

SCANNER

NEWSLETTER OF THE AMERICAN SOCIETY OF
HIGHWAY ENGINEERS



March, 1989

ASHE SOUTHWESTERN PA SECTION Hosts National Convention In May

MARK YOUR CALENDARS NOW for the 1989 American Society of Highway Engineers National Convention -- May 18 thru 21st to be held at the Holiday Inn, Uniontown, PA. All rooms and facilities have been reserved for ASHE registrants and their guests.

The convention committee, co-chaired by Terence D. Conner and John E. McCune, has selected the theme "Travel the Road that Made the Nation: (TR 40)," for this year's 27th annual event which, according to committee members, will surely be an ASHE convention to remember. An outstanding program of ASHE functions, technical workshops, informative speakers, and product exhibits is planned.

Special events include the Annual Luncheon, the Past President's Banquet and Installation of Officers Dinner, and the Annual Golf Tournament. Recreational facilities at the Holiday Inn include the HoliDome with pool, sauna, Jacuzzi; and on-site tennis courts. Those wishing to schedule a tennis match should make separate arrangements with Holiday Inn. Guest tours of local sites selected for their historic, architectural, and national interest are planned for Friday and Saturday afternoons.



Uniontown's Holiday Inn with HoliDome is the site of the ASHE Convention, May 18-21, 1989.

Concurrent with the ASHE convention the 16th annual "National Pike Festival" will be in full swing locally. Noted as the "longest festival in the U.S." the celebration spans an 89 mile stretch of Route 40, and communities all along the highway will be showcased. A variety of activities will take place: camping and bonfires, wagon trains, dancing, fiddlers, antique and craft displays, food stands, a flea market, and more tours of prominent sites including Ft. Necessity National Battlefield, and the Mt. Washington Tavern in the Uniontown area.

Evening highlights at the convention include a "Las Vegas Nite" Friday, and Saturday night's featured group, The Hubcaps, is guaranteed to make the evening exciting.

The Convention Package found on pages 12,13,14,15, of this issue of the Scanner outlines the schedule and includes convention, hotel, and golf tournament registration forms.

Convention registration fee is \$30.00 which includes your spouse or guest. Those who pay in full prior to April 30, 1989 receive a \$10.00 discount.

This year's committee members are:
Co-chairmen - **John E. McCune** and **Terence D. Conner**, PA Dept. of Transportation; Finance - **George Jenkins** (retired), Marsolino Construction Co.; Convention Book - **Eugene J. Galiardi** (retired), PA Dept. of Transportation; Registration - **Domenic Piccolomini**, Sucevic, Piccolomini & Kuchar Engineering, Inc.; Technical Program - **George W. Tanner**, PA Dept. of Transportation; Exhibits - **Thomas W. Brado**, PA Dept. of Transportation; Entertainment - **Frank A. Merendino**, Michael Baker, Jr., Inc.; Sporting Events - **Nicholas G. Hutnick**, PA Dept. of Transportation; Publicity/Program - **Frank Petrarca** and **Donald Shirk**, Duquesne Slag.

**DON'T MISS THE ASHE NATIONAL
CONVENTION PACKAGE AND
REGISTRATION FORMS IN THIS ISSUE.**

PENNDOT ACTIVE IN SHRP PROGRAM

by Victor D. Macomber, P.E.

President, Harrisburg Section

THE STRATEGIC HIGHWAY Research Program (SHRP) is a five year, \$150 million research program funded under the Surface Transportation and Uniform Assistance Act of 1987. Administered as an independent unit of the National Research Council, the program's focus is to address transportation areas that have a high potential for implementation, and short-term payback. This program includes contracts for concentrated, highly innovative research that will provide timely solutions for highway related problems in four technical areas: Pavement Performance (P), Asphalt (A), Highway Operations (H), and Concrete and Structures (C).

The Department is actively participating in all areas of research with SHRP Coordinator for the Department, Mr. Gary Hoffman, Director of the Bureau of Bridge and Roadway Technology. Gary also serves on the Technical Advisory Panel for Concrete and Structures. Mr. Bill Moyer, Chief Engineer Highway Administration, is a member of the Technical Advisory

Panel for pavement Performance, and Mr. Mike Ryan, Director of the Bureau of Maintenance and Operations, is a member of the Technical Advisory Panel for Highway Operations. All Department contact with SHRP should be transacted through Gary.

At present, the greatest involvement of the Department in the SHRP program has been in the Pavement Performance area. Eleven Long Term Pavement Performance (LTPP) monitoring sites have been field-viewed and accepted by the Regional SHRP consultant as a general pavement site (GPS). Several more LTPP candidate projects are under consideration for inclusion in the Pavement Performance experiment. SHRP is still developing the scope and objectives of the SPS portion of the LTPP project; however, Pennsylvania has already indicated an interest in participating in some of the following topical areas: pavement drainage, asphalt pavement rutting, fast track concrete paving, improved PCC mix design, and thin bonded concrete overlays.

Because this SHRP effort is so unique, the program carries with it a complex set of special challenges that will be continuously stressed throughout the course of the work. The most important of these elements are:

- * The research must be product-oriented.
- * Implementation of the research findings must occur in a rapid manner by the highway community.
- * Innovation, and its accompanying high risk potential, must be an integral part of the SHRP effort.
- * The highway community must be receptive to the use of new materials, methods, equipment and concepts developed in the SHRP effort.
- * The key challenge of SHRP lies in its goal to develop significant, implementable technological advances in the four highly focused technical areas.



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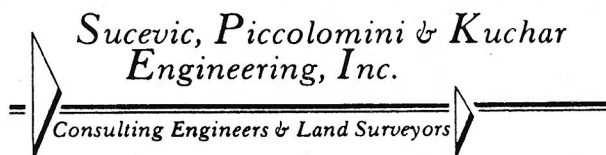
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Precast Bridge Structure Is Time-And Cost-effective

IN 1988 PRICE Brothers Co. of Dayton, Ohio began producing an ODOT design approved precast reinforced concrete structure that has filled the needs of the highway engineer by offering a quality controlled precast bridge that saves time and money. With 75 years in the highway market, Price Brothers recognized the need for a precast unit appropriate for construction of short span bridges, versus the cast-in-place or multiple structures previously employed.

