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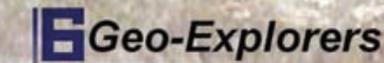
Inside:
ASHE 2010 Conference Registration p. 26
ASHE Scholarships
Mile Markers



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Table of Contents

Departments and Columns

President's Message	3
Mile Markers	4
Route 35 Bridge Over Manasquan River	7
Williamsport PA to the New York State Line	9
Roads to Success.....	11
Fast Tracking a Stimulous Project	13
Concrete Filled Tubular Flange Girder Bridge	15
ASHE Scholarships	18
ASHE Operations Manual Updates	19
ASHE Board Members 2009-10	21
As the Wheel Turns	26
2010 ASHE Conference Registration	27

Advertiser Index

A.G.E.S.	18	Johnson, Mirmiran & Thompson, Inc.....	12
Accumark Inc.....	IBC	Jones-Stuckey Ltd. Inc.	19
AECOM	10	Keller Engineers, Inc.....	19
ARCADIS	19	LR Kimball	6
ASHE North East Penn.....	IFC	Michael Baker Corporation	20
Buchart-Horn, Inc.	14	Parsons Brinkerhoff	2
Civil Engineering Central.....	16	Pennoni Associates Inc.	20
Erdman Anthony	8	Reynolds, Smith and Hills, Inc.	12
Fulcrum International	14	Rub-R-Road	14
G.J. Berding Surveying	10	STV Inc.....	12
GAI Consultants, Inc.	16	Sucevic, Piccolomini & Kuchar Engineering, Inc.....	16
Gannett Fleming.....	20	Traffic Planning and Design, Inc.....	16
Gibson-Thomas Engineering Co.	14	Urban Engineers.....	BC
HDR Engineering, Inc.	12	URS Corp.	BC
Herbert, Rowland and Grubic.....	20		

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President's Message

Kevin E. Duris, P.E.

As the winter took a grip on most of the country, including Florida, my travels to the Sections slowed down. At one time, we had snow for 13 days in a row in Pittsburgh and temperatures below normal. However, I traveled to the Franklin Section on January 20th for the famous venison dinner and January 28th to charter a new Section, Circle City, in Indianapolis, IN.

In March, the Circle City Section has arranged to have the ASHE National Booth displayed at the Purdue University and IDOT's Road School in Lafayette, IN. New members of the Section are already thinking of getting another new Section started closer to their home, as some travel hours to the new Indianapolis Circle City events. This is a great example of how existing Sections are influential in starting new ones. Thanks to the Region 1 folks for helping in starting the Circle City Section. With the start of this new Section, we will attempt to pursue further west towards Chicago.

The ASHE National Booth was displayed in San Antonio, TX during ATSSA's Convention and Traffic Expo held February 16-18. This could spur some new Section activity in that area.

As the year wound down, so did the first session of the 111th Congress. The House passed the Jobs for Main Street Act before adjourning for the year. It is important to note that all Republicans and 38 Democrats voted against the measure. The \$174 billion bill includes \$50 billion for infrastructure. The Act provides \$27.5 billion for highways, \$8.4 billion for transit, \$2 billion for water infrastructure, \$815 million for Army Corps and \$500 million for airports. The bill also extends the current highway reauthorization through September 2010. Congress extended SAFETEA-LU three times, with the latest deadline being February 28, 2010. The Senate has not indicated their support for the House package. If enacted by the Senate it would take 45 days to distribute the money. These monies would have to be spent/allocated quicker than the stimulus package. One half would need to be allocated within 90 days and the other half within another 90 days. So, the earliest we could see the needed shot in the arm would be mid March 2010. After the January 19 election of Scott Brown (R-Mass.) to fill a remaining Senate term, the Democrats no longer have a 60-vote majority in the Senate. As such, Republicans can use parliamentary procedures to delay

or block legislation. It is clear any future successful initiatives will require bipartisan support.

On December 10, the Transportation Construction Coalition (TCC) designated the day as "Call Congress Day" just days before the House voted on their Jobs Bill. In visits on Capital Hill, Senators and Representatives report they are "not hearing from people at home." The political will to get the job done won't happen unless they hear from you. While emails and letters are helpful, phone calls require an individual to answer and make note of why you are calling. In the future, we anticipate a "Call the Senate Day" to weigh in with your Senators of both parties and stress the need for robust transportation infrastructure investment to be part of the Jobs Bill.

AASHTO has developed the top 10 transportation topics that it forecasts will be part of the national conversations for 2010. At the top of the list is adopting a long term transportation bill. Second is adopting a new jobs creation bill, third is deterring distracted driving, fourth is ensuring safer roads, fifth is moving on high speed rail grants, sixth is taking action to address climate change, seventh is responding to increased congestion due to capacity issues, eighth is adopting social media to provide the latest traffic and travel information, ninth is enhancing safety through roadway improvements and tenth is creating more livable communities. More detailed information can be found on the ASHE Inside Lane edition that was emailed on January 7, 2010 or visit AASHTO's website, www.transportation.org. ASHE's National Legislative Committee is conducting a survey of our members to rank these topics to develop ASHE positions.

Recently, Dick Prentice, Chair of our National Membership/Student/CEU's Committee, has trained our National Regional Directors to review and approve the speakers and topics for issuing Continuing Education Unit (CEU) credits. Yearly, ASHE National spends \$2,000 for IACET fees and educational costs. I would hope our Sections take advantage of this important service for our members.

In concluding, do not forget to mark your calendars for the ASHE National Conference in Cincinnati June 9-13, 2010.

Don't feel bad about my snow shoveling days in Pittsburgh. As of this writing I am enjoying the warmer climate of Fort Lauderdale, the site of our National Board Meeting and Gold Coast Section visit on January 16th. That's right, somebody has to do it! ■

Mile Markers



l-r: John 'Wes' Ginkle, Stacy Ginkle, George Willis

Franklin

Franklin Section Annual Venison Dinner

For approximately 35 years, the Franklin Section members have held their annual venison dinner during the month of January. Section members who are fortunate enough to 'bag' a deer during hunting season are asked to donate the meat for this event, which has become the annual trademark event for the Franklin Section. The Franklin Section was chartered in 1962 and is located in northwest PA.

This year's dinner took place on January 20 with 92 attendees enjoying the meal.

ASHE National President Kevin Duris attended and provided comments regarding the future chartering of new Sections, re-organization of ASHE and how it will effect the Franklin Section and current legislative networking.

This year's dinner was hosted by Johnson, Mirmiran & Thompson, Inc., and the firm's representative, Dave Cooper, provided a program entitled "Award-Winning Smart Transportation: The I-279/SR 28 Connector Ramp," located in Pittsburgh.

A Chinese Auction was held at the meeting with the following companies donating various items: Bruce & Merrilees Electric, CHA Incorporated, GAI Consultants, Greenhorne & O'Mara, H. W. Lochner, Inc., HDR Engineer, Hunts to Remember, Johnson, Mirmiran & Thompson, Inc., KCI Technologies, Inc., McCormick Taylor, Michael Baker Jr., Inc., MS Consultants, Porter Consulting Engineers, Quality Engineering Solutions, SAI Consultants, Shingledecker's Welding, Stell Environmental Enterprises, Inc., TranSystems and Urban Engineers. National President Duris was one of our winners!

Several folks travel a great distance to attend this annual event and the Franklin Section encourages all ASHE members to join them in the future - Franklin Section members guarantee "You will not be sorry you did!"



New Members l-r: Ron Link (Franklin President), Russ Stitt, Steve Pomykata, Charles Nash, Marissa, Gerkey, Don Killmeyer Jr., Daniel Leech.



l-r: John McGeorge, Region 1 Past President; Frank O'Hare, Region 1 National Director; Jim Blazek, Circle City President; Rich Weigand, Central OH Region 1 Representative; Dave Jones, National Treasurer.

ASHE Welcomes the Circle City Section

The American Society of Highway Engineers, ASHE, expanded into Indiana, the Hoosier State, on January 28, 2010, when the Circle City Section (Indianapolis area) was chartered with 50 members. Charter members representing the engineering consulting community, roadway contractors, material suppliers, real estate, trade associations and state and local government officials attended.

ASHE National President Kevin Duris, National Treasurer Dave Jones, National Director Frank O'Hare and Central Ohio's Region 1 Representative Rich Weigand, Past President John McGeorge, and First Vice President Tom Bolte were in attendance. The dinner meeting, held to welcome and induct the new members, was at the Rathskeller Restaurant in downtown Indianapolis, just a few blocks from the 'Circle' (a reference to the circle monument in downtown Indianapolis – go to en.wikipedia.org for more information).

The time and effort of five members from the Central Ohio Section who assisted in the formation of Region 1's newest Section were recognized. Those members are Dave Jones, John McGeorge, Rich Weigand, Tom Bolte and Frank O'Hare.

Kevin Savage, a native Hoosier from the Triko Valley Section, invited members of the new Section to attend the 2010 National Conference in Cincinnati, Ohio, this coming June 9 – 13 at the Hilton Netherland Plaza. ASHE National President Duris emphasized the technical opportunities that would be available plus the other networking and social activities of the conference.

President Duris gave a presentation on ASHE's Strategic Plan, highlighting the goal of growing ASHE into new areas of the country and how Circle City was now the 41st Section. He also discussed the role of ASHE as its' leaders monitor the U.S. Congress's actions as it concerns funding for highways and bridges.

New members were presented with membership certificates and ASHE lapel pins. The event also included the induction of the Section officers and the presentation of the Section Banner and Charter. Continuing an ASHE tradition, the Charter was signed by each of the attending charter members. Letters of welcome were presented from Region 1's Officers and Section Presidents. A letter received from Derby City Section President Karl Sawyer that welcomed the new

Section set the tone for the success and future of Circle City.

