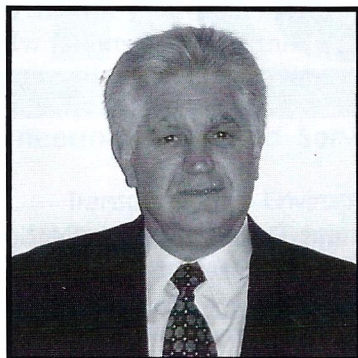


# SCANNER

NEWSLETTER OF THE AMERICAN SOCIETY OF  
HIGHWAY ENGINEERS



**December 2000 - 4**



## President's Message

By Domenic M.  
Piccolomini

Greenhorne & O'Mara, Inc.  
Co-Founder Retires

After 50 years of service, A. James O'Mara, P.E., P.L.S., co-founder of Greenhorne & O'Mara, Inc. (G&O), retired on October 31, 2000.

In 1950, after working together for more than three years, Mr. O'Mara and Marcus F. H. Greenhorne formed the partnership of Greenhorne & O'Mara in the fields of civil engineering, land planning, and surveying. After Mr. Greenhorne's retirement in 1965, the company was incorporated under the same name.

Under Mr. O'Mara's leadership, G&O has expanded to 14 office locations extending from Pennsylvania to Florida, completed a number of notable projects, and received numerous awards. His professionalism, warm nature, and willingness to give of himself in troubled times has led him to be held in the highest esteem by his peers, employees, clients, and friends.

*(Continued on page 3)*

At the National Board meeting held on October 27, 2000 held in Cleveland Ohio, the "American Society of Highway Engineers 2000-2003 Strategic Plan" was approved. Distribution to the sections for inclusion into the Section Operating Manual will be forthcoming in the next few weeks.

One of the goals of the Strategic Plan is to increase total membership. To achieve this goal, I am requesting the support of each section and each individual member to work towards achieving a 5% net increase this coming year.

There are many ways to work towards this goal. We all know someone who would benefit from belonging to ASHE. Therefore, I encourage each of you to do what you can. Ask a friend to come to an ASHE meeting; introduce them to the section's members; explain the benefits and reasonable cost of belonging to ASHE; and let them know about the endless networking opportunities with other transportation employees made available through ASHE golf outings, dinner meetings, technical seminars and other activities. Members are also

encouraged to participate in at least one activity per year. The strength of section activities and committee functions depends on everyone's active involvement.

Another goal to increase total membership challenges the National New Sections Committee to add an average of two new sections per year. This includes adding an average of one new state every three years. I'm very proud of the accomplishments to date of the New Sections Committee for aligning its focus and strategies to meet the challenge. Please refer to their report in the National BoardNews for more specific details. ■

### ASHE 2001 NATIONAL CONFERENCE



**Seven Springs Mountain Resort**  
Champion, Pennsylvania

June 7-9, 2001

# National Board News

National board members met for a regular board meeting on October 27, 2000, at the Clarion Hotel Airport West, Middleburg Heights, Ohio. National President Dominic M. Piccolomini, P.L.S. presided over the meeting. The following are highlights of the committee reports and board actions:

## **Membership:**

Total ASHE membership stands at 5,083 as reported by Secretary Conner. This count is a decrease of 105 members since the July 2000 board meeting. The decrease is attributed to year-end drops and represents a normal trend for October.

## **Presidents' Report:**

President Piccolomini attended many section and region functions including Region 3's first formal regional meeting, Pittsburgh Section's Annual Past Presidents Banquet and Region 6's Third Annual Regional Seminar in New Jersey. He also announced that Tallahassee Florida would likely charter a new section in January or February, which he plans to attend.

## **New Sections:**

Director Tracy Hill presented Goals and an Action Plan for the New Sections Committee to help increase the number of sections as identified in the updated Strategic Plan. The content of the plan included: Marketing Materials - in the form of a PowerPoint presentation and brochure; and, Identify Potential Sections and Actions - by prioritizing their effort based on a ranking status, potential membership, and geographic infill.

A database was established having potential new sections identified for Regions 1, 7, 8 and 9. All proposed sections were prioritized and action items identified for follow-up by specific national board members and others. This list included fourteen potential sections with two of them being of Priority 1 - Tallahassee, Florida and Columbia, South Carolina.

## **Public Relations:**

First Vice President Cooper Curtis asked sections to send him ASHE informational materials such as PowerPoint presentations, brochures, photos of events, and materials for promotion and development of student membership. Curtis also noted that the Altoona Section plans to promote ASHE on a billboard during Engineers Week 2001. Southwest Penn Section promoted ASHE with a booth at the Annual APC/PennDOT Fall Seminar which attracted over 1,200 members of the transportation industry.