The structure, known as the 3/S Bridge is available in spans ranging from 12 to 35 feet, and rises from 3 to 10 feet, providing a very hydraulically efficient rectangular opening. Manufacturing and materials meet requirements found in the ASTM C-789 or C-850 box culvert specifications. Normally a 5000 PSI concrete and 65,000 PSI welded wire fabric is used in the 3/S Bridge design and construction. When using the 3/S Bridge no cover is required, which permits the highway pavement to be placed directly onto the flat concrete deck. The precast sections are designed for live loads of HS-20, HS-20-44, alternate military (interstate), and E-80 railroad, along with the appropriate dead load as needed.

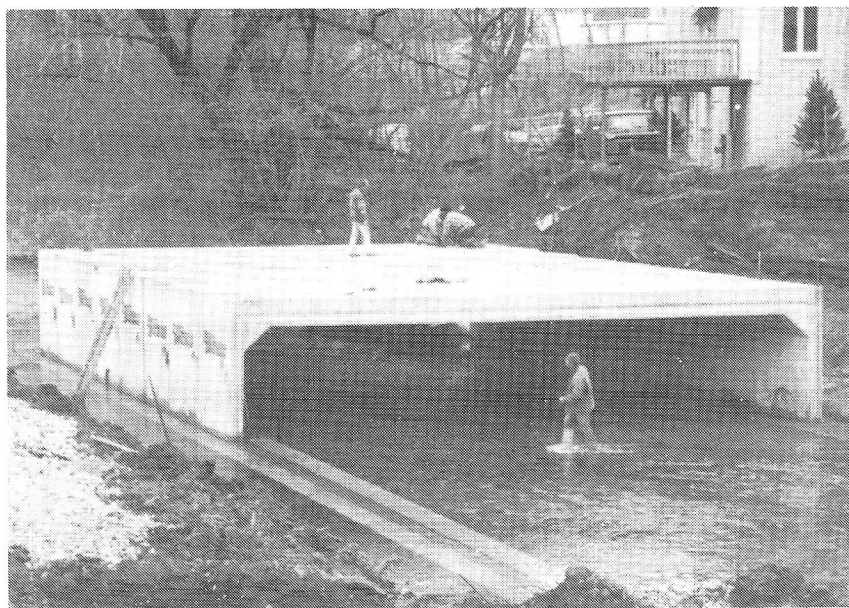
Several benefits are realized when using a 3/S Bridge. Skewed structures from 0 to 45 degrees are available allowing for shorter lengths and more hydraulically efficient installations. Special attachments for guardrails, either mounted onto the sides or on top of the deck, are cast into the structure at the time of manufacture. The steel reinforcement for the attachment of headwalls can also be cast into the structure, allowing for a variety of special applications. Because each precast segment is lighter in weight, longer spans and lower initial costs are also realized.

The most significant and time saving benefit is at installation time because the bridge arrives at the job site ready to be installed. Prior to the 3/S Bridge delivery, a cast in place foundation is poured in accordance with project plans and Price Brothers shop drawings. Starting with the first section, the contractor attaches lifting cables to the lifting inserts on the structure and, utilizing only three to four laborers, raises, sets, and aligns that section onto the foundation. Each subsequent section is placed in the same manner butting against the previously set section. When all the sections have been set, a non-shrink grout is placed into the keyways cast into the edges of the deck and legs. To complete the installation the assembled, grouted structure is backfilled and pavement is laid down.

Several other applications showing 3/S Bridge versatility include utility vaults, stream and ditch enclosures, and stream linings preventing bottom scour.



3/S Bridge being raised by lifting cables for placement across stream in Northville, MI



In place span of 3/S Bridge sections.



PUBLIC OPPOSES GAS TAX FOR DEFICIT

THE PUBLIC, in a recent poll, voiced opposition to balancing the budget on the backs of highway users.

A Washington Post/ABC News poll indicated 73 percent of those surveyed disapprove of raising taxes on gasoline to balance the federal deficit.

Some Washington insiders have suggested diverting user fees paid at the pump to reduce the General Fund's "red ink."

User fees are paid into the Federal Highway Trust Fund and State Motor License Fund solely for highway improvements.

"Building and rebuilding our great system of highways hasn't added a nickle to the budget deficit," said Ralph Peters, President of the Pennsylvania Highway Information Association. "To ask one segment of the population - the highway user - to solve those fiscal problems would be the height of unfairness, especially when roads and bridges are in such poor condition."

Over two-thirds of Pennsylvania's state-maintained highways are in "fair, poor, or very poor" condition, according to the Federal Highway Administration.

Another national poll indicated widespread support for the "user fee" concept of funding highways.

According to a Gallup survey, 72 percent of Americans chose fees dedicated for specific purposes to pay for capital improvements.

Funding improvements through general purpose taxes was chosen by only 12 percent in the Gallup poll.

"The survey shows that Americans want to continue paying for road and bridge improvements through user fees," said Garvin Kissinger, executive director of the Pennsylvania AAA Federation. "We should listen to the people on this issue because diverting fees at the pump would destroy the successful relationship between highway user and highway improvements."

Those surveyed by Gallup were asked to consider the condition of all types of public works. Highways and bridges averaged a "C" grade, the lowest of all classes of public works.

The poll also showed support for additional revenues for highways and bridges.

Only seven percent responded that revenues should not be boosted for highways and other public works projects.

The Pennsylvania Highway Information Association is a Harrisburg-based, non-lobbying, statewide organization of more than 400 businesses and individuals working for better, safer Pennsylvania highways.

Managing Director

Robert E. Hetherington
Harrisburg, PA
800 NO. 3RD. Street, Suite 501
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Amos Hutchinson, left, receives "Man of the Year" award from PHIA president Ralph Peters.

AMOS HUTCHINSON HONORED

AT A RECENT PHIA-sponsored luncheon, Amos Hutchinson, chairman of the State House Transportation Committee, was named the 1988 "Man of the Year."

