ASHE SCANNER

Spring 2013

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ALSO INSIDE:

2013 ASHE National Conference Registration . . . page 18

ASHE Section Anniversaries . . . page 25

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MISSION

Provide a forum for members and partners of the highway industry to promote a safe, efficient and sustainable highway system through education, innovation and fellowship.

NATIONAL HEADQUARTERS

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Table of Contents

President's Message 3
Interstate 495 Express Lanes 6
28th/31st Avenue Connector 10
Over a Year Later 15
MileMarkers 17
2013 ASHE National Conference Registration 18
ASHE Section Anniversaries 25
Alkire Road Widening and Railroad Bridge Replacement 26
Pedestrian Accessibility Along DelDOT Roads 28
Korean Veterans Boulevard 30
Rebuilding the Duboistown River Bridge 32

Advertisers

ARCADIS 4
Arora and Associates, P.C. 16
ASHE North East Penn ..... IFC
Berding Surveying 14
Buchart-Horn, Inc. 16
Cardno TBE 16
Erdman Anthony 5
GAI Consultants, Inc. 16
HDR Engineering, Inc. 12
Johnson, Miriman & Thompson, Inc. 12
Jones-Stuckey Ltd. Inc. 31
Keller Engineers, Inc. 31
McCormick Taylor 31
McKim & Creed 9
Michael Baker Corporation 12
Parsons Brinkerhoff 2
Pennoni Associates 12
Sci-Tek Consultants 31
Sucevic, Piccolomini & Kuchar Engineering, Inc. 14
Transoft Solutions Inc. 8
Urban Engineers ..... BC
URS Corp. 13
Whitney, Bailey, Cox & Magnani LLC 14

ASHE National Membership Database Upgrade

ASHE is excited to roll out its new web-based membership database. Each member can access and maintain his or her own membership data. National's goal is that this database will become the common database that both National and the Sections use to maintain all membership information.

To access the database, go to www.database.ashe.pro. You must input your personal ID number which is an eight digit number located on the *SCANNER* mailing label. This will be your ASHE ID number for as long as you are a member of the Society. Your initial password is the zip code (including the dash if it is a nine-digit code) also on the mailing label. Change your password after your initial login to ensure the security of your data.

Please take your first opportunity to review and update your personal data in the database.

President's Message

P. Frank O'Hare, P.E., P.S.
ASHE National President 2012-2013

My first Central Ohio Board of Directors meeting was many years ago. At that meeting in 1990, I was informed that due to a bylaw change, I would be serving as Program Director, not for one year but for two years. Gulp!! The first order of business was to put together the annual golf outing. Needless to say I "scrambled", pardon the pun, and the golf outing was held in spite of being a green Program Director. After this event I found myself facing two years of scheduling various programs for the Section. It took about a year to understand the logistics of the meeting facilities limitations and the evaluation of ideas for our luncheon programs. Of course the second golf outing was easy after my first year's experience. Quickly, I discovered that our Section program and activities were important.

As many have heard me say at various events hosted by ASHE Sections, there appear to be two items common to our best Sections. First is dedicated leadership and second are programs and activities of value afforded the membership. It is obvious after visiting Sections that members look for various things when they support and participate in ASHE. Some members look for tangible benefits, such as CEUs and PDHs, which in some case are provided only to members. Others want to support the goals of ASHE and have less interest in tangible value. Reaching both audiences is a challenge but we must attempt to clearly convey the specific benefits of membership within the framework of the broader goals and mission of ASHE.

Supposedly, the economy has "bottomed out". ASHE membership has been flat for several years. Even if the economy did a complete turn-around today, ASHE will still feel the effects for at least two years. What does this mean for ASHE? It means that Sections, Regions and National must be sharp and creative in providing value to members and donors. If your Section provides value, communicate that value. When our leadership takes a long, hard look at ASHE, we must be able to define what members and donors are getting for their money. Retailers understand that shoppers are seeking the greatest value return on their purchase. Will ASHE members and donors feel like they are getting their money's worth? What percentage of a Section's budget is spent on creating value for the members or donors?

People are savvy and certainly electronically connected. They look for value. I encourage all Sections and Regions to assess your organization with fresh eyes, similar to how the National Board is reviewed every three years.

What do ASHE members and donors want in exchange for their money? Networking? Training? Good will? To help others? A cause they believe in? A job? If your Section cannot define the value of membership in ASHE, perhaps it is time you surveyed your members and donors to see what they expect. Are your donors seeing your efforts in acknowledging their assistance? Do they see their name on your website or in the *SCANNER*?

Assuming you know what your members and donors expect and your Section has fabulous programs and activities that are really a bargain, now what? It does no good to have great programs and activities if nobody knows about them. Businesses advertise constantly but one of the most overlooked aspects of our Societies is a marketing budget. ASHE Sections can market for free using the internet. Here are a few tips:

* LinkedIn – Our National Board and several Sections are using this free service. Join the ASHE National Group or your Section's group if constructed.

* Websites – All of our Sections are to have websites and many of them are using this and PayPal for meeting announcements and reservations.

* Email – A special email can be used to promote membership and to provide the membership program notices. Make sure they can be read on mobile devices.

* Newsletter – Good old fashioned mailed newsletters are now being augmented with electronic newsletters.

Again I want to remind you of ASHE's 2013 National Conference to be held in a wonderful location; Lake Placid, NY. http://www.ashe2013.org/. Put June 5-9, 2013, on your calendar. When I last visited Lake Placid and stood in the stands at the hockey arena, it seems as one could still hear the cheers USA, USA, USA, echoing from 1980.

At Lake Placid, I will hand the gavel over to our next National President. It has been a wonderful year as ASHE National President. This is the last time that my photo will appear with the President's message. Last December, I had someone look at me at say" I know you from somewhere." He then realized that he has seen my photo in the *SCANNER* and we both had a great laugh. I want to thank all of our National Board Members and our National Officers for their dedication and help during 2012-2013. To those Sections that I was able to meet this year, the words of a song describe it best:

Now I've had the time of my life
No I never felt this way before
Yes I swear it's the truth
And I owe it all to you
'Cause I've had the time of my life ■

Aerial View of Tysons Corner - Westpark Access Ramp

I-495 Express Lanes: "Mission: Possible" for Northern Virginia's Capital Beltway

Mike Salmon, Virginia Megaprojects

It seemed like an impossible task: Add four new lanes to one of the nation's most congested highways, while keeping traffic moving with minimal disruption. But the team that completed construction of the Interstate 495 Express Lanes on Virginia's Capital Beltway did just that.

The Capital Beltway – also known as Interstate 495 – circles Washington, D.C., and crosses the Potomac River twice. It is a major transportation route for the federal government, a key commuter thoroughfare for residents of suburban northern Virginia and southern Maryland, and a busy freight and travel corridor for the entire East Coast.