## **Conference Committee:**

Dave Jones presented and discussed a draft "National Conference Guideline" which all directors were asked to review and comment on at the January 2001 national board meeting. The intent is to modify the current National Conference Guidelines contained in the Sections Operating Manual to be consistent with the new Strategic Plan. The overall direction is to formalize the approval process leading up to hosting the national conference, to provide direction to the conference committees, to set some guidelines for approval of the conference, and to establish some tools to assure national that the conference planning is on track toward success.

## **Web Site Committee:**

Dave Jones reported on the Committee's August meeting with John Wanner of Wanner & Associates and Wayne Kessler of Kessler-Freedman to discuss proposed enhancements to the web page. Some of the proposed enhancements include: FAQ Page to reduce the number of questions that are personally responded to by Past President Pat Dougherty; Consultant/Supplier Link Page which will be available for sale; Section Operating Manual Page to post the manual for access to all members as well as ease of update; Organizational Link Page to link to other sites of industry significance; and Strategic Plan along with the new Vision, Mission and Values.

## **Strategic Plan:**

Second Vice President Sandy Ivory discussed the final draft of the ASHE 2000-2003 Strategic Plan. Upon some minor comments, the national board approved the plan. Copies will be provided to the national board members and sections to update the Section Operating Manual. ■



## As the Wheel Turns

Robert Peda, P.E. of Hummelstown, Pennsylvania recently received the American Society of Highway Engineers, Harrisburg Section's distinguished "Member of the Year Award" for 2000.

According to Ron Soder, who presented the award, Peda received the recognition for his outstanding service to the transportation industry. Soder is the past president of the Harrisburg Section of ASHE.

"All of us in the Harrisburg Section of ASHE have had the good fortune to claim Bob as one of our own for the past 19 years and it was only appropriate that we recognize his outstanding contributions to the organization", Soder said.

Robert Peda joined ASHE in 1981 and has served in various capacities both at the local and national level of the organization. Currently he serves as the ASHE Region 4, National Director.

"Bob has always been an active participant in ASHE, not just a joiner," said ASHE's longtime national secretary Terry Conner. He also mentioned Bob's outstanding work as editor of the SCANNER and as a contributor to the ASHE National's Strategic Plan.

Sandy Ivory, 2<sup>nd</sup> Vice President of ASHE National has also worked closely with Bob, cited several fine things to characterize him including his "fantastic organizational skills, prompt and thoroughness, finds time to deal with issues despite his busy schedule and an avid ASHE supporter".

Bob is a licensed professional engineer in Pennsylvania with nearly 27 years of experience, where he currently serves as PennDOT's bureau director of Maintenance and Operations. As director he oversees a team of 200 employees who set maintenance standards and are responsible for quality assurance of PennDOT's road and bridge maintenance projects.

Additionally, the bureau manages Pennsylvania's Motor Carrier Safety Enforcement Program; establishes standards and goals to manage PennDOT's equipment fleet; maintains a database for every mile of state-maintained highway; evaluates new technologies; sets winter-maintenance standards; and provides maintenance training.

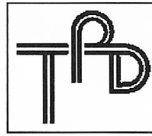
"Bob Peda has established himself as an outstanding member of the transportation community and we are justifiably proud of him and his well-deserved recognition from ASHE," said PennDOT Chief Engineer Gary Hoffman.

Robert Peda received his bachelor's degree in Civil Engineering from Penn State University. He and his wife, Patricia, have two children, Brian and Ashley. ■

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Pottstown

Lehigh Valley

Harrisburg

(Co-Founder Retires, continued from page 1)

John J. Healey, Ph.D., P.E., President of G&O, became the new Chairman and CEO upon Mr. O'Mara's retirement. Dr. Healey is the company's second Chairman and CEO in its history with Mr. O'Mara being the first.

With more than 34 years of extensive engineering, design, construction management, and program management experience, Dr. Healey joined G&O in 1995 as Senior Vice President of Transportation Services. In this role, he had corporate-wide responsibility for transportation operations in 12 offices and 15 project offices in the eastern United States.

He has served on G&O's Board of Directors since 1996. Prior to joining G&O, Dr. Healey served as President and Chief Executive Officer of Raytheon Infrastructures Services and its predecessor, Ebasco Infrastructure.

