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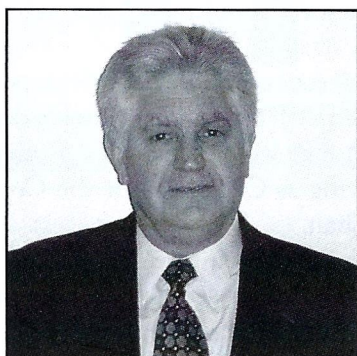
NEWSLETTER OF THE AMERICAN SOCIETY OF
HIGHWAY ENGINEERS



September 2000 - 3

President's Message

By Domenic M. Piccolomini



I would like to thank you for having faith and confidence in my leadership ability and for electing me to serve as President of the American Society of Highway Engineers. I am truly overwhelmed with a sense of honor, pride, and responsibility by you giving me the opportunity to serve ASHE as we enter the twenty-first (21st) century.

At the same time, I am humbled. When I look at the foresight and substantial achievements of our Society during the past forty-three (43) years, I am truly impressed. I can only promise to try and uphold the ideals and values of our Society and to commit myself to the continued advancement of ASHE's Strategic Plan.

I am often asked, what is ASHE? I always answer proudly that the American Society of Highway Engineers is an organization whose membership is comprised of individuals at all levels of responsibility, who are involved or have been involved in the American Highway System.

Our vision is to provide leadership and innovation to the highway in-

dustry, ensuring mobility for the future.

Our mission is to provide a forum for members and partners of the highway industry that supports education, innovation, and fellowship; promoting a safe and efficient highway system for mobility now and in the future.

Our values are:

- **People** - We value and respect people from all areas of the highway industry;
- **Quality and Innovation** - We encourage quality and innovation in highways by providing education and participating in technology transfer;
- **Integrity** - We conduct ourselves responsibly and honestly; and
- **Fellowship** - We value the opportunity to interact with our members and partners.

The coming year offers many challenges. Primary among them is the task of bringing the Society into the Twenty-First Century. The goals of ASHE for the next few years are:

- **Society Organization And Operations** - Provide for effective and efficient management of the society, in a manner that best serves the membership and meets the vision, mission, and values.
- **Membership Services** - To provide services promoting the personal and professional growth of the individual member. To provide services enhancing the sense of community among the members of the Society. The Membership Com-

mittee will be responsible for overseeing these activities and reporting the results to the National Board annually.

- **Membership** - Increase total membership, especially membership in existing sections.
- **Fiscal Viability** - To maintain an affordable dues structure and a sound financial base for the Society.
- **Public Awareness** - To promote recognition of the society and of the value of highways to the quality of life.
- **Society Involvement In Transportation Policy** - To promote member involvement in other organizations that impact transportation issues.
- **Promote And Improve National Conference** - To present an annual conference that provides an opportunity for ASHE members and friends of the highway industry to learn about current issues and innovations affecting the industry while encouraging fellowship with others on a national level.

To assure ASHE's goals are met, all members of the National Board will be given specific committee assignments. Additionally, we will call upon the experience of some of the Past Presidents for special committee assignments.

We are a diverse organization. The challenge for the National Board

Continued on p. 2

National Board News

National Board members met for a regular meeting July 21, 2000 at Seven Springs Resort in Champion, Somerset County, Pennsylvania, the site of the 2001 Conference. National Board President Domenic Piccolomini presided over the meeting. The following are highlights of the committee reports:

Membership

There have been 188 new members since the April 2000 meeting, Secretary Conner reported. Total membership in ASHE now stands at 5,188.

President's Report

President Piccolomini established the committee structures for his term and requested the chairpersons establish their action plans. Those Committees and the Chairpeople are:

Budget/Audit – Cooper Curtis
Constitution/Bylaws – Shirley Stuttler
Conference – John McDowell
Directory/National Roster – Rod Pello
Ethics/Practice – Tracey Hill
Legislative Review – Ron Purvis
Membership – Robert Somers
New Sections – Tracey Hill
Nominating – Charles Flowe
Public Relations – Cooper Curtis
Long Range Planning/Strategic Plan – Sandy Ivory
Section Operating Manual – Rod Pello
Student Sections – Sandy Ivory
Technical/SCANNER – Robert Peda
Web Site – Dave Jones
Operations Oversight – Charles Flowe
Society History – Steve Lester

President Piccolomini received a written request from PennDOT's Mr. Gary Hoffman, P.E., to attend the PQI Steering Committee Meeting on August 1st. He will also attend a Regional Board of Directors Meeting on September 6 in Pittsburgh.

