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## Point Marion Bridge **18**



### *Also inside:*

Gandy Connector

SR2 Asphalt v. Concrete

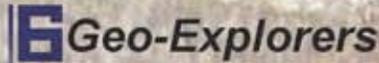
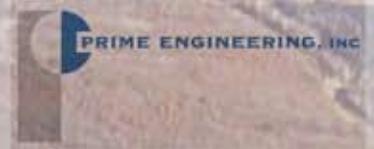
Practical Solutions - Building More With Less



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## President's Message

Kevin E. Duris, P.E.

It is an honor and challenge to begin my term as ASHE National President. It is hard to believe that I have been a member of the Pittsburgh Section since 1982, my second year in the construction industry. Also it is hard to imagine I have been at the same construction company, Trumbull Corporation since 1981. Simply said, when you have a good run going, why change. It is also a privilege to be the 5th National President coming from the Pittsburgh Section, the largest Section at 568 members, although Georgia is creeping up with 504 members at last count in April. I have been involved at the Section, Region, National and Conference level. My hope is to share these experiences with the current and new members.

Speaking of new members, our growth has been nominal the past few years. With an expansion of 2-3% year, we could do better. A statistic (I am a numbers guy) that puzzled me, we lose 10% or 600 of our members per year. With adding one to two new sections per year, and the addition of new members within our 39 sections, we sustain that 2-3% growth. What happens to those 10% or 600? Relocate, retire and/or change fields? My challenge to the membership is to find some of those 600 that have relocated, check their interest with ASHE and pursue the start of a new section in a new area. That is how many of the new sections started, including the future Phoenix Section. The New Sections Committee is currently staffed with a non National Board Member Chair, three National Board Members and six non National Board Members and additional help would be appreciated. We are trying to Chair National Board Committees with non National Board Members to free up the Regional Directors to insure the strength of our sections. The hot areas for potential new sections are: Denver, Colorado; Indianapolis, Indiana; Albany, New York and Portland/Salem, Oregon. Luke warm areas are: Austin/Houston, Texas and Boston, MA.

Let us talk about some more numbers, our yearly budget. The National Board Budget is \$207,000 with 63% of our revenue coming from the \$20/member National Assessment. Our largest line item expense is the

SCANNER Newsletter at 21% of the budget or \$44,000. The publication is printed four times per year and we will continue with this printing. It is a breakeven item since advertising covers the cost. The New Sections Committee budget is \$9,500. In the future, this budget may need increased based on leads we receive for possible areas to start new sections. Our Public Relations Budget has grown to \$11,000. We advertise for new members and sections in the Roads and Bridges magazine. Our ASHE display booth is available to sections to use at conferences to promote our organization. Outside of the National Board Budget is the 2009 Atlanta Conference Budget, \$280,000, which surpasses our National Budget. Initial budget for the 2010 Cincinnati Conference is \$290,000. The 39 Sections and 9 Region Budgets, which vary by membership, may total \$700,000. My point is we are a volunteer organization that manages over \$1M annually with two paid positions and many volunteers. With that, I would encourage that any volunteer participation from any of you be considered and be truthful with your time as you are committed by family and work. Please acknowledge our officers, committee chairs and members as you see fit. Constructive criticism is welcome. Since our volunteers are not on a payroll, they do accept a thank you or anatta boy/girl. That is the satisfaction we should get by serving this organization. Some surveys of employees point out the importance of job satisfaction over money.

As a last note, ASHE is moving forward to be active in the political arena. But as a non-profit organization, we are not permitted to lobby. But, as individuals, we must contact our local politicians to express our views for upcoming legislation. As a group, we can notify our membership when important highway/transit/airport legislation is up for vote. At a recent meeting a senator told the audience, if we do not hear from you, we do not know your position. Every e-mail counts. Although he said mass e-mails of a form letter is not the personal touch. He once heard from 2,000 individuals about a "puppy law." Guess where his attention was. The "puppy law" enacted rather quickly.

In closing, let us act efficiently, satisfy our majority and change were change is needed. ■



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**2008 Project of the Year  
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## **Route 309 Expressway Improvement Project (Section 102)**

*Phil Cheney, P.E. Project Manager  
Urban Engineers*

The Route 309 Expressway Improvement Project involved the widening and reconstruction of ten miles of the limited access expressway in Montgomery County between Cheltenham Avenue (Cheltenham Township) and Welsh Road (S.R.0063 Horsham Township). The Expressway improvements were intended to update the existing highway which was designed and constructed in the late 1950's with an average daily traffic (ADT) of 20,000 vehicles per day to current standards utilizing a projected ADT of 66,000 vehicles per day. Over the years the original concrete roadway experienced considerable deterioration in the form of potholes, joint failure and deck deterioration. In the early 1990's a ½-inch thick "Nova Chip" overlay was placed on the roadway and deck repairs were made to extend the life of the expressway until it could be reconstructed. Mainline construction began in 2003 and was divided into four mainline contracts; Section 102 was the third mainline contract and was let in 2005.

Mainline improvements throughout the expressway and on Section 102 included complete removal of the existing concrete pavement and replacement with superpave asphalt pavement and the widening or replacement of various structures. The existing roadway consisted of two twelve-foot wide lanes in each direction, a four-foot wide guide rail median, an eight to ten-foot

wide right shoulder and a one-foot left shoulder. The new roadway retained the two twelve-foot wide lanes in each direction but added a four-foot wide left shoulder and increased the right shoulder to twelve-feet. The guide rail median was replaced with a 50-inch high concrete glare screen barrier. The Easton Road Interchange, a "spaghetti bowl" of ramps, was completely reconstructed. These ramps were somewhat confusing and may have contributed to the increased level of accidents at the interchange. The interchange was replaced with a modified signalized diamond interchange, in the process replacing four bridge structures with one. In addition, the on and off-ramps at Paper Mill Road were lengthened and modified to facilitate a safer merge into the mainline traffic. Previous ramp configurations required a stop sign at the top of most on-ramps.

The southern end of Section 102, between Cheltenham Avenue and the Easton Road Interchange, is not a limited access highway. There are four signalized intersections in this area along with several local streets, residential and local business driveways which tie into the roadway. Turn lanes in both directions were added to increase the capacity of this slower moving section. This was accomplished by replacing existing wide grass median with turn lanes and mountable concrete median. The entire existing concrete pavement was originally to

be overlaid, but due to its condition, it was removed and replaced with a bituminous pavement. The Limekiln Pike intersection was reconfigured and signalized, and approximately .6 mi. of Limekiln Pike were totally reconstructed.

Bridge modifications on Section 102 included widening of three existing structures, the removal and replacement of one overhead bridge structure and the construction of one new structure to replace four existing structures at the Easton road interchange. An existing pedestrian tunnel connecting Springfield Township schools separated by the Route 309 expressway, north of Paper Mill road, was replaced in stages with a new tunnel; the old tunnel roof was removed and the remaining structure was filled with flowable fill.

Because of right-of-way restrictions it was necessary to construct 17 various retaining walls on the Section 102 project. The walls were a combination of Mechanically Stabilized Earth Walls, T-Walls and cast-in place concrete walls. They ranged from 200 to 800 feet in length with heights ranging from approximately 5 to 20-feet. Retaining walls at different locations were required to support either the widened roadway or existing embankment in widened areas requiring a cut where there was limited right-of-way. In the cut areas, a substantial support of excavation

*309 Expressway cont. p 27*

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*Practical Solutions is a process by which the value of a project is maximized by considering the improvement based on its contribution to the entire transportation system.*

# Practical Solutions Building More With Less

*Dave Stills, ASHE Derby City Section President*

Remember when there always seemed to be enough money to design and build every roadway needed? Me neither; especially in the current economic climate. It seems many DOT's are searching for the goose that lays the golden egg in an effort to fund the numerous projects needed to keep our infrastructure in tact.

In lieu of the magical goose, one of the plans being discussed throughout many states is "Practical Solutions." Practical Solutions is a process by which the value of a project is maximized by considering the improvement based on its contribution to the entire transportation system. In other words, there is a need to balance the project purpose with the constraints of community values, available funding and surrounding environment. Building the right sized roadway is more important than building the perfect roadway. The Kentucky Transportation Cabinet (KYTC) is currently in the middle of just such a program.