Says Dr. Healey, "Mr. O'Mara's legacy of professionalism, client service, concern for individuals, and teamwork will be vigorously maintained as we build on the strong foundation that he has developed." ■

# The Ford City Veterans Bridge

Pennsylvania Department of Transportation

Engineering District 10

Written by James B. Struzzi II, Community Relations Coordinator

**Armstrong, PA** – Throughout the history of civilization, architectural and engineering feats have stood as monuments to the intellectual and creative energies of a particular time period and culture. There is the Golden Gate Bridge in San Francisco; the Brooklyn Bridge in New York; the Tower Bridge in London; the Coos Bay Bridge in Oregon . . . and now there is the Ford City Veterans Bridge in Armstrong County, Pennsylvania.

Completed in July 2000, the new, 1060-foot, \$17.9 million state-of-the-art bridge carries Pennsylvania State Route (SR) 128 over the waters of the Allegheny River. The prime contractor for the bridge project was the Trumbull Corporation of Pittsburgh, PA.

Named through legislation the Ford City “Veterans” Bridge to honor the region’s men and women who faithfully served the United States in foreign wars, a ribbon cutting ceremony with a distinctly red, white and blue theme was held on July 28, 2000.

Though known for the diligence and work ethic of its people, the local community near the new bridge, Ford City Borough, had recently experienced an unemployment rate twice that of the State. The new bridge is expected to improve and ensure economic viability for the area for many years to come. Many local leaders consider the new bridge to be an investment in the area’s future because it will not have a posted weight limit. The old bridge had an 11-ton weight limit, which meant trucks carrying loads above this limit could not access Ford City Borough via the old bridge.

“You have plenty of reason to celebrate. This bridge symbolizes a new beginning for Ford City Borough,” said Pennsylvania Secretary of Transportation Bradley L. Mallory to a crowd of several hundred people gathered for the ribbon cutting ceremony. “What you have created here in this new bridge is the future for this region.”

## A Design For The Future

Standing as one of the premiere structures in the Pennsylvania Department of Transportation’s (PennDOT) Engineering District 10, the 40-foot wide, three-span bridge is one of the largest applications of curved, high-performance weathering steel (HPS 485W) in the nation. The new bridge, funded by the \$1 Billion Bridge Bill, replaces the existing 19-foot wide structure that was built in 1914. The old structure was demolished in August after traffic was channeled onto the new structure, built 75 feet upstream from the old bridge.

This spectacular structure combines engineering wizardry with new, technologically advanced 70 ksi (kips per square) high performance weathering steel rolled and melted by Bethlehem Lukens Plate in Bethlehem, Pennsylvania.

After considering several alternatives, engineers from Michael Baker Jr. Consulting Engineers of Coraopolis, PA, the project’s final designer, opted to use a combination of grade 50 steel with the new high performance steel. This innovative combination created an efficient, hybrid design that significantly reduced the size of the girders over the piers.

High performance steel provides a 40 percent increase in strength over 50 ksi. The new steel is also more corrosion resistant and can be welded using standard techniques. In addition, using 70-ksi steel allowed project engineers to reduce costs by approximately \$1 million less than using standard designs. Weathering steel does not require painting, which will also save PennDOT additional money in the future. Weathering steel instead turns a dark rust color that will allow the new bridge to blend aesthetically with the scenic, natural terrain of Armstrong County.

The combination design contained four 14-foot deep girders consisting of 44 girder sections using 70-ksi steel over the piers while grade 50 was used for the remainder of the structure. Engineers used this combination design because, at the time, the availability of 70-ksi steel was limited.

Project engineers estimate that as the availability of 70-ksi high performance steel increases, costs for building bridge projects that utilize this new product will be reduced.

One of the unique aspects of the new bridge is the curved girders utilized to improve safety by eliminating six sharp curves on the roadway approaches. The bridge features the largest curved girder span, to date, in Pennsylvania. The girders were fabricated by PDM Bridge, of Eau Claire, Wisconsin. By using a curved design, engineers were also able to limit the project’s impact on local property owners by decreasing the amount of right-of-way acquisitions needed. If the bridge had been built without the curve, more right-of-way would have been necessary and homeowners would have been displaced.

“We wanted to eliminate those curves by design for a number of reasons,” said Richard H. Hogg, District Engineer. “But the most important reason was to improve the safety of the bridge approaches by removing a 90 degree turn on the west approach.”

In addition, curving the bridge greatly reduced the amount of environmental impact the project would have had on the surrounding area.

The Ford City Bridge Project is the largest of the \$1 Billion Bridge Bill projects to be constructed in the five-county Engineering District 10 area. The Bill program dedicates funding specifically for bridge projects, using 80% Federal funding and 20% State funds.

## Building a bridge for tomorrow

With much enthusiasm, ground was broken for the project in June 1998. While the steel used to construct the bridge may have a revolutionary potential for the construction industry, the bridge itself and how it came to be have also established new precedents for PennDOT.

