

President's Message



President Stephanie Butler

Here we are with back to school, back to regular routines, back to increased traffic, and back to monthly dinner meetings for ASHE. In the blink of an eye, the summer season is through and we move into a favorite time of year for many of us, autumn.

This year, autumn in Pennsylvania means PE License renewal time. Our hope is that you found the time to be active in our Section and participate in our dinner meetings, technical sessions, and more to help satisfy the PDH requirements for your license renewal.

Our organization will continue to offer these programs throughout the season as we believe this to be of significant value to our membership.

In an effort to keep all of our members up to date, and encourage participation with the activities of our Section, I will be spotlighting the various Committees and events throughout our 2013-14 season. This month we are promoting and spotlighting our two newest committees. These two committees are the Younger Member Committee and the Student Chapter Committee. These committees began last year under the presidency of Bruce Masi, and they both have eager chairpersons to help them in becoming another successful piece of the ASHE Del Val Section pie.

The Younger Member Committee is chaired by Alexa Harper. Alexa has brought enthusiasm and leadership to this committee with her desire to host events geared toward the younger members of our Section. These events included two Younger Member Happy Hours, hosted in conjunction with the ASCE YMF organization as well as a Valley Forge

Continue on Page 2

2013-2014 Meeting Dates

- September 18th
- October 16th
- November 13th (2nd Wednesday)
- January 15th (ASCE Joint Meeting)
- February 19th
- March 19th
- April 16th

Costs will continue to remain the same!

- \$35 - Advance Registration
- \$45 - After Deadline/At the Door
- \$20 - Public Employees / Students

Technical Sessions

- November 13th
- February 19th
- April 16th

Costs will continue to remain the same!

- FREE! - Members
- \$40 - Non-Members



In This Issue:

President's Message.....	1,2
Officers and Board of Directors	2
Dues Invoice.....	3
PEF Golf Tournament	3
Section Committees.....	3
Young Members Committee.....	4
Professional Development Requirements.....	4
Other Honors/Awards Presented in April	4

Project of the Year	5, 10
Schuylkill River Park Connector Bridge	5,6,7
Route 29 All-Electronic Tolling Interchange	5,8,9
Donna Prentice Memorial Section Scholarship ...	10
18th Annual Golf Outing	10
DVSP Program	11
From the Editors	12
New Year! New Look!	12

Park Clean-Up Day held in April 2013 in honor of Earth Day. In recognition of this committee's effort, the National Park Service and Valley Forge National Historical Park issued a letter thanking the committee and their volunteers for their service hours and helping to clean up debris, trash, mulching beds, trimming trees, and more around the park entrance. As can typically happen with all good work, an invitation was issued to participate at another event on September 28th (a separate mailing will be sent on this). If you have an interest in this committee and volunteering your time for similar efforts, please reach out to Alexa. Please don't let the Younger Member title steer you away from participating. After all, we are all "Younger". We are younger today than we will be tomorrow. We are younger this year than we will be next year. Our more seasoned "younger" members are encouraged to promote this committee to the other "younger" members from your firms. We need all who are interested to help grow this committee.

The Student Chapter Committee is chaired by John Caperilla. John has been pro-active in meeting with representatives from Drexel University, Widener University, Villanova and Temple in order to gauge interest in establishing student chapters at each college. Temple University has a group of students who are interested in developing this student chapter while Drexel, Villanova and Widener have offered John the chance to continue discussions with College of Engineering representatives to discuss details of setting up student chapters. John is most accepting of any ASHE Del Val members who have an interest in assisting with the Student Chapter Committee. If you have a special interest or connection with any of these schools and would be willing to assist in growing this committee, please reach out to John Caperilla. We know that today's students are tomorrow's engineers, ASHE members, and society leaders. We are responsible for encouraging their growth and participation and our section commends John for taking this opportunity to grow this committee for our society.

Your Section Officers and Board Members are continually pleased to serve this organization. We value our members' participation and ideas. Thank you for your ongoing support.

