

SCANNER

NEWSLETTER OF THE AMERICAN SOCIETY OF
HIGHWAY ENGINEERS



Sept. 1988

"30 And Still Growing"

W

ASHE'S Convention 88 was in Harrisburg this year, where our organization was founded. Immediate Past President Ron Springman and President Michael Suich, below, blew out the candles celebrating ASHE's 30th.



Letter From The President

As I prepared to write my first President's Message I glanced back through some old Scanners. It was surprising to me that it was just two short years ago, when Past President Mike Tiani was talking about the new sections in Central Ohio, Lake Erie, and Southern New Jersey, and anticipating two more within the next several years. Since that time, the first state section in Delaware, the Mid Allegheny section in Pennsylvania, and the Chesapeake section in Maryland have been formed and chartered. One may wonder if this kind of growth will continue. I am optimistic that it will when I recall some recent section meetings I have attended.

In April, Ron Springman and I attended the Charter presentation of the Chesapeake Section in Baltimore, MD. The enthusiasm and interest in our organization was evident at the meeting. It lets me believe that the formation of additional new sections in this area is very possible. On May 24, 1988 I was happy to be asked to install the Section Officers at the Central Ohio Section in Columbus, Ohio. Mr. Bernard Hurst, P.E., Ohio Director of Transportation, was keynote speaker for the event. Later that same day I took part in the installation of Officers at the Cuyahoga Valley Section in Akron, Ohio. The enthusiasm and support witnessed at these meetings was very good also.

As with any growing organization, new concerns and challenges face our society much different than in past years. Changes in our organization will occur. Some like combining several sections into a region have already taken place. It has been suggested to your board that a long-range plan be developed in order that new incoming officers in future years be given an overall plan to have our society function in the best interest of all members. We plan to meet at a special session this summer to review it.

In summary, our basic goals and purpose of the Society formed many years ago must be preserved no matter what changes occur and I will do my best to ensure that they are.

Sincerely,

Michael J. Suich, President



Bridge Detour

Costs Firm \$5 Million

A Pennsylvania-based firm paid \$5 million in additional shipping costs one year because a deteriorated bridge forced PennDOT to lower the structure's weight carrying capacity.

Similar situations exist in other parts of the Commonwealth, according to a study commissioned by the Pennsylvania Highway Information Association. Ralph E. Peters, president of the statewide association said "fire and ambulance protection also is affected in these areas."

The study shows that 36 percent of Pennsylvania's 22,397 bridges maintained by the State are either "structurally deficient" (5,759) or "functionally obsolete" (2,304). The Road Information Program of

Washington, D.C. provided the information.

PennDOT has reported that nearly 1,600 bridges have been posted for lower vehicle weights, as a result of inspections, and that 66 spans have been closed.

"These conditions exist despite the progress Pennsylvania has made in recent years using special funds from what is known as the Billion Dollar Bridge Program." Peters added. "But we have to do even more, since only 200 bridges are being rebuild annually and this is far from solving the growing problems."

Peters also said that inadequate bridges require detours and higher shipping costs "which obviously are passed onto the consumer."

An estimated \$360 million annually is lost by Pennsylvania's trucking industry because of lengthy detours and reduced productivity, according to TRIP.

The report also found that time wasted by delays and detours can increase quickly: a 20-minute, twice-a-

Growing Pains

Recent inquiries by several individual sections concerning the National Budget prompted the Board of Directors to provide each of you with a direct response since it is you, the individual, who makes up the organization. It is not the intent of this article to set new directions for the Society; but rather, to better explain the financial aspect of running the organization. The Board certainly recognizes that over the past several years, the society has expanded and we must consider the future. Past President, Ron Springman, addressed future concerns in his last Scanner article on Growth of the Organization.

The adopted budget for the 1988-89 Fiscal Year is \$39,550.00. This represents a \$9,000 increase over the 1987-88 budget. The membership as of May 31, 1988 is 2,841. Simple arithmetic indicates that it costs \$13.92 per person to run the organization and balance the budget. Your dues assessment to National is \$10.00. Rather than increase the dues, the Board plans to balance the budget thru Scanner advertisements and interest on saving accounts.

