, Spain; D.W. "Bill" Gwynn, Orlando-Orange County Expressway Authority, Orlando, FL; M. Massip, COFIROUTE, Paris, France; and Mario Fernandes, Junta Autonoma de Estradas, Almada, Portugal. There will also be a special presentation on "The Outlook for the Toll Motorways in Spain" by Francisco Javier Velazquez, government delegate to the national Autopistas concessionaires, Madrid, Spain.

Moderating these distinguished panels will be the Association's prominent Directors and Officers, respectively: Director Luis Ferreiro, AUMAR, Madrid, Spain; 1st Vice President John B. Ramming, Indiana Toll Road, Granger, IN; Director Franco Schepis, Autostrade, Rome, Italy; and Second Vice President Henri Cyna, COFIROUTE, Paris, France.

In another major development, CW Travel, IBTTA's official travel agency handling North American participants, has revealed that Iberia Airlines has broadened the travel opportunities going and coming to the convention. For a fee of \$25 per person per stopover, Iberia will allow one stopover in Spain each way. No limit is imposed on the length of any such stays before or after the 57th Annual Meeting. Contact CW Travel for more details if you wish to take advantage of this new travel opportunity en route to the big meeting.

More details about Mallorcan Magic and the fabulous 57th next month. Don't wait; space and travel accommodations are going fast!

Operations, PR Committee Meeting Draws 173 to Washington, D.C.

What may be the largest attendance at any joint IBTTA Committee meeting—173 registrants—was on hand at the L'Enfant Plaza Hotel in Washington, D.C., June 4-7, for the Operations and Public Relations Committees.

Led by Operations Committee chairman Bob Herlihy of Triborough Bridge & Tunnel Authority, New York City, and Lisa Callahan of the Kansas Turnpike Authority, Wichita, the meeting featured two days of joint sessions on items of major interest, and one day of specialized and subcommittee discussion.



Keynote speaker for the joint PR and Operations Committee meeting in Washington last month was ARTBA's President Emeritus, Daniel J. Hanson (right) who filled the group in on the surface transportation scene from an insider's point of view as an industry lobbyist. From left are Marty Wiltse, Kansas Turnpike Authority; Bob Herlihy, Triborough Bridge & Tunnel Authority; and Lisa Callahan, also Kansas Turnpike Authority and a member of IBTTA's Board of Directors.

Among topics covered at the general sessions were Toll Collection—AVI—Lane Equipment, Tandem Toll Collection—Throughput and Accountability, New Fast Food Concepts, Improving Traffic Operations—A Federal Perspective, Potential Legislative Changes in Heavy Trucking, Electronics Planning for Management, and Desk Top Publishing.

Breakout programs on Wednesday included these Operations subcommittees: Toll Collection and Equipment, led by Michel Fay, of Autoroutes of the South, Valence, France; Safety & Security, chaired by Thomas F. Reardon, Maine Highway Patrol on the Maine Turnpike; Telecommunications, headed by Jack T. Watson, Illinois Tollway; and Information Resource Management, directed by Marty Wiltse, Kansas Turnpike Authority. Also presiding was William J. Burke, Operations Committee vice chairman, from the New Jersey Turnpike Authority.

The Public Relations panel proudly presented the newly-published second edition of the IBTTA Public Relations Handbook, with chapters written by eleven Committee members and edited and compiled by Committee vice chairman Robert Hardley, Indiana Toll Road. A special luncheon feature was a presentation by John Parker, veteran spokesman for the U.S. Secret Service, on the ins and outs of that agency's work protecting VIP's and pursuing counterfeiters of U.S. currency.

New York Thruway Reaches Milestone With Recognition of 35th Anniversary

On Saturday, June 24, the New York State Thruway Authority paid tribute to the dedication 35 years earlier of the first major section of the road—115 miles between Lowell, near Utica, and Rochester. By the end of 1954, the authority had officially opened 381 miles of four-lane super highway from Harriman, north of New York City, to Buffalo. The final six-mile link was completed in 1960, totaling 559 miles.

