



BASELINE

American Society of Highway Engineers Region 6– Southern New Jersey Section

President's Message - Patrice Malleus



We are experiencing some unsettling times right now. People all over Europe are unhappy with their government austerity plans and are showing their frustration with protests and strikes resulting in service disruptions. I experienced this first hand on my vacation to Europe last month. We had to shorten our trip to Barcelona when a general strike was announced for the day of our planned departure. Our flight was cancelled, and we had to scramble to find new flights along with many other travelers. Fortunately for us, we left Europe safely and arrived home very tired and weary.

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You may be asking 'Why am I sharing this with you?' Similar crises are getting too close for comfort. The headline in the Saturday Asbury Park Press shouted "Work on DOT projects to stop – Committee fails to OK \$1.25B in bond sales". This latest development will impact our industry and each of us one way or another. The engineers need the design contracts, and the contractors and unions rely on the construction contracts to continue. With the 'lack of action by the legislative committee to approve a Transportation Trust Fund Au-

thority transaction to sell up to \$1.25 billion in bonds and to refinance up to \$500 million in existing debt.”, it leaves the State with no funding for the existing projects. Failure to advance design projects will severely limit construction in the future.

These developments create unnecessary stress in our lives, but they are events that we can be proactive in getting our voices heard. Engineers need to contact their legislators and express our displeasure in these latest developments. We all understand that the economy of the state and the safety of the public depend on a viable and safe transportation system in good working order and that it is the engineer that has the knowledge and responsibility to make our legislators understand this as well. If you do nothing else today, call you legislator and tell them to fund the Transportation Trust Fund.

Patrice Malleus, PE

Section President 2010-2011

Calendar of Events 2010-2011

DATE	EVENT	SPEAKERS/LOCATION
10/20/2010	I-295 Direct Connection	Craig Johnson & Bryan Garbasz Cranbury Inn, Cranbury, NJ
10/28/2010	Regional Technical Seminar	The Radisson at Valley Forge King of Prussia, PA
11/10/2010	GSP Shoulder Widening	Maggiano's, Cherry Hill, NJ
12/8/2010	TBD	
1/19/2011	Portal Bridge	
2/16/2011	NJTA Interchange 6 to 9 Improvements	Larry Williams
3/18/2011	Social Night	
4/2011	Project of the Year	
5/2011	Installation of Officers - Rte 52 Field Trip	

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SNJ ASHE Membership Update

Please join us in welcoming this past month's new ASHE member:

Paul Cinko

T & M Associates

Know someone who would like to join?
Click the link below to complete an application online!
<http://www.ashesnj.org/membership.html>

Total Section
Members:

191

ENGINEERS ARE A DRIVER'S BEST FRIEND

The NASCAR Championship is well under way. It has been an exciting year with the usual favorites in the top ten. My driver, Jeff Gordon is a contender for the championship; however, the winner may not always be the best driver. Many fans would disagree by such a statement, but it is the truth. Obviously, driver talent is critical, but how do you explain drivers who change teams suddenly going from good to great or great to good. There are no bad drivers in NASCAR. You don't get to that level without unbelievable talent. NASCAR is not much different than the NFL. A driver is not much different than a quarterback. Take a great quarterback and put him behind a line that cannot block, receivers who cannot catch, and a coach who is unprepared, and he will be lucky to get through a game uninjured. Now take a driver and give him the best crew chief (coach), the best engineers (assistant coaches), and the best offensive line (pit crew), and you end up with Jimmie Johnson, a four-time NASCAR Champion. Jimmie Johnson is a great driver, but I do not believe he is the best. He is not as aggressive as many drivers, but his equipment and strategy is without a doubt unsurpassed, and he has one of the best crew chiefs and an incredible team of engineers around him.