The KYTC's approach, as with many other states, is to deliver more miles of improved roadway systems with the same amount of money by utilizing typical sections with "non-typical" components. These components, for either rural or urban roadways, consist of the number of travel lanes, lane width, shoulder width, ditch slope and width, sidewalk width, along with the decision to utilize bike lanes inside the curb limits or opt for multi-use paths outside the curb limits; both sides or just one. Improvements can be made to address the identified needs of a project without utilizing the traditional "standard" practice. The decision on whether to utilize an 11-foot lane versus a 12-foot lane, especially when looking at multi-lane sections over miles of roadway, can significantly reduce project construction costs when comparing the difference in pavement areas, earthwork volumes, drainage spreads, and utility and right-of-way impacts.

Utilizing a "creative" typical section approach with the Practical Solutions design process never compromises safety. The goal is to improve the roadway or make it better,

but not by taking short-cuts in the process. Horizontal and vertical alignments should still be established according to design speed, but by taking into account the environmental and/or topographical considerations along with the community's needs or expectations, an attempt to minimize disturbances and costs can be factored into the engineer's decisions for the roadway layout.

Take for example the following scenario. When small sections of roadway are improved along a larger transportation system, how do they typically connect at the beginning and end? Let's say an existing roadway with multiple inadequate horizontal and/or vertical curves is made up of two 10-foot travel lanes and 2-foot earth shoulders. Also, imagine that the current design criteria calls for the proposed roadway to have two 12-foot lanes, 8-foot shoulders and ditch width of 12-foot at 4:1 slopes. After improving the roadway for a predetermined length, where do you typically think the areas of concern start to appear? If you said at the project begin or end, you are correct. Reason being is that the improved roadway is now out of character from the original roadway. Where vehicles typically would proceed with caution along the original roadway, they now feel empowered to drive at an increased speed along a portion of the route that now seems like a raceway, only to come to an abrupt change of conditions when transitioning back to the existing roadway typical. Practical Solution design would obviously correct the alignment inadequacies while also determining the appropriate typical section and considering the safety and context sensitive design issues.

Practical Solutions design can be utilized on all types of projects, no matter the size. The objective is to use available funding more efficiently and address system needs faster. In an effort to complete more projects, Practical Solutions allows the opportunity to balance priorities throughout the transportation system. Who knows, maybe applying some common sense and context sensitive thinking to your projects may start to seem more "practical." ▣

# Gandy Connector

*An Innovative Elevated Solution for Congested Regional Arterial Highways with Limited Available Right-of-Way*

Martin Stone, Ph.D., AICP  
Director of Planning  
Tampa Hillsborough Expressway Authority



*Gandy Connector will complete the missing link in Tampa's regional highway system*

*In January, 2009, the Tampa Hillsborough Expressway Authority (THEA) presented a unique solution to address traffic congestion on a 1.25 mile segment of Gandy Boulevard (US 92 in Tampa, Florida).*

*The "Gandy Connector" would provide congestion relief by diverting regional through-traffic to an elevated connection in the median of US 92 from the south end of the Selmon Expressway to the Gandy Bridge, one of the three bridges over Tampa Bay to Pinellas County.*

Similar to many roadways around the country, Gandy Boulevard serves the dual role as regional arterial highway and a local street. It provides capacity for long-distance trips to destinations well outside the corridor and for much shorter trips seeking direct access to local residential and commercial properties. Also, like many older US highways, the current four-lane divided facility is located within a 100' right-of-way that can not be widened without significant impacts and expenditures for acquiring additional property.

Already operating at LOS F with projections of demand that exceed 50% of the existing capacity, the problem is further complicated by three traffic signals located within less than ¼ of a mile, with extremely high volumes of cross-corridor traffic and heavy left and right turns at all intersections. Gandy

Boulevard will also become the focus of more regional traffic demand when the Selmon Expressway is connected to Interstate 4. After this connector is constructed, Gandy Boulevard will be the final link in the region's controlled-access highway system.

The suggested solution would separate a portion of the regional through-through traffic from the Gandy Boulevard local traffic during peak travel times by providing an attractive high-speed elevated toll "express lane" alternative. The resulting reduction in volume will make Gandy Boulevard operate significantly better during morning and afternoon peak times.

To address the concerns of local business owners and ensure the toll express lane will not divert customers away from the Gandy corridor, the project would include easy access to the

Gandy Boulevard local lanes for all who wish to stop and shop. In addition, this project targets a specific “customer” - one who only desires to get through the Gandy area as quickly as possible in order to travel to some other location. That targeted driver is therefore someone who is (1) driving back and forth to work during the AM or PM peak hours, (2) has no destination within the Gandy Boulevard corridor and (3) is willing to pay a toll to avoid the traffic congestion during the peak driving times – thus, not a customer of a Gandy business.

Because the targeted regional-through traffic only comprises approximately 35-40% of the traffic on the Gandy Bridge (less than one lane of bridge traffic), THEA believes that a small two-lane elevated toll solution will accommodate the drivers who just want to avoid Gandy peak-hour congestion. And, by locating this small elevated structure in the Gandy Boulevard median, it will completely eliminate the need to buy anyone’s business or home.

The concept would include one travel lane in each direction, separated by a solid barrier wall and would have full outside shoulders.

THEA has also pledged to address the community’s desire for aesthetic quality, by committing to develop a “signature design” for the bridge. To guarantee that the project will be a beautiful addition to the community, THEA would mandate that the bridge would use a box girder design (in concrete or steel) and the designer would be selected in an open competition with the community participating in the selection of the final bridge design.

Box girder bridges were identified because the shape of the superstructure minimizes the visual mass of the bridge. As shown in the photograph of the THEA two-lane box-girder bridge in Brandon, Florida, the shape only allows the eye to see one side of the bridge from below or the side, making the bridge appear to be much smaller, lighter and more beautiful than a flat-bottom bridge.

The shape of the piers and box girder lend themselves to many different artistic qualities and the use of different colors and materials. Raising the bridge up beyond the minimum clearance to as suggested height of 30’ (to the bottom of the girder) will also reduce the visual mass of the bridge while adding light and visibility underneath. The additional height will permit landscaping to receive sunlight beneath the bridge and allow drivers to have full visibility of businesses across the corridor as they drive beside the structure. ■



*Expresslane before*



*Expresslane after*



*THEA’s bridge into the Brandon suburb has been lauded by local media as a visual icon*

# I-95 Express Toll Lanes Update

## Project Features

- Contract Deliverables
- Procurement Process
- Partnering and Best Practices
- CEI Training
- Environmental Stewardship
- Field Procedures Manual
- Minimal ROW Impacts
- Recycled Materials Use
- Open Road Tolling
- Bus Ridership Promotion
- Evening Construction
- Invasive Plant Control
- Noise Abatement
- Stakeholder Outreach
- Environmental Monitoring
- Postconstruction
- Public Outreach
- Transferable Documents

The Maryland Transportation Authority (MDTA) owns and operates Maryland’s toll facilities, including I-95 from Baltimore City to the Delaware State Line. One of many projects for which the MDTA currently is responsible is the reconstruction of I-95 from the I95/ I895 Interchange on the south (known as the “Split”) to the New Forge Road Overpass on the north, a distance of approximately 10 miles.

Known as I-95 Section 100 during project planning, the project is currently referred to as the I-95 Express Toll Lanes<sup>SM</sup> (ETLs<sup>SM</sup>) Project and includes the widening and expansion of the interstate roadway and the reconstruction of three interchanges at I895, I695, and MD 43. The goal of the project is to improve safety, increase capacity, and ease congestion.

Improvements will include the use of ETLs as a congestion management tool. Relatively congestion-free traffic conditions will be maintained in the ETLs by varying the toll relative to facility demand. Ultimate configuration will include four general purpose (GP) lanes and two ETLs in each direction.

The ETLs will be located along the median and will be separated from the GP lanes with a concrete traffic barrier. Access to the ETLs will occur at the termini points on I-95 at the north end of the Project and on I95 and I895 at the south end of the Project, and at each of

the I-895, I-695, and MD 43 interchanges. The ETLs will operate using Open Road Tolling (ORT) technology, utilizing Electronic Toll Collection (ETC) at highway speeds using EZPass®. Tolling zones have been established throughout the Project. Incremental tolls will be assessed for each zone with the total toll dependent upon trip length and time of day, with tolls higher during peak traffic periods. This section of I-95 is used as a commuter route on a daily basis and, as a result, peak traffic periods occur during traditional AM and PM peak periods.

