



Volume 14 , Issue 2 - March 2014

From Our President...



Hopefully winter is behind us and spring is just around the corner! It has been a very long, cold winter to say the least. The fourth snowiest winter on record has strained local budgets but the total effect of this harsh winter will continue into the spring as potholes appear and sections of pavement will need to be repaired.

In January, six projects were highlighted in our annual Donald C. Schramm Award Meeting. Three projects were presented in the under 3 million category and three projects were presented in the over 3 million category. Thank you to all who were involved in delivering such excellent presentations. The winners will be announced next week at the general membership meeting. All six presentations can be found at www.ashe-trikovalley.com/Awards.htm.

Does anyone think of the movie Groundhog Dog when talking about the Highway Trust Fund? Same old story, different day. But alas, there is optimism in the President's recent budget proposal. The new budget includes \$302 billion for surface transportation over 4 years. As the budget gets debated in Congress, hopefully, there is unity across parties and branches of government. The President's new budget proposes to fund the Highway Trust Fund by corporate tax reform and the existing gas tax. This is the same 18.4 cent federal gas tax that has existed since 1993. But in an election year, it is very unlikely that the gas tax will be raised or adjusted to a percentage to offset inflation and more fuel efficient vehicles.

On March 4th, our section held a technical tour at Union Terminal that guided guests behind the clock and across the high steel. The 3-hour tour showed areas of Union Terminal not often seen by the public. A second technical tour will take place on April 16th at Contractors Materials Company on South Medallion Road. CMC is a local producer of stainless steel rebar. Stainless steel rebar is growing as more state DOTs and Canada are using it for bridge decks and other applications. To register and find more details, go to www.ashetrikovalley.shuttlepod.org.

inside

March Meeting Information

January Meeting Minutes

ASHE PIN Report

Membership Roster

Member Project Feature

Event Information

Member Spotlight



ASHE - TRIKO Valley Section
P.O. Box 257
Mason, OH 45040
www.ashe-trikovalley.com

The mission of the American Society of Highway Engineers is to provide a forum for members and partners of the highway industry that supports education, innovation, and fellowship; promoting a safe and efficient highway system for mobility now and in the future.



Volume 14 , Issue 2 - March 2014

Our annual Lloyd Wallace Memorial Golf Outing will take place on Friday, June 27 at The Vineyard. The Vineyard is located on the east side of Cincinnati and is regarded as one of the top courses in Greater Cincinnati. The change in venue follows our plan of offering a different golf course every few years to accommodate membership and take advantage of the plethora of top quality golf courses in the tri-state area. Gather your foursome today and help support our scholarship fund by sponsoring a hole.

The ASHE National Conference will take place from June 12-15 in Bismarck, North Dakota. Abundant professional development opportunities are available to further your skills and abilities through a comprehensive conference schedule and expansive networking opportunities. Please consider a sponsorship to promote your firm and support the conference. I am happy to announce that one of our own members, Vanessa Fritsch, was named Young Member of the Year. Vanessa will receive her award at the conference. Congratulations, Vanessa! For more information on conference details, visit www.2014.ashe.pro.

With the arrival of spring, the construction season will ramp up quickly. Please come to this month's CIP meeting to learn about upcoming design and construction projects. This year, we decided to mix it up a little by adding a Panel Discussion with our elected leaders. Please prepare a question and email it to a board member prior to the meeting. The Schramm Award winners will also be announced at this meeting. I look forward to seeing you on March 18th at the **Original Montgomery Inn in Montgomery.**



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Mason, OH 45040
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ASHE PIN Report - March 2014

At the Federal Level, there has been some movement of the new Highway Bill in both houses, and at the White House.