Continued from p. 1

is to take our diversity and turn it into our strength. Through the section and regional representatives, the National Board will solicit input and keep an open ear to the membership.

In closing, I will do my utmost to serve the members of ASHE to the best of my ability. May God bless you and help ASHE go forward to fulfill our mission. ■

New Sections

Cooper Curtis encourages all members to promote ASHE and assist those interested in establishing new ASHE Sections. Contact a National Board member for assistance if there is interest for a new Section. President Piccolomini said there is interest to start a new ASHE Section in the western panhandle of West Virginia and that Tallahassee has 35 members and is requesting to be chartered.

Conferences

2001 National Conference – The Board attended a tour of Seven Springs Resort and was provided an update from each Conference Committee Chairperson. Location will be at the Seven Springs Resort, from June 7th through 9th.

2002 National Conference – Shirley Stuttler reported the contract has been signed with the Avalon Hotel in downtown Erie, PA. The conference will be held June 5 through 9, with William Petit serving as Chairman for the Conference and Shirley as Co-Chair.

Discussion followed regarding future conferences and whether they should be regional or sectional. A decision will be made at the next Board Meeting regarding requests for the 2004 and 2005 Conferences.

Web-Site Committee

Sections are encouraged to develop a webpage to link to the National webpage. First State's (Delaware area Section) website was approved by the Website Committee and is the first Section to link to the National ASHE Website. It was determined that the application for membership should be eliminated from the website and a list of each Section Secretary posted for contact if someone is interested in joining.

Society History

Dominic noted that Steve Lester said all information has been received and the 'Society History' should be available by the next Board Meeting.

ASHE 2001 NATIONAL CONFERENCE



Seven Springs Mountain Resort
Champion, Pennsylvania

June 7-9, 2001

Greater Hampton Roads Section Is Chartered and Elects First Officers and Directors

On April 25, 2000 the ASHE - Greater Hampton Roads Section was chartered in Chesapeake, Virginia with over 100 members representing VDOT, municipal agencies, consultants, contractors, and suppliers. To date, the Section has held the following technical programs: 1. The Construction of the Parallel Crossing of the Chesapeake Bay Bridge Tunnel, presented by Paul Burnette, Director of Maintenance for the Chesapeake Bay Bridge & Tunnel District, and 2. A Legislative Update with the Honorable Delegate Leo Wardrup, 83rd District House Delegate, discussing the recent legislation and how it will affect transportation in Hampton Roads. Upcoming events include a summer social on July 13th at a Tides Game in Norfolk and a golf outing on October 9th at Honeybee Golf Course. The Section has also drawn the interest of 24 consulting firms as Century Club Members. These sponsors support the endeavors of ASHE through financial support.

The first official Officers and Directors were installed at the May 23rd Business Meeting. The new section leaders are:

President: *Bill Nash*
Kimley-Horn and Associates, Inc.

First Vice President: *Rich Clifton*
Kubilins Transportation Group, Inc.

Second Vice President: *Bekki Jucksch*
HDR Engineering, Inc.

Secretary: *Durk Krone*
Hardesty & Hanover, LLP

Treasurer: *Steve Lowry*
Hardesty & Hanover, LLP

Regional Director: *Camille Kattan*

Board of Directors: *Phillip Berman*
McCallum Testing Laboratories, Inc.

