

THE TRANSPORTATION TIMES

AMERICAN SOCIETY OF HIGHWAY ENGINEERS, DELAWARE VALLEY SECTION

2019-20 EDITION #1

President's Message

Welcome to the ASHE 2019-2020 season! Thank you to our returning members who continue to be a part of our Section, and a big welcome to the many new members who have recently joined. We are thankful to have you as part of the organization.

We have a few new changes this season. As a result of the feedback received from the membership survey last year, we have shortened our overall dinner meeting time. Our happy hour and dinner portion will now be 45 minutes in length each, while the presentation will remain 1 hour (so we can continue to qualify for PDH credits). Please help me at our meetings as I try to move things along swiftly so that everyone can enjoy the extra half hour of "free time" (or sleep, or work) after the meeting.



Another new improvement-- you will notice we are using Constant Contact for email communication. A huge thank you to **Drew Sirianni** and **Dave High** who set that up this summer. It was no small task but will have a huge impact on our communication going forward.

Behind the scenes I am happy to report that we have put the finishing touches on our Section Operation Manual. This is a living document that is available to our Board members and details roles and responsibilities for the Section. This effort was spearheaded by **Jeff Given** and will be a great value to our Board going forward. Thank you Jeff!

This year we have a new record in members who have volunteered to be committee members (25 people!). Thank you to everyone who has offered their time. We are especially thankful to **Dave High** and **Steve Windle** who are co-chairing the Membership and Dinner committees (respectively). These two roles require a significant effort and we are so appreciative of their help. If you would like to help us as part of a committee, we have a list of them and their chairs on page 4 - please reach out to me or the chair directly if you would like more information or are willing to help out.

If you haven't paged through the ASHE National Summer Scanner yet you are missing out. Of the six main stories in the publication, two are from our Section. Thank you to **Bruce Masi** for making sure our technical papers and Projects of the Year are awarded this wonderful National publicity.

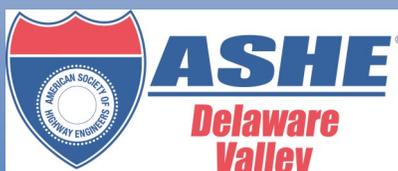
I would also like to welcome our two new Board of Directors - **Steve DiSciullo** and **John Quirus**. Both have been involved with committees for quite some time, but we are happy to have them join the Board of Directors this season.

If the above paragraphs aren't proof enough - we are an organization run by dedicated members who graciously offer their time and energy. Please feel free to contact me if you would like to get involved or have suggestions for our Section.

I look forward to being your President this year. See you in September!

Sincerely,

Alexa Egan Harper, PE
President, ASHE Delaware Valley Section



Meeting Schedule

Dinner Meetings

- September 11
NOTE — second Wednesday
- October 16
- November 20
NOTE — third Wednesday
- January 15
- February 19
- March 18
- April 15

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

- November 20
- February 19
- April 15

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DVSP Program Sponsorship - Entering our 15th Season (!)

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)**

**Logo in THE
TRANSPORTATION TIMES**

Firms which have committed for last season (37 total) are represented by their logos, shown on page 5 as well as on our website. **Many thanks to those of you who have participated in 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 14 years of the Program's existence. Thank you for your long-time support!*

If you are not already a DVSP and would like to join or find out more about the program, please contact Bob Wright (information provided on page 8). We will start Season 15 of DVSP shortly and will contact all current sponsors about renewal in September.

Membership Survey - Who Won The Free Drinks? (Wait, What, Free Drinks?)

You may recall that, last season, we conducted a membership survey to obtain some feedback on what we currently offer and how we might change things as we can to meet our members' needs. As a result of the survey we did learn that there was a desire to shorten the meeting duration to some extent and allow folks to be able to leave earlier through some streamlining of the meeting start and slightly-earlier dinner service.

We also promised that, as a reward for your participation, those who submitted surveys would be eligible for a drawing for a free drink at an upcoming dinner meeting. Well, we didn't forget about this, and conducted a random drawing, with the following winners:

Justin DiBiase, Remington & Vernick

Andrew Hartmann, Thornton Tomasetti

Isaac Kessler, Remington & Vernick

Bob O'Neill, Lotus Environmental

Peter Yilanjian, Urban Engineers

Congratulations to these lucky members! (And if you're looking for someone to buy you a drink at the next Dinner Meeting, well, these guys are already getting free ones, so...)