Senator Barbara Boxer (D-CA), chair of the Senate Committee on Environment and Public Works, said that even though there is support for the bill, the Senate Committee on Finance funds the bill and “there is low support for raising the gas tax, and there is no way we’re cutting spending. We have to be creative and pragmatic. Many out there are working in tax reform and want a long-term solution.” She continued by saying “Your voices are so important. I urge you to speak to everyone who will listen to you about this. Your message will be different for every member of Congress, as this is not a one size fits all message.”

House Transportation and Infrastructure Committee Chair Bill Shuster (R-PA) said his committee is also working on MAP-21 legislation. One of the issues Shuster has noticed with getting the bill passed is “about half the members of the House have been here less than three terms. A lot of our members still don’t have a full understanding of the highway program and how it’s funded and what situation it’s in. It’s now becoming more apparent—they know there are problems in their states.” Ways and Means Committee Chairman Dave Camp (R-WI) has introduced details on his committee’s proposal to overhaul the nation’s tax code which includes \$126 billion for the Highway Trust Fund.

At the same time, President Barack Obama proposed a new, four-year transportation plan that provides \$206 billion for the nation’s highway system and road safety; \$72 billion for transit; \$19 billion for passenger rail; \$9 billion for TIGER grants; and a new \$10 billion freight program. The President proposed shoring up the Highway Trust Fund with a one-time \$150 billion infusion from business tax reform.

This is great news that there are rumblings in Congress about MAP-21 and the importance of funding the Highway Trust Fund. ASHE needs to continue to educate our legislators on the Highway Trust Fund and the need for a long-term transportation bill. The ASHE National Legislative Committee is working on a PowerPoint presentation with information to aid the local sections of ASHE with this endeavor.

On the local front, many of you heard that the Ohio Public Works Commission is up for renewal on May 6, 2014. The Strong Ohio Communities Campaign is gearing up with a campaign to back the renewal of this important funding source for the county and local agencies in Ohio. The Great Lakes Region Legislative Chair, Paul Gruner, has contacted The Strong Ohio Communities Campaign to offer the services of the Ohio ASHE membership to help the campaign in the following ways:

- For promotional materials, we can provide many photographs of projects completed with the assistance of SCIP funds that might not otherwise have been possible, in addition to photographs of deteriorated infrastructure;
- We can write letters to the editor;
- We can provide speakers for various events and show up as supporters at press events;
- We can provide other local support to the county chairs and coordinators as needed; and
- We can work outside the polls on election day.

Please be thinking of how you can contribute your skills to The Strong Ohio Communities Campaign. Once we get information out to the membership, via email, about what the Strong Ohio Communities Campaign needs from our ASHE membership for this campaign, we will be ready to step up.

ASHE-TRIKO Valley General Membership Meeting Minutes

January 28, 2014 - Montgomery Inn Boathouse

President Matt Loeffler called the meeting to order with the Pledge of Allegiance and noted that the online reservation system is working well, with 80 reservations made for today's meeting. He urged attendees to RSVP so that the meeting room can be set up appropriately with enough seating. The newsletter now includes a Project Spotlight, Member Profiles & Job Openings. The minutes from last meeting were posted in the newsletter and were approved. Matt announced that our section now has 164 members including four students and that our goal is 170 members. There will not be a membership drive this year but President Loeffler encouraged everyone to bring in one new member.

Caroline Duffy presented the ASHE PIN reporting that the current highway bill, MAP-21 will run out of funding before it expires on September 30, 2014. To address the impending bankruptcy of the Highway Trust Fund, the ASHE National Legislative Committee is assembling a PowerPoint to be distributed to all sections that will include local projects that will benefit from federal funding. ASHE members are urged to help define local project slides for our section, share the PowerPoint with other organizations and write letters to the editor. It is important for everyone to participate in this grassroots effort.

The Ohio Public Works Commission (OPWC) will be on the ballot on May 6, 2014 for another 10-year renewal for SCIP and LTIP project funding. ASHE members should encourage everyone to vote for this renewal.

