

# THE TRANSPORTATION TIMES

AMERICAN SOCIETY OF HIGHWAY ENGINEERS, DELAWARE VALLEY SECTION

2018-19 EDITION #1

## PRESIDENT'S MESSAGE

As this year's President, I look forward to serving you and the ASHE Delaware Valley Section. I also want to express my sincere thanks to my fellow Temple Owl **Jack Mitchell** for his service as President this past year.

As being a President of a Board, and I can speak from experience with this, being a Past President of the Lehigh Valley Section of ASCE as well as with the alumni associations for both my alma maters at Montgomery County Community College and Temple University, you are only as good as the people around you. We have a great group of talented professionals who take time out of our busy schedules to serve in such a meaningful way. If you happen to see any of our Board Members in your travels, or at a dinner meeting, please take a quick moment to thank them for their service to the Section.



Our annual **ASHE/PennDOT District 6-0 workshop** occurred on May 23. This event has always garnered interest with our members and this year was no exception. The topics included "Trains, Cranes and Automobiles", the future of traffic operations at the PTC, an update on the US 322 Improvement project in Delaware County, and a District 6-0 Update. We greatly appreciate the District's continued support with this event as well as the Workshop Committee, co-chaired by both **Alexa Harper** and **Curt Shugars**.

On June 4, our annual **Golf Outing** took place at the Chester Valley Golf Course. In its 23<sup>rd</sup> year, the Outing supports the **Donna Prentice Memorial Scholarship**. This past year, the Scholarship Committee awarded \$15,500 to 16 recipients. Over the history of the program, we have awarded over \$146,000, which ranks us 3<sup>rd</sup> in the Northeast Region. A big thank you goes out to **Sarah McInnes** and the Scholarship Committee as well as **Mike Mogan** and the Golf Committee for their hard work.

I hope that you will have an opportunity to come out to our dinner meetings this season. We have an exciting program this year that ranges from major corridors to historic bridges, including a drawbridge. We will start off the season with **Ken McClain**, PennDOT 6-0 District Executive, with his annual "State of the District" Presentation. I want to thank Ken for his continued support of ASHE. In addition to our regular program, where you can earn one PDH for most of our meetings, we have our three Technical Sessions, where you can earn up to 6 PDH's if you are able to attend all three. With just the dinner meetings and the Tech Sessions, you are well on your way to meeting your licensure renewal requirements in Pennsylvania, just one of the many benefits of your membership with the Section.

Also, the **Widener University Student Chapter** will be hosting the 2<sup>nd</sup> Annual Regional Student Chapter Conference on Saturday, October 6. This half-day conference brings Student Chapters from all across the mid-Atlantic region to discuss best practices as well as network with industry professionals. The three Student Chapters in our Section (Drexel, Temple and Widener) continue to be active and are now collaborating on a regular basis. I hope that you will consider attending and meeting the future engineers of tomorrow.

At our Summer meeting, the Board approved the creation of an Environmental Committee. This committee will focus on new and existing environmental rules, regulations, and guidance, and seek input from the civil engineering community on the application of sound engineering principles to the solution of environmental challenges associated with roadway, bridge and highway design, construction and maintenance. Be on the lookout for updates from Chair **Bob O'Neill** and the Committee in future newsletters and announcements.

If you have any questions or suggestions, please let me know. I look forward to seeing everyone in September.

Sincerely,

*John Caperilla*  
President,  
ASHE Delaware Valley Section

## MEETING SCHEDULE

### Dinner Meetings

- ◆ September 19
- ◆ October 17
- ◆ November 7 (NOTE - first Wednesday)
- ◆ January 16
- ◆ February 20
- ◆ March 20
- ◆ April 17

Dinner costs are as follows:

\$40 - advance registration  
(closes end of day  
Thursday before meeting)

\$50 - after the registration  
deadline or at the door

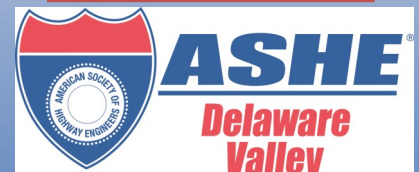
\$20 - public agency/student

### Technical Sessions (tentative)

- ◆ November 7
- ◆ February 20
- ◆ March 20

## In This Issue

DVSP Program/Sponsors	2,5
Young Members Committee	2
Happenings	
Section Officers/Board of Directors	2
2021 National Conference	3
Firms/Sponsors/Members in Transportation/Transition	3
Section Committees	4
Golf Outing	4
2017 Projects of the Year	6,7
Revised Meeting Check-in and Registration Processes	8
Section Dues Due	8
Join Electronically	8
Contact Us	8