Respectfully,
Stephanie L. Butler, P.E.
ASHE – Del Val Section, President

2013 - 14 DELAWARE VALLEY SECTION OFFICERS AND BOARD OF DIRECTORS

Stephanie Butler, President
McMahon Associates Inc.

Bob Wright, First Vice President
Urban Engineers Inc.

Jeff Given, Second Vice President
Loftus Construction Inc.

Jeff Obrecht, Treasurer
URS Corporation

Mark Kinnee, Secretary
Urban Engineers Inc.

Rob Prophet, Regional Director
Traffic Planning & Design, Inc.

Dick Prentice, Past President (ASHE National)
McMahon Associates, Inc.

Term expires 2014

John Caperilla
Gannett Fleming

Alexa Harper
Gannett Fleming

Jack Mitchell
McMahon Associates Inc.

Don Steele
Penna. Turnpike Commission

Term expires 2015

Elaine Elbich
PennDOT

Phil Mandato
Felix Mandato & Sons Inc.

Curt Shugars
Pennoni Associates Inc.

Don Stark
Ammann & Whitney Inc.

Term expires 2016

Pete Berthold
PennDOT

Bill Laird
CHA

Bruce Masi
Gannett Fleming

Sarah McInnes
PennDOT

With this Board, our Section has successfully filled all previously-vacant Board positions. Thanks to all who have volunteered to be part of our Section's governance.

We are also accepting volunteers who would like to participate in Section committees at a non-Board member level. (See page 3 for a list of current Section committees and committee chairs.) Please let us know if you have interest and we will put you to work.

Dues Invoice in Your Hands

Your invoice for ASHE dues for the 2013-14 season was mailed in May with a revised due date of July to be consistent with National's billing cycle. We appreciate your prompt payment so you can remain in good standing with ASHE and our Section. We thank you for your continued support.

Please also provide your updated contact information on the sheet that accompanies the invoice so that our files may have your current address, e-mail, mailing preference, and whether you would prefer to receive hard copy of Section announcements and THE TRANSPORTATION TIMES.

Philadelphia Engineering Foundation Golf Tournament

The 14th Annual Philadelphia Engineering Foundation (formerly Delaware Valley Engineers Week) Golf Tournament will be held on Monday, October 7 at Blue Bell Country Club. If you would like to participate as a golfer and/or a sponsor, please view the brochure on the Engineers' Club of Philadelphia website, www.engrclub.org. And, if you enjoyed the Blue Bell course at our Section's outing in July, here's another chance to play at this otherwise private club.



Section Committees

Our Section Committees and Committee chairs are listed below. If you have an interest in being part of any Committee, please contact Section President Stephanie Butler or First Vice President/Editor Bob Wright (contact information is provided on page 12).

Please note that some committees have co-chairs to assist in the often-complicated tasks they must handle. Additionally, the Auditing Committee will be restructured when our Section's revised Bylaws are adopted by National.

ASHE/PennDOT Breakfast Meeting.....	Curt Shugars
Dinner Meetings.....	Alexa Harper, Don Stark
50/50	Dick Prentice
Golf.....	Rob Prophet
Hotel.....	Phil Mandato
Membership.....	John Caperilla
Newsletter	Bob Wright
Nominating	Bob Wright
Program.....	Jeff Given, Rob Prophet
Project of the Year	Bill Laird
Public Relations.....	Don Steele
Scholarships.....	Sarah McInnes
Social/Society Relations	Elaine Elbich
Student Chapters	John Caperilla
Technical Papers	Bruce Masi
Technical Sessions.....	Jack Mitchell
Website.....	Pete Berthold
Young Members	Alexa Harper

In celebration of April being "Global Month of Service", the Young Members Committee held its first community service event on April 6 at Valley Forge Park. A small group of volunteers (pictured below) gave up 3 hours of a nice Saturday morning and worked hard to beautify the entrance to the park, weeding and mulching. The Park administration sent the Section a nice thank you for their efforts.

On May 28, just over a dozen Young Members (and at least one not-so-young member who will remain nameless) enjoyed a Happy Hour (or two...) at a Committee social event at Rock Bottom Brew Pub in King of Prussia.