Recognizing the men and women who built and have maintained and operated the Thruway over the years, Executive Director John H. Shafer pointed out the ambitious repair program now under way to rehabilitate nearly every mile of the route over the next seven years. "This year's construction of more than \$200 million is part of a \$1.7 billion effort," he said. The Thruway was first placed on the planning map in 1942, converted to a toll road in 1950 when the Authority was created.

Privatization Legislation Introduced In California Assembly

Legislation has been introduced that would allow for greater private sector participation in the construction of transportation systems across California.

The measure by Assemblyman Bill Baker would permit private industry to propose, fund, design and build transportation systems which would be turned over eventually to the state.

California Department of Transportation (Caltrans) Director Robert K. Best called the proposal "another useful tool" in the ongoing effort to develop additional transportation facilities.

"Given the available resources, we are limited in just how much we can do in terms of capital improvements. Privatization gives us the flexibility to supplement governmental funds with the resources and talent of private industry to bring additional projects on line," Best said. "The possibilities and benefits of privatization are limited only by our imaginations."

Best said this legislation, for example, would allow a private consortium to build a toll road over an existing freeway. The private owners could collect tolls for up to 35 years to recoup their costs along with a fair profit and then turn the road over to the state.

"Everyone would benefit under such a situation. Obviously, the motorists who opted to pay the toll to ride on the upper deck would avoid the congestion on the main traffic lanes. At the same time, those motorists choosing to drive on the main freeway lanes would benefit because they would be sharing the available roadway with fewer vehicles," Best explained.

Traffic has been increasing about 4 percent a year on our state highways and California boasts the nine busiest freeway interchanges in the nation, carrying more than 4 million vehicles daily.

"The Governor's position is very clear that we can best deal with California's transportation problem if government and the private sector work together. This legislation represents another way we can do that," Best said.

English Looking to Tolls To Meet New Road Needs

A multi-billion pound road expansion program to upgrade major motorways in England has been proposed by the government's Secretary of State for Transportation. The plan is seen as "the acid test of the government's commitment to equip the country with a road system capable of meeting the demands of Britain in an integrated Europe," in the words of the London Transport.

Projects would improve the links between the Channel tunnel, the regions, London and the Southeast, to improve traffic flow to and from the Continent. The plan is the first of two papers, the second of which will outline methods of attracting private finance, and which could see the re-introduction of tolls in the nation, most of which were abandoned in the 19th century.

The plan does not cover other great needs for roads within the city of London, which must await four urban studies expected sometime this summer. The six major projects proposed would cost 3 to 4 billion pounds, much more than the 808 million pounds being spent this year in Britain, but still far below the 16 billion pounds collected annually in road tax, fuel duty and value-added petrol taxes, according to the newspaper.

Salvaged Cable from Golden Gate Bridge Helps Build Arizona Span

Nearly four miles of suspension cable taken from the Golden Gate Bridge in San Francisco will play a key role in erecting another engineering landmark across Roosevelt Lake in Arizona this summer. The plan involves three IBTTA-member organizations—the Golden Gate Bridge, Highway & Transportation District, Greiner, Inc., and Howard, Needles, Tammen & Bergendoff.

The three-inch diameter cables were part of the 320 original suspension cables replaced on the Golden Gate in the mid-70's after signs of corrosion developed in the anchoring sockets at the base connections. Tests established that the salvaged cable could withstand weights far exceeding their original 300-ton design strength.

The Arizona bridge crosses a canyon upstream from a dam on the Salt River. When completed, it will be—at 1,080 feet—the longest, through-arch suspension bridge ever built in North America, and will carry the two-lane State Route 188. The cable will be cut in various lengths to serve as giant guy wires anchoring two temporary towers used in erecting the span.

Using a technique known as a "tie-back" system, the erectors will stretch the cables from each bank over the top of the 225-foot temporary towers, making a dramatic span with almost a half-circle arch.

The amount of cable used is only a portion of the many miles of cable replaced, which has been stockpiled for lack of a market. The cable is expensive to cut and dispose of, even for scrap. The lines weigh 13½ pounds per linear foot and are being sent to Arizona as 6-ton spools. Greiner is resident engineer on the project, and Howard Needles is the bridge designer.

New Jersey Expressway Hails 25 Years Of Operation at Egg Harbor Plaza

On Monday, July 31, the New Jersey Expressway Authority celebrates the 25th anniversary of the opening of the Atlantic City Expressway's main barrier toll plaza at Egg Harbor, with appropriate ceremonies.

