

SCANNER

NEWSLETTER OF THE AMERICAN SOCIETY OF
HIGHWAY ENGINEERS



August 2001 - 3

Charlotte's SafeLight Program Reduces Red-Light Running and Crashes

In Charlotte, N.C., 25 percent of all traffic crashes occur at signalized intersections — with a majority of those crashes occurring from motorists illegally running red lights. This type of driving behavior causes vehicle collisions that damage property, injures individuals and causes loss of life. To counter this trend, Charlotte introduced a safety initiative aimed at reducing the number of vehicles that run red lights: *SafeLight*.

Charlotte's *SafeLight* program was North Carolina's first red-light monitoring program. In July 1998, the first two red-light cameras were unveiled at two of Charlotte's most dangerous intersections.

SafeLight cameras are now located at 20 intersections to monitor and record motorists running red lights. Another 10 intersections are equipped with metal boxes that are bullet-proof camera housings. Periodically, cameras are rotated between the 30 locations.

The *SafeLight* camera system is activated, and enforcement begins, when the traffic signal turns red. Once the signal turns green, the system automatically turns off and enforcement ends. The system is designed so that it can only take a photograph during the red light phase. It cannot take a photograph during a yellow or green light phase.

Once a vehicle passes over the sensors embedded in the road, the camera takes two photographs. The first photo shows the vehicle entering the intersection. The second photo shows the vehicle proceeding through the intersection. The data box in the first photo records the violation date and time, yellow signal time preceding the violation and red time

elapsed when the violation occurred. The second photo data box records the violation date and time, time interval between the first and second photograph, red time elapsed when the vehicle is photographed proceeding through the intersection and speed of the vehicle at the time of the violation. Trained technicians view each photograph to ensure a violation has

occurred and that someone did not simply stop late. Two different technicians view each photograph to ensure accuracy. Special scanners are used to zoom in on the license plate and read the plate clearly.

If a violation has occurred, the name, address and identifying information of the registered owner is obtained from the North Carolina Division of Motor Vehicles, based upon the license plate of the vehicle which has been photographed. A citation is then issued and sent to the registered owner of the vehicle. Citations are issued within two business days of the violations.

After two years of operation, the City of Charlotte *SafeLight* program continues to reduce the number of motorists who run red lights and the crashes they cause.

To measure the effect of *SafeLight* cameras on automobile wrecks at the city's camera-monitored intersections, the Charlotte Department of Transportation

(CDOT) compared pre-camera crash data with crash statistics collected during the *SafeLight* program's two years of operation.



National Board News

National board members met for a regular board meeting on June 10, 2001, at the Seven Springs Mountain Resort, in Champion, Pennsylvania. National President Cooper Curtis presided over the meeting. The following are highlights of the committee reports and board actions:

Membership:

There was an increase of 23 members since the April board meeting, as reported by Secretary Conner. Total membership in ASHE now stands at 5,353.

President's Report:

President Curtis thanked immediate past president, Dominic Piccolomini for a wonderful year as the ASHE president. He recognized Piccolomini's home Section, Southwest Penn, for hosting an outstanding conference and their hospitality. Curtis also welcomed two new National Board members' present- Mark Welker, Region 5 and Richard Prentice for Region 6.

This year President Curtis announced a stretch goal of 50% new ASHE members. Sections will be encouraged to get every member involved in new member recruitment.

New Sections:

Director Tracy Hill provided a draft copy of the PowerPoint presentation to be used for promoting ASHE and new section start ups. He asked the board for comments and additional highway industry photos.

Director Hill also reported that a follow up organizational meeting would take place in Wheeling, West Virginia on June 21, 2001, with nearly 50 people registered to attend.

Some ASHE informational materials were sent to a contact in the Tulsa, Oklahoma area. Also, conference guest, Ken Harris of Austin, Texas attended

a portion of the board meeting with an interest in starting a section in Texas.

Conference Committee:

Conference 2002: Director Stuttler reported that the conference will be held in Erie, Pennsylvania, June 5 through 9, 2002 at the Avalon Hotel. The conference web site is being developed and sponsored by McCormick Taylor & Associates and is currently linked to the ASHE National web page. The October 5, 2001, national board meeting will be held at the site of the 2002 conference. Their theme is "An Intermodal ExPERIENCE".

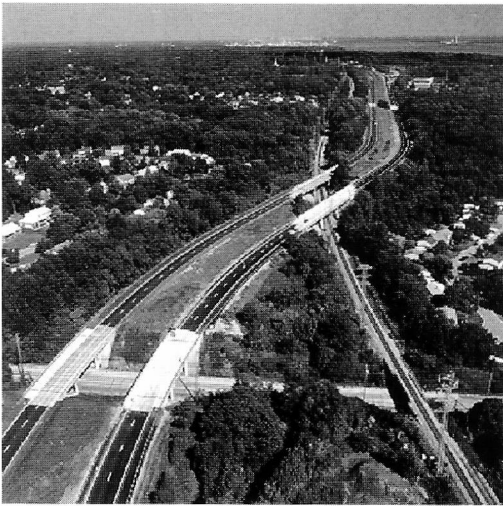
Conference 2003: Second Vice President David Jones reported that Cuyahoga Valley Section will be the lead section hosting a Regional Conference at the Akron Hilton in mid May, 2003.

Web Site Committee:

David Jones reported that web traffic is up over the past year having 5621 hits for May 2001 versus 4359 for March 2000. Pending goals of the committee include loading and maintaining the "Section's Operating Manual" and to promote vendor links at an annual subscription cost of \$200.

Technical & SCANNER:

Treasurer Robert Yeager reported that many members are not receiving their SCANNER newsletter. There have been many attempts between Wanner Associates and Secretary Conner to verify names on the roster that for the most part are recorded. The Membership Committee will be tasked with further investigating shortfalls in the system. All members are reminded that the process for reporting member and address changes is to notify their Section of changes. The Section Secretary is then responsible for reporting to the National Secretary all changes on a timely basis. ■



I 95 RECONSTRUCTION WILMINGTON, DELAWARE

BY LEN BROOKS AND DAVE MCGUIGAN



WORK ZONE SAFETY IS THE NUMBER ONE PRIORITY AT G&L

The North-South Interstate highway on the eastern seaboard, commonly referred to as "I-95", passes through the northern part of Delaware. The Delaware section, specifically the northern end from the Pennsylvania line down through Wilmington, has been patched, grooved and experienced shoulder reconstruction, but little else, since it was built about 30 years ago.

I-95 Reconstruction, Wilmington, Delaware



In order to reconstruct this roadway and provide a safe work zone, a phased plan was developed to shut-down approximately seven miles of the highway. Major factors that influenced this decision were time of rehabilitation, public safety, re-routing of traffic, production and worker safety. By completely closing the northbound or southbound highway, construction time was estimated to be 7 months rather than the proposed 2 to 3 years.

The plan was to first close southbound traffic, rubblize the existing concrete, re-compact the crushed material, pave the surface with asphalt, re-open to traffic and then repeat the process on the northbound side. In the midst of the resurfacing, there were also fourteen bridge decks that were resurfaced as well as rebuilding the approach slabs. The value of the project was approximately \$25,000,000



with a bonus for completing each of the four phases within certain time parameters.

The key to the project, as far as the public was concerned, was how do they get to where they need to be with this major corridor closed. In order to facilitate this, the Delaware



Department of Transportation (DelDOT) took a leading role to get the word out. With an all out publicity program at an estimated cost of \$1,000,000, DelDOT advertised, increased public transit programs and proposed alternate routes.

The result of all this preplanning and good scheduling became known as "The Nightmare that Never Happened". Proper advance warning, proper signage, and a joint effort between DelDOT and George & Lynch, Inc. made for a successful, accident free project viewed as a huge success by the public and all parties involved.



RUBBLIZING EXISTING PAVEMENT

I-95 RECONSTRUCTION QUANTITIES

Excavation - 72,000 CY
Hot Mix - 220,000 Tons
Crushed Aggregate - 100,000 Tons
Guardrail - 60,000 LF
Bridges (14) - 675 CY Latex
Rubblelization - 200,000 SY
P.C.C. Curbs - 24,000 LF
Catch Basins - 100 EA
Drainage Pipes - 3200 LF
Seed & Mulch - 135,000 SY
Under drain - 60,000 LF
Paint Striping - 215,000 LF
Electric - \$1,400,000
Approach Slabs - 1000 CY

PROJECT SUMMARY

Job Value — \$25,000,000
Completion Time - 7
Months
Daily Value — \$175,000

Surveying for New Bridge Decks
New Concrete Approach Slabs
I 95 Reconstruction Activity

George & Lynch, Inc.
113 West 6th Street
New Castle, DE 19720
WWW.GEOLYN.COM

Making Harrisburg's Capital Beltway The Safeway

For motorists driving on the Capital Beltway surrounding Harrisburg, PA, the encounter has often been a white-knuckle experience. Thanks to the efforts of the Capital Beltway Advisory Committee, this type of encounter may become less common. The volunteer efforts of this group are making a difference in helping to transform the beltway into the safeway around Harrisburg. It's helping to reduce crashes, injuries and deaths.