Last week, Senators Michael Bennet and Roy Blunt introduced the Partnership to Build America Act that would use innovative financing methods to invest in infrastructure. ASCE strongly supports the Partnership to Build America Act as one way to help address the nation's infrastructure problems as highlighted in the 2013 Report Card for America's Infrastructure.

Eric Kistner presented the Treasurer's report, announcing a beginning balance of \$28,315.97, income of \$4,795.00 and expenses of \$7,326.90 resulting in operating capital as of January 27, 2014 of \$25,784.07.

Stan Harris noted that an e-mail will be coming asking for volunteers to serve on Regional Committees. He also introduced Amanda Lindeman who is the new newsletter editor.

Brad Ackel reported that the golf committee will be looking at different locations for this year's outing. The past few years it has been held at Walden Pond. He encouraged everyone to consider a hole sponsorship.

Steve Mary reported on the programs, indicating that we are working on a tour of Union Terminal and will also look at other interesting construction sites in our area.

John Davidson reported that the scholarship application is on our website and asked us to encourage senior co-op students to apply for the \$1,500 and \$1,000 scholarships that will be given out at the golf outing.

Vanessa Fritsch indicated that the social committee is planning a happy hour on Friday during March

ASHE-TRIKO Valley General Membership Meeting Minutes

Madness. President Loeffler also mentioned that we will have a Red's game event with OCA similar to last year in June.

The following projects were presented for the Schramm Awards:

- Under \$3 Million
 - o Chester Road & Sharon Road Improvements, City of Sharonville
 - o Salem Road Improvements, Hamilton County
 - o Eastgate North Frontage Road, Clermont County TID
- Over \$3 Million
 - o Kennedy Connector, City of Cincinnati
 - o Alexandria-Cincinnati Road (I-471), Commonwealth of Kentucky
 - o Westwood and South Fairmount Community – Harrison Avenue, City of Cincinnati

Bill Lawall announced that PDH certificates are available at the front table.

Matt Loeffler announced the next membership meeting is March 18 at the original Montgomery Inn in Montgomery and the topic is the CIP and Panel Discussion on Design Projects after which he adjourned the meeting at approximately 1:20 pm.

Respectfully Submitted:

David Emerick

TRIKO Valley Section Secretary

Advertising Opportunities!

\$50/year for small ads, \$150/year for large ad and corporate link on the TRIKO website.
If interested, contact Stan Harris at stan.harris@stantec.com.

Send website logos to Matt Loeffler at loefflerm@bceo.org.

ASHE TRIKO VALLEY MEETING

General Membership Meeting - Capital Improvement Program

Location: Original Montgomery Inn in Montgomery

Date: Tuesday, March 18, 2014 11:30 AM

CHANGE IN VENUE: This meeting will be held at The Original Montgomery Inn in Montgomery!

NEW THIS YEAR! After the general membership meeting, there will be a panel discussion with our local public officials. Take this time to gather a question for your local representative. Handouts will be provided summarizing the list of design and construction projects for the year. Also, the winners of the Schramm Awards will be presented.

Cost: \$25 online or at the door

**RSVP by phone to Eric Kistner at 513-842-8213
or visit website (www.ashe-trikovalley.com)
and click on Meeting Link to register and pay online**

2013 - 2014 Board of Directors

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1st Year Director	Tom Nicholson	PRETEK Group	937-641-8267	tnicholson@pretekgroup.com

Committee Chair Person Contact Information

The ASHE TRIKO Valley Board of Directors has several committees to help promote our organization in a variety of ways. Listed below, you can find the contact information of the chair person for each committee. If you would like to share an idea or would like to volunteer to serve on a committee, please contact the appropriate chair person. The Board thanks you for your continued support and dedication to the transportation industry.

