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1015 15th Street, N.W., Suite 600
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(202) 842-0555 • (202) 789-2943 (Fax)

April 7, 1994

TO: High Performance Construction Materials Working Groups
FROM: Richard A. Belle 
SUBJECT: New Edition - CONMAT News

Please find enclosed the latest edition of the Civil Engineering Research Foundation's CONstruction MATerials Newsletter, reporting on the latest accomplishments of the High Performance Construction Materials Program. Its highlights:

- recognition from the White House's Office of Science and Technology Policy through consideration of a new Construction and Buildings Subcommittee under the Committee on Civilian Industrial Technology within the new National Science and Technology Council
- government agency focus on infrastructure through major research allocations through ATP, TRP, FHWA and NSF (see page 2 for "Alphabet Soup")
- staff additions to CERF's CONMAT efforts

The big "news" is progress by each materials group in the development of focused implementation plans. CERF is committed to submitting a National Implementation Plan to Congress in August of 1994. This report will be the private sector input which government agencies will use to define and prioritize their 1996 research and development budgets. We will be contacting you over the next month to obtain your input to the plan and to work with you to ensure that its scope includes all materials that constitute the nation's infrastructure.

Keep up the good work!

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CONMAT NEWS

The Civil Engineering Research Foundation's CONstruction MATerials Newsletter

Spring 1994

CIVIL ENGINEERING
RESEARCH FOUNDATION
Affiliated with the American
Society of Civil Engineers
1015 15th Street, N.W.
Suite 600
Washington, D.C. 20005
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Significant Payoffs with CONMAT Initiatives!

One year ago, *High-Performance Construction Materials and Systems: An Essential Program for America and its Infrastructure* presented a blueprint "to develop the high-performance construction materials and systems necessary for America's economic well-being and international competitiveness in the 21st Century." We envisioned an historic partnership between the construction industry and the federal government, culminating in a ten-year, \$2-4 billion program. In six months, we will submit a *National Implementation Plan* that will provide even greater detail as to research priorities and their associated costs. What will happen then—what kind of payoffs may we expect in response to all these efforts?

In fact, the payoffs have already begun! The CONMAT program has articulated a vision and provided a forum for critical research needs. Whether the CONMAT initiative results in a *single budgeted program* with a \$2-4 billion dollar price-tag or a *number of smaller initiatives* that collectively support and nurture the same group of technological breakthroughs is not important. What is critical, however, is that our vision has impact. The test of that impact is the direction of public policy: the payoff will be the creation of funding and organizational mechanisms that encourage the types of major research efforts essential to our industry's, and our nation's, revitalization.

Explicit recognition of our needs as an industry is a first step. We can see this recognition

*Explicit recognition of our needs as
an industry is a first step.*

in the gradual evolution of the Clinton Administration's science and technology agencies. Much of this movement reflects our increasingly close relationship with the White House's Office of Science and Technology Policy (OSTP). As is detailed in another article in this issue (*Alphabet Soup: CCIT, NSTC, FCCSET, AMT, and YOU*, p. 2), the past year has witnessed a deeper understanding of the nature and character of the design and construction industry. For the first time, the definition of "manufacturing" includes our design and construction activities. Department of Transportation priorities include *infrastructure maintenance, new vehicles, and environmental monitoring*. Future funding decisions will reflect this new recognition.

Already, some agencies have modified their budgets and programs to emphasize infrastructure materials activities. The Federal Highway Administration this year is assisting the Texas DOT in constructing a bridge built with high-strength concrete. The innovative U-shaped beams will be of 13,000 psi concrete while higher than normal strength concrete will be used in the deck and substructure. Additionally, the National Science Foundation has solicited proposals to establish new infrastructure research centers at universities. These would be similar in operation to the Advanced Technology for Large Structural Systems (ATLSS) at Lehigh University.

