

SCANNER

NEWSLETTER OF THE AMERICAN SOCIETY OF
HIGHWAY ENGINEERS



July, 1989

MATTHEW J. McTISH, P.E.

**ASHE 1989 - 1990
National President**

A Charter Board Member of the Pittsburgh Section and a Member of the East Penn Section since 1968, Matt is the senior partner in the Consulting Firm of McTish, Kunkel & Associates based in Allentown, PA.

A registered engineer, he has served as President of the East Penn Section and was the recipient of its Man of the Year Award in 1985. He also received the ASHE President's Award for services on the Technical Committee in 1985. A member of ASCE, PSPE, APWA, PPA and PEPP, he is actively involved on numerous committees.

Matt and his wife, Betty, have three sons; two are civil engineers and the other a geologist.

The following is the first of our new President's messages to the ASHE membership.

PRESIDENT'S MESSAGE

"As the new administrative year, begins, I feel very privileged to serve as the President of the American Society of Highway Engineers. This privilege is extended to me at a time when we have just completed evaluating the mission of our Society and just adopted our long range goals



and objectives for 1989-1992. With the support of the National Board, the Sections, and the Committees, I am confident that we will implement programs needed to accomplish these goals and to expand the influence of our Society through greater involvement in local, state and national issues while maintaining the strengths of our organization. The strength of ASHE is its unique potential to include all segments of the highway industry. Our Society brings together the talents of engineers, designers, technicians, constructors, those who furnish construction products and those who administer the highway programs. ASHE is unique because of its broad based membership. All who contribute to the development or improvement of highways are eligible for membership in ASHE. We will strive to maintain this and the very reasonable dues structure which all can afford.

Among the goals established and approved by the National Board for 1989-1992 are:

1. Increased membership and expansion into additional states. Presently ASHE has active Sections in six states.
2. Improve the identification and image of the Society.
3. Provide additional membership services and benefits.
4. Update the Constitution and By-laws to reflect the growth and redefinition of the mission of the Society.
5. Promote involvement in local, state and national issues relating to the highway industry.
6. Develop a three-year budget which considers the long range plan and new services.

We have much to do this year, and I am confident that with your help and support, we will be able to attain many or all of the goals that we have set for ourselves.

Best wishes for a healthful and enjoyable summer."



**CONGRATULATIONS
AND BEST WISHES TO ALL OUR ASHE 1989-90
NATIONAL BOARD OFFICERS AND DIRECTORS!**

ASHE LONG RANGE PLAN AND MISSION STATEMENT

OUR SOCIETY HAS grown significantly since 1958 and is being confronted with the changing conditions and a membership now in excess of 3,000. Recognizing these concerns, and the need to address the issues; the National Board implemented the development of a long range plan to focus on the future direction of the Society. Through the collective efforts of a committee comprised of past presidents, executive officers, and board members a long range plan evolved. Also, a new Mission Statement has been established consistent with the goals of the Society and is included in the long range plan.

MISSION STATEMENT

"The mission of the American Society of Highway Engineers is to promote the planning, design, construction, maintenance and operation of safe and efficient highways; to foster a general understanding of the value of highways, and seek support for their fiscal viability; to stimulate and publicize technology advances in the highway field; to encourage communications among all segments of the highway industry; to stress the value of individuals; and to facilitate ethics, leadership, and career growth of the members."

The Long Range Plan, as approved by the Board of Directors at the meeting of April 7, 1989, established the goals and objectives of the American Society of Highway Engineers for the period 1989 to 1992. The Society is firmly committed to long-range planning. It believes that the pro-

cess of identifying the goals and objectives will allow the Society to focus on changing conditions and to be responsive to the needs of the members through proper utilization of its resources.

The planning process identifies the

short-and long-term goals and objectives of the Society. It also establishes strategies to address issues within the period. The process strives to direct the efforts of the Society toward attainment of these goals and objectives.

SUMMARY OF LONG RANGE GOALS For 1989 - 1992

GOAL I - SOCIETY ORGANIZATION

Provide for the effective and efficient management of the Society which will best serve the membership and fulfill the Mission Statement.

GOAL II - MEMBERSHIP

Increase the membership to expand the influence of the Society through communications that will promote and improve all segments of the highway industry, and facilitate the ethics, leadership and career growth of the membership.

GOAL III - NATIONAL CONVENTION

Promote and Improve the National Convention to encourage the collective participation of the membership and to fulfill the purpose of the Society.

