

FHWA NEWS

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FHWA Receives Its Own Olympic Torch By Ron Zeitz



Passing the Torch: Administrator Mary Peters accepts a replica of the Olympic torch from Thomas J. Halleran, Managing Director of Transportation, Salt Lake Organizing Committee, as recognition for the role FHWA played in expediting the rebuilding of I-15 in downtown Salt Lake City. Others in the photo include (l. to r.) John R. Njord, Executive Director, Utah Department of Transportation; Bud Wright, FHWA Executive Director; Grant C. Thomas, Senior Vice President of Venues & Transportation, Salt Lake Organizing Committee; and Thomas J. Halleran and Andrew Gemperline, Utah Department of Transportation.

It was a bit after the fact, but the Olympic torch *was* passed to the Federal Highway Administration. In a ceremony on June 6, a group of executives from the Utah Department of Transportation and the Salt Lake Organizing Committee, presented Administrator Mary Peters with a replica of the famed torch as recognition for the role the FHWA played in getting I-15 rebuilt in time for the 2002 Winter Olympics. The replica is inscribed with the phrase "Light the Fire Within."

Thomas J. Halleran, Managing Director of Transportation for the Salt Lake Organizing Committee, called the I-15 project "... a tremendous partnership. It was no small thing what FHWA did, pulling everything together." "All the

federal agencies cooperated because of the leadership of FHWA," added Andrew Gemperline from the Utah Department of Transportation.

"This is an example of how FHWA and DOT often help facilitate cooperation among multiple government agencies," added Administrator Peters.

The reconstruction of I-15 was an early design-build project that came in on time and on-budget. The project included rebuilding 142 bridges, eight interchanges, three major junctions with other interstates and 18 miles of highway. Contractor incentives and a major community relations campaign both contributed to a timely performance with minimum disruption to the traveling public.

Bridge Collapse in Oklahoma Brings Swift Reaction By Ron Zeitz

It happened in a state only too familiar with catastrophic loss of life. Early on the morning of May 26, a barge struck the Interstate 40 bridge near Webbers Falls, Okla., killing 14 people. While it was not the extensive tragedy caused by the terrorist bombing of the Alfred Murrah Building in Oklahoma City on

April 19, 1995, when 168 people were killed, the incident once again brought forth an almost instantaneous response from officials.

Walter Kudzia, FHWA Oklahoma Division Administrator and Lubin Quinones, Oklahoma Division Assistant Division

Administrator, became aware of the disaster within a half hour of its occurrence. Lubin immediately departed for the two and one-half hour drive to the site.

Within hours of the collapse of the bridge, rescue and heavy construction equipment

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Demolition of the fallen bridge structure began on June 2. The task was somewhat delicate, as existing structure was very close by.

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In Memoriam

Harold Norton Stewart, 78, of Helena, passed away on June 26, 2002. Harold was hired by FHWA in 1950 as a highway engineer in Oregon. In 1960, he transferred to Santa Fe, N.M. From 1970 to 1980, Harold served as the Montana Division Administrator. A memorial service was held at Retz Funeral Home. All cards and letters can be sent to his widow, Virginia Stewart, 429 S Fee, Helena, Montana 59601.



Retirements

Ted E. Breneman, Final Review Engineer (Civil Engineering Technician), Construction Branch, Western Federal Lands Highway Division, retired effective June 3, 2002, serving nearly 41 years of Federal Government service, all with Western Federal Lands, formerly Western Direct Federal Division and Office of Federal Highway Projects.



Administrator:
 Mary E. Peters

Team Leader, Publishing and
 Visual Communications:
 Kimberly Thomas

Executive Director:
 Frederick G.
 (Bud) Wright

Managing Editor:
 Gregg Miller

Director, Administration:
 Michael J. Vecchiatti

Copy Editors:
 Bonny Falk
 Gail Edwards

Director, Office of Information
 and Management Services:
 Paula Ewen

Printing Specialist:
 Dee Gallo

Chief, Management Services
 Division:
 Lyle C. Hayhurst

Contributors:

Cindy Bobik
 Federal Lands Highway

Steve Moler
 Western Resource Center

Ruth Burley
 Human Resources

Martha Soneira
 Research, Development, and Technology

Bonny Falk
 Administration

Gwendolyn Sutton
 Corporate Management

Judith Johnson
 Southern Resource Center

Suzie Taylor
 Eastern Resource Center

Keith Johnson
 Human Resources

Ann Walls
 Safety

Bonnie Niccolls
 Illinois Division

JoAnn Wheland
 Indiana Division

Jeff McSpaden
 Midwestern Resource Center

Arabella Wright
 Human Resources

FHWA/APWA Partnership Signing By Joe Conway and Roger Dean



Richard Ridings, President, American Public Works Association, and FHWA Administrator Mary Peters sign an updated partnership agreement.