The Committee will be planning more events this season. Please watch your e-mails for notices of these.



Professional Development Requirements

UPDATE

Professional engineers, land surveyors and geologists in Pennsylvania are required to obtain continued professional development (CPD) credit to renew their licenses.

- PE license renewal period ends September 30, 2013
- Each licensee will need to verify they have met the 24 PDH requirement
- A similar requirement was effected for New Jersey PE's in 2011, and those licenses will be due for renewal in April 2014

Many of our Section's Meetings and Technical Sessions will be able to count toward your PDH requirement and a verification program is in place to help you obtain and track your PDH's.

Delaware is also working on a program to require continuing education for continued licensure, but this may not be implemented until 2014. We will keep you up to date on developments that happen here. Once we are able to review the requirements, we will be able to determine how our program can satisfy them.

Other Honors / Awards Presented in April

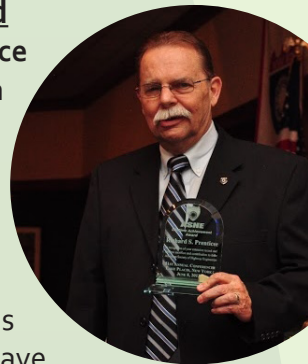
In addition to the Project of the Year awards and the "changing of the guard" at the April meeting, two other individuals were cited.

Person of the Year

Long-time active Section Member **Phil Mandato** was recognized as our Section's Person of the Year for 2012-13. Phil has been active on our Section's Board, representing the contracting community, and served as Section President in 1991-92. He was instrumental in the support of the Section Scholarship and instituted the 50-50 drawing to help subsidize dinner meeting costs and other Section operating obligations. As someone put it, Phil is a "fixture" at Section meetings and events. His wife Peggy and family joined him at our April Section Meeting to help him celebrate this honor.

2013 ASHE National Lifetime Achievement Award

Our own **Dick Prentice** was presented with this award at the National Conference in June. At our April Section Meeting, we announced that Dick would be receiving this recognition. We have invited National President Tom Morisi to our September Section Meeting to recognize Dick at that time locally. This award was established to recognize an ASHE member that has supported the organization through National and/or Regional and/or Section Offices and Committees they served on, plus career achievements the member had that affected our Society. We encourage you to attend our September meeting so we can honor this deserving recipient as a Section!



Project of the Year

Awards Presented at April Meeting

The Section cited two projects as part of our Project of the Year competition for 2012. A total of six projects were submitted for consideration in this competition. At the outset, the "small" and "large" definitions were not set, to see the number of submissions before making a dollar-value cutoff, but, as it turned out, the groupings used in previous years (dividing projects into under/over \$10 million construction cost) were utilized by the Project of the Year Committee. The candidate projects submitted were the following:

\$10 Million and below entries

- Geigel Hill Road Bridge
- Grant Avenue Bridge (over Muckinipattis Creek)
- Schuylkill River Park Connector Bridge

Over \$10 Million entries

- 40th Street Bridge over Amtrak
- Route 29 All-Electronic Tolling Interchange
- SR 202 Section 700 Parkway

As has been the case in the last few years, the list of projects submitted was quite impressive, and the decisions were certainly tough ones. Despite this, the Committee was able to select two winners.

We are proud to present information and background on the selected projects and project teams below. Awards were presented to the project teams at the Section's April 2013 meeting. *Continued on Page 10.*



Schuylkill River Park Connector Bridge

Project Team:

- **Owner** – City of Philadelphia/Schuylkill River Development Corporation
- **Designer** – HNTB
- **Contractor** – Rockport Construction
- **Inspection Agency** – City of Philadelphia/Jacobs Engineering

The Schuylkill River Park Connector Bridge creates an important additional access point to Schuylkill Banks and encourages walkable, multi-modal and mixed use transportation in the urban core of Philadelphia. The bridge, and the shared use path to which it connects, emphasizes intermodal connections by encouraging mass transit use through the path's connections to Amtrak's 30th Street Station and its proximity to numerous City mass transit routes. The corridor also encourages pedestrian and bicycle transportation by linking residential, business, educational, and medical facilities in Center City and University City.