The officers for Circle City are:

- * Jim Blazek – President
- * Joe Rogers – Secretary/Treasurer
- * William Knopf – First Vice President
- * Alan Sutkowski – Second Vice President
- * Bruce Fraser, PE – Regional Representative
- * M. Dudley Bonte, P.E. – Director

Section President Jim Blazek thanked the members for attending and helping the Section to successfully charter. He acknowledged the hard work of the organizing committee and thanked them for making the vision a reality. He also discussed how fortunate it is that Indiana's transportation program continues to be funded. For more information about the Circle City Section, go to their website at <http://www.asheindy.org/>

ASHE is actively working with organizing committees in Denver, CO, Portland-Salem, OR and, Albany, NY, to establish new Sections. The New Sections Committee has also had recent inquiries about starting Sections in Las Vegas, NV, Salt Lake City, UT, Austin, TX and Detroit, MI. If you are interested in getting involved with one of these new Sections or would like to start a Section in another area, please contact Sam Mody at smody@hntb.com. ■



l - r: Kevin Duris, National President; Frank O'Hare, National Director Region 1; Jason Beazy receiving his certificate and pin



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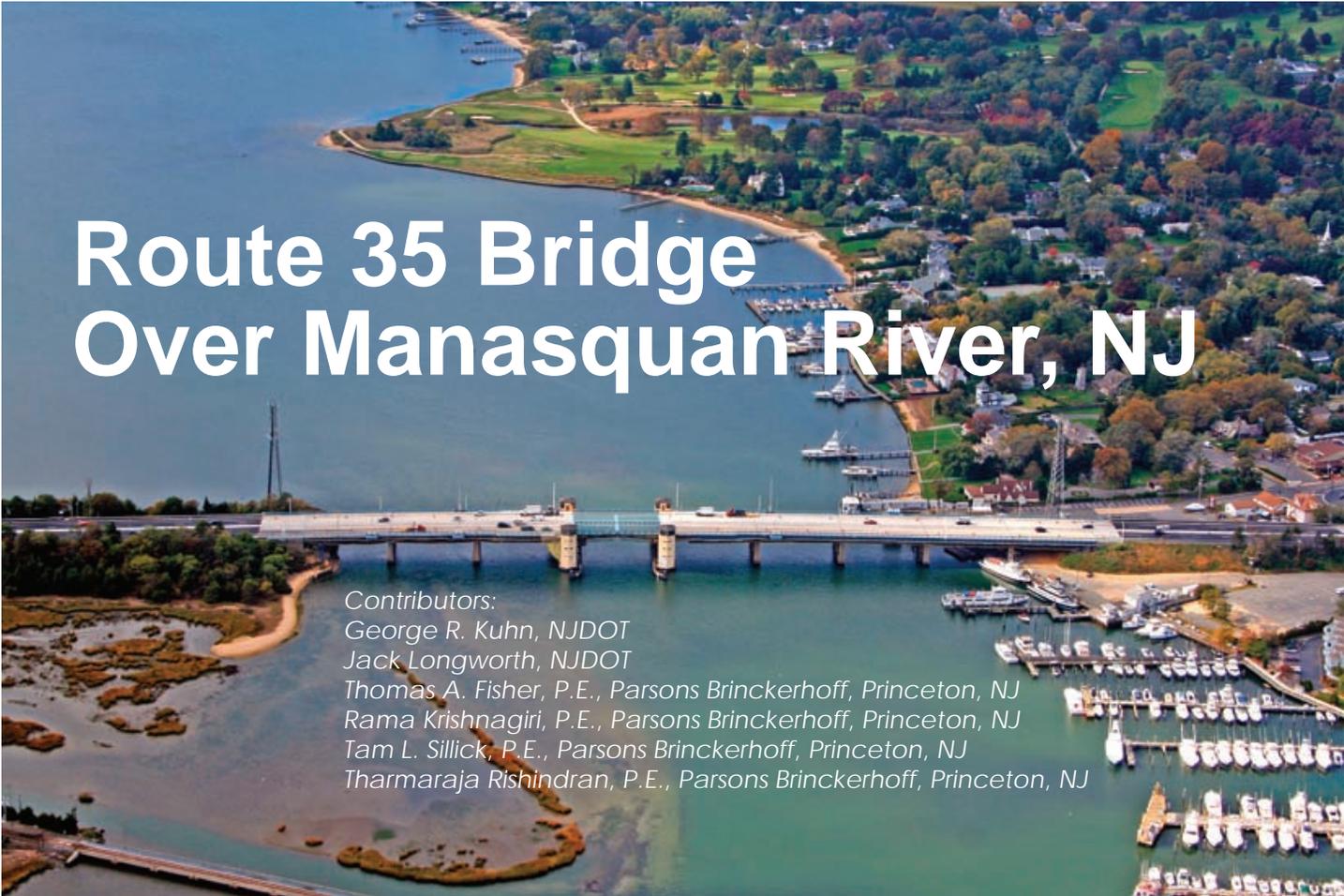
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Route 35 Bridge Over Manasquan River, NJ

Contributors:

George R. Kuhn, NJDOT

Jack Longworth, NJDOT

Thomas A. Fisher, P.E., Parsons Brinckerhoff, Princeton, NJ

Rama Krishnagiri, P.E., Parsons Brinckerhoff, Princeton, NJ

Tam L. Sillick, P.E., Parsons Brinckerhoff, Princeton, NJ

Tharmaraja Rishindran, P.E., Parsons Brinckerhoff, Princeton, NJ

Built in 1950, this nine-span structure connects two major shore resort communities and carries four lanes of traffic, with an ADT of over 50,000 during the peak summer season, and also provides bicycle and pedestrian access.

The double-leaf bascule span, over the navigation channel, accommodates a high volume of marine traffic during the peak season, as well as large vessels throughout the year due to the proximity of the Atlantic Ocean and nearby marinas.

PROJECT BACKGROUND AND SCOPE

This 1,018-foot long structure consists of six approach spans, two flanking spans and a double-leaf bascule movable span. It was classified as “structurally deficient” due to the poor condition of the deck and advanced section losses to some superstructure elements and several frozen rocker bearings.

The \$32 million rehabilitation project was aimed at extending the life of the structure by 25 years. Rehabilitation included replacing the deck in all spans, strengthening the superstructure steel to meet the HS25 live load, resetting the excessively leaning rocker bearings, and recoating the entire bridge. Also included were slope stabilizations, lead and asbestos remediation, riprap protection, fender and bulkhead rehabilitation, major mechanical/electrical work and safety improvements.

PROJECT RESTRICTIONS

While rehabilitation of a movable bridge is inherently complex, the challenge was compounded by many other factors which complicated the design and construction. The following restrictions were imposed by various stakeholders:

- Maintain all four lanes during construction.
- Maintain one sidewalk for pedestrians/bicycles during construction.
- Allow motorized wheelchair access.
- No in-water work to be performed between January 1 and June 30 each year due to fish migration and spawning.
- No work at the southern end span and buffer zone from April 1 to

“Route 35” continued p. 24

Transportation Transformations



Frederick Douglass - Susan B. Anthony Memorial Bridge, Rochester, NY

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ANTHONY 



*US Routes 22/322 Lewistown Narrows,
Juniata and Mifflin Counties, PA*



*SR A1A/Ocean Boulevard (Monterey Road to St. Lucie Boulevard),
Martin County, FL*

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The new U.S. Route 15 alignment can be seen to the right with the old 2-lane alignment parallel to the left. The New York State line is at the bottom of the picture near the rock cut section.



U.S. Route 15 at the top of Steam Valley Mountain. A new structure with limited access interchange accessing State Route 184 is being provided. The new southbound alignment of U.S. Route 15 can be seen to the right in the picture.

A Modern Four-Lane Limited-Access Highway Nearly Complete

Williamsport, Pennsylvania to the New York State Line

William R. Houpt, P.E., PennDOT, Assistant Traffic Engineer/ASHE Williamsport Section President

Rick Mason, PennDOT, Community Relations Coordinator

Many individuals' futuristic vision for a rural segment of US Route 15 from Williamsport to the New York state line will be realized this year. A once-difficult alignment through this rugged, mountainous area is being replaced with a modern four-lane divided highway meeting or exceeding current design standards for safety and mobility. Construction on the final major planned project in the corridor will be completed this fall. It will culminate the modernization first envisioned a half-century ago.

For many years, US 15 from Williamsport to New York was a two-lane roadway with numerous curves and a mountainous terrain to traverse. Plans for upgrading US 15 were considered as early as 1959 when the first assessment of the corridor between Harrisburg and the New York state line was completed by the then-Pennsylvania Department of Highways (now PennDOT). Economic times and various events impacted the process of developing and implementing improvements for the corridor. However, all of that earlier work laid the foundation for future generations to continue building on their predecessors' vision.

While some construction took place in the early 1970s, funding quickly dried up and another decade passed before efforts to modernize the corridor bore significant fruit.

In the mid-1980s, citizens groups, politicians, and business groups lobbied to reactivate the US 15 projects. Lycoming County Commissioner Dolly Wilt implemented a unique marketing strategy to gain attention for the corridor's needs by sending Governor Robert P. Casey a single red rose daily over a period of time. The notes she included reminded him of the benefits to safety and economic development that would come with corridor modernization. Soon, environmental studies and designs resumed.

The work of many dedicated individuals led to the first in a series of projects going to construction in the latter part of the decade, and opening to traffic in October 1990. With US 15 being designated

as part of the Appalachian Development Highway System, several portions of the construction were eligible for Appalachian Development Highway System funding. The Appalachian Thruway Association and Route 15 Coalition were staunch advocates of the corridor improvements and kept focus on funding directed toward this corridor.

Many challenges faced the planners, from environmentally-sensitive areas throughout to the presence of glacial till material, to historic properties and Native American burial grounds. Every hurdle was met with determination and professionalism until a viable plan was created that was acceptable to all parties involved. An additional challenge was tying this corridor modernization into another state. Many meetings with the New York Department of Transportation were held over the years to coordinate every detail and ensure that both sections would meet and could open concurrently. The northern-most Pennsylvania section and first mile in New York were opened together in October 2008.

These projects through north central Pennsylvania account for over 56 miles of roadway work at an investment of well over \$500 million. While some may see this as a conclusion for plans along this corridor, that would not be entirely correct. This section of U.S. 15 is being evaluated as part of the future Interstate 99 corridor, which currently runs from the Pennsylvania Turnpike, Interstate 76 in Bedford County to just east of State College in Centre County. Future visions for the I-99 corridor plan to eventually connect it to Interstate 86 in New York State.