On May 8, 2002, the Federal Highway Administrator Mary E. Peters and the American Public Works Association President Richard Ridings signed an updated joint partnership agreement between the two groups.

The partnership between the Federal Highway Administration and the American Public Works Association is a strong

and long-standing agreement and is often viewed as a model for other partnership agreements.

As with all partnership agreements, the basis is a mutually shared benefit for both parties. To meet the goals and objectives of the partnership FHWA and APWA will:

- Cooperate in efforts to understand needs of local public works officials and how to best prepare for the future.

- Cooperate to educate the American traveling public in the significance of infrastructure investment, the need to maintain this important national resource and its role in sustaining our quality of life.
- Provide mutual assistance in areas of education and training to increase

the effectiveness and efficiency of the technologies available to meet present and future transportation needs.

- Serve the needs of our mutual customers by giving them programs and practices that employ public resources in a cost-effective, safe and environmentally sustainable manner.
- Build on our years of cooperative efforts, including extensive FHWA participation in APWA committees, meetings, and conferences.

The partnership with APWA provides the FHWA with an excellent opportunity for cooperation with the association's 26,000 public works officials by bringing the latest in programming information and new technologies to meet their needs.



Bridge Collapse in Oklahoma Brings Swift Reaction (from page 1)



On June 10, federal and state officials held a news conference. Left to right, Herschal Crow, Oklahoma Secretary of Transportation, U.S. Senator James Inhofe, Gary Ridley, Oklahoma Director of Transportation, and FHWA Administrator Mary Peters.

was on the scene. The site was stabilized, detours were set up, and the grim work of recovering the vehicles that had gone into the frigid river water began.

By June 4, Secretary of Transportation Norman Mineta announced an immediate

commitment of \$3 million in federal emergency relief funds to the state of Oklahoma to pay for the work already underway. Additional funds are expected to be forthcoming.

On June 10, FHWA Administrator Mary Peters visited the site along with Senator James Inhofe and other officials. Speaking at a press conference Administrator Peters praised the Senator and the Oklahoma delegation for their leadership in terms of their quick reaction to the accident. She also mentioned FHWA's role in quickly restoring the bridge into operation. "To

expedite the project, FHWA is working very closely with the Oklahoma DOT to use innovative contracting procedures and construction techniques that will help significantly reduce the amount of time it takes to rebuild this bridge," she said.

On June 12, a little over two weeks after the tragedy, the Oklahoma Transportation Commission awarded the contract to rebuild the bridge. The contractor will have 57 days to move traffic back on the bridge. The A + B bidding format used in determining the successful bidder is often used when it is necessary to complete the project in the shortest time possible.

In the meantime, FHWA personnel are working with National Transportation Safety Board investigators to fully determine the cause of the accident.

Secretary Mineta Names 36 New National Scenic Byways, All-American Roads By Lori Irving

Secretary Norman Y. Mineta added 23 new National Scenic Byways and 13 All-American Roads to the list of America's Byways. America's Byways are a distinctive collection of American roads, their stories and treasured places.

"America's Byways are roads to the heart and soul of America," said Secretary Mineta. "Byways help create a sense of pride in America. They connect us to this country's beauty, history and culture."

Under the National Scenic Byways Program, the U.S. Secretary of Transportation recognizes certain roads as National Scenic Byways or All-American Roads based on their archaeological, cultural, historic, natural, recreational and scenic qualities.

A panel of experts considered the roads nominated for designation this year. Panel members were chosen based on, among other things, their experience with these six qualities expected of All-American Roads and National Scenic Byways.

To be designated as a National Scenic Byway, a road must possess at least one of the six intrinsic qualities and be regionally significant. These roads are often the "roads less traveled."