Reminder - 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 (delvalley.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.

2019-20 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 **outgoing Board Members Bill Laird and Curt Shugars** and **Executive Director Rich Prentice**, for their dedication and service over the years. Curt and Rich are Past Sections Presidents as well. They concluded their terms in April.

2019-20 Delaware Valley Section Officers and Board of Directors

President

Alexa Egan Harper
Gannett Fleming

First Vice President

Drew Sirianni
Pennoni Associates

Second Vice President

Corey Hull
JMT

Treasurer

Isaac Kessler
Remington & Vernick
Engineers

Secretary

Nate Parrish
HNTB

Immediate Past President

John Caperilla
Cedarville Engineering

Board of Directors

Term expires 2020

Steve DiSciullo
Michael Baker International

Jeff Given
Loftus Construction

Jack Mitchell
McMahon Associates

Mike Mogan
Bergmann

Term expires 2021

Elaine Elbich
Penna. Dept. of Transportation

Phil Mandato
Felix Mandato & Sons

Amber Midgley
AECOM

Matt Ward
Urban Engineers

Term expires 2022

Peter Berthold
Penna. Dept. of Transportation

Bruce Masi
Gannett Fleming

Sarah McInnes
Penna. Dept. of Transportation

John Quirus
HDR

Regional Director

Rob Prophet
Traffic Planning & Design

Executive Director

Bob Wright
McMahon Associates

“Bring A Colleague, Make A Friend”

ASHE National President **Michael Hurtt** has set, as one of his goals, an increase of ASHE membership by at least 10% during his term. This year, our membership increased to an all-time high of over 6900, and meeting this goal would equate to a net gain of over 700 members.

This goal is not about increasing membership for the sake of having higher numbers, but it will help us to provide a stronger voice in our Industry. Being an advocate of the Transportation Industry is at the very heart of why ASHE exists. With new internal growth should come diversification of our membership to include a larger percentage of all industry partners, including contractors, suppliers, and government transportation entities. ASHE’s mission is not about lobbying and policy making - we are about communication, education, networking, and fellowship. Diversely expanding membership will play a key role in influencing and promoting our core values.

To achieve our membership goal, we are promoting the **“Bring a Colleague, Make a Friend”** campaign. At the heart of this campaign is each ASHE Member looking within his/her individual sphere of influence and inviting a non-member colleague or client to an ASHE event. Existing members find value belonging to ASHE, and so too will new colleagues should they be introduced to our organization, especially in a welcoming manner. One of the highlights and benefits of being an ASHE member is the new friendships that are easily and quickly developed and will last an entire career. Additionally, with our organizational dues remaining the lowest across the industry, the return on investment for all members is extremely high. It just takes a friendly invitation to bring someone new into the organization.

To help ASHE achieve this goal, **we encourage you to invite a non-member to attend our meeting with you. We will “reward” each such first-time attendee with a free 50-50 drawing ticket as a token of our appreciation.** Just let those selling 50/50 tickets know it is your first time attending a meeting and enjoy your free ticket on us! We believe that this introduction to who we are and what we do (as well as the great networking opportunities available at our meetings) will be a very effective tool in the expansion of our membership rolls.

As President Hurtt indicated in his message, catching the “ASHE Bug” is a good thing. We hope you will be able to help us in this endeavor.

Sponsors/Members in Transportation/Transition

TPD and Kevin Johnson Recognized with Awards

On June 19, the Transportation Management Association of Chester County (TMACC) named Past Section President **Kevin Johnson, PE** as the recipient of its Advocacy Award during its Annual Membership Meeting and Awards Luncheon. This meeting is held annually for members and colleagues to celebrate TMACC’s successes over the past year and honor their members who have gone above and beyond to “live” their mission. Specifically, the award for Advocacy is presented to an individual or group that displays institutional leadership working towards advancing TMACC’s priorities, including improving air quality, congestion mitigation and improving access to transportation. Kevin is pictured with **Tim Phelps**, Executive Director of TMACC, in the photo at right.