Recent developments in the Advanced Research Projects Agency (ARPA) support of the Technology Reinvestment Project (TRP) and the National Institute of Standards and Technology (NIST) sponsorship of the Advanced Technology Program (ATP) are very encouraging. One of the first TRP awards was for the nation's first vehicular composite bridge, to be built in San Diego. Other TRP awards are promising.

Perhaps the best example of a changing direction and indications of long-term payoffs is the evolution of the ATP. In preparing an ATP program area recommenda-

Payoff, continued on page 9.

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CERF re April 29th

H.K. talk (F) 789-2943

call Carl Magneil 842-0555

call in Timothy Webb
+ Christopher Hill

(b)(6)

for 1 pm mtg today



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Harvey M. Bernstein
HARVEY M. BERNSTEIN
PRESIDENT

SKIP

Thanks for your help.
Here is the package sent to
Susan & Jack. I look forward
to hearing from you
Susan,
Harv

Post-It™ brand fax transmittal memo 7671		# of pages = 10
To	SKIP JOHNS	From
Co.	OSTP	Co.
Dept.	202-395-6175	Phone #
Fax #	202-395-4155	Fax #
		202-842-0555
		202-789-2943

As promised, attached is a copy of the letter inviting Jack to speak on April 29, 1993, with Secretary Ron Brown and Mayor Maynard Jackson at the Commerce Department to launch the National Program on High-Performance Construction Materials, coordinated by a working group in his Federal Coordinating Council for Science, Engineering & Technology (FCCSET).

I can appreciate the demands on Jack's time and greatly appreciated your comments today. Because this program will link the Federal government through FCCSET and the private sector through the Commerce Department, we believe Jack's presence will send a strong positive signal to the industry leaders in attendance. We have planned for him to speak for approximately 15 minutes at 10:00 am on the 29th of April, but this could be modified slightly to accommodate his schedule.

I recognize it is hard to provide any firm commitment at this time based on the other priorities currently facing Jack, but I would appreciate it if you could let me know if he is interested in participating, and if his current calendar would permit him to give the talk. I am also aware that even if he agrees to speak, last minute White House requirements may require him to send a substitute. Any guidance you can give me by the end of March with regard to the likelihood of his participating would be very helpful in order to finalize the program.

Thank you again for all your help.

Harvey M. Bernstein



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March 11, 1993

Dr. John H. Gibbons
Assistant to the President for Science and Technology
Office of Science and Technology Policy
1700 Pennsylvania Ave. NW, Suite 358
Washington, DC 20500

Dear Jack:

As you know, my purpose in writing is to ask that you participate as a featured speaker at the April 29, 1993 National Symposium on High-Performance Construction Materials and Systems. Commerce Secretary Ron Brown has already agreed to open the Symposium which, by the way, will be held in his Department auditorium. The symposium will initiate a proposed ten-year national program entitled *High-Performance Construction Materials: An Essential Program for America and its Infrastructure*. As such, the symposium has two compelling objectives; to introduce key decisionmakers in government and industry to this critical national initiative and garner their support.

As you can see from the enclosed draft agenda, the symposium truly seeks to bring together industry and government leaders. Your discussion on the administration's vision for America's infrastructure will be especially useful in establishing an overall perspective on how this high-performance construction materials and systems program will serve the nation.

Your personal participation is very important for several reasons. First, this national program has been coordinated, on the federal side, by a working group in your Federal Coordinating Council for Science, Engineering & Technology (FCCSET). Second, this proposed national program has as a primary objective the development of construction materials and systems that will enable the creation of a truly superb infrastructure. The administration's emphasis on infrastructure renewal/revitalization is therefore clearly served through this initiative.

I have enclosed information about the overall program, including a white paper and a promotional brochure. We will shortly publish an Executive Report to the President and Congress. I will furnish you with a copy as soon as it is available. Please feel free to contact

me at the above number if you have any questions.

I look forward to your participation. As you know, Edith Page has already contacted your office with regard to your participation; Al Grant is likewise planning to contact you shortly.

With warmest regards.

