



# ASHE

# SCANNER

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## A Collaborative Initiative to Replace Designated No-Mow Areas Along Highway Rights-Of-Way

*Mark Schrader, FHWA; Bill Bicknell, US Fish and Wildlife Service; and Dave Leer, NDDOT*

The North Dakota Department of Transportation (NDDOT), in cooperation with the Federal Highway Administration (FHWA), North Dakota Game and Fish Department and the Fish and Wildlife Service, has used a variety of strategies to mitigate unavoidable losses to important wildlife habitats. Beginning in the 1970's, NDDOT and the participating agencies developed an agreement to designate specific road rights-of-way as no-mow or managed-mow mitigation sites to offset impacts associated with highway construction activities. A total of approximately 8,200 acres, comprising 363 miles of right-of-way throughout the state were designated as no-mow or managed-mow areas. The no-mow areas were established, in part, to mitigate for the unavoidable loss of 136 acres of prairie pothole wetlands.

The no-mow commitments were developed because total replacement of the impacted wetlands was not possible within the highway right-of-way and the Federal regulations in effect at that time virtually prohibited off site wetland mitigation. The no-mow commitment was an effort to make the wetlands remaining along the roadway more productive, as research indicated higher waterfowl nesting success in areas of unmowed right-of-way.

Effectively managing the no-mow sites proved to be more difficult than was anticipated when they were established. The provisions that established the no-mow sites allowed the adjacent landowner to hay the sites during declared drought emergencies. Farmers and ranchers applied pressure to open no-mow sites that they had previously harvested for livestock feed. In addition, repeated violations of the no-mow provisions were documented. Enforcing the no-mow provision created administrative problems for NDDOT. The resource agencies also raised concerns that due to the frequency of the drought emergencies, the no-mow sites were not providing adequate habitat values to mitigate the project losses.

In 2001, the North Dakota State Legislature directed the NDDOT to develop a plan for replacing the no-mow areas. NDDOT worked with the participating agencies to explore environmentally sound, cost



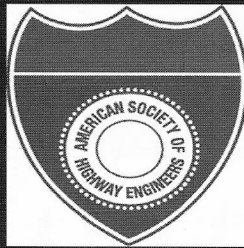
*Typical unmowed highway right-of-way (North Dakota DOT)*

effective measures to replace the 8,200 acres of no-mow and managed-mow sites in the state. This was a complex issue given the amount of land involved, the complicating factors associated with acquiring land for conservation purposes in North Dakota, and the available funds.

After several meetings, an alternative was developed that met the needs of three state agencies and provided a functional replacement for the no-mow mitigation requirement. The North Dakota State Land Department manages state school land tracts around the state to support North Dakota's school system. A number of tracts under the State Land Department's management had not been leased for a number of years or at best sporadically. Lease rates were low and therefore, did not contribute significant earnings to the School Trust Fund. The State Land Department has evaluated alternatives to increase earnings from these tracts, including selling some of the land under their jurisdiction. NDDOT needed a suitable land base with significant habitat values to

*"No-Mow" continued p. 13*





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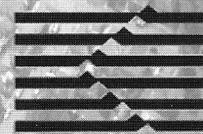
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# President's Message

*Richard S. Prentice*

It is hard for me to believe I have been elected as National President of ASHE. It seems like just yesterday I was elected to represent Region 6 on the National Board. Thank you, ASHE members, for having confidence in me to lead this great organization. I am honored to join the distinguished list of National Presidents who have preceded me. I promise to represent and serve you to the best of my ability.

I look forward to an exciting and challenging year. ASHE is well positioned to take advantage of the many challenges that face the highway industry. We have the rare opportunity to make a significant contribution by becoming a nationally recognized forum for the highway industry. The question is, what must we do to achieve national recognition? We need to acknowledge that quality is paramount. Quality and a drive towards excellence must infuse everything we do, from luncheon and dinner programs, to educational seminars, to the service we provide to the highway industry.

Continued growth of our organization is very important. ASHE has nearly 6,000 members in 37 Sections. Obviously this growth effort started long before now. We must not be lulled into complacency and assume our past success will ensure future success. I want all members to be as excited about ASHE as I am.

Each one of us needs to tell a friend or coworker about the benefits of ASHE. Explain the opportunities to network with other highway industry people at section meetings, technical seminars, golf outings, and other ASHE activities. Invite them to come to section luncheons or dinner meetings. They may be surprised at how many people they already know. We also grow by adding new sections and it takes a year or more to capture the interest and enthusiasm for a potential new section. Once the core group reaches the required number, they request a section charter.

Thanks to the untiring efforts of Dave Jones and members of the New Sections Committee, we chartered the Potomac Highlands and Middle Tennessee sections in 2005. Dave expects to charter new sections in Louisville, Kentucky; Boston, Massachusetts; and Roanoke, Virginia

by the end of this year. In April I attended an organizational meeting in Syracuse, New York. Their core group has named their officers, so things look very promising.

We spotlight ASHE through our Public Relations efforts. Have you seen the new ASHE informational brochure and ASHE ad? The new brochure explains the conception and history of ASHE and presents our mission statement, vision, and values. Our advertisement can be found in *Roads & Bridges*. It has been running for several months in this trade magazine. These things carry the ASHE message across the United States to areas where we flourish and to areas where we are unknown. We have developed a long-term plan to bring our message to people in the public and private sectors who are key decision makers in the transportation industry. Thanks to Sandy Ivory and members of the Public Relations Committee, we are emerging from being unknown to a nationally recognized organization.

The National Constitution now conforms to the way ASHE functions today. It was sent to the entire ASHE membership for approval, which we received on June 29, 2005. The ASHE National By-Laws were revised to not contradict with the newly approved Constitution. Thanks go to Perry Schweiss and the Constitution/By-Laws Committee for all their hard work on a monumental task. I want to thank Rod Pello for developing the 2006-2009 strategic plan. He revised the original strategic plan; adopted on October 25, 2003, to better define the goals of ASHE.

