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I want to first congratulate the 2009 National Conference host, Georgia Section and Region 8, for their hard work and dedication during the Conference planning and implementation. I believe everyone had a great time in Atlanta on June 3-7. All the great times can be viewed on their website, ashe2009.org under the photos link and there are about 600 photos posted! Special thanks to Conference Chairman Tom Ziegler and Conference Co-Chairman Alan Hunley. Tom also set up two additional tee times for me so kudos to him! I know Tom and Alan will offer guidance to the 2010 Cincinnati Chairs Cindy Minter and Caroline Duffy in their planning for the upcoming National Conference in Cincinnati, Ohio on June 9-13, 2010. Our National Board Conference Committee looks forward for their input.

We are proud to add the Phoenix Sonoran Section, located in Phoenix, Arizona, as the newest member of the ASHE organization. The chartering ceremony occurred on July 23. In the future, we expect to charter another new section called Circle City located in Indianapolis, Indiana and may charter in the fall of 2009. Other potential sections are located in: Denver, Colorado; Albany, New York (DOT State capital); and Portland/Salem, Oregon. As always, the New Sections Committee appreciates any help in locating contacts in these locations and others where there is a potential to start a new ASHE Section.

As most of us know, Congress is trying to determine how to ensure the Federal Highway Trust Fund does not run out of cash in the short term (third or fourth week of August) and how to reauthorize federal surface transportation programs so that funding does not lapse at the start of the next fiscal year on October 1. As of this writing, July 2009, there is a sharp divide between the way the Obama Administration, Senate and House leaders want to handle these interlinked situations. The White House and the Senate want to delay action on the multi-year bill by at least a year, while the House Chairman wants to forge ahead with a bill as quickly as possible. If the Highway Account runs out of cash, the FHWA will have to delay reimbursements to state DOTs for money that the states have already paid to contractors for federal-aid projects. The Obama Administration wants to bail out the Trust Fund with a transfer of money from the general fund of the Treasury, as was done in September 2008. FHWA needs an estimated $5-7 billion to get through the end of fiscal year on September 30. The Obama Administration wants a larger bailout. They have asked for $20 billion, $18 billion for the Highway Account and $2 billion for the Mass Transit Account to get the Trust Fund through March 31, 2011 at present spending levels. They also want the next bailout to be offset by revenue raising measures that will reimburse the general fund for the transfer over ten years. House Transportation and Infrastructure Chairman James Oberstar (D-MIN), who desperately wants to move his multi-year bill through the House as soon as possible, naturally opposes a long extension. His interests will be served by shortening the duration of the extension as much as possible. As for a real highway bill, that would include gas and diesel fuel tax increases, many observers feel that the best opportunity to get the votes in Congress would be in a lame-duck session after the 2010 midterm elections, a la 1982. Oberstar’s goal will be served if the bailout is handled separately from an extension. ASHE National has sent a letter on June 3 to the appropriate members of the Senate and House. This letter can be found on the ASHE National Website, highwayengineers.org under the News & Information link. We urge Congress to take quick action to both meet the immediate funding shortfall in the Highway Trust Fund, and to move quickly to provide adequate future revenues to meet the growing need for mobility in this country. Hopefully by this reading, progress has been made. If not, as this political process plays out, I urge all of you to contact your Senate and House Leaders to stress the importance of the bailout and the passing of a new authorization bill.

As a means to improve internal communications, we have posted meeting minutes from the past two National Board Meetings, one Executive Board Meeting and two National Board E-Meetings. We have also rolled out a method to hold conference call meetings for our National Committees. An account has been set up through AccuConference. This will enable the National Committees to meet over the phone, thus limiting the need for travel.

Hope all of you had a great summer. Got my handicap index down to 8.3 and hopefully dropping.
HELPING TO SHAPE A SUSTAINABLE FUTURE
In December 2008, the Florida Department of Transportation (FDOT) began the construction effort required to stabilize a sinkhole located within the Interstate 4 and Maitland Boulevard interchange north of Orlando. Crews are doing the work now to prepare the interchange for the future widening of I-4, which will be accompanied by a reconfigured interchange. To stabilize the sinkhole, workers are injecting cement grout into the ground under high pressure to depths greater than 350 feet. The I-4 Maitland Boulevard Sinkhole stabilization is one of the largest sinkhole grouting projects ever undertaken in the United States.

Jim Martin recently conducted the following interview about the Interstate 4 and Maitland Boulevard interchange project with Engineers Gary Kuhns and Kathy Gray.

**MARTIN:** How big is the I-4 Maitland Boulevard Sinkhole compared to other sinkholes?

**KUHNS:** Sinkholes come in all sizes, from three feet in diameter to more than 300 feet in diameter. When you fly in a plane over Central Florida, the numerous ponds, lakes and wetlands you see were mostly created by the sinkhole formation process. The I-4 and Maitland Boulevard sinkhole is about 325 feet in diameter, which is very large compared to most sinkholes. The largest Central Florida sinkhole formed in recent times is the Winter Park Sinkhole, which occurred in 1981, and it also has a diameter of about 325 feet.