The Capital Beltway Advisory Committee was formed in the aftermath of three high-profile crashes that claimed the lives of five people on the Interstate 81 portion of the Capital Beltway in February 2000. There was recognition then among many people that "business as usual" would no longer be acceptable. The beltway needed special attention. Prompted by concerned citizens, State Representative Ron Marsico, State Transportation Secretary Brad Mallory, and the Pennsylvania State Police joined forces to help form the Capital Beltway Advisory Committee (CBAC) to focus more attention on safety on the Capital Beltway.

The 26-mile Capital Beltway is the combination of three highways that surround Harrisburg, the capital city of Pennsylvania. It includes Interstate 81, Interstate 83, and State Route 581. Traffic volumes on several sections of the beltway exceed 100,000 vehicles per day, with very heavy truck traffic.

A goal of the committee was to facilitate communication and cooperation among partnering agencies. "The biggest obstacle to the program was opening a direct line of communication between partners," said Kimberly Morewood, former Safety Press Officer for PENNDOT who helped establish the CBAC. The CBAC includes representatives from the trucking industry, AAA Central Penn Auto Club, Pennsylvania State Police and the South Central Pennsylvania Highway Safety Network, where members are experts in transportation education, enforcement and engineering.

The initial hurdles were difficult to overcome. They consisted of organizing and uniting different organizations into a unified body. "The reminder of the committee's common goal is what kept us on target," Morewood said. The message was simple: driving behavior should reflect that of a high-volume, truck traffic area. Their vision: "Conduct a high visibility safety campaign targeting the Harrisburg Capital Beltway," was a more difficult challenge.

An intensive public information and educational campaign was created that ran from Memorial Day through Labor Day 2000 with the goal to change drivers' behavior and reduce the number of crashes during the summer of 2000. "We have to prevent such tragedies in the future, and a big part of doing that is with awareness and enforcement," Representative Ron Marsico said.

The CBAC held public meetings to obtain feedback and suggestions on ways to improve the highways comprising the beltway. Also used to collect information were comment cards, a website and an email address. Problems cited on the beltway included drivers not operating their vehicles safely, high traffic volumes, unusually high volumes of truck traffic, public perception regarding the lack of enforcement and outdated highway designs.

The campaign included print, television, radio spots and 14 high profile educational events targeted at specific groups. The audiences included local and transient drivers, local residents, commuters, tourists, new residents and new drivers.

The campaign also included events coordinated with local trucking industries, welcome centers, the Harrisburg Senators Baseball team, a local vending company and many more sponsors. To aid in the campaign, the local PENNDOT engineering district activated variable message boards to flash "Drive the SAFEWAY on the Capital Beltway". The CBAC also introduced a "SAFEWAY Surveillance" program, an initiative to perform random observational surveillance of commercial vehicles on the beltway. Letters commending good driving behavior as well as letters noting unsafe driving practices are sent to companies of vehicles observed on the beltway.

The campaign this past year was well received and produced positive results – including a decrease in fatalities by 67%, injuries by 7%, and crashes by 16%. At the conclusion of the pilot, the CBAC developed recommendations to improve safety in four areas – in legislation, education, engineering and enforcement. Legislative recommendations included pushing for an increase in the number of patrols assigned to the beltway. The CBAC also encourages stronger partnerships between local police departments in order to decrease speed among motorists before they enter the beltway. The education program continues into this year, including a partnership with Clear Channel Broadcasting to promote seat belt usage on the beltway.

"What we're dealing with is a primary public health concern. Accomplishing a sustained decrease in crashes and improving awareness in highway safety is at the heart of the committee's efforts," Morewood explained. Through the involvement of active volunteers and the development of strong partnerships, the CBAC is helping to make the Capital Beltway the Safeway around Harrisburg.

For more information concerning the Capital Beltway Advisory Committee, contact Greg Penny, PENNDOT Community Relations Coordinator for south central Pennsylvania at (717) 787-1446 or by email at pennysg@dot.state.pa.us.com ■



Phone: 412/856-6400
Fax: 412/856-4970
www.gaiconsultants.com

Full-Spectrum Engineering Consulting Services

Highway and Bridge,
Traffic and Transportation,
Construction Monitoring, Environmental,
Geotechnical, Land Development,
Structural, Cultural Resources

Pittsburgh, PA Charleston, WV Philadelphia, PA
Ft. Wayne, IN Orlando, FL Boone, NC
Jacksonville, FL Richmond, VA Viña del Mar, Chile

The Award-Winning Johnson Creek Bridge

S.R 6015, Section 53B Tioga County, PA

Highways • Bridges
Tunnels • Toll Facilities
Traffic Engineering • ITS • GIS
Vehicle Maintenance Facilities

INTER-MODAL PLANNING
ENVIRONMENTAL STUDIES
INSPECTION • DESIGN
CONSTRUCTION MANAGEMENT



Gannett Fleming

P.O. Box 67100 • Harrisburg, PA 17106-7100
Tel: (717) 763-7211 • Fax: (717) 763-8150

Atlanta, GA • Baltimore, MD • Charlotte, NC • Clearfield, PA • Columbus, OH • Hammon, NJ • Jacksonville, FL
Miami, FL • Morgantown, WV • Newport News, VA • New York, NY • Philadelphia, PA • Pittsburgh, PA
Raleigh, NC • Richmond, VA • South Plainfield, NJ • State College, PA • Tampa, FL • Valley Forge, PA

A Tradition of Excellence

www.gannettfleming.com

Rummel, Klepper & Kahl, LLP

Consulting Engineers Since 1923

- ☐ Highways & Bridges
- ☐ Transit Systems
- ☐ Water / Wastewater Facilities
- ☐ Natural Gas / Utility Systems
- ☐ Site Development
- ☐ Geotechnical Engineering
- ☐ Environmental Assessments
- ☐ Hazardous Waste Remediation
- ☐ Construction Management
- ☐ AM / FM / GIS



Over 78 Years
of Excellence

Headquarters: Baltimore, Maryland

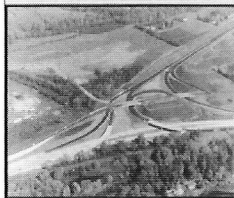
Branch Offices:

York, PA Alexandria, VA
Norristown, PA Staunton, VA
Raleigh, NC Keyser, WV
Richmond, VA Bangor, ME
Virginia Beach, VA Washington, DC

Visit our Web Site at www.rkkengineers.com

Celebrating 30 Years of Engineering Excellence

www.jmt-engineering.com



Transportation Planning & Design
Structural Engineering
Environmental Services
Construction Management
Transit Planning & Design
Traffic Engineering
Landscape Architecture
Municipal Services
Water/Wastewater
Water Resources
Facilities
Surveys
GIS

JMT
JOHNSON, MIRMIRAN & THOMPSON
Engineering A Brighter Future

York, Pennsylvania
717-266-2000 * FAX 717-266-8882

Pittsburgh, Pennsylvania
412-928-2355 * FAX 412-928-2726

Baltimore, Maryland
410-329-3100 * FAX 410-472-2200

Richmond, Virginia
804-323-9900 * FAX 804-323-0596

Charleston, West Virginia
304-347-1910 * FAX 304-347-1912

The Maumee River Crossing Project

by Michael J. Siffer, P.E., ASHE NW Ohio Section

Citizens in northwest Ohio are working with the Ohio Department of Transportation (ODOT), a Project Management Consultant (PMC) team lead by HNTB Corporation and the Maumee River Crossing Task Force (MRCTF) to design and construct a new cable-stayed bridge structure and its accompanying roadway approaches. The project will be a major architectural, engineering and transportation asset for northwest Ohio.

The Maumee River Crossing represents the largest, most expensive single project undertaken in the history of ODOT. Cost is estimated to be \$270 million. The new crossing will carry six lanes of traffic on I-280, extending from Manhattan Boulevard on the north end of I-280 to Navarre Avenue on the south end. The surface of the roadway will reach about 130 feet high near the center of the river. The new bridge replaces a lift span that results in regular traffic delays during the shipping season.

Gordon Proctor, ODOT Director speaking of the Maumee River Crossing Project, "This is a signature project for Northwest Ohio. With a project of this scale and impact, it is imperative that community members voice their ideas and concerns."