A perennial supporter of better roads, Hutchinson has served as a member of the bi-partisan State Transportation Commission since 1983. As a Westmoreland County legislator, Hutchinson has over 20 years of public service in the State House of Representatives, "... providing legislative leadership in support of the Commonwealth's highway and bridge-building program. . .," according to PHIA President Ralph Peters.

Past PHIA "Man of the Year" award recipients are former U.S. Dept. of Transportation Secretary **Drew Lewis**; U.S. Congressman **Bud Shuster**; former PennDot Secretary **Tom Larson**; State Transportation Commissioner **Harold Reslink**, of Erie; and **Robert Bartlett**, former State Secretary of Highways.

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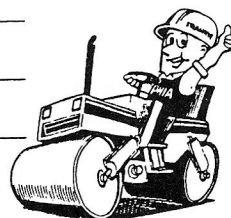
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LEGISLATIVE REVIEW

by Roland Nesslinger, P.E.
ASHE National Director

OBLIGATION LIMITATIONS ISSUED

The Federal Highway Administration has issued federal-aid highway program obligation limitations to the states.

FHWA's notice allocates the \$12 billion in obligation authority approved by Congress in the Department of Transportation appropriations bill. This distributes \$9.95 billion in obligation authority to the states, and establishes a first-quarter limitation on use of \$2.8 billion. Another \$1.59 billion will be retained by FHWA in reserve for discretionary and other non-formula funds to be allocated during the fiscal year.

OHIO

Ohio's General Assembly is considering three bills that could affect the Ohio Turnpike.

Two of the bills call for tolls on the 240-mile turnpike to be retained beyond their

scheduled 1992 expiration, and for the five-member Ohio Turnpike Commission to remain an independent panel. Turnpike tolls would be discontinued in 1992 -- when the turnpike construction debt is paid -- unless action is taken to keep them in place.

ODOT Director, Bernard B. Hurst, recently testified before a committee in the House of Representatives, recommending that they defer action on the bill in their committee until Congress passes legislation that would allow Ohio to extend the tolls.

A 24-year-old agreement between ODOT, the Turnpike Commission, and the federal government calls for the turnpike to be toll free once the turnpike bonds are retired in 1992.

The third and most controversial bill would abolish the Turnpike Commission and place the turnpike -- tolls still in place -- under the Ohio Dept. of Transportation as the Division of Tool Projects, subjecting it to strict budget evaluations by the General Assembly.

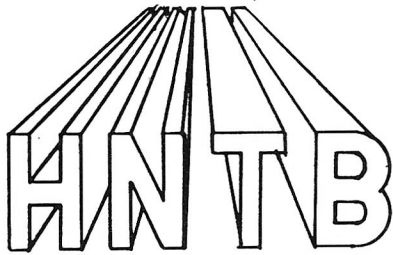
Also in Ohio, the House passed legislation that will give ODOT responsibility for construction, re-construction, and major maintenance and repair of bridges located on the state's highway system within municipal corporations. The bill has been assigned to a Senate Committee.

A House Committee is holding hearings on a bill which would authorize the ODOT Director to include incentive/dis-incentive provisions in contracts covering critical road and bridge construction projects.

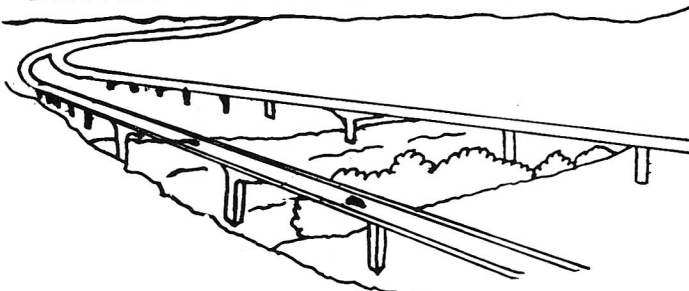
WEST VIRGINIA:

A bill requiring any contractor doing business in the state to register with the State Tax Department has died in the State Senate. The legislation had passed the House of Delegates. The legislation is expected to be re-introduced in 1989.

A bill to raise the state gasoline tax by five cents to fund highway and bridge improvements was not voted on during the 1988 session by the House of Delegates. The bill had received hearings in the House.



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Pat and Tom Cutrona (S.N.J.) and Steve and Nancy Lester (D.V.), ASHE members at the 1988 races and buffet dinner in New Jersey.

SNJ AND DV SECTIONS PLAN EVENING OUT

AGAIN, AS LAST year, another evening of lively entertainment has been planned for the Southern New Jersey and Delaware Valley ASHE sections.

Scheduled for April 21, 1989, members are invited to enjoy a buffet dinner (featuring prime rib), and a full card of horse racing (11 races in all), at the Phoenix Dining Room on the track's upper level, Garden State Park, Cherry Hill, New Jersey.

Attendance in the private dining area is limited to 150 so members are encouraged to contact Tom Cutrona (609) 866-4974 early to make their reservations. "Show" time is 6:00 p.m.

PA STATE TRANSPORTATION COMMISSION 12-YEAR PROGRAM HEARINGS 1988-2000

By Walter R. Imler,
ASHE National Director

STATE LAW (Act 120 of 1970 as amended) requires that "The Department of Transportation . . . shall have the power, and its duty shall be . . . to prepare and submit every even-numbered year prior to the first day of September, to the State Transportation Commission for its consideration, a program which it recommends to be undertaken by the Department of Transportation, during the twelve fiscal years next ensuing. Each two years thereafter, the Department of Transportation, taking into consideration the recommendations of the State Transportation Commission, and other relevant information, shall review, revise, adjust and extend its construction program for two years."

Nine public hearings, scheduled every two years, provide an opportunity for the public to testify and recommend for consideration projects that address at least one of the Department's top four programmatic priorities: "Improve Transportation Safety," "Support and Enhance Economic Development," "Preserve the Existing Transportation System," or "Increase Cooperation with the Turnpike Commission." Those testifying at these hearings are afforded five minutes; with all testimony given in five minute intervals throughout the day. Anyone is invited to witness the testimonies which give ample advantage to ASHE members to become informed about transportation projects that are important to the public in their respective PennDOT districts.