SERVING THE LOCAL HIGHWAY/  
TRANSPORTATION INDUSTRY SINCE 1966

## DVSP PROGRAM SPONSORSHIP - GOING STRONG FOR 13 SEASONS!

Our Section started the Delaware Valley Section Patron (DVSP) Program in the 2005-06 season to allow supporting firms to be recognized. As you may be aware, the proceeds of the DVSP go directly to support our Section's Scholarship Fund. For a \$200 fee for the season, sponsoring firms are cited for their support with their logos displayed on our website and in THE TRANSPORTATION TIMES. This also provides a "hot link" to access the firm's website directly from ours.

**DVSP benefits  
(\$200 for the season)**

**Logo and Hotlink on  
Section Website  
([delvalley.ashe.pro](http://delvalley.ashe.pro))**

**Logo in THE  
TRANSPORTATION TIMES**

We are proud to note that **38 firms** (a new record!) made this financial commitment for 2017-18, and these firms' logos are shown on page 5 as well as on our website. **Many thanks to those of you who have joined this program and helped support our Section!**

*We are pleased to note that five DVSP participants - **AECOM, McCormick Taylor, McMahon, TPD and Urban Engineers** - have been sponsors for all 13 years of the Program's existence. Thank you for your long-time support!*

We will be starting the 2018-19 DVSP program later this Summer and will be contacting current participants to determine their interest in continuing. If you are not already a DVSP and would like to join for next season or find out more about the program, please contact Bob Wright (information provided on page 8).

## YOUNG MEMBERS COMMITTEE HAPPENINGS

The Committee, in conjunction with ASCE Philadelphia Section's Younger Member Forum (YMF), conducted its regular semi-annual cleanup of the "co-adopted" segment of Bethlehem Pike in Ambler/Fort Washington on **April 22** (the cleanup crew is pictured below). This has been well-received by businesses and residents along this corridor. Thanks to those from each of these groups for their participation. The second clean-up event for this year will be scheduled for this fall.



The Committee closed last season with a successful bowling night at Facenda Whitaker Lanes in East Norriton on **May 24**. Over a dozen younger members joined with three "ringers" (who will remain nameless) to enjoy an evening of bowling, pizza and drinks, not necessarily in that order. Gift cards were awarded to those who did well in several categories. Thanks to all who came and participated.

Other activities and events are being planned and considered for this season. Please watch for more information in event flyers which will be available at our Dinner Meetings as well as in upcoming e-mail blasts.

## 2018-19 SECTION OFFICERS AND BOARD OF DIRECTORS

Our Section Officers and Directors for the current season were installed at our April meeting. They are listed here. Please thank these individuals for their volunteer service in the administration and operation of our Section.

Also, we would like to thank **2017-18 Immediate Past President Mark Kinnee and Treasurer/Past President Don Stark** for their service to our Section for many years in several capacities. They concluded their terms on the Board in April.