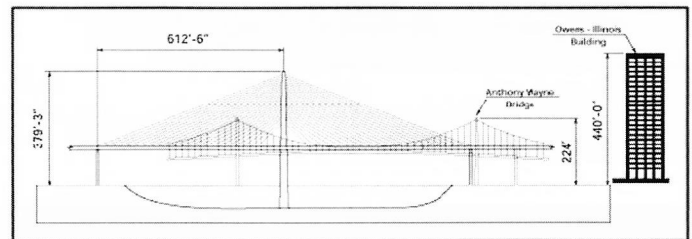
In keeping with this commitment, ODOT, the MRCTF and Project Management Consultant have implemented an extensive community outreach program. The efforts included over 34 public meetings, 99 community presentations, displays and solicitation of thousands of comments through the project web site, newsletter and newspaper ads. From this input, the following key decisions were made:

Type of bridge

The design process for the I-280/Maumee River Crossing Project began in April of 1999. The first task, and an area of intense public involvement, was the selection of a bridge type. In October of 1999, after nearly half a year of evaluation and public outreach, ODOT selected the cable-stayed bridge (pictured) as the bridge type that would span the Maumee River. The cable-stayed design was also the favorite of citizens who participated in public meetings

- A single pylon
- A single plane of cable stays in a fan-like arrangement
- Glass incorporated into the pylon viewable from all four directions
- Top of the pylon to be a focal point
- A prismatic pylon top
- Lighting used on cable stays and on the pylon below the roadway deck
- Lighting of the pylon, behind the glass, using color
- A partially solid bridge railing
- Low maintenance cable stays of stainless steel

The new I-280 Maumee River Bridge will be a prominent addition to the Toledo skyline. The graphic above compares the size of the new bridge design with the existing Anthony Wayne Bridge and the Owens-Illinois building, the tallest building in downtown Toledo. Height measurements are from water level.



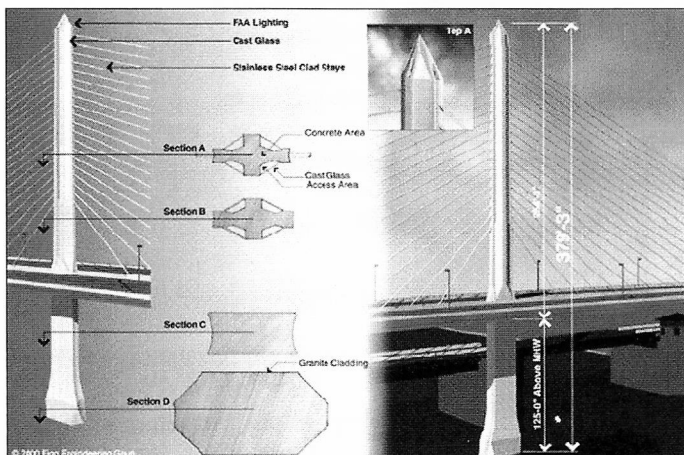
Themes used in the bridge design

The Maumee River Crossing Task Force conducted three months of public outreach to determine a theme for this signature project. On February 25, 2000, the Task Force recommended a Transportation theme for the main corridor of the project, an Industry/Glass theme for the main bridge span to commemorate Toledo's history as the Glass City and a Natural Resources theme for the land reuse areas. ODOT accepted the recommendation on March 4, 2000.

Land reuse options for open spaces left behind

What to do with the land under and around the new bridge when I-280 becomes an elevated roadway was another important issue taken to the public. There are approximately 44 acres that lie beneath and adjacent to the interstate, the approaches and the exit ramps that will become open space when the bridge is complete. The elevated approaches for the new structure begin near the Greenbelt Parkway for Southbound I-280 and Ravine Park for Northbound I-280.

After five months of public input and five public meetings the recommendation for this reusable land was to fill the trench area in north Toledo and reconnect the streets to reunite the neighborhoods. And, for both east and north Toledo the decision was to leave some contouring to the land, not to impede access to the river and to use the limited land resources in the most efficient way.



The bridge design, developed by Figg Bridge Engineers, incorporates design elements selected by the public at workshops held in April and May 2000. These elements include:



The North-East Penn Section is proud to present our 2000 - 2001 corporate sponsors

CHA CLOUGH, HARBOUR
& ASSOCIATES LLP
ENGINEERS, SURVEYORS, PLANNERS
& LANDSCAPE ARCHITECTS

GEO-SCIENCE ENGINEERING Co., Inc.
Consulting Geotechnical Engineers

BORTON • LAWSON
ENGINEERING

LOCUST RIDGE QUARRY

URBAN

McTISH, KUNKEL & ASSOCIATES
CMC ENGINEERING

SITE ENGINEERS
BLAUVELT

JBC ASSOCIATES, INC.

KCI
TECHNOLOGIES

MAGUIRE
GROUP

Gannett Fleming
THE LANE CONSTRUCTION COMPANY

coco associates inc.

Baker

BUCHART
HORN, INC.
Consulting Engineers
& Planners

Kimball
L. Robert Kimball & Associates

M. J. SPOTT CONSTRUCTION CO., INC.

Essroc
Italcementi Group
Producer of Portland Cements

Reilly
ASSOCIATES

MILNES
companies

HARRIS

Cleveland Innerbelt Study

A Strategy for the Intelligent Renewal of the Transportation Infrastructure

by Craig K. Hebebrand, P.E., Project Manager, Cleveland Innerbelt Study
Ohio Department of Transportation, District 12

Among the many important undertakings in Greater Cleveland in the early 21st Century will be the study by the Ohio Department of Transportation to determine a strategy for the intelligent renewal of Cleveland's Innerbelt. The Innerbelt is a key component of the region's vast transportation network of roadways, railways, waterways and airports. The Innerbelt is a vital link connecting Cleveland's neighborhoods, educational and public service facilities, commercial and business districts, industrial and trade centers and entertainment and recreational venues, and providing Cleveland with access to regional, national and international markets.

The Cleveland Innerbelt was the result of the integration of the Regional Association of Cleveland's plan for a regional highway system and America's plan for an interregional highway system. Constructed in the late 1950's and early 1960's to handle an estimated 97,000 vehicles per day, the corridor now serves more than 148,000 vehicles on an average day. This 5.3 mile stretch of urban Interstate contains 37 ramps and includes four system interchanges. The corridor has 21 mainline bridges, including the 5000 foot long Central Viaduct Bridge, which carries eight lanes of Interstate 90 over the Cuyahoga River Valley. The Cleveland Innerbelt has endured over 40 years of traffic and an equal number of Northeast Ohio winters. As a result, the bridge decks and pavements are approaching the end of their useful lives and will soon require replacement. The Ohio Department of Transportation has estimated that it will cost a minimum of \$200 million just to replace the existing bridge decks and pavements. The cost of addressing all of the corridors deficiencies will require a significantly greater investment.

Greater Cleveland now has an opportunity to revisit planning decisions made a half century ago and begin the process of planning for a transportation system that will serve the future needs of the community. To capitalize on this unique opportunity and to prepare for the challenges of reconstructing this heavily used urban Interstate, the Ohio Department of Transportation initiated the Cleveland Innerbelt Study. The Cleveland Innerbelt Study has brought together the City of Cleveland, Cuyahoga County, the Ohio Department of Transportation, the Greater Cleveland Regional Transit Authority, Northeast Ohio Areawide Coordinating Agency and stakeholders from throughout the community, to develop and endorse a plan that will serve the future transportation needs of the Innerbelt corridor while respecting the delicate fabric of the community.

At the same time, the Study recognizes that the Interstate Highway System is only one component of a much more vast and comprehensive regional transportation system. Therefore, the Study will consider the interaction of the various components, including how the Interstate Highway System functions with the local street system. There are locations along the corridor where the limitations of the Interstate Highway

System result in route shifts onto city streets, as well as, locations where the limitations of the local street system impact the operation of the Interstate Highway System.

In addition, there are several other significant transportation initiatives that will require careful coordination. These include a study by the three metropolitan planning organizations to evaluate transportation options along the corridor between Canton, Akron and Cleveland, and a study by the Greater Cleveland Regional Transit Authority to develop a Bus Rapid Transit line along Euclid Avenue between Public Square and University Circle. Also included is a study by the City of Cleveland to identify an efficient and appropriate truck route between the Interstate Highway System and the Cuyahoga River Valley, known locally as the "Flats." The "Flats" are home to many of the region's traditional industries, including salt mining, steel manufacturing and bulk material handling, as well as, the Port of Cleveland, which is located on Lake Erie at the mouth of the Cuyahoga River.