For example, at a recent hearing in Allentown, District 5-0, most of the testimony was centered on Rte. 222 Planning Study; Rte. 22 Safety Program, and Rte. 33 Reconstruction in the Lehigh Valley. Among 48 speakers, nine Representatives or Senators representing nine Legislative Districts, plus Lehigh, Schuylkill, Berks, Northampton, and Carbon Counties presented testimony.

At the District 11-0 hearing in Pittsburgh 55 individuals spoke including three Senators and four Representatives. Also eleven persons from local governments (mostly Planning Commission members), developers, and ASHE member **Al Kozel** presented their five-minute talks.

As of March 23, 1989 there will be three remaining hearings: District 6-0 (King of Prussia), March 23; District 1-0 (Edinboro, Holiday Inn), March 29; and District 9-0 (Altoona, Holiday Inn), April 6. All meetings begin at 10:00 a.m. These hearings provide a valuable source of information and an opportunity to learn from and meet with local and state political persons; individuals representing transportation authorities; members of citizen groups; and individuals representing professional councils, developers, school districts, etc.

Commission Chairman **Howard Yerusalem** opens each of the hearings stating the comprehensive initiatives Governor Casey has established to sustain and improve economic conditions in the Commonwealth with special focus on the D.O.T. mission which is, "to serve the people who live, work, visit, and do business in Pennsylvania through safe transportation systems and services which enhance quality of life and promote economic vitality."

HIGHWAYS AND BRIDGES PROGRAMS

FUNDS AVAILABLE OCTOBER 1, 1988 THROUGH SEPTEMBER 30, 2000
ACTUAL DOLLARS
(\$ Million)

| CATEGORY | 1ST 4 YEARS (89-92) | ND 4 YEARS (93-96) | 3RD 4 YEARS (97-00) | TOTAL |
|-----------------------------------|------------------------|-----------------------|------------------------|---------------|
| HIGHWAY SAFETY | 350 | 435 | 350 | 1,135 |
| Safer Highways* | 200 | 250 | 134 | 584 |
| ECONS | 150 | 185 | 216 | 551 |
| ECONOMIC DEVELOPMENT | 1,130 | 292 | 361 | 1,783 |
| Access** | 154 | 56 | 112 | 322 |
| Development | 420 | 236 | 249 | 905 |
| Interstate | 556 | 0 | 0 | 556 |
| SYSTEM PRESERVATION | 2,160 | 2,473 | 2,680 | 7,313 |
| Interstate Restoration | 452 | 593 | 597 | 1,742 |
| Non-Interstate Restoration | 908 | 1,037 | 1,213 | 3,158 |
| Bridge | 800 | 743 | 870 | 2,413 |
| TOTAL (ACTUAL COSTS) | 3,640 | 3,200 | 3,391 | 10,231 |
| TURNPIKE EXTENSION | 721 | 987*** | 1,923*** | 3,631 |
| GRAND TOTAL (Actual Costs) | 4,361 | 4,187 | 5,314 | 13,862 |

*Include new \$50 million safety corridor initiative and major safety projects.

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***Dependent on Toll Revenues available

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THIN WIRE MAXIMIZES TRAFFIC CONTROL IN STARK COUNTY, PA

by: Ed Semmler, Reporter, and
Frank V. Fischer, Stark Co. Engineer,
from the Canton Repository

AN INNOVATIVE, COMPUTERIZED traffic control system is in place at a number of intersections in Stark County PA. Thin strands of wire buried in the pavement (electromagnetic loop detectors) now "sense" the presence of large metallic objects, and when a car passes over the wires the electromagnetic field is interrupted. This information, which indicates major and minor traffic flow, is instantly sent to a nearby signal control box. The red and green time is set accordingly, and optimum traffic flow through the intersection is therefore maintained.

According to Francis V. Fisher, Stark County Engineer, the loop detectors are fast replacing the common fixed-time traffic controls and older devices such as pressure plates, sonic detectors, and radar units. He estimates that the system will save the traveling public hundreds of thousands of dollars per year in benefit cost ratio.

Fisher explained that the most sophisticated system is located at the fast-growing business/shopping district of Belden Village. Seven intersections in this area have the detectors: Everhard Road and Whipple Avenue, Everhard and Interstate 77 southbound off-and on-ramps, Everhard and Dressler Road, Everhard and Belden Village Street, Belden Street and Higbee Avenue, and Belden Village Street and Whipple. Most of these intersections are five and six lane, with a capacity of 40,000 vehicles per day.

In addition to controlling traffic at each separate intersection where they are installed, the detectors communicate with a central computer located near Belden Village and Everhard. Because of this intercommunication, Fisher noted, traffic flow throughout the entire area is efficiently controlled with maximum coordination among all signals. Other nearby intersections with loop detectors include: Fulton Drive and Everhard, Fulton and Frank Road, and Fulton and South Boulevard, all in Jackson Township near Belden Village. These also use the central computer for coordinating purposes, Fisher said.

In order to pass through the intersections as quickly as possible, motorists are

advised not to drive past the broad white stop bars which are painted on the roadways because the electromagnetic loops are often located just behind these stop bars. However, Fisher stated, in places where the loops are farther from the intersection, motorists do not have to stop farther back to activate the signal. This is because the control box "remembers" the car that has just passed over the loop and is waiting to proceed through the intersection.

Fisher also noted that because the loop detectors are often placed only inches below the roadway surface, maintenance becomes a very important factor. Frost damage, etc. could destroy the loop, he stated.

The Stark County Engineering Department plans to connect about 40 intersections to the computer, which has total system capacity for 256 intersection signals.

This system, named Multisonics VMS 220, was installed by Ridge Electric at a total cost of \$70,000 and was financed with 100 per cent Federal G Funds.



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THE SCANNER

The Scanner is the news magazine of the American Society of Highway Engineers (ASHE) and is published quarterly, 4 times per year.