Board of Directors: *Scott Lovell*
Parsons Brinckerhoff

Board of Directors: *Hollis Ellis*
City of Chesapeake

Board of Directors: *David Bradshaw*
Clark-Nexsen

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Chesapeake Bay Bridge Tunnel

Board of Directors: *Jane Wimbush*
VDOT, Suffolk District ■

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Advancing U.S and Global Transportation FHWA/PennDOT/Russia

by Karl Ishman, PE, PennDOT Maintenance, District 1-0



Pictured from left to right are Michael Bonini, Karl Ishman of PennDOT, plant supervisor, and Mark Albert (Deputy Director of Nihzny Novgorod Road Fund.)

The vision of the Federal Highway Administration's International Programs Division is to:

- Enable domestic partners to gain easier access to technology, information, and markets beyond U.S. borders.
- Facilitate international partners' access to information and contacts in the U.S. public and private sectors, and provide better access to U.S. technology and practices for developing countries and countries in transition.

To that end, PennDOT was asked by FHWA to participate in establishing a pilot technology transfer center in Nihzny Novgorod, Russia by leaders of the Nihzny Novgorod Road Fund.

Nihzny Novgorod is an oblast (state) in Russia located about two hundred fifty miles east of Moscow. The oblast is about three quarters the size of Pennsylvania with a population of 3.7 million (compared to about 12 million for Pa.). The road system consists of approximately 7,500 miles of paved highways with an annual budget of \$70 million. That amount covers routine maintenance, snow removal, resurfacing, etc. Pennsylvania's 40,000 mile road system is managed with a \$1.0 billion maintenance budget plus a similar amount for capital projects.

In June of 1999, Karl Ishman of PennDOT District 1-0, Michael Bonini, PennDOT's LTAP coordinator, and Tracy Busch, FHWA Russian Programs Administrator traveled to Nihzny Novgorod to lay the ground work for a technology transfer center. During the eight day visit, the delegation was shown maintenance projects, asphalt plants, a refinery, an equipment manufacturing facility, paving projects, and a variety of cultural and historical sites.

In November of 1999, a Russian delegation consisting of Alexander Glazov, Road Fund Director and Mark Alpert, Deputy Director traveled to Pennsylvania. Their purpose was two-fold. First, to review PennDOT's maintenance and construction practices. Second, to continue discussions related to establishing a technology transfer center back in Russia.

While in Pennsylvania, the Russian delegation visited Russell Standard's emulsion manufacturing and asphalt paving facilities in Mercer and Erie, and Erie Sand and Gravel's facilities along Presque Isle bay. And of course, they were treated to chicken wings, Monday Night Football, and the Liberty Bell.

Discussions are continuing, with Nihzny Novgorod committed to establishing a technology transfer center. A center would bring together road specialists, allow for training, sharing of new technologies, and concentrate on pavement maintenance and winter services.

Another PennDOT delegation traveled to Nihzny Novgorod in June of 2000 to discuss pavement management and pavement preservation. It has been said before and continues to be true, PennDOT is on the way to becoming world class, one country at a time. ■

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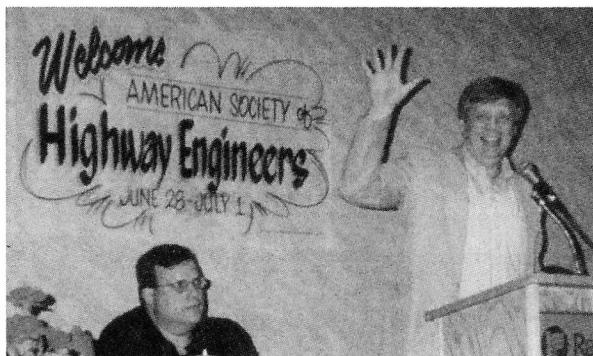
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Highlights from ASHE 2000 Bismarck, North Dakota

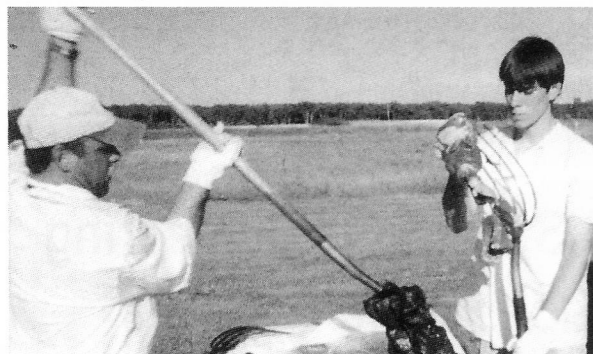
by Paul H. Zent, Conference Co-Chairman



Bill Sorenson, Mayor of Bismarck, gives a zestful welcome to ASHE 2000 Conference attendees.