The carry over balance into the new year was \$67,454.00. The purpose of this reserve has been for future use in expanding our Society. At some point in time with our continued growth, we see the need for an Executive Secretary. As the society grows, so grows the need for increased capital and an increased role by the National Board. Recognizing the "Pains" of growth, President Mike Suich, formed a Planning Committee and charged them with drafting guidelines for a long range plan. It will be this committee's responsibility to establish goals and objectives for the Society.

day detour adds up to 120 hours a year, or the equivalent of three 40-hour work weeks.

Pennsylvania's highways and bridges are financed by highway users only through gas taxes, license and registration fees.

PHIA is a Harrisburg - based, non-lobbying statewide organization of more than 400 business and individuals.

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Delaware Valley Section News

Legislative Review

Infrastructure Protection Act of 1988

H.R. 372 removes the highway, airport and airway, and inland waterway trust funds from the unified federal budget, thereby exempting the account surpluses from being used to make false and misleading reductions in the federal deficit. According to Congressman Robert McEwen, these user-free generated accounts must be used for their intended purposes...to fund much needed repairs to our highways, bridges, airports and inland waterways.



Photographer-David Shearer (Del. Valley Section) Delaware Valley President Leo Leonetti (right) congratulating 1988 Man of the Year-A. Charles Larkin. Charlie Larkin of Buckley & Co., Inc. was honored for his outstanding efforts as project Manager on many complex and vital projects in the Philadelphia area. Mr. Larkin was honored by a large turnout at the April dinner meeting.



Delaware Valley President Leo Leonetti (right) (Pa. Department of Transportation-Vine Street Construction Engineer) and 1988 Man of the Year-A. Charles Larkin (L.R. 67045-011-Project Manager-Conduit & Foundation Inc., Buckley & Co. Inc., & Elliott-Lewis Joint Venture) on Section 11 a 57 million dollar project that is a portion of the Vine Street Expressway (I-676) in downtown Philadelphia. Shown in the background is a portion of the substructure for the unusual (integral cast-in-place concrete cap structure) 8th Street Viaduct. Section 11 constructs 6 blocks of mainline expressway including several structures, extensive landscaping, noise barriers, and a direct connection to the Ben Franklin Bridge leading to New Jersey. The project that Mr Larkin manages requires extensive relocation of water and sewer lines as well as numerous other utilities while maintaining traffic on all cross streets and eight lanes parallel to the new expressway during construction.

The overall complex vitally needed Vine Expressway is 1 1/2 miles long and will connect I-95 to I-76 with interchanges at a cost in excess of 200 hundred million dollars.

FY 1989 DOT Appropriations approved by house Committee

On June 9th, the House Appropriations Committee Approved a spending bill for federal transportation programs. The Appropriations Committee made reductions in the transportation subcommittee's bill amounting to about \$100 million in order to meet the target set in the budget resolution passed by the House Senate. The highway obligation ceiling was set at \$12.38 billion which is slightly higher than the FY 1988 obligation ceiling.

Administration opposition to the bill could result in a veto of the legislation.

National Infrastructure For Development Act of 1988

S. 2088 sponsored by Senator Moynihan has received much written and oral testimony. The bill addresses the need for infrastructure rehabilitation and offers a creative funding approach. Although highways are a large component of the infrastructure need, the bill proposes the use of highway trust funds for much more than highway projects, but repayment of the loan would be to a "General Infrastructure Account." Further, interest on the highway trust fund would be transferred to a National Infrastructure Corporation. As a result, highway trust funds could thereafter be used to provide financing for a variety of public works improvements and other purposes.

Transportation 2020

The American Association of State Highway and Transportation Officials (AASHTO) is developing a legislative position to meet the nation's surface transportation needs into the next century. Many program alternatives and transportation goals and objectives are under consideration. Currently under discussion are various options for the future federal role, as well as disposition of the highway trust fund. Since every state DOT is participating in the Transportation 2020 program, all ASHE members have a nearby office to share their ideas on the future of highways.