CIRCULATION:

The primary circulation of the Scanner is the ASHE membership of over 2,500 professionals associated with the highway industry.

Of this ASHE membership circulation:

- 33% are with a State Department of Transportation
- 26% are Engineering Consultants
- 22% are Contractors, and
- 19% are other categories.

Also across all the readership categories 39% of the circulation have a professional registration status.

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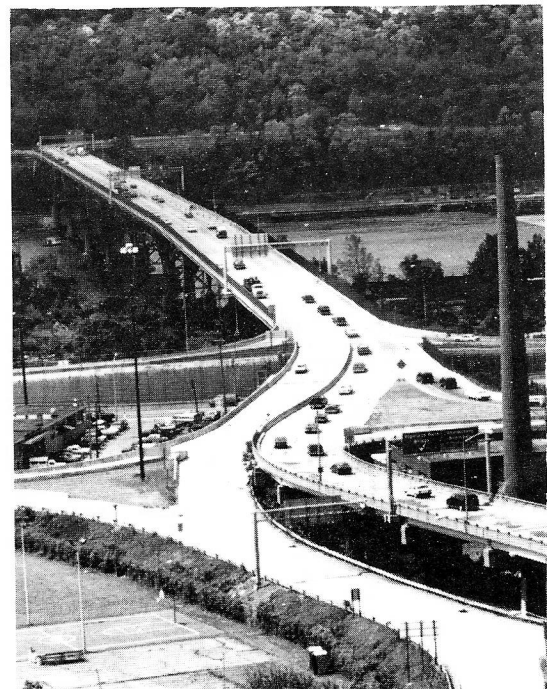
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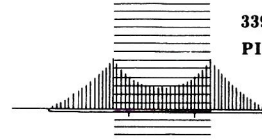
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Associate - DOT
 Clayton E. Peters - Clearfield, PA
Senior - Other
 Dennis M. Prestash - Phillipsburg, PA
Associate - DOT
 Beth A. Renwick - Woodland, PA
Associate - DOT

Raymond M. Robbins - Clearfield, PA
Member - Other
 Joseph A. Walter, P.E. - Grassflat, PA
Senior - DOT

Cuyahoga Valley Section

Robert A. Hochevar, P.E. - Akron, OH
Senior - Consultant
 Frank L. Keehl, P.E. - Chagrin Falls, OH
Senior - Consultant
 Margaret A. Pennell - Akron, OH
Member - Other
 Raymond C. Reale - Massillon, OH
Member - Contractor
 Paul E. Smithburger, P.E. - No. Canton, OH
Senior - Consultant
 Richard J. Wallace, P.E. - Cleveland, OH
Senior - Consultant
 Patrick L. Wallis - Cuyahoga Falls, OH
Senior - Consultant
 Edward Williams - Barberton, OH
Senior - Other
 A. Harold Wright - Akron, OH
Associate - Other

Delaware Valley Section

Medeleine Q. Antinucci - Philadelphia, PA
Member - DOT
 George J. Brindisi - Southampton, PA
Senior - DOT
 George T. Brotherston - Havertown, PA
Senior - Contractor
 William M. Donnelly, P.E. - Warminster, PA
Senior - Other
 Moustafa A. Gouda, P.E. - Marlboro, NJ
Senior - Consultant
 Frank M. Hennigan - Coatesville, PA
Senior - Contractor
 Girish Hosalli - Philadelphia, PA
Associate - Consultant
 Dominic J. Imapo - West Chester, PA
Associate - Other
 Joseph F. Marchionne, Sr. - Downingtown, PA
Senior - Contractor
 Paul B. Patnick - Wayne, PA
Member - Consultant
 Frank Passio, Sr. - Pocono Lake, PA
Senior - Consultant

East Penn Section

Heinrich O. Bonstedt - Allentown, PA
Associate - Other
 Robert M. DeOre - Newtown, PA
Senior - Other
 Alphonse E. Engelman, P.E. - Macungie, PA
Senior - Contractor
 James P. Gilroy, P.E. - Pittston, PA
Senior Contractor
 William W. Hoch - Slatington, PA
Associate - Contractor
 Linda M. Kessler - Allentown, PA
Member - DOT

Peter J. Sikorsky - Lehigh, PA
Member - Contractor
 Timothy H. Stiff - Bethlehem, PA
Associate - DOT

Franklin Section

Glenn R. Dye - Sandy Lake, PA
Associate - Other
 Jeffrey M. Karr - Grove, City, PA
 Richard T. McCormick - Erie, PA
Senior - Contractor
 K. Richard Moore - Conneaut Lake, PA
Senior - Consultant

Harrisburg Section

Harvey I. Cassell, Jr., P.E. - Mechanicsburg, PA
Senior - Consultant
 Gary W. Harriger - Camp Hill, PA
Associate - Consultant
 Ronald J. Hull, P.E. - Dauphin, PA
Senior - Other
 Nancy E. Kauh, P.E. - Camp Hill, PA
Senior - Consultant
 David S. Kramer - Windsor, PA
Associate - Contractor
 John A. Kulp - Pottsville, PA
Senior - Consultant
 Thomas R. Moore, P.E. - Dillsburg, PA
Senior - Consultant
 Alan C. Nelson - Conestoga, PA
Member - Contractor
 Nicholas G. Siegl - Lemoyne, PA
 Guy R. Smeltz, Jr., P.E. - Camp Hill, PA
Senior - Consultant

