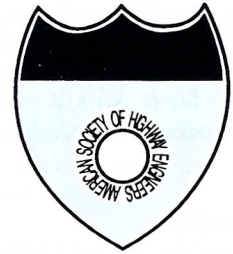


# SCANNER

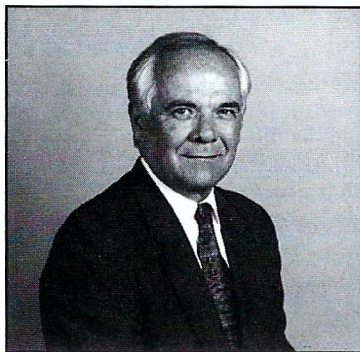
NEWSLETTER OF THE AMERICAN SOCIETY OF  
HIGHWAY ENGINEERS



August 1998 - 3

## PRESIDENT'S MESSAGE

I'd like to thank you, the membership, for electing me to the office of President. I hope that I can serve you as well as my predecessors. I also want to thank Representative Bud Shuster for what he has done for the American motorist with the passage of TEA-21.



Planning Organization. At this meeting, a well-known teacher from a local university made the statement that it costs motorists four cents a mile to operate their cars. When I questioned the number, a member for an environmental group took the teacher's side and implied people

are not bright enough to know what they spend to operate a car. Talk about arrogance!

Please, please get involved. It is difficult since we all have to work for a living. But the people who are being hurt by traffic congestion and delayed safety improvements are the people we should care most about - the taxpayers who go to work every day to make this a better country.

In a later issue, we'll talk about the further erosion of the rights of tax-paying motorists. The latest gimmick is increasing tolls during peak hours. ■

*James Charles, President*

In reading Pat Dougherty's message from last year, I am reminded of the observation by George Santayana that, "Those who cannot remember the past are condemned to repeat it." For the last twenty-five years, we have been depicted by the radical environmental left as destroyers of the environment, and we have allowed their self-serving distortions to continue. These distortions will continue to happen unless we learn from the past and take action to educate the people.

People are part of the environment, and we as highway professionals have been at the forefront in helping people with their mobility, getting goods to market, and spurring the overall growth in the standard of living in the United States.

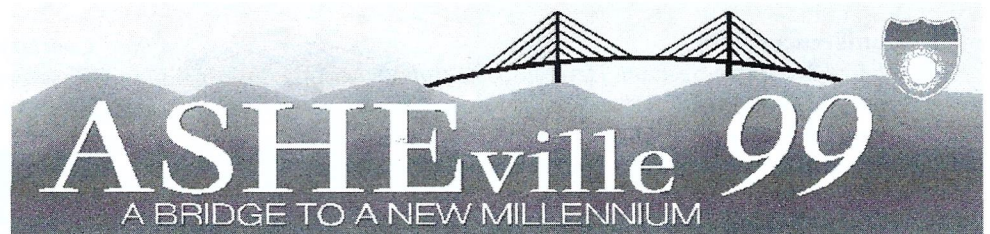
But there are people in this country with a separate agenda, who want to deny mobility to our citizens. Case in point - I attended a meeting of the Citizens Advisory Committee of a local Metropolitan

## ASHE RECOGNIZES HONORARY MEMBERS

Since the founding of ASHE in 1958 only one person has been recognized for outstanding contributions to the industry with the grade of Honorary Member (Bob Barlett, Secretary of Highways for Pennsylvania in the 1960's). At the Harrisburg Conference both Terence D. Conner, P.E. and Robert E. Yeager, P.L.S. received their Honorary Memberships. Mr. Conner has been a member since 1965 and has served as National Secretary since 1978. Mr. Yeager is a past National President and has served as National Treasurer since 1975.

Bob and Terry have maintained the Society's focus and philosophy that we are a group of people interested in providing a quality highway system for the people of the United States. No other agenda. Congratulations to Bob and Terry for a job well done!

*(see photo on page 2)*



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See new details on page 11 in the advertisement rate section!