GOAL IV - PUBLIC AWARENESS

Improve the identification and image of the Society to foster a general understanding of the value of highways and seek support for their fiscal viability.

GOAL V - MEMBERSHIP SERVICES

Promote and publicize technological advances and cost saving techniques used in highway design, construction and maintenance, and stress the value of individuals.

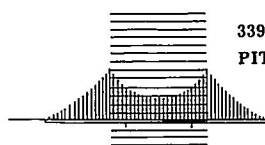
GOAL VI - SOCIETY INVOLVEMENT

Promote involvement in Local, State and National issues and demonstrate to the membership and the public the Society's concern and support on all issues relating to the highway industry.

GOAL VII - FISCAL VIABILITY

Maintain an effective National Organization that supports the Sections by providing leadership and services while maintaining an equitable dues structure and funding policy for the Society.

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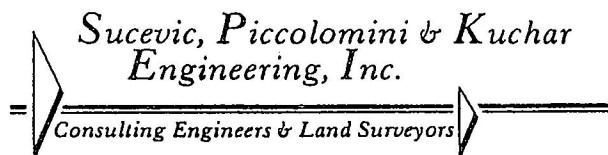
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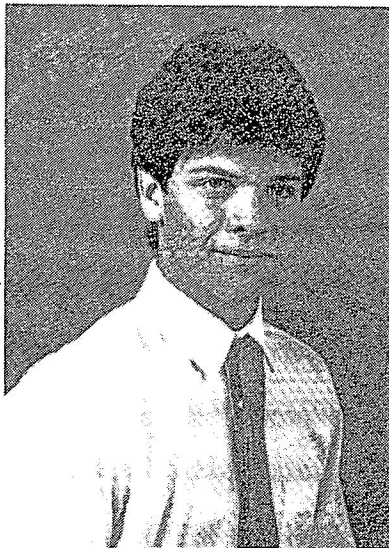
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SCHOLARSHIP AWARDS

Franklin Section:

JONATHAN PAUL COWELL was the announced recipient of the 1989 Scholarship granted by the Franklin Section of the American Society of Highway Engineers.



J. P. Cowell

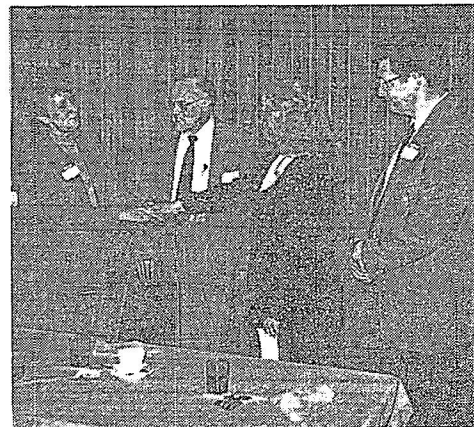
Jonathan is the son of Norm Cowell, a PennDOT engineer for the past 25 years. He is attending the University of Pittsburgh, Titusville Campus. Jonathan was selected from a field of nine very talented and ambitious applicants.

The Franklin Section annually awards a \$1,000 scholarship to the son or daughter of a member, to aid in furthering their education. This is the sixth year a recipient has been selected.

East Penn Section:

AT A RECENT meeting the East Penn Section of ASHE awarded a scholarship to JOSEF WINKLER, a 1988 graduate of Wilson High School in West Lawn, Berks Co., PA.

Josef, a freshman at Harvard University, is pursuing studies with a concentration in Engineering Sciences. His achievements as a student at Wilson included high academic performance, (even in the extra advanced course work he completed through Albright College), as well as athletic participation in football, basketball, and track. Josef was also involved in student government and the recipient of many student honors.



Mr. & Mrs. H. Winkler, on behalf of their son, Josef, receive the Robert L. Brown Scholarship from Gloria Brown as Robert Donovan Chairman of East Penn Scholarship Committee looks on.

At the time of the formal presentation Josef was in the midst of his final examinations. His parents, Brenda and Hermann Winkler accepted the presentation of the scholarship from Mrs. Gloria Brown, the widow of Robert L. Brown and for whom the scholarship award was named.