**MARTIN:** What does the ground below the I-4 and Maitland Boulevard sinkhole look like?

**KUHNS:** The soil profile around the sinkhole is comprised of a surface sand layer that extends to a depth of about 40 feet and is underlain by clay. Limestone (rock) is usually present under the clay at a depth of about 75 feet. However, within the center of the sinkhole the limestone is about 300 feet deep. Above the limestone, the sinkhole is filled with layers of very soft, weak soil as shown on Figure 2.

**MARTIN:** Why does the sinkhole need to be stabilized before I-4 is widened over the sinkhole?

**GRAY:** There are two reasons that the sinkhole must be stabilized prior to construction: 1) to help prevent a re-occurrence of the sinkhole and 2) to strengthen the soft soils within the sinkhole so that they can support the future highway. Although the risk of sinkhole re-occurrence is low, the FDOT is taking the precautionary step of plugging the hole, or holes, in the top of the limestone. The weak soils within the sinkhole are the primary concern, since if left untreated they could cause excessive settlement of the highway over time.

“Stabilization” continued p. 7
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MARTIN: How will the sinkhole be stabilized?
KUHNS: First, pipes will be drilled into the ground until they reach the top of the limestone layer, which will vary from about 75 to 300 feet below ground surface. Then a water, sand and cement mixture, called grout, will be pumped through the pipes to fill holes and cracks in the limestone surface as shown in Figure 3.

After the top of the limestone has been sealed with grout, the pipes will be raised in 1 foot increments up to the ground surface. Grout will be pumped through the pipes into the ground as the pipes are raised to strengthen the very weak soils within the sinkhole. As a further step to strengthen the soils within the sinkhole, a mound of soil about 28 feet high will be placed over the sinkhole after the grouting is completed. This is called a “surcharge” and is shown in Figure 5.

The weight of the soil surcharge will compress the underlying weak soils over time, making them strong enough to support the future highway. The settlement of the soft soil will be monitored during and after construction of the surcharge to determine when the soil within the sinkhole has been adequately compressed. At that time, the soil surcharge will be removed.

MARTIN: How do you know the sinkhole will be stabilized?
GRAY: The FDOT geotechnical engineers and their consultants have extensive experience in sinkhole stabilization and the methods that will be used to stabilize the I-4 Maitland Boulevard Sinkhole have been successful on many past projects. The FDOT is taking the appropriate precautionary steps to assure that future risks associated with the sinkhole will be minimal.

MARTIN: How much grout will be used?
KUHNS: It is anticipated that up to 35,000 cubic yards of cement grout will be used to stabilize the sinkhole, which is about 7 million gallons. That would be enough grout to fill 400 swimming pools.

MARTIN: What other construction work will be performed at the site?
GRAY: The eastbound lanes of I-4 will be temporarily shifted to the west to make room for the surcharge, and a wall about 28 feet high will be constructed along the east side of I-4 to separate the surcharge from the highway. Also, stormwater ponds and other drainage improvements will be constructed within the interchange as part of the project.

MARTIN: How long will construction last?
GRAY: The grouting process is expected to take six to nine months to complete. Construction of the soil surcharge and wall will require about two months. The entire construction should be completed in about 18 months. Settlement of the soil surcharge will be monitored for several years after construction is done.

MARTIN: How much will it cost?
GRAY: The overall cost of the project will be about $9 million.

MARTIN: How does stabilization of the I-4 Maitland Blvd Sinkhole compare to other sinkhole stabilization projects?
GRAY: The I-4 Maitland Boulevard Sinkhole stabilization is one of the largest sinkhole grouting projects ever undertaken in the United States. In addition, surcharges in this area are usually not greater than about 10 feet high. The surcharge for the I-4 Maitland Boulevard Sinkhole will be more than twice as high as usual. As you can see, the FDOT has devoted considerable effort and resources to make the future I-4 a safe and reliable highway for Central Florida’s citizens and visitors.
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The 1.6-mile, four-lane urban principal arterial links Pocahontas 895, a Virginia state limited-access highway, with Henrico County’s Charles City Road, which runs along the southern end of Richmond’s airport. When fully constructed in early 2011, the new road will provide a route to the airport that bypasses four traffic lights and a rail crossing and is expected to cut off 10 minutes of travel time.

The road’s primary beneficiaries are airport commuters living in Chesterfield County and the Tri-Cities area of central Virginia (Petersburg, Hopewell, Colonial Heights), who approach Richmond’s airport from the south.

Key characteristics of the project include:
- Trumpet interchange at Pocahontas 895
- Three at-grade intersections including one at Charles City Road
- Three new bridges – a double span structure over Pocahontas 895 and two single-span structures over county roads – and widening of an existing bridge
- Six MSE walls up to 50 feet in height
- Four box culvert extensions

In addition, Transurban’s agreement with the Virginia Department of Transportation, which owns Pocahontas 895, requires that the project include a mechanism for commemorating the significant Civil War history of the area. This part of eastern Henrico County figured prominently as the location of the outer ring of fortifications built to protect Richmond, the Capital of the Confederacy. A pull-off lane is included in the project for a state historical marker and Civil War Trails markers.