The new 495 Express Lanes, which opened in November 2012, are "high-occupancy toll lanes." Vehicles with three or more occupants ride for free as in an HOV lane, while those with one or two occupants pay a toll. The new lanes encourage ride-sharing and transit, while increasing capacity in the general purpose lanes for other vehicles. The Express Lanes are actively managed with toll gantries at all the entry points, an operations center outfitted with the newest technology, and a safety-service fleet to address broken down vehicles. These measures assist with providing travelers a predictable travel option on the Beltway.

Like many states dealing with declining gas tax revenues, Virginia had limited resources to improve the Capital Beltway corridor. So the Virginia Department of Transportation (VDOT) pursued a public-private partnership to increase the Beltway's capacity, as well as reconstruct more than 50 aging overpasses, build new ramps and access points, and improve signage. As part of the agreement, the private partners operate the Express Lanes and receive toll revenue to operate and maintain the Express Lanes for 75 years.

"These new Express Lanes are a much-needed part of the transportation picture to address traffic congestion in northern Virginia," said John Lynch, VDOT's regional transportation director.

Construction began in 2008, with overpasses as a key project focus. Each was demolished and rebuilt to cross the wider footprint required by the new lanes. During the rebuilding, all overpass traffic was rerouted to one side while the other side was demolished and improved. Then traffic was channeled onto the new section while the remaining section was demolished and reconstructed. By working on all of the overpasses simultaneously, most finished on time or ahead of schedule, and featured improvements including safe pedestrian walkways and bicycle lanes.

At two of the overpasses, the accompanying ramps straddled a particularly wide portion of highway. For these overpasses, 500-ton struttle vent beams were needed, and required multiple cranes and overnight highway closures. In

addition, curved linear beams were needed at the junction of two major interstates, requiring an extensive manufacturing process by the supplier. At several abutments, a false abutment was needed to accommodate future growth.

Water quality was a significant concern because three major watersheds fell within the project's limits. Twenty-five storm-water management ponds were built to accommodate runoff. These ponds controlled discharges and enhanced the quality of project runoff, thus reducing impacts to Accotink Creek, Holmes Run and Scott's Run.

Noise also was a big consideration. Northern Virginia is a dense suburban residential, retail and business area, so attention to aesthetics of noise walls was vital. Direct-impact communities were consulted, leading to development of a special covering for wall tie-backs to minimize impacts.

With all the lane closures, detours and other traffic impacts necessary for the project, good communication was essential. Outreach included nightly emails, media events, an extensive website, and the Virginia Megaproject News, a quarterly newspaper distributed to half a million northern Virginia households. A hotline handled 378 calls during the four-year construction period – a small number considering that 200,000 vehicles use the Virginia portion of the Capital Beltway each day.

As the I-495 Express Lanes neared completion, communication efforts turned to informing drivers about a new tolling device, E-ZPass Flex, which was developed for the all-electronic facility. The new transponder has a switch that allows the device to move between toll-free carpool mode and toll-paying mode. The E-ZPass Flex is critical to enforcement efforts, as Virginia State Police use in-car technology to aid in enforcement of the HOV rules on the Express Lanes.

In concert with these activities, VDOT worked with the Virginia Department of Rail and Public Transportation on a thorough transportation management plan. The plan employed telework, buses, carpools and rail to help reduce the number of vehicles traveling through the construction zones. VDOT and its partners also worked with employers in the corridor to form 24 vanpools, hold 145 transportation fairs, and conduct 800 meetings in the Tysons Corner area. Telework programs continue to be encouraged, and new commuter bus lines remain to capitalize on the Express Lanes' HOV-3 feature.

The I-495 Express Lanes opened November 17, 2012, a month early, with the dynamic tolling system, variable messaging signs and operations center operating well under real traffic conditions. The opening of the Express Lanes introduced the biggest change to the region's traffic patterns in more than 30 years and has improved the traveling experience for all users of the Capital Beltway. Traffic demand has ramped up over the first six weeks of operations with the percentage of new users each day trending positively. During that period, traffic increased 57.2%, from an average of 15,201 daily trips to 23,903 daily trips.

The I-495 Express Lanes project demonstrates how the public and private sectors can work together to bring an innovative and affordable congestion-relief solution to one of the nation's most heavily traveled corridors. Because of the partnership, millions of people now have a convenient new option for travel around Washington, D.C. ■

Aerial view of Route 7 Interchange - New bridge and Express Lanes Access Ramp

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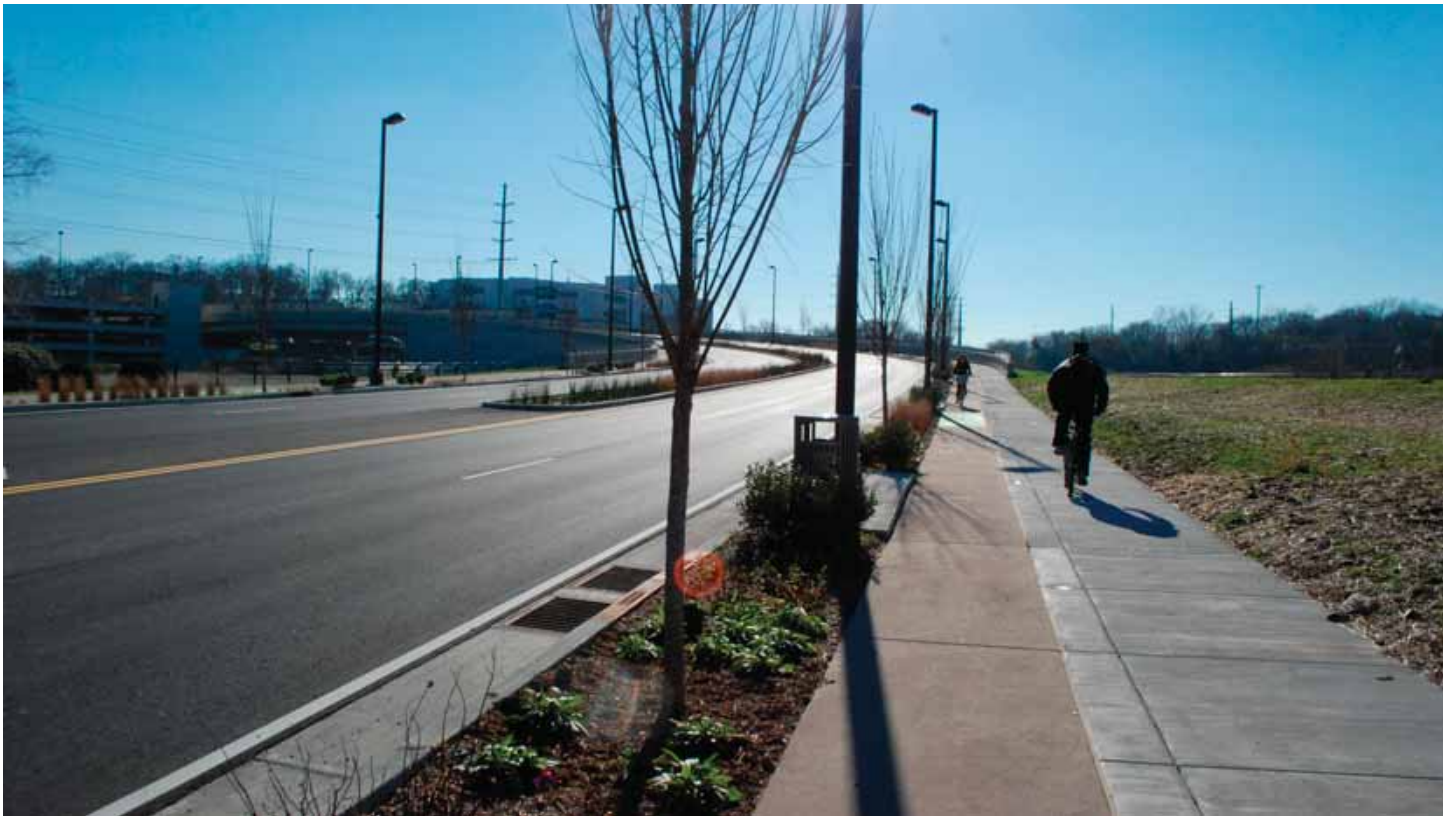