President Charlie Flowe presenting Region 1 Director, David Jones, a Presidential Appreciation Award at the Annual Banquet.



"Mmmm Good." Cooks prepare the ND prime beef steaks for the Pitch Fork Fondue dinner at Ft. Lincoln.



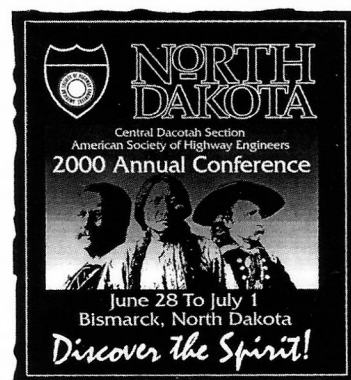
Past President, Charlie Flowe, receives the National President Service Award from New President, Domenic Piccolomini.

The Central Dacotah Section hosted the first National Conference of the Century in Bismarck, North Dakota, June 28 - July 1, 2000. According to all the ASHE members that attended the conference, it was another outstanding event. The 2000 Conference Committee worked for two and a half years, did an excellent job, and all our efforts were rewarded with a memorable conference.

Despite the remoteness of the conference location, the total number of attendees were 193, consisting of 46 guests, 38 spouses and children and 109 members. Wednesday evening, June 28, the "icebreaker" reception was held in the Court Yard of the Radisson Inn, where North Dakota produced food products were served at the buffet. The Opening Session/Annual Business Meeting was held on Thursday morning. North Dakota DOT Director, Tom Freier, gave a short welcoming speech that defined the state (and nation's) concerns of the highway industry. The Keynote Address for the Opening Session was Mrs. Libby Custer, who told about her life with her husband, Col. George A. Custer, at Fort Lincoln.

Technical sessions started Thursday afternoon and finished on Friday morning. They were well attended and the speakers did an excellent job. Thursday evening turned out beautifully at Fort Lincoln for the much-anticipated "Pitch Fork Fondue." Everyone enjoyed the scenic and historic sites provided at Fort Lincoln, the interaction with members of the 17th Inventory, the rides in the old cars provided by the Dusters, and the tour of the "Custer House".

The Past Presidents noon luncheon on Friday was centered on the awarding of the Robert E. Pearson Award (ASHE Person-of-the Year) to the well-deserved Roland Nesslinger. His acceptance speech was one that every ASHE member should have heard. Congratulations again Ness!



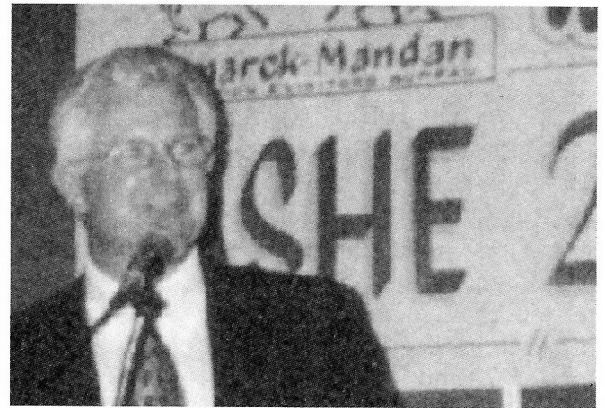
Spouses and children were treated to visits to the Dakota Zoo, the North Dakota Heritage Center and Capitol Building, the Lewis and Clark Interpretive Center, and shopping at the Kirkwood Mall.