Currently, there are 10 construction projects in various stages of design/ construction. Construction of two of the 10 projects has been completed, including the Cowenton Avenue and Joppa Road Overpass Structures (one project), and the I-895/I-95 Northbound (NB) GP improvements. The Cowenton/Joppa Project, located near the northern end of the project, was completed as an “advance” contract to lengthen the bridges to accommodate the future typical section of the ETLs. The I895/I-95 NBGP improvement project, located at the southern end of the project, consisted of the construction of two new I-895 NB travel lanes and viaduct over I-95, the reconstruction of the Moravia Road Interchange with I-895, and the replacement of the Moravia Park Drive overpass to accommodate the future ETLs facility. Aerial photos of these projects are shown below.



Figure 1 – Cowenton Avenue Overpass Structure



Figure 2 - I-895/I-95 Northbound General Purpose Improvement Project

Four of the remaining eight projects, currently under construction, are described with highlights noted:

**I-95/I-695 Reconstruction, Phase 1, including the construction of new I-95 GP Mainline (ML) bridges, all GP ramp roadways and structures, and the replacement of the Kenwood Avenue (over I-95) and Lillian Holt Drive (over I-695) overpasses.**

Construction of this project began in January 2007, and is expected to be completed mid-2010. A highlight of this project involves replacing four left-hand exits and entrances with right-hand exits and entrances using flyover structures. The largest of these structures carries traffic from NB I-95 to Westbound (WB) I-695; this structure is 2,191 feet in length, 44 feet wide and stands approximately 100 feet over the I-695 roadway. This ramp was opened to traffic in November 2008. Recent construction progress is shown in Figure 3. Ramp and roadway openings that occurred in 2008 and anticipated ramp/roadway openings for the year 2009 are shown in Figure 4.

**I-95 Mainline from Rossville Boulevard to Campbell Boulevard, located between the I-695 Interchange to the south and the MD 43 Interchange to the north.**

This project was the first ML contract that included widening and reconstructing I-95. The roadway has been widened to the outside, and retaining walls and sound barriers have been constructed. Emergency turn-around ramps have been built to provide emergency access from the King Avenue overpass located north of the Rossville Boulevard overpass. These emergency ramps, in concert with emergency crossovers between the GP lanes and the ETLs, will provide additional access for emergency responders. Traffic was shifted to the new GP lanes in January 2009, to facilitate the construction of the ETLs in the median area.

**I-95 Mainline from Kenwood Avenue to Chesaco Avenue, located between the I-895 Interchange to the south and I-695 Interchange to the north.**

Construction of this project began in January 2008 and is expected to be completed in the fall of 2010. This project was the second ML contract to be advertised and awarded; it includes the widening and reconstruction of I-95 for approximately two miles. The project includes the extension and/or modifications to two overpass structures at Hazelwood and Chesaco Avenues. In addition to several new retaining walls and sound barriers, this project includes a second set of emergency turn-around ramps providing emergency access to the I-95 NB and SB roadways via the Chesaco Avenue overpass. The latest aerial photo of this project is shown in Figure 5.

*I-95 Update continued p. 27*



Figure 3 - I-95/I-695 Reconstruction, Phase 1



Figure 4 - Ramp/Roadway Openings

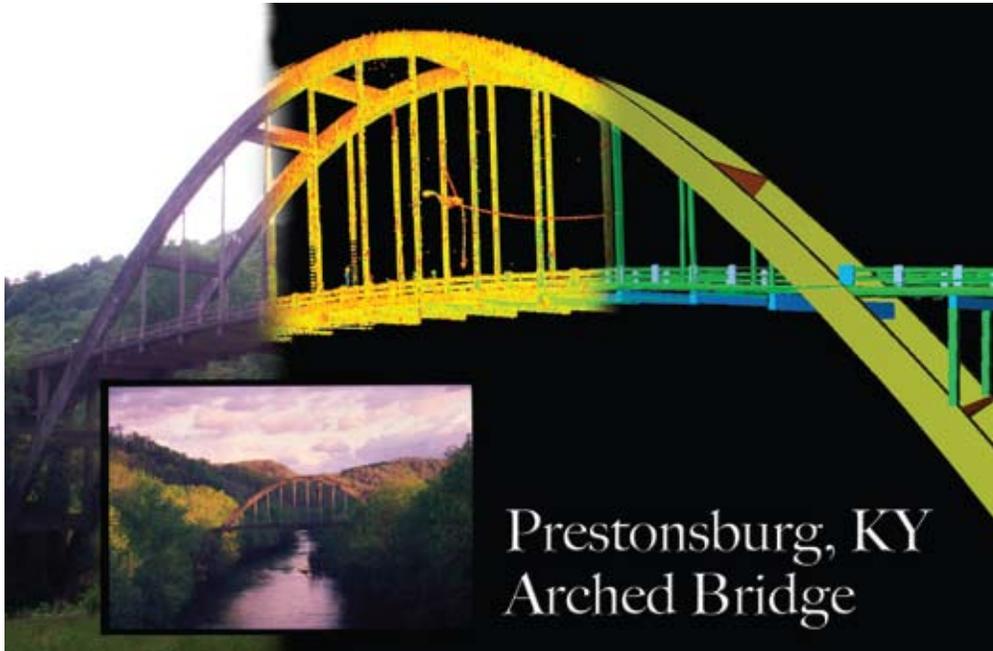


Figure 5 - I-95 ML from Rossville Boulevard to Campbell Boulevard

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# SR2 Asphalt v. Concrete

Jocelynn Clemings & Mark Ziaja

During the design process of major construction projects, many things change. The modernization of the State Route 2 Corridor in Northeast Ohio's rural Lake County proved to be more challenging than most. Even when the project was advertised for sale, the process of constant change continued.

The State Route 2 Corridor was originally built during the 1960's and designed for traffic volumes of around 30,000 vehicles each day. Today, State Route 2 is the main artery through Lake County between Cleveland and its terminus in eastern Lake County. Because of its direct access, Lake County residents and businesses alike choose State Route 2 over neighboring Interstate 90. Traffic volumes in the region have more than doubled since the roadway was originally built.

The Ohio Department of Transportation's (ODOT) three-phase modernization plan is the first major upgrade to the roadway since that time.

The State Route 2 Corridor Modernization Plan and ODOT's nearly \$190 million investment will address substandard geometrics, noise and drainage issues as well as increase capacity in the region. This plan will modernize State Route 2 with a 35 year pavement design that should not require major maintenance for 22 years.

During the fall of 2008 ODOT began investigating the use of the alternate bid pavement selection process for the second phase of the State Route 2 Corridor Modernization Plan.

The plans called for asphalt to be used for the pavement; however, the high price of petroleum-based products had been escalating at an extremely rapid rate. ODOT engineers and experts revisited the use of asphalt versus concrete in the fall of 2008 and revised the original 2005 life-cycle cost analysis to reflect the current inflated price of construction materials.

Generally, the alternate bid process is a system where by ODOT assesses two similar bid items and selects one of the alternates,



typically based on the contractor's price. In this case, two typical sections were developed with independent quantities. All potential bidders are required to bid on both pavement designs, one using full-depth flexible (asphalt) pavement and the other using full depth rigid (concrete) pavement. The alternate bid pavement selection process is typically used on large-scale Interstate or Interstate look-a-like projects where life-cycle costs for rigid versus flexible pavement are within 10 percent.

As part of the alternate bid process, contractors were required to prepare a maintenance of traffic plan due to the differences in construction techniques required. This method utilizes the contractor's own experience to construct the project more efficiently and with less disruption to the motoring public.

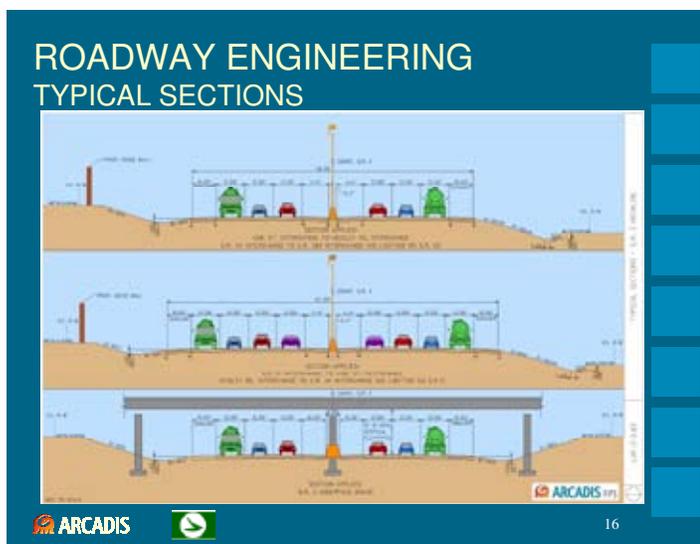
"This method allowed us to take advantage of the contractor's knowledge and expertise in implementing a maintenance of traffic plan to their benefit and to that of the motoring public," said ODOT District 12's Kathy Sarli, Project Manager. "This allows contractors to take advantage of their own strengths and do what works best for them."