28th/31st Avenue Connector Builds Bridges in Nashville

New complete street is one of the city's greenest

Michael A. Flatt, P.E.
Gresham Smith and Partners
Transportation Division Vice President;
Mark Macy, P.E.
Metro Nashville Public Works
Director of Engineering

For several decades, Interstate 40 and a CSX railroad line separated North Nashville from West End and limited social and economic interaction between those communities. The recently completed 28th-31st Avenue Connector spans the railroad tracks to reconnect the two communities, answering a decades-old demand for such a project.

That demand came, at least in part, from community leaders who felt that convoluted traffic flow between these two areas of Nashville was negatively impacting economic development. Proponents argued that a new connector, bridging the CSX railroad to link 28th Avenue and 31st Avenue, would greatly improve traffic flow between North Nashville and West End, and the resources that those communities offer, including several large hospitals, six university campuses, and two community parks.

When current Nashville mayor Karl Dean took office, he determined to build the connector as part of a renewed commitment to sustainable transportation and an ambitious overall goal of making Nashville one of the greenest, most sustainable cities in the country. In 2009, Metro Nashville Public Works hired Gresham, Smith and Partners as the primary designer and engineer for the project, and work began on a corridor that would not only reconnect communities, but also provide a model for the future of street design in Nashville.

The 1/3 mile connector is one of the first applications of complete streets design in metro Nashville, with a public transit line and dedicated vehicle, cyclist and pedestrian lanes to safely accommodate multiple user groups. Designers embraced the needs of the existing properties and those with proposed future land uses along the corridor. Balancing the needs of the proposed corridor with the facilities of the adjoining properties, while minimizing the construction footprint, required a design that allowed on-site circulations to work in harmony with the proposed corridor. Engaging in a partnership of the existing property owners and stakeholders early in the process was crucial to optimizing social, physical and economic impacts. For example, the proposed bridge accommodated pedestrian and vehicular connectivity for the adjacent Hospital Corporation of America campus, did not encroach on nearby Centennial Park, incorporated a regional detention basin for future redevelopment, and planned access for future developments.

The connector features several sustainable strategies and particularly focuses on managing stormwater runoff and pollution. Curb cuts direct stormwater to the rain gardens flanking the bicycle paths or to the bioswale in the roadway's median. There, layers of natural planting and engineered soil filter out pollutants before runoff enters tributary systems to the nearby streams. Rain gardens and other landscaping features on the corridor use native plant species, which are more drought-resistant and less costly than imported varieties.

Rose-colored concrete and bright green graphics visually separate the bicycle pathway from the pedestrian pathway and the roadway, encouraging safe usage by all user groups. In addition, LED delineator lights were embedded between bicycle and pedestrian pathways to provide safe and efficient lighting. Other sustainable features include low-energy roadway lighting, traffic signal optimization, and the use of precast or modular construction elements for retaining walls.

Public art, secured through the Metro Nashville Arts Commission, adorns the sides of the connector, as well as the six new bus stops provided. Themed around the act of weaving and quilting, the art is a metaphor for the new connections being forged between communities.

The 28th-31st Avenue Connector is expected to spur economic growth in the surrounding communities. Improved traffic flow aims to bring more consumers to more local businesses. In addition, the new corridor paves the way for future development. As one example, designers created a new intersection to accommodate high traffic volume, and a large healthcare campus is currently in talks to develop at that location, a campus appropriately titled "One City."

The 28th-31st Avenue Connector illustrates the importance and the feasibility of designing complete and sustainable streets in Nashville, streets that are socially, as well as economically responsible. It was completed under budget and ahead of schedule, exceeded the client's design expectations and answered tremendous public demand. More than just another overpass, the connector is an agent of community resurgence, and an example of how streets can impact broader social, economic, and environmental change. ■

North Central Pennsylvania

Update! Over A Year Later, Almost Cleaned Up

Thomas Adams and Ryan Gordner

In early September 2011, Tropical Storm Lee brought a large amount of rainfall to Pennsylvania Department of Transportation District 3-0. The Loyalsock and Muncy Creeks, which run parallel to State Routes 87 and 220 respectively, flooded and destroyed numerous bridges, roadways, and dams. Parts of State Route 87 and 220 were closed.

On October 23, 2012, the ASHE Williamsport Section toured the reconstructed Slab Town Bridge, located at the junction of Routes 973 and 87 within Lycoming County. Flood levels breached the western creek banks and destroyed the bridge. Glenn O. Hawbaker of State College, Pennsylvania, with support staff from their Montoursville plant, reconstructed the bridge under the supervision of Dave Wise, with PennDOT District 3-0. The bridge officially re-opened November 2, 2012.

HRI of Williamsport, Pennsylvania, is currently working to repair a land slide on SR 2003 just north of the village of Nordmont in Sullivan County. The slide was caused by the flooding of Ecklick Run, a tributary to Muncy Creek. Flood waters washed out the toe of the slope and caused the hillside to slide, making the road unsafe for travel. PennDOT District 3-0 designed the project to not only correct the slide, but also to incorporate different designs to handle run off from the hillside above the roadway.

Phase 1 covered the majority of the project, which included the excavation to realign the roadway away from the top of the slope. Design features in Phase 1 included excavation for the realignment of the roadway, installation of a rock lined swale for diversion, inlets, benching of the excavated hillside, and R4 riprap for slope protection were also constructed. Phase 1 quantities included 24,850CY of excavation, 6,450TN of R-4 riprap installed for the rock lined swales and slope protection, 336LF of 24" diameter thermoplastic cross pipes, 1050LF of 10" underdrain, and 900LF of 6" underdrain between five inlets installed within the rock lined swale.