Traffic at the plaza on that date in 1964 was 9,971 vehicles, while more than 53,000 vehicles should pass through this year, according to Chairman Chris C. Seher. The plaza has also experienced only one toll increase—from 75¢ to \$1, and that occurred 23 years ago.

Almost 162 million vehicles will have passed through the plaza in 25 years, and total traffic on the Expressway is estimated at 442.5 million by the anniversary date. Seher noted that the road is the number one highway of choice for motorists traveling from the Philadelphia area to New Jersey's shore communities.

Mass Turnpike Leader Supports Veto Of Snow/Ice Removal Legislation

Allan McKinnon, chairman of the Massachusetts Turnpike Authority, has asked House and Senate lawmakers in the State to sustain Governor Dukakis' veto of a section of the 1990 budget which would require the Turnpike Authority to pay for the cost of snow and ice removal on public roads throughout the Commonwealth.

McKinnon said the proposal is not only unconstitutional, but would be an impairment of the Authority's contracts with its bondholders. He said that Standard & Poors recently placed the authority on "credit watch" pending the outcome of this issue.

There is no provision in the Authority's enabling acts for expenditures on items unrelated to the turnpike or the tunnels, he pointed out. The Authority also is committed to undertake significant repair projects to maintain the integrity of the roadway and tunnel infrastructure. These projects have priority for Authority funds, he stated.

Members in the News

Clive Runnels of Houston was re-elected Chairman of the Board of Directors of the *Texas Turnpike Authority* in a meeting of the Board at the Marriott Quorum Hotel in Dallas May 31, 1989. *Charles Matthews* of Garland was re-elected Vice Chairman and *Harry Kabler* of Dallas was re-elected Secretary-Treasurer. Members of the Authority Board of Directors are appointed by the Governor and serve without compensation. . . . The *Chesapeake Bay Bridge and Tunnel District's* Virginia Beach/Norfolk telephone number has been changed to (804) 624-3511. There is no change in the Cape Charles telephone number.

Richard E. Wong has been elected Secretary-Treasurer of the *Massachusetts Turnpike Authority*, succeeding *Stanley J. Britton*, who retired recently. Wong was assistant commissioner of Finance and Administration in the state Department of Education, and held high posts at Tufts University and the Department of Health. . . . *Makoto Kikuchi* has been named Manager of the Machinery Department of *Mitsubishi Heavy Industries, Ltd*, Kobe, Japan, and is now the designated representative of the company with IBTTA. . . . The *Indiana Dept. of Highways* has become the *Indiana Dept. of Transportation*, and the *Indiana Toll Road* continues as a division.

Tax-Exempt Financing Defense Continues; Sixth Workshop Scheduled in Atlanta

The Public Financing Network, of which IBTTA is an active member, continues its drive to make sure legislators and public officials fully understand the relationship between infrastructure needs and tax-exempt financing of public works projects at State and local levels.

The sixth public financing workshop now has been scheduled for September 18 in Atlanta, GA, following five earlier well-attended programs. The Network is tracking Federal legislation which could further affect municipal bond financing as well as other fiscal matters such as the savings and loan bailout bill and current appropriations bills.

In another survey, the Network has found that seven States have passed resolutions memorializing Congress to propose a constitutional amendment to preserve tax-exemption by clarifying that Congress does not have the power to tax the interest from State and local bonds used for governmental undertakings. These resolutions are modeled on Senator Roth's (R., DE) Senate Joint Resolution 28.

These seven States have acted: Idaho, New Mexico, North Dakota, Oklahoma, South Carolina, Texas and Utah. Two of these States—Oklahoma and Texas—utilize municipal bond financing for their toll road capital projects.

Meanwhile, the National Association of Bond Lawyers submitted its initial comments on July 13 on the Arbitrage Rebate Regulations recently issued by the U.S. Treasury Dept. The comments state that "the Rebate Regulations, taken as a whole, are far too complex and intricate to be generally understood by most government officials charged with the responsibility for compliance over the terms of an issue." More detailed comments will be offered by NABL by September 14, and the association has also requested that IRS hold a hearing on the pending regs.