# NATIONAL BOARD NEWS

The National Board met for a regular board meeting on June 12, 1998 in the Ramada Inn at New Stanton, Pennsylvania, with President James W. Charles, P.E., presiding over the meeting. The following are highlights of the committee reports and board actions:

## Membership

There have been 43 new members since the April 1998 board meeting as reported by Secretary Conner. Total membership in ASHE now stands at 4,875.

## President's Report

Newly installed ASHE National President Jim Charles welcomed the board and introduced new board members. New board members are Robert Peda, P.E. representing Region 4; Robert Somers, Region 5; and David Greenwood, P.E. Region 7.

Jim reported on arrangements for a retreat to be held in Boiling Springs, PA on September 10, 11 and 12, 1998 for the board to rewrite the *Section Operating Manual*. A current copy along with other materials were distributed in preparation for the retreat. Co-chairs Pello and Williams will lead this effort.

## New Sections

Director Cooper Curtis of Region 9 reported that the Gold Coast Section in the Fort Lauderdale, Florida area will be chartered on July 29, 1998 with 59 members. Directors Greenwood and Curtis will attend to represent ASHE National.

ASHE National is sponsoring a "Road and Highway Construction Claims" course to stimulate new interest in ASHE throughout the country. Attendance is designed for road and highway professionals in preparation and/or defense of construction claims. ASHE provides opening remarks and follows up to independently contact attendees regarding possible ASHE membership. The course offers current members a 20% discount.

## Legislative Report

Director Pello of Region 6 reported on new federal legislation that passed on May 22, 1998. The legislation is titled "Transportation Equity Act for the 21st Century" or "Tea 21" for short. This reauthorizes federal highway, transit, safety, research and motor carrier programs for the six year period 1998-2003 with a total budget authority of \$215 billion. All new money will go directly into the Highway Trust Fund.

## ASHE Conference 1998

President Charles thanked the Harrisburg Section for hosting a wonderful conference in Lancaster, Pennsylvania. A broad selection of technical programs and tours, guest activities and nightly social events offered 544 attendees a pleasurable conference. Profits are expected to be below \$10,000 after finalizing all bills.

## Student Membership Committee

Director Flowe of Region 8 presented background and a poll on forming a new category of membership for students interested in a career in the highway industry. Feedback from the section indicates a strong interest in sponsoring student membership. The committee's recommendations were approved by the board and will

be incorporated into the National By-laws. Recommendations included the following:

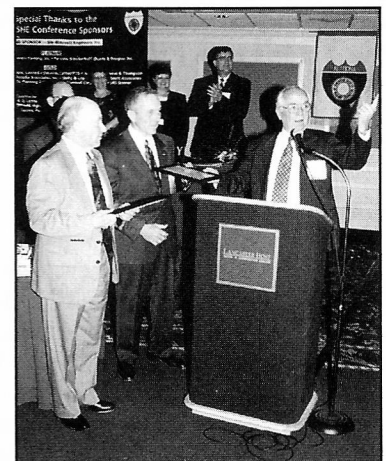
- Full time student in college or technical school pursuing a career in the highway industry.
- National waives the initiation fee but collects the annual assessment.
- National waives any upgrade fee to associate member if membership is continuous.
- Student members will be members of local sections with flexibility in how sections handle student membership.
- A standing committee is established at the national level to support sections in developing student membership. ■

## In Memoriam William Brewer

William "Bill" Brewer, passed away suddenly on June 4, 1998 in Cincinnati. Bill was a charter member of the TRIKO VALLEY Section of ASHE, serving as treasurer from 1989 to the present. He was a past co-owner of Brewer Asphalt Company, formed in 1888 by his grandfather, and also a past co-owner of Brewer Cote, a nationally known asphalt sealer. Bill was a past director of the Clown Unit of the Cincinnati Syrian Temple and was recognized for his work for both the Cincinnati Children's Hospital and the Cincinnati Shrine's Burns Institute. Bill, 69, will be missed. He could always be counted on for his humor, and for the way he would always offer his services to anyone who asked.

(Continued from Page 1)

*Jim Charles making presentation of Honorary Members to Terry Connor (far left) and Bob Yeager (center)*



*Photo Courtesy of Day & Zimmerman Infrastructure Inc.*

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# RECONSTRUCTING A COMMUNITY LINK: THE FRANK SINKWICH BRIDGE

by Wade Harvey, P.E., Division Manager of Structures, ms consultants, inc.