Once completed in 2010, north/south travelers from Williamsport, PA and the New York state line will have a modern and efficient four-lane limited-access highway on which to complete their travels and arrive safely at their destinations. The only routine distraction will be the beautiful scenery evident throughout the endless mountain region, for which the area is known. ■

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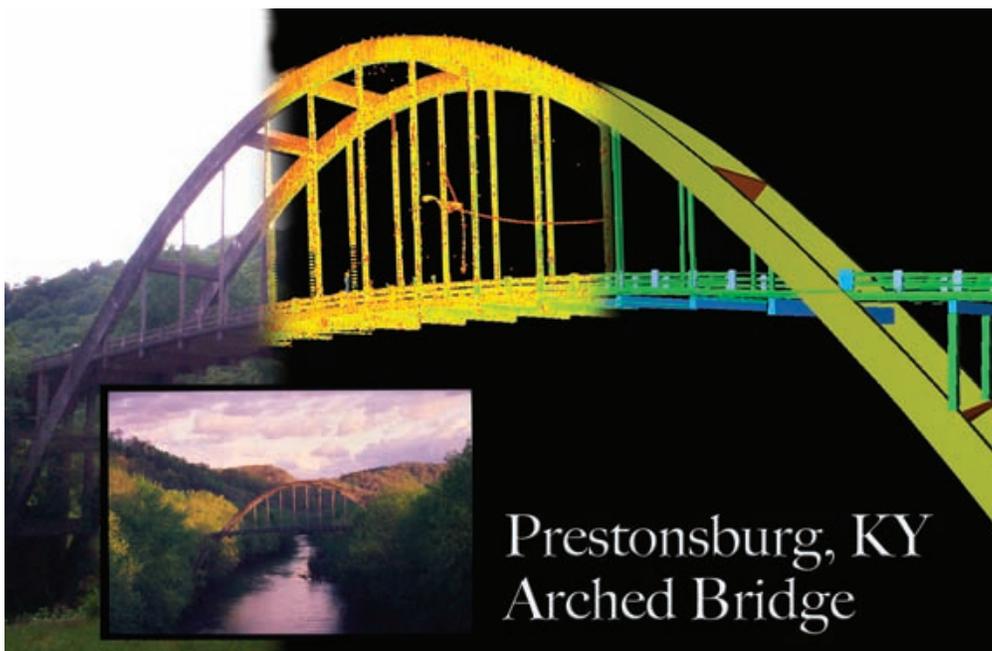
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Rehabilitation of the Red Bank Road Bridge over Hoover Reservoir

(Delaware County, OH)

Roads to Success

Owner, Consultant, and Contractor Perspectives

Robert Riley, PE (Delaware County Engineer's Office)

Shawn Thompson, PE (CH2M HILL)

David Guzzo (Double Z Construction)



The Hoover Reservoir is a popular recreational destination for fishers, boaters, and bicyclists. Rehabilitation of the bridge provides a safe and efficient crossing while preserving the natural beauty of the surrounding area.

The road to success on any transportation project can be littered with roadblocks. They can happen at any time, with or without any clear detour. Owners, consultants, and contractors face different and unique challenges throughout the life of a project. For a project to be successful, it's important for each entity to understand one another's challenges and the different approaches taken to solve the overall transportation problem. Recent completion of the Red Bank Road Bridge over Hoover Reservoir Rehabilitation highlights the different roads traveled by the Delaware County Engineer's Office, CH2M HILL, and Double Z Construction to build a successful one.

The Red Bank Road bridge, originally built in 1954, is a 182-foot, three-span steel beam superstructure carrying local traffic over the Hoover Reservoir - a recreational boat waterway and a drinking water source for the City of Columbus. The road is a popular bike route, but with increased traffic, the 26-foot wide deck made it difficult for vehicles to safely pass bicycles and avoid oncoming cars traveling at 55 mph. The bridge was also located within the limits of a 1200-foot sag vertical curve with the low point on the bridge deck. The location of this low point, coupled with over-the-deck drainage and over 55 years of Ohio winters, contributed to severe deterioration of the concrete curbs, bridge deck, abutment backwalls, and the structural steel beams, requiring complete bridge rehabilitation.

Delaware County, OH, Engineer's Office (Owner)

Infrastructure owners demand efficient solutions for maintaining aging systems. Highway and bridge agencies are under growing pressure to analyze and upgrade local road networks and bridge inventories to meet current demand. Meanwhile, they are being hit by reductions to local highway budgets because of falling gas tax receipts, stagnant sales tax revenues, and dwindling property values. Federal funding includes cumbersome environmental and property acquisition regulations that local agencies must follow—so for cities and counties with small engineering staffs, a qualified engineering and environmental consultant team is essential for project success. On this particular project, environmental challenges, including preventing contamination of the reservoir with construction debris, storm water runoff, and hazardous chemicals, had to be understood and embraced by both the designer and contractor.

Federal funding was secured for up to \$1,426,440, but by retaining much of the existing bridge substructure, the final design yielded an estimated construction cost of only \$965,000. Six contractors submitted bids with the lowest at \$914,357. The bids were tightly clustered, meaning the bidding was competitive and construction documents were clear enough to provide a low-risk bidding environment for contractors. Through the construction phase, there were no design-related change orders, and the overall project cost was under the contract amount, allowing the County to commit local resources towards other local roadway and bridge upgrades.

"Perspectives" continued p. 23

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ROUTE 159 WB OVER ROUTE 46 EB
SUPERSTRUCTURE
REPLACEMENT PROJECT

*Project Location Map / Existing Conditions
Montville Township, Morris County*

New Jersey Bridge Replaced in Under a Year

Fast Tracking a Stimulus Project

*Kuldip Singh, PE; Janet Keiser, PE; Estabrak (Joe) Habboush, PE; and Michael Marano, PE (Parsons Brinckerhoff)
Edward D'Arcy, Project Manager for NJDOT
David Frank, PE, Resident Engineer of AECOM for NJDOT*

The New Jersey Department of Transportation (NJDOT) compiled a list of approximately 50 projects that could be implemented quickly to take advantage of stimulus funding available through the American Recovery and Reinvestment Act of 2009. One of those projects, a bridge replacement in Montville in Morris County—the Route 159 Westbound Bridge over Route 46 Eastbound, was delivered in under a year.

Parsons Brinckerhoff was awarded a task order for the design of the Route 159 Westbound Bridge project by NJDOT on December 8, 2008, and completed the design two weeks ahead of an already aggressive 14-week schedule. The contractor, Joseph M. Sanzari, Inc. was awarded the \$2 million construction contract on May 28, 2009, and opened the reconstructed bridge to traffic on schedule on December 23, 2009.

The Route 159 Westbound Bridge is a 98-foot span that carries one lane of traffic over its 27'-6" curb-to-curb width. The bridge's rating as structurally deficient and functionally obsolete contributed to this superstructure replacement project.

Teamwork Resolves Design Issues

The project posed a number of challenges that were overcome by a collaborative effort and teamwork. Those challenges not only included design features, but also public acceptance and aesthetics. Design issues included improving the vertical underclearance, sharply skewed bridge abutments, demolition and removal of the existing superstructure, aesthetics, and garnering public support. This being one of the first stimulus projects for the state, the NJDOT regarded all matters related to this project of the utmost importance and treated them as high priority items.

The design was kept simple using traditional construction methodologies for the superstructure - straight steel girders and a cast-in-place concrete deck and, although the horizontal roadway geometry is curved, the bridge fascias were kept parallel. Striping the bridge accommodated the horizontal curved alignment.

"Fast Track" continued p. 25

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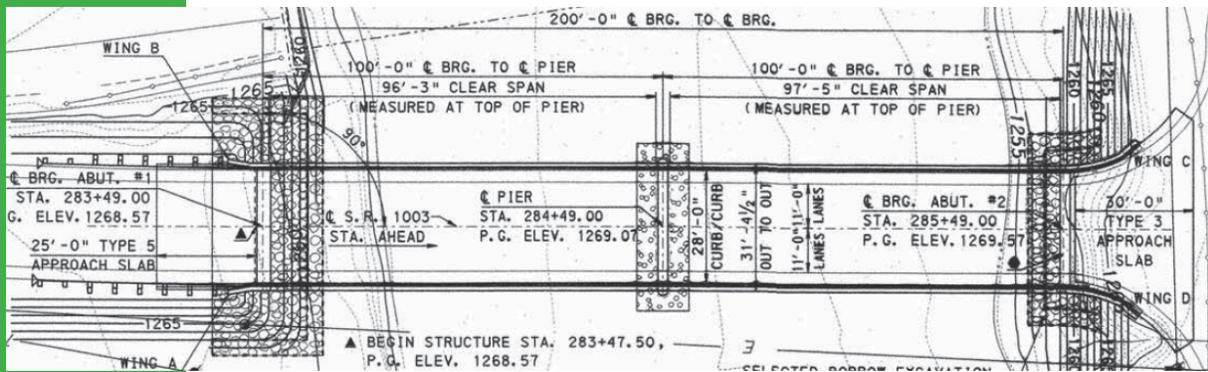


Figure 1: Plan View of Structure

Concrete Filled Tubular Flange Girder Bridge

(Forest County, PA)

Richard M. Schoedel, P.E., Michael Baker Jr., Inc. Moon Township, PA

In cooperation with the Pennsylvania Department of Transportation (PennDOT) and the Advanced Technology for Large Structural Systems (ATLSS) Research Center at Lehigh University, a first of its kind Concrete Filled Tubular Top Flange Girder (CFTFG) demonstration bridge has been designed. Michael Baker engineers performed the final design of the structure in 2009 and the bridge is slated for construction in 2010. The proposed two-span structure carrying SR 1035 will span Tionesta Creek in Forest County, Pennsylvania near the small town of Lynch Village. The bridge construction was recently awarded to Francis J. Palo, Inc. of Clarion, Pennsylvania for approximately \$2.3 million.