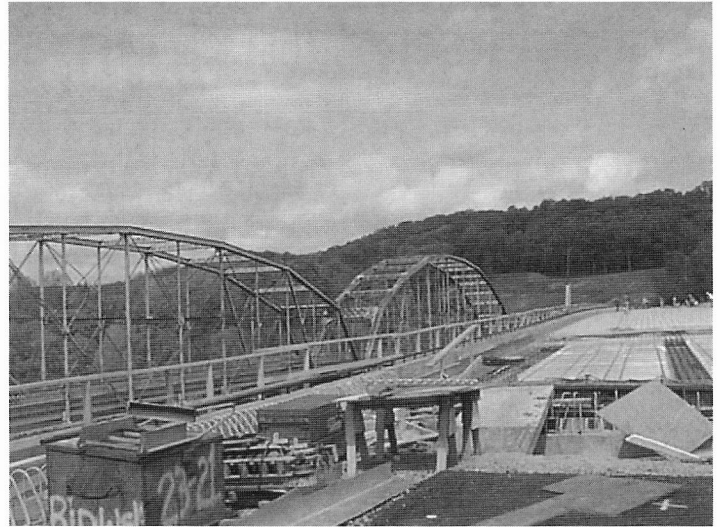
The Ford City Bridge Project is one of the first projects in the State to use “partnering” to provide local input by all partners directly into the design of the new bridge. The project is setting a new standard that will be utilized across the state. Before the Ford City Bridge project, partnering was only used during the construction phase of projects. Community input



during the design phase allowed PennDOT to deliver the best project possible to meet the community's needs. In addition, the new bridge is lighted thanks to a cooperative agreement with PennDOT, Ford City Borough, North Buffalo Township and Manor Township.

In addition, the Pennsylvania Southwest Planning Commission, the Federal Highway Administration, the Pennsylvania Department of Environmental Protection and PennDOT worked closely throughout the project's development to advance and complete the bridge.

"The project is a perfect example of what can be accomplished when PennDOT, its partners and the communities it serves can meet and work together on common ground to achieve a common goal," said Rick Hogg, District 10 Engineer. "This bridge wouldn't be here today if not for the help of the local community." ■



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## FORD CITY VETERANS BRIDGE FACTS

**Structure Type:** 3-span, steel curved girder bridge (Span 1: 321.44 feet [98.0 meters]; Span 2: 416.66 feet [127.0 meters]; Span 3: 321.44 feet [98.0 meters])

**Length:** 1059.71 feet (323.0 meters)

**Width:** 40 feet (two 12-foot lanes with 8-foot shoulders)

**Height above water:** Ford City side: 54.5 feet  
North Buffalo side: 95.8 feet

**Sidewalk:** 5 feet, 2 inches wide on the upstream side

**Contractor:** Trumbull Corporation of Pittsburgh, PA

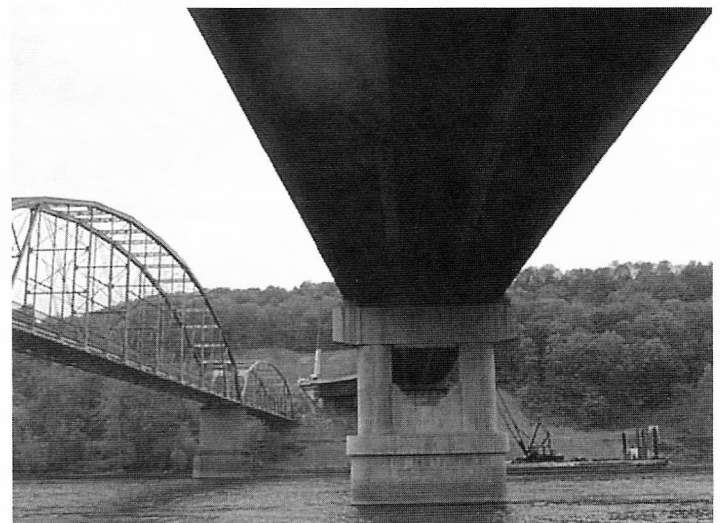
**Preliminary Design:** HDR Engineering Company of Pittsburgh, PA

**Final Design:** Michael Baker Jr. Consulting Engineers of Coraopolis, PA

**Project Cost:** \$17.9 million

**Construction schedule:** The bid was awarded on April 15, 1998 and traffic was placed on the new bridge on July 31, 2000.

**Interesting features:** Construction of the new bridge used 12,466 cubic yards (9531 cubic meters) of concrete (equivalent of 1,200 concrete trucks), nearly five million pounds of structural steel and nearly one million pounds of reinforcing bars.