The Annual Banquet was held Friday night in the Grand Ballroom of the Radisson Inn. Convention Co-chair Jon Jennings did an outstanding job conducting the banquet activities. Roast buffalo and “pop-overs” were the hit of the meal. The Presidents gavel was turned over from outgoing President Charlie Flow to incoming National President Domenic Piccolomini. The Delaware Valley Section won the award for the most delegates in attendance; the North Central West Virginia Section won for the largest percentage increase; and the Harrisburg Section won for the largest numerical increase. In addition, the new National officers and directors along with new Central Dacotah Section officers and directors, were sworn in. Congratulations!

The Central Dacotah Section was very proud to have hosted this years Annual Conference. We would like to thank the Conference Sponsors:

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Geopak Corporation
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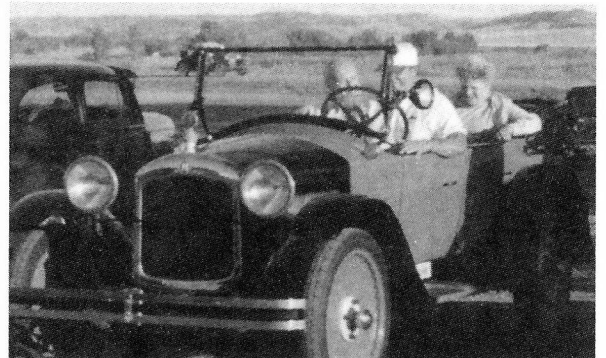
We also wish to thank all who attended the 2000 conference in Bismarck. We hope that everyone had a great time and that they will return soon to North Dakota to “Discover the Spirit.” If any of you who did not attend the conference happen to visit with those that did, ask them how they liked Rynee’s “Red-eye” he served in the Hospitality Room. ■



“Ya betcha!” Jon Jennings, Conference Co-Chair, shares an “Ole and Lena” joke while conducting the Annual Banquet.



Roland Nesslinger, Central Ohio Section, receives the 2000 Robert E. Pearson Award from Region 1 Director, David Jones.



The local Bismarck-Mandan old Car Club, “The Dusters” gives rides to conference attendees around Fort Lincoln.



Conference Co-Chair gives a few final words for the “dearly departed” Charlie Flowe (Immediate Past President) during a burial re-enactment at Fort Lincoln, ND.

Team Effort Required to Prepare for Long Wall Mining Effects on Interstate 70

By Tom Brado, P.E., Assistant District Engineers for Design PennDOT District 12-0
and Ron Clark, P.E., Maintenance Services Engineer for PennDOT District 12-0

In spring of 1999, PennDOT was informed of Consolidation Coal Company's Eighty-Four Mining Division plans to mine the Pittsburgh Coal Seam under and adjacent to I-70 in Washington County in southwestern Pennsylvania. Mining began in October 1999, starting 2,000 feet east of the I-70 and I-79 south junction, between mile 21.5 and mile 23, and will conclude this fall. Mike Dufalla, PE., District Engineer for District 12-0, was given responsibility to supervise implementation of contingency plans for actions to be taken prior to, during, and after approximately 4' of settlement occurs on two sections of Interstate 70.

In October 1999, mining plans were finalized, legal issues were resolved and funding was established to have PennDOT proceed with plans for the protection of the traveling public. The south panel was to be within range to effect I-70 by the third week in December, just in time for Y2K. PennDOT's deadline for implementation of safety features was December 23, 1999, leaving six weeks to evaluate, design and implement.

Long wall mining has been conducted extensively in Southwest Pennsylvania with nine (9) long wall mines currently operating. Special problems created by this mining were: (1) the length of time, nearly a year, for continuous mining under and adjacent to I-70; (2) the unpredictability of mining effects on roadway facilities; and (3) the adverse relationship between some citizen groups and the mining company. Panel widths are 1,100 feet, the approximate depth is 500 feet, and the thickness of coal removed is 5.6 feet. Dr. Syd Ping of West Virginia University performed a subsidence prediction model. Dr. Ping predicted 3.89' of settlement along two sections of the Interstate. Details of the long wall mining operations can be obtained at the Pennsylvania Department of Environmental Protection website.

A meeting was conducted by PennDOT's Municipal Service Unit with Consolidation Coal Company, local public officials, EMS, State and Local Police, and School District Officials to solicit input. Follow-up meetings were held in early December 1999 and April 2000 to address concerns.