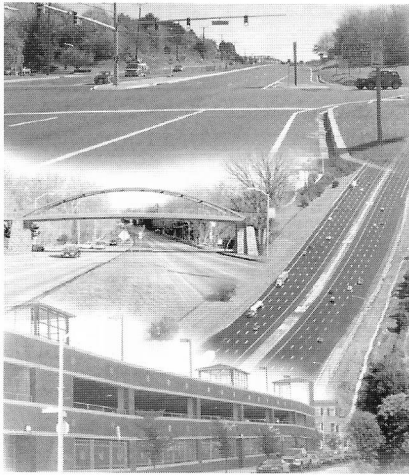
The Cleveland Innerbelt Study includes substantial efforts to fully understand the relationship between the transportation system and the community. These efforts began with the establishment of an advisory committee that brings together fifty-six government, business, institution and community leaders. The advisory committee's primary responsibility is to serve as the study's conscience. The advisory committee members are also expected to serve as liaisons between the Study Team and their constituents. Both the mission statement and the goals and objectives statement developed by this committee reflect the importance placed on the neighborhoods. Improving neighborhood safety, access, modal choice and quality of life predominates the discussions, as does the importance of reducing truck and cut-through traffic in the neighborhoods and minimizing potential impacts to the residents.

The emphasis placed on the neighborhoods today is a direct result of the impact from the original construction of the Interstate Highway System. From the late 1950's through the early 1980's, the construction of the existing Interstate system dramatically changed the topography and character of the corridor. In particular, the Tremont neighborhood, immediately south of downtown Cleveland, was severely impacted as the construction of three Interstates removed large swaths of homes and created chasms between adjacent neighborhood streets. The loss of population that began with the demolition of the existing housing stock continued as the newly constructed Interstate Highway System provided convenient access that hastened the migration of residents from the urban neighborhoods to the suburbs.

To better understand the relationship between the transportation system and the community, the Study Team

continued on page 12

Whitney, Bailey, Cox & Magnani, LLC



Transportation Engineering
Traffic Engineering
Bridge Engineering
Building Structural Engineering
Surveying
Construction Inspection

Land Development
Landscape Architecture
Master Planning
Environmental Engineering

849 Fairmount Avenue, Suite 100
Baltimore, MD 21286
410-512-4500
410-324-4100 Fax

1-800-673-9312
www.wbcm.com

600 Bursca Drive, Suite 609
Pittsburgh, PA 15017

405 Capitol Street, Suite 508
Charleston, WV 25301

5035 Ritter Road, Suite 100
Mechanicsburg, PA 17055

6715 Whittier Avenue, Suite 300
McLean, VA 22101



The Source for Engineering Excellence



Seamless . . .
Comprehensive . . .
Engineering today's
infrastructure solutions.

Transportation
Environmental
Civil
Construction

Offices throughout the U.S.

800.597.7275 • www.pbsj.com

**BUCHART
HORN, INC.**
Consulting Engineers & Planners

800-274-2224

www.bh-ba.com

HQ in York, PA with offices throughout
the eastern U.S. and in Germany

VOLLMER ASSOCIATES LLP
ENGINEERS • LANDSCAPE ARCHITECTS • PLANNERS • SURVEYORS

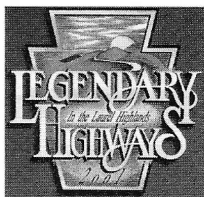
Transportation / Traffic
Highway Engineering
Site Planning
Civil Engineering
Structural Engineering
Environmental Services
Municipal Engineering
Landscape Architecture
Survey / GIS
Construction Inspection
Photogrammetry

PENNSYLVANIA • DELAWARE • NEW JERSEY • NEW YORK • MASSACHUSETTS • CONNECTICUT • NEW HAMPSHIRE

188 Pennell Road, Aston, PA. 19014
Tel: 610-494-3636 Fax: 610-494-1187

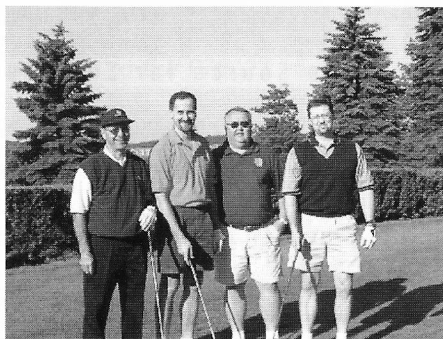
421B McFarlan Road, Kennett Square, PA. 19348 5307 Limestone Rd., Suite 101, Wilmington, DE. 19808
Tel: 610-444-6522 Fax: 610-444-1698 Tel: 302-234-6100 Fax: 302-234-6101

www.vollmer.com



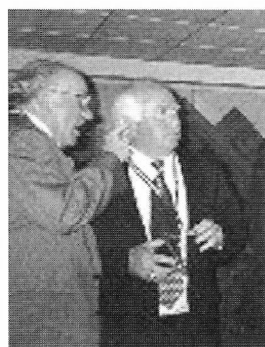
ASHE National Conference 2001

This year's national conference was hosted by the Southwestern Pennsylvania Section and was held at Seven Springs Resort near Uniontown, PA. Nestled in the Laurel Highlands, the conference setting provided the perfect backdrop for a week-end of camaraderie, technical exchange and all around good times. The turnout was exceptionally good, with over 650 delegates attending the activities.



Left to Right, Don Gennuso, Glen Stickel, Ron Deems, and Walt Krasneski at the Golf Outing

Those arriving on Thursday had plenty of opportunities to acquainted with each other, whether over a round of golf, in the hospitality room, at the exhibits, or at that night's ice breaker. The ice breaker featured live entertainment by the Kendall brothers of Deja Vu, and a full course barbecue buffet.



National Secretary Terry Conner conferring with Conference Chair Jack McCune

Friday, which was the busiest day around the conference center, included a full slate of technical presentations, the Past Presidents / Person of the Year Luncheon and the exhibit hall. The technical sessions were kicked off with an informative presentation by PENNDOT Deputy Secretary Mr. Michael Ryan, P.E., and the Honorable Senator J. Barry Stout. The conference theme, "Legendary Highways", was the focus of one of the technical sessions. During this session, participants learned how to take a journey into the past in present day Pennsylvania on our many byways. Other technical sessions included an arousing panel discussion of the pros and cons of "Design-Build" contracting. Attendance at all of the sessions was remarkable, as there was seldom an empty seat in the house.

It was ASHE's honor to recognize Wayne Shackelford as the Robert E. Pearson Award for Person of the Year during the Past Presidents Luncheon. Throughout his

career, his contributions and leadership have had a positive impact on highway engineering and transportation policies in Georgia, where he was Commissioner of the



Left to Right, Past National President Roland Nesslinger (1993), Outgoing President Domenic Piccolomini, and Past President Charles Flowe (1999)

Georgia DOT, and throughout the nation. Also at the Past President's Luncheon was our nation's first president, George Washington (William Sommerfield), who took time off from his regular duties at Independence Hall in Philadelphia to deliver a message about his early visits to the area, followed by a press conference with the audience.

Saturday was a good day to relax around the resort or participate in one of the many tours that were offered. The tours included something for everyone, including a tour of the world famous Fallingwater, an invigorating bicycle ride at Ohiopyle State Park, or a more laid back afternoon at a local winery. If touring was not in your plans, Saturday's golf outing at the resort provided good competition, good times and best of all, prizes.



After the business of each day, the night life at Seven Springs got into full swing. For dinner Friday night, participants were treated to the dining speciality of Seven Springs, their famous "Seafood Buffet." Afterwards, conference attendees were encouraged to try their luck at "Las Vegas Night," which included several games using play money. The Annual Banquet was held on Saturday night. This event served as the grand finale for the conference



Left to Right, Marla, David, and Shelly Piccolomini

ASHE National Conference 2001

and gave ASHE the opportunity to install the new officers, including incoming National President Cooper E. Curtis, P.E.. Congratulations and good luck to all the incoming officers.



Matt and Roberta Skovera enjoy Saturday evening's entertainment

In addition, Gene Smith was presented with an ASHE Honorary Membership Award. This is a prestigious and exclusive honor, as Gene is only the fourth member of ASHE elected to the grade of Honorary Member. His career in the highway industry spans nearly 40 years. In that time, he has held several offices in ASHE, including National President in 1980. Over the years, he has worked tirelessly, devoting countless days to ASHE and is one of the people who is most responsible for the growth and dynamics of the organization. Congratulations and thank you Gene.



Perry and Sherry Schweiss enjoy the Annual Banquet

The Southwestern Pennsylvania Section was very proud to have hosted the Annual Conference this year and would like once again thank the over 150 sponsors and exhibitors.