The most important members of a NASCAR team are the engineers. I am not just saying that because my livelihood and my daughter's dance lessons depend on the work our company receives from engineers. Engineers build the cars, write complicated math equations and computer codes, interpret research data, run simulations and telemetry tests. Checking spark plugs and tire pressure is just not enough anymore. Each week they "set up" a car for the specific track they will run. They modify for track speed, degree of banking, track condition, anticipated weather conditions, and driver preferences or driving style. During the race, they monitor the car and make changes during pit stops to adjust for changing track conditions. They adjust for down force, springs, intake airflow and yes, tire pressure. Again, much like an NFL team that must adjust to changing game conditions.

No one knows how important engineers can be more than Clint Bowyer. Especially a few weeks ago. He won the September 11 race in New Hampshire. NASCAR inspects every winning racecar immediately following the race. NASCAR has very strict specifications in terms of weight, engine size, and body configuration. Clint Bowyer's car failed post race inspection. The car body was out of spec by 1/60th of an inch. NASCAR levied a hefty fine on his team and deducted points from his bid for the championship which most likely eliminated his chances to win. NASCAR has a no tolerance policy. It points again to the importance of the engineers. By the way, there may an engineering position open on Clint Bowyer's team. Probably the engineer who measured the car before the race.

The average salary for first year engineers on a "Sprint Cup Team" is \$80,000. Top engineers on winning teams can receive \$200,000 to \$250,000 including bonuses. If you have children who love cars and are interested in mechanical engineering, there are opportunities. Of course, they will have to move to North Carolina which is where the major NASCAR teams are located. See you at the next ASHE dinner.

Bob Palumbo
Stokes Advertising

Have an engineering-related article for the *Baseline*?
Send articles to Matt Lunemann at Lunemann@pbworld.com.

Dear SNJ ASHE Members,

How many modern roundabouts have you driven on here in New Jersey? Probably not many. Our home state has been hesitant to embrace the modern roundabout. A main reason for this is the negative public perception of roundabouts as they are often confused with the infamous traffic circle. Other reasons include a lack of state or local design guidelines, limited availability of right-of-way, and simply that in many cases, roundabouts are not even considered as an alternative in intersection design.

As traffic engineers and planners concerned with the safe transport of people, the crash reductions and increased safety benefits of roundabouts alone should compel us to consider roundabouts as a design alternative. Nevertheless, there are other reasons. Roundabouts reduce congestion and pollution and have a longer service life than traffic signals. Since there is no signal equipment to install, power, and maintain, roundabouts are ultimately a greener and more cost-effective solution.

The benefits aside, however, roundabouts are not the best design solution for every intersection. Even in places where they are appropriate, they must be analyzed and designed correctly. My encouragement to you is that roundabouts become one of the alternatives you consider when seeking to design safer infrastructure for motorists and pedestrians.

I leave you with a bit of encouragement—research shows that public acceptance of roundabouts dramatically increases after construction. So, rest assured that the installation of one properly designed roundabout in your jurisdiction will usually win over the worst of skeptics!

Sincerely,
Marlene Petrovsky, Safety Committee Member
mpetrovsky@langan.com

CRASH FACTS

Estimated Crash Reductions ⁽¹⁾:

- Converting a signalized intersection to a roundabout:
 - 48% All crashes
 - 78% Fatal/injury crashes
 - 60% Fatal/injury crashes in urban area



Converting two-way stop controlled intersection to a roundabout:

- 44% All crashes
- 87% Fatal/injury crashes in rural area
- 78% Fatal/injury crashes in urban area (72% for a 2 lane roundabout)

Total Number of Conflict points:

	Typical 4-leg Intersection	Roundabout
Vehicle-vehicle	32	8
Vehicle-pedestrian	16	8



Next Safety Committee Meeting
December 7th,
Time & Location TBA
All are welcome!