To receive an All-American Road designation, a road must possess multiple intrinsic qualities that are nationally significant and have one-of-a-kind features that do not exist elsewhere. The road or highway must also be considered a "destination unto itself." That is, the road must provide an exceptional traveling experience so recognized by travelers that they would make a drive along the highway a primary reason for their trip.

The National Scenic Byways Program, established by Congress in 1991 and administered by the U.S. Department of Transportation's Federal Highway Administration (FHWA), was created to preserve and protect the nation's scenic byways and, at the same time, promote tourism and economic development. Participation in the program is voluntary and may encompass any public road or highway. The National Scenic Byways Program emphasizes local involvement.

"The Federal Highway Administration is proud of a program that helps preserve the sites, sounds and resources that exist on these diverse and interesting roads," FHWA Administrator Mary E. Peters said. "Whether you want to travel close to home or plan a drive cross-country, byways provide people with exciting new travel choices. They are the treasured destinations for people willing to wander a little."

In addition to designations, FHWA manages the scenic byways discretionary grant program. Under the Transportation Equity Act for the 21st Century (TEA-21), approximately \$25 million is available annually for planning as well as enhancing and promoting the byways. Today's announcement marks the fourth round of designations.

With these new designations, there are 75 National Scenic Byways and 20 All-American Roads in 39 states, including 9 with portions in more than one state. For additional information or to obtain brochures and maps, call 1-800-4-BYWAYS (1-800-429-9297) or through the National Scenic Byways Program website, www.byways.org.

A complete list of the America's Byways collection follows, with asterisks and bolded, indicating the newly designated roads.

National Scenic Byways and All-American Roads

All-American Roads

Selma To Montgomery March Byway (Alabama)

Natchez Trace Parkway (Alabama, Mississippi and Tennessee)

The Seward Highway (Alaska)

Route One, Big Sur Coast Highway (California)

San Juan Skyway (Colorado)

Trail Ridge Road/Beaver Meadow Road (Colorado)

Historic National Road (Illinois*, Indiana*, Maryland*, Ohio*, Pennsylvania* and West Virginia*)

Creole Nature Trail (Louisiana)*

Acadia Byway (Maine)

North Shore Scenic Drive (Minnesota)*

Las Vegas Strip (Nevada)

Lakes to Locks Passage, The Great Northeast Journey (New York)*

Blue Ridge Parkway (North Carolina)

Hells Canyon Scenic Byway (Oregon)

Historic Columbia River Highway (Oregon)

Pacific Coast Scenic Byway (Oregon)*

Volcanic Legacy Scenic Byway (California* and Oregon)

Utah's Scenic Byway 12 - A Journey Through Time (Utah)*

Chinook Scenic Byway (Washington)

Beartooth Scenic Byway (Montana* and Wyoming)

Business

National Scenic Byways

Talladega Scenic Drive (Alabama)

Alaska's Marine Highway (Alaska)*

Glenn Highway (Alaska)*

Kaibab Plateau - North Rim Parkway (Arizona)

Crowley's Ridge Parkway (Arkansas and Missouri)

Great River Road (Arkansas,* Illinois, Iowa, Minnesota and Wisconsin)

Arroyo Seco Parkway Scenic Byway (California)*

Death Valley Scenic Byway (California)*

Tioga Road/Big Oak Flat Road (California)

Dinosaur Diamond Prehistoric Highway (Colorado and Utah)*

Frontier Pathways Scenic and Historic Byway (Colorado)

Gold Belt Tour Scenic and Historic Byway (Colorado)

Grand Mesa Scenic and Historic Byway (Colorado)

Santa Fe Trail Scenic and Historic Byway (Colorado and New Mexico)

Top of the Rockies (Colorado)

Connecticut State Route 169 (Connecticut)

Merritt Parkway (Connecticut)

A1A Scenic and Historic Coastal Highway (Florida)*

Indian River Lagoon Scenic Highway (Florida)*

Tamiami Trail Scenic Highway (Florida)

Russell-Brasstown Scenic Byway (Georgia)

Northwest Passage Scenic Byway (Idaho)*

Payette River Scenic Byway (Idaho)*

Pend Oreille Scenic Byway (Idaho)*

Country Music Highway (Kentucky)*

Wilderness Road Heritage Highway

(Kentucky)*

Red River Gorge Scenic Byway

(Kentucky)*

Lincoln Highway (Illinois)