In closing, we hope that everyone enjoyed their time spent in southwestern Pennsylvania. We truly cherished



National Board hard at work after the conference

the company we had the privilege of keeping for those few days. As a reminder, next year's in conference stays in western Pennsylvania, but moves about 200 miles northward to the sandy beaches of Lake Erie. We look forward to seeing everyone there!



Lunch at the Playhouse Theater



Saturday's Golf Outing



Conference attendees enjoy a day of rafting on the Yough River

has been meeting with neighborhood and faith-based groups and community development corporations. A formal presentation by the Study Team providing the participants with an introduction to the Cleveland Innerbelt Study. A question and answer session follows the presentation. The Study Team considers the establishment of this type of open and honest dialogue with the community to be critical to the success of the Cleveland Innerbelt Study.

The Study Team is currently completing its evaluation of the existing Innerbelt corridor and will soon begin to develop alternatives. The Study Team has modified the traditional alternatives development process in order to coordinate the technical team's efforts with the public involvement process. This includes the addition of a series of meetings with various community groups to affirm the needs assessment prior to initiating the alternatives development process. The

alternatives development process itself is interactive, with the community contributing to the technical team's efforts through a series of planning charrettes.

The Cleveland Innerbelt Study is intended to be a fair and open process allowing the community to participate in the development of a strategy for the intelligent renewal of the transportation infrastructure. A strategy that works not only for commuters, but for the entire community.

For further information visit the Cleveland Innerbelt Study website at www.innerbelt.org.

The Study Team is lead by Burgess & Niple, of Columbus, Ohio, and includes a large number of nationally recognized subconsultants who bring a significant depth of knowledge to the problem of revitalizing urban Interstates. ■



*Sucevic, Piccolomini
& Kuchar Engineering, Inc.*

*Highway Engineers
& Planners
Since 1981*

- › HIGHWAY DESIGN
- › BRIDGE DESIGN
- › TRAFFIC ENGINEERING
- › HYDRAULIC STUDIES
- › SURVEYING
- › GRANTSMANSHIP

126 Kaider Road • Uniontown, PA 15401
Tel: (724) 439-1600 • Fax: (724) 439-5449
E-Mail: spkinc@usaor.net

engineering excellence	
<i>Bridges Highways Airports Mass Transit Buildings Special Structures</i>	<ul style="list-style-type: none">▪ INSPECTION▪ PLANNING▪ DESIGN▪ CONSTRUCTION MANAGEMENT▪ DESIGN/BUILD
A M M A N N & W H I T N E Y	
ammann-whitney.com	2300 Chestnut Street Philadelphia, PA 19103 (215) 567-1341 Fax: (215) 972-8005



"Quality by Design"

30 Offices Nationwide



For more information
on TBE, visit our web site at:
www.tbegroup.com
800-861-8314

From Concept Through Construction™

- Acquisition and Right-of-Way Support
- Civil Engineering
- Construction Engineering and Inspection (CEI)
- Drainage and Stormwater Services
- Environmental Services
- Geographic Information Services (GIS)
- Subsurface Utility Engineering (SUE)
- Transportation/ Structural
- Utility Engineering
- Utility Coordination
- Survey and Mapping
- GPS Services
- Ground Penetrating Radar (GPR)

ISO 9001 Certified...
our quality journey continues



US Route 219 — Pennsylvania Quality Initiative 2000 Partnering Excellence Award

Transportation Engineering • Structural Engineering
Mechanical/Electrical Engineering • Environmental Engineering
Municipal Engineering • Civil/Site Engineering
Land Surveys/Mapping • Construction Observation



Mechanicsburg, PA • Wilkes-Barre, PA • Buffalo, NY
Albany, NY • Rochester, NY • Boston, MA • Princeton, NJ
www.erdmananthony.com

Traffic Planning and Design, Inc.

"The Traffic Experts" www.trafficpd.com



Highway & Bridge Design
Traffic Signal Design
Transportation Planning
Noise & Air Quality Studies
Wetland & Phase I / (PAR) Studies

Immediate Job Opportunities

- Structures Engineers and CADD Designers (all experience levels)
- Manager of Regional Transportation Studies (PennDOT experience preferred)

Preferred Experience Includes Management of:

- Highway Needs Studies
- Preliminary Alternatives Analyses
- Major Investment Studies (MIS)
- Congestion Management System (CMS) Studies
- Point-of-Access Studies
- Transportation Sections of Environmental Documents

Inquire in Confidence
Matt Malozi (610) 326-3100 or mmalozi@trafficpd.com

Pottstown • Lehigh Valley • Harrisburg

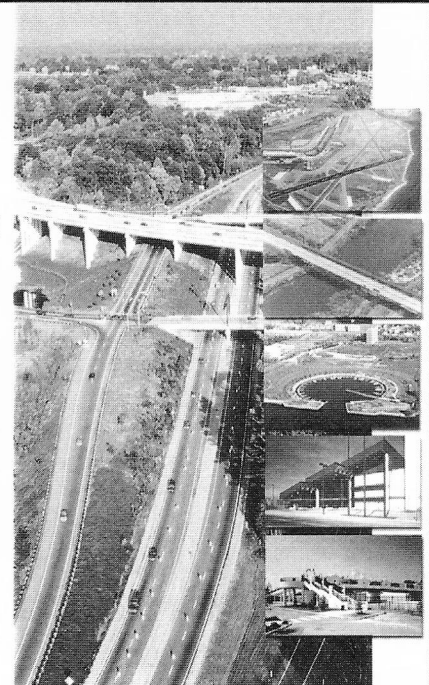
Corporate Headquarters

Urban Engineers, Inc.

530 Walnut Street
14th Floor
Philadelphia, PA 19106
(215) 922-8080

- Planning
- Transportation
 - Airports
 - Bridges
 - Highway Planning
 - Ports
 - Railroads
 - Traffic Transit
- Buildings and Site Testing
- Construction Services
- Civil/Site Design
- Environmental
- Litigation Support
- Program Management

For Employment Opportunities, Visit
www.urbanengineers.com



OTHER LOCATIONS: Erie, PA - Mechanicsburg, PA - Wilmington, DE - Pennsauken, NJ - Buffalo, NY - Hartford, CT

The National Road In Ohio Seeks National Scenic Byway Status

Submitted by Keith Bennett, P.E., P.S.

The Ohio Historic Preservation Office along with communities located along the National Road, are pursuing National Scenic Byway designation for this historic roadway. Designating the National Road in Ohio as a scenic byway could lead to numerous benefits for counties and communities through which the road runs. These benefits could include a higher level of national recognition and opening the areas along the route to tourism, marketing and promotional opportunities.

The National Road is a significant part of the history of Ohio as well as the nation. It was the first Federally funded interstate highway. It was constructed across six states: Maryland, Pennsylvania, West Virginia, Ohio, Indiana and Illinois. The National Road in Ohio is 220 miles in length and the longest stretch of the road in the six states. The road extends through ten counties in Ohio. Construction of the National Road began in Cumberland, Maryland in 1811 reaching Wheeling, West Virginia in 1818. Construction in Ohio began in 1825. The plan for the National Road to extend to the banks of the Mississippi was never fully realized.

Construction ended in Vandalia, Illinois in the mid 1830's due to shortages of funding. In 1927, the National Road was designated U.S. Route 40. During this period, alignments were straightened, hillsides were cut, some of the original S-bridges were replaced and several of the villages along the route were bypassed.

The construction of the National Road included several experiments in road paving techniques. The first section of graded gravel macadam pavement on a Federal project was installed. Several sections of early experimental concrete pavement still exist on abandoned sections of the National Road in Ohio. There are also over 70 miles of the road in Ohio that were paved with experimental brick. Twenty-two stone bridges still exist along the National Road in Ohio.

The National Scenic Byway program requires that a Corridor Management Plan be created. The plan addresses five specific areas. These include enhancement, development, marketing, interpretation and signing.

The Enhancement Plan outlines ways in which the intrinsic qualities of the National Road will be protected, preserved and conserved so that the byway remains an attractive destination.

The Development Plan initiates strategies for byway communities to enhance existing development, accommodate new development and attract prospective new businesses.

The Marketing Plan includes plans for marketing the National Road in Ohio and ways to coordinate the marketing of the byway with other National Road states.

The Interpretive Plan outlines ways to establish educational activities and facilities that communicate the history of the National Road in Ohio, and coordinate with other National Road states to provide a common interpretive approach.

The Sign Plan incorporates strategies for reducing the

size and number of signs along the route and for developing a system of directional, informational and interpretive signs to enhance the visitors' experience.

The Ohio National Road Scenic Byway planning process is well underway. The Ohio Historic Preservation Office (OHPO) initiated groundwork in 1995 when they initiated a statewide steering committee of local and state interest groups. A comprehensive inventory of historic and archaeological resources along the National Road was then completed. This led to the designation of National Road as a State Scenic Byway by the Ohio Department of Transportation. At this point the development of the Corridor Management Plan was initiated.