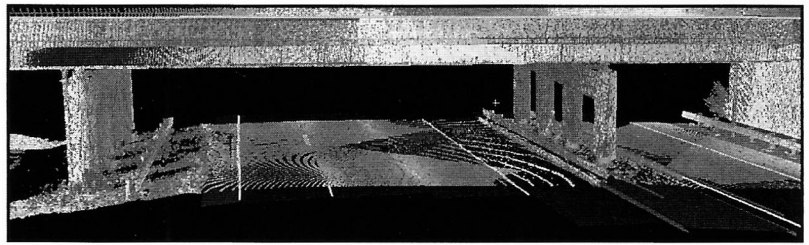
In closing, I repeat my pledge to serve you to the best of my ability. As an organization, we do many things collectively, but I know the sections are doing even more separately, and that's where my next step begins. We need cooperative efforts to strengthen the ASHE organization. I hope to influence sections and regions to work together and to provide a single voice. I will need help from you, the ASHE membership. Working together, we can achieve our vision and make a significant contribution to the highway industry. ■



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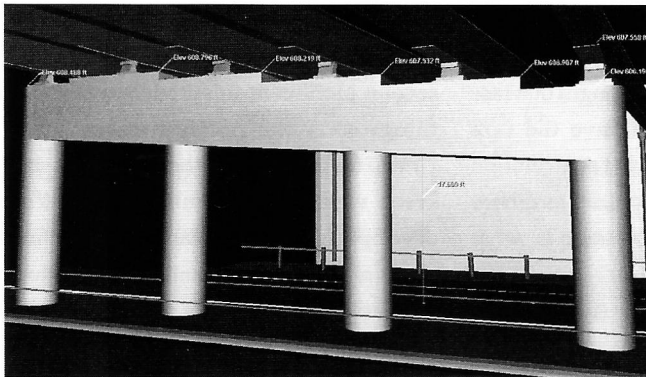


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# Highway Builders Mark the 50<sup>th</sup> Anniversary of the Interstate System

ST. PAUL, Minn. (June 2006) - The Minnesota Department of Transportation marked the 50th anniversary of President Dwight D. Eisenhower's signing of the 1956 Federal Highway Act, the impetus behind the 47,000-mile national system of interstate and defense highways. Agency officials, the Federal Highway Administration and employees who built the system addressed the significance of the nation's interstate from state and national perspectives.

"Building the interstate highway system has shaped our state and our country," said Lt. Gov. and Transportation Commissioner Carol Molnau. "Interstate highways are critical links between urban and rural areas and have made it easier to connect with family and provided better access to goods and services."

"As we speak, people are packing up for the 4th of July, heading to their favorite lake or state park and getting there more easily because of the highway system," Molnau said.

Molnau acknowledged that building the system was not an easy task.

"Some communities disappeared while others were born due to its construction. But the effort improved our overall quality of life and brought mobility, safety and commerce to Minnesota," Molnau said.

Tom Sorel, FHWA division administrator, said the interstate highway system might be considered the greatest public works project in history.

Sorel said the interstate system comprises just over one percent of the nation's roads, yet carries more than 24 percent of travel, including 40 percent of total truck miles.

"The interstate highways are so much a part of daily life that most of us do not realize that the system we use to get to work, to school, to the mall, and to vacations is one of the 'wonders of the world,'" he said.

Molnau and Sorel said the day's commemoration is an opportunity to look ahead to what we need to do to keep the system strong and safe for the next 50 years.

"Mn/DOT, like other states, will now focus more of our transportation dollars on maintaining and preserving this valuable public asset," said Molnau. "Our goal is not to backslide. We expect that with some careful thought and investment decisions, we can continue to enjoy the benefits of this remarkable system."

Molnau cited examples of continued improvement of the interstate system in Minnesota. They include a research center near Monticello on Interstate 94 that uses three miles of the freeway to develop improved pavements and a length of I-394 dedicated to optional tolling to better use excess capacity in the freeway's high-occupancy vehicle lanes. She said initiatives like targeting 100 percent of the state's Motor Vehicle Sales Tax to transportation is a major step in securing the system's future.

Sorel said the charge now is to keep that system functioning as efficiently as possible, keeping people and commerce on the move, not stuck in traffic.

"Launching the interstate system in 1956 demanded leadership and bold thinking. If we approach today's challenges with similar boldness and determination, then our efforts will also be remembered for generations to come," he said.

Dick Braun, a career transportation employee and State Transportation Commissioner from 1979 - 1986, recognized three Mn/DOT employees with 50 or more years of service with the agency - Darlene Lazer, Jack Pirkel and George Thibault.

"The trio has worked in the transportation field since the dawn of the interstate. Their careers began with the start of the interstate system in Minnesota and paralleled its design and construction. Now, they share in the innovations under way to improve its longevity and capacity," said Braun.

Mn/DOT's commemoration was one of several state and national events designed to mark the occasion of the 1956 highway legislation. ■



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# A New Gateway to Pennsylvania

## Replacing the Trenton-Morrisville Toll Plaza

Nicholas G. Siegl, P.E., Project Engineer

While many state Departments of Transportation are considering tolling as a possible source of new funding and are eyeing Texas as a successful model for how to create new toll road authorities in areas of the country where tolling is already well-established, there is also a strong market for the design of replacement toll plazas. Much of the demand for replacement toll facilities is driven by increased traffic, new toll collection technology, and simply the need to replace and upgrade aging facilities.

This article discusses one such toll plaza replacement project recently undertaken by the Delaware Joint Toll Bridge Commission (Commission), a bi-state agency that owns and operates 20 bridges crossing the Delaware River between Pennsylvania and New Jersey. The Commission also supports an infrastructure of 32 approach bridges and 147 miles of roadway. Gannett Fleming, Inc., an international planning, design, and construction management firm, prepared the plaza's conceptual and final designs.