## 2018-19 DELAWARE VALLEY SECTION OFFICERS AND BOARD OF DIRECTORS

### PRESIDENT

John Caperilla  
Borton-Lawson

### FIRST VICE PRESIDENT

Alexa Egan Harper  
Gannett Fleming

### SECOND VICE PRESIDENT

Drew Sirianni  
Pennoni Associates

### TREASURER

Isaac Kessler  
Remington Vernick & Beach

### SECRETARY

Nate Parrish  
HNTB

### IMMEDIATE PAST PRESIDENT

Jack Mitchell  
McMahon Associates

### BOARD OF DIRECTORS

#### TERM EXPIRES 2019

Peter Berthold  
Penna. Dept. of Transportation

Bill Laird  
HDR

Bruce Masi  
Gannett Fleming

Sarah McInnes  
Penna. Dept. of Transportation

#### TERM EXPIRES 2020

Jeff Given  
Loftus Construction

Corey Hull  
JMT

Mike Mogan  
Bergmann Associates

Curt Shugars  
Pennoni Associates

#### TERM EXPIRES 2021

Elaine Elbich  
Penna. Dept. of Transportation

Phil Mandato  
Felix Mandato & Sons

Amber Midgley  
AECOM

Matt Ward  
Urban Engineers

### REGIONAL DIRECTOR

Rob Prophet  
Traffic Planning & Design

### EXECUTIVE DIRECTOR

Rich Prentice

## REMINDER — 2021 NATIONAL CONFERENCE - IN OUR NECK OF THE WOODS...

As you may be aware, **our Section will be a proud co-host of the ASHE National Conference in 2021!** Our counterparts at the East Penn and North East Penn Sections will share the sponsorship duties and responsibilities in this joint effort. While the Conference is three years from now, the intricate and detailed planning and preparation necessary starts well before the actual event. Part of this process is to make opportunities available for our members to volunteer and be a part of the various activities and sessions that the Conference will offer.



In the coming months we will be providing information on the Conference on our website and on the tables at each Dinner meeting which will explain the various volunteer opportunities and needs. If you are interested in serving on or chairing a committee, please respond to our National Conference e-mail account at [2021Conference@ashe.pro](mailto:2021Conference@ashe.pro).

Future editions of THE TRANSPORTATION TIMES will additionally include updates and information on this.

### FIRMS/SPONSORS IN TRANSPORTATION/TRANSITION

#### *TPD Recognized on a National Level for Outstanding Work/Life Balance and Growth*

As part of its annual awards programs, Zweig Group's Best Firms To Work For and Hot Firms competitions, **Traffic Planning and Design, Inc. (TPD)** was ranked the #17 Best Civil Engineering Firm to Work For nationwide as well as the #40 fastest-growing firm in the nation in June. These competitions recognize outstanding A/E/C firms for inspiring their teams to perform at the highest levels through providing distinctive and innovative work environments, as well as for showing consistent and impressive growth. In TPD's 16<sup>th</sup> year on the "Best Firms To Work For" list, including in 2009 when it was ranked #1, the firm has established itself as perennial top employer. Additionally, last year the firm was ranked #68 on the list of 100 Hot Firms, jumping an impressive 28 spots to their current home at #40, which is a significant accomplishment.

Additionally, *Inc.* magazine has named TPD on its **Inc. 5,000 list** of the fastest-growing private companies in America. TPD's commitment to growth has earned it a spot for the first time since 2009 when it came in at 4,312. This year it came in at 4,998 in their fourth time on the list. The full Inc. 5000 ranking list can be found at <https://www.inc.com/inc5000/list/2018>.

Since 1989, TPD has continually demonstrated a commitment to providing exceptional staff benefits, including technology resources and flexible schedules to encourage a healthy work/life balance and aggressive professional development. TPD accepts these awards for another year with pride and commits to continuing to work to provide an outstanding workplace and environment for the entire TPD family.

We proudly cite TPD for these accomplishments.

#### VISIT OUR WEBSITE!

Please visit [delvalley.ashe.pro](http://delvalley.ashe.pro) and see our revamped site, with all the Section's information you'll need to keep up-to-date on things.

### MEMBERS IN TRANSPORTATION/TRANSITION

#### *Leonetti Retires*

Past Section President **Leo Leonetti** retired from his "second career" at Urban Engineers in June. After many years at PennDOT District 6, where he rose through the ranks from co-op student and entry-level engineer to become the Assistant District Engineer for Construction, he began assignment #2 in 1999 as Vice President and Director of Construction Services at Urban Engineers. Throughout his time at Urban, he managed and directed projects for numerous public and private transportation agencies.

During his career at PennDOT, Leo served as a resident engineer on numerous projects and, as Assistant District Engineer, oversaw all construction in the five counties of southeastern Pennsylvania, including Philadelphia. This included critical projects such as the I-95 Center City Ramp Completion Effort, the Vine Street Expressway, and the Schuylkill Expressway reconstruction effort. For his numerous efforts and contributions to our profession, he has been recognized as our Section's Person of the Year as well as by the ASCE Philadelphia Section as its Philadelphia Civil Engineer of the Year.

Urban threw a surprise retirement party for Leo to cite his long and distinguished career and accomplishments and presented him with a trophy (above) in grateful recognition of his performance and dedicated service to the firm. We wish him many years of fun, relaxation and, of course, enjoyment in his continued close following of the Phillies and Drexel basketball, not necessarily in that order, among other sports teams.