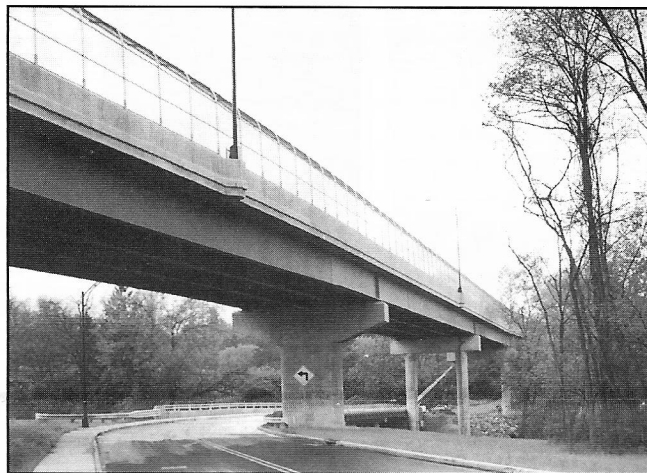
When the Frank Sinkwich Bridge (formerly the Mahoning Avenue Bridge) was reopened on October 27, 1997, a ribbon-cutting ceremony was held featuring local county and city officials' speeches. The family of Frank Sinkwich attended celebrating the rededication of this structure to honor a local hero and winner of the 1942 Heisman Trophy. But the most heartfelt praise of this project came from the various West Side residents and merchants also present at the event to thank all involved for completing the project before the stated completion date. After all, this bridge carrying Mahoning Avenue over Mill Creek and I-680 serves as the main artery from downtown Youngstown to the city's west side. Without Mahoning Avenue open, this community and others further west along Mahoning feared a significant decline in business, not to mention extreme inconvenience. As it turned out under the direction of Mahoning County Engineer Richard A. Marsico, P.E., P.S., the \$5.2 million project was completed four days prior to the contract date, proving that even the most complex project involving decades of planning and extensive environmental issues can be designed and constructed on time. It is an excellent example of "Partnering" in action, the results of consistent communication between client, consultant, and contractor.

## Nearly Two Decades of Planning

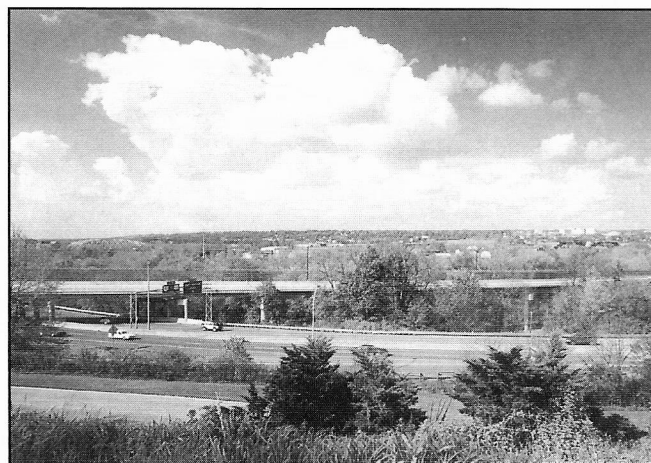
Mahoning County anticipated the need to upgrade the Mahoning Avenue structure in the 1970s. Built in 1903, the bridge was one of the area's first steel double-decker Pratt truss structures. The upper deck measured 850 feet spanning the Mill Creek Valley while the lower deck was 109 feet long. Obvious signs of deterioration were occurring and by 1980, the County requested federal funding for the project.

In 1986, officials took a closer look at the entire structure and its role as a significant connector not only between the city and the west side, but also between the city and Mill Creek Park. At the special request of the City of Youngstown, the scope was expanded to include creation of a Price Road connector beneath the Mahoning Avenue Bridge. While this addition further complicated the project due to suspected presence of hazardous contaminants in the proposed connector alignment, County officials agreed to the change, recognizing the importance of this link to the park.

