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**You may contact any Officer regarding
questions about the Section.**

Bay



Breeze



MESSAGE FROM THE PRESIDENT

I would like to extend a welcome to all highway engineers, contractors and industry vendors to ASHE, Chesapeake Section 2005 – 2006 program. Our first two technical and dinner meetings at the Engineers Club were informative and well attended. We are off

to another great year for our industry. On that note, we all know that the Federal Government passed the Transportation bill titled SAFETY-LU in July 2005. This bill will prove to be a real win for our industry with highway funding gaining a large share of the \$286 billion for surface transportation through FY 2009. SAFETY-LU comes almost two years late whereby funding extensions passed to continue short term funding. This delay made it difficult for many State DOT's to realize a full robust transportation program. With this bill's passage, each State will be more confident in advancing many of their projects. Maryland will realize a benefit in the new formula where return of dollars has increased to 92%.

ASHE, Chesapeake Section plans to hold our Happy Hour Social at Mt. Washington Tavern on December 6 from 5:30 to 7:30. The next meetings will be February 15 and March 15. Our second golf tournament is in the second week of June 2006, which has been moved to this date to allow our Section members to have a strong showing at the 2006 ASHE National Conference. This year the National Conference will be held in Williamsburg Virginia from May 29 through June 4, 2006. Chesapeake Section is a co-sponsor along with the other three Region 7 sections. Please visit <http://highwayengineers.org> and click the link to the 2006 National Conference website to learn more about this conference. Conference sponsorship opportunities are available to firms interested in supporting ASHE and benefiting from the advertisement exposure through this national conference. Chesapeake Section is responsible for this committee and inquires for more information maybe addressed to me at gdougherty@kci.com. I will gladly forward our Sponsorship brochure via e-mail return. Please drop me a line.

I would like to thank Rick Kiegel, last year's President for an excellent job of leading our Section. Rick represented Chesapeake Section at the National Conferences in Florida in 2004 and Pittsburgh in 2005. He has also contributed in years past as our Treasurer and has put in place time lines and policies which has moved our Section into compliance with National requirements. Further, Rick presided over our venture into our first Golf Tournament and spring outings at the Ironbirds. We are on solid ground, a Section that is looked upon by other Sections, in particular for our meeting format, website and financial support from our members and local firms. Rick will be helping as a Director for this year and next and I know, as in the past, I can count on his guidance and support, which is greatly appreciated by yours truly.

I wish to encourage your involvement in Section activities including serving on various committees. Your enthusiasm and fresh ideas are greatly needed and welcome. Please contact me or any Board/Committee member to inquire about participating in our Section. I look forward to seeing everyone at upcoming ASHE meetings and events.

Jerry Dougherty
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MEMBERSHIP RENEWAL

If you know someone who would like to become a member of ASHE, please contact Rob Hudson rhudson@dewberry.com at (410) 265-9500. The Chesapeake Section again extends "Sponsor a Friend Program". Any member in good standing is eligible to receive \$25 for sponsoring three (3) new members and \$10 for each additional member per calendar year. Payments will be awarded to the sponsor's at our final meeting or, if not in attendance, mailed to them at the end of the program year. New member applications are accepted year round.

NEW RESERVATION POLICY

ESB will no longer take reservations for our members and guests. All meeting reservations should be sent to: ASHEChesapeake@yahoo.com (Alternately, fax to JMT: (410) 472-2200, Attn: Angelica Bennett, if you are without e-mail access). Please include your name, total number in your party and whether you will attend **tech sessions only, dinner only, or both**. The cost is \$25 for members, \$30 for non-members, \$5 for tech session only – payable at the door (cash, check, ESB Chit). You do not need to be a member to make a reservation. The reservation deadline is 12 noon on the Friday before the meeting. Cancellations must be made by 12 noon on the Monday prior to the meeting. Reservations can only be held until 5:45 pm. Please make checks payable to: **ASHE-Chesapeake Section**

UPCOMING MEETINGS (2005-2006)

February 15, 2006:
Traffic and Environmental

March 15, 2006:
Highway and Construction

SPRING OUTING (TBA)

GOLF OUTING (TBA)

December 6, 2005

Holiday Happy Hour Mt. Washington Tavern
5:30-7:30 in the Raw Bar.