# The Route 895 Connector Pocahontas Parkway Project

## PARTNERSHIP IN ACTION

*John A. Stuart, PE - Moffatt & Nichol Engineers  
President, Old Dominion Section*

An exciting project is under construction in Richmond, Virginia demonstrating a successful partnership between the Virginia Department of Transportation and the private sector. The 895 Connector, now named the Pocahontas Parkway project, has come to fruition due to the foresight and dedication of individuals from the public and private sectors who are working together to improve transportation in the Richmond area. Once completed, the benefits to the area's economy are almost immeasurable.

This is the first construction under Virginia's Public Private Transportation Act (PPTA) of 1995. It is being developed by FD/MK LLC, a joint venture of international engineering and construction giants Fluor Daniel and Morrison Knudsen, in partnership with the Virginia Department of Transportation (VDOT). Through the PPTA, a comprehensive agreement was signed in June 1998 to provide for the public/private financing needed to accelerate the project. Groundbreaking took place in October 1998. The Old Dominion Section sponsored a field trip to the site in the summer of 2000 to witness the massive amount of construction taking place.

A nonprofit group, the Pocahontas Parkway Association, is managing the \$330 million financing, which will be repaid by tolls. Virginia will provide a total of \$27 million (\$18 million in loans from the State Infrastructure Bond and \$9 million in design cost). The remaining \$297 million will be generated by private bond investors. The investors and the state will be repaid

solely by tolls from users of the parkway. This innovative partnership means motorists will be driving on the road in 2002 instead of waiting 10 to 15 years for federal and state funds to be available.

This 8.8 mile connector will be a four-lane roadway connecting Chippenham Parkway at I-95 in Chesterfield County with Interstate 295 south of the Richmond International Airport in Henrico County. The project will include a high-level bridge over the James River so that ocean going ships will have access to the Port of Richmond's Deepwater Terminal and an interchange at Laburnum Avenue. The clear span of the main bridge is the third longest for this type bridge (cast in place segmental) in North America. It is 672 feet or over two football fields long. 60 miles of piling will be used to support the foundations. The Pocahontas Parkway will provide a shorter, quicker and easier route between major portions of the greater Richmond area. Employees and citizens will be able to get to and from their destinations in the eastern and southern portions of the Richmond area more efficiently.

The Pocahontas Parkway has long been recognized as a priority in the Richmond area's transportation plan by the Counties of Chesterfield and Henrico, the City of Richmond, the Metropolitan Planning Organization, the Greater Richmond Chamber of Commerce, the Capital Region Airport Commission and the Henrico Business Council. The project will provide a much-needed commuter transportation alternative for

those who live in one area, but work in another on the other side of the James River. Most importantly it will provide increased economic development opportunities throughout the greater Richmond area by enhancing access that will complement the efforts of Richmond, Henrico and Chesterfield to attract new businesses and strengthen existing employers. Another example of the Virginia Department of Transportation's efforts to improve the lives of citizens of the Commonwealth. ■

### Pocahontas Parkway Construction Quantities

**Excavation**  
3,115,000 Cu. M

**Asphalt**  
230,000 M Tons

**Pipe Culverts**  
13,000 M

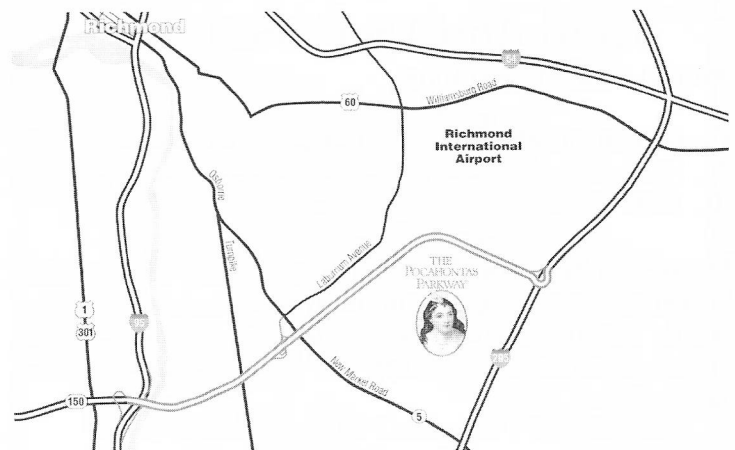
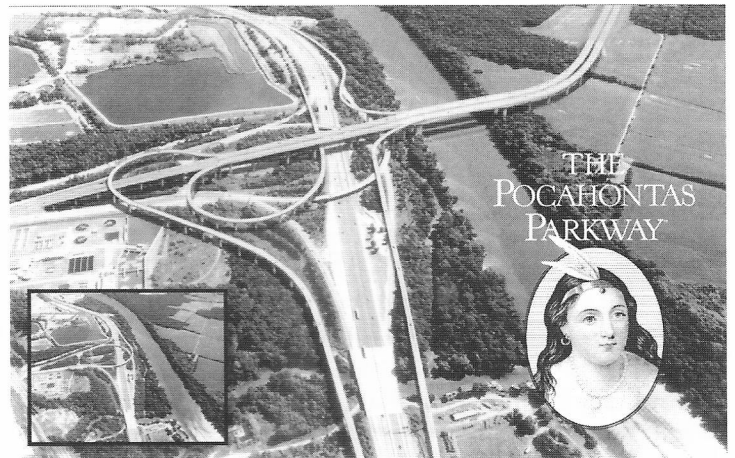
**Piling**  
91,000 M

