SCANNER

NEWSLETTER OF THE AMERICAN SOCIETY OF HIGHWAY ENGINEERS

MAY 1986

L to R: Jim Caterina, Tom Caramanico, Tom Cutrona, Pat Dougherty (Delaware Valley Section Pres.), Jim Charles, Leo Leonetti.

Southern New Jersey Section Chartered

IT'S OFFICIAL: On Feb. 19, 1986, a charter was issued to the ASHE's first New Jersey Section. . . The "Southern New Jersey Section". Their officers were guests at the Delaware Valley Section's November meeting (pictured above.) Tom Cutrona will serve as their first President while Jim Charles and Jim Caterina will be the Vice President and Treasurer respectively. The formation of a New Jersey section has been in the works for a number of years but it finally came down to a kick-off dinner meeting on Oct. 23, 1985 which was attended by more than 120 people. The success of the meeting is easily measured by the number of charter members signed. . . A whopping 105!

Meeting Announcement

Floodplain Management Conference

The Pittsburgh Hilton will be the site of the nation's largest conference on floodplain management. The conference will be held June 17-19, 1986. It is the 10th annual conference of the Association of State Floodplain Managers. Entitled "Back waters '86: Strengthening Local Flood Protection Programs" the conference begins with a slide show on North America's Floodplains and concludes with a field trip to the sites of the famous Johnstown floods. In between are speeches, panels and short courses on 45 different flood management topics. A large vendor and non-profit display area, together with a publications exhibit, will surround the main meeting rooms.

During the conference seven short courses will be offered: Assisting Owners of Flood Prone Structures: Innovations in Hydraulics and Hydrology: Integrating Flood Concerns into Planning and Zoning: Local Flood Warning Systems: Mapping Processes: Stormwater Management for Local Governments: and Watershed Flood Protection.

Speeches and panels will cover the following topics: financing, organizing, marketing implementing, and managing flood protection programs: construction constraints imposed by the floodplain: aspects of the Flood Insurance Program: and consideration of elements of planning and land use in floodplains.

Briefings will be held explaining changes in funding, policies, staffing and programs of key government agencies.

Presentations will be made by principal United States and Canada agencies involved in flood management, including: Environment Canada, the U.S. Army Corps of Engineers, the USDA Soil Conservation Service, the Federal Emergency Management Agency, the National Weather Service and the U.S. Geological Survey. There will be a discussion among city managers and mayors about the present management programs. Moreover. 50% of the panelists in the concurrent workshops will be from local governments.

For additional information contact Dante C. Accurti, Conference Director. PA Department of Community Affairs. 578 Forum Building, Harrisburg, PA 17120 or telephone (717) 787-7400.

PRESIDENT'S MESSAGE

Time is fleeting! It seems only yesterday that I was handed the presidents gavel and as you read this the same gavel will be put in the capable hands of Mike Tiani.

This is also the time when one looks back to see how the past years accomplishments appear in retrospect. Outstanding on our list is the addition of the new — New Jersey section which added over 4% to our total membership — but the quality and zeal of the new members is such that I can only anticipate its growth and strengthening in the coming years. I hesitate to name names for fear of forgetting someone, but the Delaware Valley Section is to be congratulated for the members efforts in chartering the South Jersey Section.

The new format for the Scanner is rather obvious, since you are now looking at it. A new emphasis is now placed on technical material. In order to maintain a continuing flow of material, we urge everyone to contribute interesting material of this nature and ease the editors task of collecting this data. We still want each section to supply news from their areas - as in the past.

The major project facing the board is the reorganization of itself. A reduction in size is essential - considering that now each section is entitled to a Director - and considering that more new sections are anticipated in Ohio - A resurgence in West Virginia is occuring and expansion into other states is imminent. Hopefully a solution is at hand.

Although I did not succeed in visiting or attending all section meetings, those that I did attend were thoroughly enjoyed and I extend my thanks for your hospitality. I look forward to the remaining portion of my term and extend my deepest gratitude to all members for their complete cooperation and assistance during this year.

Sincerely,
William H. Allen

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Convention Update

The 1986 Convention, to be held May 15-18, 1986 at the Richfield Holiday Inn, Richfield, Ohio, is well worth attending. As you can see below, the Technical Program is more extensive than ever and the overall program guarantees some fun too.