The toll plaza replacement is a substantial piece of the Commission's overall rehabilitation of the Trenton-Morrisville Toll Bridge. This rehabilitation also includes the addition of a northbound auxiliary lane on the main river bridge, as well as in between two interchanges on either side of the bridge. It also includes



Figure 1 — The Delaware Joint Toll Bridge Commission's Trenton-Morrisville Toll Plaza and administration building are located on the Pennsylvania side of the Delaware River, immediately to the west of the Commission's Trenton-Morrisville Toll Bridge.

improvements to nine approach structures, approach roadway, installation of sound barrier walls, and improvements to an adjacent five-span viaduct owned by the Pennsylvania Department of Transportation. This toll plaza replacement project involved a cooperative and coordinated effort between two Gannett Fleming offices — Mt. Laurel, N.J., which provided project management and highway and electrical design, and Harrisburg, Pa., which provided architectural, structural, and mechanical design.

The replacement plaza, a one-way, southbound-only toll plaza, will be located directly in front of the Commission's headquarters administration building and approximately 30 feet south of the existing

plaza. It will feature a new, more contemporary architectural style canopy that will cover five new toll lanes — two dedicated E-ZPass (electronic toll collection) and three mixed-use. It will also include several important features to improve the toll collection work environment compared to that of the current plaza, which was originally opened in 1952.

If the new plaza looks a bit more narrow and more compact than the existing one, it is not an optical illusion. In fact, this was a project objective. Whereas the existing plaza has six toll lanes, the new plaza will have five. The reduction in plaza width was studied in an effort to widen the northbound roadway from two to three lanes, thereby improving the northbound roadway's geometry. The proposed



Figure 2 - Existing Trenton-Morrisville Toll Plaza



Figure 3 — Proposed Trenton-Morrisville Toll Plaza.



five-lane southbound toll plaza configuration is offset by the increased throughput of each new lane. While motorists' steadily growing acceptance of E-ZPass, now at 53 percent, deserves much of the credit, the main reason for the increased lane throughput will be the ultimate replacement of the plaza's existing tollgates with a Video Enforcement System. This will take place within the next few years.

The new plaza design includes a new canopy structure to be located 32 feet south (downstream) of the existing canopy. The purpose of the canopy is to provide a safe, secure, well-lighted, and weather-protected location for conducting toll transactions. The canopy structure will also support the various signs and signals required for communication with motorists, as well as the lights, cameras, antennas, scanners, and other devices required for toll collections. Because of its high visibility and location, the canopy will be the dominant architectural feature of the new plaza and will function, literally, as a gateway to Pennsylvania. It was designed to be aesthetically pleasing, while projecting a positive image of the Commission and Commonwealth, as well as be highly functional and require minimal maintenance.

The preferred canopy concept was selected based on its ability to meet the aforementioned general criteria and the following site-specific requirements:

1. Constructible in multiple stages, under traffic, and within a limited work area
2. Able to accommodate wide loads (14'-0") in outside lane
3. Provide a minimum vertical clearance of 16'-6" in all lanes
4. Architecturally compatible with the 1950s monument style of the administration building
5. Designed for future conversion to open road tolling in the two median lanes.

As shown in Figure 3, in addition to the new canopy and booths, the new plaza will feature a new green tinted glass-enclosed head house. This will serve as the main plaza-level entrance to the administration building and the primary point of access to a new 108-foot pedestrian tunnel located directly under the canopy. Collectors will enter the head house at plaza level and walk down a flight of stairs to the tunnel, where electronic toll collection equipment, HVAC equipment, and a small lavatory will be located. The tunnel is designed to provide a safe, secure, weather-protected passageway for toll collectors. As shown in Figure 4, by using the tunnel and hooded stairways – a separate stairway for each booth – the toll collectors will be able to enter the rear access booths without ever stepping off the island and onto a toll lane.

Existing tollbooths are each equipped with a separate air conditioner installed in the back wall of each booth. For improved toll collector working conditions, the new booths will be equipped with a constant air flow via a positive pressure central HVAC system designed to prevent exhaust fumes from entering the tollbooths. Fresh air will be drawn from an adjacent residential street into the new tunnel, where it will be filtered, heated or cooled, and then distributed. This project is slated for contract letting in September of this year. ■

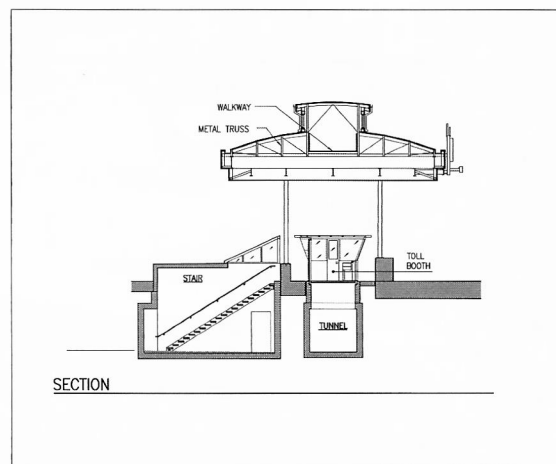


Figure 4 — Toll collectors will access the plaza via a new 108-foot, pre-cast concrete pedestrian tunnel, which will provide a safe, secure, and weather-protected passageway.