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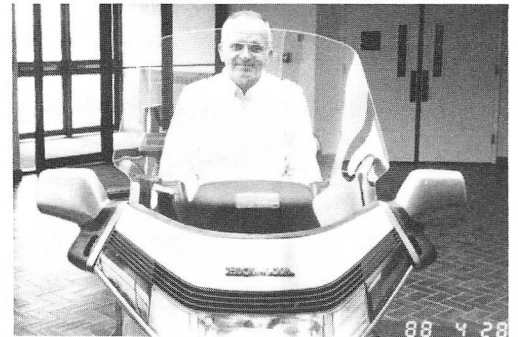
Last week, Ohio Governor Richard F. Celeste enacted a recently passed "mini" Brooks Law. The addition of Ohio raises the total number of states with some form of qualifications-based selection procedure for the procurement of E/A services to 34. The new statute establishes a qualifications-based competitive selection system similar to the federal law for state agencies planning to contract for professional design services. Design services are defined in the law as registered architects, landscape architects, engineers or surveyors. The new law will not apply to any project with an estimated design fee of less than \$25,000 or any projects designated in writing to be an emergency requiring immediate action. Don Mader, Executive Director of Ohio Association of Consulting Engineers, remarked that "the time was right for the adoption of a comprehensive statute."

Courtesy of
American Consulting
Engineers Council

Honda Tour



More than fifty members and guests of ASHE's Central Ohio Section toured the Honda manufacturing facility in Marysville on April 28. Honda of America's facilities include an auto manufacturing plant and motorcycle plant in Marysville, and an engine manufacturing facility in nearby Anna, Ohio. A second car plant is being planned for the Marysville site. It is expected to boost employment from the current 5,900 "associates" to over 9,000 in 1990. This addition will also make Honda the largest auto manufacturer at one site in this country. The plants currently produce 1,500 cars and 130 motorcycles per day.

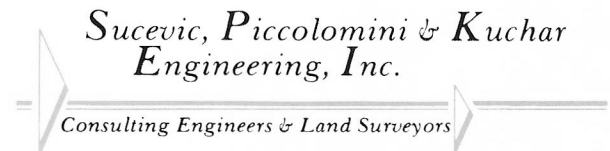


At present, the auto plant is producing the Accord 4-door sedan and 2-door coupe and the Civic 4-door sedan. The Accord coupe represents a milestone for Honda because it is the first Honda wholly engineered and produced in the United States. It is also the first Honda car to be exported to Japan.

The facility tour included a walk-through of the auto plant's two production lines during operations. Members witnessed assembly, finish, and testing procedures. Opened for production in 1982, the plant boasts state-of-the-art manufacturing techniques, including robot welders and automated materials handling.



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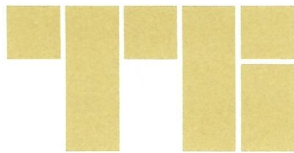
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Central Ohio Section Hears

Issue 2 Implementation Criteria

by Stuart E. Wilms

Robert Blair, Executive Director of the Development Committee for Greater Columbus, spoke to the Central Ohio ASHE Section at the March 22 luncheon meeting. Blair addressed State Issue 2 and the criteria being finalized in the State Legislature to be used in its implementation. State Issue 2 was passed by voters in November, 1987, and provides for the State sale of bonds for use in infrastructure improvements.

The prime intent of the bill is to provide funding for repair and replacement of existing facilities, not new construction. Nineteen districts have been delineated to administer the funds. Counties encompassing the major metropolitan areas of Ohio form individual districts. The remaining districts are made up of combination of counties.

The distribution of funds generated by the sale of bonds will be overseen by three governing committees. The first is the Ohio Public Works Committee. It

consists of seven members and will review and control funding decisions made by the other committees.

The second governing committee is the Ohio Small Government Capital Improvements Committee. This committee consists of seven members and will oversee selection and actual implementation on a statewide basis for townships and towns with less than 5,000 population.

The third committee, governing the metropolitan districts, is the local District Public Works Integrating Committee. In the Franklin County District it consists of a nine member panel, including two representatives each from the Township Trustees, the County Commissioners, the City of Columbus, the suburbs, and one member from the private sector, an individual with experience in public improvement projects. This committee requires seven votes for funding approval.

Ten criteria will be used in determining the award of grants. They include the infrastructure needs of the grant recipient, the age and condition of the affected facility, whether the improvement will generate revenue in terms of user fees, the health and safety of the public, cost, the effort and ability

of the local subdivision to assist in funding, the availability of Federal and other funds to finance the improvement, the overall economic health of the local community, the readiness of the project to proceed, and any other factors relevant to a particular project. Funding also requires an inventory of the needs of the community's capital improvement projects.