**Structural Concrete**  
132,000 Cu. M

**Reinforcing Steel**  
13,600,000 KG

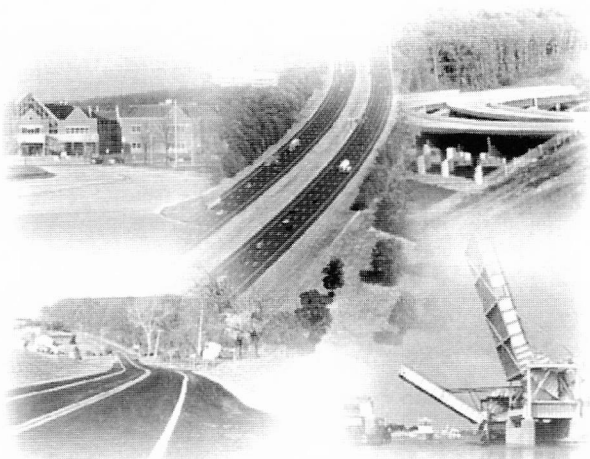
**Post Tensioning Steel**  
1,960,000 KG

**Structural Steel**  
6,750,000 KG



Special thanks to the Pocahontas Parkway Association, VDOT, and FD/MK LLC for the project information.

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# ASHE AND THE PEOPLE WHO MAKE IT HAPPEN

By John Coy, President Western Reserve Section

The American Society of Highway Engineers is an organization that I have been proud to be associated with over the past five years. Their ideals and goals as they relate to the highway industry are of high standards, second to none.

The Western Reserve Section of ASHE was chartered September 14, 1976. The first president was Mr. Dan Bittler P.E. who later went on to become National Director of ASHE.

Since the time of their charter in 1976, the Western Reserve Section has enjoyed hearing from outstanding speakers discussing technical issues as well as hearing from local congressmen, ODOT directors, and city and council engineers.

A number of our members have been involved in the national conferences and have brought back ideas to our members. One highlight came in 1986 when along with the Cuyahoga Valley Section, we hosted the national conference in Richfield, Ohio.

Several members have been active from the start of the Western Reserve Section, and remain active today. Those dedicated to ASHE include past national directors and past section presidents Don Soldatis P.E. and Fred Appel.

Another organization that I have been proud to be associated with is the company I work for, **ms consultants, inc.** This year **ms consultants** suffered a great loss in the passing of its founder – the heart and soul of the company – Mr. Thomas F. Mosure.

Mr. Mosure, like the ASHE organization, was a leader and innovator in the engineering field. Mr. Mosure started his own firm in 1960 with just two employees and a dream. Forty years later, that dream has produced one of the top 500 engineering firms in the country. **ms consultants, inc.** now has offices in eight different cities located in five different states. The heart and soul remains at the home office in Youngstown, Ohio, where Mr. Mosure first started and remained until his untimely death this year.

Mr. Mosure served his community with pride, honesty, and above all, trust. He passed those qualities on in his business to his employees as well as the clients he served. He was a man who made you feel as though you were his friend. He earned your respect very easily, because you knew that when he said something he was a man of his word. That is a quality that is very hard to find, but Mr. Mosure definitely had it.

**ms consultants, inc.** is a very diverse, multiple-discipline firm that has worked on various projects of all sizes, ranging from site work for Bob Evans restaurants to the expanding of Interstate 270 outerbelt in Columbus, Ohio.