DID YOU KNOW (2)

- Fifty-percent of adults age 50 and over report that they cannot cross the main roads close to their home safely
- Statistics show that older adults are more likely to be victims in both motor vehicle and pedestrian fatalities.
- Half of all older driver deaths occur at intersections
- By 2025, one in four drivers will be age 65 or older

The AARP recommends roundabouts as a design solution for making streets safer for older adults because, when compared to conventional intersections, a properly-designed roundabout will result in a safer driving and walking environment for older adults. Let's look at some reasons why roundabouts are safer for older adults when compared with conventional intersections:

Conventional Intersection	Roundabout
High speeds	Low speeds
Little perception-reaction time	Higher perception-reaction time
High energy crashes	Low energy crashes
High severity crashes	Low severity crashes
Complexity	Easier to judge gaps in traffic



SOURCES & HELPFUL LINKS ABOUT ROUNDABOUT SAFETY:

- ⁽¹⁾ Safety Aspects of Roundabouts (Federal Highway Administration Office of Safety): http://safety.fhwa.dot.gov/intersection/roundabouts/presentations/safety_aspects/
- ⁽²⁾ Planning Complete Streets for An Aging American (AARP Public Policy Institute Brief): http://assets.aarp.org/rgcenter/il/inb167_streets.pdf
- Roundabouts in the United States, Report 572 (National Cooperative Highway Research Program): http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_572.pdf

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Meeting sponsorships also available!

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Or visit the [ASHE-SNJ website](#) to register your company.



October Dinner Meeting
Wednesday, October 20, 2010
5:30pm Cocktails; 6:30pm Meeting

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I-295 / I-76 / Route 42 Interchange Project

Presentation by:
Mr. Craig Johnson
&
Mr. Bryan Garbasz

The lack of a direct connection for the I-295 northbound and southbound through movements through the interchange, significant weaving problems, and deficient connecting ramps and high traffic volumes all result in accident rates four times higher than the Statewide average and operational deficiencies (i.e. congestion) within and near the interchange. The operational deficiencies on I-295/I-76/Rt. 42, particularly the queuing of traffic and poor Levels of Service (LOS) that cause excessive delays, impact not only regional traffic and commuters using the highways, but local arterials and neighborhood streets as well. Excessive delays at the interchange result in highway traffic exiting onto surrounding local roads and streets further adding to congestion in the region. The diverted traffic, in turn, increases congestion on local roads, compromises traffic and pedestrian safety, increases noise levels, and lowers air quality in the communities, all of which disproportionately affects the capacity and quality of life within the study area.

The improvements include a six-lane mainline which continues through the interchange, elimination of dangerous merging and traffic movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange. The planned improvements include 12 new or reconstructed bridges, 19 retaining walls totaling approx. 11,900 feet in length, noise walls totaling approx. 13,400 feet in length, 25 new sign structures, and two new DMS signs.

APRIL DINNER MEETING REGISTRATION INFORMATION

DATE: Wednesday, October 20, 2010
LOCATION: CRANBURY INN
21 South Main St.
Cranbury, NJ 08512,
609-655-5595
<http://thecranburyinn.com/index.html>
SCHEDULE: 4:30PM.....BOD Meeting
5:30PM.....Social Hour/Cash Bar
6:30PM.....Dinner followed by Presentation

SPECIAL REGISTRATION INFORMATION:

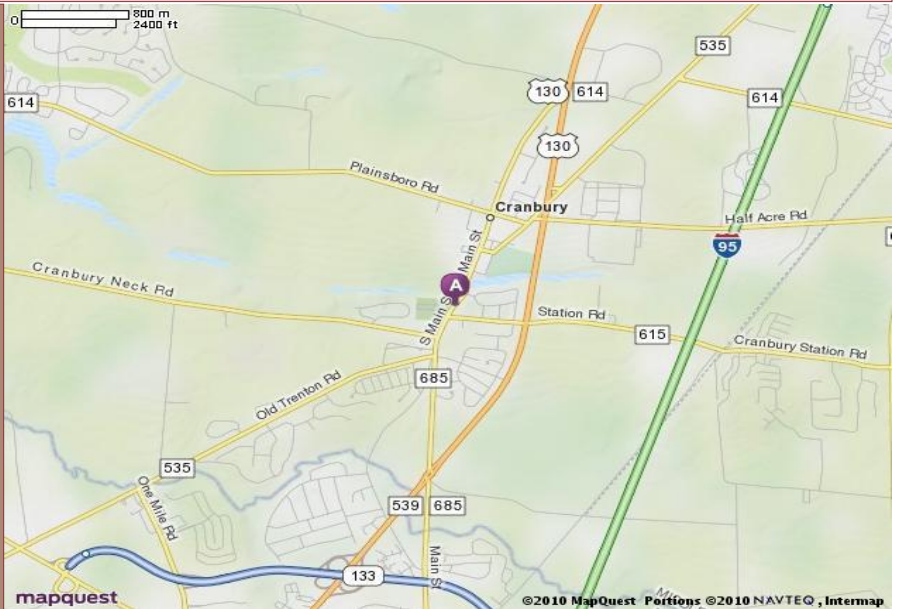
Registration is available via the ASHE-SNJ website at www.ashesnj.org.
If paying by check, please be sure to make your check payable to "ASHE-SNJ"
& bring it to the meeting.