What makes this project unique, however, isn’t the engineering design or the construction method. The Connector project is unique as a result of the combination of agreements and contracts that control how it is administered.

The project is made possible by a federal TIFIA (Transportation Infrastructure Finance and Innovation Act of 1998) loan between Transurban and the U.S. Department of Transportation. Administered through the Federal Highways Administration, the loan provides $45.2 million for the Airport Connector construction and related costs such as rights-of-way, with additional monies used to refinance the existing debt on Pocahontas 895 and to fund improvements to the existing road. Transurban has put in place a number of specific reporting and review processes – including the hiring of an independent engineer – to meet requirements associated with this innovative federal loan program.

In addition to the TIFIA loan agreement, the Airport Connector project is governed by the Transurban concession agreement with VDOT. This long-term agreement obligates Transurban to maintain the roadway until the year 2105 and also allows Transurban to collect tolls from patrons on the roadway. Actual ownership of the facility, however, will remain with VDOT at all times.

The design and construction are governed by the design-build contract with American Infrastructure – VA, Inc. The approximately $40 million contract with

“Link” continue p. 23
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The John A. Roebling Bridge

Ralph G. Wilson, PE

The Roebling Bridge between Covington, Kentucky and Cincinnati, Ohio opened to traffic on 1 January 1867. Its central span of 1057 feet was the longest in the world.

John A. Roebling had spent most of the previous two years in New York and at his home in New Jersey vigorously planning for his next proposed project – a bridge over the East River connecting New York City and Brooklyn. Work at Covington had been under the supervision of his son, Washington, since early in 1865.

The first charter for the Ohio River Bridge had been granted to the Covington-Cincinnati Bridge Company by the Kentucky legislature in 1846. Due to opposition chiefly from ferryboat operators and steamboat companies, the Ohio legislature delayed approval. There was also concern about the possibility that the bridge would facilitate the movement of people attempting to escape slavery.

The Bridge Company selected John Roebling to build the bridge. Construction began in September 1856. The first work was to prepare the foundations for the Ohio tower. With both towers under construction, work halted in 1858 as additional funding became unavailable due to a widespread financial downturn in 1857. The project sat idle as the bridge company had difficulty selling stock and the nation moved toward civil war.

War began in spring 1861, and by September of ’62, Confederate forces under General Kirby Smith invaded Kentucky and threatened to move on Cincinnati. A pontoon bridge using coal barges was assembled across the Ohio River to expedite movement of troops and supplies. Old engravings showing this floating bridge also depict the stubs of the suspension bridge towers jutting out of the river.

The threat to Cincinnati renewed interest in the bridge. Additional stock was sold and by the spring of 1863 the state legislatures had amended their charters to reduce the required clearance. John Roebling returned to Covington to restart construction. Work on the towers continued as excavation began for the anchorages.

The project continued through 1864, and early the following year, Washington Roebling joined his father as assistant chief engineer.

Spinning of the cables began in November 1865 using wrought iron wire imported from England. John Roebling returned to the east coast, and supervision of the Ohio River bridge project was turned over to Washington. The cables were completed in June 1866, and installation continued p. 19
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Mile Markers

Attention Sections/Regions: We are looking for recent (within one year) news and photos of events in your Sections and Regions. Please include pertinent information – who, where, when, why and anything else that tells the story and send it, along with a photo, if available, to Shirley Stuttler at sstuttler@hughes.net.
If you have any questions, please call Sandy Ivory at 814-674-8152.

Members of ASHE Region 6 Board (Delaware Valley, First State, Long Island, New York Metro, North Central New Jersey and Southern New Jersey Sections) are:

Front Row - Left to Right: Joe Matthews, North Central New Jersey Section; Michael Hershey, New York Metro Section; Richard Prentice, Delaware Valley Section; Al Algazi, Southern New Jersey Section; Rodney Pello, Southern New Jersey Section.
Back Row - Left to Right: Jim Maloney, Southern New Jersey Section; Scott Sibley Delaware Valley Section; Rob Snowden, First State Section; Michael Morgan, North Central New Jersey Section; Don Dizuzio, North Central New Jersey Section.

Missing from the photo is Charlie Manning, Long Island Section.

Southern New Jersey at work.

Southern New Jersey at play. Left side, front to back: Don DiZuzio, Jim Henry, Rod Lewis. Right side, front to back: Sam Mody, Ron Rotunno, Al Algazi.
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ASHE started its first Section in the southwestern region of the United States on July 23 when the Phoenix Sonoran Section was chartered with 42 members. Charter members represented the engineering consulting community, roadway contractors and local government officials.

ASHE National President Kevin Duris, National Past President Rich Clifton and, New Sections Committee Chairman Sam Mody where on hand to welcome the new members at a breakfast meeting at the Phoenix Biltmore Resort.

President Duris gave a presentation on ASHE’s Strategic Plan, emphasizing the goal of growing ASHE into new Regions. Past President Clifton acknowledged the event as the fulfillment of a vision to grow ASHE across the nation within the decade. He called the new Section the foundation on which the organization will build its growth to the west.