Continued on Page 6



Route 29 All-Electronic Tolling Interchange

Project Team:

- **Owner** – Pennsylvania Turnpike Commission
- **Designer** – STV
- **Contractor** – Allan A. Myers
- **Inspection Agency** – JBC Associates

The rapid growth of suburban office parks, retail centers and residential developments in Philadelphia's northwestern suburbs has contributed to ever-increasing traffic volume at the Pennsylvania Turnpike's Valley Forge Interchange, on Route 202 and other roads serving the Route 29 Corridor in Chester County. As a result, traffic delays are a fact of daily life for many area motorists.

To provide a measure of traffic relief for thousands of local commuters, the Pennsylvania Turnpike Commission (PTC) completed a \$48 million project which resulted in the Commission's first full, or "four-way", All-Electronic

Continued on Page 8

Schuylkill River Park Connector Bridge



This bridge links local neighborhoods with a section of riverfront that has been developed along a formerly industrial bulkhead, creating a unique connection to Philadelphia's "Hidden River" (the English translation of the Dutch "Schuylkill"). By enhancing the connection to Schuylkill Banks and by assuring that this grade separation is available for use even when freight trains may be stopped on the tracks, this project creates an extremely attractive alternative transportation corridor that will reduce demand on nearby roadways.

This bridge leverages existing investments by tying in to the South Street Bridge via the Schuylkill Banks Boardwalk project now underway (and slated for completion in 2014) and the Schuylkill Banks trail leading north through Center City. Its cost-effective design maximizes path width and utility by creating a functional yet economical structure that fits well into the fabric of the neighborhood. The design is context sensitive, minimizing the environmental impact of the project by neatly tucking itself within the existing tree canopy.

The CSX Railroad parallels the river and presented a physical barrier for residents who wanted to enjoy the river and its recreational trail (Schuylkill Banks). The issue of public access became quite contentious and resulted in a Federal Court Order to provide safe access to the river. In April 2007, the City of Philadelphia and CSX signed an Agreement to change the means of access to Schuylkill Banks between the existing cross-tracks access points at Locust Street and

Race Street. The Schuylkill River Development Corporation (SRDC) and others had supported the need for signalized, gated, at-grade crossings at both locations for many years. This Agreement committed both sides to cooperate in the construction of these at-grade facilities. In addition, an overhead structure was dictated to be built that would link Schuylkill River Park and Schuylkill Banks and provide an alternate route if the at-grade crossings were blocked.

The Pew Charitable Trusts funded a Design Concept Team (DCT) that would develop the concept for the bridge and its ramps. The DCT consisted of the City of Philadelphia (Departments of Parks & Recreation, Streets, Commerce), Pew, the University of Pennsylvania, the Friends of Schuylkill River Park, the Schuylkill River Park Alliance, the Center City Residents Association and SRDC.

DCT selected a design team headed by HNTB to develop three concepts for presentation at a Public Meeting, which occurred in November 2007. There was a request from the public to minimize the impact of any portion of the structure on Schuylkill River Park (SRP). As a result of those discussions, one additional option was considered by DCT. Based on budget considerations, CSX requirements and potential for SRP mitigations, it was decided to proceed with a modified version of the option preferred at the Public Meeting. The Design Criteria were guided by the goals of several stakeholders.

Continued on Page 7

The goals reflected the areas of importance to each stakeholder. CSX needed underclearance to allow it to operate double-stack container trains (23'), a crossing that would be available at all times and near the existing Locust Street grade crossing, no motor vehicle access on the bridge, and maintenance of the structure by others. The community had several aesthetic concerns on the looks of the bridge itself, viewpoints/overlooks on the bridge, bike calming measures, no attraction as a homeless refuge, and minimal negative impacts to the Schuylkill River Park.