The project was bid July 26, 2012, and the notice to proceed was August 6, 2012. Actual work started August 13, 2012 and Phase 1 was finished November 19, 2012. Phase 2 will start in the middle of April 2013 and with a completion date set for November 22, 2013.

Tropical Storm Lee caused widespread destruction within PennDOT District 3-0. Today, although mostly back to normal, the area is still recovering from the destruction. ■

MileMarkers

Altoona Section

Altoona Section 50th Anniversary Celebration

The ASHE Altoona Section marked its 50th anniversary on October 17, 2012 at the Railroaders Museum in Altoona, Pennsylvania. Former scholarship winners, distinguished service award winners, former Section presidents, former National presidents and fellow Section members helped to celebrate the Section's past, present and future. Keynote speakers, former Section Distinguished Service Award winner and former Section president, Joseph Keller, of Keller Engineers and Geoff Clarke, of New Enterprise Stone & Lime, discussed how highway design and the construction industry have progressed over the last five decades. Keynote speaker, ASHE National President Frank O'Hare, delivered a message on the evolution of ASHE during this time. He also presented the Section with a resolution that recognized the Altoona Section's 50th anniversary. The resolution stated, "The National Board recognizes the extraordinary efforts associated with starting and maintaining a successful Section of the Society and hereby congratulates and commends their persons, firms, and agencies that have contributed to their success." The evening concluded when members of the audience shared personal stories of the past.

Joseph Keller, PE, Keller Engineers, addresses guests at the Altoona Section 50th Anniversary celebration.


2013
ASHE National Conference
Lake Placid, NY - June 5-9, 2013
Something for Everyone
Marina & Boat Tours
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AMERICAN SOCIETY OF HIGHWAY ENGINEERS

2013

ASHE National Conference – Lake Placid, NY

Crowne Plaza Resort and Golf Club - June 5-9, 2013

The 2013 ASHE National Conference, proudly co-hosted by the Central New York and Albany sections, to be held at the Crowne Plaza Resort and Golf Club in the heart of the Adirondack Mountains in Lake Placid New York on June 5th thru June 9th, promises to be the Peak of Perfection. The Conference Committee is committed to providing ASHE members, their families, and professionals throughout the Highway Industry, with a wondrous and memorable experience.

Accommodations and Attractions:

The Crowne Plaza Resort Hotel & Golf Club Lake Placid has the most spectacular views of any hotel in the region. Located in the center of the Village of Lake Placid, overlooking the lake and Whiteface Mountain, this full-service resort and conference facility has an unmatched range of amenities, including free high speed wireless Internet access in all guest rooms and lobby, indoor swimming pool, hot tub, and fitness room. The Great Room Lobby and Bar towers above the town and boasts an unsurpassed view and Adirondack charm that is second to none, the perfect spot to relax in front of the Grand Fireplace. The Resort offers 45 holes of championship golf at the Lake Placid Club, tennis courts, and a private beach.

What would a Lake Placid Experience be without including the historic Olympic Venues? The 1932 and 1980 Winter Olympic Games were held here, and the US Winter Olympic Team calls Lake Placid home for their training. Conference attendees will get to participate in this Olympic experience by competing in a timed Bobsled competition between ASHE Sections complete with a medal ceremony, enjoy a barbeque feast while watching Olympic hopefuls perform high flying and aerobatic jumps at the Olympic Ski Jump Center, and skate on the 1980 "Miracle on Ice" hockey rink.

Professional Networking and Development:

The 2013 National Conference will provide a host of opportunities to network with other highway industry professionals as well as reconnect with old friends. These opportunities start during the Icebreaker Reception on Thursday with our valued Exhibitors and Sponsors, continue on Friday at the Opening Session and Business Meeting, Technical Development Sessions, and Past President Luncheon with Keynote Address, and conclude at the Saturday evening Annual Gala and Awards Presentation.

Guest Programs:

There will be ample opportunities for conference participants and their families to experience all that Lake Placid and the Adirondacks have to offer. ASHE-sponsored programs include guest tours to the awesome Ausable Chasms, the Adirondack Museum in Blue Mountain Lake and the Wild Center in Tupper Lake, and a guided tour of the Crown Point Historic Site (and bridge tour) on Lake Champlain. Nearby attractions and activities include a gondola ride to the top of Whiteface Mountain, hiking on any of the nearby High Peaks, a trip on the scenic Adirondack Railroad through the mountains, or for the more adventurous, a flight over the mountains on the Adirondack Scenic Flights. Shopping in the Village of Lake Placid abounds. World-class golfing at the Lake Placid Club is available throughout the Conference, and the ASHE-sponsored golf event will be on Saturday.

The Conference Committee is certain that conference participants will find the 2013 ASHE National Conference to be a grand experience, one not soon to be forgotten. Please join us this June for an Adirondack Experience that will be the Peak of Perfection!

For more information and updates, visit the 2013 ASHE National Conference Website, www.ASHE2013.org

2013 ASHE
National Conference
Crowne Plaza Resort & Golf Club
Lake Placid, NY
June 5-9, 2013

REGISTRATION FORM

Register online or get more information at www.ashe2013.org

LAST NAME FIRST NAME COMPANY

STREET ADDRESS CITY STATE ZIP CODE

PHONE CELL PHONE EMAIL ADDRESS

☐ YES ☐ NO
ASHE MEMBER ASHE SECTION NATIONAL BOARD POSITION

SPOUSE/GUEST LAST NAME FIRST NAME NAMES(S) OF CHILDREN

NAME AS YOU WOULD LIKE IT TO APPEAR ON BADGE COMMENTS OF SPECIAL NEEDS (ACCESS/DIETARY)

SPOUSE / CHILDREN NAME AS YOU WOULD LIKE IT TO APPEAR ON BADGE COMMENTS OF SPECIAL NEEDS (ACCESS/DIETARY)

CHECK ONE		Postmarked on or before 5/6/2013	Postmarked after 5/6/2013	TOTAL
	ASHE MEMBER	$165	$215	
	NON-ASHE MEMBER	$225	$275	
	ASHE MEMBER-1DAY REGISTRATION	$100	$100	
	NON-ASHE 1 DAY REGISTRATION	$125	$125	
	GUEST/CHILD 10 & OVER	$25	$25	
	EXHIBITOR (Purchase of an exhibit space includes two full registrations)			N/C
	SPONSOR (Qualifying for free full registration)			N/C
	SPEAKER (Qualifying for free one day registration)			N/C
	*There is no charge for children under 10	CONFERENCE REGISTRATION SUBTOTAL		$
		◊ GOLF REGISTRATION SUBTOTAL		$
		◊◊ ACTIVITIES REGISTRATION SUBTOTAL		$
		GRAND TOTAL		**$**