Twenty-eight of the new members attended the event and were presented with membership certificates and ASHE lapel pins. The event also included the induction of the Section officers and the presentation of the Section Charter, which was signed by each of the attending members.

The Section officers are:
President – John Derr
First Vice President – Jim Mischler
Second Vice President – Jay Guertin
Secretary – Carol Hardy
Treasurer – Susie Mason

Section President John Derr thanked the members for attending and helping the Section to successfully charter. He acknowledged the hard work of the organizing committee and thanked them for making the vision a reality. He said the Section will conduct monthly breakfast meetings and listed some of the planned upcoming programs, including a presentation by former United States Secretary of Transportation Mary Peters. Derr said the goal is to grow the Section to 80 members this year. For more information about the Phoenix Sonoran Section please contact Mr. Derr at jderr@gfnet.com.

The addition of the Phoenix Sonoran Section is the first step in a vision started in 2006 to expand ASHE throughout the United States. The Phoenix area was targeted as the area to kick off growth in the southwest when Jason Pagnard, a former member of the Central Ohio Section, relocated to Phoenix and inquired about starting an ASHE Section in March 2008. The New Sections Committee then learned that Lisa Ruane with Maricopa County DOT had been maintaining her membership in the Franklin Section even though she had moved to the Phoenix area nearly 20 years ago. ASHE National also solicited the help of John Derr, a Past President of the Harrisburg Section who relocated to the Phoenix area in 2007. John agreed to chair the organizing committee and work on the new Section began in earnest in November 2008. A kick-off meeting was held April 16, 2009 to introduce the organization to potential members. Sam Mody gave a presentation about ASHE and starting a new Section. Ray Acuña, President of the local APWA Chapter, was the featured speaker. Mr. Acuña discussed the similarities and differences between APWA and ASHE and gave a strong endorsement for an ASHE Section in Phoenix. More than 40 perspective members attended. National Board members showed their support for the new Section by holding their quarterly meeting in Phoenix last January, including a dinner event with the Section organizing committee.

ASHE is actively working with organizing committees in Indianapolis, IN, Denver, CO, Portland-Salem, OR and Albany, NY. The New Sections Committee has also had recent inquiries about starting Sections in Las Vegas, NV, Salt Lake City, UT, Austin, TX and Detroit, MI. If you are interested in getting involved with one of these new starts or would like to start a Section in another area please contact Sam Mody at smody@hnbt.com.

Visit the ASHE National website at www.highwayengineers.org to learn more about the organization and to see pictures from the Phoenix charter event.
SR 4 is a dual lane highway located in New Castle County, Delaware. It is a primary feeder route to both Interstate 95 and Delaware SR 1 (the largest intrastate highway, running from New Castle County to the Maryland border to the south). SR 4 has an ATD of 27,200 vehicles. The project was needed because of a 25 year old corrugated metal culvert (CMP) that was found to have deteriorated. The amount of deterioration led to concerns of road collapse. This thoroughfare experienced a road collapse in October of 1999 when a 66” metal culvert failed less than a mile from this project’s location. That culvert was ultimately replaced with Reinforced Concrete Pipe (RCP) using open cut construction. That portion of the road was closed for three months.

The state’s largest hospital and only Level One Trauma Center is located along SR 4. The entrance is located approximately 800’ from the project location. The hospital’s location was of major concern in design and construction of this project. The location caused the necessity of two clear, east-bound lanes always be open to traffic.

The project was originally bid as open cut and new roadway would have to be constructed at the location to maintain the required two east-bound lanes. This new road would have to be built and removed twice, first for the northern half of the crossing and a second time for the southern half of the crossing. These new lanes would cause major congestion around the work site and traffic safety became a major concern.

The project was bid and awarded to Eastern States Construction Service, Inc. The award amount was in excess of $695,000. Eastern States construction Service immediately recognized the safety and congestion issues associated with the open cut, bid design.

Eastern States Construction Service, Inc. performed a value engineering analysis and presented the plan to micro tunnel and jack the 54” RCP replacement pipe to...
DELDOT. They contacted Rinker Materials- Concrete Pipe Division’s Middletown, Delaware plant to design and supply the jacking pipe. It was determined that 54”, special designed pipe with steel bell bands and grouting ports would withstand the maximum, anticipated 400,000 lb. jacking load. DELDOT and their consulting engineer, RK&K, Baltimore, MD, saw the benefits of this plan and revised the construction contract to reflect the new installation plan. This is the first use of Micro tunneling and pipe jacking of Storm Sewer in the department’s history. The new construction method had several advantages over the open cut design. There was a cost saving of $126,330.00 realized. This method reduced the M.O.T. (maintenance of traffic) and eliminated the need for new travel lanes and lane shifts, greatly increasing work zone safety. By constructing the line under existing utilities, those utilities did not have to be monitored and supported during construction. The work would take no longer than the original 75 day construction period.