DIRECTIONS TO CRANBURY INN:

FROM NEWARK AND NORTH
Take NJ Turnpike south to Exit 8A. Take Rte 32 West to Rte 130 South, bear right onto N. Main St. Go through the village, cross the lake, and the Inn is the 7th building on the left after the lake.

FROM TRENTON AND SOUTH
Take NJ Turnpike north to Exit 8. Take Rte 33 East to Rte 133 West. Take first exit onto Rte 130 North. At traffic circle, turn left & cross the southbound lanes of Rte 130 to get onto S. Main St. The Inn is one mile ahead on the right.

Additional directions at: <http://thecranburyinn.com/directions.html>



Register at
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\$40 for ASHE members
\$50 for non-members
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Committee is comprised of:

Sam Mody, PE (Chairman)	SNJ Section	smody@hntb.com
Jackie VanderPol (Board Liaison)	Orlando Section	jacklyn.vanderpol@thefulcrumintl.com
Al Algazi, PE (National BOD)	SNJ Section	aalgazi@hardesty-hanover.com
Nicole Reutlinger, PE (new)	Georgia Section	ngreutlinger@pbsj.com
Edward McMahan, III, PE (new)	SNJ Section	emcmahan@jmt.com
Jeffrey Konrad, PE (new possible)	SNJ Section	jkonrad@hntb.com

DENVER, COLORADO

NEW SECTION LOCAL CHAMPION, TBA

I have compiled a list comprised of 46 prospective contacts based in the Denver region. The committee has unable to secure a point of contact who may be interested in being our local Champion in this region. In addition, as a result of limited success with this initiative, I am in the midst of re-assigning this region to someone who is committed for the long haul, in spearheading this campaign.

ALBANY, NEW YORK –

NEW SECTION LOCAL CHAMPION, MICHAEL HURTT, PE

Here is an update to chartering our newest section in Albany, NY next Friday:

- Chartering Date – October 8, 2010
- Section Banner – arrived and has been mailed to the Albany section
- Charter Membership – 78 paid applications as of 9-13-10
- Dues structure - \$60 (for 1st year) which includes one-time initiation fee of \$25
- Treasury – \$1,254.71 as of 10-1-10

- **Meeting Agenda:** 5:00 pm to 6:00 pm: Cocktail reception / sign in
6:00 pm to 7:00 pm: Dinner
7:00 pm to 9:00 pm: Program

Michael Davies, P.E., Keynote Speaker
ASHE National President John Hetrick, PE
Installment of Section Officers
Chartering Ceremony

- Officers – list below is the slate of Officers and Directors upon their Chartering:

Officers:

President:	Michael Hurtt, P.E.
1 st Vice-President:	Thomas Cascino, P.E.
2 nd Vice-President:	Valeriya Remezova, PhD
Secretary:	John Saia, P.E.
Treasurer:	Kevin Hajos, P.E.

Section Directors

Jim Rashford, P.E.
Anoosheh (AJ) Jannesari, P.E.
Arnold Hausler
Eric Williams, P.E.