TECHNICAL PROGRAM

Thursday, May 15, 1986

TECHNICAL SESSIONS

9:00 a.m. Registration Opens
(Exhibitors set up 9:00 a.m. to 1:00 p.m.)

LUNCHEON - On Your Own
Exhibits Open 1:00 p.m. thru Evening - Holidome

2:00 - 3:00 p.m. STEEL PROTECTION SESSION
GENERIC COATINGS FOR BRIDGE STEEL
William Ashmore, Manager, Technical Services,
Glidden Coatings and Resins, Cleveland, OH.

METALLIZING STEEL STRUCTURES
Joseph T. Butler, Product Development Manager,
The Platt Brothers & Co., Waterbury, CT.

SURFACE PREPARATION
Parker Young,
Sherwin-Williams Co., Cleveland, OH.

3:00 - 3:45 p.m. Break

3:45 - 4:30 p.m. AKRON'S EXPRESSWAY SYSTEM
David Celik, Expressway Project Manager, Bureau of Engineering,
City of Akron, OH.

5:30 - Midnight
ICEBREAKER RECEPTION - Holidome exhibit area

Friday, May 16, 1986

Exhibits in Holidome all day (Remove exhibits by 6:00 p.m.

9:00 - 9:45 a.m. OHIO TURNPIKE
Alan V. Johnson, Executive Director
Ohio Turnpike Commission, Berea, OH.

9:45 - 10:30 a.m.
Pennsylvania Department of Transportation
(Speaker to be announced)

10:30 - 10:45 a.m. Break

10:45 - 11:30 a.m.
THE FEDERAL STRATEGIC HIGHWAY RESEARCH PROGRAM
(Speaker to be announced)

11:30 - NOON PRESS CONFERENCE

12:00 - 1:30 p.m. CONVENTION LUNCHEON
KEYNOTE ADDRESS: Denver Collins, Jr.
President, Marshal C. Rardin and Sons, Inc., Akron, OH. and
Incoming President, American Road and Transportation Builders Association.

1:45 - 3:45 p.m. TECHNICAL SESSION - PAVEMENTS ASPHALT
William Baker, P.E., Executive Director,
Flexible Pavement, Inc., Columbus, OH.

CONCRETE
John Dixon, P.E., P.S., Vice President of Engineering,
Ohio Ready Mixed Concrete Association, Columbus,

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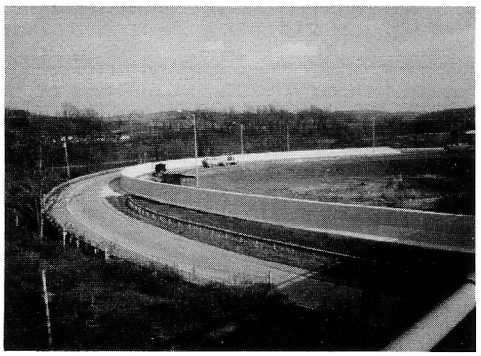
A.S.H.E. . . . *"In the Heartlands of Highways"*

Technical Section

I-79, I-70 Safety Project



Category: Rural Safety Projects
Name of Submitter: John E. Claypool, P.E.
Position of Submitter: District Engineer
District: 12-0
Location: Washington County
L.R. and Section: 1008-01M
Cost: $602,000
Funding: I4R 90-10
Project Start: March 15, 1985
Project Complete: June 27, 1985
Project Type: Highway Safety
Project Length: .25 miles
Project Contractor:
Frank Gavlik and Sons, Incorporated
Old Route 71
R.D. #1, Box 527-V
Charleroi, Pennsylvania 15022
412-239-2411
Engineering Consulting Firm:
Michael Baker, Jr., Incorporated
Box 280
4301 Dutch Ridge Road
Beaver, Pennsylvania 15009
412-495-7711

Project Description

The project included the construction of a 7'-6" high reinforced concrete, New Jersey shaped safety wall, reconstruction of an inner loop ramp with new concrete pavement at maximum superelevation, new shoulders, drainage, and guide rail.

The project meets the category for safety projects in a rural area as it is expected to reduce accidents and reduce the severity of accidents.