Lake Erie Section

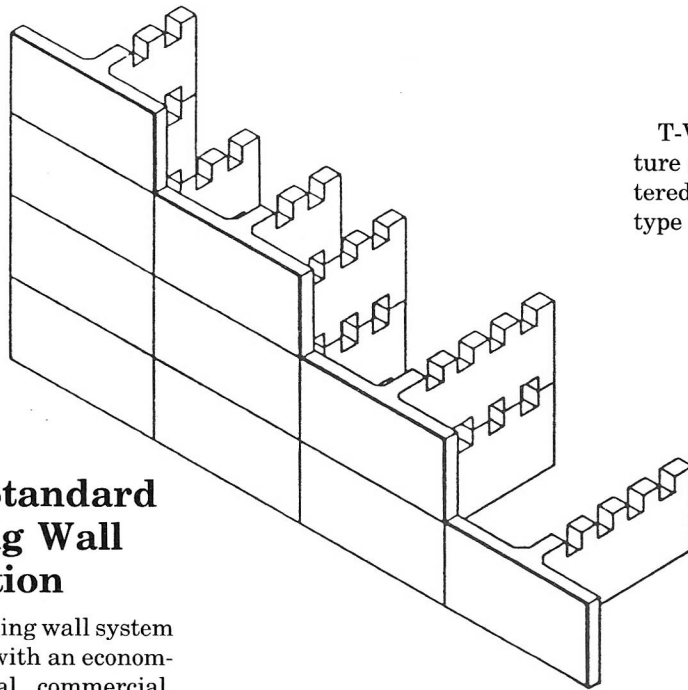
John E. Chandler - Bay Village, OH
Associate - Other
 Gregory W. Gatt - Brooklyn Hgts., OH
Senior - Other
 Amy M. Kamis - Middleburg Hts., OH
Associate - DOT
 Thomas A. Letizia - Cleveland, OH
Senior - Other
 Robert J. Levy - Lyndhurst, OH
Associate - Other
 John W. Rawlins, P.E. - Maple Hts., OH
Senior - DOT

CHANGE OF ADDRESS

Please Note

Postage is one of our most expensive items. It costs 25¢ for each letter we get back with the wrong address. Please help us by sending us your change of address when you move.

Thank You



T-WALL is designed as a gravity structure and may be built as a vertical or battered wall. The Rankine method for bin-type retaining walls is used for analysis.

New Precast Standard For Retaining Wall Construction

T-WALL IS a new retaining wall system that provides contractors with an economical solution for industrial, commercial, and highway retaining wall problems. Offered by the New Enterprise Lime and Stone Company, T-WALL's simplicity of construction makes it a desirable alternative to cast in place concrete, and appropriate for typical applications such as highways, roads and parking lots, site improvements, bank stabilization, waterway improvements, storage bins, and security barriers.

Unit size and availability are the keys to T-WALL's potential. The face dimensions of 2.5 feet high by 5.0 feet long allow standard units to be fitted to the layout of most retaining walls. The stem lengths vary in 2-foot increments according to wall height, with the most common lengths being 4 foot, 6 foot, and 8 foot. Only three standard units are needed to construct most retaining walls to 15 feet in height.

The benefits of this standardization are:

- Construction is simplified with fewer chances for misplaced units
- Job schedules are improved because New Enterprise maintains an inventory
- Economies are realized through the use of standard units

Construction is fast and easy. The first course is placed on a leveling pad. The units, which weigh about 2,000 each, are rapidly set with readily available construction equipment. After the first course is leveled and backfilled subsequent courses are stacked on the units below with shears keys between them to provide easy alignment. A coating then applied to provide a uniform appearance. Other architectural finishes are available.

The New Enterprise Co. works with the Neel Co. to provide engineers and contractors with project specific applications and design engineering in addition to supplying the T-WALL system which they feel is a good bet to become the new precast standard.

ASHE NATIONAL BOARD STATES OFFICIAL POSITION ON GAS TAX ISSUE

On February 21, 1989 ASHE National Board of Directors met and voted in favor of adopting the following resolution concerning the proposed gas tax increase:

- Oppose the use of gas tax revenues and monies contained in the National Highway Trust Fund for non-highway purposes, and,
- Support an increase in motor fuel tax revenues that will be reserved exclusively for highway purposes, and,
- Encourage all members of the Society to speak out publicly and contact their appropriate local and national legislators in support of A and B.



DELAWARE VALLEY
SECTION
400 - MEMBERS
INCORPORATED
1967

The **RBA** ENGINEERS • ARCHITECTS • PLANNERS
Group
William Garro, P.E., P.P. • Warren Bendixen, R.A., P.P. • John Murphy, R.A.

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Morristown
New Jersey 07960
201 898-0300

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AMERICAN SOCIETY OF HIGHWAY ENGINEERS

Southwestern Pennsylvania Section

10 NORTH MAIN STREET • FAIRCHANCE, PENNSYLVANIA 15436

"Travel the Road that Made the Nation: (TR 40)"

**1989 NATIONAL CONVENTION
HOLIDAY INN, UNIONTOWN, PA
MAY 18-19-20-21, 1989**

1989 CONVENTION COMMITTEES

Terence D. Conner, *Co-Chairman*
PA Dept. of Transportation
(412) 439-7259

John E. McCune, *Co-Chairman*
PA Dept. of Transportation
(412) 439-7345

FINANCE

George Jenkins
Retired
Marsolino Construction Co.
(412) 564-2105

CONVENTION REGISTRATION

Your cooperation in forwarding this registration form indicating the various functions and activities you plan to attend will be most helpful in making arrangements. Please make check payable to ASHE - 1989 National Convention and mail to:

ASHE Convention Committee
c/o Mr. George H. Jenkins
10 North Main Street
Fairchance, PA 15436

CONVENTION BOOK

Eugene J. Galiardi
Retired
PA Dept. of Transportation
(412) 628-4814

Please print or type name as you wish it to appear on your badge:

Member _____ Nickname _____

Guest _____ Nickname _____

REGISTRATION

Domenic Piccolomini
Sucevic, Piccolomini &
Kuchar Engineering, Inc.
(412) 439-8535

ASHE Section _____

TECHNICAL PROGRAM

George W. Tanner
PA Dept. of Transportation
(412) 439-7383

Convention registration fee for members is \$30.00 with \$10.00 discount if paid by April 30, 1989. Registration for your spouse or guest is included in the fee.