Texas Toll Road Rewards Driver As 25 Millionth Patron

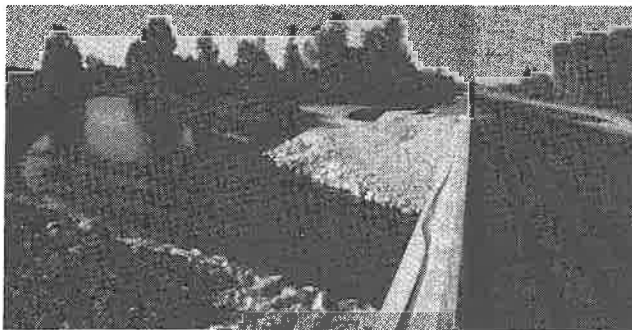
What seemed like a routine drive quickly transpired into the 25 Millionth Patron of the Harris County Toll Road Authority, and a windfall for David Parrington, the University of Houston diving coach.

The astonished patron was greeted and honored by Harris County Judge Jon Lindsay and Wesley E. Freise, the Executive Director of the Harris County Toll Road Authority (HCTRA), along with scores of media people.

As the 25 millionth patron of the Harris County Toll Road Authority, Parrington received free airfare for two to see the exciting San Antonio Grand Prix Auto Race, a free weekend at one of Houston's finest hotels, along with a summer family pass to Splashtown USA, a popular Houston amusement park.

The Harris County toll roads (The 21.7 mile Hardy Toll Road and the 28.5 mile Sam Houston Tollway) have consistently increased their traffic count since September 1987, when the northern section of the Hardy Toll Road went into operation. (In March 1988, HCTRA celebrated their one millionth patron.)

A-31 Highway in France Now Open; Clears North-South European Route



A view of the unspoiled countryside traversed by Auto-route A31, operated by SAPRR in France.

From the North to the South of Europe without any red lights!

Opened at the end of June, the Société des Autoroutes Paris-Rhin-Rhône (S.A.P.R.R.) A31 highway running from the North East part of France to Beaune (the heart of Burgundy) is now finished. This enables drivers to go from the very North of Europe to the South (Riviera, Italy and Spain) without the inconvenience of a single red light.

This new section of 43 kilometers from Til-Chatel to Gevrey-Chambertin, is the last link to the crossroads of Europe. Thanks to this new highway, hectic traffic jams around Dijon will be resolved and there will be continuous, uninterrupted flow of traffic, even in the summer months.

Virginia Board Approves Private Toll Road for Dulles Extension

Virginia's Commonwealth Transportation Board has ok'ed the application of the Toll Road Corporation of Virginia, a private consortium which includes IBTTA Associate Member Parsons Brinckerhoff Quade & Douglas, to build a 15-mile extension of the Dulles Toll Road west to Leesburg.

The approval, permitted by a 1988 law, would permit the first private toll road in the State since 1816. It may trigger serious consideration of other needed transportation projects in Virginia as toll projects.

The permit has some stringent conditions, including a construction deadline and a cost ceiling, along with preferences for easy access at the five interchanges that may require purchase of additional land. The company does not have the power of eminent domain, so it must negotiate with landowners for every piece of property along the route. It also must clear its toll rates with the State's Corporation Commission.

The toll road plan is "innovative and creative," said Virginia Transportation Commissioner Ray D. Pethtel. The State agency, an Active IBTTA member, had indicated willingness to build the extension using its Dulles Toll Road surplus for partial funding. It now will consider using that money to widen the existing road, designate car pool lanes and improving interchanges and overpasses.

Company spokesmen hope to break ground for the new road before the end of 1989 and to open for business by late 1991.

Cape May-Lewes Ferry Celebrates Twenty-Five Years of Service

A day of celebration on June 29, 1989 highlighted the 25th anniversary celebration for the Cape May-Lewes Ferry.

Since its inception on July 1, 1964, the Delaware River & Bay Authority has continuously operated the service which carries vehicles and passengers across the Delaware Bay.