The project was complete on time and on budget. The traveling public never knew what was being accomplished beneath them as they drove “over the job site.” The Delaware Department of Transportation won the 2009 American Concrete Pipe Association, Project Achievement Award because of the innovative use of Reinforced Concrete Pipe on this project.
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The bridge was opened to pedestrian traffic on the first weekend of December 1866. The opening was signaled with a one-hundred-volley salute by two cannon from the Newport Barracks. It was reported that 46,000 people crossed the bridge on Saturday, and 120,000 on Sunday.

The formal opening of the bridge was on 1 January 1867. The date was earlier than planned because ice on the river had prevented ferryboat operations. Completion of final details, including painting, extended until late June under Washington Roebling's direction. The color of the paint has been described as “Spanish Brown”.

There was record flooding on the Ohio River in 1883, and the following year was even worse with water reaching the 71 feet level. The Ohio approach to the bridge then ended at Front Street and it was under water.

In 1891, moisture problems were discovered in the southeast anchorage. Engineer Gustave Bouscaren was consulted and he devised reinforcing collars with friction clamps to restore the strength of the cable.

With electric streetcars replacing horse-drawn cars, there was concern about the load capacity of the bridge. In 1894, six engineers were asked to inspect the structure and submit proposals. All but Wilhelm Hildenbrand, suggested replacing the bridge with a non-suspension structure.

With Washington Roebling’s help and advice, Hildenbrand received the contract and began reconstruction in 1895. His plan included adding two steel cables, which required four new anchors, and removal of the turrets to position additional saddles on the towers. Hildenbrand installed a new steel truss and floor beam system, and widened the wooden floor. The Ohio approach was extended to Second Street. Reconstruction was completed in 1899.

Electric lighting was installed on the bridge in 1901.

A flood in 1913 put the extended Ohio approach under water, and a temporary wooden trestle was built to maintain traffic to Walnut Street. This resulted in the Bridge Company developing plans and acquiring additional property to continue the approach to Third Street. This extension was completed in 1918.

A modification of the approach permitted streetcar ramps over Third Street to connect to the Dixie Terminal.

During the great flood of 1937, the river crested at 80’. It was necessary to construct a sandbag and gravel causeway in Covington to connect diagonally from the bridge approach to a point on Greenup Street. The bridge was the only river crossing between Steubenville, Ohio and Cairo, Illinois that remained open -- a distance of over 800 miles.

The Commonwealth of Kentucky purchased the bridge from the Bridge Company in 1953. The price was 4.23 million dollars; John Roebling had reported the original cost of the bridge as $1.8 million. Improvements by the state included installation of a steel grid deck to replace the wooden floor. Toll collections continued until late in 1963.

The 100th anniversary of the bridge opening was celebrated with a ceremony at the Covington approach in the fall of 1966.

The bridge was recognized as a National Historical Landmark in 1975. An advocate for small businesses, Ed Wimmer, Sr., cited construction of the bridge as a prime example of the free enterprise system. Mr. Wimmer founded the CCSBC, and he urged the state to paint the bridge red, white, and blue in honor of the Nation’s bicentennial. The bridge was green at that time, and the decision was made to paint it blue.

At the Bicentennial, the Covington-Cincinnati Suspension Bridge Committee (CCSBC) obtained permission to begin flying flags on a continual basis from the poles atop the bridge towers. The Bennington Flag, with thirteen stars and a "76 in the field, is flown over the Kentucky tower, and the current fifty-star flag over the Ohio tower. The appropriate state flag is flown beneath the American flags.

The bridge was designated as a National Civil Engineering Landmark in 1983. During that same year, the Kentucky Transportation Cabinet officially renamed the structure as the “John A. Roebling Bridge”.

In 1984, the CCSBC was successful in raising funds to install the decorative cable lighting. The lighting system is a memorial to Julia Langsam, a president of the CCSBC, who worked tirelessly to see this vision become a reality.

A new “yoke” approach system connected the bridge approach in Covington to Scott and Greenup Streets. It was completed in 1991; the project included lowering Second Street to go under the approach.

The Commonwealth of Kentucky undertook a massive renovation of the bridge itself as we moved into the final decade of the twentieth century. In addition to needed structural repairs, the renovation included restoring modified replicas of the original turrets atop the towers. The CCSBC suggested that the turret finials should be gold-leafed, and this was done.

The total cost of the renovation exceeded ten million dollars. The final phase -- at an estimated cost of an additional 6.5 million -- is to paint the bridge. This phase has not been funded at this time.

As we move forward into this new century, the John A. Roebling Bridge has become our most recognized symbol. Not just a symbol of Covington and Cincinnati, but of our entire tri-state community.

This history is from the website of the Covington-Cincinnati Suspension Bridge Committee: roeblingbridge.com. It was written by Ralph G. Wolff, PE, a past-president of the CCSBC. The Committee is a volunteer citizens group responsible for providing and maintaining the decorative lighting and the flags on the John A. Roebling Bridge. Used with permission.
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American Society of Highway Engineers
H. Thomas Brown, P.E., P.S.
Region 3 National Director

Tom resides in Bridgeport, WV and primarily grew up in West Virginia. He has been employed by the City of Bridgeport as Director of Community and Public Works for the past five years.