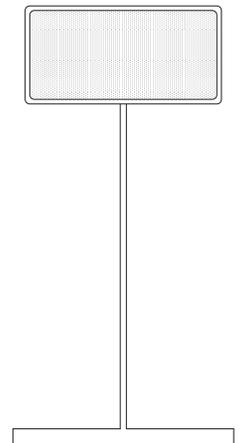
The proposed bridge consists of two 100-foot spans erected as simply supported for dead loads and made continuous for superimposed dead and live loads by using a continuity splice at the center pier. The proposed bridge will have an integral abutment at one end and a full-depth concrete diaphragm with an attached approach slab at the other end to move the expansion joints entirely off the structure.

The structure will use grade 50 weathering steel throughout, presenting challenges to the design team in properly specifying the material for the tube. A bolted mechanical splice was chosen since the girders were designed to remain

continuous under full design loads unlike a prestressed concrete structure where a simple span check is performed as well. The bridge has a composite four-girder cross section with main members spaced at 8'-5 1/2" centers and 3'-0" overhangs.

Each simple span will be constructed using only one intermediate diaphragm at approximately 50-ft spacing, much greater than for a typical plate girder bridge. Therefore, a detailed erection analysis was undertaken to ensure the constructability of the demonstration bridge.

A CFTFG is a steel girder that uses a concrete filled hollow structural section (HSS) as the top flange. The HSS flange is filled with unreinforced concrete in the shop after girder fabrication. The concrete in the tube assists in strengthening the compression flange of the girder for erection purposes. The resulting girder section has lateral torsional buckling strength that is larger than that of conventional I-girders with similar depth and steel weight. This increased strength permits the lateral



"Girder" continued p. 17



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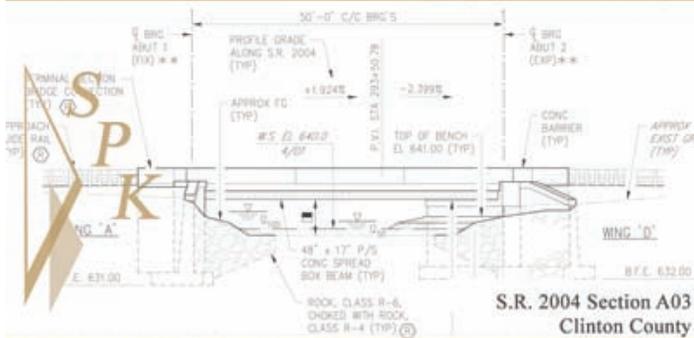
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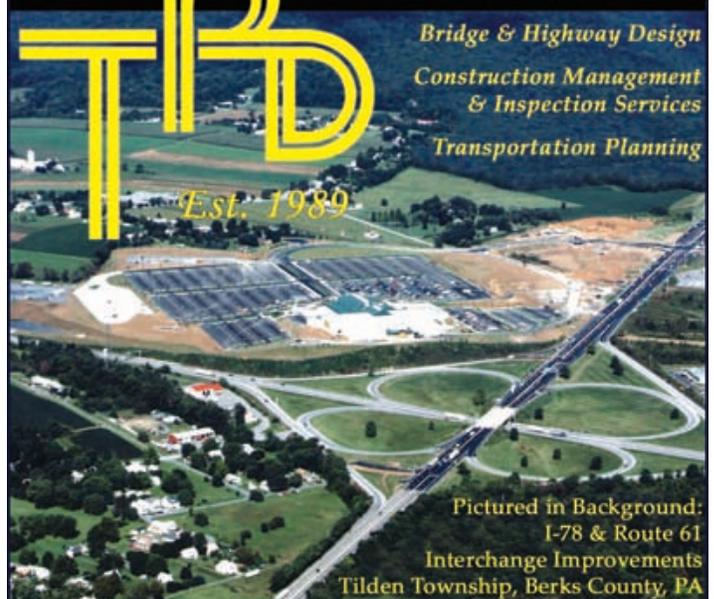
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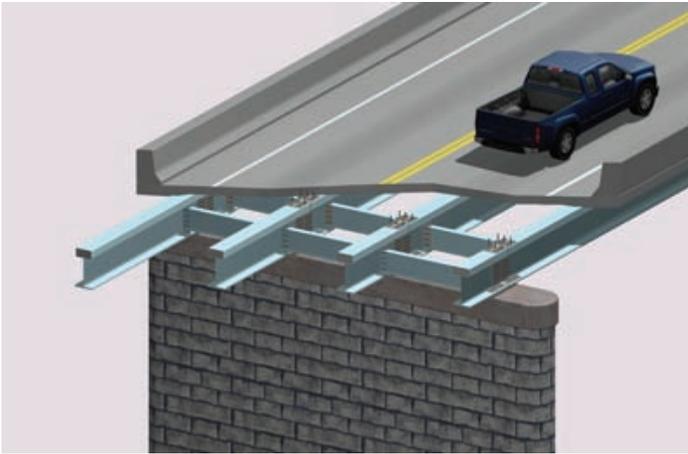


Figure 2: Artist's Rendering of Tube Girder at Continuity Splice

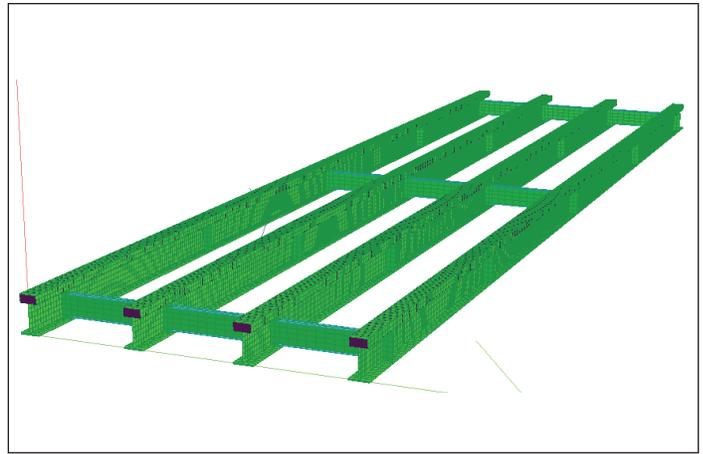


Figure 3: Isometric View of FEM for erection analysis

"Girder" continued from p. 15

bracing of CFTFG's to be minimized compared to conventional I-girders and for CFTFG's to span greater distances with the same structure depth. Diaphragms and cross frames are among the most expensive components per pound of steel, therefore, less diaphragms translates into less cost and increased speed of erection.

In addition to weight savings over conventional plate girders, CFTFG's are able to provide greater under-clearance than typical plate girders or prestressed concrete options, resulting in further overall project savings by minimizing the need to raise approaches, add spans and costly substructure units or additional girder lines. Span by span construction similar to prestressed concrete bridges further increases the speed of the steel erection aided by implementing the continuity splice at the pier.

Design criteria compatible with the 2004 AASHTO LRFD Bridge Design Specifications and 2000 PennDOT Design Manual Part 4 produced by Lehigh University formed the basis for the final design. This included provisions to account for the girders to resist loads applied during the bridge construction, normal service conditions, and ultimate strength considerations.

The successful completion of this demonstration project will show how CFTFG can be a viable bridge alternative where accelerated construction is desired and demonstrates enhanced performance over typical plate girders. This demonstration project will pave the way for future steel bridge research and provide designers with additional options. Utilizing CFTFG's in practice culminates a great deal of research funded by the Federal Highway Administration into innovative concepts in steel bridge girder systems proposed by researchers. Michael Baker recognizes the efforts of the researchers at Lehigh University and the contributions to the successful completion of the final design by PennDOT District 1-0 and Bridge Quality Assurance Division engineers. ■

**ASHE Scholarship Awards by Regions/Sections
GRAND TOTALS**
Since Start of Presenting Scholarships

Region 1		
Circle City	NEW	
Central Dacotah	\$500	
Central Ohio	\$500	
Cuyahoga Valley	\$1,000	
Derby City	None	
Lake Erie	None	
Northwest Ohio	\$5,000	
Triko Valley	\$11,500	
TOTAL		\$18,500
Region 2		
Clearfield	\$18,500	
Mid-Allegheny	\$5,500	
Franklin	\$23,000	
TOTAL		\$47,000
Region 3		
North Central West Virginia	\$27,000	
Pittsburgh	\$14,000	
Potomac Highlands	\$1,500	
Southwest Penn	\$21,500	
TOTAL		\$64,000
Region 4		
Altoona	\$30,500	
Harrisburg	\$91,400	
TOTAL		\$121,900
Region 5		
Central New York	\$1,000	
East Penn	\$23,000	
North East Penn	\$12,500	
Williamsport	\$17,000	
TOTAL		\$53,500
Region 6		
North Central New Jer:	\$63,000	
Southern New Jersey	\$96,500	
Delaware Valley	\$87,250	
First State	\$79,000	
Long Island	None	
New York Metro	\$26,000	
TOTAL		\$351,750
Region 7		
Blue Ridge	\$1,500	
Chesapeake	\$29,000	
Greater Hampton Roads	\$21,000	
Old Dominion	\$7,000	
Potomac	\$14,000	
TOTAL		\$72,500
Region 8		
Carolina Piedmont	\$10,603	
Carolina Triangle	\$27,000	
Georgia	\$26,400	
Middle Tennessee	\$7,000	
TOTAL		\$71,003
Region 9		
Central Florida	\$34,500	
Gold Coast	None	
Northeast Florida	\$48,877	
Tampa Bay	\$29,000	
TOTAL		\$112,377
Western		
Phoenix Sonoran	NEW	
GRAND TOTAL		\$912,530

ASHE Scholarship Awards Keep Growing

ASHE's Scholarship program in the Sections and Regions has put a total of \$912,530 into students' hands for further education to pursue careers in the Highway Industry.

Last year was the first time ASHE collected the data and the total, to date, at that time was \$650,288. However, after learning that the data was incomplete for several Sections and Regions, the new totals from past years, along with the new data from 2009, were put into the chart and this is the adjusted record of the scholarship awards.

"Many of our Sections support a scholarship program of some type," ASHE National President Kevin Duris said after learning of the amount. "One of our strategic plan goals is to 'Promote Education and Technology Transfer' and one of the actions under this goal is to develop generic scholarship program guidelines for use by the Sections."