| Number Attending | Fee |
|---------------------|-------|
| _____ | _____ |

EXHIBITS

Thomas W. Brado
PA Dept. of Transportation
(412) 439-7374

Thursday
Ice Breaker Reception (No Charge)

| | |
|-------|---|
| _____ | 0 |
|-------|---|

Friday

Continental Breakfast (No Charge)
Annual Luncheon (\$8.00/per person)
Reception and Banquet (\$12.00/per person)
Technical Sessions
Tour of The J.V. Thompson Mansion (No Charge)

| | |
|-------|-------|
| _____ | 0 |
| _____ | _____ |
| _____ | _____ |
| _____ | 0 |
| _____ | 0 |

ENTERTAINMENT

Frank A. Merendino
Michael Baker, Jr., Inc.
(412) 628-1649

SPORTING EVENTS

Nicholas G. Hutnick
PA Dept. of Transportation
(412) 439-7385

Saturday

Continental Breakfast (No Charge)
Golf Tournament (\$18.50/per person
registration fee includes cart)
Tour of Fallingwater, Ohiopyle State Park,
Indian Creek Valley Railroad and Lunch
at Colburn Station (\$15.00/per person)
Reception and Dinner (\$17.00/ per person)

| | |
|-------|-------|
| _____ | 0 |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

PUBLICITY — PROGRAM

Frank Petrarca
Duquesne Slag
(412) 885-8600

Donald Shirk
Duquesne Slag
(412) 885-8600

TOTAL AMOUNT OF ENCLOSED CHECK: _____



AMERICAN SOCIETY OF

1989 NATIONAL CONVENTION —

“Travel The Road That

Host: Southwestern PA Section

CONVENTION SCHEDULE

Thursday, May 18, 1989

12:00 Noon - 9:00 p.m.
1:00 p.m. - 9:00 p.m.
7:00 p.m. - Midnight

Registration
Convention Exhibits
Ice Breaker Reception

Friday, May 19, 1989

7:00 a.m. - 9:00 a.m.
8:45 a.m. - 9:30 a.m.
9:30 a.m. - 10:00 a.m.
9:00 a.m. - 7:00 p.m.
9:00 a.m. - 7:00 p.m.
9:45 a.m. - 11:30 a.m.
12:00 Noon - 1:30 p.m.
2:00 p.m. - 5:00 p.m.
2:00 p.m. - 4:45 p.m.
6:00 p.m. - 7:00 p.m.
7:00 p.m. - 8:30 p.m.
9:00 p.m. - Midnight

Continental Breakfast
Annual Meeting
Coffee Break
Registration
Convention Exhibits
Technical Sessions
Annual Luncheon
Tour of J.V. Thompson Mansion*
Technical Sessions
Reception
Past Presidents' Banquet
Entertainment

Saturday, May 20, 1989

7:00 a.m. - 9:00 a.m.
8:30 a.m. - 9:30 a.m.
9:00 a.m. - 12:00 Noon
9:00 a.m. - 4:00 p.m.
9:30 a.m. - 5:00 p.m.
6:00 p.m. - 7:00 p.m.
7:00 p.m. - 9:00 p.m.
9:00 p.m. - 1:00 a.m.

Continental Breakfast
National & Section Officers Mtg.
Registration
Golf Tournament*
Fallingwater Tour*
Reception
Installation of Officers Banquet
Dancing and Entertainment

Sunday, May 21, 1989

8:00 a.m. - 12:00 Noon

Checkout and Departure
Breakfast (on your own)

**Reservations Required*

TECHNICAL PROGRAM - FRIDAY, MAY 19, 1989

MORNING SPEAKERS:

9:45 a.m. - 10:30 a.m.

1. FATIGUE IN STEEL STRUCTURES

Dr. Karl Klippstein, Dept. of Civil Engineering
University of Pittsburgh - Pittsburgh, PA

2. CONSTRUCTION DOCUMENTATION SYSTEM

Ms. Mitzi Westover, Trans. Const. Manager 1
PA Department of Transportation - Harrisburg, PA . . . and . . .
Mr. Nicholas G. Hutnick, Trans. Const. Manager 1
PA Department of Transportatin - Uniontown, PA

ASHE 27th ANNUAL NATIONAL CONVENTION Uniontown, PA

GOLF TOURNAMENT REGISTRATION FORM

May 20, 1989

NAME _____

HANDICAP _____

PARTNERS (IF ANY):

NAME _____

HANDICAP _____

NAME _____

HANDICAP _____

NAME _____

HANDICAP _____

PREFERRED TEE TIME: _____

Return this form and \$18.50 per person registration fee, with your convention registration form.

CONVENTION ENTERTAINMENT HIGHLIGHT:

ASHE TO ROCK, ROLL, AND REMEMBER

FOR THOSE OF US who are still teenagers at heart (who isn't?), the Southwestern PA Section of ASHE has planned some "re-a-l-l-y big" entertainment for Saturday evening, just after the Installation Banquet (9:00 p.m. to 1:00 a.m.) at the annual covention.

The Hubcaps ("The Hubs" as they are affectionately called by their fans), will perform a hybrid of songs from the 50's, 60's, and 70's combining comedy, romance, nostalgia, and originality. Donned in leather jackets, white T-shirts, bobby sox, and poodle skirts, "The Hubs" present three live jukebox shows that are part rock revival, part sock hop, part masquerade ball, and wholly entertaining.

ASHE members will recall those care-free, romantic times when the music of Frankie Valley, The Four Tops, Elvis, The Coasters, The Platters, Buddy Holley, Diana Ross and The Supremes, Fats Domino, and other recording artists was so intertwined with their lives, loves, and free-wheelin' days.

The group consists of seven multi-skilled musicians from southern Maryland who are proficient on a variety of instruments. All members also handle lead vocals. For example, Kathie Martin, tagged "a gutsy sax player" by the Washington Post, performs all those oldie female songs. Other



members include Coe Anderson, Denny Cook, Willie Farrell, Barry Holober, Jimi Simon, and Rocky Simon who display equal versatility with wind, percussion, string, and keyboard instruments. Since their formation over 14 years ago, "The Hubs" have appeared from California to Washington, DC; Mississippi to Ohio, either as the featured act for clients such as Pepsi-Cola, AT & T, and the Sun Oil Co.; performed for charity fundraisers; or worked in association with Mickey Gilley, The Righteous Bros., The Coasters, The Drifters, Bo Diddley, and others.