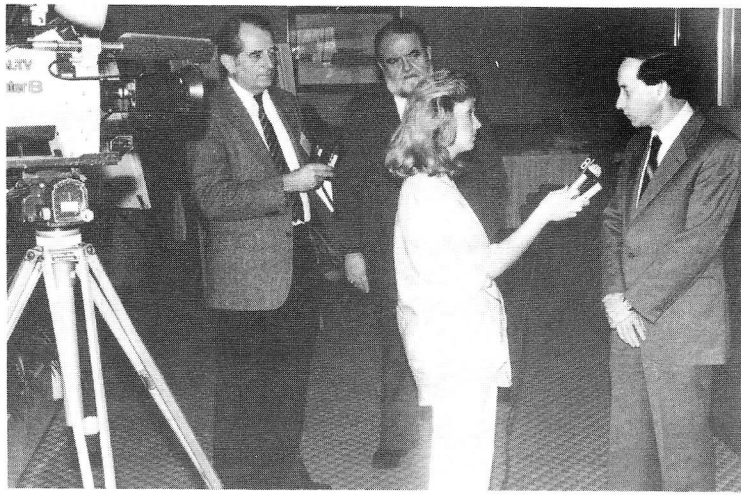
The first year's budget calls for 120 million dollars in grants. Ten percent is set aside in a small government fund. Two million dollars are set aside in a sewer and water rotary fund. All grants require a 10% local matching share. Engineering fees can be used for the local share. Loans will eventually make up 30% of each year's distributions, but no loans are planned for the first two years.

Stuart Wilms
Public Relations

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From left, Bob Hetherington, managing director of PHIA; and Francis Francois, executive director of the American Association of State Highway and Transportation Officials; look on as PennDOT Secretary Howard Yersalim is interviewed on Pennsylvania's highway program.



Ken Nadler tees off at Hershey's Parkview, rated one of the top ten public courses in the country by Sports Illustrated.



Denver Collins, immediate past chairman of the American Road and Transportation Builders Association was named ASHE "Man of the Year."



ASHE members danced while the Herm Miller Orchestra played "big band" favorites.



From left, Bill Scott, Russell Horn, John DoRoss, and Al Krebs looking better than ever with Magician Lee Allen who performed after the past president's banquet.



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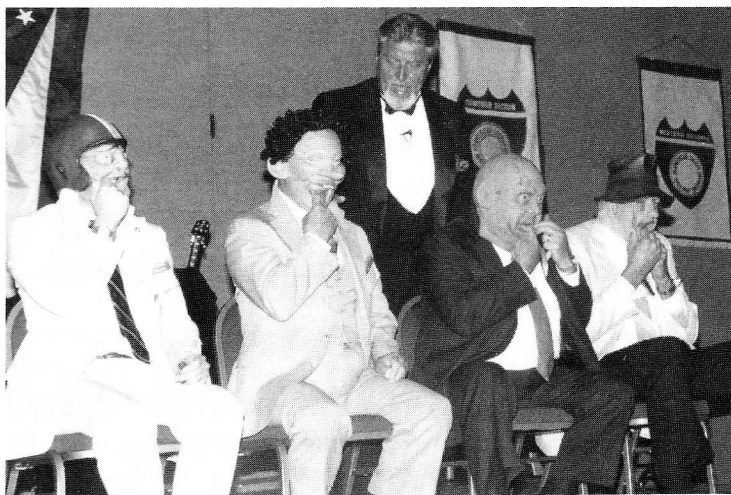
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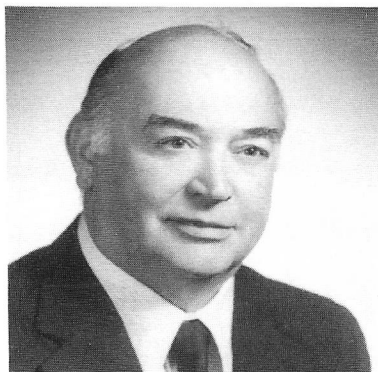


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ASHE Member Honored



Milan Spanovich, P.E.

A member of the American Society of Highway Engineers and the Pgh. Section's program committee has the distinction of being honored recently by two professional engineering societies.