As the President of Traffic Planning and Design, Inc. (TPD), Kevin’s areas of expertise are in transportation engineering and design, transportation planning, environmental analyses, and providing expert witness services for accident cases. Foundationally, he believes his duty as an engineer is to be involved in the public decision-making process in order to raise awareness of the need to address the rapidly decaying state of our transportation infrastructure. Over the past few years, he has worked tirelessly for the passage of Acts 88 and 89 in the Commonwealth of Pennsylvania. He believes that as engineers, he and his peers are trained to identify and solve problems, so he has dedicated his career to educating the public and elected officials at the local, state and national levels on transportation issues and why increased funding is needed.

Kevin’s efforts and leadership, in part, have also brought recent recognition to the firm; Greater Valley Forge Transportation Management Association (GVF) named TPD the Engineering Leadership Award winner at its Annual Meeting on May 20. A representative from GVF said “as it celebrates its 30th anniversary as a firm, we are excited to honor TPD for its dedication as a leader in transportation engineering and design and for their continued support in advancing TDM [transportation demand management] throughout the region.”

Caperilla Moves to Cedarville

Immediate Section Past President **John Caperilla** has taken on a new position as Project Manager at Cedarville Engineering in Pottstown. John, most recently with Borton-Lawson, began his new career in early May and will be assisting his new firm in the development of a transportation and highway engineering practice and specialty. We wish John well in this endeavor.

Dues - Don’t Forget to Renew!

Statements for dues renewal were e-mailed to members in June. Please check to see if you’ve renewed. If not, you could be removed from our membership rolls. And you wouldn’t want that...



MORE Sponsors/Members in Transportation/Transition

Changes at the Top at Pennoni

Pennoni announced that **David DeLizza** has been selected as the firm's new President and Chief Executive Officer effective July 1. **Anthony Bartolomeo**, who has served as President and CEO for 20 years, will continue to contribute in the success of the transition to be concluded at the end of the year.

Pennoni is committed to the development and growth of its staff and thus conducted a robust internal search led by the Human Resources Committee of the Board of Directors for the fourth President and CEO in the firm's 53-year history. The Board concluded that Dave's leadership and considerable experience with Pennoni over the last 40 years, most recently as Chief Operating Officer of the firm, makes him an excellent choice to lead the company as the firm's future President and CEO.

Additionally, to fill Dave's spot, another David, **David Pennoni**, has been selected as the firm's new Chief Operating Officer effective July 1. He has over 35 years of experience at the firm, rising from Graduate Engineer to most recently the Regional Vice President for one of the firm's largest and most successful regions, where he has helped grow the Greater Philadelphia region by more than 40% over the last eight years.

Congratulations to Dave and Dave on this.

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

Please note that some committees have co-chairs to assist in the often-complicated tasks they must handle.

Young Members Committee Happenings

The Committee, in conjunction with ASCE Philadelphia Section's Younger Member Forum (YMF), conducted its semi-annual cleanup of the "co-adopted" segment of Bethlehem Pike in Ambler/Fort Washington on April 20, with just over a dozen participants. Thanks to those from each of these groups for their participation.

The Committee's annual Bowling Night took place at Facenda Whitaker Lanes in East Norriton on May 1, with about 20 bowlers (including some "ringers" who brought their own equipment, were not Young Members, or both). A good time was had by all, and we are happy to report to the employers of the participants that none of them will be leaving their day jobs for the lucrative pro bowling tour any time soon.



We're not sure what a group of bikers is called (a flock, a gaggle, Hell's Angels...), but in any event, the riders in the photo above came out for a night ride on a portion of the Chester Valley Trail on June 18, the first time such a ride was organized by the Committee. Since it's bad to drink and ride, the drinking was conducted at the post-event happy hour.

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.

Section Committees/ Chairs

Adopt-A-Highway
Amber Midgley

**ASHE/PennDOT
Breakfast Meeting**
Alexa Egan Harper

Auditing
Bruce Masi

Dinner Meetings
Steve Windle

Environmental
Bob O'Neill

50/50
Jack Mitchell

Golf
Mike Mogan

Hotel
Phil Mandato

Membership
Dave High

Newsletter
Bob Wright

Nominating
Drew Sirianni

Program
Jeff Given
Alexa Egan Harper

Project of the Year
Nate Parrish

Public Relations
Corey Hull

Scholarships
Sarah McInnes

**Social/Society
Relations**
Elaine Elbich

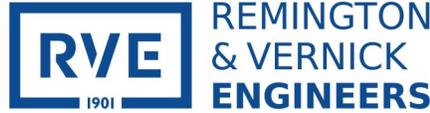
Student Chapters
John Caperilla

Technical Papers
Bruce Masi

Technical Sessions
Steve DiSciullo
John Quirus

Website
Pete Berthold

Young Members
Steve DiSciullo



Delaware Valley Section Patrons (DVSP) 2018-19
Thanks for your support!



ms consultants, inc.
engineers, architects, planners

2018 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.