Committee	Chair Person	Contact Information
Schramm Award	Dennis Brunton Eric Beck	dbrunton@barrett paving.com Eric.Beck@hamilton-co.org
Scholarship	Eric Beck John Davidson	Eric.Beck@hamilton-co.org concreteman8143@gmail.com
Program	Steve Mary	Steve.Mary@dot.state.oh.us
Social	Vanessa Fritsch	Vanessa.Fritsch@urs.com
Membership	Steve Proffitt	sproffitt@thelenassoc.com
Student Chapter	Nathan Moore	Nathan.moore@Kleingers.com
Golf Outing	Brad Ackel	Brad.ackel@kzf.com
Newsletter	Stan Harris	stan.harris@stantec.com
Website	Matt Loeffler	loefflerm@bceo.org
Legislative Review (PIN)	Caroline Duffy	cduffy@Barreng.com
Online Payments/PayPal	Eric Kistner	eric.kistner@stantec.com



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For more information:
Cindy Taylor
P: (513) 771-2112
E: cindy.taylor@cardno.com
www.cardno.com

New ASHE Sections

Greetings ASHE members,

The beginning of each year has traditionally been a time many of us devote to getting smaller based on New Year's Resolutions. We at the ASHE National level are interested in getting bigger! We have focused attention on more remote areas such as Portland, Oregon and Denver, Colorado amongst others. Our newest initiative includes seeing if there are opportunities closer to "home". "Home" meaning seeking potential new section champions which may be travelling to areas with current sections, or have a branch office in an untapped region of the country which may have a person interested in sharing the ASHE mission with others and getting a section started.

Anyone interested in discussing opportunities to start a new section are encouraged to contact either Tim Matthews or Perry Schweiss, Co-Chairs of the ASHE New Sections Committee (contact information provided below), or any one of the ASHE National Board members (contact information provided on the website - ASHE.pro). There are many resources available to assist in this endeavor including Powerpoint presentations, detailed guidance and procedures, etc.; all of which can be found on the website. The most important resource available however is also ASHE's strongest attribute...it's members!

We are 6,000+ strong with 41 active sections and, with your spark, we will continue to grow in membership and, as this initiative supports, geographically! We look forward to hearing from those with the pioneering spirit and enthusiasm to spread the ASHE mission!!

With sincere gusto!

Tim W. Matthews, PE
(Southeast Region)/Atlanta Section)
TIA Regional Coordinator|Office of TIA
Georgia Department of Transportation

Perry Schweiss, PE
(Northeast Region)/(Southwest Penn Section)
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Member Project Feature

HAM-74-18.00 - I-74 Interchange Upgrading at Colerain Avenue and Beekman Street

This project is a portion of the major multi-phase upgrading of the I-75 Mill Creek Expressway in the City of Cincinnati, Ohio. The upgrading of the Mill Creek Expressway will include an overall improvement of the roadway network and traffic flow in the area. The study phase for the corridor was performed by TranSystems. The various design sections are being performed by TranSystems as well and are in various stages of design or construction. The HAM-74-18.00 interchange reconstruction project was one of several such projects. David Weglicki PE and Michael Lenett PE PhD served as the TranSystems Project Manager and Structural Task Leader, respectively, and John Otis PE of ODOT District 8 was the ODOT Project Manager. The construction bid was \$13.1 Million and was awarded to the J R. Jurgensen Co. in November 2011. Construction was completed in October 2013.

The existing interchange configuration at this location was originally planned to be a freeway to freeway system interchange and carry relocated limited access US 27 to the north from I-74. The I-74 mainline and ramps to the local roads were constructed, but the US 27 mainline leg of the interchange to the north was never built. The result was a service interchange for local roadways with an odd and complex ramp layout that did not serve the traffic needs of the area and was missing direct connection to I-74 westbound. The interchange reconfiguration project was needed to serve the future traffic needs of the I-74 / I-75 corridor and simplify and complete the traffic movements between the I-74 mainline and the local roads Colerain Ave. and Beekman St.