He graduated from Buckhannon Upshur High School and later graduated from West Virginia University with a BSCE. Tom also attended post graduate classes at WVU, University of Maryland, Penn State and Catonsville community College.

He worked in construction as a laborer, apprentice mason and engineering/surveying technician prior to graduation from WVU. After graduating from WVU, he spent 18 years in Construction Estimating and Construction Management, and nine years in Engineering Design and Management.

Tom obtained his PE license in 1995 and his PS in 1996. He started attending ASHE meetings in 1991, as he was interested in the programs being presented. Tom joined ASHE in 2004 and served as the North Central West Virginia Section’s Vice President in 2004–2005, Section President from 2005–2008 and currently their Past President. He now serves on the National Board as the Region 3 National Director.

Tom and his wife, Joy, have been married for 29 years and have one daughter, Cherish who is attending Fairmont State University.

Candice H. Crago, E.I.
Region 8 Director

Candice is a member of the Carolina Piedmont Section, located in Charlotte, NC. She has served in various roles for this Section, including President, First and Second Vice President, Secretary, and Board Member, from 1997 – present.

Candice is a 1994 graduate of Clemson University. She serves as a Transportation Project Manager for Mulkey Engineer’s and Consultants. Candice joined Mulkey in 2007 after serving as Senior Project Manager for the city of Charlotte, Engineering and Property Management Department. She managed municipal roadway widening and infrastructure projects for the city of Charlotte for eight years. Candice began her engineering career serving the North Carolina Department of Transportation as a Transportation Engineer Associate, then as Assistant Division Traffic Engineer. Her 14 year career includes project management of roadway, infrastructure, and maintenance projects.

Candice is currently pursuing her Masters in Civil Engineering at the University of North Carolina, Charlotte. She has also received Project Management Certification from UNCC.

Her community involvement includes participation in the American Society of Civil Engineers National Engineer’s Week, American Public Work’s Association Middle School Career Fairs, and college student mock interviews.

Candice is a native South Carolinian. Dieter, Evelyn (10), Madelyn (8), and Candice reside in Huntersville, North Carolina. She moonlights as chauffeur, escorting their daughters to weekly swim, dance, and gymnastics classes. She also serves as a co-room mother for Evelyn and Madelyn’s class rooms at Lincoln Charter School. Family pets are their English Bulldog, Pancake, two parakeets and numerous aquarium fish.

Candice enjoys snow skiing, camping, reading and trips to the mountains on her motorcycle.

Frank F. Fabian, P.E.
Region 7 National Director

Frank is very active in ASHE and serves as the Regional Director for the Greater Hampton Roads (GHR) Section. He has acted in this capacity since 2005 and has been associated with ASHE since 2000 while residing in West Virginia. During his tenure as Regional Director of the GHR Board of Directors, his most cherished memory was being part of the Section’s Board that established the first educational scholarship endowment. In 2007, the GHR Section created this endowment to Old Dominion University for eligible students enrolled in their transportation curriculum.

Additionally, in 2007, he spearheaded the inaugural Region 7 Technical Conference, which due to its successes will become an annual event. In 2008–2009 he had the honor and privilege to participate in formulating the 2009-2012 Strategic Plan for ASHE. He is excited about ASHE’s future and will enact his position with great zeal to implementing and promoting its policies and ideals.

Currently, he is employed as a Regional Manager for the Transportation Division of AECOM, in the Virginia Beach, VA office. Frank has over 29 years of experience in the planning, design, construction and management arena of projects related to Infrastructure and Transportation issues. He has developed a passion for being involved with Transportation solutions to locations such as the Greater Hampton Roads area and views this as the primary objective for his community. His commitment and dedication drives him to become involved with those agency’s who can make a difference in making our Transportation systems the best they can be.

Frank earned his Bachelor’s of Science (B.S) in Civil Engineering at the Rochester Institute of Technology in 1981. He later continued his education and received an MBA from St. Bonaventure University, in Management/Marketing. He is a registered Professional Engineer in Virginia and West Virginia within the Civil Engineering (Transportation) Discipline. Prior to relocating to the Hampton Roads area of Virginia, Frank truly enjoyed being a part-time professor at the West Virginia Institute of Technology, where he taught Highway Design.
Frank has been a member of the Central Ohio Section since 1985 and served as the Section President in 1995-1996. He was the first Region 1 President, and also served on the 1992 and 2004 National Conference Committees. In the fall of 2006, he was awarded ASHE Central Ohio’s Person of the Year Award. He has been the ASHE National Director for Region 1 for the last three years, representing Cuyahoga Valley, Central Dacotah, Central Ohio, Derby City, Lake Erie, Northwest Ohio and Triko Valley Sections.

He received his BSCE Degree in 1974 from Purdue University where he worked in the Civil Engineering Testing Lab as a technician. He interned with the Indiana Department of Highways during college, working on a survey crew (smart end of the chain) and performing construction inspections. He was certified as a highway inspector in 1971.