"Apparently," he continued, "most of the Sections do not need guidelines. To date, \$912,530 dollars have been issued as scholarships by 35 of the 41 Sections. But, a few existing and our two newest sections, Phoenix Sonoran and Indianapolis Circle City, may need guidance. Congrats to Region 6 at \$351,750 and the Southern New Jersey Section at \$96,500 to lead the way. Maybe I could get them to write the guidelines."

ASHE encourages all Sections and Regions to support a scholarship program of some type, whether it is one or two \$500 or \$1,000 awards or larger amounts to more students.



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ASHE
National Board

Operations Manual Updates

Shirley Stuttler, Chair

As a result of our latest new Phoenix Sonoran Section being chartered this past July, the Introduction, Region Organization Guidelines and SCANNER Guidelines were updated.

A motion was made and approved at the National Executive Committee meeting to eliminate the reinstating of a member. Effective October 1, 2009, anyone wishing to rejoin ASHE must now complete a new application and pay the full initiation fee. As a result, the following documents were revised: Section Secretary Duties (removed reference to reinstating a member) and Membership Application Form (removed check box for Member Reinstatement) and Section Organization.

By-Laws - Article VII, Officers: Wording Revised - It shall be necessary for the National Officers (President, First Vice President, Second Vice President, Secretary, Treasurer and Past National President) to previously have served on the Board for at least one year or served as the Chair of a National Committee for at least two years.

By-Laws - Addition to the requirements for National Nomination of Officers: Previous time served either on the Board or as Chair of National Committee

National Conference Guidelines - Addition: National will be responsible for a minimum one page ad to be provided by host and published in the fall SCANNER in addition to their conference outline and the annual conference registration packet published in the spring issue.



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ASHE National Board Members

2009-2010

H. Thomas Brown, P.E., P.S. *Region 3 National Director*

Tom resides in Bridgeport, WV and primarily grew up in West Virginia. He has been employed by the City of Bridgeport as Director of Community and Public Works for the past six years.

Tom graduated from Buckhannon Upshur High School and later received his BSCE from West Virginia University. Tom also attended post graduate classes at WVU, University of Maryland, The Pennsylvania State University, and Catonsville Community College.

He worked in construction as a laborer, apprentice mason and engineering/surveying technician prior to graduation from WVU. After graduating from WVU, he spent 18 years in Construction Estimating and Construction Management and 10 years in Engineering Design and Management.

Tom obtained his PE license in 1995 and his PS in 1996. He started attending ASHE meetings in 1991 as he was interested in the programs being presented. Tom later joined ASHE in 2004 and served as the North Central West Virginia Vice President in 2004–2005 and President from 2005–2008. He now serves on the National Board as the Region 3 National Director.

Tom and his wife, Joy, have been married for 30 years and have one daughter, Cherish who is attending Fairmont State University.

Richard D. Clifton, P.E. *Past National 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 (2000), First 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 served as chairman of the Executive Committee for the 2006 National Conference in Williamsburg, VA. Members who attended the opening session of the 2006 Conference or the banquet at the 2005 Conference, in Pittsburgh, probably best remember Rich for the colonial attire he wore to those events. Rich has been a member of the National Board of Directors since 2003 when he became the National Director for Region 7.

Rich earned his BSCE 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.

Rich and his family returned to their native Virginia in 1999, where he helped to open a new office for Kubilins Transportation Group in Newport News. Rich accepted a position as the Regional Traffic Engineering Manager in the Newport News office of Gannett Fleming, Inc. in 2001. He was made an Associate of the firm in 2002 and 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.

In December 2006 Rich returned to the public sector as manager of the Project Management Office for the Hampton Roads District of the Virginia DOT. He and his staff manage in-house and consultant design

teams on a wide range of transportation projects throughout the District. Rich is a registered Professional Engineer in North Carolina, Virginia and Maryland.

In addition to ASHE, Rich is a member of the Institute of Transportation Engineers and is active in his sons’ scout troop. He also serves as an at-large member of the District Committee for the Chesapeake Bay District of the Colonial Virginia Council of the Boy Scouts of America. In November of 2008, Rich was appointed to the Planning Commission for the City of Poquoson, VA.

Rich and Glenda have been married for more than 20 years. They reside in Poquoson, Virginia (near Newport News) and are the proud parents of two sons, Brooks (15) and Tyler (13), a cat (Lucy) and a dog (Ashes). Rich loves the warm southern air but he always looks forward to autumn so that he can enjoy watching gridiron victories by the Hokies on Saturdays and the Carolina Panthers on Sundays – when he is not off with his scouts hiking, camping, fishing, etc.

Frank F. Fabian, P.E. *Region 7 National Director*

Frank has been associated with ASHE since 2000 while residing in West Virginia. Frank is active in ASHE having served as the Regional Director for the Greater Hampton Roads (GHR) Section near Virginia Beach since 2005. During his tenure as Regional Director of the GHR Board of Directors, his most cherished memory was being part of the Section’s Board that established the first educational scholarship endowment. In 2007, the GHR Section created this endowment to Old Dominion University for eligible students enrolled in their transportation curriculum.

Frank spearheaded the inaugural Region 7 Technical Conference in 2007. Due to its successes, the Technical Conference will become an annual event for Region 7. In 2008–2009 he had the honor and privilege

“Board” continued p. 22

“Board” continued from p. 21

to participate in formulating the 2009-2012 Strategic Plan for ASHE. He is excited about ASHE's future and will act in this position with great zeal to implement and promote its policies and ideals.

Frank is employed as a Regional Manager for the Transportation Division of AECOM, in the Virginia Beach, VA office. Frank has over 30 years of experience in the planning, design, construction and management arena of projects related to infrastructure and transportation issues. He has developed a passion for being involved with transportation solutions to locations such as the Greater Hampton Roads area and views this as the primary objective for his community. His commitment and dedication drives him to become involved with those agency's who can make a difference in making transportation systems the best they can be.

Frank earned his BSCE at the Rochester Institute of Technology in 1981. He continued his education and received an MBA from St. Bonaventure University, in Management/Marketing. He is a registered Professional Engineer in Virginia and West Virginia within the Civil Engineering (Transportation) Discipline. Prior to relocating to the Hampton Roads area of Virginia, Frank enjoyed being a part-time professor at the West Virginia Institute of Technology where he taught Highway Design.

Frank and his wife, Nancy, reside in Virginia Beach with their chocolate labrador, Sara. They enjoy outdoor activities including “the beach”, golfing, biking, hiking, entertaining, and he has recently taken up duck hunting. They have four wonderful children (Jesse, Owen, Tracy and Brett) and are experiencing “empty nest syndrome”. Their youngest graduated from college in December 2009 and they consider themselves proud parents knowing that each of their children will be college graduates. They are getting accustomed to “the kids being gone” and look forward to the day when they receive word that they will soon be grandparents.

Jackie R. VanderPol *Region 9 National Director*

Jackie has been an active Board Member of the ASHE Central Florida Section since 2001. She serves on the National Board as the Region 9 National Director and is a member of the New Sections and the Legislative National Board Committees. Jackie was recently awarded ASHE Member of the Year at the 2009 National Conference.

Jackie is a graduate of Black Hills State University and holds a double major in mass communications (radio/television/journalism/photography), and organizational communications. She is currently president and CEO of The Fulcrum International (www.thefulcrumintl.com), an online service to assist engineering and construction job seekers and companies in connecting in an inexpensive and effective way.

The Fulcrum International is partnered with ASHE and provides its online job bank. Through this company, The Fulcrum International also provides consulting services for marketing, business development and public relations/involvement.

She is also president of a new not-for-profit company called SplitSecond (aka Codyboy, Inc.), whose mission is to pilot a program to improve driver culture and behavior of the highest risk group, 16 - 24 year olds. Jackie is also a Board Member of TEAMFL, a group dedicated to improving user-financed transportation throughout Florida.

She is a long-time resident of Orlando, Florida, however, her roots go back to the wild west. Jackie was born in South Dakota and raised in Wyoming. She is happiest in a pair of jeans, t-shirt and cowboy or hiking boots. The jeans and boots are temporarily traded in most days now for the business suit.

Jackie has a never-boring teenaged son named Dirk. She also has a dog named Cody - an adorable rescue from Alabama/Hurricane Katrina. She enjoys cooking (not baking), reading, painting, gardening and traveling.

Shane M. Vorce, P.E. *Region 2 National Director*

Shane joined the Mid-Allegheny Section of ASHE in 2002 and has been actively involved ever since. He has held several positions within the organization, serving on the Section's Board of Directors and as the Section's Regional Director. Shane has been involved with the review and update of the Section's Bylaws, creating and maintaining the Section's Mid-Allegheny Club Sponsorship Board and assisting with the organization of the first Region 2 Educational Seminar held at the PennDOT District 10-0 Office. At the Regional ASHE level, Shane has served as the Secretary for the Region 2 Board of Directors and now holds the Region 2 National Director position for his three year term.

Shane received a Bachelor of Science degree in Civil Engineering in 1991 from The Pennsylvania State University. From that point forward, he was able to obtain a diverse background of experience working in the inspection, construction and consulting fields. Over the course of 17 years, his experience has put him in the position he is at today. Shane is currently the Monroeville Transportation Division Manager for Pennoni Associates Inc., where he manages highway, bridge and transportation projects. He is also a licensed Professional Engineer in Pennsylvania.

Shane and his wife, Dana, have been married for 16 years and reside in North Huntingdon, an eastern suburb approximately 30 minutes outside of Pittsburgh, PA. They have four children, Luke (14), Drew (12), Leah (10) and Hanna (8). Both Shane and Dana keep busy running the kids to their activities such as baseball, basketball and gymnastics.

Outside of work, Shane's interests include involvement in his children's local baseball and softball organization, the Norwin Community Athletic Association. He is the Treasurer for the organization, but also coaches both of his sons' and daughters' baseball and softball teams. In addition, Shane enjoys cheering on Penn State college football, as well as the Pittsburgh Steelers, Penguins and Pirates. ■



These photos show the low point of the vertical sag located on the bridge deck led to significant deterioration of the superstructure (left) and the rehabilitation (right).