The alternate bid process for pavement selection, fairly new to ODOT, was a highly orchestrated effort between ODOT and the Federal Highway Administration. "We were one of the first Districts in the state to use the alternate bid process for pavement selection," said Lou Hazapis District 12 Program Manager.

Bids were opened in January of 2009. ODOT engineers were pleased to learn that bids were almost 11 percent under the state's official estimate. "Any time we can save the state and its taxpayers \$10 million in the current climate is a good thing," said Hazapis.

The contract was awarded on February 9, 2009 to a joint venture between Anthony Allegra Cement Contractors Inc. & the Great Lakes Construction Company for a bid amount of \$85,819,416.31.

ODOT leadership has certainly proven that there can always be a better, more efficient way to do a job, even one as complex as this. ■





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## In The Rearview Mirror

*Rich Clifton  
Past National President*

2008-2009 was a busy year for ASHE and I am very proud to have served as your President. Despite the nation's economic troubles I think that ASHE had a pretty good year thanks to the hard work of our members. Many of you have done more than your share at the Section, Region and National levels. I would like to take this opportunity to thank those who went the extra mile for ASHE this year.

I guess the best place to start is at the top with congratulations to new President Kevin Duris. Kevin has been a strong leader on the National Board for several years and has done a great job helping our national conference committees get the assistance they need to hold successful events. I look forward to another great year for ASHE with Kevin at the helm.

Let me also give a pat on the back to First Vice President John Hetrick for his work on the *SCANNER*. Under John's leadership over the past couple of years our quarterly newsletter has turned into a top notch industry magazine.

Hat's off to Second Vice President Calvin Leggett. Calvin went off the National Board after 2007-2008 but continued to serve as the Chair of the Legislative Review Committee. The network of committee members that Calvin built proved invaluable this year in keeping members informed about activities in Washington. Calvin's frequent messages certainly helped me with presentations and discussions with political and industry leaders.

Two National Board members who deserve the most thanks are Secretary Charlie Flowe and Treasurer Dave Jones. These gentlemen have done a fabulous job replacing more than 60 years of National Board experience that was lost when Terry Conner and Bob Yeager retired at the end of 2007-2008. Although Charlie and Dave, both Past National Presidents, have plenty of National Board experience I don't think either was quite prepared for the amount of work they had to do this year. Hopefully the heavy workload was due to an overzealous President and they can look forward to easier futures.

I also want to thank our previous Past National President Perry Schweiss for his service on the Executive Committee and Nominating Committee. I am also glad that despite having a new baby at home, Perry has agreed to continue his service to the

National Board by serving on the growth plan steering committee.

I would certainly be remiss if I didn't thank all of the National Directors. We tried some different things this year in an attempt to give National Directors more time to better serve as liaisons between the National Board and their Regions and Sections. Hopefully, this year Section officers were able to work more closely with your National Directors than in the past.

The change that was made to free up the National Directors' time was to appoint non-board members to chair the various National Committees. I think that this worked fairly well and I would like to thank all of the chairs and members of those committees.

Most National Committee chairs were very involved throughout the year but there are two that I need to specifically recognize. First, I would like to thank Past National President Rod Pello for his work on the Strategic Plan Committee. Rod and his committee facilitated workshops and developed action items to help the National Board craft the 2009-2012 ASHE Strategic Plan. Rod and his team will now get to work monitoring our progress and keeping the plan up to date.

Next I need to give a huge thank you to Sam Mody. Sam stepped up to take on one of the busiest jobs in ASHE – New Sections Committee chair. Sam had big shoes to fill after Dave Jones stepped down after several years as the committee chair. After a bit of a shaky start, Sam got things organized and expanded his committee to make the workload manageable. His hard work is about to pay off with a new Section in Phoenix and several more new starts under way in the west. Under Sam's leadership I believe that we will soon be able to say that we have Sections nationwide.

Finally, I can't thank everyone that helped to make this year a success without mentioning National President's Assistant, Shirley Stuttler. Behind every successful CEO is a top notch assistant and the same is true for ASHE. There is no possible way that I could have kept up with all of my duties as President without Shirley's guidance and gentle reminders. I think that all of the National Board members will tell you that Shirley's help is immeasurable.

It has been my honor to have served as your President for the past year and I look forward to continued service, albeit a little less intense, in the future. May God bless us all. ■



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# ASHE Operations Manual Updates

Since January 2009

Shirley Stuttler, Chair National By-Laws

**Article VII, #1** – Change to “The National President shall, within thirty (30) days after the Annual Business Meeting to be held at the ASHE National Conference, appoint the following as National Committees or Subcommittees from the active membership with the exceptions stated below:”

Committee Title Changes: “Budget/Audit” and “Section Operating Manual”

Additional Committees Added to Current List: Membership/Student/CEU’s, Legislative Review, Operations Oversight, Society History

**Article VII, #2** – After line two insert “It shall be necessary for the National Secretary and Treasurer to have previously served on the Board or on a National Committee.”

## Conference Guidelines

Under **Policies & Procedures** - Added:

Section H, No. 5 - Services offered by Helms Briscoe and Hyatt Hotels, Incorporated.

Section O - Every effort will be made to keep profits under \$12,000.00. The first \$12,000.00 will remain with the Host Region. Any amount over \$12,000.00 will be split equally with the Host Region and National. National’s share should be submitted by October following the Conference.

Under **Responsibilities of National Board** - Added:

Based on revenue from prior conference, the National Board will make every effort to sponsor the Past Presidents Luncheon and purchase a full page ad in the program book.

**Sections F & H, No. 6** - Listing now includes - Member of the Year Award and Young Member of the Year Award

Following **Sections Q & R** Added:

Q. Coordinate the complimentary conference package to the four Section winners of the George K. Hart, Gene G. Smith, Robert E. Yeager, Terence D. Conner

Awards and complimentary conference package to the individuals receiving the Member of the Year and Young Member of the Year Awards. This package is to include one conference registration, one attendance to Past Presidents’ Luncheon, one evening dinner and one attendance to the Annual Banquet. This package is to be paid by the National Membership Committee. The winning Sections should register their representative in the normal manner and then seek reimbursement from National. The recipients of the Member of the Year and Young Member of the Year Awards shall also register in the normal manner and then seek reimbursement from National.

R. National will be responsible for the cost of a maximum four page National Conference registration packet to be published in the spring issue of the SCANNER. (Note: Host to provide National Conference Committee no later than January 1st with ‘draft’ registration packet for their review. In turn, following approval, the host will submit the information to the SCANNER no later than January 15th.)

Attachment 1 - Region/Section Conference Subcommittees and Duties

## #2 - Advertising Subcommittee

Changed verbiage from Advertising to Sponsorship Committee and added:

b. Establish layout size of program book, ad sizes, option of color and graphic art format prior to solicitation. NOTE: Program book should fit in a suit jacket pocket. Typical size is 4.5” wide by 8.5” long.

h. This subcommittee is responsible for the entire program book information

## #3 - Technical Subcommittee - Revised:

b. Develop timely technical topics of interest to the national highway industry and provide CEU’s (Continuing Education Units) and PDH credits for attendees at Technical Sessions.

Note Individual(s) providing the CEU Certification must have received

prior training from the National CEU representative.

## #6 - Registration and Reception Subcommittee - Added:

f. Provide National Conference Committee with a ‘draft’ copy of the registration packet no later than January 1st, for their comments/suggestions, prior to printing. No later than January 15th forward registration packet information to SCANNER representative, Jennifer Summers, for publishing in the spring issue which is distributed in April. NOTE: A maximum of 4 pages for the registration packet in the SCANNER will be paid for by National.

## #8 - PR/Publicity Subcommittee

g. Revised to: Keller Engineers’ representative, Craig Rock, at carock83@gmail.com

Attachment 3 - Sample Annual National Conference Agenda

Added: Make arrangements for the Past National Presidents Meeting following the luncheon.

## SCANNER Advertising Rates and Contact

Increase cost in Advertising Rate Schedule - June 2009-June 2010

Website Guideline Link Procedures and Advertisements

Craig Rock, National Webmaster, updated the current list of expiration dates for those Sections currently linked to National’s website.