A Scenic Byway Advisory Committee comprised of representatives of city and county government, regional transportation planning agencies, historical organizations, museums, chambers of commerce and tourism agencies was formed. This committee will help facilitate the decision-making process during the development of the Corridor Management Plan. The advisory group has been meeting on a quarterly basis since June 2000. The draft management plan was presented at a series of public meetings held across the state in April 2001. The plan is scheduled for submittal to the Federal Highway Administration in July with hopes of receiving approval by September 2001. ■

Providing Innovative Solutions For Transportation Projects



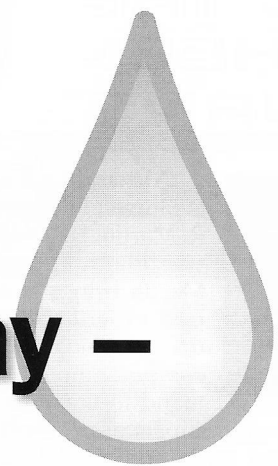
Stantec

Engineering / Architecture / Surveying / Planning

stantec.com

Charlotte, NC / Raleigh, NC
Winston-Salem, NC

30 million gallons of water a day – and every drop to drink.



People served by the City of Allentown, Pennsylvania's water supply can be sure they will have quality drinking water for the next 100 years, thanks to the innovative approach of consulting engineers.

Not only did consulting engineers plan for increased water usage, they upgraded the City's water treatment plant cost-effectively and in an environmentally sound manner — without residents losing one drop to drink.

Every day consulting engineers are designing projects that promote a better quality of life and help meet the needs of growing communities.

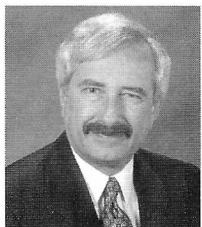
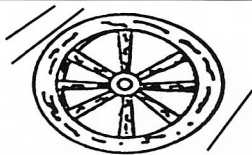
For more information about consulting engineers or to request our guide to selecting the right consulting engineer firm, call CEC/PA at 717-540-6811 or visit our website at www.cecpa.org.



**Consulting Engineers Council
of Pennsylvania**

Engineered for life.

AS THE WHEEL TURNS...



Alexandria, Virginia – Volkert & Associates is pleased to announce the addition of Michael R. Martin, P.E., AICP, as Director of Transportation Planning and Traffic Engineering. Mr. Martin brings to the firm 27 years of specialized experience in comprehensive transportation planning and network analysis including computer modeling, corridor studies, travel demand forecasting, transit studies, site feasibility studies, traffic impact assessments, preliminary roadway and parking design, access and circulation studies and traffic signal design.

Mr. Martin holds a B.S. in Civil Engineering from Virginia Tech and a M.S. in Civil Engineering from UVA. He serves on the Board of Directors of the Maryland Chapter of Intelligent Transportation Systems of America (ITSMD), is Vice President of the Virginia Section of the Institute of Transportation Engineers (VASITE) and a founding member of the Virginia Chapter of ITS America (ITSVA). He is also a member of APA, ASCE, ITE and ASHE. Mr. Martin founded Martin Enterprises & Associates, Inc. and previously served as Vice President of Patton Harris Rust & Associates, PC.



McMahon Associates, Inc., a transportation engineering and planning firm celebrating 25 years of service excellence, announces the promotion of Carolyn A. Gish, P.E., to senior project manager. Ms. Gish, a graduate of the Florida Institute of Technology with a Bachelor of Science degree in civil engineering, has over seven years of highway design experience. Her commitment to successful management of the

firm's transportation design department, combined with her expertise in the execution of engineering projects, has earned her this promotion.

Ms. Gish is on the board of directors for the American Society of Highway Engineers, Gold Coast Chapter, and is an active member of the American Society of Civil Engineers and the Florida Engineering Society.



Gregory Milakovic, P.E., was recently appointed a Regional Director for Gannett Fleming, an international consulting engineering and construction management firm. Based in the firm's Hammonton, N.J. office, Milakovic will oversee corporate operations in New Jersey, New York, and the New York metropolitan area of Connecticut.

Milakovic is currently a vice president and regional office manager of Gannett Fleming's Hammonton, N.J. office. In this position, he is responsible for the design and construction management of environmental, structural, electrical, and transportation projects. Milakovic is experienced in all facets of local highway, expressway, toll road, railroad, and transit facilities design. Projects include the construction of new facilities and the rehabilitation of existing infrastructure. He is involved with the design/build initiative on the East coast for the firm.

Milakovic holds a B.S. in Civil Engineering from Drexel University. He is a registered professional engineer in New Jersey and Pennsylvania, as well as a member of the Southern New Jersey Development Council. He is a former board member for the Southern New Jersey section of the American Society of Highway Engineers.

Transportation Specialists



Bridges

Highways

Tunnels

Transit

Planning

Railroads

Airports

"A History of Commitment Since 1917"

HDR
HDR Engineering, Inc.

3 Gateway Center
Pittsburgh, Pennsylvania 15222
(412) 497-6000
www.hdrinc.com

HRG

Herbert, Rowland & Grubic, Inc.
Engineering & Related Services

369 East Park Drive
Harrisburg, PA 17111
(717) 564-1121
Offices Statewide

The first thing we build
is a relationship.

Land Development & Site Design
Environmental Investigations
Traffic Studies & Signalization
Roadway Design
Water & Wastewater Systems Design
Geographic Information Systems
Construction Phase Services
Surveying Services

You deserve the best!
Best Places to Work in PA
www.hrg-inc.com

Check out our website
for career opportunities!



**Millions of People
Will Find what We Do
Very Moving**

**Announcing The New Pennsylvania Powerhouse in
Transportation and Infrastructure. . . DMJM+HARRIS.**

When you combine the talent and resources of three of the best companies in the field of transportation and infrastructure planning, engineering and architecture — **DMJM Infrastructure**, **Holmes & Narver Infrastructure** and **Frederic R. Harris** — you unleash new synergies of size, scope and technology into a dynamic and powerful new force. That powerful new force, with a deeper and more diverse pool of experienced professionals, and greater resources and financial strength to handle even the largest projects, is DMJM+HARRIS. Now a national and global powerhouse, our capabilities cover the full spectrum of market sectors and disciplines, including Transit, Highways and Bridges, Energy, Water Resources, Marine and Airports.

So from concept to completion, from project design and planning to project delivery, at DMJM+HARRIS we're ready to build a better world. And we think that a great many people who benefit from what we do will find that very moving.

DMJM+HARRIS

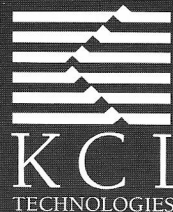
The People Who Get It Done.

PROJECT DEVELOPMENT • PLANNING • DESIGN • PM/CM • OPERATIONS & MAINTENANCE

The Atlantic Building • 260 South Broad Street, Suite 1500; Philadelphia, PA 19102 • Tel: (215) 735-0832

Four Gateway Center, Suite 500, Pittsburgh, PA 15222 • Tel: (412) 395-8888

201 Gilbraltar Road, Suite 120, Horsham, PA 19044 • Tel: (215) 674-1913



Engineers

Planners

Scientists

*Construction
Managers*

Offices:

Delaware
Florida
Maryland
North Carolina
Ohio
Pennsylvania
Virginia
West Virginia
Washington, DC

Pennsylvania:

Scott Sternberger
Sr. Vice President
(717) 691-1340

**Looking for
Solutions
to your toughest
Project
Challenges?**

No problem.
We're just a mouse click away.

www.kci.com
Employee Owned Since 1988

*Transportation Planning/Engineering
Structural Engineering
Civil Engineering
Construction Management & Inspection
Environmental Sciences
Cultural Resources*

GREENHORNE &



O'MARA, INC.

VISIONS. SOLUTIONS.

- **Highway and Bridge Design**
- **Construction Engineering & Inspection**
- **Environmental Services**
- **Planning and Traffic Engineering**
- **GIS/Surveying/Mapping**

HEADQUARTERS:

9001 Edmonston Road

Greenbelt, Maryland 20770

Phone: (301) 982-2800

Fax: (301) 220-2483

www.G-and-O.com

OTHER OFFICES

MD Annapolis, Baltimore,
Germantown

PA Mechanicsburg

VA Fairfax, Fredericksburg,
Richmond

WV Fairmont

NC Raleigh

GA Atlanta

FL Jacksonville, Tampa,
West Palm Beach



**Highway & Traffic Engineering • Bridge Design & Inspection
Infrastructure Planning • Land Surveying
Storm Water Management • Transportation Planning**



FINKBEINER, PETTIS & STROUT, INC.
ENGINEERS SINCE 1900

Akron, OH • Charlotte, NC • Cleveland, OH • Detroit, MI
Greensboro, NC • Hamilton, OH • Novi, MI
Toledo, OH • Virginia Beach, VA

Visit our web site at **www.fpsengineering.com**

Life Cycle Assessment of Road

by Håkan Strippel, IVL

A second revised edition of the report "Life Cycle Assessment of Road - A Pilot Study for Inventory Analysis" is now available free to be downloaded in pdf format. The report is an English translation of the Swedish report "Livscykelanalys av väg". The IVL report number is B 1210 E. The report includes 182 pages of useful environmental information for road construction, operation and maintenance.