In 1990, ms consultants, inc. was selected by the County to proceed with preliminary and then final construction drawings for the replacement of the Mahoning Avenue Bridge and relocation of Price Road providing access to the park. The project required replacement of the existing 27-span bridge with simple-span steel deck girders and double deck steel Pratt trusses with an 813-foot-long six-span continuous built-up steel girder structure with cap & column piers, a T-pier and a counterfort wall



*The Mahoning Avenue Bridge and Price Road Project*



abutment. In addition, the portion of the original bridge carrying Mahoning Avenue over I-680 was modified to include a new reinforced concrete deck on existing continuous steel beams, a total of 288 feet. This reconstruction of the Mahoning Avenue resulted in a new alignment for the east end of the bridge, connecting to Glenwood Avenue. At the request of the City, to reconnect a previously closed roadway with Mill Creek Park, Price Road was relocated beneath the new structure and included replacement of a single-span through Pratt truss with a three-span continuous concrete slab with cap & column piers and stub abutments. The Price Road Connector is a 1,177-foot roadway which proceeds north-easterly to a new terminus at the intersection of Tod and Irving.

## Environmental Concerns and Solutions

Environmental studies and clearances contributed to a series of delays in the planning phase. While the initial environmental documents were approved immediately, increasing the scope to include the Price Road connector required additional hazardous sampling and audits. ms consultants, inc. completed a Phase I ESA and a subsequent Phase II ESA to identify

hazardous materials and recommend a remediation and management plan as part of the construction process.

## Traffic Control and Maintenance

Construction documents were arranged for phased construction to complete as much of the project as possible before actually closing Mahoning Avenue to traffic. The average daily traffic count was 10,080 vehicles in 1995. Maintenance of traffic after clo-

*(continued on page 5)*



(Sinkwich Bridge continued from page 4)

sure was achieved with various detour routes, some including sections of I-680, the Youngstown Innerbelt and minor city arterials.

#### Partnering for Success

ODOT suggested that the Partnering process be applied to this project to ensure smooth completion. A Partnering Agreement was drawn up to incorporate the Mahoning County Engineer Richard Marsico, ODOT; the City of Youngstown; ms consultants, inc.; the local utility companies; and the general contractor, J.D. Williamson Construction Company, Inc. This tool is considered instrumental in the successful completion of the project ahead of schedule. Partnering ensures an ongoing communication process between all project stakeholders. As a result, any issues that emerged during construction were resolved quickly and efficiently.

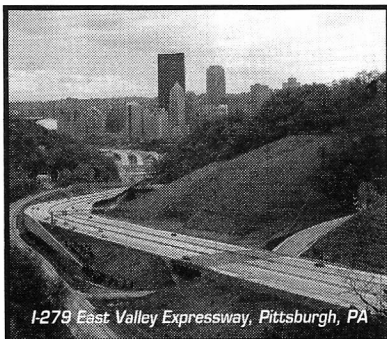
#### Construction Completion

On January 10, 1996, ODOT received bids for construction of the proposed bridge replacement. Coming in close to the \$5.2 million estimated by ms consultants, J. D. Williamson Construction Company was selected with a bid of \$5,655,379. A preconstruction meeting held on March 13, 1996, emphasized the importance of meeting the proposed deadline along with establishing logical and appropriate detours during the time that the bridge would be closed. Construction began April 1 with the first phases completed while traffic was maintained. On June 10, 1996, the bridge was closed with a promise to the community that the October 31, 1997, deadline would be met.

#### A Promise Kept

The project was completed four days prior to October 31. The reopening ceremony honored all parties involved and celebrated the return to operation of a vital component of the Youngstown community.

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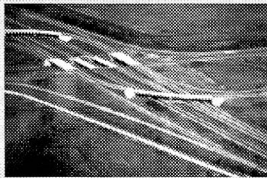
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*(TIDs continued from page 6)*

struction; construction inspection and management is provided by Resource International; and contract administration is provided by M.E. Companies. ODOT managed the competitive bidding process on behalf of the BCTID. The proposal to construct the 10.7 mile highway was \$92,761,970.34—beating the engineer's estimate of \$100,000,000.00. The BCTID worked to increase competition and drive down the cost through an innovative contractor communications program which included regular mailings, an interactive web site, and meetings with the contractors which began five months before the job was advertised.