Nicholas G. Siegl, P.E., Project Engineer

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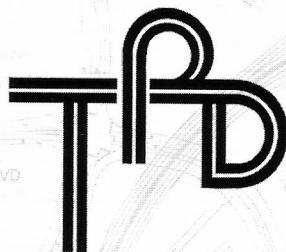
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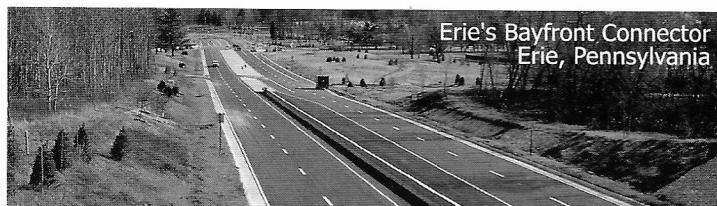
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# How September 11<sup>th</sup> Affected the Transportation System in Rural Ohio

## SR 794 Sub-Area Transportation Study, Clark County, Ohio

*Matt Selhorst, Tetra Tech, Inc.*

In Clark County, Ohio, State Route (SR) 794 runs between US 68 and SR 72 adjacent to the Ohio Air National Guard (OANG) Base at the Springfield-Beckley Municipal Airport. SR 794 serves as a primary “cut-through” route for US 68/SR 72 and carries 2,400 vehicles per day.

Due to its close proximity with the OANG Base, SR 794 is in violation with US Department of Defense (DOD) antiterrorism standards (Unified Facilities Criteria 4-010-02) and must be closed. These standards were set forth as a result of the events of September 11, 2001, for the protection of US Military assets around the world.

Closing this portion of SR 794 would require traffic, including fire and EMS vehicles, to use substandard local roads. Rather than close SR 794 immediately to meet the force protection requirements and create delay for emergency vehicles, the Clark County-Springfield Transportation Coordinating Committee (the Metropolitan Planning Organization for the Springfield, Ohio Urbanized Area), Clark County, City of Springfield (owner of the airport), and the OANG, worked together to undertake a transportation planning study of the area around SR 794.

Studying alternatives would be further complicated by the 2005 Department of Defense Base Closure and Realignment Commission (BRAC) Report, which recommended consolidating the Army National Guard and Army Reserves’ facilities in Springfield and relocating them next to the OANG Base. This would be done on property adjacent to the Base. As a result, the Transportation Coordinating Committee (TCC) identified the “Purpose and Need” of the study as meeting the force protection requirements of the OANG Base and any future military installations, while providing for a connection between US 68 and SR 72 that considers future development and does not adversely impact mobility and emergency response time.

Tetra Tech, Inc., was hired to perform traffic analyses, planning, and environmental process expertise as well as to conduct the public involvement process. The study required extensive coordination with the military; local, state and federal officials; emergency service providers; and the public. Tasks included red flag investigations, alternatives development and analysis, and preliminary engineering of a preferred alternative. An existing and future conditions analysis was also performed to document and analyze data such as current

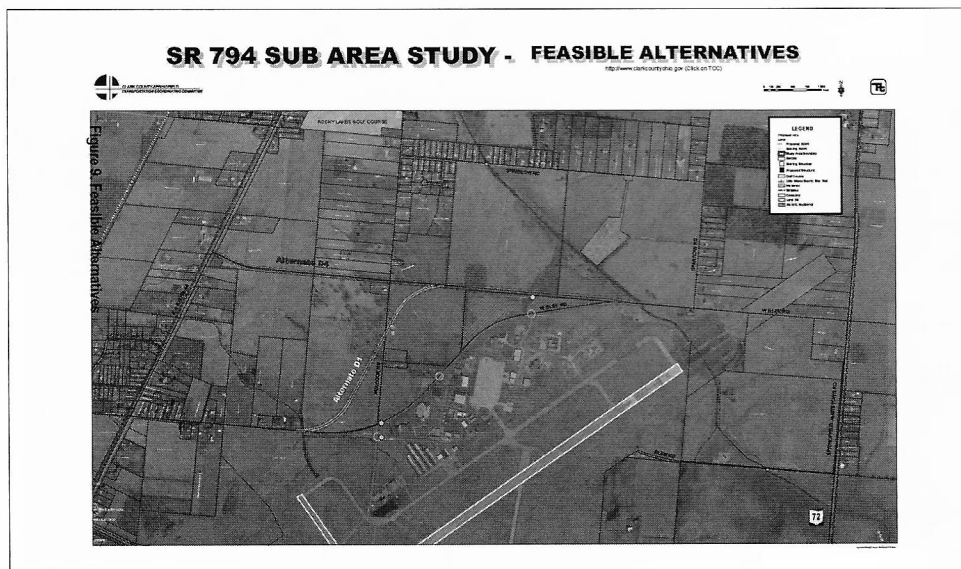
travel time, traffic counts, crashes, roadway geometrics, social conditions, and geotechnical and environmental conditions. This analysis provided a level of detail which sufficiently defined the problem and identified potential solutions according to current and future conditions.

The study offered 19 alternatives including an analysis to reconstruct Air National Guard buildings so that SR 794 would not be within the perimeter standoff distance. Alternatives drawn to scale and overlaid on an aerial map were presented to the public to show potential impacts that each alternative would have on various properties.

The preferred conceptual alternative chosen was approximately one mile of new roadway on a new alignment north of the airport and current roadway. The alignment chosen was based on red flag investigations, public input, and meeting the “Purpose and Need” for the project.

Local residents were satisfied that this alternative did not relocate homes or businesses, did not add an additional access point along US 68, maintained the connection between US 68 and SR 72, and stayed primarily upon the City of Springfield’s property. The TCC Board and other stakeholders were satisfied that the alternative met the force protection requirements and allowed for future OANG Base expansion.