Vine Street Expressway (SR 676) Bridge Reconstruction Project

The reconstruction of seven structurally deficient bridges over I-676 in Center City Philadelphia was part of PennDOT District 6-0's \$78 million investment along the heavily traveled corridor. The existing bridges, from 22nd Street to 18th Street, consisted of five vehicular bridges and two wide pedestrian bridges, all two-span, non-composite prestressed concrete adjacent box beam structures varying in length from 96 feet to 135 feet. I-676 traverses the northern edge of Center City, connecting I-76 on the west to I-95 on the east, and distributes the interstate traffic within Center City. The western section of the Expressway, which includes the bridges being replaced, was built in the late 1950s. These superstructures were rated as structurally deficient and provided substandard vertical clearance over I-676, thus were candidates for replacement. Fairly recently, the non-composite adjacent box beam bridge was determined to develop internal deterioration that is difficult to detect.

The original scope for the project included designing the replacement superstructures using single-span composite steel girder superstructures, while repairing, retrofitting and reusing the existing reinforced concrete abutments. The existing center piers were removed, and vertical clearances of each structure were improved. In addition, the project capped existing open space between 20th Street and the Free Library bridges to create additional public green space improvement to adjacent streets, and beautification at 20th Street and the Benjamin Franklin Parkway. During the work, the project, the scope was expanded to include the reconstruction of a portion of the Parkway, Vine Street local sidewalk construction, Logan Square sidewalk reconstruction, Winter Street realignment and improvements, 22nd Street roadway, ramp and traffic signals, expansion of Shakespeare Park, preservation of public art, topside landscape improvements, and related work.

The project site was in a culturally-sensitive and historic urban area, which provided an opportunity to improve and enhance pedestrian and vehicular traffic safety, as well as introduce beautification elements, such as green space and statue preservation. Additional challenges included minimization of traffic disruptions during construction and continuous utility service during relocations. Throughout the process, more than 40 stakeholders were identified and engaged to ensure that all requirements were met, and feedback was considered. The Pennoni team completed the final design under an accelerated schedule and improved vehicular and pedestrian safety as well as created new beautiful public park space and amenities for all to enjoy.

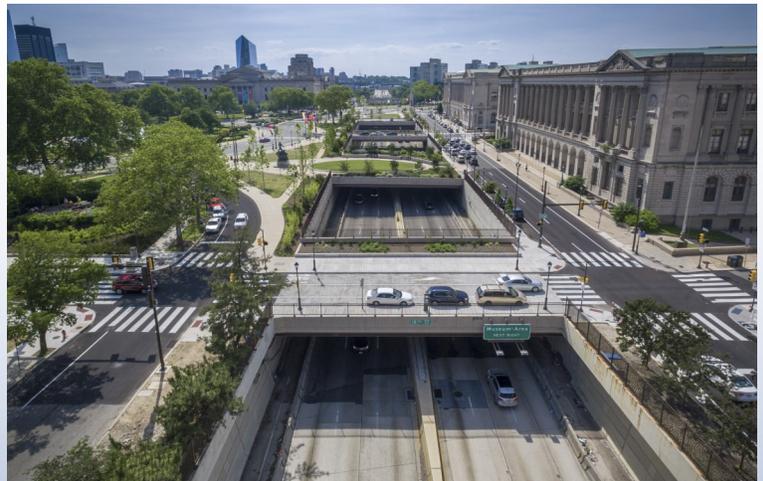
The project included numerous complexities beyond those of a typical urban environment. The project site location cuts through Philadelphia's cultural and museum district. Within the project boundaries are the historic Fairmount Park and the Benjamin Franklin Parkway, and adjacent to the site are cultural institutions such as the Free Library of Philadelphia, Franklin Institute, Barnes Foundation and the Cathedral Basilica of SS. Peter and Paul. Due to proximity of the proposed construction work, five statues on the Parkway required protection during construction. Protective enclosures were installed around all statues during construction and seismographs were installed to monitor construction vibrations. These statues were cleaned and refurbished prior to the completion of the project.