This project consisted of realigning and upgrading the existing I-74 interchange at Colerain Ave. and Beekman St. Approximately 0.30 miles of Colerain Ave. and Beekman St. were relocated and reconstructed for a new at grade intersection configuration. The project also included the addition of a new entrance ramp from Beekman St. SB to I-74 WB in order to provide for full access to I-74. Pavement improvements included lowering the existing Beekman St. pavement profile under the existing I-74 mainline and ramp bridges in order to increase standard vertical clearances. These areas utilized full depth pavement replacement. As a cost saving measure, the majority of the existing pavement within the project interchange area was salvaged by repair and resurfacing. Additional pavement work included widening of the entrance ramp from Beekman St. SB to I-74 EB from one to two lanes. Pavement drainage improvements included catch basins and storm sewers to address new and relocated pavement areas. Storm water management improvements included post construction best management practice exfiltration trenches and vegetated swales. Utility coordination included the relocation of the Metropolitan Sewer District Badgeley Run RTC Facility which was in conflict with the new relocated Colerain Ave. and Beckman St. intersection.

HAM-74-18.00 - I-74 Interchange Upgrading at Colerain Avenue and Beekman Street

Structural work included bridge widening and rehabilitation, new retaining wall construction and existing sewer evaluation/rehabilitation. The entrance ramp from Beekman St. SB to I-74 EB uses Bridge HAM-74-1852S to carry traffic over Beekman St. NB. This existing three-span bridge supported 1 lane and 2 shoulders, was horizontally curved and had a high skew angle. The existing superstructure framing accommodated the combined horizontal curvature and high-skew angle through the use of four dog-legged girder lines with variable center-to-center girder

spacing. These girders and the existing crossframes are Grade 36 steel and are noncomposite with the deck above. In order to accommodate the additional traffic lane, the bridge was widened approximately 12' to the south. This resulted in a new bridge deck width of 45' which required the addition of two new dog-legged Grade 50 girder lines. Due to the horizontal curvature and high skew angle, the existing and proposed crossframes serve as main load-carrying members. The bridge widening, in conjunction with the horizontal curvature and high skew, altered the forces within the existing crossframes. Evaluation of the widened superstructure identified numerous



existing crossframes whose individual members could not support the resulting load effects due to slenderness issues and insufficient capacity. As a result, approximately 80% of the existing crossframes were replaced with stiffer crossframes comprised of Grade 50 steel and deeper/thicker structural angles. The incorporation of these replacement crossframes and placement of new crossframes also minimized differential deflections between individual girder lines thus satisfying the deflection criteria of ODOT's highly skewed bridge design guidelines. The widened superstructure utilizes composite behavior as well to increase girder capacity and overall superstructure stiffness. The widened abutments remain stub-type per ODOT Standard Drawing A-1-69 and continue to use strip-seal expansion joints due to the horizontal curvature. Pier widening is accomplished through the use of stand-alone T-type (hammerhead) piers that are separate from the existing cap-and-column piers.

The first of two new walls was positioned where traffic from the Colerain Ave. SB to I-74 WB ramp and Beekman St. NB to I-74 WB ramp merges. The NB pavement is at a higher elevation than the SB and the resulting elevation differences indicate that the most economical wall option at this location is a cast-in-place reinforced concrete cantilever semigravity retaining wall. This wall, which is positioned between the two ramps, supports the higher ramp and facilitates the horizontal and vertical merging of the ramps. This wall was designed for both LRFD Strength I and Extreme Event II load cases since it is subjected to vehicular collision forces from ramp traffic. Limiting Eccentricity, Sliding Resistance and Bearing Resistance requirements are satisfied for both the Strength I and Extreme Event II load cases. The second retaining wall is a soldier pile and lagging wall positioned along the north shoulder of the Colerain Ave. SB to I-74 WB ramp.