Sincerely,



Harvey M. Bernstein
President, CERF
Symposium Director

COM\HPCM\Sympos\Gibbons

SYMPOSIUM ON HIGH-PERFORMANCE CONSTRUCTION MATERIALS

MATERIALS FOR TOMORROW'S INFRASTRUCTURE: AN ESSENTIAL PROGRAM FOR AMERICA

Thursday, April 29, 1993
Department of Commerce Auditorium
Herbert C. Hoover Building
Washington, DC

TENTATIVE AGENDA

7:30 AM REGISTRATION & ICE BREAKER - GRAND FOYER

8:30 AM KEYNOTE SPEAKERS PROGRAM - AUDITORIUM

Welcome by Symposium Director

- *Harvey M. Bernstein, President, Civil Engineering Research Foundation*

Keynote Address

- *Honorable Ronald Brown, United States Secretary of Commerce*

Keynote Presentation - Rebuilding America requires High-Performance Construction Materials

- *Honorable Maynard Jackson, Mayor of Atlanta, Georgia (invited)*

9:35 AM PROGRAM ON HIGH-PERFORMANCE CONSTRUCTION MATERIALS-AUDITORIUM

9:35 Presentation - Program on High-Performance Construction Materials

- *Dean E. Stephan, President, Charles Pankow Builders, Ltd.*

10:00 Presentation - America's Infrastructure: the Administration's Vision

- *John Gibbons, Assistant to the President for Science and Technology (invited)*

10:20 AM COFFEE BREAK - GRAND FOYER

10:45 AM EXPERT PANEL DISCUSSION/Q&A SESSION - AUDITORIUM

10:45 Opening Remarks - Call for Commitment from Government, Industry, Academia

- *Terry Farley, President, Bechtel Construction Company*

11:00 Moderator: *Richard N. Wright, Director, NIST Building and Fire Research Laboratory*

Panelists: *Patrick Windham, Senate Committee on Commerce, Science & Transportation (invited)*

Honorable Maynard Jackson, Mayor of Atlanta, Georgia (invited)

Henry Michel, Chairman, Parsons, Brinckerhoff Inc.

Terry Farley, President, Bechtel Construction Company

12:20 Working Sessions Instructions

- *Richard N. Wright, Director, NIST Building and Fire Research Laboratory*

12:30 PM BUFFET LUNCHEON - GRAND FOYER

- To be attended by the materials committees

HIGH-PERFORMANCE CONSTRUCTION MATERIALS: AN ESSENTIAL NATIONAL PROGRAM FOR AMERICA AND ITS INFRASTRUCTURE

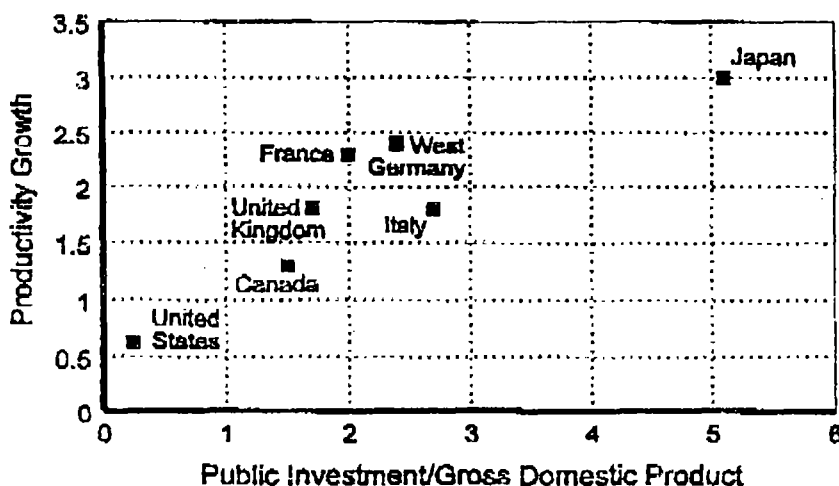
Defining a Critical National Need

America's infrastructure determines, in fundamental ways, what our society can accomplish. Highways, bridges, airports, mass transit, water supply and water treatment, solid waste disposal and public buildings are pieces of our infrastructure that influence our health, safety, and quality of life. Additionally, our infrastructure affects how *well* we accomplish many complex societal tasks. Productivity and international competitiveness rises and falls with the quality of our infrastructure. Our infrastructure is also a major national investment, comprising around 20 percent of our physical capital.