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UNION COUNTY SOLVES COVERED BRIDGE REHAB PROBLEM

By Jeff Stauch, Deputy Engineer

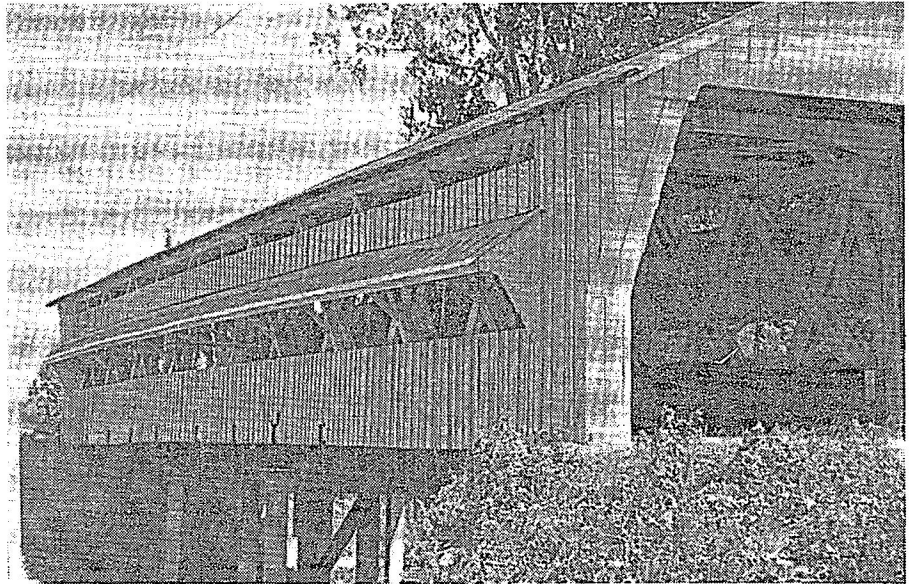
DURING THE 1800's over 3500 wooden covered bridges were built in Ohio. Many different types and designs made up the population of Ohio's covered bridges, of which only about 145 remain. Some of these structures must be completely replaced, others are being moved to local fairgrounds or parks to be used as pedestrian crossings, and in some cases new bridges are being built alongside the old to divert traffic away from the existing structures. But the most ideal preservation practice involves rehabilitation of the bridge . . . leaving it in place as part of the local transportation system, with the ability to carry modern loads.

In Union County, Ohio, in the central part of the state, there are five covered bridges left, four of which remain an integral part of the county road system. County Engineer, Steve A. Stolte, and the Commissioners have recognized the importance of preserving these and the decision was made to use county employees to upgrade the bridges, rehabilitating one every year.

The first candidate was chosen based on its low traffic volume (dead end road), and the generally poor condition. This truss, spanning 95 feet, had a very noticeable "twist" caused primarily by nearly broken lower chords at opposite corners. The ends of some diagonals and lower chords were rotted and crushed from years of termites and/or general deterioration. Two steel piers were placed under the in the 1950's, along with other various supports added in attempt to keep the bridge standing. An accurate analysis of the bridge was nearly impossible because of the unique design, the poor condition of the truss, and all of the supports previously installed. The bridge had a posted load limit of just three tons.

Different design options were considered, many of which would have worked well. Most of them involved a "bridge-within-a-bridge" concept where the existing floor system is removed and replaced by a system that remains independent of the wooden truss. This concept was especially attractive because of the uncertainty of the live load capabilities of the old truss. Armed with this central idea, more specific design parameters were formed:

A final design solution was selected after much discussion, preliminary design calculations and sketches, and help from Ashtabula County (OH) Engineer John Smolen, whose covered bridge rehabilita-



tion and construction programs are known nationwide.

Two large (10 3/4" x 42") glue-laminated girders were set inside the bridge at roadway elevation, and transverse glu-lam floor beams (5 1/8" x 14 1/4") were hung from the girders. The glu-lam members, fabricated from southern pine, were pressure treated with pentachlorophenol in a heavy oil. A longitudinal, nail laminated timber strip floor was then placed on the floor beams. Because only one existing pier could be used, two unequal simple spans became necessary - one 60' and the other 34'. The hanger system simply consisted of 3/4" A108 threaded steel rods and 3 1/2" x 3 3/8" steel angles (A-36). The floor beams were placed 30" on center, and were extended beyond the girders underneath the truss lower chords to help straighten the chords by drawing up the beams with the threaded rods. This didn't help the trusses as much as expected, because their condition was more severe than originally thought. However, the floor beams should still lend a great deal of support.

Eventually the decision was made to repair all four truss corners, especially the lower chords, with new poplar timbers. Once this was done the truss squared up very nicely.

The design itself, in excess of H-15 loading, was based on the current AITC (American Institute of Timber Construction), NDS (National Design Specifications), and AASHTO specifications. The floor beam spacing (30" o.c.) was a result of the AASHTO wheel load distribution guidelines.