HAM-74-18.00 - I-74 Interchange Upgrading at Colerain Avenue and Beekman Street

Pavement widening was needed along the north edge of this ramp to accommodate the traffic weave issues associated with the merge of the Colerain Ave. SB and Beekman St. NB ramps prior to entering I-74 WB. This proposed pavement widening required new embankment whose top of slope is further north than the existing embankment at this site. The northward shift of the embankment results in higher top of embankment elevations. A paved channel bounded by an existing retaining wall exists at the toe of the existing embankment. The higher elevations associated with the proposed embankment exceeded the top of the existing retaining wall if the proposed embankment is graded at a 2:1 slope. The toe of such graded embankment would be positioned within, and thus interfere with, the paved channel. Consequently, to eliminate or minimize new graded embankment north of the ramp and maintain the stability of the existing graded embankment, a soldier pile and lagging wall was constructed along the north edge of shoulder. Design of this wall needed to consider a landslide and subsequent slide repairs that occurred in 2004 along the toe of the existing embankment. In order to maintain global stability in this region, the embedment depths of the proposed soldier piles were extended to elevations beneath the global failure plane to ensure an ODOT mandated factor of safety for global stability of 1.3.



Due to realignment of the Colerain Ave. and Beekman St. intersection, additional fill and new roadway was positioned on top of an existing combined sewer system comprised of a 14'x10' single cell box culvert and a brick sewer. These buried structures previously were not subjected to live loads but now must support such loads in conjunction with the additional fill and new dead loads. Evaluations of these respective structures revealed that the 14'x10' box culvert required rehabilitation – the existing culvert walls were thickened and additional wall reinforcing was provided to increase the negative and positive moment capacities of the vertical wall elements. The brick sewer, however, did not require rehabilitation or strengthening.

The project was constructed in 2 construction seasons utilizing 4 phases of part width construction and a series of short term and long term detours for Colerain Ave., Beekman St. and the various interchange ramps. Traffic was maintained on the I-74 mainline at all times utilizing the lane closure limitations outlined in the construction plan.

In preparation for future I-75 construction projects, including the reconstruction of the nearby I-74 / I-75 interchange, the closing and removal of 3 existing ramps at I-74, Spring Grove Ave. and Colerain Ave. were incorporated as part of the project. Furthermore, the I-74 mainline pavement and mainline bridge structures through the area of the HAM-74-18.00 project will be reconstructed as part of the I-74 / I-75 system interchange project. The I-74 / I-75 system interchange project is currently under design and is scheduled for bidding in Oct. 2016.

Reds Game Outing

The date planned for the ASHE/OCA Reds game outing is Tuesday, June 3, 2014. The Reds play San Francisco. More info to follow.

March Madness Happy Hour

Join ASHE colleagues on Friday, March 21st at Dave & Busters to kick-off March Madness and cheer on your favorite college basketball team! Stay tuned for more details.

Member Spotlight

We want our members to get to know each other! Each month, we'll feature a different ASHE member in our Member Spotlight! This month, we're featuring our 2nd Year Director and Social Chairperson, Vanessa Fritsch!

Name: Vanessa Fritsch

Employer: URS Corporation

Title: Senior Traffic Engineer

Degrees and Certifications:

- BS in Civil Engineering from the University of Kentucky.
- Licensed Professional Engineer in KY and OH
- Professional Traffic Operations Engineer

Birth Place: Florence, KY

Family: No husband or kids yet, but a rambunctious dog, Duffy

What are your technical/professional interests? Specifically interesting in Traffic Signal System timing but enjoy all things traffic engineering related.