◊ Transfer golf registration total from Golf Registration Form
◊◊ Transfer Activities registration from Attendance and Activities Form

Make checks payable to:
"ASHE 2013"

Mail completed form to: **Kevin Rooney**
Wayne Co. Highway Department
7227 Rt. 31, Lyons, NY 14489

For Registration questions, contact Kevin Rooney (315) 946-5600, Michael Hurtt (518) 453-3985, or email to: mhurtt@chacompanies.com

Registrants are responsible for booking their own hotel rooms through Crown Plaza Resort and Golf Club directly. For Hotel Reservations:
Crowne Plaza Resort and Golf Club
101 Olympic Drive
Lake Placid, NY 12946
(Tel): (800) 874-1980
One-bedroom traditional hotel room $141.00/night plus tax (double occupancy w/ breakfast). Cut-off for discount rate, May 5, 2013. http://www.lakeplacidcp.com

Conference Cancellation Policy: ASHE reserves the right to cancel tours, programs, or events if there is insufficient registration for any other reason. ASHE is not responsible for cancellation charges assessed by hotels, airlines or travel agencies or other losses incurred due to cancellation of tours, programs and or events. Conference refund requested received via email (email mhurtt@chacompanies.com) on or prior to May 31st will be honored: however will be subject to a $25 administrative fee. **NO CONFERENCE REFUNDS AFTER MAY 31ST.**

2013 ASHE
National Conference
Crowne Plaza Resort & Golf Club
Lake Placid, NY
June 5-9, 2013

GOLF OUTING

Lake Placid Club Links Course
88 Morningside Drive
Lake Placid, NY 12946
Saturday, June 8, 2013
Registration Begins 7:30a.m. – Shotgun starts 8:30a.m.

REGISTRATION FORM
Register online or get more information at www.ashe2013.org

Golfers

Team Captain	First Name: _____ Email:	Last Name: _____ Company:
Golfer Name	First Name: _____ Email	Last Name: _____ Company:
Golfer Name	First Name: _____ Email:	Last Name: _____ Company:
Golfer Name	First Name: _____ Email:	Last Name: _____ Company:

Dress Code: Collared shirts and soft spikes are required.

NOTE: Priority will be given up to May 15, 2013 to golf outing foursomes that have at least two conference registrants, or individual golf outing registrants who are also conference registrants. After May 15, **2013**, any remaining openings for golf outing will be made available to interested foursomes and individuals not registered for the National Conference based on the chronological order payment is received. Additional golf tee times for conference registrants will be available Thursday, June 7th at 9:00a.m.

INCLUDES: Breakfast and lunch at the turn.
Skill and door prizes will be awarded at the event.

Number of golf registrations ___ x $120 = $_____
Golf Hole Sponsor (logo displayed on sign at tee) ___ x $150 = $_____

◊ Golf Subtotal $_____

◊Transfer subtotal to the conference Registration form.

Club rentals are available through Lake Placid Club Golf Course

2013 ASHE NATIONAL CONFERENCE

ATTENDANCE AND ACTIVITIES REGISTRATION - PAGE 1

FILL IN HIGHLIGHTED BOXES AS APPROPRIATE - CARRY TOTAL OVER TO GENERAL REGISTRATION FORM

TIME	EVENT	LOCATION	COST	Number Attending	TOTAL
WEDNESDAY, JUNE 5, 2013					
2:00pm to 7:00pm	Registration	Pre-Function Lobby	-	Use Registration Form	-
7:00pm to 9:00pm	Earlybird Welcome Reception	The Great Room	n/c		-
9:00pm to 12:00am	Hospitality Room	Grandview Cottage	n/c	-	-
THURSDAY, JUNE 6, 2013					
7:00am to 10:00am	Breakfast (no charge for hotel registrants)	MacKenzie's	n/c	Hotel Registrants Only	-
11:00am to 7:00pm	Registration	Pre-Function Lobby	-	Use Registration Form	-
2:00pm to 4:00pm	Bobsled Competition Between Sections (arrive by 3:30pm)	Mt Van Hoevenberg	$20		$
4:00pm to 9:00pm	Exhibits Open	Olympic Room	n/c	-	-
5:00pm to 9:00pm	Icebreaker Reception w/ Exhibitors	Olympic Room	n/c		n/c
9:00pm to 1:00am	Hospitality Room	Grandview Cottage	n/c	-	-
FRIDAY, JUNE 7, 2013					
7:00am to 5:00pm	Registration	Pre-Function Lobby	-	Use Registration Form	-
7:00am to 9:00am	Breakfast (no charge for hotel registrants)	MacKenzie's	n/c	Hotel Registrants Only	-
8:30am to 10:00am	Opening Session	Grandview Room	n/c		n/c
10:00am to 10:30am	Break (w/ Exhibitors)	Olympic Room	n/c	-	-
10:30am to 11:30am	Technical Session 1A - Safer Roads by Design Across 6 Continents	Sky Room	n/c		n/c
	Technical Session 1B - Crown Point Bridge Project	Mirror Lake Room	n/c		n/c
	Technical Session 1C - NYS Thruway, Exit 23 to 24 Reconstruction	High Peaks Room	n/c		n/c
10:30am to 11:45am	National / Regional / Section Officers Meeting	Kate Smith Library	n/c		n/c
11:30am to 12:00pm	Break (w/ Exhibitors)	Olympic Room	n/c	-	-
12:00pm to 1:30pm	National Past Presidents' Luncheon	Grandview Room	$35		$
1:45pm to 2:45pm	Technical Session 2A - FHWA Highway Safety	Sky Room	n/c		n/c
	Technical Session 2B - Scour Protection for Bridges	Mirror Lake Room	n/c		n/c
	Technical Session 2C - Galvanizing	High Peaks Room	n/c		n/c
	Technical Session 2D - Linkages between Design and Construction	Kate Smith Library	n/c		n/c