“Perspectives” continued from p. 11

CH2M HILL (Consultant)

In order to maintain the schedule and budget to meet fiscal year 2010 federal funding, it was paramount that all construction work be performed above the Ordinary High Water Mark (OHWM) to avoid necessary permits with the Army Corp of Engineers. To stay out of the reservoir meant salvaging most of the existing tower piers, but still finding a way to widen the bridge deck to meet minimum width requirements and provide additional safety for bicyclists. The design live load also had to be upgraded to HS25, so new pier caps were required to handle the wider deck and increased design load. A structural model of the existing pier columns and footing was also needed to verify that the piers had adequate structural capacity for the increased loads. Geotechnical investigations verified existing footing elevations and soil bearing capacity. A finite element analysis confirmed capacity of the spread footings, meaning that pier columns and footings could be reused to support the widened deck and heavier design load.

To address surface run-off issues at a source of drinking water, the design team proactively partnered with the City of Columbus Watershed Department and recommended Ohio DOT-approved BMPs (Best Management Practices) to provide perpetual management of runoff quality and quantity. Exfiltration trenches used on the curbed bridge approaches proved a cost-effective way to minimize contaminant-laden runoff being discharged into the reservoir, and ensuring that the reservoir’s physical, chemical, and biological characteristics were protected. Partnering with the City and proactively recommending a solution reduced agency review time and comments.

Double Z Construction (Contractor)

There were several challenges on this project. The structure was over the Hoover Reservoir, which is a boat recreational waterway as well as being in a source water protection area. Care had to be taken not to contaminate the reservoir with construction debris, storm water runoff, and hazardous chemicals. Although the road was closed to vehicular traffic, boat traffic under the bridge was a safety concern that had to be addressed.

Demolition was done by sawing the deck into small slabs for removal with hydraulic excavators. Beams were cut into short sections and then removed. The unique challenge to the removal operation was that the deck concrete was in such poor condition that the existing asphalt overlay was left on the deck surface to prevent the deck slab from breaking up under the weight of demolition machinery.

The substructure removal was done with a combination of removal techniques. Sawing and machine removal were used except where hand-held pneumatic hammers had to be used around existing rebar that was being reused. Because of the time restrictions and limited access, pier false-work was designed to accommodate the removal of the pier caps and for supporting the new pier caps without being adjusted or re-erected between operations. ■

“Route 35” continued from p. 7

September 30 due to Black-Crowned Night Heron roost.

- Bascule span could only be shut down between November 1 and March 1 each season for a maximum of three seasons. Local marinas requested maintaining Sunday openings.
- Work at the north end for soil remediation and bulkhead can only be performed in November.

COMMUNITY OUTREACH AND AGENCY COORDINATION

An aggressive community outreach program was implemented at the onset of the project. The design team met with numerous local officials from the Borough of Point Pleasant Beach and Borough of Brielle, including the Mayor, representatives from the Chamber of Commerce, fire and police chiefs, emergency response staff, legal representatives of the various townships, citizens groups, local business and community leaders.

Additional meetings and/or coordination efforts included the following: NJ State Police, NJ State Marine Police, NJ Traffic Operations South, NJDOT Movable Bridge Engineering Group, NJDOT Structures, NJDOT Regional Construction, USCG, US Army Corps of Engineers, NJDEP, and the State Historic Preservation Office (SHPO).

Permits were obtained from different agencies for the bridge rehabilitation, repair of the existing fender/dolphin system, installation of riprap channel protection measures at two of the piers, fill placement for a construction access road at the south abutment, construction of a bulkhead at the northern shore line and determination of Riparian license. US Coast Guard restrictions for the bascule span shut down were included, with consideration for openings each Sunday during the span shutdown.

DESIGN FEATURES

In the approach spans, over 60,000 SF of Exodermic deck system with cast-in-place concrete was used for deck replacement. Existing geometric constraints, the repetitious span lengths, steel spacing and staging dimensions, and the ease and speed of construction made this deck system ideal for this location. The lead paint on the entire existing steel was removed, steel repainted and several bearings reset. NJDEP approved materials were used for the fender and bulkhead rehabilitation

In the bascule span, an open steel grid deck was utilized with concrete fill only along the stringer lines. The existing bascule steel was metalized in lieu of painting in cold weather.

A major electrical/mechanical rehabilitation was performed, including replacing all traffic and barrier gates.

CONCLUSION

The project goals were met with all restrictions in place throughout the construction. The design team strongly believes that careful planning in the design stage, proper attention to design features and details, the extensive coordinated efforts into construction sequencing, coupled with a high level of cooperation from the owner’s project team, led to a successful project. The needs of the numerous stakeholders, the community, and the local businesses were met in an economical manner. ■

"Fast Track" continued from p. 13

The existing structure was a fracture-critical through-girder with only two structural main members. The demolition required the temporary support of the main girders (84-inch height), to eliminate the possibility of structure collapse. Additionally, because of the length of the girders, cranes with a heavy lifting capacity were necessary for their removal.

Due to the superstructure configuration (fracture-critical through-girder bridge), maintaining traffic during construction was impossible; therefore a bridge closure and detour was required.

The proposed detour directed motorists to use routes within the jurisdiction of neighboring Fairfield in Essex County. Since the existing bridge could not maintain traffic during construction, closure of the structure for approximately six months made public acceptance of the closure crucial to project success. Cooperation was gained through meetings with township and county officials in Morris and Essex Counties to establish the best detour routes. Three options were identified to provide the detour route with the least inconvenience to nearly 12,000 affected daily motorists.

Lastly, NJDOT required that the new bridge evoke the appearance of the original bridge. To address this, the design included aesthetic features on the fascias and abutments that included special detailing of the bridge parapets and the abutment reconstructed seats.

Construction, Demolition and Completion

When awarded the construction contract, the contractor immediately proceeded with an aggressive submittal process so that long-lead items, including structural steel and strip seal joints, would be available in September 2009. With the material orders in place, the focus turned to bridge demolition. With a limited overhead clearance of 13 feet 10 inches, the existing structure did not lend itself to a protective shielding design with attachments to the underside of the deck. As an alternative to using a protective shielding system, the contractor requested detouring traffic off Route 46 Eastbound and demolishing the structure to the roadway below. After a careful review by NJDOT, the detour was approved for limited use on an as-needed basis.

Bridge demolition was completed by mid-August 2009. Workers reconstructed the existing abutments, increasing the finished grade, and added pedestals for the new structural steel. The steel arrived in September and was set in place in mid-October. On November 23, concrete for the bridge deck was poured, followed by the approach slabs and parapets. Since the November weather was not conducive to placement of concrete, the contractor supplied artificial heat to expedite the curing process. Saw cutting of the bridge deck, installation of guide rail and constructing finishes continued through December with the bridge ultimately reopening to traffic on December 23, 2009. ■



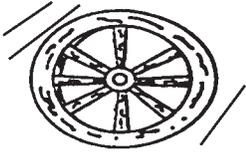
An American Recovery and Reinvestment Act Project



Night time steel girder erection, completed in one weekend closure.



Existing steel framing after concrete and reinforcing steel demolition August 18, 2009



As the Wheel Turns



Gonzalez Named a Senior Associate

Naldo Gonzalez, P.E., was recently named a senior associate at Gannett Fleming, an international planning, design, and construction management firm. Gonzalez serves as vice president and manager of south Florida operations.

Based in the Miami, Fla., office, Gonzalez is responsible for managing the operations of Gannett Fleming's south Florida offices, including Miami and West Palm Beach. With more than 18 years of experience, Gonzalez oversees all highway planning and design projects for each respective office. He also serves as the principal-in-charge for other transportation projects in the areas of highway design and planning, site/civil design, and transit planning. Gonzalez is additionally responsible for quality assurance and quality control services, as well as business development initiatives.

Gonzalez holds a Bachelor of Science degree in civil engineering from Tulane University and is a registered professional engineer in Florida. Active in professional associations, he is a member of the American Society of Civil Engineers, the American Public Works Association, and the American Society of Highway Engineers, where he serves as an officer for its Gold Coast Section.



Mouradian Named a Senior Associate

Ara G. Mouradian, P.E., was recently named a senior associate at Gannett Fleming. Mouradian serves as department manager for the Geotechnical Group in the Valley Forge, Pa., office.

With more than 24 years of experience, Mouradian is responsible for the management and technical review of geotechnical activities. He has been involved in the geotechnical design of multimillion dollar transit and rail, department of transportation, and vital infrastructure projects. Mouradian is also the vice president of Quantum Geophysics, a division of Gannett Fleming, Inc., specializing in surface and down-hole geophysical methods to identify subsurface conditions in support of engineering, environmental, and groundwater investigations.

Mouradian holds a Bachelor of Science degree in civil engineering from the American University of Beirut, a master of science in geotechnical engineering from Concordia University in Montreal, Canada, and has completed doctorate-level courses at McGill University. He is a registered professional engineer in Pennsylvania and New Jersey and is a member of the American Society of Civil Engineers (ASCE), the Canadian Society for Civil Engineering, the American Society of Highway Engineers (ASHE), the Society of American Military Engineers (SAME), the International Society of Soil Mechanics and Foundation Engineers, and the Geo-Institute of the ASCE. He is also the current chair of the Delaware Valley Geo-Institute (DVGI).