Milan Spanovich, P.E., founder and president of Engineering Mechanics, Inc., has been named 1988 Engineer of the Year by both the Pennsylvania Society of Professional Engineers, and the Pittsburgh Section of the American Society of Civil Engineers.

The awards recognize Spanovich's many years of dedicated service to the

engineering profession, to many engineering societies, and to his community.

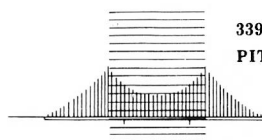
Spanovich received BSCE degrees in Civil Engineering at Carnegie Mellon University where he majored in Soil Mechanics and Foundation Engineering. He then joined the staff of the University of New Mexico to conduct research in soil-structure interaction.

In 1963 he returned to Pittsburgh to organize Engineering Mechanics, inc., a consulting geotechnical engineering

firm.

The author of over 14 published articles, Spanovich has previously received the "Pittsburgh's Young Civil Engineer of the Year" award by the American Society of Civil Engineers, the "L.W. Hornfeck Award" by the Pittsburgh Chapter, Pennsylvania Society of Professional Engineers and he is listed in WHO'S WHO IN ENGINEERING and WHO'S WHO IN AMERICA.

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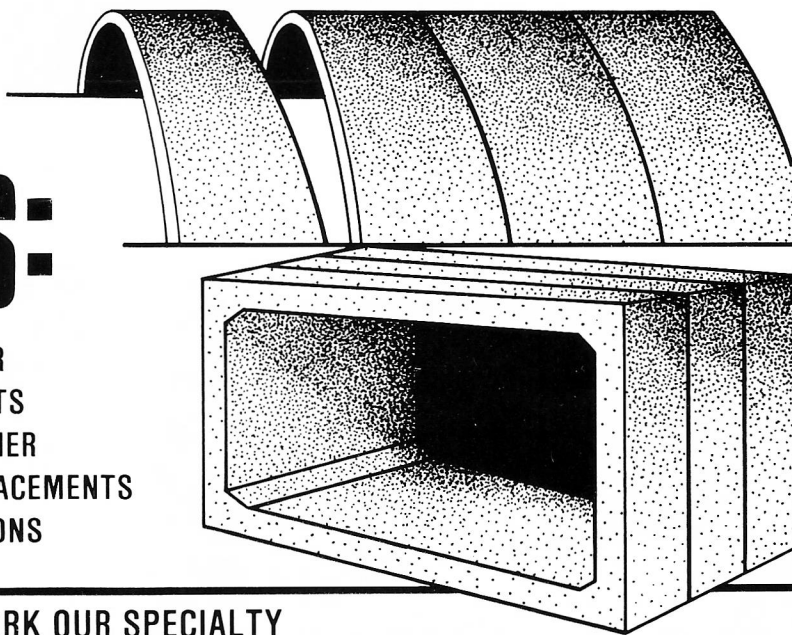


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In the fall of 1982, the first concrete overlay in recent years, was constructed by ODOT on U.S. Route 33 in Northeast Ohio. Since then, one composite and four concrete overlays have been built. Each project involves different design concepts that will be monitored by ODOT and FHWA in future years.

A brief description of each overlay design is included in the following table with a map showing the approximate locations:

MAP NO.	ORIGINAL PAVEMENT	OVERLAY DESIGN				
		THICKNESS (IN.)	JOINT SPACING	DOWELED (Y/N)	LENGTH (MI.)	COST \$1000S
1	2.75" 848 9" 451	7" 452	12'-15'-13'-14'	N	3.72	960
2	9" 451 6" 310	10" 451	60'	Y	4.19	4000
3	9" 451 6" 310	9" 451	27'	Y	3.00	3850
4	9" 451 6" 310	3" 848 9" 305	13'-15'-17'-12'	N	3.38	5200
5	7" 453 4" 804	8" 452	13'-16'-14'-15'	N	2.22	2650
6	8" 453 4" 804	9" 452	12'-14'-13'-15'	Y	2.18	4600