PAST MEETINGS

The ASHE Chesapeake Section had two meetings this year consisting of technical presentations on:

September 26, 2005

- Water Resources

October 19, 2005

- Transportation Planning

SPONSORS

The three level meeting sponsorship consists of Gold, Silver and Bronze sponsors. Gold Sponsors (\$400) will be invited to provide a 15-minute presentation prior to the dinner guest speaker along with the opportunity to set up a display table during the social hour and recognition on a board with other Gold Sponsors. Silver Sponsors (\$200) will have the opportunity to set up a display table during the social hour and recommended on a board with other Silver Sponsors. Bronze Sponsors (\$100) will be recognized on a board with other Bronze Sponsors. Your firm may also sponsor a newsletter.

The Board of Directors of ASHE-Chesapeake Section cordially invites you to participate in our sponsorship program this year. Sponsorships will be accepted on a first-come first-serve basis after the release of the newsletter by contacting Tom Turner, Sponsor Director at 410-823-8070 or tturner@centuryeng.com. Thank you for your continued support of our Section.

Local Projects of Interest:

JFK Section 100 Utilization of Express Toll Lanes

By: Melissa Williams, Project manager MdTA

Maryland's roadways are among the most congested in the country. Millions of people who rely on the State's highways to travel to work, school, or for other everyday travel are paying too high a price for this congestion – in time and money lost sitting idle in traffic. Since 1995, travel on Maryland's highways has increased by 20 percent, despite only a four percent increase in miles of highway lanes over the same period. To address the growing problem of congestion on Maryland's highways, the Maryland Transportation Authority is exploring new programs to increase highway capacity, including the use of express toll lanes.

In 2006, construction will begin on a nine mile segment of the John F. Kennedy Memorial Highway (I-95), from the I-895 (N) split in Baltimore City, to a point north of MD 43 in Baltimore County. This section of I-95, called Section 100, is the most congested section of I-95 in Maryland north of Baltimore City. Currently, portions of the highway operate at a failing level of service during the morning and evening rush hours, meaning unstable flow, excessive delays, and significant back-ups. If capacity needs are not addressed, congestion levels will continue to worsen and extend the existing peak hour into a period several hours in duration, and will include failing peak hour levels of service on weekends.

To address this problem, the Section 100 project will reconstruct the roadway and all interchanges to include two express toll lanes and four general purpose lanes in each direction. The addition of express toll lanes will give motorists the option of paying a fee to drive in separate, relatively

free-flowing highway lanes on any given trip. The fees will be collected electronically at highway speed to eliminate traditional lines at tollbooths. The pricing plan will be structured to encourage motorists to travel during off-peak hours, and will be adjusted based on time of day and traffic conditions. The express toll lanes also provide flexibility for the lanes to be used in situations where major accidents, highway maintenance, or other incidents block the movement of traffic on the general purpose lanes, while providing superior access to emergency response vehicles along this stretch of highway.

The express toll lanes will be physically separated from the general purpose lanes, with designated access points along the highway. Because of this, the interchanges present within the project limits will be reconfigured to allow access to and from the express toll lanes. The existing I-95/I-695 interchange configuration incorporates braided mainline roadways, with half of the entrance and exit ramps connecting to or from the left side, defying driver expectancy and requiring trucks and slower moving vehicles entering or exiting the facility to weave across multiple lanes of traffic. The new design will remove the existing braiding, and replace the general purpose lanes left entrances and exits with entrances and exits on the right side. The new interchange will also include connections to and from the express toll lanes on I-95, and will be designed to accommodate planned improvements to the Baltimore Beltway, including the potential for future express toll lanes. The redesigned interchange will be a larger, taller, more complex yet more efficient four-level interchange.



Conceptual drawing of the planned I-95/I-695 Interchange

In 2004, the Federal Highway Administration (FHWA) and the Maryland Transportation Authority prepared an Environmental Assessment document, detailing environmental impacts expected from the project. In the summer of 2005, a Finding of No Significant Impact was prepared, documenting that the project would result in no significant impacts to the natural or human environment.

Construction of this project will take place over a four-year period, with construction beginning in Fall 2006. Once complete, the Section 100 express toll lanes will offer an alternative to the near crippling congestion that clogs area highways, and will allow faster, and more reliable travel times for drivers that chose to utilize the express toll lanes. Use of toll lanes is by no means a cure all for traffic congestion, however they do provide a viable choice for commuters tired of sitting in traffic, and those who need to get where they are going on time.