Another complexity of this project was implementing a staging and traffic control plan that minimized disruptions for vehicular and pedestrian traffic. Mainline I-676 had an ADT of over 106,000, with the cross streets ranging from 2400 to 23,600 ADT. To minimize the traffic disruptions, and to accommodate planned events in the area, the bridge reconstructions were designed to occur during two stages. Based on the existing roadway configuration, only seven feet adjacent to the abutments was provided to the contractor for a long-term work zone. Short-term construction, such as removing or placing the bridge beams, was completed during overnight closures of I-676 from 11 PM to 5 AM; detours were determined to guide motorists around the construction during those closures. PennDOT provided press releases and construction updates, including road and bridge closures on the project website, so that it was easily accessible to motorists and pedestrians.

Several unique design challenges were presented in the combining of the existing 20th Street/Parkway and Free Library bridges. A public park space was incorporated on the eastern portion of this bridge, which included a large oval amphitheater and large raised granite planters with trees, shrubs and other plantings. The bridge configuration and loading led to atypical transverse thermal movements. The solution was to use a unique design of strategically placed High Load Multi-Rotational (HLMR) Bearings and concrete shear blocks to eliminate the need for longitudinal and transverse bridge joints while satisfying the anticipated thermal movements and seismic design requirements.

**Project of the Year 2018
Over \$10 Million
Vine Street Expressway (I-676)
Overhead Bridge
Reconstruction**

Cost - \$78,000,000
Owner - PennDOT
Designer - Pennoni Associates
Contractor - Buckley & Co.
Construction Manager -
Urban Engineers



Frankford Avenue (SR 0013) Bridge Rehabilitation

Frankford Avenue crosses the Pennypack Creek in the Holmesburg section of Northeast Philadelphia with a three span, closed spandrel, stone masonry arch bridge, that unbeknownst to many, is the oldest continuously used roadway bridge in the United States. Constructed in 1697, this engineering landmark has undergone many construction and repair campaigns throughout the last three centuries, but it still remains true to its original form. Continued deterioration and then recent collision damage necessitated that a rehabilitation program be developed to preserve the bridge by PennDOT Engineering District 6-0, in conjunction with TranSystems. The intent of the project was to sensitively address the bridge's structural deficiencies while maintaining its historic character. To do this, the bridge was partially dismantled and reconstructed in-kind using as much existing material as possible, while maintaining existing dimensions.

District 6-0 has a strong historic bridge rehabilitation program, viewing its historic bridges as irreplaceable assets and making every effort to rehabilitate and preserve them. As part of its commitment to historic bridge rehabilitation, the District has developed a stone arch bridge management plan, which evaluated long term preservation potential of their arches, and a stone arch bridge maintenance manual. The rehabilitation program developed for the bridge follows the management plan and maintenance manual in addition to The Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Rehabilitating Historic Buildings.

Listed on the National Register of Historic Places in 1988, the bridge, also called the Pennypack Creek Bridge, is significant for its engineering and transportation history. It was built in 1697 by residents of Lower Dublin Township who were given the choice to assist with construction or pay a tax. The Creek was not affected by changing tides in this area and the route was originally a Native American trail later used by Dutch and Swiss settlers. This trail was incorporated into the King's Highway, which became a regularly traveled route between Philadelphia and Frankford by 1725 and extended to Boston by the end of the 18th Century. The Highway ultimately connected the colonies from New England to the Carolinas. Colonial delegates crossed the bridge on their way to draft the Declaration of Independence in 1776 and later when traveling to assemble the United States Constitution.