## SECTION COMMITTEES/CHAIRS

In each edition of THE TRANSPORTATION TIMES we list our Section Committees and chairs. We would like to thank all who participated in these committees last season and welcome this year's Chairs.

If you have an interest in being part of any Committee, please contact Section President John Caperilla (information is provided on page 8).

## GOLF OUTING A SUCCESS ONCE AGAIN (FOR THE 23RD TIME...!)

It may be hard to believe, but we've been conducting our Annual Golf Outing for 23 years! This year, we returned to our 2017 venue, the Chester Valley Golf Club, but managed to order cooler weather, which enticed 116 golfers and wanna-bes (mostly the latter...) to turn out on June 4 to help the cause. Play followed a scramble format with generous "mulligan" packages available for purchase, which all but guaranteed way-below-par scores (assuming everyone reported honestly!). The Outing resulted in **\$8000** that will go to our **Donna Prentice Memorial Section Scholarship Fund**. We especially appreciate the generosity of our sponsoring firms as well (shown at left).

As noted, the scores were incredible, with the winning team from **A. Morton Thomas** (*Gene Chabak, Kyle Rankin, Paul McNamee, Scott Christie*) finishing with a 14-under-par 56. Second place, with a 10-under-par 60, was the **McCormick Taylor** foursome (*Kris Bellotti, Dennis Wilson, Charles Gushue, Ken Burkhardt*).

The event featured several skill shots with prizes, including a try at landing a chip on a unique floating green (shown below).



**Sponsors**  
**Platinum**  
AECOM  
Gannett Fleming  
Urban Engineers  
  
**Gold**  
HNTB  
McMahon Associates  
Traffic Planning & Design  
WSP  
  
**Silver**  
Louis Berger  
Remington & Vernick  
STV  
  
**Hole**  
CDM Smith  
Greenman-Pedersen  
HDR  
JMT  
RK & K  
  
**Special**  
Can insulators - A D Marble  
Floating green - Malick & Scherer  
Golf carts - Bergmann  
Hole in one - Sloane Toyota  
Malvern  
Refreshments - Bentley

Thanks to the Golf Outing Committee and first-year Chair **Mike Mogan**, as well as the volunteers for the event, for another successful Outing and a nice-size contribution to the Section Scholarship Fund. We look forward to our 24th Annual Outing next year.

And, of course, thanks to all who sponsored and participated to make the Outing a success once again!

## SECTION COMMITTEES/CHAIRS

ADOPT-A-HIGHWAY  
Amber Midgley

ASHE/PENNDOT  
BREAKFAST  
MEETING  
Alexa Egan Harper  
Curt Shugars

AUDITING  
Bruce Masi

DINNER MEETINGS  
Drew Sirianni

50/50  
Matt Ward

GOLF  
Mike Mogan

HOTEL  
Phil Mandato

MEMBERSHIP  
Drew Sirianni

NEWSLETTER  
Bob Wright

NOMINATING  
Alexa Egan Harper

PROGRAM  
John Caperilla  
Jeff Given

PROJECT OF THE  
YEAR  
Nate Parrish

PUBLIC RELATIONS  
Corey Hull

SCHOLARSHIPS  
Sarah McInnes

SOCIAL/SOCIETY  
RELATIONS  
Elaine Elbich

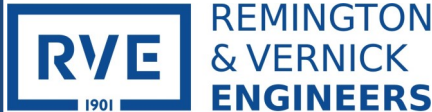
STUDENT CHAPTERS  
John Caperilla

TECHNICAL PAPERS  
Bruce Masi

TECHNICAL  
SESSIONS  
Bill Laird

WEBSITE  
Pete Berthold

YOUNG MEMBERS  
Alexa Egan Harper  
Drew Sirianni



Many Talents One Firm



DELAWARE VALLEY SECTION PATRONS (DVSP) 2017-18

Thanks for your support!