The emergence of the United States as a leader within the world community is, in part, a reflection of the historical excellence of our infrastructure. Today, however, the excellence and, indeed, the adequacy of that infrastructure is questioned. Many of the nation's infrastructure systems are old and exhibit various stages of decay and, too often, failure. In many cases, traditional materials, such as concrete and steel, reflect decades old technology.

Meeting tomorrow's challenges with today's technology will not work. The world's computer, consumer electronics, and automobile industries understand this. So do our major industrial competitors. Japan and Europe are investing vastly more in infrastructure and infrastructure research and development than the United States. Their materials manufacturers, including concrete and steel, are focused on dramatically improving construction materials. As illustrated below, the correlation of such investments with economic growth is a compelling argument for prompt, decisive action in this country—we cannot compete in the 21st Century with a 20th Century infrastructure system!

Cross-Country Comparison of Productivity Growth and Public Investment to GDP Ratio (1973-1985)



Source: Public Investment and Private Sector Growth, published by the Economic Policy Institute (1990)

A Plan for Change

A comprehensive national plan for high-performance construction materials and systems is nearing completion. The impetus for this plan emerged during the 1991 National Civil Engineering Research Needs Forum, a gathering of over 300 leaders from the private and public sector organized by the Civil Engineering Research Foundation (CERF). A priority Forum recommendation was to develop and execute comprehensive research on high-performance construction materials, with an initial focus on concrete and steel, and to expedite the implementation (tech transfer) of this new technology. High-performance construction materials were seen as crucial for both infrastructure and to enhance the international competitiveness of U.S. construction material producers. Since 1991, a planning committee comprising industry, academia, and government has formulated the parameters of a ten-year, \$2-4 billion program encompassing traditional and emerging construction materials and systems. Liaison with the Presidential Initiative on Advanced Materials and Processing has been developed and maintained to facilitate the critical participation of key federal agencies in this national program.

Industry leadership will occur through a CERF-organized council, the National Coordinating Council for High-Performance Construction Materials (NCC), to ensure unbiased attention to all materials. Individual committees for concrete and steel will also be established by the American Concrete Institute (Concrete Research and Education Foundation), the American Iron and Steel Institute, the Aluminum Association, and the Suppliers of Advanced Composite Materials Association.

Federal support and participation in this ten-year national program will be coordinated through the Federal Coordinating Council on Science, Engineering and Technology (FCCSET), Office of Science and Technology Policy. Federal support, in addition to current base R&D activities, is estimated at \$40 million a year for concrete and steel. Estimates of federal research funding requirements for other construction materials such as composites, aluminum, masonry, timber, asphalt, and protective coatings are being developed. Industry support, direct and in-kind, is expected to complement federal funding.

Implementation Needed Now

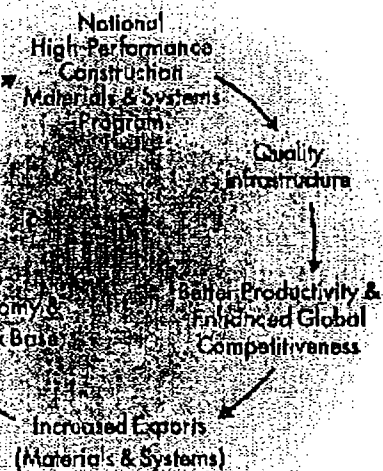
Congress and the new administration will have the opportunity to define the quality of our nation's infrastructure for the 21st Century through their strong support of this national program. A report on this proposed industry-government coordinated program is being prepared by CERF for submittal to the President and Congress. A national symposium will be held on April 29, 1993, in Washington, D.C. to outline the program and its implementation requirements for key government and industry decisionmakers.