The design team developed several innovations and compromises to meet some of these criteria. There was a need to reduce the impact of the structure on the tight space. A waiver in the required vertical clearance from 23' to 20'8" was negotiated with CSX and resulted in shorter ramps leading to the bridge. The structure's footprint was also reduced when it was verified with the Federal Highway Administration that ADA-compliant 5' landings were not required as frequently for recreational trails which resulted in shorter ramp lengths.

To minimize interruptions to the railroad, the bridge was constructed off-site and erected onto the abutments in only a few hours. Inset panels within the frames of the bridge truss were able to provide railroad protection without a full canopy cover and also allowed an unobstructed view of the truss. CSX required that no light sources on the span be visible so as not to confuse the train engineers. Shaded light fixtures were chosen to meet this requirement and to present a link to the historic railroad station lighting. The poles for the lights were designed to appear as extensions of truss members. Three overlooks were included on the ramps to allow users to enjoy the views. Historic interpretive signage was included with information on Philadelphia's industrial past. The ramp by the river was constructed on old relieving platforms. Special designs were developed to ensure that there was adequate support for the ramps without negatively impacting the structural integrity of the platforms and bulkheads.

The dog park includes a synthetic turf that eliminates the dust and debris issues with the former gravel surface. The proposed bridge emphasizes safety through a number of measures, including traffic calming turns and overlooks, pedestrian level lighting and variable width. The plan makes travel safer for cyclists, pedestrians and drivers by reducing the number of pedestrians and cyclists on crowded and narrow city streets.

With multiple shareholders involved in project approvals, including but not limited to CSX, SRDC, Fairmount Park,

the various City departments, and PennDOT, activities were identified that would require lengthened review times. The project team and contractor included these activities in the CPM schedule to keep the project on track. Throughout the duration of the job, the CPM schedule was continually updated, and the contractor and project team utilized short term look-ahead schedules. Bi-weekly progress meetings were held with the project team to address upcoming work activities.

The contract was awarded on May 12, 2011 with Notice to Proceed issued on June 20, 2011. The contractor, Rockport, began construction soon after and all substantial construction was completed by the original October 26, 2012 completion date. Minor punchlist items were reviewed and completed. Rockport's winning bid, \$5,843,000, was within the project budget, but the project team identified a handful of substantial items that could be removed in entirety from the contract. The involved stakeholders were notified and were in agreement with the changes. In total these items saved the contract roughly \$260,000. Cost performance was tracked monthly in parallel with the contract payments. The final construction cost was \$5,580,000.

Safety was an integral part of the team's approach to this successful project. The project's location along and over a very active railroad stressed further importance with safety. CSX required all work activities that occurred within its right-of-way or having potential to foul their track to be submitted for review. All lifting operations required 150% capacity analyses. The contractor diligently planned work to limit exposure to the railroad. Strong post metal fence was temporarily installed between the work zone and the railroad to provide additional worker protection. CSX provided a trained flagger for operations that had the potential to foul the tracks or when construction vehicles needed to cross the tracks.

The designer utilized a staged construction sequence to promote safety and limit public disturbance. The project was split into two phases to provide temporary public park access at all times. Phase 1 was the construction of a temporary park area, construction of the new pedestrian bridge, and dog parks. Phase 2 was the reconstruction of the Schuylkill River Park and landscaping. The goal was to limit public access to the construction area by utilizing a security fence around the entire perimeter of the site during each phase. Metal fencing was installed and inspected daily to prevent trespassers. Public display boards and signing were also located at the project entrance to keep the public informed during construction.

Route 29 All-Electronic Tolling Interchange



Toll Interchange designated as Interchange 320, where the Turnpike intersected Route 29. The project consisted of adding new eastbound and westbound exit and entrance ramps, mainline widening of the Turnpike to allow for a future six lanes, ramps over the Turnpike, Yellow Springs Road, and Atwater Drive, the construction of three retaining walls, two EZ-Pass electronic tolling facilities and a weigh-in-motion (WIM) monitoring system.