### **What does the TID deliver?**

Given the prohibitive size and cost of constructing 11 miles of highway, the highway required challenging the system; for example, design, engineering and right-of way acquisition occurred simultaneously. This resulted in saving over \$4 million in right-of-way costs and at least \$5 million in construction costs including: tax increment financing, license tag fees, right-of-way overbuy, private-public partnerships, local government contributions, tolls, and special assessments.

Innovation coupled with local consensus and investment is yielding success for the BCTID. While Butler County has been extremely aggressive and fortunate in bringing projects to reality, local problems require unique solutions. The inherent flexibility of the TID concept must be fully used to reshape the process to the specific time, situation, and project demands. The TID is not a magic bullet, and it is not another bureaucratic layer; however, in Butler County it is fulfilling its promise to be a strong tool at the local and state levels for better transportation planning and economic development.

For more information on the BCTID, visit its web site at <http://www/bctid.org>.

## THE EASTERN WINTER ROAD MAINTENANCE SYMPOSIUM & EQUIPMENT EXPO

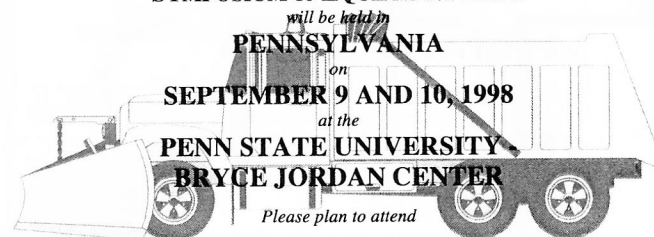
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Following the "Blizzard of 1996," which nearly paralyzed transportation in America's Eastern States, the Federal Highway Administration (FHWA) set out to provide a forum for the expedient exchange of information and technologies available to combat the effects of winter's wrath. The resulting Eastern Winter Road Maintenance Symposium and Equipment Expo—held annually in September—is targeted at Winter Maintenance managers and other public works practitioners from cities, townships, counties, states (as well as other public agencies and private sector partners) east of the Mississippi River. Through this effort, we hope to bring the most up-to-date information on equipment, materials, and technology closer to you and your colleagues.

In 1996, with 81 exhibits and 19 pieces of equipment on display, over 700 maintenance practitioners attended the first "eastern snow show," held at the D.C. Armory. In 1997, the 2nd snow show (co-hosted by the Maryland Department of Transportation and held in Hagerstown, MD) attracted some 1,250 symposium attendees, who visited 88 exhibits and examined 35 pieces of equipment.

This year, PennDOT has agreed to co-host the 3rd Annual Eastern Winter Road Maintenance Symposium and Equipment Expo with FHWA at the Bryce Jordan Center at Penn State University. Attendees can expect to see nearly 150 vendor displays of winter equipment, materials, and new technologies, as well as attend breakout sessions on topics such as Zero Velocity Spreaders, Anti-icing, Road Weather Information Systems, Winter Planning and Spring Cleanup, Thermal Mapping, Pothole Patching, Mobile Pavement Sensors, Media Relations, AASHTO Initiatives, Oil and Gas Well Brines, and much more.

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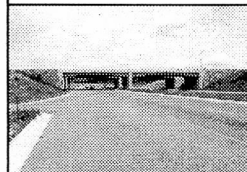
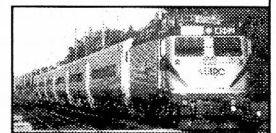
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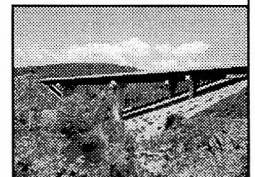
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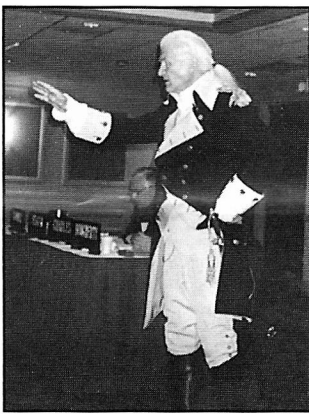