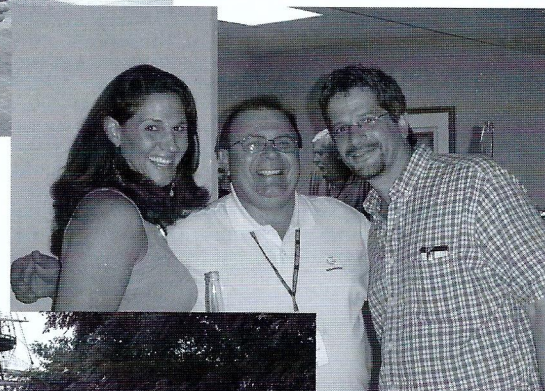
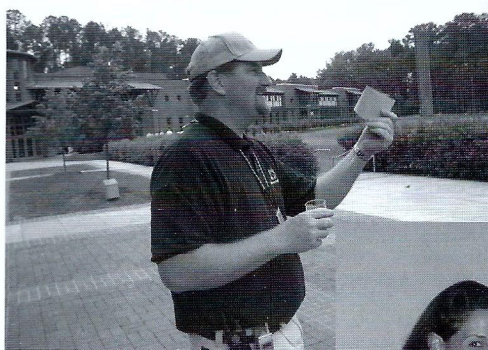
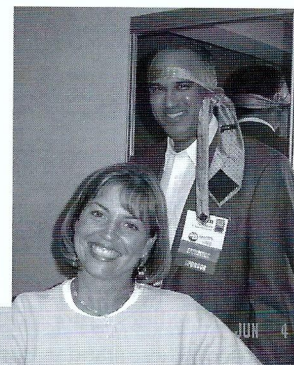
The probable total construction cost for the preferred conceptual alternative is approximately \$2,300,000. Rep. Dave Hobson (R) secured \$1.25 million in federal appropriations for FY 2007 for construction of the new roadway. By providing detailed analyses and coordination with residents, governments, and the military, the study successfully met the force protection standards, improved the transportation system and provided for future growth. Best of all, the preferred alternative satisfied public concerns and was a compromise to which the majority of stakeholders and local residents agreed. ■



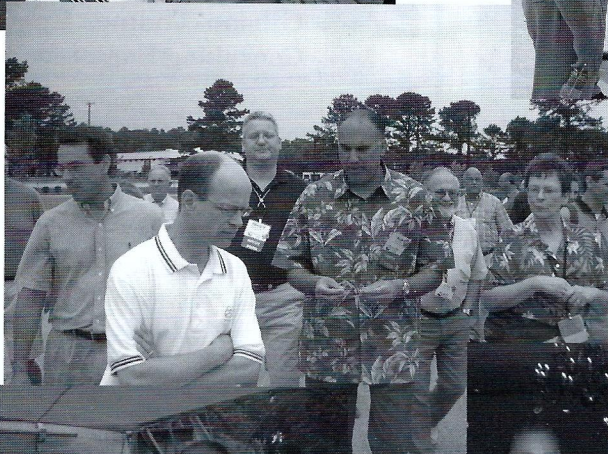
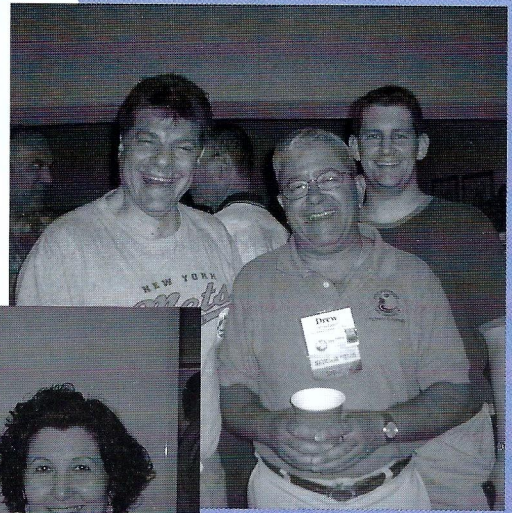


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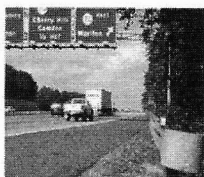
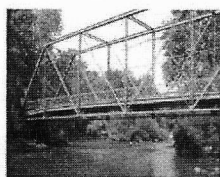
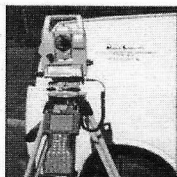
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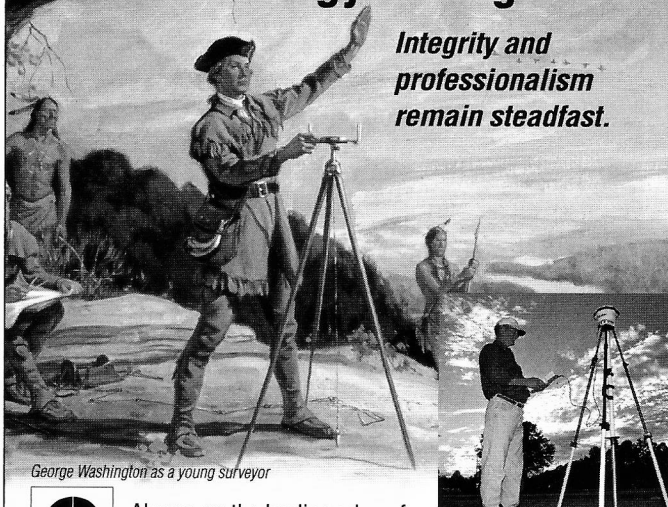


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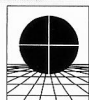
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*"No-Mow" continued from p. 1*

replace the designated no-mow areas. The North Dakota Game and Fish Department stepped forward and offered to work with NDDOT and the State Land Department to evaluate the tracts. Interagency field reviews were scheduled to determine whether some of the tracts could be managed as State Wildlife Management Areas.

NDDOT worked directly with the Game and Fish Department and the State Land Department to evaluate state school land tracts throughout the state. This work resulted in an implementation plan to replace the no-mow areas. All aspects of this plan were thoroughly coordinated with FHWA and Fish and Wildlife Service. This dedicated effort that extended over the course of four years resulted in the purchase of 3,461 acres of land owned by the State Land Department, and acquisition of approximately 740 acres of reclaimed mine land from Great River Energy.