Utilizing the efficiencies of electronic tolling technology, this interchange is unstaffed and its use is limited to E-Z Pass customers. Users access The Turnpike from Route 29 or exit the Turnpike to a new signalized intersection with Route 29. The new interchange shortens commuting times to and from the Great Valley Corporate Center, the Commons at Great Valley, the Atwater corporate campus, and other nearby commercial areas and residential communities. Spurred by the ease of access to these areas, the new interchange is expected to foster tremendous economic growth for the region.

Motorists enter and exit the new interchange from an access ramp that connects with existing Route 29/Morehall Road at a new signalized, multi-lane intersection about a half mile south of Yellow Springs Road. About 2,000 feet of Route 29/Morehall Road south of the new intersection was widened to provide dedicated turn lanes to the new access ramp.

The new multi-lane road, which is situated to the east of Route 29/Morehall Road, was built atop embankments and four bridge structures that pass over Atwater Drive, Yellow Springs Road (2 bridges) and the mainline Turnpike. A MSE retaining wall was built to support the ramp's embankment where it passes alongside an abandoned quarry on the east side of Route 29 just north of the new intersection.

New westbound on- and off- ramps share space on the north side of the Turnpike in a partial cloverleaf configuration utilizing a new, four-span steel girder bridge to cross over the Turnpike's mainline. The new eastbound off-ramp exits the Turnpike west of Route 29 and crosses over Yellow Springs Road before merging with the main access ramp. The new eastbound on-ramp splits from the main access ramp over Yellow Springs Road and enters the Turnpike at the eastern end of the new interchange.

Improvements at the new Route 29 Interchange also included expansion of approximately 4,000 feet of the mainline Turnpike east of the Route 29 overpass to accommodate future widening to six lanes between Downingtown and Valley Forge.

The project also included construction of an extensive storm water management system that utilizes wetland plantings and water quality inlets and structures that trap

Continued on Page 9

pollutants to control and treat runoff from the site of the new interchange.

The project was originally intended to be a true slip ramp, but, as the original plans were forming in preliminary design, the need for a full four-way interchange became apparent. In the planning of the full interchange, multiple obstacles became apparent, including three gas pipelines, a former quarry, an active commercial development, a cell tower and a wetland. Three different preliminary design alternatives were conceived and ultimately PTC's technical staff guided the choice of the design alternative which was ultimately built. PTC and its designers, through collaborative efforts, achieved support and buy-in from affected parties, and permits were granted by the municipalities to allow the project to be constructed. Some opposition to the project emerged from local watershed protection groups, but, through coordination with the Pennsylvania Department of Environmental Protection (PADEP), the designers were able to refine the design and make changes to the stormwater management system.

Land use was another complicating factor of the project. The alignment of the ramps and the bridge over the mainline was highly influenced by the three parallel gas pipelines crossing through the project area. The pipeline right-of-way was completely inaccessible and could not be used for bridge foundations. Ultimately the contractor was able to secure agreements to have two temporary crossing locations to access both sides of the project limits. One of the four bridges on the project spanned the pipeline right-of-way requiring a span length of over 230 feet. An innovative concession by PTC allowed a nearby commercial development to preserve the parking areas of one of its lots by using an eight-span viaduct structure instead of a more economical roadway on embankment. The PTC only required an aerial easement, which was provided by the developer, and the lot to be developed in the future will have access to park vehicles under the viaduct.

In addition, after an internal preconstruction schedule was developed, it was determined that the existing aerial utility service which was incorporated into the plans to be relocated to an underground duct bank was on the critical path due to its interference with the construction a bridge pier. The construction manager, the designer and the PTC met to collaboratively reach an alternative plan for the duct bank relocation in order to ensure the relocation would not delay the project's Critical Path. A unique alternative, the placement of the duct bank in the contract as a pay item, would allow the contractor to have control of the

relocation. This approach was extremely effective and kept work on schedule.

A construction issue developed on steel H piles. The original plan quantity was exceeded by the actual length driven into the ground by over 50%, mainly due to the geology of pinnacle limestone and solution cavities in the project region. The construction management team analyzed the schedule and recommended to PTC that the use of a second pile driving rig could mitigate the potential impact to the schedule by allowing the contractor to drive piles at concurrent locations. This proved to be very successful and kept the project on-time with minimal additional costs.