With Interstate 70 carrying 26,000 vehicles per day, of which 30% are trucks, PennDOT's Traffic Unit was charged with establishing detours, designing necessary traffic signals, implementing a comprehensive signing plan including reducing the speed limit to 45 mph, and executing an emergency contract for the removal of an overhead sign structure. A proposed detour, in the event the Interstate needed to be closed, was developed with five (5) temporary signals installed and three (3) additional timing changes made at other sites. Bruce and Merrilees of New Castle, Pennsylvania, made the temporary signal installation. Signage for the detour was placed and covered at desired locations by Washington County Maintenance crews. Nine (9) message boards were obtained and programmed for early warning. Green Acres Contracting removed the overhead sign struc-

ture to eliminate the risk of collapse on Interstate 70, and Washington County maintenance crews installed replacement signs.

PennDOT's Bridge and Construction Units worked with Golden Triangle Construction to design and install a shoring system for the Zediker Station Road Overpass. This is an adjacent box beam bridge with integral wings that are failing. The shoring system combines a concrete foundation, railroad tie cribbing, steel I beams, and sandbags. Nine (9) hydraulic jacks are stored at the local South Strabane Township Maintenance Building within 1,000 feet of the site and the contractor is on call to make adjustments.

PennDOT's Geotechnical Unit was given the task of developing a monitoring system for the long wall mining. Meetings and phone conversations were held with Dr. O'Conner of GeoTDR of Apple Valley, Minnesota, the Infrastructure Technology Institute (ITI) affiliate with Northwestern University, Dr. Syd Ping of West Virginia University, Dr. Carl Lewis with the University of Pittsburgh, Earth, Inc., a geotechnical consultant from Pittsburgh, Pennsylvania, Department of Environmental Protection, McMurray Office, and the Engineering Staff of Consolidation Coal Company. It was decided to proceed with a five (5) phase monitoring system:

1. Consolidation Coal would provide daily updates on mining conditions and face position.
2. Time Domain Reflectometers (TDR's) were installed to monitor ground movement up to the surface.
3. Tiltmeters were installed to show ground movement at the surface.
4. Continuous inspection is provided at the site and a radio operator is stationed at the Washington County Maintenance Office to coordinate activities.
5. Survey data is collected as necessary.

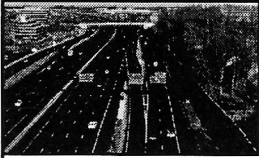
The TDR's and tiltmeters were configured to a remote Data Acquisition System (DAS) which reads data and compares the data to alarm levels. When alarm levels are exceeded, the DAS calls the Washington County Radio Operator. The Radio Operator calls the Geotechnical Engineer who can use a laptop from any telephone line to call the DAS to download and examine data.

As part of the partnering process, Consolidation Coal provided face positions and mining conditions, ITI provided computers, wiring and instrumentation and PennDOT provided installation and monitoring in conjunction with GeoTDR and Earth, Inc.

To date, actual settlement has slightly exceeded predicted settlement. It has not been necessary to detour Interstate traffic and only minor repairs were necessary, including grinding, rolling and sealing. Upon completion of the settlement this fall, PennDOT will evaluate plans for further improvements to this section of Interstate 70. ■

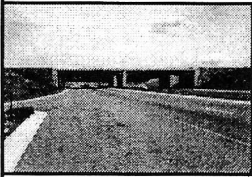
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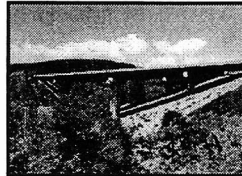
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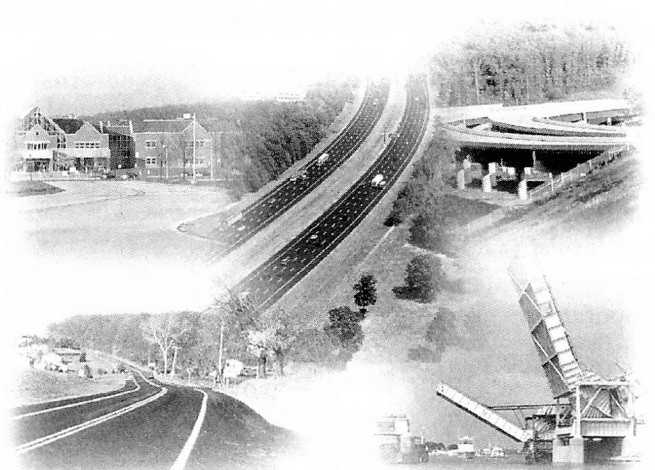
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PennDOT/Business Partners Electronic Commerce