ATTENDANCE AND ACTIVITIES REGISTRATION - PAGE 2

TIME	EVENT	LOCATION	COST	Number Attending	TOTAL
1:45pm to 2:45pm	Past President's Meeting	Grandview Cottage	-		-
2:45pm to 3:30pm	Break / Bobsled Competition Awards (w/ Exhibitors)	Olympic Room	n/c	-	-
3:30pm to 4:30pm	Technical Session 3A - Motorcycle Safety in Design (NCHRP)	Sky Room	n/c		n/c
	Technical Session 3B - Super Slab	Mirror Lake Room	n/c		n/c
	Technical Session 3C - Environmental Considerations in Hwy Construction	High Peaks Room	n/c		n/c
	Technical Session 3D - Strong Stone Innovative Precast	Kate Smith Library	n/c		n/c
3:30pm to 5:00pm	Hospitality Room	Grandview Cottage	n/c	-	-
5:00pm to 11:00pm	BBQ Dinner Event at Ski Jump Facility w/ Aerial Show	Adults	$60		$
		Child (under 16)	$25		$
10:00pm to 1:00am	Hospitality Room	Grandview Cottage	n/c	-	-
SATURDAY, JUNE 8, 2013					
7:00am to 5:00pm	Registration	Pre-Function Lobby	-	Use Registration Form	-
7:00am to 9:00am	Breakfast (no charge for hotel registrants)	MacKenzie's	n/c	Hotel Registrants Only	-
8:00am to 4:00pm	Golf Tournament	Links Course	-	Use Golf Reg Form	-
8:30am to 4:00pm	Guest Tour - Adirondack Museum & Wild Center (w/ lunch)	Off-Site	$35		$
9:00am to 2:00pm	Guest Tour - Ausable Chasm (w/ lunch)	Off-Site	$25		$
9:00am to 2:00pm	Technical Tour - Crown Point Bridge and Historic Site (bag lunch)	Off-Site	$15		$
3:00pm to 5:00pm	Open Skate on 1980 Ice Rink	Ice Rink	n/c		n/c
4:00pm to 6:00pm	Hospitality Room	Grandview Cottage	n/c	-	-
6:00pm to 7:00pm	President's Reception	Olympic Room	n/c		n/c
7:00pm to 9:00pm	Annual ASHE Banquet / Awards (business attire)	Olympic Room	$60		$
9:00pm to 11:00pm	Gala Entertainment Party	Olympic Room	n/c		n/c
SUNDAY, JUNE 9, 2013					
7:00am to 10:00am	Breakfast (no charge for hotel registrants)	MacKenzie's	n/c	Hotel Registrants Only	-
9:30am to 10:30am	Conference Debrief	Kate Smith Library	-		-
				◊◊ TOTAL	$

◊◊ Transfer subtotal to Conference Registration Form

Technical Session schedule is tentative and subject to change

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ASHE Sections Celebrate Anniversaries in 2012

Franklin, 50th Anniversary - Chartered September 1, 1962 (Location - Northwestern PA)

Franklin was the 3rd Section to be chartered with 41 members. Four of Franklin's members have served as National President: James R. Barnicle, P.E., Gene G. Smith, P.E., Michael J. Suich and Thomas "Tim" Haslett, P.E. B. J. Smith was named Man-of-the-Year in 1989, Gene G. Smith was named the fourth Honorary ASHE Member in 2001 and the Section has hosted four National Conferences. Members who have served as National Directors are Thomas "Tim" Haslett, P.E., Shirley Stuttler, Jean Zarger and George Willis, P.E. The Assistant to the National President is member Shirley Stuttler who has served in that capacity since 2003.

Altoona, 50th Anniversary - Chartered October 4, 1962 (Location - Altoona/Johnstown, PA)

Altoona was the fourth ASHE Section to be chartered with five members. Monthly dinner meetings are held September through March with an annual banquet in April. Special events are held in the summer months. Dinner meetings and program events are sponsored by member firms known as The Builders Club, comprised of consultants, contractors, suppliers and PennDOT employees. Four members of the Section have served as National President, Robert Yeager, Warren Miller, Samuel Callisto and Sandra Ivory. The first National Convention, as known then, was held in Altoona on May 25, 1963. Section members also hosted the 1976, 1983 and 1990 conferences, and co-hosted National ASHE's 50th Anniversary Conference in 2008.

Delaware Valley, 45th Anniversary - Chartered January 25, 1967 (Location - Philadelphia, PA)

The organizational meeting was held April 20, 1966 at the Treadway Inn in St. Davids, PA. The meeting ended with the founding officers installed, President Paul L. Thomas, Vice President John DiRenzo, and Secretary Howard G Minckler. The founding Directors were Louis Einhorn, Robert Hottle, Stephen McGlynn, Warren Riggen, Robert Rowland, Robert Shaw, Richard Windish, and William Allen. After meeting two more times, the founding officers submitted their request to be chartered. National President, Walter H. Burke, chartered the Delaware Valley Section with sixty-nine members. Delaware Valley was the tenth ASHE Section to be chartered.

North East Penn, 45th Anniversary - Chartered April 12, 1967 (Location - Northeastern PA)

The North East Penn Section of ASHE is comprised of six counties - Lackawanna, Luzerne, Pike, Susquehanna, Wayne, and Wyoming. These counties also make up the Pennsylvania Department of Transportation's Engineering District 4-0. In 1966, when the American Society of Highway Engineers (ASHE) was first being formed, a brochure explaining the goals of ASHE was brought back from Harrisburg and given to the District 4-0 Engineer, Thomas Harrington. A few months later, on December 2, 1966, Mr. Harrington held a meeting in Wilkes-Barre where a committee was selected to organize an ASHE Section in the area. As a result, the Section received Charter #12 with 94 members.

Mid-Allegheny, 25th Anniversary - Chartered October 1, 1987 (Location - West Central PA)

Mid-Allegheny was the 23rd Charter to join ASHE with 35 members. The Section holds five dinner meetings per year and utilizes speakers from all aspects of the highway industry. These meetings benefit from sponsors designated as the "Mid-Allegheny Club", which consists of businesses that support the advancement of the Section through annual contributions. The Section holds an annual golf outing and also presents yearly scholarships.

Carolina Triangle, 20th Anniversary - Chartered January 23, 1992 (Location - Raleigh, NC)

North Carolina was the 12th state to organize an ASHE Section. The Triangle Region is composed of Chapel Hill (home of the University of North Carolina), Durham (home of Duke University), and Raleigh (home of North Carolina State University) all in the north central part of North Carolina. These three cities lie within 30 miles of each other and on a map form a triangular shape, centered by the Research Triangle Park. On August 29, 1991, the Carolina Triangle Section was formed by a steering committee of individuals from the Federal Highway Administration, North Carolina Department of Transportation, local municipalities, private engineering firms, and the highway construction industry. The Section was chartered with a record 186 members, and currently has over 223 members representing the public and private sector of the transportation industry.

Alkire Road Temporary Structure

Alkire Road Widening and Railroad Bridge Replacement

Franklin County, Ohio

Nabil Farah, P.E. Ohio Bridge Team Leader, TranSystems Corporation
James Pajk, P.E. Franklin County Deputy Engineer, Bridges

Map Courtesy of Digital-Topo-Maps.com

The railroad bridge over Alkire Road served users for more than 100 years. However, changes in horizontal and vertical clearance requirements, and roadway capacity necessitated a replacement of the bridge to provide a safer environment for motorists traveling on Alkire Road. TranSystems provided professional services to replace the stone arch railroad bridge, which carries a single track of the Indiana and Ohio Railway Company (IORY) railroad, and to widen Alkire Road.