Perhaps the most notable innovation of the project was the implementation of the first four-directional all-electronic toll interchange on the Turnpike system. The "during construction" change to add weigh-in-motion detectors required additional revisions to be made, including relocation of the gantry structures, redesign of the median island and changes to the safety design of the ramps (guide rail, barrier and attenuators). The electronic tolling equipment allows vehicles to exit and enter the system at normal traffic speeds, not slowing down to 5 mph as is required at conventional PTC EZ Pass lanes.

The project would not have reached completion without cooperation among all parties. The collaboration continued during construction with PADEP, the Chester County Conservation District, PTC and the contractor working together to maintain protection of the watershed. The NPDES plan and the Erosion and Sediment control measures were implemented conscientiously throughout resulting in satisfied inspectors from the state and county agencies.

The effort included over 522,000 cy of excavation, almost 16,000 cy of concrete, 33 acres of clearing and grubbing, 72,000 lf of steel H piles, and 270,000 sy of bituminous pavement.

The project cost was \$48,031,000. It was awarded to Myers on January 25, 2011 with a notice to proceed of February 14, 2011 and a contract completion date of November 16, 2012. The actual completion was December 11, 2012, effectively on time and within budget considering that a 25-day extension was permitted to account for the revision related to the redesign of the toll plaza to include weigh-in-motion technology.

Construction was undertaken in two main stages and each stage was divided into on-Turnpike and off-mainline segments.

Project of Year

Continued from Page 5

2012-13 Section President Bruce Masi cited and congratulated the award recipients at our April meeting, when representatives of the owners, designers and construction companies accepted the awards. Bill Laird, Chair of the Section's Project of the Year Committee, expressed the Committee's pleasure with both the caliber and number of submissions.

The Section extends our thanks to all the award applicants for their participation, and we look forward to the recognition of projects within our area next year. We encourage project designers, constructors and inspectors to submit efforts for consideration when the 2013 competition opens in January. Special thanks to the Project of the Year Committee for another job well done!

Donna Prentice Memorial Section Scholarship

The application process for the Section Scholarship Program will open this fall. More information will be provided on this in the next edition of THE TRANSPORTATION TIMES. Last season, we had a record 28 (!) submissions, and a total of \$6500 in awards was made to seven candidates.

The Scholarship Program was started by the Section in 1972. Over the past 40-odd years, it has benefited numerous local college students, many of whom have gone on to become ASHE members after graduation. It was renamed in honor of the late Donna Prentice, wife of longtime Section member Dick Prentice, in 2003.

18th Annual Golf Outing

Our 18th Annual Golf Outing was held on a beautiful but warm Monday, July 22 at Blue Bell Country Club. Despite Golf Committee Chair Rob Prophet's statement that "It hasn't rained on us at this Outing yet" as he prepared to send the foursomes on their merry ways, the storm clouds and rumbles of thunder were there but rain didn't fall until all squads were through their rounds. It did force the putting contest to be held indoors, though.

Once again, a scramble format was in effect, and, as it usually does, it made things a little more interesting. A total of 78 participants were there to enjoy a day of golf and support the Section Scholarship Program. Over \$7000 was raised for the Scholarship Fund, through the proceeds of the Outing, including the putting contest. We especially appreciate the generosity of our sponsoring firms as well:

Platinum
AECOM
Ammann & Whitney
HDR
McCormick Taylor
Pennoni Associates
Urban Engineers

Gold
McMahon Associates
Traffic Planning & Design

Silver
JMT
Stantec
URS

Bronze
Felix Mandato & Sons
Gannett Fleming
Jacobs Engineering

Winners!