Innovative Design

Since there were no similar projects constructed, it was necessary for the Department's consultant to research available sources on crash walls. A study by the Texas Transportation Institute was utilized with the final wall configura-

Continued on page 7

1986 CONVENTION
General Program

Thursday, May 15, 1986

12 Noon to 9:00 p.m. —Registration Convention Exhibits
2:00 p.m. to 4:30 p.m. — Technical Program Dinner (on own)
8:00 p.m. to 12:00 p.m. — Ice Breaker - "Dixie Land Band" at Holidome Exhibits

Friday, May 16, 1986

7:00 a.m. to 9:00 a.m. — Breakfast
ALL DAY — Registration
9:00 a.m. — Opening of Convention
9:30 a.m. to 11:30 a.m. — Women Program Speakers
8:00 a.m. to 6:00 p.m. — Convention Exhibits
10:00 a.m. to 4:00 p.m. — Technical Sessions
12:00 Noon — Annual Luncheon & Man of Year
1:30 p.m. to 2:30 p.m. — Press Conference
3:30 p.m. to 4:30 p.m. — Annual Business Meeting
6:00 p.m. to 7:00 p.m. — Cocktail Party
7:00 p.m. to 9:00 p.m. — Banquet
9:00 p.m. to 1:00 a.m. — Entertainment by Bill Webb (Comedian) Del Ray (Magic) and Bill Bevec Band

Saturday, May 17, 1986

7:00 a.m. to 9:00 a.m. — Breakfast
ALL DAY — Registration
9:00 a.m. — Golf Tournament
9:00 a.m. — Tour of Pro Football Hall of Fame
9:00 a.m. — Tour of Akron Civic Theatre & Quaker Square Shopping Center
3:00 p.m. to 4:00 p.m. — National & Section Officers Mtg.
6:00 p.m. to 7:00 p.m. — Cocktail Party
7:00 p.m. to 9:00 p.m. — Past President's Banquet & Installation of Officers
9:00 p.m. to 1:00 a.m. — Show and Dancing by Phil Palumbo

Sunday, May 18, 1986

8:00 a.m. to 11:00 a.m. — Sunday Brunch
12:00 p.m. — Checkout and Departure

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William A. Ball
PennDOT Construction Engineer Cited For 36 Years of State Service

On Monday, March 3, 1986 some 225 people turned out at the Harrisburg Sheraton to honor William A. Ball on the occasion of his retirement. Bill's many friends and co-workers paid tribute to his 36 years of dedicated work and service to the Commonwealth of Pennsylvania, the engineering community, and the contracting industry. Having served in a variety of engineering and technical capacities over the years, Bill for the past 21 years served as PennDOT District 8-0 Assistant District Engineer for Construction. He was responsible for the construction of numerous large bridge and expressway projects in an 8 county area of Central Pennsylvania. Interstate 81, portions of Interstate 83, U.S. Routes 22 - 322 PA Route 283, U.S. Route 222, and major Susquehanna River bridges at Columbia, Harrisburg, and Clarks ferry were constructed under his supervision.

The many co-workers, Department officials, contracting personnel, and friends on hand served to make the occasion a most special and memorable one.

On behalf of the American Society of Highway Engineers our very best wishes go out to Bill Ball for his many contributions to the highway industry. We all wish you much happiness and success in your retirement years.

Section Shot

PennDOT District 4 Assistat District Engineer in charge of maintenance addresses. The November 12, 1985 meeting. *Courtesy of North East Penn Section.*

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Deputy Secretary Speaks in Harrisburg

Leonard C. Bellanca, Harrisburg section President (left) and David C. Sims.

In February, David C. Sims, Deputy Secretary for Highway Administration for the Pennsylvania Department of Transportation,provided a statistical overview of current Department programs and future directions for PaDOT.

He detailed significant progress in letting over 500 bridges on the State's six year billion dollar bridge bill. Major expressway completions, on going rehabilitation efforts, and plans for new bridge and roadway programming were also highlighted.

Mr. Sims praised the work of employees, ASHE members, and the highway industry in helping to achieve the many accomplishments in attaining record Department lettings.

Charleston Section Reorganized

The Charleston, WV Chapter of the American Society of Highway Engineers on October 1 held a Commissioners Night Dinner and Reorganization Meeting. Over one-hundred Department of Highways employees, consultants and contractors were in attendance.

Walt Imler, Buchart-Horn, Inc., (Altoona Section) was M.C. and presented a plaque to commissioner William S. Ritchie (in photo above) for his Dedication to the Highway Industry.

Commissioner Ritchie in h is remarks noted his praise of an organization in which highway employees, contractors and consultants can socialize and exchange concepts of the Highway Industry together.