As a special "thank you" from the Delaware River & Bay Authority to Cape May-Lewes Ferry patrons for their support, the toll rates on June 29th were the same as those on July 1, 1964. At this time, passenger rates were 75¢ per adult and \$4.00 for car and driver. Today, a car and driver pay \$16.00 and passengers pay \$4.00 per adult.

In addition to the special rates, a souvenir edition of "A Ferry Tale" by William J. Miller, Jr., Executive Director of the Delaware River & Bay Authority, the bi-state agency that owns and operates the Ferry service, was given to passengers.

Approximately 16 million passengers and 5 million vehicles have crossed the Delaware Bay on the Ferry. Approximately \$200 million has been spent on the construction and operation of the system.

DRJTBC Elects Officers

The Delaware River Joint Toll Bridge Commission at its meeting on May 30, 1989, elected officers to serve for the ensuing year.

James N. Rosso, Lambertville, was elected to serve as Chairman. Mel Solomon was elected to serve as Vice-Chairman. Jay Distribats was elected to serve as Secretary/Treasurer.

Orlando's East-West Expressway Opens Section of Eastern Leg

The Orlando-Orange County Expressway Authority recently opened the first segment of the Eastern Extension of its East-West Expressway in Orlando, a six-mile section. At the same time, the Florida legislature unanimously designated this road to be named the James B. Greene Expressway in honor of the late Mr. Greene, who was chairman of the Authority from 1971 to 1985, and was a leader in planning transportation facilities in Central Florida. The road has two interchanges.

Lincoln Tunnel Approach Road Gets Major Overhaul

A \$2.4 million rehabilitation of nearly 2,000 feet of the seven-lane elevated New Jersey approach and departure roadway at the Lincoln Tunnel, also known as the helix, was announced by the Port Authority.

Anthony J. Barber, Director of Tunnels, Bridges and Terminals for the bistate agency and an IBTTA Director, said the project is the second of three for the 3,800-foot-long helix, at a total estimated cost of \$5.5 million.

"Under this contract, we will completely rehabilitate this 1,900 foot section of the helix," said Mr. Barber. "Concrete columns and abutment walls will be repaired, expansion joints and drainage systems will be replaced, roadway deck slabs and adjacent sidewalks will be rehabilitated and the roadway will be resurfaced."

James M. Smith, Engineer Consultant, Dies at 66 in South Carolina

James M. Smith, immediate past chairman of the board of directors, former CEO and founding member of Wilbur Smith Associates, died July 20 in Columbia, SC after a long illness.

He attended Auburn University and was graduated from the University of South Carolina with a law degree, served for a time in the FBI, then joined his brother, Wilbur, in founding the engineering firm in 1952. He played an active role in many outstanding projects in the U.S. and overseas and coordinated management of various projects. He was active in IBTTA.



Marc Hillier Joins Envirodyne

Envirodyne Engineers, Inc. has announced that Marc A. Hillier, P.E., has joined the firm as Vice President for Corporate Development.

For the past seven years he has been Chief Engineer for the Illinois State Toll Highway Authority in nearby Oak Brook, Il, where he was responsible for planning, design and construction of all capital improvements and maintenance projects on the Tollway System. He had a major hand in the new 17.5-mile, \$450-million toll highway in DuPage County, now under construction.

USDOT Issues New Information Rules For HazMat Incident Reports

The Research and Special Programs Administration, U.S. Dept. of Transportation, has issued final rules implementing several changes to the system of collecting information about incidents involving the transportation of hazardous materials.

These changes mostly affect shippers and trucking companies, but could involve road operators as well. They revise the form to provide more meaningful data on the incident, require carriers to keep copies of the report for at least two years, require filing of the report within 30 days of the incident (it's now required in 15 days), and necessitates submission of information such as need for evacuation, road closings, and fire and aircraft involvement; and whether certain radioactive or etiological agents are involved.

The new rules go into effect on January 1, 1990, but can be placed into operation immediately. For further information, contact Joseph S. Nalevanko (202-336-4484) or Marilyn E. Morris (202-366-4488) at DOT in Washington.

New Member

Associate

Booz, Allen & Hamilton Inc.

(Management consultants, feasibility studies, traffic engineering)

7315 Wisconsin Avenue, N.W., Suite 1100 W, Washington, D.C. 20814

Designated representative: Brian J. Stearman, Principal.