Through it all, one thing that employees have is pride in knowing that they work for one of the best firms in the industry that will continue to grow in the 21<sup>st</sup> century. Thank you Mr. Mosure for a dream forty years ago that today is a reality for 245 proud employees of **ms consultants**. ■



Mr. Thomas F. Mosure

## Gannett Fleming Sponsors International Client

Gannett Fleming, an international consulting engineering and construction management firm, recently hosted one of its international clients, Kingston Chirwa of Zambia, during a three-month stay in the United States. He is the principal engineer at the Ministry of Local Government and Housing in the Department of Infrastructure and Support Services. Gannett Fleming is developing a master plan for urban roads for the entire country of Zambia.

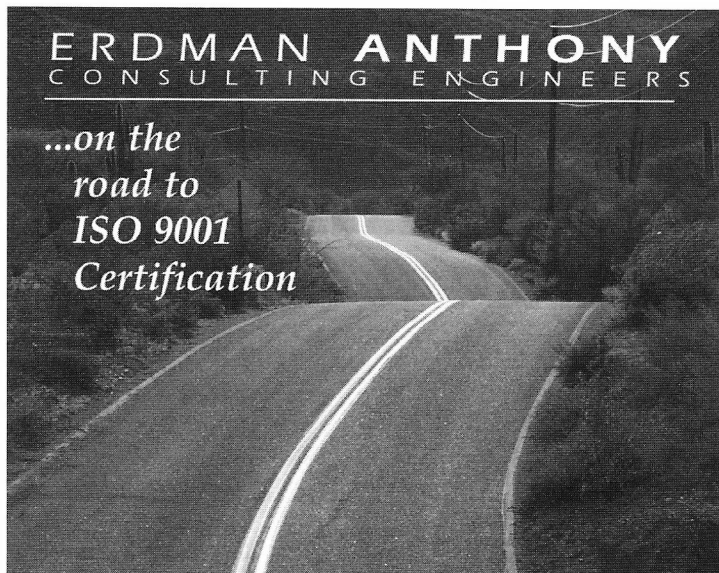
With a goal of professional development, Chirwa spent his time at the Pittsburgh regional office of the firm where an extensive training program was developed to give him a complete overview of the engineering processes that are used. He learned about highway design, drainage, lighting and signing, traffic studies, and safety, as well as many other areas of engineering. He was also interested in the planning and financing of the state highway system.

Chirwa had the opportunity to make several site visits to various projects including highways, bridges, pavement rehabilitations, transit facilities, water treatment facilities, sewage treatment plants, stadium construction, and tunnel rehabilitation.

He holds a Bachelor of Science degree in civil engineering and hopes to stay in the United States to pursue a master's degree in transportation engineering. Chirwa plans to take what he has learned back to his country, so he can improve the rural roads and their maintenance. ■

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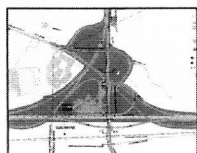
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The Southwest Penn Section is already looking forward to next summer by inviting you and your family to the Laurel Mountains of Pennsylvania for the 2001 ASHE National Conference. Please mark your calendars today for June 7-9, 2001 at the Seven Springs Mountain Resort in western Pennsylvania.

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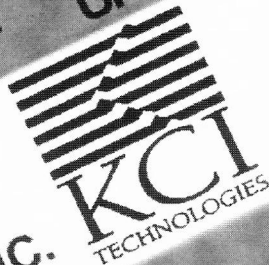


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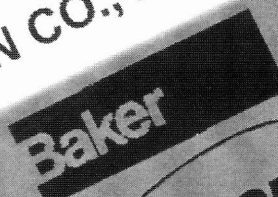
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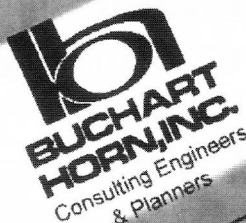


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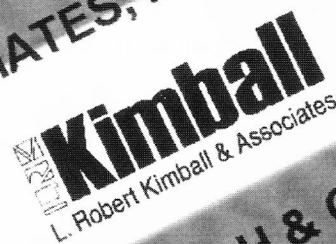
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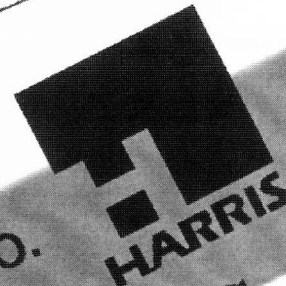
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## Jurgensen – Getting It Done Right On The Ronald Reagan Highway Project

### *Work on former Cross County Highway not just another job!*

The Jurgensen Company knows a thing or two about asphalt. It is well known for being able to get asphalt down quickly and smoothly. But the Ronald Reagan Highway Project in Hamilton County is putting even this respected company's abilities to the test.