June 9 to June 13, 2010

www.ASHE2010.org

Registration Form

Register online or get more information at www.ashe2010.org

LAST NAME			FIRST NAME			COMPANY			
STREET ADDRESS					CITY		STATE		ZIP CODE
PHONE		FAX		EMAIL ADDRESS (REQUIRED)					
Circle YES or NO							INDICATE YEAR		
ASHE MEMBER		ASHE SECTION		NATIONAL BOARD POSITION			NATIONAL PAST PRESIDENT Y N		

NAME AS YOU WOULD LIKE IT TO APPEAR ON BADGE					COMMENTS OR SPECIAL NEEDS (ACCESS / DIETARY)				
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+++++ Please register guests and children on separate forms +++++				
Please check one		Postmarked on or before May 2, 2010	Postmarked after May 2, 2010	Total
	ASHE Member, Full Registration	\$ 150	\$ 250	
	ASHE Member, Full Registration, Government Employee	\$ 100	\$ 200	
	Non-ASHE Member, Full Registration	\$ 225	\$ 325	
	ASHE Member One Day Registration	Circle one: THURS FRI SAT	\$ 125	\$ 200
	Non-ASHE Member One Day Registration		\$ 200	\$ 275
	Guest	\$ 25	\$ 25	
	Child	No Charge	No Charge	
	Incoming/Outgoing President or Pearson Award Recipient	No Charge	No Charge	
	Exhibitor (Purchase of an exhibit space includes one (1) full registration)	See Page 4	See Page 4	
	Premium Sponsor (qualifying for free registration)	No Charge	No Charge	
	Speaker (qualifying for free one day registration)	No Charge	No Charge	
CONFERENCE REGISTRATION SUBTOTAL				\$
<i>Page 2 ACTIVITIES REGISTRATION SUBTOTAL</i>				\$
<i>Page 3 ACTIVITIES REGISTRATION SUBTOTAL</i>				\$
<i>Page 4 SPONSOR, ADS AND EXHIBIT SUBTOTAL</i>				\$
<i>Page 5 GOLF REGISTRATION SUBTOTAL</i>				\$
GRAND TOTAL				\$

Full registration includes registration for children and entrance to all no charge activities for the duration of the conference.
One day registration includes entrance to all no charge activities for that day.

We encourage you to register online at www.ASHE2010.org

Or you can mail your completed form to ASHE TRIKO Valley, P.O. Box 257, Mason, Ohio 45040 with check payable to ASHE 2010.

To use credit cards please register at www.ASHE2010.org

Cancellation Policy: ASHE reserves the right to cancel tours, programs, or events if there is insufficient registration or 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 requests received via email to david.emerick@duke-energy.com on or prior to May 28 will be honored; however subject to a \$25.00 administrative fee.

NO REFUNDS AFTER MAY 28TH

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Room Reservation Deadline: May 2, 2010

\$139 + tax per night - discounted rate not guaranteed after May 2
A limited number of rooms are available at a government rate

(513) 421-9100 Use Conference code: ASHE 2010

Registration questions may be directed to Dave Emerick at (513) 515-6875 or David.Emerick@Duke-Energy.com

June 9 to June 13, 2010

www.ASHE2010.org

ATTENDANCE AND ACTIVITIES REGISTRATION				
<i>Time</i>	<i>Event</i>	<i>Cost</i>	<i>Check if attending</i>	<i>Total</i>
WEDNESDAY, JUNE 9, 2010				
5 PM	Icebreaker Welcome Reception and Exhibits	no charge		no charge
9 PM	Hospitality	no charge		no charge
THURSDAY, JUNE 10, 2010				
7 AM to 9 AM	Breakfast	no charge		no charge
9 AM	Opening Session <i>Section Attendance Taken</i>	no charge		no charge
10:30 AM	Region and Section Officers Meeting with National Board Members	no charge		no charge
10:30 AM to 4 PM	Guest Tour 1: Hollywood Casino Tour <i>Lunch on your own No Minors</i>	\$20		
11 AM to 4 PM	Guest Tour 2: Krohn Conservatory / Mt. Adams Walking Tour <i>Lunch on your own Children under 12 \$15</i>	\$20		
Technical Session No. 1 Choose one				
11:00 AM to 11:50 AM	Highway Capacity Manual	no charge		no charge
	Diverging Diamond Interchanges	no charge		no charge
	The Nation's Critical Transportation Issues	no charge		no charge
	John A. Roebling Suspension Bridge Presentation	no charge		no charge
	AASHTO Bike Manual	no charge		no charge
NOON to 1:50 PM	Past Presidents' Lunch Open to all conference attendees. No charge for past National Presidents, current National President, Pearson Award Recipient and their spouses	\$35		
2:00 PM	Past Presidents' Meeting	no charge		no charge
Technical Session No. 2 Choose one				
2:00 PM to 2:50 PM	Alternate Modes of Transportation	no charge		no charge
	Continuous Flow Intersections	no charge		no charge
	Geotechnical Applications for Real Time Monitoring	no charge		no charge
	I-71 & I-75 Brent Spence Bridge Corridor	no charge		no charge
	ATB-531 Shoreline Erosion Stabilization	no charge		no charge
	National Bike Routes	no charge		no charge
Technical Session No. 3 Choose one				
3:00 PM to 3:50 PM	New Geometric Design Handbook for Urban Streets	no charge		no charge
	Capital Beltway HOT Lanes	no charge		no charge
	American Road & Transportation Builders Association (ARTBA)	no charge		no charge
	I-90 Cuyahoga River Bridge Value-Based Design Build	no charge		no charge
	A Cyclist's Perspective of Road and Bike Facility Design Elements	no charge		no charge
Technical Session No. 4 Choose one				
4:00 PM to 4:50 PM	NCHRP 350 to MASH	no charge		no charge
	Roundabouts	no charge		no charge
	3D Scanning	no charge		no charge
	Bob Kerry Pedestrian Bridge	no charge		no charge
	Bikeways and Mobility	no charge		no charge
6 PM	BB Riverboat Dinner Cruise	\$50		
9 PM	Hospitality	no charge		no charge
Please complete the attendance and Activities Registration Form for all events, including those without a charge, so that we can plan for adequate capacity.		Page 2 SUBTOTAL		\$
Transfer subtotal to Page 1				
FOR TECHNICAL PROGRAM INFO AND DETAILED EVENT INFORMATION VISIT WWW.ASHE2010.ORG				
All session times highlighted in blue will earn Continuing Education Credits				

June 9 to June 13, 2010

www.ASHE2010.org

ATTENDANCE AND ACTIVITIES REGISTRATION Continued

Time	Event	Cost	Check if attending	Total
FRIDAY, JUNE 11, 2010				
7 AM to 9 AM	Breakfast	no charge		no charge
8 AM to 4 PM	Golf Outing at The Courses of Kenton County		See Page 5	
9 AM to 4 PM	Technical Poster Session Walk Through Project Exhibits	no charge		no charge
9 AM to 11 AM	John A. Roebling Suspension Bridge Technical Tour Participant's will climb multiple narrow flights of stairs-Limited to 25	no charge		no charge
		no charge		no charge
10 AM to 4 PM	Guest Tour 3: Fabulous Furs / Cathedral Basilica / MainStrasse <i>Walking required, Lunch on your own</i>	\$20		
10 AM to NOON	Union Terminal High Steel Technical Tour Participant's will climb multiple narrow flights of stairs-Limited to 25	no charge		no charge
10 AM to 4 PM	Guest Tour 4: Newport Aquarium / HofbrauHaus / Levee Shopping <i>Walking required, Lunch included, Children under 12-\$30</i>	\$40		
NOON	Lunch at Hotel	\$20		
NOON	Lunch at Union Terminal	on your own		on your own
1 PM to 3 PM	Union Terminal Railroad Yard Technical Tour	no charge		no charge
1 PM to 3 PM	The Banks - Presentation and Technical Tour	no charge		no charge
5:00 PM	Dinner on your own	on your own		on your own
6:30 PM	Cincinnati Reds Baseball Game	\$35		
9 PM	Hospitality	no charge		no charge
SATURDAY, JUNE 12, 2010				
7 AM to 9 AM	Breakfast	no charge		no charge
8:30 AM to 1 PM	Cycling in Cincinnati Technical Tour (On street, moderate to strenuous hills) (No Minors-Lunch on your own-Limited to 15) Bike and Helmet Rental	no charge		no charge
		\$50		
9 AM to 4 PM	Guest Tour 5: Elk Creek Sporting Clays / Winery Tour <i>Lunch included No Minors Limited to 25</i>	\$130		
9:00 AM to 9:50 AM	Technical Session No. 5 Choose one			
	CEU Training	no charge		no charge
9 AM to 11 AM	John A. Roebling Suspension Bridge Technical Tour Participant's will climb multiple narrow flights of stairs-Limited to 25	no charge		no charge
		no charge		no charge
10 AM to 4 PM	Guest Tour 6: Loveland Bike Trail Tour <i>Includes Bike/Helmet Rental Lunch on your own Child under 12 -\$20</i>	\$35		
10:00 AM to 10:50 AM	Technical Session No. 6 Choose one			
	Multi-Modal Northeast Ohio Area Wide Coordination Agency	no charge		no charge
10 AM to NOON	Union Terminal High Steel Technical Tour Participant's will climb multiple narrow flights of stairs-Limited to 25	no charge		no charge
		no charge		no charge
11:00 AM to 11:50 AM	Technical Session No. 7 Choose one			
	Complete Streets	no charge		no charge
NOON	Lunch	no charge		no charge
		on your own		on your own
1 PM to 3 PM	Union Terminal Railroad Yard Technical Tour	no charge		no charge
1 PM to 3 PM	Ingalls Building Technical Tour	no charge		no charge
6 PM	President's Reception			
7 PM	Annual Gala Dinner Banquet <i>with entertainment by "The Contours, featuring Sylvester Potts"</i>	\$70		
SUNDAY, JUNE 13, 2010 CONFERENCE DEPARTURE DAY				
8:30 AM	National Board of Director's Meeting	no charge		no charge
9 AM	National Conference Committee Debrief	no charge		no charge
Please complete the attendance and Activities Registration Form for all events, including those without a charge, so that we can plan for adequate capacity.			Page 3 SUBTOTAL	\$
				Transfer subtotal to Page 1