By Chuck Allwein, P.E., Harrisburg Section

The Pennsylvania Department of Transportation with input from their business partners developed PennDOT's "Vision 2020." This vision described how PennDOT's Design and Construction processes could be carried out in the year 2020. To achieve this vision, it was necessary to re-engineer PennDOT's Design and Construction processes in conjunction with their business partners and to develop a computer system to support these re-engineered processes. PennDOT's Engineering and Construction Management System (ECMS) is the umbrella system that includes all of the re-engineered processes and computer support systems.

ECMS has been divided into five waves for development and implementation. The wave approach allows for early implementation of function and project risk mitigation.

Wave 1: Electronic Bidding System (First Phase); Wave 2: Project Management Pilots; Wave 3: Consultant Services and Project Management; Wave 4: Engineering Functions; Wave 5: Construction Management

Waves 1 and 2 have been implemented. Wave 3, scheduled for implementation this summer, provides automation for the consultant agreement, invoicing, and evaluation processes. Wave 3 also includes project and portfolio management and an on-line policy letter repository. Waves 4 and 5 are scheduled for implementation mid-year 2001 and early 2002 respectively.

Project and Portfolio Management

New project management processes and software are being rolled out to plan, schedule and track design projects. PennDOT's portfolio managers will use the software to perform "portfolio balancing" which means they can view and manage the interdependencies among all projects in terms of schedule and resources.

What does ECMS mean for Consultants?

PennDOT staff and consultants will work as a team using the Internet to dissolve geographical boundaries. ECMS introduces new streamlined business processes. Using the Internet, firms will interact and communicate with PennDOT electronically which will markedly improve the efficiency and speed of work.

The first major change for consultants is the automation of the consultant selection, invoicing and evaluation processes. This includes project advertisements; consultant qualification package submissions; overhead information; statements of interest; technical and price proposals; legal agreements; employee rosters; invoices and evaluations.

Business Partner Registration

Firms wishing to provide engineering design and construction services or other consulting services to PennDOT will register as business partners on PennDOT's web site.

This registration is a contract between PennDOT and the business partner that spells out the business partner's responsibilities for maintaining ECMS users within the partner's firm. Once the firm's identity has been established, the firm will be issued an administrator's user ID and password. The firm will use this password to grant access for their employees to use ECMS.

Consultant Agreement

The ECMS re-engineering and automation will streamline the selection of consultants and the execution of consultant agreements and supplements. Using ECMS, all consultant agreement related activities will be conducted via the Internet. Consultants will access the ECMS web site to learn of planned and actual projects and maintain their qualification packages and employee rosters. If a consultant is interested in an advertised project they will submit their statement of interest electronically to PennDOT. If short-listed, the consultant will receive the Department's scope of work electronically and submit their technical and price proposals electronically. PennDOT's process for reviewing proposals will be done electronically. Once the consultant is selected, and the technical and price proposals have been evaluated and accepted, the agreement is automatically generated and submitted to the consultant electronically.

Consultant Invoicing

Prime consultants will submit their invoices electronically to PennDOT. Consultants will download an invoice template for their particular project. This template will know the tasks authorized for the project and contain the firm's employee roster and authorized rates. The consulting firm merely selects the tasks they wish to bill, the employee who performed the task and enters the hours worked. The system will then perform all math calculations. Prime consultants and sub-consultants can prepare their invoices separately and then the prime will submit the consolidated invoice electronically to PennDOT.