## Guidelines for ASHE Exposure Fund Reimbursement

Document was revised to include letter of January 31, 2009 from President Clifton regarding Grant Monies being available from National this fiscal year. National hopes to be to continue to offer these funds yearly. ▣

# Point Marion Bridge Pieces

Brian R. Hart (PENNDOT District 12-0 ACE),  
 Mark J. Pavlick (HDR Engineering, Inc.),  
 and Anthony P. Ream (HDR Engineering, Inc.)

As with most projects, components are systematically assembled as the work progresses. The Point Marion Bridge Replacement project also has many pieces that are being put into place to reach project completion.

The initial piece of the project, Stephen E. Hvizda, PennDOT Project Manager, has been on the project since its inception. Another important piece is the Design Team, which consists of HDR, TWE, McCormick Taylor and Santangelo & Lindsay. SAI Engineers assisted PennDOT in providing the Final Design Review.

The new bridge, which will carry S.R. 0088 over the Monongahela River, is being constructed directly south (upstream) of the existing Point Marion Bridge (Albert Gallatin Memorial Bridge). The bridge will have an overall length of approximately 750 feet consisting of a 412'-6" simple span steel through-truss (Parker configuration) main span, a simple span steel plate girder west approach (Dunkard Township, Greene County), and a two-span continuous steel plate girder unit east approach (Point

Marion Boro, Fayette County) (Figure 1).

The through-truss is required to maintain the navigational clearances for commercial barge traffic on the Monongahela River. Considering the point where the new alignment ties into the existing street system and the required vertical navigational clearances, the new bridge was significantly constrained. The corresponding required horizontal navigational clearance is a minimum of 400 feet at this location. Considering all of these factors, girder-type structures aren't feasible. Thus, a simple-span through-truss was selected for the main span. The stringers frame into the floorbeam webs to limit the maximum floor system depth to approximately 5'6".

During Preliminary Engineering, the proposed structure width was reduced through the "right-sizing" process and meetings with local officials and the public (Figure 2). Once the Environmental Documents and Preliminary Design were complete in December 2006, the Final Design proceeded on a five month schedule. Piece-meal design submissions were made

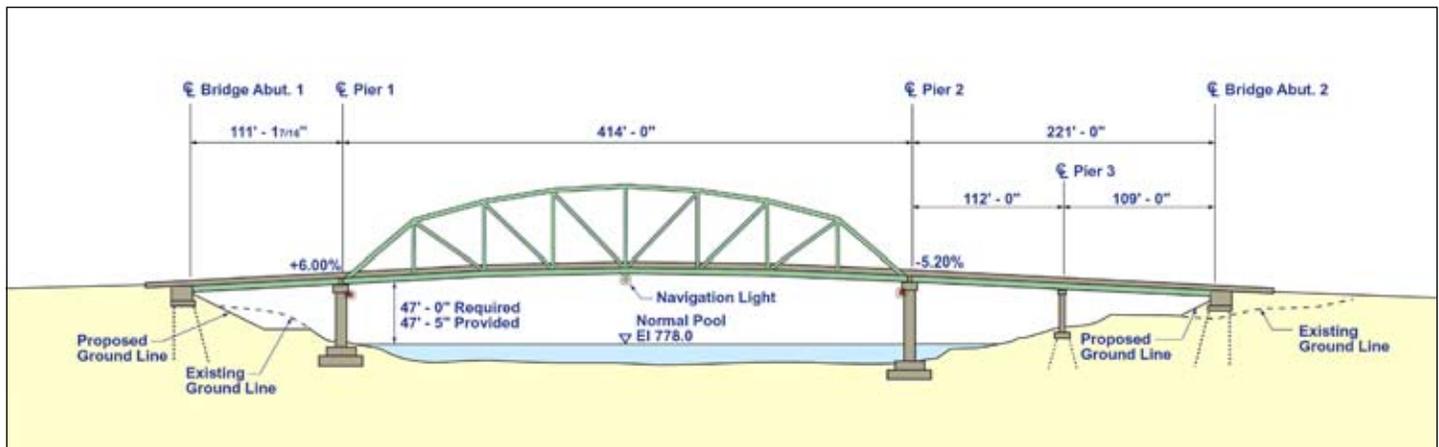


Figure 1: Structure Elevation

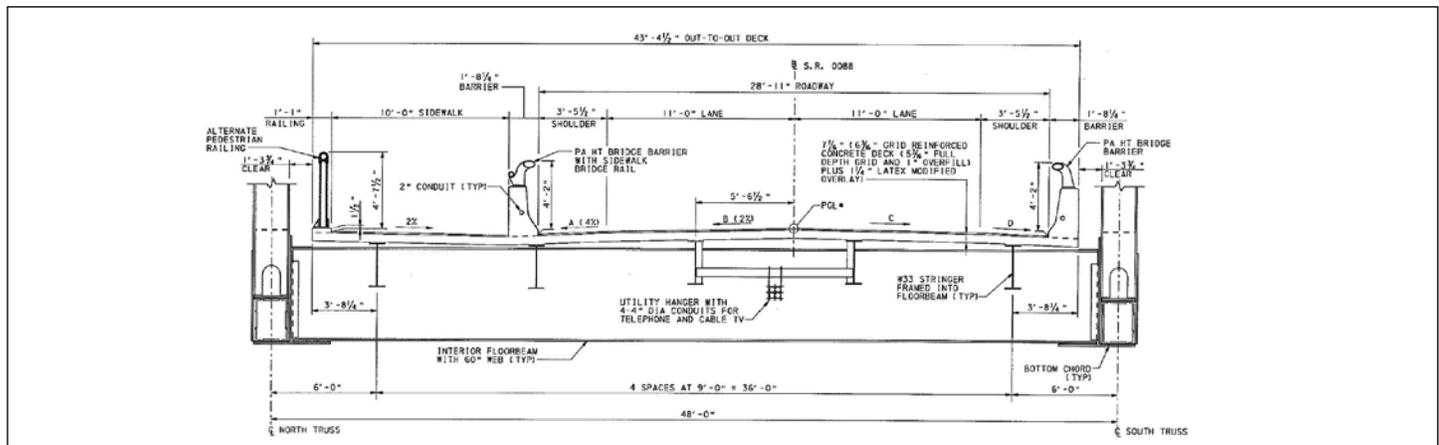


Figure 2 - "Right-Sized" Typical Section in Truss Span

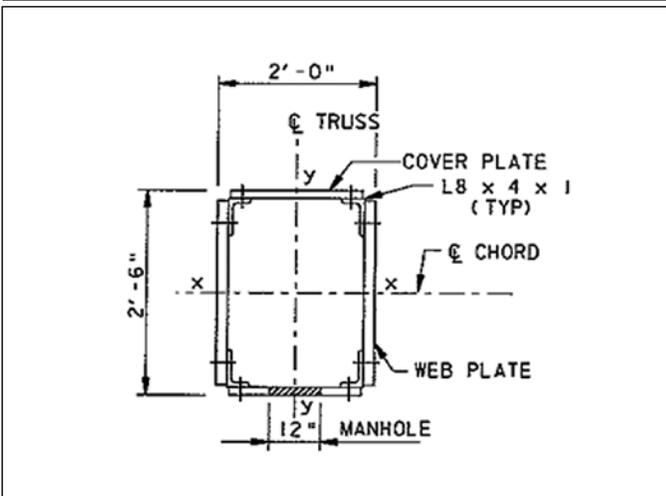


Figure 3 - Internally Redundant Bottom Chord Member



Figure 4 - Bottom Chord Member During Fabrication

and concurrent reviews were made by the District, SAI, and PennDOT's Central Office to meet the aggressive schedule.

With the selection of the through-truss span, PennDOT required redundancy of the fracture critical bottom chord members. The bottom chord will be in tension and highly loaded. Coordination between PennDOT and HDR resulted in the selection of a bottom chord configuration that provides for internal redundancy within the members. These box sections (shown in Figures 3 and 4) were fabricated with web and cover plates bolted together with angles (more pieces). These members were proportioned to carry operating level factored loads (including the resulting moment due to eccentricity) in the event that an individual plate component fractured.

In November 2006, the construction contract was awarded to SWANK Associated Companies, Inc. for \$21M. Fabrication and erection of the truss Main Span are being performed by American Bridge Manufacturing.