The project was a success. A covered bridge was saved and left in service. Some historians and covered bridge purists may argue the methods used, or question the authenticity or aesthetic value that remains, but the fact is, there is probably no perfect or absolutely correct way to improve these bridges' deficiencies and still preserve them. There seem to be too many factors involved to ideally address each problem area of the bridge. It tends to become a "give and take" exercise.

Planning for a second restoration is underway for a shorter (63' span) structure. Several improvements have been incorporated into the design, both aesthetically and structurally. The hanger system will be totally hidden, connecting the floor system with the girders through holes along the centerline of the girders. In addition, a panelized transverse glu-lam deck with a plank wearing surface will replace the floor beam and timber strip floor system used before. The glu-lam combination of 10 3/4" x 48" girders (single span) and a 8 3/4" thick deck will permit H-15 loadings. Use of the glu-lam deck will increase the vertical clearance within the structure with no effect on the waterway opening.

NOTICE 4R EXPO/CONFERENCE

1989 International Pavement Management/Maintenance Exposition/Conference Bartle Hall - Kansas City, MO October 31 to November 3, 1989.



PA HIGHWAY FUNDS WITHHELD BY FEDS

ALL OF THE federal taxes paid at the gasoline pump are not being spent for highway improvements.

According to Pennsylvania Highway Information Association President Ralph E. Peters about \$500 million paid on Pennsylvania-purchased fuel has been "held hostage" to help mask the budget deficit.

Peters has written to the Pennsylvania congressional delegation urging this release to enable PennDOT to augment Pennsylvania's \$1 billion a year highway improvement program.

"... unfortunately, Washington has been using a percentage of these user-paid funds to prop up the General Fund, while highway and bridge needs continue to grow", wrote Peters.

Motorists pay nine cents federal tax per gallon on fuel.

The balance in the Federal Highway Trust Fund is about \$16 billion. A General Accounting Office report recently advised only a \$1 to \$3 billion balance was needed as a "safety cushion."

Federal highway authorizations were first withheld during the Johnson Administration, and the practice still continues.

Peters' letter to the delegation also urged monies, "... be retained in this dedicated fund and not diverted for purposes other than transportation." Public opinion polls support using these monies for dedicated purposes.

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
Harrisburg, PA 17102
717-236-6021

ROBERT L. BROWN EAST PENN SECTION'S "MAN OF THE YEAR"

AS ONE OF THE FOUNDING members of ASHE's East Penn Section, Robert L. Brown was recently honored by being selected "Man of The Year."

Mr. Brown, who passed away during 1988, initially began his career in the training program at PennDOT. During his tenure he advanced to Project Engineer and eventually was named Assistant Construction Engineer for the Engineering District 5 located in Allentown, PA.

A 1953 graduate of Philipsburg High School, Brown attended Moravian College and Lafayette. He earned both a Bachelor of Arts degree from Moravian College and a Bachelor of Science degree in Civil Engineering from Lafayette in 1958.

In addition to selecting Brown for this award the East Penn Section has named its annual scholarship program in his honor. (See Scholarship Awards, this issue.-Ed.)



Gloria Brown and her daughters Vicki, Cindy and Pamela accepting the East Penn "Man of The Year" award for Robert L. Brown, her late husband and their father, from Harold Neff, Chairman of the East Penn Awards Committee.



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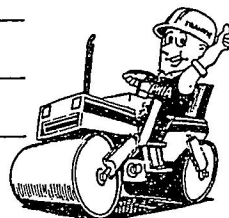
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Bob Hetherington, Managing Director

REPORT FROM ASHE LEGISLATIVE REVIEW COMMITTEE

"FUNDING FOR HIGHWAYS" By Roland Nesslinger, P.E.

At current levels of highway funding, many states are fighting a losing battle in the maintenance and repair of our nation's roads and bridges. The consequences can be seen in such recent disasters as the sudden bridge collapse in Tennessee and another in New York. But some action is being taken.

According to the Highway Users Federation, 35 states are expected to consider raising motor-fuel taxes this year, 29 of them by upping the cents-per-gallon state gasoline tax. Other ways being considered to raise funding levels include repeal of tax exemptions for gasohol, allowing local government to impose their own motor-fuel tax: now permitted in 13 states, another 13 are considering the same action, and placing a sales tax on motor fuels. Ten states do this now.