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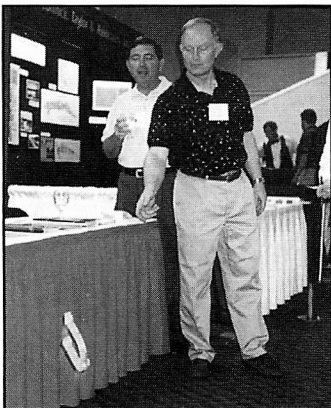
# '98 CONFERENCE HUGE SUCCESS DRAWS CROWD OF 550



*The changing of the guard. Newly installed National President James W. Charles (left) receives congratulations from outgoing president Pat Dougherty.*



*General George Washington (aka William Sommerfield) made a pitch to become an honorary member of ASHE, based on his experience as a land surveyor and builder of Braddock Road.*



*Pitchin' horseshoes for prizes in the exhibit hall.*

The Harrisburg ASHE Section promised an exciting, informative and entertaining national conference, and if you were in Lancaster on May 14-17, 1998, you got your money's worth.

Over 550 members, spouses and guests of ASHE attended this year's conference. With "Buggies to Beltways" as the meeting theme, attendees were treated to a wide variety of presentations and programs. Early arrivals had an opportunity to take a short bus trip to the Harley-Davidson motorcycle plant, where they observed some quality management/assurance techniques that makes the company a world leader in their field.

Forty seven exhibitors were on hand to serve as hosts for the opening "Icebreaker" event, where everyone had a chance to check out new products, technology and services for the highway industry.

Conference Co-chairman Mike Bougher, Harrisburg Section, officially opened the conference on Friday morning. His co-chairman Ron Geist then introduced the guest speaker. There were rumors that the ghost of General George Washington might make an appearance, and sure enough, he did as William A. Sommerfield of the American Historical Theatre presented an entertaining historical perspective of Washington as a land surveyor.

The traditional roll call was handled by National Secretary Terry Connor, Southwest Penn, as National President Pasquale (Pat) A. Dougherty, Delaware Valley Section, presided over the General Session.

Technical sessions throughout the day covered the Boston Central Artery Project, EPA Air Quality Standards, Woodrow Wilson Bridge project in Washington D.C., and an overview of Pennsylvania's two major design and construction projects: US Route 30 and the Lackawanna Valley Industrial Highway. On both Friday and Saturday, conference participants were also given the option of taking technical tours of the High Steel Fabrication Shop and the US 30 construction site.

At the Past President's Luncheon held on Friday, President Dougherty recognized Ben Watts as the 1998 ASHE Person of the Year. Watts, who is now affiliated with Carter & Burgess in Orlando, Florida, is the former Secretary of Transportation for Florida.

Leisure activities included two golf events, nearby shopping trips to factory outlets, tour and wine tasting at a local vineyard, and some railroad buffs enjoyed the Strasburg Railroad excursion and museum.

The conference concluded with a Saturday evening banquet and installation of James W. Charles, P.E., Southern New Jersey, as ASHE's new National President for 1998-99.



*Past National Presidents join together in celebrating the 40th anniversary of the founding of ASHE in Harrisburg. Pictured left to right: Russell Horn (1962), Gene Smith (1980), Jack Rutter (1964 & 65), J. Dixon Early (1982).*



*National President Pat Dougherty (left) presents 1998 ASHE Person of the Year Award to Ben Watts from Florida.*

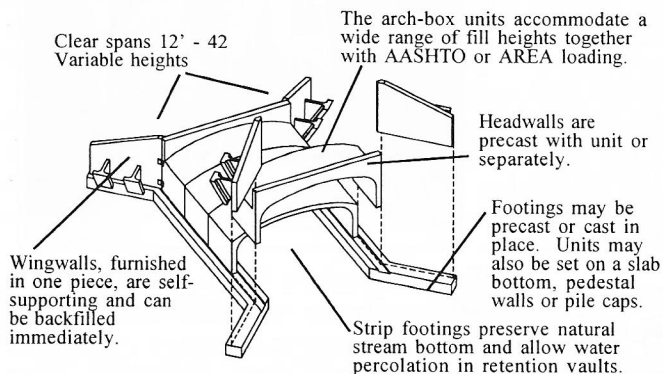


*Conference co-chairmen Ron Geist (left) and Mike Bougher led the Harrisburg Section effort in organizing and hosting the 1998 ASHE National Conference.*