The designated tracts have been purchased by NDDOT and will be managed by the Game and Fish Department. In addition to managing these tracts as wildlife management areas, the Game and Fish Department will make in lieu of real estate tax payments, equal to the evaluation for real estate taxes, to support county and local governments, and assume all costs associated with managing the lands for 99 years. This well coordinated, collaborative initiative released the NDDOT and FHWA from the commitment to maintain the no-mow areas in North Dakota.

NDDOT's purchase and the NDGF's management of this property will result in significant benefits to wildlife populations and outdoor recreation enthusiasts from North Dakota and throughout the country. The tracts feature diverse habitats including aspen forest and shallow



No-mow mitigation replacement site (North Dakota DOT)

water lakes in the Turtle Mountains, a variety of prairie pothole wetlands, and a significant acreage of native grasslands. These habitats support over 200 species of migratory birds and a wide array of resident wildlife. All of the lands managed by the Game and Fish Department will be open to the public for compatible outdoor recreation opportunities such as hiking, bird watching, hunting and trapping. Motorized vehicle access will be controlled to maintain the habitat values of these sites. The sites, which vary in size from 160 to 640 acres, provide permanent protection of larger blocks of diverse habitat that will support a great variety of wildlife than the no-mow sites. ■

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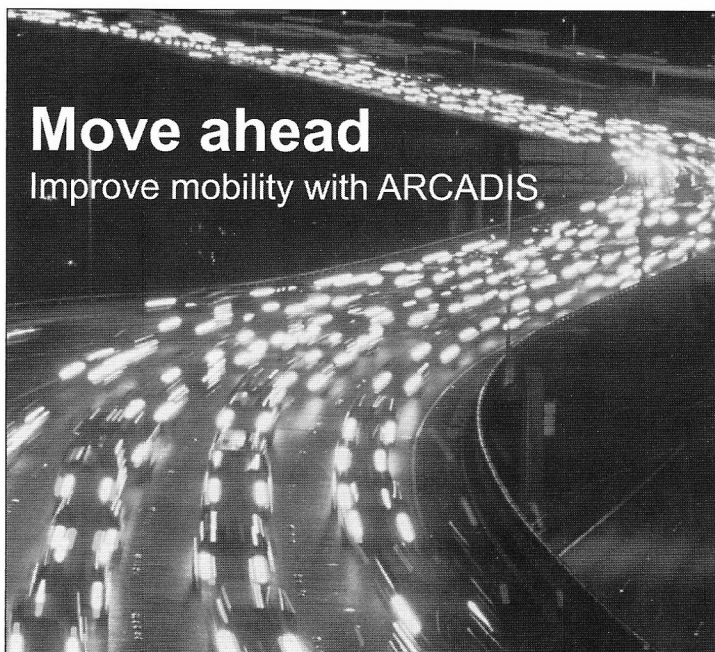
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# ASHE Officers 2006-2007

## **Richard S. Prentice** **National President**

Dick has been a member of the Delaware Valley Section for over 30 years. Elected to the Section Board of Directors in 1984, and served as a Section Officer from 1988-91 holding the positions of 2nd Vice President, 1st Vice President, and President. When the National Board re-organized in 1995, Dick was named as the Region 6 Director for the Delaware Valley Section. He was a motivating force in starting the Region 6 Seminars, which are now offered every October. Dick served as the Region 6 Secretary for 6 years. Then in 2001 he was elected to be the Region 6 President/National Director, where he chaired various Committees. Dick was instrumental in getting our IACET re-certification and still chairs the Education/CEU Committee. In 2002 the Delaware Valley Section named him the ASHE Person of the Year, and in 2003 the First State Section named Dick an Honorary Member. At the 2004 National Conference, he received the President's Award for his significant contributions to ASHE. Dick was elected as the National 2nd Vice President in 2004 and National 1st Vice President in 2005. During that time he chaired the Membership Committee the Budget/Audit Committee, the Education/CEU Committee, and sits on the Strategic Plan Committee and the Executive Committee. Dick was also involved in the ASHE 1985 and 1997 National Conferences that were hosted by the Delaware Valley Section. He is currently involved in the development of the 2007 National Conference being hosted by Region 6.

Dick has a B.S. in Structural Engineering and a M.S. in Civil Engineering from Drexel University. He also holds a degree in Architecture from Temple University. Dick began his engineering career in 1968 with the Pennsylvania Department of Transportation, employed at Engineering District 6-0. During his 36-year tenure with Engineering District 6-0 Dick worked in the Bridge Design Unit, Project management Unit, and Traffic Unit at various levels of design and management. Dick

retired from Pennsylvania DOT in 2004 and moved into the private sector. He accepted a position with McMahon Associates, Inc. in Fort Washington, PA as their Senior Design Specialist. His talents, diversity and experience in structures, highways, and traffic engineering fit extremely well with the needs of the firm.

Dick is active in other engineering organizations. He is a member of the Delaware Valley Engineers Council (26 yrs), the Institute of Transportation Engineers (8 yrs), and the Engineers Club of Philadelphia (4 yrs).

Dick, a widower, resides in Mont Clare, Pennsylvania. He was married for 28 years, and is the proud father of two adult daughters, Jessica and Kristen. Dick is an active member of Saint Andrew's Lutheran Church. He served on the Church Council (6 yrs), taught 7th Grade Sunday School (15 yrs), and chaired the Church Property Committee (21 yrs). In his spare time he likes to travel and read.

## **Terence D. Conner** **National Secretary**

Terry is a member of the Southwest Penn Section in Region 3 where he was a 2-term President. He has been our National Secretary for approximately 28 years. As a result of his dedicated service to the ASHE Organization, the National Board awarded him an Honorary Membership.