Once received by PennDOT, the invoice is tracked through the review and approval process. Consultants and sub-consultants may query the status of the invoice at any time. The detailed hours and task information contained in the invoice will be used to feed a historical database that will be used for improved planning and future estimating for PennDOT project managers.

ECMS Website

ECMS information will be posted on the new ECMS website that will be available in the near future. This site will be accessed from the PennDOT Home Page found at <http://www.dot.state.pa.us>. ■

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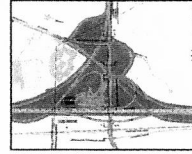
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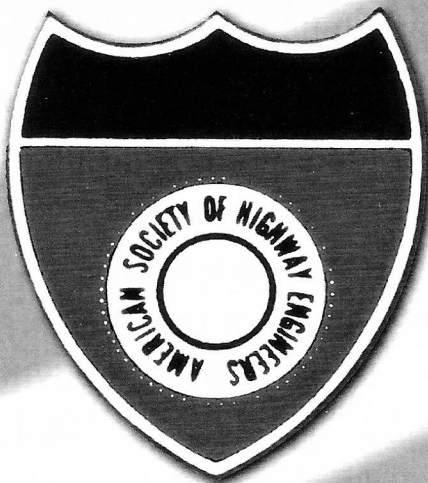
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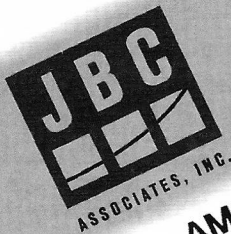


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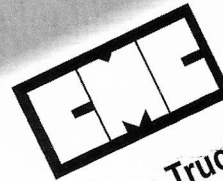


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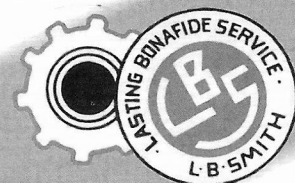
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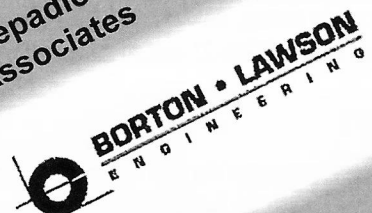


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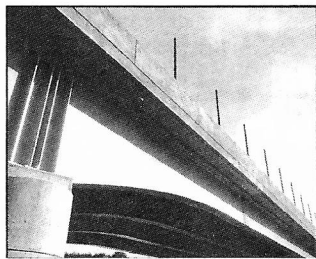
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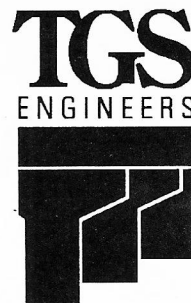
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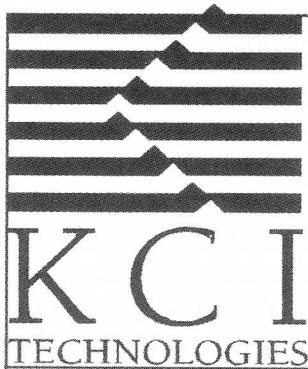
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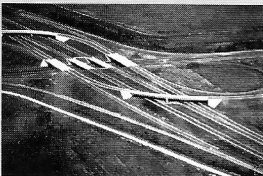
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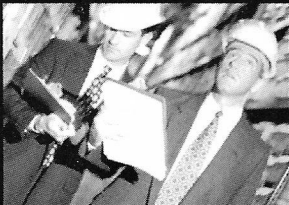
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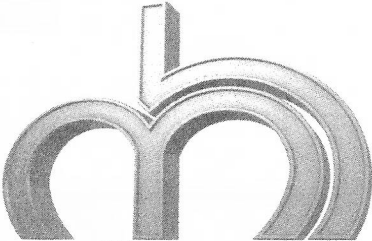
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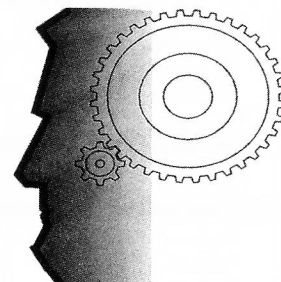



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