The report is available at the IVL homepage, www.IVL.se under latest news. You are welcome to distribute this information to other organisations. If you have questions please do not hesitate to contact me. We also have a computer model where the environmental profile can be calculated for a specific road profile.

I hope you will find this new research field interesting and useful. We look forward to further co-operation. ■

continued from page 1

- Crashes at *SafeLight* approaches have decreased 24 percent during the program's first two years.
- The severity of crashes at *SafeLight* intersections has dropped 14 percent.
- Crashes caused by red-light violators declined 20 percent or more at 10 camera-monitored intersections. Four intersections experienced decreases of 50 percent or more.

While the *SafeLight* program focuses on preventing wrecks caused by red-light runners, red-light cameras have an auxiliary effect by reducing total crashes at intersections. All types of crashes at *SafeLight* intersections fell nine percent during the program's first two years. Compare that with a five percent increase in crashes citywide during the same two-year period.

SafeLight's message of creating safer streets has captured the attention of 98 percent of Charlotte/Mecklenburg County residents who state they are aware of the *SafeLight* program. Eighty-six percent believe the program is beneficial to the community. Eighty-two percent believe the program helps reduce red light running, and 75 percent feel that the program helps reduce traffic accidents. ■

Contact: Brett Vines
Communications Manager
Charlotte Department of Transportation
(704) 336-3902
bvines@ci.charlotte.nc.us

Employment Opportunities

CON/SPAN Bridge System

■**Project Consultant:** 3+ years experience of civil engineering or technical consulting. Positions available in New York, New Jersey and Pennsylvania market areas. Market to private & public engineering consultants, public works contractors, & developers. See web sites www.bridgetek.cc and link to www.con-span.com Contact pcolflesh@bridgetek.cc

LEADERS WANTED

Mechanicsburg, PA

Assistant Chief Highway Engineer

Urban Engineers, Inc. is seeking a team player for a leadership position for our design efforts. You will be responsible for the management, supervision and performance of our design staff. BSCE degree, PE, minimum 10 years design experience required in addition to strong writing, communication and organizational skills. PennDOT experience and MS desirable.

Project Managers

Highway and Bridge Design

We are seeking Project Managers to support design services. BSCE degree, minimum 5 years design experience, and experience managing PennDOT projects required as well as strong communication and organizational skills. PE desirable.

We offer a competitive salary and benefits program including 401k and tuition reimbursement. For consideration in confidence, submit resume to:

Urban Engineers, Inc.—Attn: HR
530 Walnut Street, 14th Fl.
Philadelphia, PA 19106
Fax: 800-933-8542

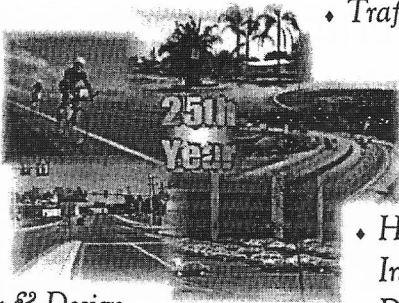
E-mail: HR@urbanengineers.com
Website: www.urbanengineers.com
Equal Opportunity Employer

RESPONSIVE
TRANSPORTATION
SOLUTIONS

♦ Transportation Planning

♦ Traffic Studies

♦ Traffic
Signal
Design



♦ Survey

♦ ITS
Planning & Design

♦ Highway &
Intersection
Design

♦ Highway Access
Permits

♦ Engineering Services
During Construction

Corporate Headquarters:
Fort Washington, PA

215.283.9444

Regional Offices:

Harrisburg, PA
717.909.0550

Boston, MA

617.725.0099

Exton, PA

610.594.9995

Boynton Beach, FL
561.364.1666

Palm Beach Gardens, FL
561.493.8707

www.mcmtrans.com



PARSONS BRINCKERHOFF

- Engineering
- Planning
- Construction Management
- Program Management
- Operations & Maintenance

Contact:

Hal Kassoff
1401 K Street, NW
Suite 701
Washington, DC 20005
202-783-0241
kassoff@pbworld.com

www.pbworld.com

Over a Century
of Engineering
Excellence

250+ Offices Worldwide

COMPLY WITH STORM WATER RUN-OFF REQUIREMENTS.

Introducing the Stormceptor System, the leader in storm water quality treatment. Stormceptor removes high percentages of sediment and oil and is the perfect solution to meeting Phase I and II requirements. Stormceptor is also proven effective as a pretreatment and spill control device. And with more than 5000 installations, it is setting the standard for treating storm water run-off worldwide.

Extensive lab tests, field tests, and federal and state verifications have proven Stormceptor's effectiveness time and time again. It is this commitment to research and development that truly make the Stormceptor System stand out from the rest of the pack.

Stormceptor. The leader in storm water quality treatment... and ready for Phase II.

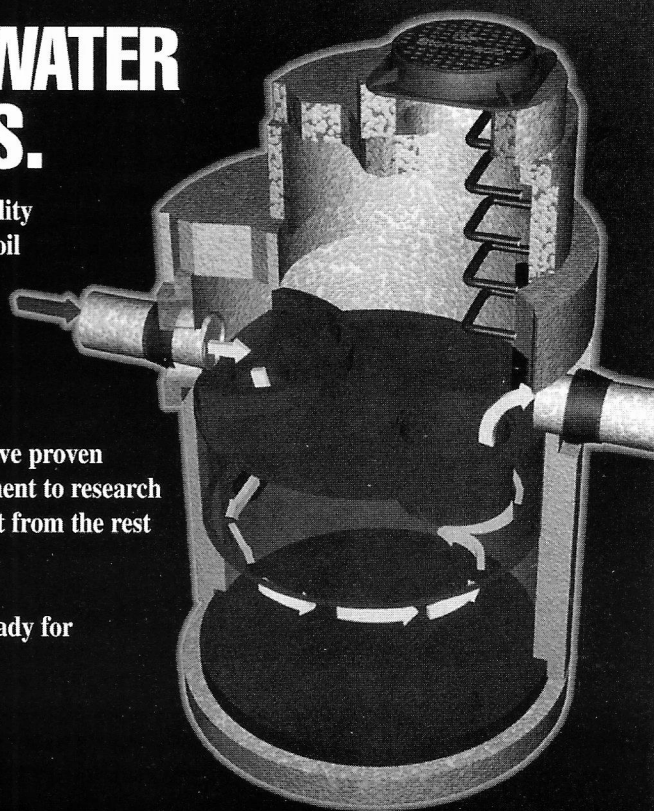
For our free design CD-Rom, call: (800) 909-7763.

CSR

www.csrstormceptor.com



Stormceptor®



PICKERING, CORTS & SUMMERSON, INC.

Consulting Engineers & Land Surveyors

Transportation Engineering
Traffic Engineering
Bridge Inspections
Municipal Engineering
Land Planning & Development
Land Surveying
GIS



126 SOUTH STATE STREET, NEWTOWN, PA 18940-1926
215-968-9300 FAX 215-968-3649

1600 REED ROAD, SUITE 1, PENNINGTON, NJ 08534-5002
609-737-2033 FAX 609-737-7306



Orth - Rodgers Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

Dedicated to Providing Quality Engineering Services Since 1977

- Traffic Engineering
- Transportation Planning
- Highway Design
- Bridge Design
- Land Use Planning
- Landscape Architecture
- Environmental Planning & Studies

Corporate Headquarters
230 South Broad Street, Philadelphia, PA 19102
(215) 735.1932 Fax: (215) 735.5954

• Philadelphia, PA • Malvern, PA • Mechanicsburg, PA • Phillipsburg, PA
• West Trenton, NJ • Somerset, NJ • Tampa, FL • Las Vegas, NV

www.orth-rodgers.com

New MUTCD Now Available

as reported in Better Roads

The U.S. Department of Transportation has finally released the new Manual on Uniform Traffic Control Devices. An article by Linda L. Brown with the Federal Highway Administration in the December, 2000 issue of *Better Roads* gave an early glimpse of the manual's contents. The new manual contains detailed roadway standards for the entire transportation industry to uniformly control road signs, roadway work zones, traffic control, highway rail crossings, traffic control for bicycles and so on. This is only the fourth edition of the MUTCD. Notable changes, according to the American Traffic Safety Services Association, include:

1. New signs and pavement markings to improve roadway safety and efficiency.
2. Changes in standards and guidance to provide for the needs of older drivers.
3. Major changes in the work-zone section to reduce delays in and around road work.
4. Additions to incorporate provisions of the Americans with Disabilities Act.
5. New provisions to assist pedestrians and bicyclists.