Terry earned his B.S. in Civil Engineering from Pennsylvania State University in 1961. He began his engineering career in the public sector by gaining employment with the Pennsylvania Department of Transportation. Terry is a Professional Engineer and Professional Land Surveyor in the state of Pennsylvania. He worked more than 30+ years in PennDOT at various levels of design and management before retiring from the State. Terry then moved to the private sector and began working for McTish, Kunkel & Associates, Inc. in Rostraver, Pennsylvania. He has been their Vice President - Western PA for the last 14 years. Terry retired from McTish,

Kunkel & Associates, Inc. in May 2005. He is also a member of ASCE, PSPE, and NSPE.

Terry and Diane have been married for 46 years. They reside in Uniontown, Pennsylvania. They have 4 children and 5 grandchildren. He and his wife like to attend plays at various theaters and he enjoys playing golf. Terry also sings in the Uniontown Chorale, attends various church functions, and is a Director of AAA East Central.

## **Perry M. Schweiss** **1st Vice President**

Perry is a member of the Southwest Penn Section and served as Section Secretary of the Southwest Penn Section from 1996 to 2005. He is now the President of the Section. He also served as the Treasurer for Region 3 from 2003 to 2005. Perry served as Region 3 Director from 2003 to 2005 and has chaired the Constitution and By-Laws and Legislative Review Committees.

Perry earned his B.S. in Structural Design & Construction Engineering from Penn State University in 1987. After graduating he was hired by Arora & Associates, Inc. located in West Trenton, New Jersey. Over the next five years he honed his skills as a design engineer. In 1992 Perry accepted a position at Sucevic, Piccolomini & Kuchar Engineering, Inc. in Uniontown, Pennsylvania. He was promoted to Vice President of Operations in 2001. Perry is a Professional Engineer in the states of Pennsylvania, West Virginia, and Maryland. He is also a Professional Land Surveyor in West Virginia. Perry has an excellent mentor; it's his boss, Domenic Piccolomini, the 2000 National President of ASHE.

Perry resides in Morgantown, West Virginia. He has 2 boys, Eddie (13) and Tyler (11). Perry sings in the St. John's Church choir. Both freshwater and saltwater fishing are hobbies of his. Perry says that he also enjoys all types of cooking.

*"Officers" continued p. 17*

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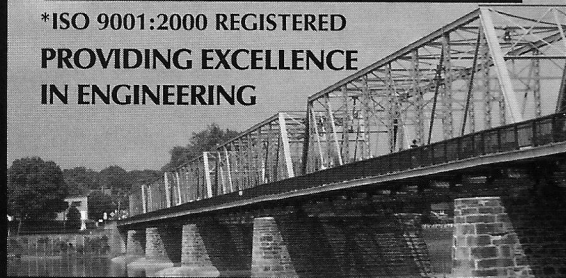
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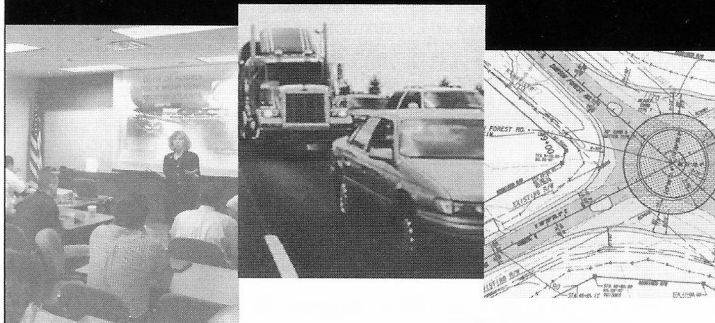
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*"Officers" continued from p. 15*

**Richard D. Clifton, P.E.  
2nd Vice President**

Rich is a charter member of the Carolina Piedmont and Greater Hampton Roads Sections. He served as the Organizing Committee Secretary and Section Secretary for the Carolina Piedmont Section from 1994 to 1999. He also served as co-chairman of the Organizing Committee of the Greater Hampton Roads Section in 2000, then served as that Section's 1st Vice President, President and, finally, Past President. His committee responsibilities included chairing the Constitution and By-Laws committees and the Nominating committees for both Sections. He was also involved in the ASHE National Conference, serving as chairman of the Executive Committee for the 2006 National Conference which was held in Williamsburg, June 1-4. He had fun promoting the conference, including attending the 2005 conference banquet and several section meetings in colonial attire. He was happy to retire the outfit after wearing it to the opening session of the Williamsburg conference.

Rich earned his BS in Civil Engineering from Virginia Tech. After graduating in 1986, he began his career with Charlotte DOT as a Traffic Engineer. In 1990, Rich was promoted to the manager of the Implementation Section. While in Charlotte, he continued his education by taking graduate courses in Transportation Engineering at the University of North Carolina - Charlotte. In 1997, Rich was named the "City of Charlotte Employee of the Year"; an honor he cherishes not because he was selected but because his nomination was signed by his entire staff and dozens of other CDOT workers. In 1999, Rich and his family decided to return to their native Virginia where he helped to open a new office for Kubilins Transportation Group in Newport News. In 2001, Rich accepted a position as the Regional Traffic Engineering Manager in the Newport News office of Gannett Fleming, Inc. He was made an Associate of the firm in 2002. In July of 2005 Rich was promoted to Transportation Engineering Services Manager for Gannett's Newport News office, overseeing

roadway design, traffic engineering and structural services in Virginia. Rich is a registered Professional Engineer in North Carolina, Virginia, and Maryland.

Rich is also a member of the Transportation Research Board (4 yrs); and the Institute of Transportation Engineers – both the North Carolina Section (20 yrs) and the Virginia Section (7 yrs). He is also very active in scouting, serving as the Den Leader of his son's Webelos den and the Unit Commissioner for Cub Scout Packs 12 and 28. He also serves as the Fundraising Chair of Pack 28 and the Membership Chair for the Chesapeake Bay District of the Colonial Virginia Council. He has previously served as the Cubmaster and as Pack Committee Chair of Pack 28.