Teams

- 1st place (62) – Russell Buckley, Ed Peers, Kendall Eberhardt, Jay Sim (Winning Team third year in a row!) [Note to Golf Outing Committee – break up this team!]
- 2nd place (62, decided by tie-breaker) – Noreen Nolan, Tom Cushman, Bruce Shelly, Dan *
- 3rd place (63) – Joe Sullivan, Don Stark, Paul*, Ken *

Prize Hole Winners

- Closest to the pin #3 – Matt Marquardt, 15'10"
- Closest to the pin #6 – Isaac Kessler, 4'0"
- Closest to the pin #10 – Jack Branyan, 5'2"
- Closest to the pin #12 – Mario Marra, 12'0"
- Closest to the pin #16 – Chris Naab, 6'8"
- Longest drive #4 – Chris Naab
- Straightest drive #11 – Jeff Obrecht
- Putting Contest (in the pro shop, because of weather) – Kendall Eberhardt

Thanks to the Golf Outing Committee and Chair Rob Prophet for another successful Outing and a nice-size contribution to the Section Scholarship Fund.

**If you were among these winners and would like to be named, please let us know and we'll provide updated information in a future edition of THE TRANSPORTATION TIMES. (Or, if you'd like to remain anonymous, we can do that too.)*

Delaware Valley Section Patron Program

5 Year
Participants

AECOM

Baker

SoftDig
Underground Services Inc.

MCMMAHON
TRANSPORTATION ENGINEERS & PLANNERS

**McCormick
Taylor**
Engineers & Planners
Since 1946

TRAFFIC PLANNING AND DESIGN, INC.
Est. 1989
WWW.TRAFFICPD.COM

**URBAN
ENGINEERS**
Formulating Excellence

URS

L.R. Kimball
TARGETED RESULTS. EXPERTLY MANAGED.
WE STAKE OUR REPUTATION ON IT.
CDI Company

HDR

JMT
JOHNSON, MIRMIRAN & THOMPSON
Engineering A Brighter Future®

Keystone Acquisition
Services Corporation

WBCM
ARCHITECTURE ENGINEERING CONSTRUCTION

AMMANN & WHITNEY

**2013 - 14 DVSP Program
Sponsorship**

\$200



Benefits:

- Logo and Hotlink on Website
- Logo in The Transportation Times

We will be starting the program again for the current year shortly. We have made a slight change in the program, and this will result in the consolidation of the formerly two levels of support ("basic" level of support (\$100), newsletter only, and "website" level, (\$150, newsletter plus website), into a single sponsorship that will have the sponsor logos shown on both our website and in THE TRANSPORTATION TIMES for a \$200 fee.

Proceeds of the Sponsorship Program are directed entirely to our Section's Scholarship Fund.

Last season's sponsors (shown above) will be contacted shortly to determine if they are interested in continuing as D.V.S.P.'s for 2013-14. If you are not in this Program and would like to join, please contact Section President Stephanie Butler or First Vice President/Editor of THE TRANSPORTATION TIMES Bob Wright (contact information is given on page 12).

From the Editor

THE TRANSPORTATION TIMES, the newsletter of the Delaware Valley Section, is published and distributed to our Section's members to advise and update all on current events and happenings in the Section.

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

Stephanie Butler, Section President

McMahon Associates

425 Commerce Drive, Suite 200

Fort Washington, PA 19034

215-283-9444 x1256

sbutler@mcmahonassociates.com

Bob Wright, First Vice President/Editor

Urban Engineers, Inc.

530 Walnut Street

Philadelphia, PA 19106

215-922-8081 x1647

rmwright@urbanengineers.com

Mission Statement

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

New Year! New Look!

Laura Frein of Michael Baker Jr., Inc., has recently joined the ASHE Delaware Valley Section Newsletter Committee and redesigned THE TRANSPORTATION TIMES for the 2013-2014 year! The redesign will better organized the content of the newsletter to make it easier to navigate and more reader friendly!

We hope you enjoy the new look of THE TRANSPORTATION TIMES! If you have any comments please feel free to contact us.

**Laura B. Frein**

Michael Baker Jr., Inc.

201 Gibraltar Road, Suite 120

Horsham, PA 19044

215-442-5360

lfrein@mbakercorp.com