The National Society of Professional Engineers reports in "Engineering Times" that in 1988, 21 states considered increasing motor-fuel taxes but the legislation passed in only 10 states. In 1989, 13 states are debating fuel tax increases and the amount of increase is generally higher than before. Bond issues, an alternative to fuel taxes, will be debated in 16 states this year and 12 states are expected to consider authorization for new toll roads and bridges.

Legislation to dedicate highway user fees to highway purposes is expected to come up in 18 states, while 17 states will consider measures to divert the fees to non-highway purposes.

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MEAN
MORE JOBS**

**A GOOD TRANSPORTATION
SYSTEM IS ABSOLUTELY
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A STRONG ECONOMY**

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A PHIA study concluded 2,746 jobs are created by each \$100 million highway funding increase.

PENDING LEGISLATION (Selected)

FEDERAL

- H. Res. 2289 – Proposes to raise the federal gas tax by nine (9) cents per gallon. The purpose is to reduce the budget deficit.
- H. Res. 2233 – Proposes to raise the federal gas tax by ten (10) cents per gallon. Three (3) cents would be dedicated to mass transit and seven (7) cents to reduce the budget deficit.
- H. Res. 2259 – Amends the Davis-Bacon Act to provide new job opportunities, effect significant cost savings on federal construction contracts, reduces

paperwork and reports, and better defines "prevailing wage."

- H. Res. 2260 – Improves the highway bridge replacement and rehabilitation program.

Legislation listed above has been introduced in the U.S. Congress since the last issue of the Scanner. Both the House and the Senate have passed resolutions opposing the use of a motor fuels tax for deficit reduction and the President has flatly opposed this same proposal. However, some economists and others remain firm in support of gas taxes for deficit reduction. Legislative trade-offs and final federal budget negotiations will continue into the summer.

The transportation subcommittee of the House Committee on Science, Space and Technology heard testimony last week

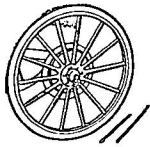
from federal officials, industry, and university leaders on state-of-the-art electronic vehicle-highway technology and human factors research. On-board computers would improve communication between drivers, would monitor traffic conditions, and would provide automatic crash avoidance. The objective is to reduce the nation's increasing highway fatality rate, which in 1988 resulted in over 46,000 deaths, and reduce the huge economic losses due to traffic congestion.

Trigger words:

Advanced Vehicle Highway Systems (AVHS)
Intelligent Vehicle Highway Systems (IVHS)
- used interchangeably -

As of July 1, 14 states have increased their motor fuel taxes in 1989. Another 13 states have a motor fuel tax increase under consideration.

AS THE WHEEL TURNS . . .



(Ed Note: This column will be featured regularly to announce promotions, new employees, changes in position, etc. Please forward all copy for this column to the Editor, ASHE Scanner by the deadlines noted for the next issue.)

KEN NADLER JOINS SHELADIA ASSOCIATES

In a recent announcement, Sheladia Associates, Inc., a top 200 architectural, engineering and construction management firm, has named KENNETH R. NADLER, P.E. as Vice President and Principal-in-Charge of their Camp Hill Office.

Mr. Nadler's extensive experience includes serving as Chief Highway Engineer on projects ranging from safety improvements to major highway relocations. As Project Engineer, Ken has been involved in over 200 geotechnical engineering investigations and studies for highways, bridges, building, and failure studies.

A graduate of Bucknell University with a B.S. in Civil Engineering, Mr. Nadler is a member of the A.S.C.E., N.S.P.E. and P. S. P.E. and A.S.H.E.

DONALD V. GENNUSO NAMED SAI PRESIDENT

Salvucci Engineers, Inc., parent company of SAI Consulting Engineers, Inc., Pittsburgh, PA has appointed DONALD V. GENNUSO, P.E. as President of their organization.

Mr. Gennuso joined SAI in 1981 and initially held a management position. In 1986 he was promoted to Vice President. Don graduated from Carnegie Mellon University's College of Engineering.

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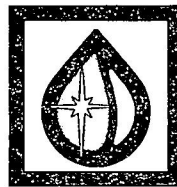
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*Congratulations
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 Names Listed Next Issue*



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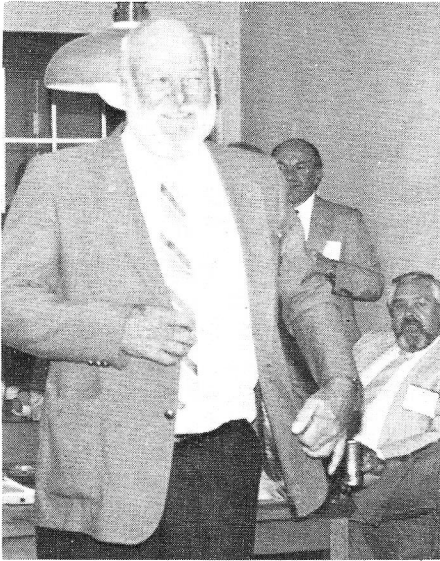
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ASHE NATIONAL CONVENTION HIGHLIGHTS MAY, 1989



Official photographer P. Miller finally had his picture taken.