Rich and Glenda have been married for 19 years. They reside in Poquoson, Virginia (near Newport News). They are the proud parents of two sons, Brooks (11) and Tyler (9). The family pets are a cat named Lucy and a young Labrador/Border Collie mix named Ashes. Rich enjoys gardening and woodworking, but doesn't have much time for either these days. His other interests are NASCAR racing, Carolina Panthers football, Virginia Tech football and taking his scouts hiking, camping, etc.

**Ronald L. Purvis  
National Past President**

Ron currently serves as National Past President. Before serving as National President and 1st and 2nd VP, he served as National Director of Region 7 (2000-03). He is a charter member of the Potomac Section in Region 7. He has served at various capacities including President, and 1st and 2nd Vice President, of the Potomac Section. He also served as National Conference Committee Chair (2004-05) and New Sections Committee Chair (2002-4) and helped to charter the Greater Hampton Roads Section.

Ron served in the public sector from 1961-1979 with Virginia DOT performing various jobs including Bridge Engineer in charge of bridge inspection, maintenance and repair work. From 1979-1999 Ron was employed by an ENR

Top 500 international consulting engineering firm starting as project engineer and ending as Vice President and Director of firm wide bridge remedial technology. In 1999 he opened and managed a Washington DC office for another large highway and bridge engineering firm.

Ron established Ron Purvis Associates in 2000, providing bridge-related research and training services to transportation agencies nationwide. From 2000-02 he also provided Pontis Bridge Management System implementation services for state DOTs. Currently, Ron is the developer and lead instructor for a popular 5-day training course entitled Onsite Bridge Maintenance Training which is presented regularly to state and local DOT practitioners. Ron is a Professional Engineer in the states of Virginia, Pennsylvania, Maryland, New York, Florida, and Washington D.C.

He has published over 25 papers presented at National Conferences, such as Transportation Research Board (TRB) and International Bridge Conference (IBC). Ron served as Chair of the TRB Structures Maintenance Committee from 2000-06. He is past President of the Washington D.C. Chapter of ACI and received the "1995 Outstanding Accomplishment Award" from the National Capital Section of ACI. In 1991 he was invited to testify at a Congressional Hearing on "Condition of Nation's Bridges" by the House Subcommittee on Investigation and Oversight. He served on the FHWA expert panel for "Nondestructive Evaluation of Highway Bridges". Ron was chosen by American Road & Transportation Builders Association to visit several highway agencies in Russia as part of a technology exchange program.

Ron and Dorothy have been married for 24 years. They reside in Chantilly, Virginia, and are active in the Fairfax United Methodist Church. They have three grown children, Deborah, Chris, and Jenny. Dorothy is also an active ASHE Member and Potomac Section Past President. She is a Program Administrative Manager III (Department Head) for Virginia DOT. ■



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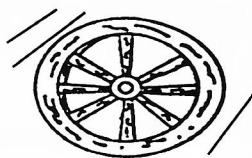
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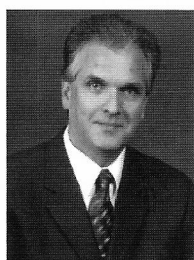
*Ronald L. Purvis, P.E. (ASHE President 2005-2006) passes the gavel to Richard A. Prentice, ASHE President 2006-2007.*

### Richard S. Prentice - New ASHE President

Fort Washington, PA – McMahon Associates, Inc., a full-service transportation engineering and planning firm with over 30 years of service, is proud to announce that **Richard Prentice**, Senior Design Specialist of McMahon Associates, Inc., has been named national president of the American Society of Highway Engineers (ASHE).

Mr. Prentice was inducted on June 3, 2006 at the ASHE National Conference in Williamsburg, VA. He has been an active member of ASHE for 30 years, beginning in Region 6 where he served at various officer levels including president. More recently, Mr. Prentice has been active with ASHE National where he has served as a director, then second and first vice president. In his acceptance speech, Mr. Prentice confirmed his commitment to ASHE's vision of being the national forum for members and partners of the highway industry.

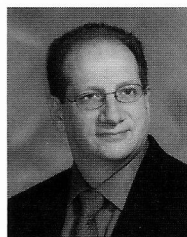
### Joseph Zarriello, P.E. Joins JMT



Mount Laurel, NJ - Johnson, Mirmiran & Thompson, Inc. (JMT) is pleased to announce that **Joseph J. Zarriello, P.E.** has joined JMT as Vice President and Office Manager of our new office located in Mount Laurel, New Jersey. He will be responsible for providing JMT's full range of planning, engineering and construction management capabilities to our clients in New Jersey, Eastern Pennsylvania, and the Philadelphia area.

Mr. Zarriello has more than 31 years of experience as a bridge engineer, highway engineer, project manager, and office manager for transportation and industrial clients. He has led numerous design projects on behalf of the New Jersey Department of Transportation (NJDOT), New Jersey Turnpike Authority, and Pennsylvania Department of Transportation. Joe's structural design and inspection experience includes management of multiple bridge replacement/rehabilitation and NBIS bridge inspection projects.

Joe Zarriello holds Bachelor and Master degrees in Civil Engineering from Villanova University. He is a registered professional engineer in New Jersey and Pennsylvania, and he is a member of the American Society of Highway Engineers.



### John Lentini joins TBE Group

TBE Group, a full-service international consulting, design and engineering firm, is pleased to announce the promotion of **John Lentini** to its management staff.

John Lentini has been promoted to Assistant Director and continues as Senior Project Manager, based in Princeton, New Jersey, for TBE's New York/New Jersey business unit. Under Lentini's management, the business unit has grown from a start-up operation with a staff of two in December 2003 to a staff of more than 20. Thanks to Lentini's marketing efforts, TBE is currently providing SUE services to several New York/New Jersey Port Authority facilities, the New York State Department of Transportation, and several other clients in the New York metro area. ■



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Georgia .....	370
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Tampa Bay .....	102
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N.E. Florida .....	275
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