Frank has 34 years of diverse engineering experience and is employed as a Senior Project Manager for CT Consultants, located in Columbus, Ohio. He has worked extensively with local, state, and federal clients in the areas of project management, preliminary and final design, corridor studies and project planning, development of design criteria, contract management and construction administration. His diverse background also includes serving as project manager for large civil projects including dams and locks, bridges and highways. He is a Registered Professional Engineer in Ohio, Indiana, Michigan, Kentucky and West Virginia. Frank is also a Professional Surveyor in Ohio and Land Surveyor in Indiana.

He has been a member of the American Society of Civil Engineers since 1975, Columbus Engineer’s Club since 1985, Society of American Military Engineers and the American Council of Engineering Companies of Ohio where he has been Past Chairman of the Transportation Committee. Frank is Past President of the Peace Lutheran Church in Gahanna, has been a member of the City of Gahanna’s Planning Commission, presently the Commission Chairman and also an Eagle Scout.

Frank and his wife, Kathleen, have been married for 34 years and reside in Gahanna, OH, a northeast suburb of Columbus. Kathleen is a kindergarten teacher for Columbus Public Schools. Their daughter, Molly, is married and is a full time mother of a new baby boy, Davis Adam Stassfurth, who is the first grandson.

The family pet is a cat named Duesenberg, named after the classic cars that were built in Frank and Kathy’s home town, Auburn, Indiana. During the winter, Frank and Kathy can be found cheering on the Columbus Blue Jackets Hockey Team. They just completed a new lake home at Apple Valley Lake. Frank enjoys boating, fishing and traveling. He also is a collector and operator of Lionel trains.

Jackie R. VanderPol
Region 9 National Director

Jackie has been an active Board Member of the ASHE Central Florida Section since 2001. She serves on the National Board as the Region 9 National Director and is a member of the New Sections and the Legislative National Board Committees. Jackie was recently awarded ASHE Member of the Year at the 2009 National Conference.

Jackie is a graduate of Black Hills State University and holds a double major in mass communications (radio/television/journalism/photography), and organizational communications. She is currently president and CEO of The Fulcrum International (www.thefulcrumintl.com), an online service to assist engineering and construction job seekers and companies in connecting in an inexpensive and effective way. The Fulcrum International is partnered with ASHE and provides its online job bank. Through this company, Jackie also provides consulting services for marketing, business development and public relations/involvement.

She is also president of a new not-for-profit company called SplitSecond (aka Codyboy, Inc.), whose mission is to pilot a program to improve driver culture and behavior of our highest risk group, the 16-24 year olds. Jackie is also a Board Member of TEAMFL, a group dedicated to improving user-financed transportation throughout Florida.

She is a long-time resident of Orlando, FL, however, her roots go back to the wild west. Jackie was born in South Dakota and raised in Wyoming. She is happiest in a pair of jeans, t-shirt and cowboy or hiking boots. The jeans and boots are temporarily traded in most days now for the business suit.

Jackie has a never-boring teenaged son named Dirk. She also has a dog named Cody - an adorable rescue from Alabama/Hurricane Katrina. On weekends Jackie works at the family farm/nursery and is surrounded by beautiful trees, flowers, shrubs and dogs. She enjoys cooking (not baking), reading, painting, gardening and traveling. Recognizing her temporarily high stress level, Jackie’s friends recently swept her away for an island retreat in San Juan, Puerto Rico. If the engineering world doesn’t pan out for Jackie, she’ll be applying for director of tourism for San Juan - one of the most beautiful and interesting cities in the U.S.
American Infrastructure includes a lump sum cost and guaranteed completion dates, with substantial completion by March 15, 2011, and final completion 60 days after that.

Transurban Project Manager Rich Prezioso, Jr., PMP, balances the needs of a multitude of stakeholders. These include American Infrastructure, VDOT, FHWA, the Capital Region Airport Commission that manages Richmond International Airport, the County of Henrico utilities and public works departments, the City of Richmond utilities department, and the independent engineer and quality assurance manager assigned to the project. Stakeholders also include the toll system vendor, the CSXT Railroad that passes through the Connector’s route, and adjoining landowners including an estate that hopes to build an industrial park on wooded land on either side of the road.

“It is exciting to be a part of a project where we are the first to combine many of these features into one project,” Prezioso said. “Often we look for examples of how something was handled in the past on similar projects, and the response we get is that it hasn’t been done before.”

Construction workers pour concrete for a box culvert extension on July 14, 2009, in eastern Henrico County, southeast of Richmond, Va. The work is part of a project to build an Airport Connector road linking Pocahontas 895 to Richmond International Airport. Transurban, which operates Pocahontas 895 under a public-private partnership agreement with the Virginia Department of Transportation, is in charge of the project. American Infrastructure is the design-build contractor.