The bridge was widened in 1892 to accommodate a trolley line, increasing the out-to-out width from 22 feet to 44 feet to the south, raising the roadway profile, and rebuilding the parapet walls with crenellated caps. Automobiles were sharing the road by 1915 and the trolleys were replaced with buses and later trackless trolleys (which continue to operate on the bridge today) by 1955. In the 20th Century, the crenellated parapets were removed from over the creek and replaced with overhanging sidewalks with decorative pedestrian railings, and reinforced concrete arch liners were constructed under the original portion of each arch barrel. A less-comprehensive restoration effort was completed in 1984, which mainly addressed stone pointing failures and relining of the arch faces. The structure was cited as a National Historic Civil Engineering Landmark by the

American Society of Civil Engineers (ASCE) in the mid-1970's.

The bridge has two 25-foot clear spans and one 12-foot-9-inch clear span for a total length of 73 feet from face to face of abutments (including piers). The total length of the structure, from end to end of the north masonry retaining walls is 450 feet. The arch barrels are 44 feet wide and support two 12-foot traffic lanes (one in each direction), 6-foot shoulders, and a sidewalk on each side. Numerous utilities are buried in the earth fill. On both sides of the roadway, the sidewalk width was reduced by the presence of a steel bridge barrier. Prior to rehabilitation, the bridge had a 20-ton weight restriction.

The rehabilitation program scope of work included in-kind reconstruction of the spandrel walls and wingwalls, maintaining the architectural features present on the bridge. Cleaning, repairing and repointing of the stone masonry occurred throughout. The earth fill between the two spandrel walls and beneath the roadway was replaced with lightweight concrete fill. The sidewalks were reconstructed in-kind and a new crashworthy roadway barrier was built between the sidewalk and the roadway, mounted to reinforced concrete moment slabs that sit on top of the lightweight concrete fill. The existing decorative pedestrian railing was salvaged, repaired, painted brown and reinstalled on the new sidewalk overhangs.

While the bridge garners national attention for its age, it is the local community groups and residents who are the most devoted to protecting the bridge and sharing its history. For more than 30 years, a friends group has devoted themselves to Pennypack Park and the bridge and even hosted a 300th birthday party for the bridge in 1997. Their respect, enthusiasm, and affinity for the bridge was evident by the large turnout at the ribbon cutting for the rehabilitation project in September 2018.

Thanks to Bruce Masi for his help with this article.

**Project of the Year 2018
Under \$10 Million
Frankford Avenue (SR 13)
Bridge over Pennypack Creek,
Bridge Rehabilitation**

Cost - \$7,000,000
Owner - PennDOT
Designer - TranSystems
Contractor -
Loftus Construction
Construction Manager - TPD

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

- [Pennsylvania Turnpike/I-95 Interchange](#)
- [Villanova University Pedestrian Bridge over Lancaster Avenue](#)

Thanks to all firms that submitted for this program.

24th Annual Golf Outing - Success!

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.

ALEXA EGAN HARPER
Section President
Gannett Fleming
1010 Adams Avenue
Audubon, PA 19401
610-650-8101
aharper@gfnet.com

BOB WRIGHT
Editor/Executive Director
McMahon Associates Inc.
1515 Market Street
Suite 1360
Philadelphia, PA 19102
215-433-1660 x8006
rwright@mcmahonassociates.com

RE M I N D E R

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

October 18

SEE OUR NEW AND IMPROVED WEBSITE!

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

It may be hard to believe, but our Golf Outing has been conducted for 24 years! On June 3 we were back at the Chester Valley Golf Club for the third year in a row. Play followed a scramble format, and the generous proceeds, as usual, will go toward support of our **Donna Prentice Memorial Section Scholarship Fund**. We especially appreciate the generosity of our sponsoring firms as well (shown below).

The winning team, representing **STV**, and consisting of **Geoff Stryker, Marc Preim, Mike Grantner and Pete Moran**, finished with a respectable 7-under-par 63, with three teams coming in close behind with a 6-under 64. Individual prizes went to **Mary Martin and David Crotsley** (long drives) and **Justin Batchelor, Dan Aughey and Mark Alisesky** (closest to pins).

Thanks to the Golf Outing Committee and Chair **Mike Mogan**, as well as the volunteers on hand, for another successful event. We look forward to our 25th Annual Outing next year.

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

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. The intricate and detailed planning and preparation necessary for such an event has begun, and 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.

We have provided information on the Conference on our website and flyers will be available on the tables at upcoming Dinner Meetings to outline 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 (2021Conference@ashe.pro).

Future editions of THE TRANSPORTATION TIMES will include updates and information on this as it becomes available.

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