According to their manager, Terry Tombesi, there's something for everyone "... from 8 to 80 to enjoy ... regardless of your musical taste."

So pull out that favorite old letter sweater or black leather jacket, polish up your saddle shoes or clean off your white bucks, grease back your hair, get a crew cut, or sartch your layers of crinolines and gather up your lost "pop" beads. Get ready! We're gonna' doo-wop the night away, with some good old foot stompin' and swayin' to the music with your favorite ASHE dance partner, Saturday evening, May 20th.



HIGHWAY ENGINEERS

UNIONTOWN, PENNSYLVANIA

Made The Nation: (TR 40)"



May 18, 19, 20-21, 1989

TECHNICAL PROGRAM

(continued)

MORNING SPEAKERS (continued):

10:45 a.m. - 11:30 a.m.

1. TRUCK ESCAPE RAMPS

Dr. Ronald Eck

West Virginia University - Morgantown, WV

2. PRODUCT INNOVATIONS FOR FUTURE HIGHWAYS

Dr. Harry Sampey

Nu-Metrics Instrumentation - Vanderbilt, PA

AFTERNOON SPEAKERS:

2:00 p.m. - 2:45 p.m.

HISTROY OF "TR 40"

Dr. Doris Coldren, Pennsylvania State University

Fayette Campus - Uniontown, PA

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

"GENERATING COOPERATION IN TRANSPORTATION DEVELOPMENT"

Mr. Robert Logue, KDKA - Talk Show Host

Former Executive Director of Mon Valley Progress Council,

Inc., and Former Economic Coordinator for Washington Co., PA

4:00 p.m. - 4:45 p.m.

INNOVATIVE HIGHWAY FINANCING

Mr. Harvey Haack, P.E.

Deputy Secretary for Transportation Planning,

PA Department of Transportation - Harrisburg, PA

HOTEL RESERVATION FORM

THE UNIONTOWN HOLIDAY INN

Please complete this card and mail it to The Uniontown Holiday Inn by the mentioned date. You will receive a confirmation letter within two weeks. Please bring this letter with you on your trip. If you do not receive a letter, please telephone our reservationist. We look forward to having you stay with us.



700 West Main Street
Uniontown, PA 15401
(412) 437-2816

Operated by Crown American
Corporation Under License

| Type of Room | No of Adults | No of Teens | No of Rooms | Rate (Please Calculate) |
|--|--------------|-------------|-------------|-------------------------|
| 2 Double Beds | | | | |
| 1 King Size Bed | | | | |
| 1 King Size Bed Plus pull-out Bed (Sleeps Two) | | | | |

Rates are based on the number of adults in each room
Teens Stay Free Prices per night, per room

| | | |
|----------------|----|---------|
| 1 Adult | \$ | \$54.00 |
| 2 Adults | \$ | \$54.00 |

\$7.00 charge for each additional adult
\$7.00 charge for each roll away bed (limited number)
Cribs available free of charge (limited number)
Above rates subject to 6% state sales tax.

Group Name 1989 ASHE National Convention
Date of Arrival _____
Time of Arrival _____
Date of Departure _____
Check in Time: 3 P.M.
Check out Time: 11 A.M.

Name _____
Address _____
Telephone No. (____) _____
Sharing room with _____

Special Requests (Non-Smoking, Handicapped, Poolside - add'l \$6.00 each) _____

Reservations must be received by Apr 15, 1989

Rooms are limited and reservations will be accepted and special requests honored on a first-come, first-served basis. Thus you should make your reservations as soon as possible. If there are no rooms remaining when we receive your reservation, you will be contacted by phone and alternate lodging will be arranged.

All reservations must be guaranteed by one of the following

One night's deposit enclosed \$ _____
or (circle major credit card)
American Express Diner's Club Visa
Carte Blanche Master Card Discover

Card Number _____
Expiration Date _____
Signature _____

OFFICERS 1988-1989

Michael J. Suich President
 Matthew J. McTish .. 1st Vice President
 Steven B. Lester ... 2nd Vice President
 Terence D. Conner Secretary
 Rober E. Yeager Treasurer

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3 years Robert Lang
 Roland A. Nesslinger
 Robert M. Slovinac
 Raymond A. Petrucci

2 years Harry Bisco
 Samuel H. Callisto
 Thomas Crisswell
 Thomas G. Cutrona
 Harry A. Robb

1 year George Hadden
 Walter R. Imler
 Albert W. Kozel, Jr.
 John E. McCune

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 Al Kozel, Temp. Editor
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3

HOW HIGHWAYS ARE PAID FOR!

NOTE* NOT EVERYONE PAYS FOR OUR ROADS & BRIDGES.

1 DRIVERS
 LICENSE
 FEES

3 GASOLINE
 TAX

2 REGISTRATION
 PLATES

ONLY THOSE
 WHO USE HIGHWAYS
 PAY FOR THEM
 THROUGH USER FEES
 SHOWN HERE.



LARRY J. FINK

PENNSYLVANIA HIGHWAY INFORMATION ASSOCIATION

MEMBERSHIP

| | |
|-----------------------|-----|
| Altoona | 180 |
| Central Ohio | 107 |
| Chesapeake | 136 |
| Clearfield | 80 |
| Cuyahoga Valley | 101 |
| Delaware Valley | 403 |
| East Penn | 152 |
| First State | 107 |
| Franklin | 198 |
| Harrisburg | 323 |
| Lake Erie | 94 |
| Mid Allegheny | 73 |
| N. Central WV | 43 |
| N. E. Penn | 106 |
| Pittsburgh | 303 |
| S. W. Penn | 111 |
| Southern NJ | 156 |
| Western Reserve | 73 |
| Williamsport | 130 |

Total 2,876

| | |
|---------------------------|-----|
| Professional Status | 38% |
| Department of Trans. | 33% |
| Consultant | 29% |
| Contractor | 21% |
| Other | 17% |

The public has shown support for collecting user fees to pay for highway and bridge improvements.