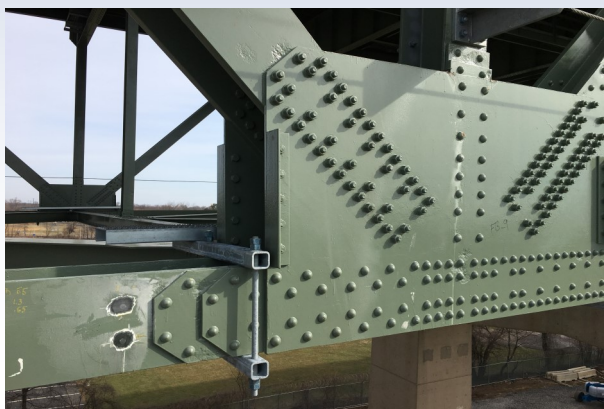
## 2017 PROJECTS OF THE YEAR

*Our Section recognized two efforts as part of our Project of the Year competition last season. As has been done in the past, the process was broken into two categories based on construction cost (under \$10 million and \$10 million and over).*

*Summaries of our award-winning projects are provided here. For additional information, please see the ASHE Scanner, available on-line at [ashe.pro/scanner.html](http://ashe.pro/scanner.html).*

The Delaware River Turnpike Bridge is the 6,571-ft., 31-span bridge which carries I-276 across the Delaware River, linking the Pennsylvania and New Jersey Turnpikes. A full-depth fracture was unexpectedly discovered in the top chord (tension zone) of a 4-span continuous deck truss unit on the Pennsylvania approach on January 20, 2017, resulting in an immediate closure of the bridge.

Both the Pennsylvania Turnpike Commission (PTC) and the New Jersey Turnpike Authority (NJTA) agreed that, despite the importance to the local and national travelling public, the bridge could not be reopened until both agencies were fully satisfied that the bridge was deemed safe for public use. The work was completed with minimal construction stoppages and interruptions, with the structure reopening to traffic in approximately seven weeks. The completion of the project demonstrates the resilience of older bridges, the creativity to fix and reuse major assets, and the ability to work safely and quickly with a high degree of scrutiny from many parties.



Work started on January 21 and consisted of the truss repair and on-site operations. This included planned and coordinated non-destructive testing (NDT) and evaluation of several hundred similar locations in the trusses selected for further examination. The field activities ended March 10, the day after the bridge was reopened to traffic. Work continued after the reopening and included the preparation of various reports primarily documenting the ultrasonic testing of nearly 300 bridge elements.

The nature of the repair work created numerous challenges. The damaged truss had to be stabilized and supported. During the work, the truss had to be shored and jacked to maintain and restore the truss geometry. The structure had to be constantly analyzed in the damaged condition, during restoration, and post-restoration. The fracture of the

chord was determined to be at a location where a misdrilled hole was filled with weld material (plug welded) at the time of fabrication, thus resulting in a hidden defect being present in one of the most heavily loaded members of the bridge.

Within hours of the discovery of the fracture, emergency stabilization of the truss was underway. A temporary splice was designed, fabricated and installed, in near-blizzard conditions, to lock the two broken pieces of the top chord together in their deformed condition. Because of the vertical and lateral displacement of the broken chord, several attempts at making the splice were needed, but within two days of the fracture the temporary splice was in place. This provided some peace of mind that progressive collapse was unlikely, as that was a scenario discussed early on after the discovery of the fracture.

Acting as an extension of the PTC's staff, Baker was scoped to provide engineering design, analysis, and construction support services. Office engineering support included preparation of independent design and analysis calculations, review of engineering calculations and submissions, and the review of design and shop drawings. Field support included the development and oversight of the ultrasonic testing program for the PA and NJ deck truss approach spans, development and review of the material testing plan, and field support during critical truss repair activities. The ultrasonic testing program is the largest such emergency NDT investigation for either of the owner agencies and is believed to be the largest such investigation of a major steel bridge in the United States.

Baker developed independent 3D finite element structural analysis models of the entire bridge unit in several days' time and independently validated the repair concepts being prepared by others. The models were used to assess various vertical and horizontal jacking concepts being evaluated as well to determine the redistribution of internal forces during and after the fracture.

Following up on a possibility of a brittle fracture in the top chord, small samples of the steel, including pieces of the fracture surface, were immediately removed for forensic examination and eventually sent to Lehigh University for scanning electron microscopic examination of the fracture surfaces and some determination of the cause. Using the sample cores from the bridge, researchers at Purdue University tested the samples to determine their compliance with the specified properties for the steel.