PORTLAND / SALEM, OREGON

NEW SECTION LOCAL CHAMPION - TBA

Since the introductory meeting held in the Portland region on March 23rd, the committee has faced the following challenges in stimulating continued interest within this region:

- We have been unable to make contact by phone or e-mail with Water Bartel, our local co-champion. It is our understanding that he is still employed by David Evans Associates.
- We have maintained dialogue with Sharon Crowland (PBS&J) our other local co-champion, but her travel schedule has precluded her from extensive activity on this front.

- Oversight of this region will be delegated to one of my new committee members.
- All attendees from March 23rd meeting will be contacted by e-mail to ascertain if they are still committed with this endeavor.

Due to recent financial difficulties created by employment challenges in the State of FL, Bill Warden has decided to step -aside from continuing with his responsibilities on this committee.

ALABAMA

NEW SECTION LOCAL CHAMPION, TBA

The committee has attempted to connect with all the Alabama contacts and we have received a lukewarm response, but nothing concrete. I may turn over this initiative to the Georgia section once we have established a local Champion. Our Alabama contacts have been invited to meetings hosted by the Atlanta, GA section. In addition, the GA Section President and Regional Directors have received an e-mail from this committee in soliciting their support and use of local resources in making this initiative a reality.

OTHER INITIATIVES:

On September 19th, I attempted to re-connect with prospective contacts from the following regions that contacted ASHE through our National website (during 2009-2010) and received an immediate response from the New Sections Committee, but we lost further communications from these representatives.

- Alabama – 5 contacts
- California – 6 contacts
- Colorado – 1 contact
- Massachusetts – 3 contacts
- Nevada – 1 contact
- New Hampshire – 1 contact
- New Mexico – 1 contact
- Oklahoma – 1 contact
- South Carolina – 2 contacts
- Texas – 5 contacts
- Utah – 3 contacts
- Washington State – 3 contacts

Respectfully Submitted,



Samir D. Mody, PE
ASHE, New Section Committee Chairman

ASHE TECHNICAL MEETING NOTICE

Hello ASHE members and other interested parties.

A few weeks ago, we sent out an email introducing all of you to our Technical Seminar hosted by the Delaware Valley Section of ASHE. This year, the seminar will be held on Thursday, October 28, 2010, at the Radisson at Valley Forge in King of Prussia, Pennsylvania. We have attached the Registration Form and Seminar Agenda for this exciting event. The registration fee of only \$75 covers the entire day for each individual and also includes breakfast, snacks and a nice lunch at the hotel. We have some exciting speakers and topics for the day.

Please note that registration is filling up quickly and the deadline for registration is Friday October 15, 2010.

We have again attached the Registration Form and Seminar Agenda for this exciting event. Also please note that registered Professional Engineers in Pennsylvania will receive PDH credit for attending this seminar. We hope to see you there.

[Click here to view the schedule.](#)

[Click here to download the Registration Form.](#)

To register, email the registration form to Laraine Kelman at laraine.kelman@mcmtrans.com followed by your check payable to "ASHE Delaware Valley" mailed to:
Laraine Kelman
McMahon Associates, Inc.
425 Commerce Drive, Suite 200
Fort Washington, PA 19034

The Seminar Committee thanks you for continuing interest in ASHE events.

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We are continuing Meeting Sponsorships for our monthly dinner meetings. As a sponsor of a particular dinner meeting, you will receive the following benefits:

- *Ten minute presentation to all attendees – promote your firm or your product*
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We expect to have a number of owners and industry leaders present their programs in 2010-2011.

To reserve your space as a Meeting Sponsor, please [click here](#) and complete the form provided on the ASHE-SNJ website. Please contact Richard Grubb at rgrubb@richardgrubb.com with any questions regarding the Meeting Sponsorships.

Golf Sponsorship Information

We will continue our annual golf outing program which fully funds SNJ ASHE's scholarship program. Each year, our section awards multiple scholarships to support students from southern New Jersey that are pursuing civil engineering degrees. Sponsorship information for this event will be distributed with registration information in the Spring.