For more information contact Carl Magnell, Director of Research, at the Civil Engineering Research Foundation, 1015 15th Street, NW, Suite 600, Washington, DC, (202) 842-0555.

High-Performance Construction Materials Systems?

Factors point to high-performance materials and systems as vital for the economic performance and well-being of the nation.

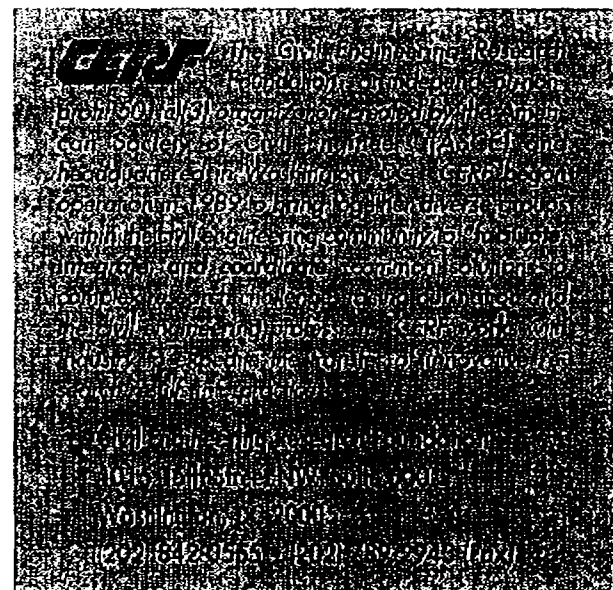
High-performance construction materials and systems enhance our infrastructure, improve U.S. competitiveness, contribute to the U.S. construction industry, and provide commodities for export.



Without high-performance materials and systems, America needs to compete in the 21st century cannot be built with today's construction materials. America could not, and did not, survive the 20th Century with a 19th Century infrastructure. Neither can we survive the next century without high-performance materials and systems.

How Can We Become More Involved?

High-performance construction materials and systems may play a crucial future role for your company, your agency, or your academic institution. On April 29, 1993, in Washington, D.C., a national symposium will kick-off the proposed program. To obtain more information about the national materials program or the symposium, contact CERF at the address below. Copies of *High-Performance Construction Materials—An Essential Program for America and Its Infrastructure* (CERF Report #93-5011, 3 volumes) may be obtained from ASCE Publications at (800) 548-ASCE after May 1, 1993 for \$125.00. The *Executive Report* (#93-5011.E) will be provided to symposium participants, or may be purchased separately for \$40.00.



Cover photo: 311 South Wacker Drive, Chicago
Courtesy Portland Cement Association
Inside photo: Pecosville Lake Bridge, AZ
Courtesy FHWA and Arizona DOT

High-Performance Construction Materials and Systems

An Essential Program for America and its Infrastructure

Cooperatively Developed by:

- American Concrete Institute
- American Institute of Steel Construction
- American Iron and Steel Institute
- American Society of Civil Engineers
- Civil Engineering Research Foundation
- Concrete Research and Education Foundation
- National Ready Mixed Concrete Association
- Portland Cement Association
- Suppliers of Advanced Composite Materials Association
- The Aluminum Association

Why Infrastructure Construction Matters and Why It's Not Just a Construction Issue

Global economic
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Extended Page 7.1

sult of the 1991 CERF National Civil Research Needs Forum, this proposed *High-Performance Construction Materials: An Essential Program for America's Future*, is an industry-driven initiative bringing advanced construction materials development to both U.S. economic competitiveness and the nation's aging infrastructure.

Involved?

Organizations such as the American Concrete Institute, the American Iron and Steel Institute, the Aluminum Association, and the Suppliers of Composite Materials Association will manage individual materials programs. Committees made up of representatives from industry and government

management will be vested in a Coordinating Council (NCC), under the leadership of the Civil Engineering Research Board. The NCC's management approach is designed to provide coordination and focus for all construction materials and systems.