Despite the relatively tight construction repair area with multiple tasks being performed concurrently by numerous contractors and subs, no reported construction-related safety incidents occurred. This is a testament to the well-coordinated efforts of all involved parties.

The successful repair of this critical lifeline restored a critical link to local and regional mobility. Most importantly, it reestablished a highway link that has existed for decades. This route is an important commercial route as well as a link for workers. Completing this project quickly relieved the pressure on numerous parallel routes.

**Project of the Year 2017  
Over \$10 Million  
Delaware River Turnpike  
Bridge Emergency Response**

Cost - \$14,400,000  
Owner - Pennsylvania Turnpike  
Commission  
Designer - Michael Baker  
International  
Contractor - Cornell & Co.  
Construction Manager - STV,  
Urban Engineers

## 2017 PROJECTS OF THE YEAR

Instrumental to the connectivity of eastern Chester County, the SR 926 bridge over the Brandywine Creek (Section 53S) provides a critical route across the Creek. This bridge replacement solves a crucial flooding challenge and allows greater emergency service access throughout the area.

**Project of the Year 2017  
Under \$10 Million  
SR 926 Section 53S  
(Bridge over  
Brandywine Creek)**

Cost - \$8,800,000  
Owner - PennDOT  
Designer - Gannett Fleming  
Contractor - Clearwater  
Construction  
Construction Manager -  
PennDOT

The project team provided PennDOT District 6 with a final design in eight months. Construction started in December 2016 and brought a 30-year unfinished job to completion one week earlier than expected. In just five years, the team accomplished all public coordination, design, permitting, and construction tasks to make this happen.

With five Brandywine Creek crossings spanning an eight-mile stretch near the Delaware state border, roadway options are limited for the average commuter. Crossing the creek becomes an even larger issue when flooding occurs. Historically, four out of the five Brandywine bridges flood on an annual basis, closing each roadway and hindering accessibility.

This condition greatly impacted emergency service providers and the local Unionville-Chadds Ford School District. Half of the District's students reside east of the Creek. The District does not allow school buses to travel when the Creek floods, forcing parents to cross the nearby narrow SR 52 causeway twice during school commutes. Additionally, with the nearest hospital in West Chester Borough east of the Creek, there was not an open, congestion-free roadway for incident response west of the Creek when flooding occurred. Thus, upgrading the bridge was paramount to increase

accessibility during floods, as the structure was affected by flood conditions upwards of nine times annually. The approaches, including a 1,000-foot stretch on the east side, are too low to handle even a small stream event.

The final design solution included a new three-span, 315-foot-long bridge over Brandywine Creek and two new 48-foot-span arch culverts. The approaches also were raised nine feet while reconstructing 1,700 feet of pavement. Additionally, Creek Road was realigned and raised to better connect with the raised SR 926. Using a full detour, the bridge replacement was constructed in approximately six months. The contractor constructed the culverts and the majority of raised roadway in approximately 10 weeks.

In preliminary design, the construction schedule was estimated to be 18 months. However, the public charged the design team to look for ways to reduce the project schedule. A shorter timeframe was investigated, and utilizing a six-day work week and 10-hour work days with a system of incentives/disincentives, the total project schedule was reduced to six months.

Considering the tight construction schedule, the construction team, in close coordination with the design team and PennDOT reviewers, exceeded PennDOT's September 2017 completion date and finished the project a week early. Through vital public involvement and stakeholder coordination, the bridge replacement project garnered significant community interest and increased public safety capabilities.

Through coordination with FEMA and PADEP, the team applied the environmental parameters to the project design in relation to impacting the adjacent historic properties. After abiding by this guideline, the project morphed into reconstructing a significant bridge, while raising approaches, designing new culverts, and incorporating 9-foot raises on the approach roadways.

The project team created a public involvement process including two public meetings and two stakeholder meetings. The design team presented a preferred alternative and elicited citizen opinions on storm design (flooding frequency), construction methods and duration, and detour route work. Through this process, final design solution that addressed environmental concerns, agency criteria, and public issues.

Blending the bridge into adjacent historic districts was key to satisfying community stakeholders. Structural form liners were included to match the stone facing of the original bridge and an epoxy overlay was incorporated to minimize the appearance of the white concrete deck. Brown paint on guide rails, bridge railings, and bridge beams blended the bridge into the scenic background.