Shane M. Vorce, P.E.
Region 2 Director

In 2002, Shane joined the Mid-Allegheny Section of ASHE and has been actively involved ever since. He has held several positions within the organization such as serving on the Section’s Board of Directors and as the Section’s Regional Director. Some tasks that Shane has been involved with over the years include the review and update of the Section’s By-Laws, creating and maintaining the Section’s Mid-Allegheny Club Sponsorship Board and assisting with the organization of the first Region 2 Educational Seminar held at the PennDOT District 10-0 Office. At the Regional ASHE level, Shane has served as the Secretary for the Region 2 Board of Directors and also interim Region 2 Director, fulfilling the remaining one-year term of the previous Director.

Shane received a Bachelor of Science degree in Civil Engineering in 1991 from The Pennsylvania State University. From that point forward, he was able to obtain a diverse background of experience working in the inspection, construction and consulting fields. Over the course of 17 years, his experience has put him in the position he is at today. Shane is currently the Monroeville Transportation Division Manager for Pennoni Associates Inc., where he manages highway, bridge and transportation projects. He is also a licensed Professional Engineer in Pennsylvania.

Shane and his wife, Dana, have been married for 16 years and reside in North Huntingdon, an eastern suburb approximately 30 minutes outside of Pittsburgh, PA. They have four children; Luke (14), Drew (12), Leah (10) and Hanna (8). Both Shane and Dana keep busy running the kids to their activities such as baseball, basketball and gymnastics.

Outside of work, Shane’s interests include involvement in his son’s local baseball organization, the Norwin Community Athletic Association. He is the Treasurer for the organization, but also coaches both of his sons’ baseball teams. During the spring 2009 season, Shane coached Drew’s team to a first place finish in the Senior Division (ages 11 and 12). In addition, he helped coach Luke’s Pony League team (ages 13 and 14), to a first place finish, too.
Pennoni Associates is pleased to welcome Randy Wanger, P.E., as Senior Engineer in its King of Prussia Transportation Division.

Most recently, Mr. Wanger held the position of Portfolio Manager for PennDOT District 6-0. He has 36 years of experience and specializes in project management. Of his many accomplishments, Mr. Wanger was the Project Manager for a variety of corridor improvement projects. His most notable project was the award winning $450 million contract for improvements to US 202 in Upper Merion and Tredyffrin Townships. This project included ramp and capacity modifications to the US 202 corridor and the interchanges with US 422 and I-76 and the relocation of the historic King of Prussia Inn. Aside from this experience, Mr. Wanger also worked for 10 years in PennDOT’s Traffic Unit. At Pennoni, he will be responsible for project management and will assist on the PennDOT District 5-0 Project Management Contract.

“We are thrilled to welcome Randy to Pennoni’s Transportation Team,” stated David S. Lowdermilk, P.E., Vice President and Transportation Technology Principal. “With experience as a premier PennDOT District 6-0 project manager, Randy’s background and extensive knowledgebase will not only serve as a valuable asset for Pennoni but will also provide a new level of service for many of our public agency clients.”

Mr. Wanger is a member of the American Society of Highway Engineers (ASHE) and Institute of Transportation Engineers Mid-Atlantic Section (MASITE). He earned a Bachelor of Science degree in Civil Engineering from Widener University and a Master of Science degree in Civil Engineering from Villanova University.

Mr. Wanger currently resides in Broomall, PA with his wife, Margaret. He has two grown children, Kelly and Michael, and one grandson, Aaron.

Carol Ciafre, assistant branch manager of Dewberry’s Carlisle office, and an accomplished transportation engineer, has been promoted to associate vice president. Ciafre is Carlisle’s quality officer focusing on achieving ISO 9001:2000 certification for the highway and bridge engineering departments. She holds a Bachelor of Science degree in civil engineering from The Pennsylvania State University and is a member of the American Society of Highway Engineers and the American Society for Quality.

Michael A. Morgan, P.E., P.P., P.T.O.E., was recently named a vice president of Gannett Fleming, an international planning, design, and construction management firm. Based in the firm’s South Plainfield, N.J., office, Morgan serves as transportation engineering and planning department manager for the New Jersey and metropolitan New York region.

With more than 22 years of experience, Morgan is responsible for traffic engineering projects, including traffic signal system and intelligent transportation system designs, transportation planning activities, including traffic impact and operations studies, interchange justification and modification report preparations, concept development and feasibility analyses, and corridor scoping studies.

Morgan is a registered professional engineer in New Jersey, a registered New Jersey professional planner, and an Institute of Transportation Engineers (ITE)-certified professional traffic operations engineer. He holds a bachelor of science in civil engineering from Villanova University and a master of science in civil engineering from the New Jersey Institute of Technology. He is an active member of the American Society of Highway Engineers, currently serving as the president of the North-Central New Jersey Section. Morgan is also a member of the American Society of Civil Engineers, the Institute of Transportation Engineers, and the American Planning Association.

Ted St. Germain, manager of Dewberry’s New York operations in New York and Rochester and an accomplished civil engineer, has been promoted to senior vice president. He is currently principal-in-charge of the $400-million, 3-mile, 6-lane interchange at the Bruckner (I-287) and Sheridan (I-895) Expressways. St. Germain is a member of the American Society of Highway Engineers and the American Society of Civil Engineers. He holds a Bachelor of Science degree in civil engineering from Rensselaer Polytechnic Institute.
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