A key construction constraint is the required temporary horizontal navigation clearance of 300 feet during construction due to the close proximity to an upstream lock and dam. For the first step in the erection sequence, an initial section of the truss is erected on falsework near the eastern end of the span. The truss erection proceeds by cantilevering beyond the falsework bent. Truss members were proportioned to meet the load demand for this condition, as required, and hold-down accommodation was provided at the end support (Pier 2) to resist uplift during erection. After the truss erection is completed, the west end of the truss (Pier 1) will be jacked to remove the temporary bent; the truss will then be set on its bearings at Pier 1 (See Figure 5).

Adding another piece to this project, the Span 1 superstructure is flared to meet the horizontal geometric constraints of the west approach. This flared span will be constructed in stages, since the north side of Span 1 cannot be completed until the existing through-truss bridge is demolished.

Piece-by-piece, the project advances toward completion. ■

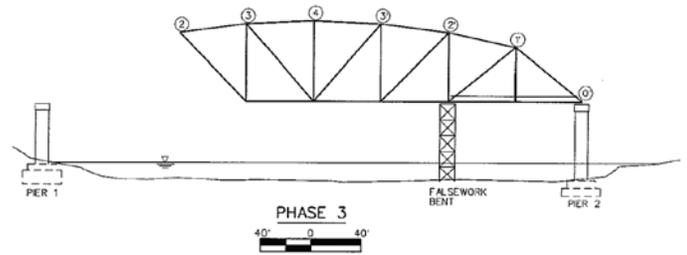


Figure 5 - Truss Erection Scheme



Figure 6 - Truss during Erection (April 2009)



Figure 7 - Truss during Erection (Elevation View - April 2009)

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# ASHE National Board Members

## 2009-2010

### **Kevin E. Duris, P.E.** *President*

Kevin became National President in June 2009. Kevin is a life member of the Pittsburgh Section and has been a member since 1982. He has been active on the ASHE Pittsburgh Board of Directors (1995 to 2007) and has served as President (2000). Kevin received the Presidents' Award in 1998. He was chairman of the Sponsorship/Advertising Committee for the 2005 ASHE National Conference hosted by the Pittsburgh Section. He is a current chairman of the National Board Conference Committee, and Budget/Audit Committee and member of the Executive Committee. He has served on the National New Sections and Website Committees. Kevin has been involved on National Committees since 2000 and member of the National Board since 2005.

Kevin earned his B.S. in Mining Engineering from the University of Pittsburgh (1980). After graduating, he was hired by Trumbull Corporation, a heavy and highway contractor located in Pittsburgh, PA. His first assignment was Project Engineer for a project on I-80, Brookville, PA. He has held field positions as Project Engineer, Superintendent and Project Manager on many projects in Pennsylvania. During the winter months, Kevin helped estimate bids until permanently settling into Trumbull's main Pittsburgh office in 1988. Here, he estimates bids and is currently the Assistant Chief Estimator. Most recently, he lead the estimating team to successful bids for the \$85.8 million dollar reconstruction of Mon/Fayette Expressway Section 51J and reconstruction of Parkway East, Churchill to Monroeville, for \$24.7 million dollars in Allegheny County, PA. Kevin is a Professional Engineer in the state of Pennsylvania.

Kevin is single and resides in Oakmont, PA. He enjoys golf, racquetball, swimming, boating, skiing, roller blading, riding the Harley and home improvement projects. Kevin never misses too many golf outings

and never misses a Steeler game or Pitt Basketball game.

### **Charles L. Flowe, P.E.** *National Secretary*

Charlie is a Charter Member of the Carolina Triangle Section of ASHE. Charlie served on the Carolina Triangle Section Formation Committee and served as Director, 2nd Vice President, 1st Vice President, President and Past President of the Section. At the National Level, Charlie has served as National Director, National 1st Vice President, National President and National Past President along with chairing and serving on numerous committees. He is currently serving as National Secretary having been elected to that position in June of 2008.

Charlie earned a BS degree in Civil Engineering at North Carolina State University (1983). He is a registered professional engineer in four states. He has been employed as a consultant to numerous clients in the highway industry since college graduation and has held the titles of Bridge Engineer, Head of Structure Design, and Project Manager for Transportation Design. Charlie is currently one of the owners of TGS Engineers in Cary, North Carolina, where he holds the title of Vice President and Principal-in-Charge of the highway and hydraulic design practices for the firm.

Charlie and Lynnell celebrated their 33rd wedding anniversary in May. They have three children, Rachel, Daniel and Sam, ranging in age from 31 to 20. They are very active in Christ our Hope Presbyterian Church (PCA) in Wake Forest, North Carolina where Charlie is an elder.

### **John Hetrick, P.E.** *1st Vice President*

John is a charter member of the Mid-Allegheny Section located in Indiana, PA. He previously held the positions of Section Treasurer from 1997 to 1999, 2nd Vice President, 1st Vice President and President (2000 to 2004). He served as a Section Board

Director (2004 to 2006), at which time he became the first Region 2 President (2006 to 2008). John was elected to National 2nd Vice President in June 2008 and is currently National's 1st Vice President.

John retired from Pennsylvania Department of Transportation, Engineering District 10-0, with (32) years of service. During his career with PennDOT he held the positions of Maintenance Program Coordinator, Assistant District Traffic Engineer for the Operations Section, and later the Design Section, and lastly District Maintenance Program Engineer. He also received the Star of Excellence Award while serving with the Department. John is now employed with SAI Consulting Engineers of Pittsburgh. He has been with the company for eight years and is presently the Project Manager for the PA Turnpikes Mon Fayette Expressway, Uniontown to Brownsville Phase II construction project.

John received his Associate Degree from the DuBois Campus of Penn State University (1969). He is a Registered Professional Engineer and Land Surveyor in Pennsylvania.

He is a past member of the Board of Directors of the Indiana County American Red Cross, and Boy Scouts of America - Penn Woods Council.

John and his wife, Ann, reside in Indiana, PA along with their three children; Eric (30) who lives in Cincinnati and is a student at the University of Cincinnati, Natalie (27) who lives in Charlotte, NC and is a Pediatric nurse at Levine Hospital and Michael (24) who is an Assistant Golf Pro at Birkdale Golf Club in Huntersville, NC. The family pet is a golden retriever named Penny. John's hobbies include golf, hunting and bicycling. He is active in his church as Sunday School Treasurer, usher and volunteer for the church food bank.

### **Calvin Leggett, P.E.** *2nd Vice President*

Calvin is a member of the Carolina Triangle Section and was previously the

*National Board cont. p. 23*

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*National Board cont. from p. 21*

Region 8 Director on the ASHE National Board where he served as chair of the Constitution and Bylaws Committee and still remains Chair of the National Legislative Review Committee.

He was born in Oxford, Mississippi and eventually attended the University of Mississippi where he received a Bachelor of Science Degree in 1973, and was inducted into Chi Epsilon and Tau Beta Pi Engineering Honorary Fraternities. Calvin received a Master of Civil Engineering Degree from North Carolina State University in 1975.

He began working for the North Carolina Department of Transportation in 1975 as a Planning Engineer in the Planning and Research Branch. Between 1975 and 1985 Calvin developed numerous long-range transportation plans for various towns and cities in North Carolina rising to a Unit Head position.

From 1985 to 1988 worked for the City of Raleigh in the roles of Transportation Services Engineer, MPO Director and Transit Administrator. Major accomplishments while with the City include a major expansion and update of the Capital Area Long Range Transportation Plan, approval of development plans for the Briar Creek area and the NCSU Centennial Campus, development of the City's first transportation Impact Fee ordinance and opening of the Moore Square Transit Transfer Facility.

In 1988 he returned to the NCDOT as head of the Program Development Branch. This Branch has primarily responsibility for the development of the State's multi-year Transportation Improvement Program, scheduling of the pre-construction activities leading to the right of way acquisition and award of contracts for major construction projects, financial management of federal and state roadway construction funds, preliminary project studies, municipal and private agreements and state aid to local street systems.

In 1993 Calvin was promoted to Director of Planning and Programming with responsibility for the work of the Planning and Environmental Branch, Program Development, Statewide Planning, Research and Develop Unit, GIS and Program Analysis. In 1999, was reassigned

as Manager of a new Program Development Branch, which incorporates the previous Program Development Branch's activities with Research and Analysis functions. He provides leadership and guidance to developing NCDOT positions on federal legislative and reauthorization issues. Calvin developed the successful legislation to create a statewide toll road authority and since 2003 has also worked with the new NC Turnpike Authority. In 2005 he served as chair of the planning committee for the first North Carolina Transportation Forum held in Charlotte.