Development, demonstrations, and testing will occur within industry, in public facilities, and in academic institutions. Not only will new research be initiated, but also will be paid to exploiting existing technology for the U.S. to make better use of its research results rather than stand by while the competition of U.S. research occurs overseas. Funds are therefore necessary for dissemination of technology to both the public and private

What Are High-Performance Construction Materials and Systems?

High-performance construction materials have physical properties that are *substantially better* than those found in today's common materials. These materials will be:

- Stronger
- Tougher
- More Constructible
- More Ductile
- Fail-Safe

and will:

- Resist Severe Environments
- Resist Fire and Fatigue
- Have Longer Service Lives
- Require Little or No Maintenance

For example, high-performance concrete is stronger, more durable, and less susceptible to damage from environmental factors such as freeze/thaw cycles, deicing chemicals, and abrasion. As well as new materials, such as advanced composites, these materials promise to considerably enhance the performance throughout the life cycle of construction and maintenance. Structures built using these materials will not only be more durable, but also will require less maintenance and repair. They will also be more resistant to damage from fire and corrosion. The use of high-performance materials will also reduce the need for expensive repairs and replacements before serious problems occur. A new commercial alloy of steel, CERF National Research Board's SS-900, is being developed and will be used primarily in the construction of bridges.

When Will the New Materials Be Available?

The proposed program spans a ten year period. Some high-performance construction materials and systems are already in development and soon will be ready for production. Other new materials require basic and applied research and will be available by the turn of the century. For all materials, the program's objective is successful commercial use.

Immediate focus on the highest priority construction materials and systems needs will require a cooperative investment of about \$100 million a year. This investment will enable a program that is coordinated, minimizes duplication, and focuses on providing the materials and systems that meet the priority needs of the nation and the construction industry. The entire program will be fully implemented by 1995. The program will be funded by a combination of federal and private funding. Although a significant amount of research is already being done, the program is approximately \$100 million a year. Funds from the federal government will be used to fund materials research and development.

Durable, high-strength roads, bridges, pipelines and building materials longer and require less maintenance. Increased efficiency of public and private funds simplifies design. High-Performance Construction Materials and Systems is an essential investment for tomorrow.

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WHAT IS HITEC?

HITEC is being created to
be a nationally
based service center and
house for implementing
innovation; one that
serves as a focal point for
bringing new innovative
technologies and help to
facilitate their transfer into
the highway industry.

By providing impartial
evaluations of technologies
against industry standards
HITEC hopes to enhance
incentives for private
industry to invest in highway
research and
development, and for state
and local governments to
adopt more quickly
new products
into highway



FOR MORE INFORMATION

To learn more about HITEC or to become
involved, please contact:

J. Peter Kissinger

Director, Highway Innovative Research

Civil Engineering Research Foundation

1015 15th Street, NW, Suite 600

Washington, DC 20005

(202) 842-0555 • (202) 789-2943 (Fax)

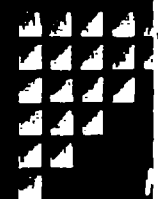


The Civil Engineering
Research Foundation is
an independent, non-profit 501(c)(3)
organization created by the American
Society of Civil Engineers (ASCE) and
headquartered in Washington, DC. CERF
began operation in 1989 to bring together
diverse groups within the civil engineering
community to facilitate, integrate, and
coordinate common solutions to complex
research challenges facing our nation and
the civil engineering profession. CERF
works with industry to expedite the transfer
of innovative research results into practice.

Highway Innovative Technology Evaluation Center

Products, Materials,
Equipment, Services and
Other Technologies

Affiliated with the
Civil Engineering Research Foundation



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PLANS

In 1992, a national workshop was held by the Civil Engineering Research Board (CERF), in conjunction with the Federal Highway Administration (FHWA), the Department of State Highway and Transportation Officials and the Transportation Research Board. The workshop brought together a cross-section of representatives from both the public and private sectors. What emerged was a set of candid and comprehensive recommendations as both an affirmation of the need for HITEC and an "Action Plan" to guide its initial development.