Meeting of the Great Rivers Scenic Route (Illinois)

Ohio River Scenic Route (Illinois, Indiana and Ohio)

Loess Hills Scenic Byway (Iowa)

Old Canada Road Scenic Byway (Maine)

Rangeley Lakes Scenic Byway (Maine)

Schoodic Scenic Byway (Maine)

Chesapeake Country Scenic Byway (Maryland)*

Woodward Avenue (Michigan)*

Edge of the Wilderness (Minnesota)

Historic Bluff Country Scenic Byway (Minnesota)*

Minnesota River Valley Scenic Byway (Minnesota)*

The Grand Rounds Scenic Byway (Minnesota)

Little Dixie Highway of the Great River Road (Missouri)*

Lake Tahoe – Eastshore Drive (Nevada)

Pyramid Lake Scenic Byway (Nevada)

Kancamagus Scenic Byway (New Hampshire)

White Mountain Trail (New Hampshire)

Billy the Kid Trail (New Mexico)

El Camino Real (New Mexico)

Jemez Mountain Trail (New Mexico)

Historic Route 66 (New Mexico)

Turquoise Trail (New Mexico)

Seaway Trail (New York)

Sheyenne River Valley Scenic Byway (North Dakota)*

Cherochala Skyway (North Carolina and Tennessee)

Amish Country (Ohio)*

CanalWay Ohio Scenic Byway (Ohio)

Cascade Lakes Scenic Byway (Oregon)

McKenzie Pass-Santiam Pass Scenic Byway (Oregon)

Outback Scenic Byway (Oregon)

Rogue-Umpqua Scenic Byway (Oregon)*

West Cascades Scenic Byway (Oregon)

Ashley River Road (South Carolina)

Cherokee Foothills Scenic Highway (South Carolina)

Savannah River Scenic Byway (South Carolina)

The Native American Scenic Byway (South Dakota)

Peter Norbeck Scenic Byway (South Dakota)

The Energy Loop: Huntington and Eccles Canyons Scenic Byways (Utah)

Flaming Gorge-Uintas Scenic Byway (Utah)

Logan Canyon Scenic Byway (Utah)*

Nebo Loop Scenic Byway (Utah)

Mountains to Sound Greenway - I-90 (Washington)

Strait of Juan de Fuca Highway - SR 112 (Washington)

The Coal Heritage Trail (West Virginia)

Highland Scenic Highway (West Virginia)

Midland Trail (West Virginia)

Washington Heritage Trail (West Virginia)

**36 new designations. Volcanic Legacy Scenic Byway (California), North Shore Scenic Drive (Minnesota), and Beartooth Scenic Byway (Montana) are already All-American Roads, and extensions are being approved this year. Death Valley Scenic Byway (California) already is a National Scenic Byway, and an extension is being approved this year. The Historic National Road (Illinois), Historic National Road (Indiana), Creole Nature Trail (Louisiana), and Pacific Coast Scenic Byway (Oregon) are currently National Scenic Byways, and their designation is changed to an All-American Road.*

Special Events

2002 National Transportation Civil Rights Conference

By Linda J. Brown and Cindy McMickens

The Federal Highway Administration joins the American Association of State Highway and Transportation Officials' Administrative Subcommittee on Civil Rights, Federal Transit Administration, and the American Public Transit Association, in the biennial presentation of the National Transportation Civil Rights Conference. The conference is hosted by a different state and normally provides informational workshops on key Civil Rights topics and initiatives. This year, as in the past, the topics have included updates, summaries, best practices for On-the-Job Training and Supportive Services, Disadvantaged Business Enterprise, Tribal Governments, Title VI and Environmental Justice, and other issues.

So, what was new? This year, at the May 3 to May 8, 2002 National Transportation Civil Rights Conference held in Atlantic City, New Jersey, there were two new highlights at the conference. The first was the presentation of a new civil rights award honoring William K. Fung, Wisconsin Division Administrator who died after an extended fight with liver cancer. The award was presented to Fung's family and accepted by his widow, Peggy.