Calvin has one daughter, Lydia Elaine, born June 3, 1993. He is a member and former President of the Raleigh Engineers Club and the North Carolina Section of the International Institute of Transportation Engineers, Registered Professional Engineer in North Carolina and a member and Elder at the Hudson Memorial Presbyterian Church in Raleigh.

### **Richard D. Clifton, P.E.** *Past National President*

Rich is a charter member of the Carolina Piedmont and Greater Hampton Roads Sections. He served as the Organizing Committee Secretary and Section Secretary for the Carolina Piedmont Section from 1994 to 1999. He also served as co-chairman of the Organizing Committee of the Greater Hampton Roads Section in 2000, then serving as that Section's 1st Vice President, President and finally, Past President. His committee responsibilities included chairing the Constitution and By-Laws Committees and the Nominating Committees for both Sections. He also served as chairman of the Executive Committee for the 2006 National Conference, which was held in Williamsburg. Members that attended the opening session of the 2006 Conference or the banquet at the 2005 Conference, in Pittsburgh, probably best remember Rich for the colonial attire he wore to those events. Rich has been a member of the National Board of Directors since 2003 when he became the National Director for Region 7.

Rich earned his BS in Civil Engineering from Virginia Tech. After graduating in 1986 he began his career with Charlotte DOT as a Traffic Engineer. In 1990, Rich was promoted

to the manager of the Implementation Section. While in Charlotte, he continued his education by taking graduate courses in Transportation Engineering at the University of North Carolina - Charlotte. In 1997, Rich was named the "City of Charlotte Employee of the Year"; an honor he cherishes not because he was selected but because his nomination was signed by his entire staff and dozens of other CDOT workers. In 1999, Rich and his family decided to return to their native Virginia where he helped to open a new office for Kubilins Transportation Group in Newport News. In 2001, Rich accepted a position as the Regional Traffic Engineering Manager in the Newport News office of Gannett Fleming, Inc. He was made an Associate of the firm in 2002 and in July of 2005 Rich was promoted to Transportation Engineering Services Manager for Gannett's Newport News office, overseeing roadway design, traffic engineering and structural services in Virginia. In December 2006 Rich decided to return to the public sector by becoming the manager of the Project Management Office for the Hampton Roads District of the Virginia Department of Transportation. He and his staff manage in-house and consultant design teams on a wide range of transportation projects throughout the District. Rich is a registered Professional Engineer in North Carolina, Virginia and Maryland.

In addition to ASHE, Rich is also a member of the Institute of Transportation Engineers and is active in his sons' scout troop. He also serves as an at-large member of the District Committee for the Chesapeake Bay District of the Colonial Virginia Council of the Boy Scouts of America. In November of 2008, Rich was appointed to the Planning Commission for the City of Poquoson, Virginia.

Rich and Glenda have been married for over 20 years. They reside in Poquoson, Virginia (near Newport News) and are the proud parents of two sons, Brooks (14) and Tyler (12), a cat (Lucy) and a dog (Ashes). Rich loves the warm southern air but he looks forward to autumn so that he can enjoy watching gridiron victories by the Hokies on Saturdays and the Carolina Panthers on Sundays – when he is not off with his scouts hiking, camping, fishing, etc. ■

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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](mailto:ssuttler@hughes.net)*

*If you have any questions, please call Sandy Ivory at 814-674-8152.*

## Harrisburg

**Russell E. Horn, Sr., PE**, a Charter member of the National American Society of Highway Engineers organization in 1958 and the Harrisburg Section in 1961, was named 2009 Engineer of the Year by the Central Pennsylvania Engineers Week Council. He was presented the award in February during National Engineers Week.



Mr. Horn received the Robert E. Pearson/Person of the Year Award in 2008 at the 50th National Conference in Hershey. Russell E. Horn's professional career began when he returned from World War II in 1945 and joined his boyhood friend, Clair S. Buchart, in founding the five-man architectural/engineering firm of Buchart-Engineering that later became Buchart-Horn.

Over the years, the firm grew to a more than 570-employee operation with 32 locations throughout eastern and southeastern United States and Germany. During his more than half century career, Mr. Horn had the opportunity to organize various companies, and served as first President and Chairman of the Board for several of the firms. In 1970, in order to bring each company back under one operating force, he organized PACE Resources, Inc. as a parent holding company. Mr. Horn served as President, CEO and Chairman of the Board.

Mr. Horn received his Bachelor of Science Degree in Civil Engineering from The Pennsylvania State University and completed courses from the Wharton School at the University of Pennsylvania. He is registered as a Professional Engineer in Pennsylvania and was formerly registered in 19 additional states.

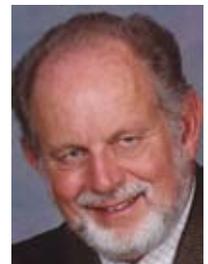
A longtime supporter of ASHE and the Highway Industry, Mr. Horn, who celebrated his 97th birthday May 4, 2009, served as ASHE National President for the 1962-63 term. Throughout his career, he has attended Harrisburg and other Section meetings and the National Conventions/Conferences whenever possible.

In 2001, as a way to demonstrate his strong feelings for ASHE, he wanted to donate \$1,000 to the favorite charity of the recipient of the annual Robert E. Pearson/Person of the Year Award. This is now known as the Russell Horn \$1,000 Grant and presented each year at the ASHE Conference during the Past President's Luncheon.

**Sam Grannas**, owner of Grannas Bros. of Hollidaysburg, Pennsylvania, is this year's recipient of the annual Distinguished Service Award from the ASHE Altoona Section. Sam, who is 66 years old, is a longtime member and supporter of the Altoona ASHE Section.

Grannas Bros. has been providing asphalt paving and road construction to both public and private clients for over 50 years. Several of the firm's projects include the site development work at the Logan Town Centre shopping complex, a Plank Road widening project and, most recently, a \$24 million improvement project on I-99 between the Pennsylvania Turnpike and Claysburg Exits in Blair and Bedford Counties for the Pennsylvania Department of Transportation, District 9-0.

The award was presented at the Altoona Section's annual Award and Scholarship Banquet on May 11 at the Calvin House. Scholarship winners Michael Barr and Tasha Moore, both of Hollidaysburg and both attending The Pennsylvania State University, were each awarded \$1,500.00.



## Altoona

## Over One Half Million in Scholarship Money Awarded

Since the start of the ASHE Scholarship Program scholarships totaling \$650,288 have been awarded by ASHE Regions/Sections to students pursuing careers in the Highway Industry.

Financial aid to high school seniors and college students interested in Highway Industry careers has been a priority for ASHE Sections/Regions and members for many years. Records show several Section annual scholarship programs began in the 1980s.

"We should take great pride in the efforts of our Sections/Regions in the amount of scholarship monies that have been awarded in the past years," ASHE National President Kevin Duris said. "Besides awarding scholarships from Section/Region treasuries, Region 6 set up a scholarship fund from profits of the ASHE 2007 Atlantic City Conference, giving the six Sections in the Region monies for scholarships each year. This fund enabled the Conference expenditures to be tax free. In the future, I would encourage all Sections to support a Scholarship program."

Each Section determines the criteria used for making the Scholarship selections.

ASHE Scholarship Awards Given by Regions/Sections			
<b>Region 1</b>			
Central Dacotah	None		
Central Ohio	None		
Cuyahoga Valley	None		
Derby City	None		
Lake Erie	None		
Northwest Ohio	\$ 1,500		
Triko Valley	\$ 9,000		
<b>TOTAL</b>		<b>\$10,500</b>	
<b>Region 2</b>			
Clearfield	\$ 11,500		
Mid-Allegheny	\$ 3,000		
Franklin	\$ 21,000		
<b>TOTAL</b>		<b>\$35,500</b>	
<b>Region 3</b>			
North Central West Virginia	\$ 23,000		
Pittsburgh	\$ 11,500		
Potomac Highlands	\$ 500		
Southwest Penn	\$ 18,000		
<b>TOTAL</b>		<b>\$53,000</b>	
<b>Region 4</b>			
Altoona	\$ 27,500		
Harrisburg	\$ 82,400		
<b>TOTAL</b>		<b>\$109,900</b>	
<b>Region 5</b>			
East Penn	\$ 21,000		
Central New York	Future		
Northeast Penn	\$ 7,500		
Williamsport	\$ 16,000		
<b>TOTAL</b>		<b>\$44,500</b>	
<b>Region 6</b>			
Central New Jersey	\$ 41,000		
Southern New Jersey	\$ 82,200		
Delaware Valley	\$ 70,750		
First State	\$ 71,500		
Long Island	Future		
New York Metro	\$ 16,000		
<b>TOTAL</b>			<b>\$281,450</b>
<b>Region 7</b>			
Blue Ridge	Future		
Chesapeake	None		
Greater Hampton Roads	None		
Old Dominion	None		
Potomac	None		
<b>TOTAL</b>			
<b>Region 8</b>			
Carolina Piedmont	\$ 4,500		
Carolina Triangle	\$ 4,500		
Georgia	\$ 12,500		
Middle Tennessee	\$ 1,000		
<b>TOTAL</b>			<b>\$22,500</b>
<b>Region 9</b>			
Central Florida	\$ 25,000		
Gold Coast	None		
Northeast Florida	\$ 39,938		
Tampa Bay	\$ 28,000		
<b>TOTAL</b>			<b>\$92,938</b>
<b>GRAND TOTAL</b>			<b>\$650,288</b>

Some Sections select one winner, others have two, three or more awardees, depending on the number of qualified applicants and/or funds available.