Hobbies: Sand Volleyball, Softball, Golf, Running (recently finished my first marathon in the fall)

Favorites

TV Show: The Following

Meal: My mom's meatloaf

Five Questions:

1. Coke or Pepsi? Water
2. Dogs or Cats? Dogs of course, unless it is a UK WildCat!
3. Loud or Quiet? If I answered quiet I think anyone that knows me would call me a liar
4. Phone or Email? Email
5. Pie or Cake? Both!
6. Beach or Mountains? Beach



Technical Tour Information

On March 4th, our section held a technical tour of the high steel and behind the clock at Union Terminal. The 3-hour tour showed areas of Union Terminal not often seen by the public. A second technical tour will take place on April 16th at Contractors Materials Company on South Medallion Road. CMC is a local producer of stainless steel rebar. Stainless steel rebar is growing as more state DOTs and Canada are using it for bridge decks and other applications. To register and find more details, go to www.ashetrikovalley.shuttlepod.org.



Member Achievements

One of our own members, Vanessa Fritsch, was named ASHE's Young Member of the Year! This award has been established to recognize young ASHE members who have made outstanding contributions to the highway/transportation industry and their communities during the early years of their careers.

Job Openings!

Have a job opening at your firm? Know someone looking for a job? Include them here!

Submit job postings to Amanda Lienemann at amanda.lienemann@stantec.com to have them included in the next newsletter.

Intern at TranSystems

The Cincinnati, OH office seeks a summer intern to assist with bridge/wall design work and field inspection of bridges and culverts.

Basic Qualifications:

- Pursuing Bachelor's degree in Civil or Structural Engineering with emphasis on structural related courses
- Ability and willingness to travel to project sites (approximately 20%).
- Valid driver's license and in good standing

Preferred Qualifications:

- Junior level or higher in education
- 3.0 GPA
- Previous internship experience as a bridge engineer including experience with bridge inspection, ODOT bridge consulting and/or construction services preferred.

General Duties & Responsibilities include the following. Other duties may be assigned.

1. Perform bridge and culvert inspections.
2. Assist in processing culvert inspection information using a GIS database.
3. Assist in production of bridge inspection reports.
4. Assist with computation of plan quantities to support the opinion of probable costs.
5. Construction support - field investigations and inspections.
6. Support completion of final submittal documents for design and/or rehabilitation projects.
7. Preparation of rehabilitation plans using Microstation and other design software.
8. Works well independently and in team environment.
9. Commitment to quality work and timely communication.

Work Environment

- The work environment characteristics described here are representative of those an employee encounters while performing the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions. The noise level in the office work environment is usually moderate.
- The physical demands described here are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions. Position may require some travel to offices and client sites within their respective area, using various modes of transportation including automobile and airline.

Travel requirements: Up to 10%

Job Openings!

Bridge Design Group Manager

URS' Cincinnati Office is seeking an energetic Bridge Design Group Manager. Successful candidates shall have the ability to produce and manage bridge design projects, help evaluate future opportunities that may be beneficial for URS to pursue, provide project leadership to our clients, and assist in developing marketing strategies for targeted projects to public sector clients in Southwest Ohio, Southeast Indiana, and Northern Kentucky. The position will include working in a team environment in the Cincinnati Transportation Group. Specific tasks may include preparation of bridge plans and specifications, task management, mentoring of younger staff, interaction with clients, business development, and preparing proposals and reports.

Candidates should have at least ten (10) years of relevant design and management experience.

Do the best work of your life! For additional information and to apply for the position:

<https://www.urs.apply2jobs.com/ProfExt/index.cfm?fuseaction=mExternal.showJob&RID=85339&CurrentPage=1>

Roadway Project Manager

URS' Cincinnati Office is seeking an energetic Roadway Project Manager. Successful candidates shall have the ability manage transportation and public infrastructure projects, help evaluate future opportunities that may be beneficial for URS to pursue, provide project leadership to our clients, and assist in developing marketing strategies for targeted projects to public sector clients in Southwest Ohio, Southeast Indiana, and Northern Kentucky.

Candidates should have at least seven (7) years of relevant experience.

Do the best work of your life! For additional information and to apply for the position:

<https://www.urs.apply2jobs.com/ProfExt/index.cfm?fuseaction=mExternal.showJob&RID=85342&CurrentPage=1>

General Membership

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