ATSSA partnered with the Institute of Transportation Engineers and the American Association of State Highway and Transportation Officials to publish the new manual and make it available to the roadway industry. Loose-leaf editions fit three-

ring binders and are available by section or in the manual's entirety. The complete manual is 1,100-pages long. A smaller, glove-box sized manual is meant for field work and contains portions of the MUTCD that workers need on a job. A CD-ROM version of the complete manual is also available. To check prices or to order, go to www.atssa.com. ■

Demand For Asphalt Paving Products Expected To Rise

as reported in Better Roads

Asphalt paving products demand is projected to rise 3.3%/year through 2003 to more than 48 million tons, according to the Freedonia Group. Increases will be generated by Federal, state, and local highway construction and maintenance programs, with funding in part from the Transportation Equity Act for the 21st Century. Growth in emulsified asphalt products will be greatest among paving products. The increasing adoption of the Superpave program's performance-based specifications for road projects will generate demand for polymer-modified asphalts. ■

EMPLOYMENT OPPORTUNITIES



STV Incorporated, an ENR top 100 design firm has the following opportunities available at our Douglassville office.

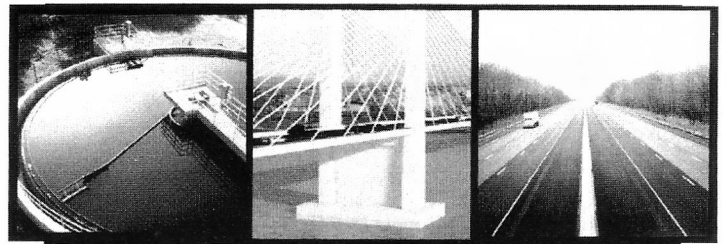
- **CIVIL / STRUCTURAL ENGINEERS**
- **CIVIL ENGINEERS - HIGHWAY & BRIDGE DESIGN**
- **ARCHITECTS**
- **MECHANICAL ENGINEERS**
- **ELECTRICAL ENGINEERS - INDUSTRIAL & FACILITIES**

STV is a dynamic, growing firm with competitive salaries and comprehensive benefits. For immediate consideration, please forward your resume and salary requirements to:



STV INCORPORATED

205 West Welsh Drive, Douglassville, PA 19518-8713
 Fax: 610-385-8515, Attn: Human Resources
 E-mail: McAbeeCR@stvinc.com, NO CALLS PLEASE
 Please visit our website at: www.stvinc.com
 An Equal Opportunity Employer M/F/D/V



Transportation Engineering
 Civil Engineering
 Environmental Services
 Architecture/Engineering

URS

tel. 330.836.9111

Edwards AND Kelcey

Real World Challenges...Real World Solutions

Engineers
Architects
Planners
Constructors

Transportation
Communications
Building Technologies
Commercial Development

Offices Nationwide
Corporate Headquarters

299 Madison Avenue, PO Box 1936
Morristown, NJ 07962-1936
Voice 973.267.0555 Fax 973.267.3555
www.ekcorp.com

ADVERTISING AND COPY
 DEADLINE FOR THE NEXT
 SCANNER ISSUE: **October 31, 2001**

MAIL ARTICLES TO: ASHE SCANNER
 c/o Robert M. Peda, PE.
 908 North Second Street, Harrisburg, PA 17102
 Copies on disk in MS Word Format are preferred

SCANNER ADVERTISING INSERTION ORDER

From _____

 Contact _____ Phone _____
 Authorized Signature _____
 Date _____

2001/2002 SCANNER Schedule

Summer - August
 Fall - December
 Winter - February
 Spring - May

Ad Size

☐ Full Page
 ☐ Half Page
 ☐ Quarter Page
 ☐ Business Card
 ☐ Want Ad
 ☐ Issue Sponsor

NOTE: Ads are black-and-white unless color is specified.
 Colors are coordinated with issue press run color

Scheduled Issues for Insertion

☐ Winter
 ☐ Spring
 ☐ Summer
 ☐ Fall

Rate/Insertion \$ _____ Total \$ _____

Camera Ready Art

☐ Attached
 ☐ To Follow

Want Ad Text

☐ Attached

Payment Enclosed

Bill Me

TOTAL RUNS ☐ 1x ☐ 4x

SEND TO:

ASHE SCANNER
 Robert M. Peda, PE.
 Managing Editor
 c/o Wanner Associates, Inc.
 908 N. Second Street
 Harrisburg, PA 17102
 Phone - (717) 236-2050
 FAX - (717) 236-2046
 Make Check Payable to ASHE

THE SCANNER

Published quarterly
 Over 5,500 Circulation
 20% are State D.O.T. Employees
 56% are Engineering Consultants
 12% are Contractors
 12% are Related Professions
 51% of the membership have a professional status

2001 ADVERTISEMENT RATES

	Full Page	1/2 Page	1/4 Page	Bus. Card	Want Ad
1x	\$425	\$325	\$225	\$150	\$100
4x per issue	\$400	\$300	\$200	\$125	

Issue Sponsorship \$600 (one issue)

Spot Color - Add 15% (determined by color of the issue.)

Full Page 7-5/8"x10"

Half Page 7-5/8"x5" or 3-13/16"x10"

Qtr. Page 3-13/16"x5"

Bus. Card 2-1/2"x1-1/2"

Want Ads 20 Words or Fewer

For Special Ads, please call Editor

OFFICERS 2001-2002

Cooper E. Curtis, P.E. President
Sandra K. Ivory 1st Vice President
David W. Jones 2nd Vice President
Terence D. Conner, P.E. Secretary
Robert E. Yeager, P.L.S. Treasurer
Charles L. Flowe, P.E. Past President

DIRECTORS

1 Year
Region 7 Ronald L. Purvis, P.E.
Region 8 Tracey L. Hill, P.E.
Region 9 Leila J. Nodarse, P.E.
2 Years
Region 1 Robert A. Hochevar, P.E.
Region 2 Shirley A. Stuttler
Region 3 Frank S. Lopez, Jr.
3 Years
Region 4 Robert M. Peda, P.E.
Region 5 Mark Welker
Region 6 Richard Prentice, P.E.

Return Address

THE ASHE SCANNER

Robert M. Peda, P.E. Managing Editor
c/o Wanner Associates, Inc.
908 North Second Street
Harrisburg, PA 17102

PRESORTED

STANDARD

U.S. Postage PAID

Harrisburg, PA

Permit No. #741

AMERICAN SOCIETY OF HIGHWAY ENGINEERS

National Headquarters
113 Heritage Hills Road Uniontown, PA
15401
724-929-2760 or 407-836-7929
(South-East)
www.highwayengineers.org

Address changes for the SCANNER should be
directed to ASHE's
National Headquarters at the above address

Membership

Region 1

Cuyahoga Valley 149
Central Dacotah 84
Central Ohio 182
Lake Erie 128
Northwest Ohio 30
Triko Valley 114
Western Reserve 20

Region 2

Clearfield 108
Franklin 240
Mid-Allegheny 94

Region 3

Pittsburgh 592
N. Central West Virginia 46
S.W. Penn 253

Region 4

Harrisburg 425
Altoona 197

Region 5

N. E. Penn 124
East Penn 131
Williamsport 143

Region 6

Delaware Valley 445
First State 112
N. Central New Jersey 153
Southern New Jersey 204

Region 7

Potomac 100
Chesapeake 105
Old Dominion 45
Greater Hampton Roads 110

Region 8

Carolina Piedmont 111
Carolina Triangle 253
Georgia 183

Region 9

Tampa Bay 151
Central Florida 150
N.E. Florida 38
North Florida 41
Gold Coast 92

TOTAL 5,353

PROFESSIONAL STATUS = 51%
DEPARTMENT OF TRANS = 20%
CONSULTANT = 56%
CONTRACTOR = 12%
OTHER = 12%

Baker

...designing, constructing, and
maintaining your dreams through...

- Transportation
- Project Management
- Environmental
- Facilities Planning and Design
- Software Development
- Training
- GIS
- Water/Wastewater

Michael Baker Corporation
Call John Kurgan at 1-800-642-2537
www.mbakercorp.com