Altoona Section, for example, sends Scholarship applications to 10 area

universities, reviews and interviews all the applicants, selects one or two winners and presents the award(s) at the Section's Annual Awards Banquet in the Spring. The Section's Scholarship program began in 1988.

### Northeast Penn

Members of the Northeast Penn Section held their annual Golf Tournament last June at the Mountain Valley Golf Course in Schuylkill County, Pennsylvania, just off I-81.



Cooking breakfast for the golfers are (left to right): Ron Lucas, Northeast Penn Section second vice president; Greg Leonard; Past ASHE National President (1979/80) George Parrs, and peaking out from behind George is Greg Wilson.



On their way to the next tee are (left to right): Larry Fetish and Tom Harrison.



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*I-95 continued from p. 11*

**I-95 and I-895 Mainline and I-895 Interchange, between the southern termini location and Chesaco Avenue, north of the I-95/I-895 Split.**

This project includes the second phase of construction at the southern terminus of the overall project. Work will include constructing the new SB GP lanes for I-95 and I-895, as well as the new SB and NB ETLs to and from both I-95 and I-895.

Included in this contract is the new ETL structure over I-95 conveying the ETLs from I-895 NB and SB and the Moravia Road Interchange. Figure 6 provides the latest construction progress photo for this project.

The four remaining projects shown below are in various stages of final design with a schedule for advertisement to be determined:

**MD 43 Interchange includes the reconstruction of the I-95/MD 43 Interchange, replacement of the MD 43 dual bridges over I-95, and the widening and reconstruction of I-95 from Campbell Boulevard to the south to approximately a quarter mile north of the MD 43 overpass structures.** Ultimate configuration of the interchange will be a folded diamond with flyover ramps for MD 43 West to I-95 South and MD 43 East to I-95 North movements. ETL interchange access with MD 43 will consist of ramps to and from I-95 to an at-grade intersection with MD 43.

**I-95, MD 43 to New Forge Road,** includes the construction of the northernmost section of the highway expansion. Also included is the transition of the roadway expansion from a six-lane (four GP, 2 ETLs) section to the existing four-lane section extending north to MD 152. Ultimately, improvements and expansion of I-95 will be continued on I-95 from New Forge Road northward to MD 22 (I-95, Section 200).

**I-95/I-695 Reconstruction, Phase 2,** includes the construction of the I-95 ETL ML and ETL ramps to and from I-95 and I-695. This will, in effect, complete all work related to the ETL facility at the interchange.

**Whitemarsh Run Mitigation** includes stream restoration and wetland enhancement, preservation, and creation as a condition to the Maryland Department of the Environment and U.S. Army Corps of Engineers corridor-wide permits.

The schedule for these remaining projects is still being determined. The current timeframe for completion of the overall project is summer, 2016.

Please visit the project website, [195ExpressTollLanes.com](http://195ExpressTollLanes.com), to view additional detailed information associated with project design and construction or to review a list of frequently asked questions/answers.

The MDTA has engaged the tri-venture of STV, Wilbur Smith Associates, and

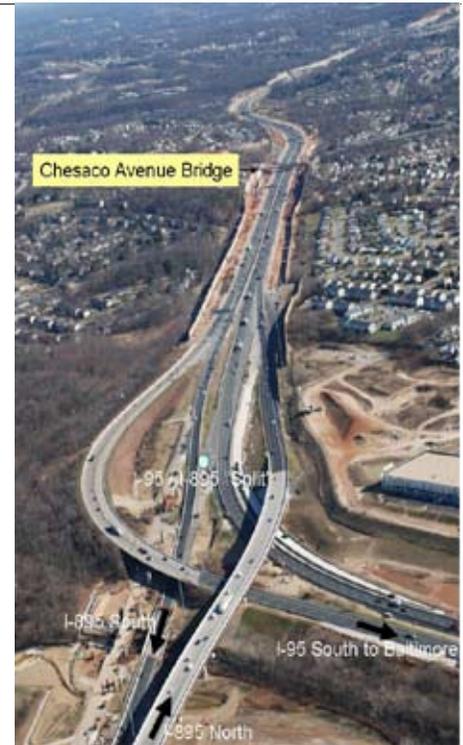


Figure 6 – I-95 and I-895 ML and I-895 Interchange

PB Americas as the General Engineering Consultant (GEC) to provide program management services associated with this project to the MDTA. David A. Greenwood, PE, is the Program Director for the GEC, and David A. LaBella, PE, is the MDTA Project Manager for the I-95 ETLs Project. Both Messrs. Greenwood and LaBella would be happy to provide in depth information; please call the I-95 ETLs Project Office at 410-931-0808 to schedule an appointment. ■

*309 Expressway cont. from p. 5*

system (SOE) was required in order to construct the retaining walls. Typical construction of these SOE systems for this application was steel sheeting or soldier beams and lagging. Many of these sites had varying amounts of underlying rock which impeded the installation of either of these systems. Normally these temporary SOE systems are left in-place after construction. The high cost of steel and the difficulty in installation created the need for an alternate system. The system that was ultimately utilized was a method involving partial excavation and the application of a six-inch thick reinforced shotcrete wall with tie-backs. The installation started with the excavation of a bench with a five-foot vertical free standing cut. Wire mesh was placed and temporarily supported to conform to the rough cut face. A six-inch layer of shotcrete was applied then horizontal tie-backs were drilled and grouted in-place at approximately five-foot spacing. Once this operation was completed and cured another five-foot vertical bench was excavated and the shotcrete/ tie-back process repeated. This continued until the required height of the SOE was achieved. Upon completion of the retaining wall the SOE was merely backfilled.

Another SOE innovation was implemented during the installation of a sound wall which also acted as a retaining wall immediately adjacent to a cemetery. Grave sites were close to or possibly crossing the right-of-way very near to the wall construction. The contractor brought in additional fill to build up a work area on the roadway side (approximately five feet high) so that he could auger in soldier piles without the need for SOE. He was then able to excavate out the bench and enough of the bank behind the proposed wall to install a lagging system. Instead of excavating behind the wall to install three feet of No. 57 stone called for in the design, the contractor proposed a pre-engineered drainage system normally used on buildings, approximately six-inches wide, which avoided the possibility of disturbing the adjacent grave sites. ■

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Northwest Ohio .....	48
Triko Valley .....	160
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Clearfield .....	94
Franklin .....	215
Mid Allegheny .....	94
<b>Region 3</b>	
Pittsburgh .....	573
N. Central West Virginia .....	62
Potomac Highlands .....	47
South West Penn .....	270
<b>Region 4</b>	
Harrisburg .....	383
Altoona .....	200
<b>Region 5</b>	
North East Penn .....	150
East Penn .....	96
Williamsport .....	158
Central New York .....	65
<b>Region 6</b>	
Delaware Valley .....	407
First State .....	158
Long Island .....	52
New York Metro .....	168
North Central New Jersey .....	149
Southern New Jersey .....	207
<b>Region 7</b>	
Blue Ridge .....	78
Potomac .....	152
Chesapeake .....	172
Old Dominion .....	58
Greater Hampton Roads .....	95
<b>Region 8</b>	
Carolina Piedmont .....	73
Carolina Triangle .....	214
Georgia .....	514
Middle Tennessee .....	143
<b>Region 9</b>	
Tampa Bay .....	82
Central Florida .....	175
Northeast Florida .....	286
Gold Coast .....	59
<b>Total .....</b>	<b>6451</b>
Professional Status .....	50%
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Contractor .....	7%
Other .....	12%