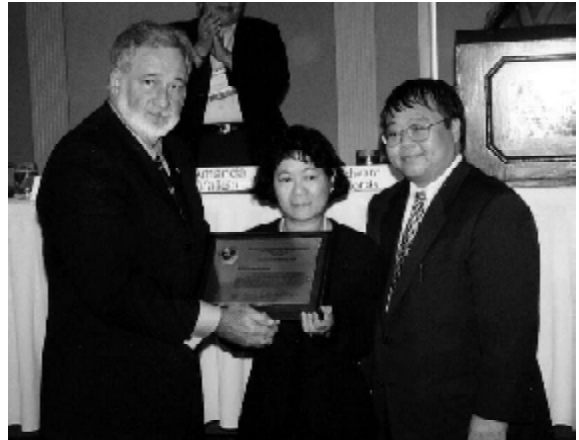
"This award acknowledges the tremendous contributions that Bill has made, not only as Division Administrator, but also as a partner and champion for Civil Rights

programs and initiatives. He promoted intergovernmental and public/private partnerships, that inspired new and improved programs," said FHWA Administrator, Mary E. Peters. "He worked to ensure that those employed or affected by FHWA programs were treated fairly. He could always be counted on to be an advocate and agent for change. This award recognizing his contributions will be part of his legacy to our FHWA family."

The "William K. Fung Memorial Award" was developed to honor an FHWA Division Administrator who has demonstrated a high level of commitment to and effectiveness in implementing the FHWA's civil rights programs and initiatives. The award is also designed to show appreciation to a Division Administrator who has demonstrated excellence in assisting the agency in meeting its civil rights goals and objectives. The award will continue to be presented at the National Transportation Civil Rights Conference, held biennially, to an FHWA Division Administrator whose work exemplifies the qualities demonstrated in the work and character of Mr. Fung. His work to prevent discrimination, provide equal

opportunity, and ensure equal employment opportunity in FHWA's Wisconsin Division, and in other assignments throughout his career, has established an enviable standard to which we all can aspire.

The second new highlight involved the Civil Rights Talk Show, moderated by Brenda Richardson from the Washington State DOT, who serves as Director of Equal Opportunity. This was unique



Peggy Fung accepts the William K. Fung Award on behalf of the Fung family, and the late Mr. William K. Fung.

as this was the first time a general open forum had been used to include so many of the top Federal transportation officials at one time. Panel participants included Dr. Jeremy Wu, Director, Departmental Office of Civil Rights, U.S. Department of Transportation, and various modal representatives, including:

Ed Morris, FHWA — Civil Rights Director
Carl Ruiz, FRA — Civil Rights Director
Cheryl Hershey, FTA — ADA Team Leader
Helen E. Hagin, RSPA — Civil Rights Director
Tina Calvert, USCG — Office of Civil Rights

The talk show, attended by 300 conference attendees, was designed to provide an opportunity for various modes within the U.S. Department of Transportation, and its recipients, to share their views on what could be done to achieve more progress in the USDOT Civil Rights Programs. Microphones were rotated throughout the audience, with questions ranging from "the leaders thoughts on achieving progress in civil rights" to "their thoughts on the greatest strengths and challenges that exist."

We look forward to the next conference, scheduled for September 2004 in California.



Edward W. Morris, Jr., Associate Administrator for Civil Rights (left), and Dr. Jeremy Wu, Director, Departmental Office of Civil Rights (right), present Nelson Castellanos (center), the William K. Fung Memorial Award.

Special Events

Celebrating “Public Service Recognition Week” in Tennessee

By Brian Fouch and Gary Corino



Brian Fouch with the Deep Water Boys

event provided food, prizes, and live entertainment from local entertainers such as the “Deep Water Boys,” “Minnie Pearl” (impersonator), and “Jennifer Miller,” and the “Mustang Mesa” band came all the way from Texas to help us celebrate (one band member is from Tennessee and coordinated bringing the group to Nashville). The Tennessee Titans cheerleaders also made an appearance and seemed to attract the largest audience of the day.

The entire event was coordinated and provided on a zero dollar budget with many people, agencies, businesses, and associations pitching in to help and contribute to its success. The event was open to the general public and it’s estimated that more than 500 people participated. Not bad for an event planned and conducted by a bunch of “Tennessee Volunteers.” Plans are already in progress for next year’s event, with anticipation of moving to an indoor facility and including State and metropolitan public employees.