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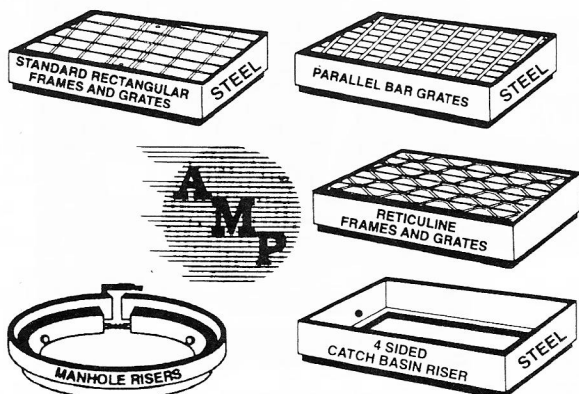
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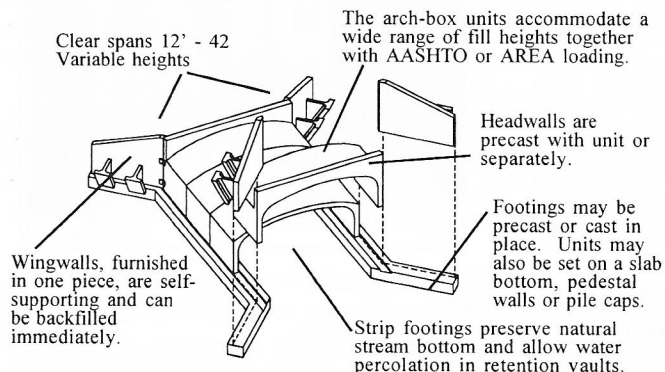
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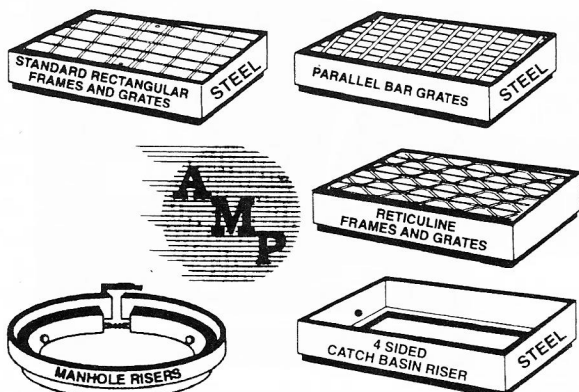
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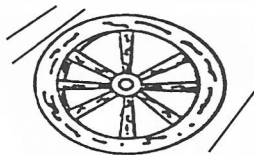
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**Raul G. Rivera, Jr.**, has recently been appointed Assistant Director of International Operations and Special Projects for the TBE Group, Inc. Rivera has over 15 years of experience in utility engineering, telecommunication design, and project management and administration. He is responsible for marketing TBE's subsurface

utility engineering (SUE) services in the Caribbean and in Latin American countries.

**David Mongan, P.E.** was recently awarded "Civil Engineer of the Year" by the Maryland Section of the American Society of Civil Engineers. He was awarded this honor in recognition of his technical and professional achievements and his many contributions to the Society and the civil engineering community.

Mongan serves as Managing Partner of Whitney, Bailey, Cox & Magnani, LLP. He directs the marketing activities of the firm, and supervises four company divisions: Traffic, Environmental Planning, Construction Inspection, and Surveys.

**Charles L. Flowe, P.E.** recently joined the firm of TGS Engineers as Director of Business Development and Associate for Transportation Engineering. Flowe has over 22 years of experience in planning, construction administration, design, and management of public works engineering projects. Flowe is currently Region 8 Director of the National Board for ASHE and is also past president of the Carolina Triangle Section.

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