The existing structure was built in 1902, with a span of 19.25 feet between the stone-faced abutments. The posted minimum vertical clearance at the spring line of the arch was 12.17 feet, which required many trucks, school buses and emergency vehicles to travel the middle of the roadway, and forced oncoming traffic to stop suddenly. As a result of the tight fit, the structure had taken several hits throughout its life.

The widened roadway has the same alignment and profile, but was widened from two to three lanes for 1,000 feet on both sides of the bridge. The project also involved three major intersections.

The project's location and railroad track outage restrictions, compounded by right-of-way limitations, the proximity of the two large stone culverts over the tributary to Scioto Big Run and construction costs created many challenges. For instance, CSXT, the railroad's previous owner, indicated early in the design that grain trains operate the line on a regular basis between Columbus and Cincinnati. Short track outages limited to 10 hours were allowed, but requests for longer outages would not be permitted except during railroad holidays. Therefore, all design alternatives needed to keep the tracks in operating order throughout the project life.

Project challenges were overcome by a collaborative effort and teamwork between TranSystems, Franklin County Engineers, IORY and Rail America. After studying several alternatives, TranSystems proposed the use of a temporary prefabricated truss bridge that was assembled on site and lifted in place on temporary foundations. The existing stone arch bridge was then removed under the temporary bridge and the proposed permanent bridge abutments, piers and foundations were constructed underneath the temporary structure. The new bridge superstructure was subsequently built on-site and lifted into place in segments.

Temporary bridge abutments were designed to be supported outside the tracks' minimum lateral required limits to allow for continuous train movement across the existing bridge. The temporary bridge itself consisted of a leased pre-engineered ACROW bridge that was assembled at the site and lifted into position during one track outage. The permanent superstructure was designed keeping in mind that most of the assembly would be done on Alkire Road and then lifted into place during one of the track outages. The abutments, including the foundation, were designed to be built under rail traffic.

This project was completed using two track outages rather than the four 72-hour and one 21-day outages described in the plans. The county and contractor (Shelly & Sands, Inc.) coordinated with IORY for its train schedule and were able to negotiate one five-day closure to install the temporary bridge. Shelly & Sands adjusted their construction activities to allow for the closure to happen during an IORY gap between scheduled train movements. For the installation of the permanent structure, a 21-day outage and a detour fee based on the actual numbers of cars on the train were negotiated with the IORY. Shelly & Sands refined the schedule to take advantage of the "slow" period of train movements on this line, therefore paying only five percent in detour fees. In addition, the contractor proposed an accelerated schedule for a cost of $245,000 that limited the roadway closure to one construction season. The additional accelerated cost outweighed the estimated user costs for a 200-day detour route period, plus additional savings in lower railroad inspection costs.

The new steel deck plate girder structure has a span of 77.17 feet and a vertical clearance of 19.67 feet. Franklin County was committed to implementing aesthetic enhancements on this bridge. The haunched exterior beams were designed to maintain the arching effect from the older structure, the stone-facing abutment walls were duplicated to match the existing stone facing and the ornamental railing now resembles locomotive wheels. This completed railroad bridge and road reflects the context of its surroundings, including the natural, social and cultural environments. ■

Alkire Road Existing Structure

Alkire Road Final Structure and Widened Road

Conducting a Pedestrian Facility Inventory and ADA Compliance Assessment

Pedestrian Accessibility Along DelDOT Roadways

Robert W. Martin, AICP and Nicole Miller, PMP, GISP
Johnson, Mirmiran & Thompson, Inc.

In the fall of 2011, the Delaware Department of Transportation (DelDOT) initiated a physical inventory and ADA assessment of all pedestrian facilities in the DelDOT right-of-way located in Delaware Investment Levels 1 and 2 (developed areas and adjacent planned growth areas). The need for this effort had been documented in a Statewide Pedestrian Action Plan. DelDOT was assisted throughout the process by the consulting firm of Johnson, Mirmiran & Thompson (JMT). This article serves to explain the process through which the plan and the inventory were completed.

Developing the Statewide Pedestrian Action Plan

The Pedestrian Action Plan emphasizes achieving the vision of making walking central to personal mobility and fitness. The benefits of walking and the provision of compliant pedestrian facilities are identified as essential activities that are fundamental to daily life, health, transportation, and community cohesion.

Successful plan development and implementation relied upon the collaboration of staff from federal, state, regional, and local agencies, as well as partnerships with private organizations and businesses through the Technical Advisory Committee, the Governor's Pedestrian Awareness and Walkability Advisory Council, and the citizens of Delaware.

Initial steps consisted of an overview and analysis of policies, regulations, and practices at all levels of government that impacted pedestrian accessibility. As a result of this analysis, DelDOT focused on developing the Action Plan, ADA Bus Stop Policy, and Draft DelDOT ADA design guidelines for pedestrian facilities.

In order to implement the plan, DelDOT needed to assess and prioritize non-compliant pedestrian features based on their components and proximity to government offices, schools, and other places of public accommodation. Key to the efficient and accurate collection of so much data was the use of a specially-developed mobile application that helped assessment teams in the field evaluate the pedestrian facilities for accessibility compliance, capture the data, and standardize its entry.

Conducting the Statewide Pedestrian Facility Inventory and ADA Assessment

Standards: The U.S. Department of Justice adopted "2010 ADA Standards for Accessible Design" (2010 Standards) which set the requirements for state and local government pedestrian facilities in the public transportation rights-of-way. These standards ensure that new or altered facilities (those with a start date for construction on or after March 15, 2012) are readily accessible to and usable by individuals with disabilities. If the 2010 Standards do not provide detail on a pedestrian system feature, the 2011 Public Right of Way Accessibility (PROWAG) guidelines promulgated by the U.S. Access Board are to be used to provide safe harbor for design, construction, and maintenance decisions. The DelDOT accessibility requirements and guidelines meet or exceed the requirements and guidelines in the 2010 Standards and 2011 PROWAG.

Technology: Through close collaboration with DelDOT staff, JMT customized ADAMobile, an application built with Esri ArcGIS Mobile technology that facilitates the collection of pedestrian facility information in the field. Installed on handheld GPS devices, ADAMobile allows users to collect feature locations and perform a compliance determination using DelDOT accessibility requirements and guidelines. Additionally, users can photograph features they are assessing. Pedestrian features that can be collected include sidewalks, trails, paths, curb ramps, crosswalks, bus stops, and pedestrian signals.

Collection Modes: Two modes of collection are available for use in ADAMobile: the Compliance Mode and the Detail Mode. The Compliance Mode is designed for system-wide data collection and assessment and contains a series of yes/no questions. The Detail Mode is better suited for design or construction quality control and contains a larger number of more detailed questions. Both modes prompt users to answer questions in priority order and determine the compliancy of pedestrian features. The information collected with ADAMobile may be transmitted in real time to a database at DelDOT containing GIS features.