On May 8, the Middle Tennessee Federal Executive Association sponsored the very first formal celebration of Public Service Recognition Week in Nashville, Tennessee, with the theme, “Celebrating America’s Federal Employees.” A Steering Committee composed of representatives from several Federal agencies, including FHWA, developed, coordinated, and conducted the day’s festivities. The event took place outdoors on the street next to the Federal Building, with the Metropolitan Nashville government and police being very helpful in permitting and helping to close the street for the day. Among other responsibilities, FHWA was

responsible for ensuring good weather for the day. It sure pays to have friends in high places!

Nashville Mayor Bill Purcell gave the opening welcome and expressed appreciation for the many services that Federal public employees provide to the City of Nashville and the State of Tennessee. There were 30 exhibition booths set up by numerous Federal agencies, including the FHWA Tennessee Division Office, and national political leaders, and a portable stage was brought in for the entertainment. The



Left to Right: David Martin, Gary Corino, Minnie Pearl (impersonator), Brian Fouch, Kisa Robinson, Leigh Ann Tribble, Nashville Mayor Bill Purcell, Chuck Boyd, and U.S. Attorney Jim Vines.

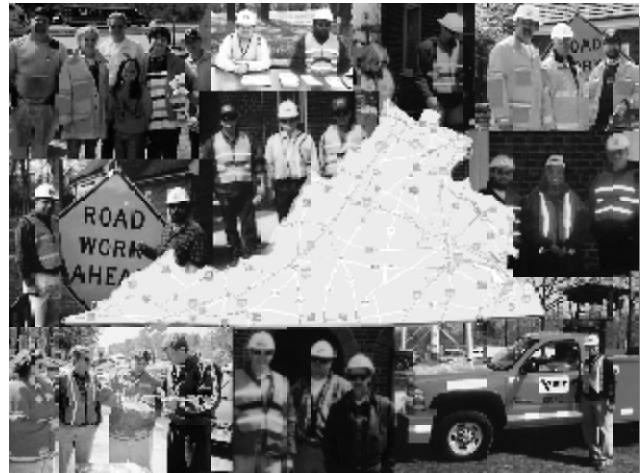
Special Events

The Virginia Division Takes a Safety Break! By Becky T. Crowe

Virginia Division staff put on their hard hats and retroreflective vests and invited motorists to take a *Safety Break*. The Virginia Division partnered with the Virginia Department of Transportation at nine highway rest areas and welcome centers on April 5 and provided motorists tips on driving safely through work zones.

The Virginia Division is dedicated to reducing crashes, injuries and fatalities in highway work zones. The *Safety Break* was just one strategy used by the Division to promote safety during Work Zone Safety Awareness Week. The following Virginia Division staff partici-

parted in the breaks: Roberto Fonseca, Division Administrator; Joyce Curtis; Assistant Division Administrator; Lorenzo Casanova; Programs and Technology Engineer; Becky Crowe, Highway Safety Programs Manager; Danny Jenkins, Area Engineer; Tarsem Lal, Area Engineer; Moises Marrero, Area Engineer Trainee; Ivan Rucker, Community Planner and Mshadoni Smith, ITS Specialist.



Louisiana Partnership Wins National Award

By Mary M. Stringfellow

The FHWA Louisiana Division Office, the Louisiana Department of Transportation and Development (LADOTD) and the Louisiana Associated General Contractors (LAGC) won a 2002 AGC of America Chapter Public Relations Award in the Best Infrastructure Awareness category for their Transportation Career Fair Campaign. The award was presented at the AGC's eighty-third annual convention in Las Vegas on March 21, 2002, to Louisiana

representatives; Ken Naquin (AGC), Fran Gilson (LA DOTD) and Marva Jacques (FHWA).

The Louisiana Transportation Career Fair Campaign began two years ago as an effort to give high school students a glimpse of the exciting job opportunities in the transportation industry. The FHWA Louisiana Division Office, in partnership with AGC and LDOTD, organized and conducted three career fairs in Baton Rouge, New

Orleans and Alexandria, attended by approximately 7,150 students. As part of the career fairs the students listened to guest speakers about opportunities offered in the highway industry and had the opportunity to visit construction sites and a number of industry booths. The three-day event involved over 50 firms in Louisiana who presented employment options and allowed students the chance to operate various tools of the trade, including backhoes and bulldozers.

Signs of the Times



Are we there yet?



You really can't fight City Hall.



Right around the corner from Hell's Kitchen?