Jim White, Department of Highways was elected president: Mike Epperly, Buchart-Horn, Inc. elected treasurer and Dot Turley, Department of Highways, as secretary.

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tion redesigned to be all concrete and of a solid New Jersey shape as opposed to the Texas wall which was concrete and steel with openings.

Integration with Highway Systems

The wall had to be designed to provide a smooth transition from a 4 lane divided, high-speed Interstate highway to a 25 mph curved ramp at the bottom of a steep grade. Similar concrete pavement was used on the ramp with maximum superelevation. For contrast, black asphalt shoulders at a higher superelevation rate were used. The project integrates the roadway elements well and provides contrast where necessary.

Selection of Materials

Concrete was selected due to its mass, availability, strength and forming ease. Epoxy coated steel reinforcement and a Thoroseal protective coating utilized for protection from winter salting materials were also used.

Asphalt Bituminous shoulders were used for contrast on the shoulders, with yellow plastic pavement markings applied for high visibility.

Use of Traffic Control Systmes, improved Traffic Flow and Accident Reduction

The use of concrete and asphalt material on the ramp and shoulders, the mass of the wall and its connection to existing jersey barrier, combined with improved signing, pavement markings, highway lighting and excessive media exposure have all resulted in improved traffic flow through the interchange and accident reduction. Since the wall project has been open to traffic (6 months) no major accidents have occurred with only two vehicles striking the wall and both were safely redirected.

The project was necessary because of the steep vertical alignment and sharp horizontal alignment of the roadway. Many accidents (mostly involving large trucks) occurred at the site. Attempts to warn motorists with signs were only marginally successful and it was necessary to construct some type of high wall to safely guide any trucks that had lost control around the ramp.

Since this type of wall had never been constructed in Pennsylvania it was necessary to research various sources nationwide. A similar type of wall was under construction in Texas and our consultant was directed to obtain information from the Texas Transportation Institute. It was necessary to research different truck types, their loads on any proposed wall, their impact angles and feasible wall configurations to sustain loads and impacts without failure and with minimal damage to the wall. Accident records were also reviewed to assure that all types of accidents could be corrected. This research produced an innovative design wich resulted in a concrete New Jersey-type safety wall 7'-6" high which is unique in design and markedly different from the Texas-type wall (which was concete and steel beams with openings).

In addition to the construction of the high wall, the consultant determined that roadway improvements to the inner loop ramp were needed. They included:

1. Utilizing the maximum allowable rate of superelevation, 8%.
2. Providing a uniform width shoulder adjacent to the wall (4' wide) to counteract centrifugal force, the shoulder should have a cross slope of 12%.
3. The opposite shoulder width was made 10 feet with a 4% cross slope.
4. The new pavement on the ramp is concrete to match the existing main line pavement. Shoulders were asphalt for contrast.
5. Pavement striping was added to the shoulders for additional contrast.

In addition to the roadway modifications several unique features were included in the wall design.

1. Epoxy coated reinforcement bars.
2. A protective coating (Thoroseal) was applied to the wall. It was applied vertically for shelf cleaning and also has reflective qualities.
3. Wall constructed on spread footings and avoided disturbing adjacent outer loop ramp.
4. Barrier was constructed parallel to ramp to provide a uniform guidance system for vehicles through the interchange.
5. The wall itself was designed for a live load impact of 80,000 lbs. traveling at 60 mph at a 15° angle of impact.

William O'Connor and Jim Montgomery

Cracking & Seating

Mr. James Montgomery, historian of the East Penn Section, introduced the speaker of the evening, Mr. William O'Connor, Jr., of Warden Asphalt, whose subject was cracking and seating of concrete pavements. This is a new and innovative proceedure for restoration of old, badly cracked concrete pavements. The initial equipment employed is a device known as a whip hammer, which further cracks and seats the existing concrete pavement before a leveling course and bituminous surface is applied. After drainage corrections, the finished project provides an economic and smooth riding restoration of a former worn out concrete highway.

Mr. O'Connr illustrated all phases of construction procedures with an interesting and informative slide presentation.

By: Bart Snyder

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Section Shot

Pennsylvania State Representative Rick Geist of Altoona addresses the Harrisburg Section January 6th on the High Speed Rail Study being developed for Pennsylvania.