848 - Asphalt Concrete

451 - Jointed Reinforced Doweled Pavement

452 - Jointed Plain Concrete Pavement

453 - Continuously Reinforced Pavement

305 - Concrete Base

310 - Granular Subbase

804 - Cement Treated Subbase

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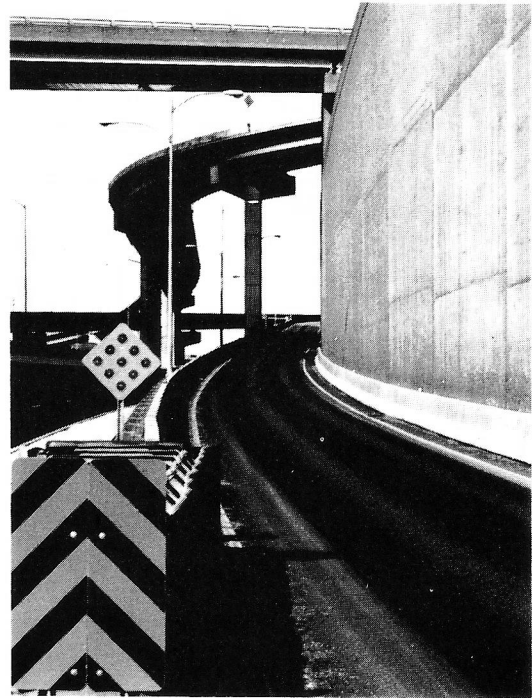
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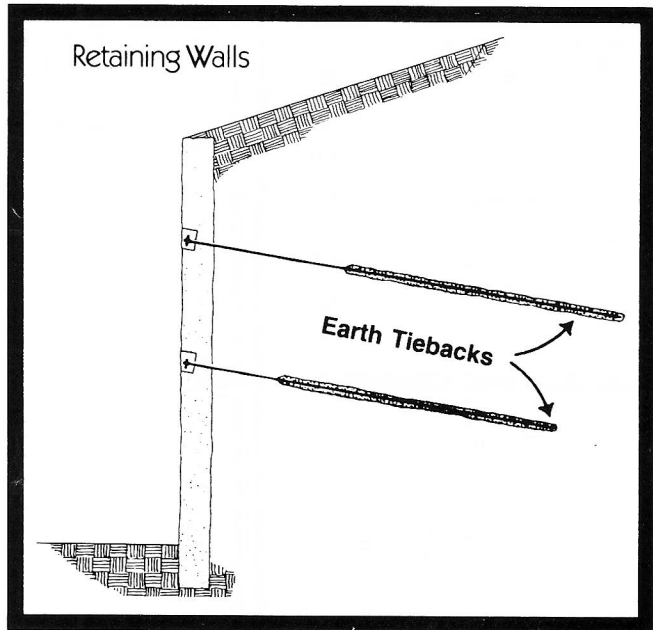
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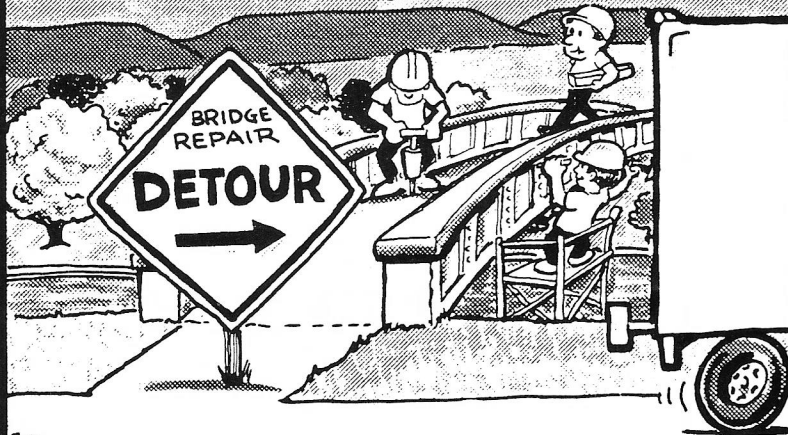
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Charleston	38
Chesapeake	123
Clearfield	71
Cuyahoga Valley	95
Delaware Valley.....	390
East Penn	144
First State	107
Franklin	215
Harrisburg.....	316
Lake Erie.....	85
Mid-Allegheny	58
N. Cent. W.V.....	43
N.E. Penn	105
Pittsburgh.....	303
S.W. Penn	110
Southern N.J.....	147
Western Reserve	74
Williamsport	126

Total.....2841

DOT	34%
Consultant.....	26%
Contractor	22%
Other.....	18%

Professional Status.....39%