Additionally, a quarter-acre wetland mitigation site was included and standard slopes with seeding were utilized, in lieu of retaining walls and split rail fences, to match surroundings.



The Project of the Year Committee reviewed a total of **five** submissions for the competition. In addition to the two winning entries, other projects considered were the following:

- I-95 Section CP2 Reconstruction (\$240 million)
- Pennsylvania Turnpike Northeast Extension Widening, MP A26-A30 (\$210 million)
- Repairs to Bucks County Bridges #263 and #352 (\$809,000)

Thanks to all firms that submitted for this program.

*Thanks to Bruce Masi for his help with this article.*

## CONTACT Us

*THE TRANSPORTATION TIMES, the newsletter of the Delaware Valley Section, is published and distributed to our members several times each season to advise and update all on current events and happenings in our Section.*

*If you have news items for future editions of THE TRANSPORTATION TIMES, please feel free to contact us.*

**JOHN CAPERILLA**  
Section President  
Borton-Lawson  
3897 Adler Place  
Bethlehem, PA 18017  
484-821-0470 x2111  
[jcaperilla@borton-lawson.com](mailto:jcaperilla@borton-lawson.com)

**BOB WRIGHT**  
Editor  
McMahon Associates Inc.  
1515 Market Street  
Suite 1360  
Philadelphia, PA 19102  
215-433-1660 x8006  
[rwright@mcmahonassociates.com](mailto:rwright@mcmahonassociates.com)

## REMINDER

Deadline for copy/  
information for the next  
edition of THE  
TRANSPORTATION TIMES

**October 19**

available for this for your convenience. We appreciate your prompt payment so you can remain in good standing with ASHE and our Section (but we hope you've paid by now...!).

Also, please take time to provide your up-to-date contact information on the sheet that accompanies the invoice so that our files may have your current address and e-mail.

**We thank you for your continued support.**

## REMINDER—REVISED MEETING CHECK-IN AND DINNER REGISTRATION PROCESSES

As a reminder for our first meeting of the season, to help get you checked into our meetings more quickly and efficiently (and shorten the line for this), we have a separate "express" check-in table for attendees who registered using PayPal. Those of you who do this can pick up your pre-printed name tag and go directly into the meeting room.

For those of you who pay at the door with either a check or cash, we have a Checks/Cash/Receipts check-in table where you can complete your transaction and receive your name tag. There usually is a wait involved with this line.

Signs are prominently displayed at each of the check-in tables to help guide you accordingly.

We appreciate your cooperation as our Section works to improve the registration process and hopefully reduce delay. This has worked well at last season's meetings and we will be continuing this process this season.

Also, **we're moving into the 2010's (finally...)**! To help streamline the process of registering for our events, we will be starting an automated event registration process. This will replace the old method which required attendees to complete and send a paper/PDF form to register for our dinner meetings.

The meeting announcements will continue to be advertised on our website and e-mailed as a flyer to our members. You will be directed to a website where registration can be completed. Acceptable forms of payment will remain as PayPal, check and cash.

If you pay via PayPal the registration website will redirect you to make your payment upon completion of the registration form. For other methods of payment, the website will provide the mailing address, or you may select the "Pay at Door" option and then bring payment with you to the meeting.

An event ticket will be emailed to you once your registration is complete. It is requested that you bring your ticket with you to the dinner meeting, as this will help expedite the process at the registration table, as noted above. We appreciate your patience on this.

## ...AND DON'T FORGET YOUR DUES

Your invoice for ASHE dues for the 2018-19 season was mailed/e-mailed in April and payment was due by **June 15** to be consistent with National's billing cycle.

Our PayPal option for payment was also

## MEMBERSHIP APPLICATIONS ARE NOW ELECTRONIC!

If you know someone who is considering becoming an ASHE member, our Membership Application can be downloaded and completed, then submitted via e-mail, with payment available via PayPal. Please visit our website [delvaley.ashe.pro](http://delvaley.ashe.pro) and click on the **Membership** tab for more information and details on this.

We hope this will make the process of becoming a member of our Section quicker, easier, and more efficient. Please share this information with anyone you know who may be interested in joining our Section.

## AMERICAN SOCIETY OF HIGHWAY ENGINEERS — MISSION STATEMENT

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