June 9 to June 13, 2010

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SPONSOR INFORMATION

DIAMOND	Diamond Recognition in Program with Logo, Display Board Recognition, Recognition at Opening Session, Logo on Conference Website, One Exhibit Booth, 4 Conference Registrations, 2 tickets to Past Presidents' Lunch, 4 tickets to Annual Gala Banquet LIMITED AVAILABILITY	\$ 5,000	
PLATINUM	Platinum Recognition in Program with Logo, Display Board Recognition, Logo on Conference Website, 2 Conference Registrations, 2 tickets to Annual Gala Banquet LIMITED AVAILABILITY	\$ 3,500	
GOLD	Gold Recognition in Program, Display Board Recognition, 2 Conference Registrations, Listing on Conference Website	\$ 2,500	
SILVER	Silver Recognition in Program, Display Board Recognition, Listing on Conference Website	\$ 1,000	
BRONZE	Bronze Recognition in Program, Display Board Recognition, Listing on Conference Website	\$ 500	
EVENINGS	Icebreaker Welcome Reception Sponsor	\$ 850	
	BB Riverboat Dinner Cruise Sponsor	\$ 1,000	
	Cincinnati Reds Baseball Game Sponsor	\$ 1,000	
	Annual Gala Dinner Banquet Sponsor	\$ 2,000	
	Hospitality Event Sponsor	\$ 2,500	
	2 Sponsors per evening, includes large exhibit area in Hospitality Room, Wed and Thurs available	\$ 2,500	Friday SOLD
	Guest Program Event Sponsor	\$ 500	
	Past President Lunch Sponsor	\$ 3,000	SOLD
	Poster Session Lunch Sponsor	\$ 250	
	Breakfast Sponsor	\$ 250	
Break Sponsor	\$ 200		

EXHIBIT BOOTHS Open 5 PM to 9 PM Wednesday, 7 AM to 4 PM Thursday

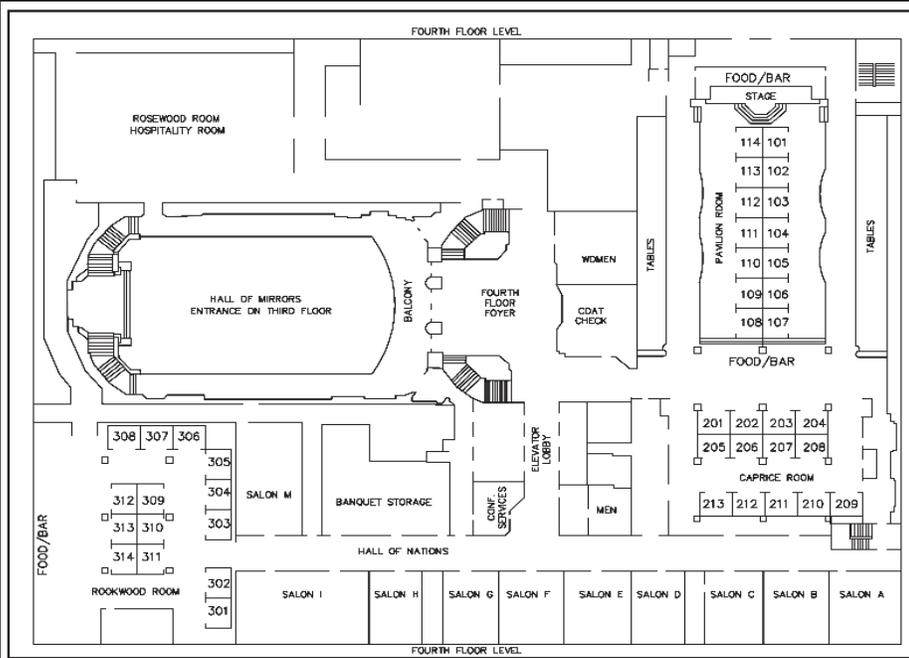


Exhibit Booth includes an 8' x 10' standard draped booth. Purchase of exhibit space includes one (1) full conference registration. Please indicate first 3 preferences for booth location

Exhibit Booth	\$ 750	
PROGRAM ADVERTISEMENTS		
Outside Back Cover	\$ 1,000	SOLD
Inside Front Cover	\$ 750	SOLD
Inside Back Cover	\$ 500	
Full Page Ads	\$ 300	
1/2 Page Ads	\$ 200	
1/3 Page Ads	\$ 150	
1/4 Page Ads	\$ 100	
Patron Ads	\$ 50	

Full Page Ads are 3.5" wide x 8.75" tall. Half Page Ads are 3.5" wide x 4.25" tall, One Third Page Ads are 3.5" wide x 2.75" tall, Quarter Page Ads are 3.5" wide x 2" tall. Please email your jpg file to cindy.taylor@atcassociates.com before April 16.

Page 4 SUBTOTAL	\$	
Transfer subtotal to Page 1		

Friday June 11, 2010

2010 ASHE NATIONAL CONFERENCE GOLF OUTING

The Golf Courses at Kenton County – The Willows & Fox Run Courses

3908 Richardson Road, Independence, Kentucky 41501



The Willows, designed by Dr. Michael Hurdzan, offers golfers a scenic and challenging test of tree-lined fairways and undulating greens. The course plays 6,697 yards from the Championship Tees with a Slope of 137 and a Rating of 72.6

ITINERARY:

8:00 AM Transportation to the Course

8:30 – 9:30 AM Registration & Breakfast

9:30 AM Shotgun Start

Lunch at the turn

3:00 PM Appetizers & Door Prizes

4:00 PM Transportation to the Hotel



Fox Run, designed by renowned architect Arthur Hills, is consistently rated one of the most challenging public courses in the State of Kentucky. The course plays 6,980 yards from the Championship Tees with a Slope of 143 and a Rating of 73.3

Golfers		Cost	Total
Team Captain		\$ 110	
Golfer Name		\$ 110	
Golfer Name		\$ 110	
Golfer Name		\$ 110	

Please place me on a team with:

Do you need transportation to the course? Please circle YES or NO

Sponsors

Please consider one of the following sponsorships. This money reduces our cost per golfer and provides additional door prizes. Signs with your firm's logo or name will be placed at a tee box or at the event. Please email your company's logo to: ashe2010golf@gmail.com. Thanks!

Hole Sponsor	\$ 150	
Golf Breakfast Sponsor	\$ 350	
Golf Lunch at Turn Sponsor	\$ 1,000	
Golf Beverage Sponsor	\$ 500	

Page 5 SUBTOTAL

Transfer subtotal to Page 1

Door Prize donations are greatly appreciated. Please list any door prizes you are able to donate:

Thank you!

Directions from Cincinnati:

Take I-75 South into Kentucky to I-275 East, take the 2nd exit – Exit 82 Turkeyfoot Road, turn right off the exit and travel south on Turkeyfoot Road about 4.2 miles, turn left on Richardson Road and travel about 1 mile and the course is on the right.

Golf Registration Deadline June 7, 2010

Club rental is available for \$10 payable at course, availability is limited, please contact ashe2010golf@gmail.com

Questions? Contact Jim Collins, Golf Committee Chair at (513) 785-7285 or ashe2010golf@gmail.com

PLACE OUR AD AS MARKED				
Select issues	Indicate ad size	SCANNER Issue	Publication Date	Closing Date – Ads & Articles
		Summer 2010	June	April 15, 2010
		Fall 2010	September	July 15, 2010
		Winter 2011	December	October 15, 2010
		Spring 2011	March	January 15, 2011

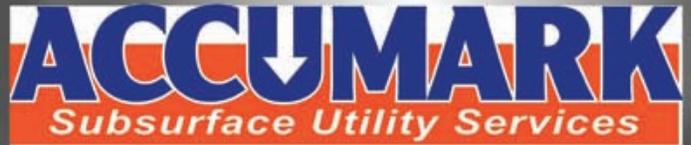
ADVERTISING RATE SCHEDULE		
Position	Fee per one issue	Fee per four issues
1 full page	\$ 600	\$ 2,200 (\$ 550 / issue)
1/2 page	\$ 500	\$ 1,800 (\$ 450 / issue)
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Business card	\$ 275	\$ 1,000 (\$ 250 / issue)
Classified	E-mail text to editor for quote	
Consultants, contractors & suppliers	\$ 200 annually. Link your company to the ASHE website.	
<i>Revised February 2009</i>		

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Invoice will be mailed to advertiser listed above unless otherwise noted. Checks payable to ASHE SCANNER. Contract must be received before ad placement. Terms 30 days.			
Signature:		Date:	

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<ul style="list-style-type: none"> Electronic file formats: PDF or Windows Platform, PageMaker, Photoshop, Illustrator, eps, tif or jpg. File must contain layout, all image files and fonts used. Ads are printed in color. 	
Ad size: Full page 1/2 page 1/4 page Business card	Width Depth 7.5" x 10" 7.5" x 4.75" 3.667" x 4.75" 3.667" x 2.25"
Screen:	Scanned photos at no less than 300 dpi
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SCANNER Correspondence
 John Hetrick, P.E., Managing Editor
 c/o Wanner Associates
 908 N. Second Street; Harrisburg, PA 17102
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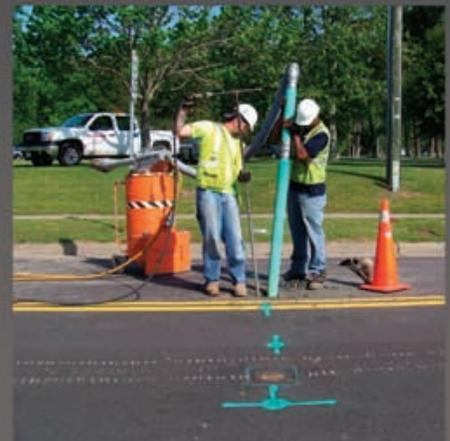
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Northwest Ohio	48
Triko Valley	165
Region 2	
Clearfield	86
Franklin	203
Mid Allegheny	100
Region 3	
Pittsburgh	531
North Central West Virginia	57
Potomac Highlands	45
Southwest Penn	275
Region 4	
Harrisburg	379
Altoona	210
Region 5	
North East Penn	139
East Penn	97
Williamsport	136
Central New York	65
Region 6	
Delaware Valley	331
First State	162
Long Island	57
New York Metro	129
North Central New Jersey	141
Southern New Jersey	224
Region 7	
Blue Ridge	68
Potomac	149
Chesapeake	176
Old Dominion	51
Greater Hampton Roads	107
Region 8	
Carolina Piedmont	86
Carolina Triangle	212
Georgia	450
Middle Tennessee	137
Region 9	
Tampa Bay	89
Central Florida	175
Northeast Florida	163
Gold Coast	23
Western Region	
Phoenix Sonoran	42
Total	6155
Professional Status	52%
Government	13%
Consultant	69%
Contractor	7%
Other	11%

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