Physical Inventory: Conducting an inventory and ADA assessment of pedestrian facilities located in Investment Levels 1 and 2 within the DelDOT rights-of-way was a significant effort. JMT assessment teams conducted field assessments on more than 500 miles of pedestrian facilities using ADAMobile. JMT used rigorous field investigative procedures, supported by a daily in-office and weekly field quality control processes, to compile a summary of the field inventory data.

Database: The DelDOT pedestrian facility inventory and ADA assessment consists of 20 different layers that can be visualized with other data layers such as a street map or aerial photography. This data is accessible to DelDOT staff via a web-based mapping application that supports viewing, analysis, and report generation.

Results

The establishment of an inventory of ADA compliant and non-compliant features, along with a general prioritization and development of general unit cost per non-compliant feature, allows DelDOT to develop the ADA required statewide transition plan. Through this process, Delaware is demonstrating a commitment to the safety, mobility and fitness of its citizens and visitors, while establishing a model for how other states and municipalities might conduct similar activities.

Please contact Bob Martin (bmartin@jmt.com) and Niki Miller (nmiller2@jmt.com) for more information about this project. ■

Korean Veterans Boulevard, Nashville, Tennessee

Brian Reynolds, P.E. and David Rast, P.E. – Parsons Brinckerhoff

Streamlined Planning, Design and Construction of a New Boulevard and Roundabout at an Unconventional Urban Intersection

Project Overview

Korean Veteran's Boulevard (KVB) in downtown Nashville was completed by the Metropolitan Government of Nashville and Davidson County (Metro), in cooperation with the Tennessee Department of Transportation (TDOT). Parsons Brinckerhoff's Nashville office prepared the Supplemental Environmental Impact Statement (SEIS), provided design services, and is participating in the Construction Inspection. The project extends KVB from 4th Avenue to 8th Avenue, terminating in a new roundabout which improves connectivity and provides an east-west connection in the area of downtown Nashville known as "SoBro".

Throughout the SEIS process, the team met with stakeholder groups to understand what businesses and residents wanted and to explain design standards and modifications necessary to meet roadway safety and performance standards. This early coordination during the development phase generated responsive public input and a context-sensitive design. Ultimately, a roundabout intersection was selected as the preferred alternative to provide a safer intersection and to serve as an iconic gateway into downtown Nashville.

During the SEIS, Metro began constructing Music City Center (MCC), a 1.2 million square foot convention center immediately adjacent to KVB and the roundabout. Construction of the MCC required relocation of an electrical substation and construction of underground electrical duct banks throughout KVB right-of-way.

Another major relocation included partial abandonment and relocation of a 100+ year old 66" brick storm sewer. Both relocations directly impacted design of KVB and highlighted the need to closely coordinate the corridor's 22 utilities. Close coordination with TDOT helped overcome

many hurdles, including early approval of draft construction documents to ensure that the project was released for bidding on schedule.

Despite the intricacies of designing a high profile roadway through a highly developed portion of the central business district, the project advanced quickly. The 33-month schedule for design and construction was bracketed by the issuance of the record of decision and the opening of the MCC.

The roundabout includes unique features:

* All approaches to the dual lane roundabout have multiple entry lanes.

* Roadway skews required a larger-than-average inscribed roundabout diameter (230 feet) to provide adequate deflection and speed controls.

* Stakeholders desired an "iconic" circular sidewalk concentric to the roundabout, requiring careful planning of the splitter islands and crosswalk locations.

KVB serves as a primary route for vehicular traffic, providing an improved connection between downtown, SoBro, and east Nashville. The corridor provides essential access to the MCC from Interstate 24. KVB was designed as a complete street; a four-lane median divided boulevard with bicycle lanes, on-street parking, wide sidewalks and transit accommodations. Sustainable features include LED pedestrian lighting, solar powered parking meters, pervious pavement, and diversion of stormwater runoff to irrigate landscaping areas. KVB will knit together downtown Nashville's urban fabric and serve as an axis around which the form and function of the adjacent blocks will evolve.

Lessons Learned

The KVB project illustrates how adapting to stakeholder preferences that have changed substantially since the project was first envisioned (or in this case, since the original ROD was signed 10 years earlier) can help expedite selection of a preferred alternative and advancement through NEPA. While a roundabout may be significantly different from a roadway design perspective, the corridor still progresses along a similar route and ends at an intersection of the same streets. The project did not face significantly divided or fractious demands, but rather a majority of stakeholders expressing a similar desire to redesign the terminus intersection as a roundabout.

Perhaps the most important factor for the KVB project's success was the sponsoring agencies' willingness to consider significant changes to the project design and openness to selecting the roundabout design when it became clear that it could function with acceptable traffic operations and had support of the community. Rather than pushing forward with design from the 1998 ROD that offered more traditional roadway design and traffic patterns and that could incur fewer impacts and cost less, the project team figured out how to accommodate the substantial stakeholder concerns and achieve transportation operational functions and benefits. ■

Rebuilding the Duboistown River Bridge

Thomas Adams and David Patterson

Looking northward

Piers 5 and 3 completed with piers 2 and 4 under construction and setting the cofferdam cell at pier 1.

The Duboistown River Bridge, located in Lycoming County, Pennsylvania, Pennsylvania Department of Transportation District 3-0, spans the West Branch of the Susquehanna River. The bridge, constructed in 1922 - 1923 by the Bethlehem Steel Co., connects the Newberry Section of Williamsport, PA to Duboistown, PA. The Duboistown River Bridge was designed by Mark C Krause, a Duboistown native, as a seven span, rivet connected, camelback through truss structure.

In early June 2010, Susquehanna Supply of Williamsport, PA, began construction of the proposed 12 span continuous composite prestressed concrete bulb-tee beam bridge structure. Once construction began, the project experienced approximately nine causeway over toppings by storms during the first two construction seasons. With the inundations, three and one half months were lost to the construction schedule. To recover this lost time the crews worked during the scheduled winter shutdown.

The structure was built in two phases with piers 11 through 6 constructed from the north side causeway, then piers 5 though 1 constructed from the south side causeway. Crews utilized three interlocking steel sheet pile cofferdam cells with three levels of internal bracing, most of which required deep well pumping to facilitate bearing pile installation for respective pier construction. Pier footings were constructed between 25' and 28' below the causeway surface. The new structure opened to traffic November 16, 2012, which was the exact date indicated in the contract special provisions from the April 29, 2010 letting date.

On March 21, 2012, ASHE Williamsport was able to tour the bridge construction from the existing bridge's sidewalk. This allowed for a unique side view perspective of the construction.

Upon opening the new bridge, named the Lance Corporal Abram Howard Bridge, Susquehanna Supply initiated work with demolition causeway relocations and preparations for explosive demolition of the old existing substructure units. Final demolition was scheduled for January 15, 2013. Causeway removal continued through winter 2013, with wearing course placement on the roadway approaches, landscaping work and final cleanup completed by May 16, 2013. ■

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