Newsletter Sponsor:

WBCM Personnel Assist MDSHA with Erosion and Sediment Control Certification Course

As part of its commitment to develop and maintain Maryland State Highways in an environmentally responsible manner, MDSHA has developed an erosion and sediment control certification program. The program will train more than 500 inspectors, contractors, and designers to provide for better design and implementation of erosion and sediment control on SHA projects. The goal is to train those involved with planning, design, construction, and inspection of erosion and sediment control measures so that SHA can protect Maryland's natural resources. There will be two certifications- one for contractors and inspectors and one for designers. The contractor/inspector certification consists of one and one-half days of training with the requirement to pass a test. Designers who want to be certified will be required to take the same course and test as the contractors/inspectors in addition to an additional one day course with a second test. These requirements exceed the minimum requirement by MDE for the Responsible Personnel Certification (Green Card). Mr. Brian Noll of Whitney, Bailey, Cox, & Magnani, LLC (WBCM) has worked with MDSHA in developing much of the material for the course. He is also serving as one of the instructors.



SHA Update:

Update on Highway Engineering Technology Automation Initiatives as SHA by the SHA IDS Team

A few noteworthy events related to the use of highway engineering technology at SHA over the last few years include:

- Implementation of ProjectWise, an engineering document management system across SHA with consultant remote access via a web page, a virtual private network connection and more recently Site to site network Connections
- Release of SHA V8 CAD Standards Workspace including numerous productivity tools; The workspace can be found at the url, <http://www.marylandroads.com/BusinessWithSHA/bizStdsSpecs/desManualStdPub/publicationonline/ohd/caddstd/index.asp>
- Deployment of Consultant Contract Tracking System for tracking A/E contracts SHA-wide;
- Delivery of training sessions at the monthly Civil Software Support Days and the Bi-Annual Consultant Training Sessions on CAD, ProjectWise and other tools.

As is evident from the above list, the SHA IDS Initiative is not just about CAD. While the focus of the SHA IDS Initiative a couple of years ago was on research and the conduct of pilots of engineering platform technologies with smaller user groups, its focus has shifted on implementation, enhancement and support of the engineering platforms for a significantly broader user base throughout the Administration and its consultant community.

The ICC Corridor Partners have now begun using the SHA ProjectWise for the high-profile Inter County Connector (ICC) for collaboration with its many stakeholders including MdTA and numerous A/E consultants. Nearly seventy five projects now take advantage of the central project repository maintained by SHA.

In September 2005, the SHA IDS Team provided consultant sessions on CAD and ProjectWise. 20 consultant firms sent representatives to the sessions. 34 filled in and submitted the feedback survey forms. About half requested these sessions be held quarterly and the other half requested them twice a year. Attendees rated the CAD sessions 4.3 and the PW sessions 3.7 out of a possible 5. SHA was rated for being on track with its CAD efforts at 4.4 and with its PW efforts at 4.1 out of a possible 5.

Consultant support has been an important ingredient in the efforts SHA has undertaken during its recent adoption of the engineering technology platforms described here. We encourage you to participate in SHA IDS events and provide feedback on how we can do better in serving the State's highway infrastructure planning, design, construction, and maintenance needs. The Engineering Technologies mentioned are all under continuous improvements, please send comments, suggestions or questions to ids@sha.state.md.us

2005 NATIONAL CONFERENCE UPDATE

The Pittsburgh Section is the proud host of the 2005 ASHE National Conference. The event will be held at the Sheraton Station Square, Pittsburgh's only riverfront hotel, from June 2 through June 5, 2005. For more information, please visit www.ashe2005.org.

2006 NATIONAL CONFERENCE UPDATE

The Chesapeake Section is jointly hosting the 2006 ASHE National Conference with the Potomac, Old Dominion, and Hampton Roads Sections.

This event will be held at the Williamsburg Marriot in Williamsburg, Virginia from May 31 to June 4, 2006. For more information please visit www.highwayengineers.org and click on to the 2006 National Conference link.

OTHER RELATED LINKS

Chesapeake Section

www.ashe-chesapeake.org

ASHE National Section

www.highwayengineers.org

Maryland Department of Transportation

www.mdot.state.md.us

SHA

www.marylandroads.com

Maryland Highway Contractors Association

www.mdhighways.org

Maryland ASCE

www.sections.asce.org/maryland/index.htm

MdTA

www.mdt.com

Baltimore City

www.baltimorecity.gov