In the months ahead, HITEC will be developing plans as many individuals and organizations are able to transform those plans into a reality. Obviously, HITEC's plans must be realistic and will undoubtedly be refined in the months ahead.

ARE THERE LIMITS OF INNOVATIVE TECHNOLOGIES WILL BE SET?

HITEC will evaluate new products, materials, and services for which industry specifications do not exist.

HITEC includes a wide range of innovative technologies. HITEC will not limit its focus to any specific technology areas.

Technologies evaluated by HITEC might include technologies to extend pavement life, a new construction equipment, a new guardrail maintenance process or a new safety feature.

The key elements of the current Action Plan are:

- HITEC will utilize an industry "consensus-based" process to involve all interested parties early and often in both the planning and operation of HITEC.
- Innovators, private companies and public entities with new products and services will be able to work with technical panels organized by HITEC to plan and implement the necessary real world evaluations to demonstrate to the highway user community how the product or service performs, where it could be applicable and what benefits it will provide, if utilized.
- HITEC will not be a specifier or an approval agency.
- Through a "consensus-based" approach and pooled funding mechanisms, the traditional risks of introducing new products will be shared more equitably, thus encouraging more investment in both researching new ideas and introducing new products.
- HITEC will have a national focus, but will not be a Federal program. In fact, the goal is to build new alliances and consortia between government (at all levels), private industry, research facilities and other key elements of the highway community.
- Although existing Federal grant monies will probably be tapped to help support companies who can not afford to finance the "technical evaluations" for their products, these Federal monies will hopefully be leveraged or pooled together with funds from other sources in order to maximize the total impact of the monies spent.
- HITEC will not duplicate existing programs or institutions but rather will provide a "value-added service" to both private sector companies trying to introduce new products as well as the users of those new products (state and local governments).

HOW WILL IT BE ORGANIZED AND FUNDED?

The initial organization and operation of HITEC is being coordinated by CERF with the full endorsement of its parent organization, the American Society of Civil Engineers (ASCE). Funding for this effort has been provided by a four-year cooperative agreement between CERF and FHWA.

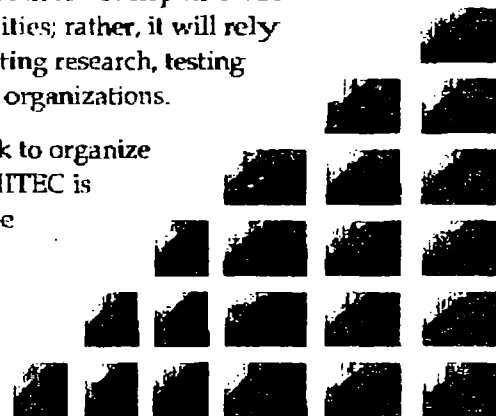
HITEC's goal is to become self-supporting through evaluation fees and other funding sources. Substantial assistance will be expected from the private sector. When appropriate, matching funds from government grant programs will also be utilized.

Planning and operation of HITEC will be guided by an Executive Committee comprised of a cross section of the public and private sectors, representing the highway construction and user community, research institutions, engineering organizations and innovators.

FACILITIES

HITEC has no plan to develop its own evaluation facilities; rather, it will rely entirely on existing research, testing and evaluation organizations.

Currently, work to organize and establish HITEC is underway at the CERF offices in Washington, DC.



INITIAL

In September organized by the Transportation Research Board, a broad cross-section of the public and private sectors from two days of discussions for HITEC development.

In the week following the workshop, the working group will develop recommendations as possible workable recommendations remain flexible for the next few months.

WHAT TECHNICAL EVALUATION

HITEC will develop equipment standards and

Although the technologies are high technology,

Technological advances are a new material piece of construction system, a new bridge design.