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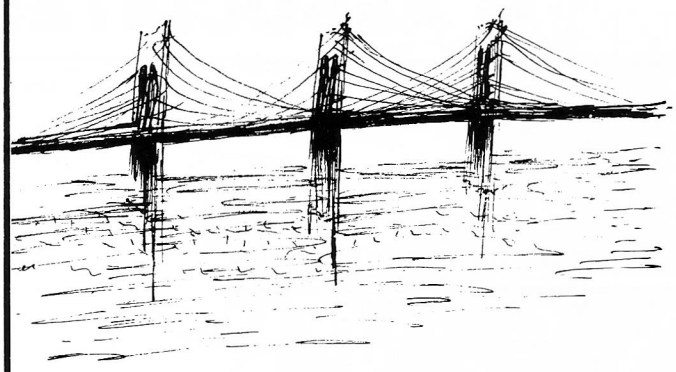

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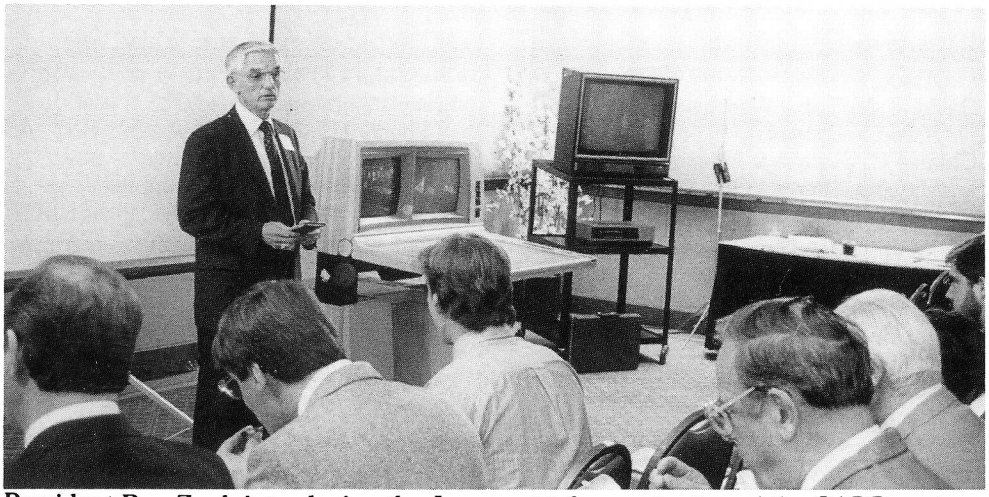
CADD System Demonstration



President Ron Zook introducing the January 14 demonstration of the CADD system.

The Intergraph Company, Huntsville, Alabama presented an informative CADD demonstration for members of the Central Ohio Section on January 14, 1986. The meeting was held at a new Columbus hotel, Hyatt on Capitol Square, with 35 members and guests in attendance. This demonstration showed that capabilities are in existence to perform 3-D design modeling, to prepare interfaces to industry-standard analysis packages (together with post-processing of analysis results), to generate 2-D production drawings and to complete the detailing of a project. Additionally, Intergraph's database supports the production of bills of materials and material take-offs for costing and ordering, quantity reports (both preliminary and final), and the preparation of specifications.

Section Shot

George Searle, President of Interstate Amiesite, discusses incentive clauses, fast track scheduling, and contractor field experiences with the Schuylkill Expressway Reconstruction project. Searle joined with Jeff Greene of PennDOT for the November 4th program at Harrisburg. *Courtesy of Harrisburg Section.*

ACT 47

A one evening workshop on Act 47. The Transportation Partnership Act was held in the Lehigh Valley on February 25. According to Faye Sallack, Section Chair, the Act established the right of municipalities to impose certain taxes or assessments on properties within the designated transportation development district to finance transportation improvements. Bradley L. Mallory, Director, Bureau of Strategic Planning, Pennsylvania Department of Transportation and Matthew F. Mazza. District Engineer 5-0. Pennsylvania Department of Transportation explained the provisions of the Act.

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Member - Other
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Russell G. King - Cherry Hill, NJ
Senior - Consult.
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If you havn't already, please send the name of your technical representative to Matt McTish. We are trying to provide more technical articles in the "Scanner". By the way, How do you like the new format?

Section officers rosters are due to me no later than June 15, 1986. Please include names, addresses along with home and office telephone numbers.

Section financial statements are due to me no later than July 1, 1986.

See you at the convention.

Respectfully Submitted
Terence D. Conner, P.E.
107 Spruce Way
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Nat'l Secy.

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