- Past Presidents attending included: John F. DeRoss, Russell E. Horn, Charles E. Luff, Ronald E. Springman, Gene G. Smith, Michael G. Tiani
- PennDOT Secretary Howard Yerusalam attended annual meeting
- Opening session remarks offered by The Honorable Governor Robert Casey, PA
- Luncheon Keynote Speaker, Carlton C. Robinson, Ex. V.P. Highway Users Federation, Wash. DC
- B. J. Smith, past President, Pennsylvania AAA Federation, named ASHE "Man of The Year."
- Al Kozel received the President's Award for efforts on ASHE Long Range Plan.
- Secretary, T. Connor reported membership increased to 2918.
- Pittsburgh section received attendance award for show of 30 members at convention



Center Carlton Robinson Keynote Speaker and Mrs. Robinson



"Sandbagger" Hutnick (r.) presenting "Sandbagger" Brado (l.) his prize. Whitey Hager and Dave Greenwood look on admiringly



President McTish (l.) presenting the Presidents Award to Albert W. Kozel Jr. P.E. (r.)



Secretary Conner (l.) presenting the Gene G. Smith Award to Jacqueline Schrenker and Dave Greenwood Chesapeake Section looking on Gene Smith

- Membership awards to: Mid-Allegheny Section (Geo. K. Hart, Award) Chesapeake Section (Gene G. Smith, Award)
- 23 Exhibitors Displayed
- Roland Nesslinger commended for his activity on New Sections Committee
- ASHE 1989-90 Officers installed.
- New President Matt McTish played all night at the "Las Vegas" poker table . . . now, just how much did you win, Matt?



Friday Nite Ice Breaker Party



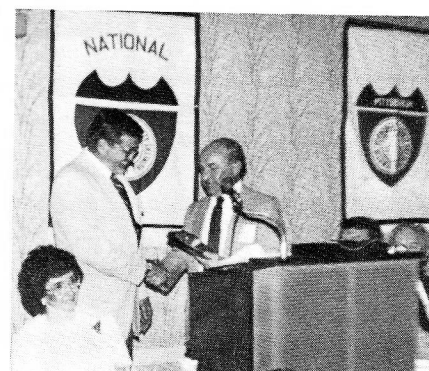
President McTish (l.) presenting the "Man of The Year" award to B. J. Smith (r.)



Southwest's Fearsome Foursome



*Installation of officers
Gene Smith Installing Officer*



Secretary Conner (r.) presenting the George K. Hart award to John Ralston (l.) Mid Allegheny Section.

OFFICERS 1989-1990

Matthew J. McTish President
 Steven B. Lester 1st Vice President
 Samuel H. Callisto . 2nd Vice President
 Michael J. Suich Past President
 Terence D. Conner Secretary
 Robert E. Yeager Treasurer

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3 years David A. Greenwood
 Thomas J. Haslett
 Albert W. Kozel, Jr.
 John E. McCune

2 years Robert S. Lang
 Roland A. Nesslinger
 Raymond A. Petrucci
 Robert M. Slovanic

1 year Harry Bisco
 Thomas Criswell
 Thomas G. Cutrona
 Harry A. Robb

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The annual ASHE National Convention in May was honored by PENNSYLVANIA GOVERNOR ROBERT P. CASEY who demonstrated his support by addressing the membership at the opening session of the convention.

MEMBERSHIP

Altoona	159
Central Ohio	112
Chesapeake	162
Clearfield	81
Cuyahoga Valley	109
Delaware Valley	416
East Penn	161
First State	107
Franklin	201
Harrisburg	330
Lake Erie	94
Mid Allegheny	75
N. Central WV	48
N. E. Penn	106
Pittsburgh	318
S. W. Penn	117
Southern NJ	119
Triko Valley	41
Western Reserve	72
Williamsport	131

Total 2,959

Professional Status	38%
Department of Trans.	32%
Consultant	29%
Contractor	21%
Other	18%

6/16/89, Secy's Rept.