Project Superintendent Wayne Smalley and up to sixty Jurgensen employees are currently repairing a section of highway between Interstate 71 and Galbreath Road, working six days a week with some double shifts. The work does not involve just routine repaving.

Jurgensen Vice President Dwight Stutz points out that while they are widening and upgrading the roadway, the project involves breaking and seating procedures. Breaking and seating is the process of mechanically breaking the old concrete into twelve foot and eighteen foot pieces and then seating them with a fifty ton proof roller to insure settlement.

"We don't see too many jobs involving this process anymore, even though we believe it has been very successful procedure in the past," Stutz said.

"There is also some fairly substantial asphalt overlays required to level and reprofile the surface on this project. We have anywhere from four and a half inches to eleven inches of 301 bituminous aggregate base plus three inches of surface courses involved."

The pavement breakdown can be attributed to one major factor - age. Although sporting a recent name change, the highway was constructed in the 1950s and was showing wear and tear of time. While the major repair portion of the project began in earnest just last March, Jurgensen was actually required to place a 1 ¾ inch temporary asphalt overlay to the road in the fall of 1999 to insure that the deteriorating roadway would hold up through winter.

"The pavement repairs and asphalt overlay were intended to prevent the extensive potholes that we previously experienced," said Mike Flynn, deputy director for ODOT's District 8 office when announcing the initial repair work.

"Our overlay held together pretty well," Stutz said, which kept the road surface in excellent condition until the major work could begin last spring.

"In fact, I imagine some of the motorists were wondering why we were tearing up what now looked like good pavement. They have to realize that the true problems were deeper, and even this new overlay wouldn't have lasted too many years."

Along with repairing and resurfacing, the 17.6 million project includes:

- Constructing an eight foot wide shoulder
- Replacing the existing median guardrail with concrete barriers and installing four foot wide shoulders
- Lengthening exits and entrance ramps for safer acceleration and deceleration
- Repairing bridges
- Installing new lighting, signage, pavement markings, drainage and retaining walls

Jurgensen's efforts, however, don't begin and end with the work at hand. The company's value engineering on the Ronald Reagan helped change traffic control plans for the better.

"Original traffic control methods called for one lane in each direction, both east and westbound, to be closed to motorists while one remained open," Stutz said. "We suggested we move all traffic to one set of lanes, either eastbound or westbound, while the other side was closed for repair."

"Our experience has shown this method saves time and money, while creating a safer working environment for our employees and motorists. In this case it also resulted in a substantial cost savings to ODOT."

This experience and efficiency are reasons Jurgensen continues to be a leader in the road construction industry. Well on its way to a scheduled completion date in June 2001, the reconstruction of the Ronald Reagan Highway can only strengthen the company's reputation. ■

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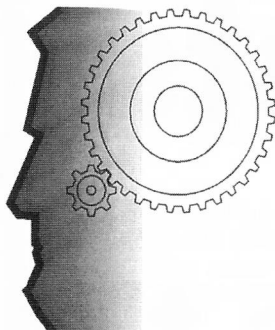


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## ABOUT ASHE

### The Organization of ASHE

Within the national structure of ASHE, our Society is divided into Regions as well as individual Sections. The Cuyahoga Valley Section is located in Region 1, which also includes the following sections: Central Ohio, Lake Erie, Northwest Ohio, Triko, Western Reserve and Central Dakota.

The Regional organization of ASHE was added in 1996 due to a significant growth in membership and the number of sections. There are nine regions in ASHE.

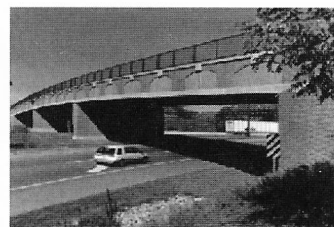
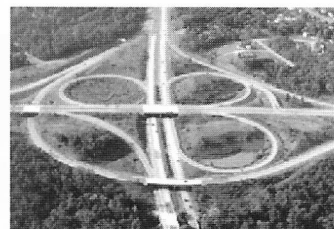
The goals for ASHE at the regional level are:

- To more effectively serve ASHE's geographic interests,
- To encourage greater Section participation and communication,
- To maintain a more cost-effective approach for serving the ASHE membership, and
- To advance the stature and growth of the Society.

Each local section of ASHE reports to a Regional Board, which in turn reports to the National Board of ASHE. Each local section elects a representative to the Regional Board.

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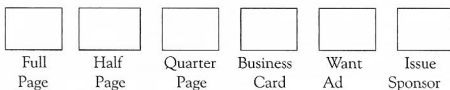
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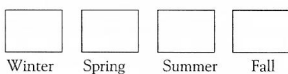
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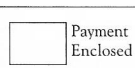


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