

The Wall JournalTM

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Nov/Dec1997

THE INTERNATIONAL JOURNAL OF TRANSPORTATION-RELATED ENVIRONMENTAL ISSUES

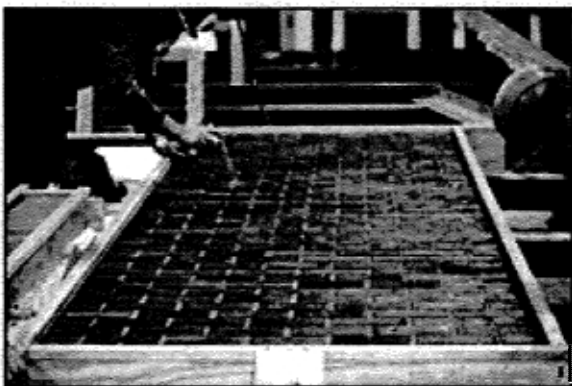
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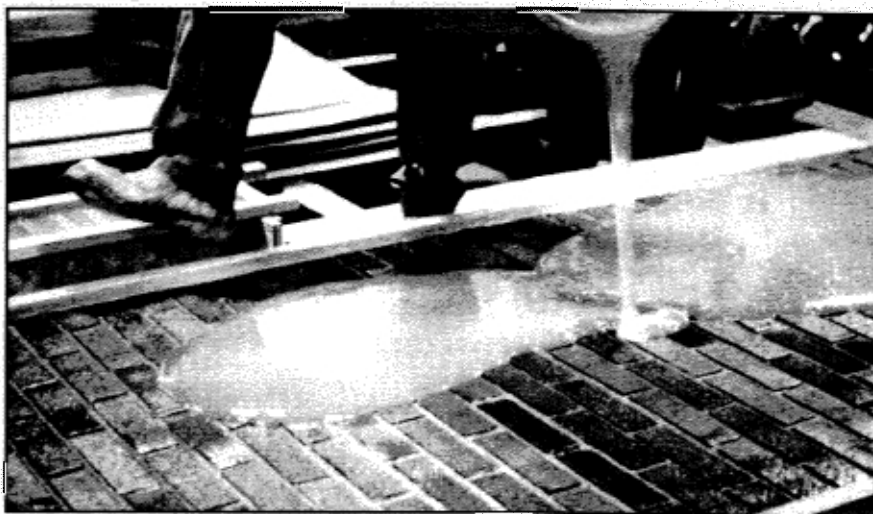
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The Wall Journal

The International Journal of Transportation-Related Environmental Issues

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Editor
El Angove

Director of Publications
John G. Piper

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Subscription and advertising information are shown on page 23.

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EDITOR'S CORNER by El Angove



WHOA!! Back the train up!

We just passed through Sore Spot, Ohio, from where we received recently a Letter to the Editor which did not bring joy to the establishment — far from it. Let me share the letter with you for your comments:

*Ohio Department of Transportation
Columbus, Ohio
November 22, 1977*

Dear Sir:

I recently read your Issue No. 31, Sep/Oct 1997 and I must commend you on hitting a new low on page 23 in Win's Snapshots. Why don't you try some sensitivity training!

I am a 49 year old male engineer, ex Vietnam marine, redneck, and I can't get as low as you did about the three wives. Being personally married to a physician and accompanying her on conferences I also spend time with "the wives". You know they really are intelligent, can read and everything! Some of them even have jobs and work!

At a minimum I believe you should print a retraction with an apology and while you are doing it you might think about the women in transportation who specify and work with noise barriers. I am sure your advertisers must appreciate being associated with this.

I know the famous answer, it's just a joke. Isn't that what Jimmy the Greek said as he was being fired.

*Lloyd M. Welker, Asst. Administrator
Office of Structural Engineering:*

Now, I haven't been called an insensitive so-and-so since I got out of the Army, and that's about 50 years ago, so I may have to spread a lot of paint around to be able to convince you, Lloyd, that I do not reside on the lowest rung of the evolution ladder.

First, I don't know how age fits here; you are 49 and I'm 72. I retired on February 1, 1992; my wife died of brain cancer on February 2, 1992. She had been a national sales executive for Dr. Scholl's foot care products, setting up marketing plans involving Walgreen's, department stores and military installations across the country.

I had announced my retirement date

to my company the previous November, expecting to be caring for an invalid wife for years to come, but the cancer was too strong and quick.

My good friends in the A1F04 Committee (I had been attending their meetings since 1978) called frequently to encourage me to find something useful to do with the rest of my life.

I had talked to Bob Armstrong (FHWA), Soren Pedersen (Ontario MOT) and Bill Bowlby (Bowlby Associates) about publishing a journal on noise barriers when I was still employed. Now, Soren got on my case big time. Bob Armstrong wanted to know when The Wall Journal was going to publish. Bill Bowlby said he would help with setting up the database. Harvey Knauer (PennDOT (then)) told me to get off my fanny and get to work. You don't say no to Harvey.

Well, I got up and went to work on entering the publishing business. We were able to get out the first issue in time for the A1F04 Summer Meeting in Colorado Springs on July 12-15, 1992. As they say, the rest is history.

For your information Lloyd, The Journal is mailed free to federal, state and local government officials involved in transportation-related environmental noise issues. Also, universities, libraries and government associations receive free issues. The private sector (vendors, contractors, equipment suppliers, etc.) must subscribe; one year (6 issues) costs \$20.00.

I personally have not taken one dime in salary or expenses. This enterprise was never designed to make money; it was designed to disseminate information and technology to a select group of engineers. I have almost \$30,000.00 invested in The Journal, which I shall probably never recover. When I look at The Journal, I am looking at my retirement boat.

Now, on to the second remark. I had two semesters of electrical engineering under my belt at the University of Missouri when I turned 18, and Uncle Sam took me into the Army. I came back to

(continued on page 16)

PRESS RELEASE

Larson•Davis Inc.

Contact: Deanna Collins
Larson•Davis, Inc.
Ph. 802 375-0177
Fax 801 375-0182

For Immediate Release

Larson•Davis Incorporated Appoints a New CEO and President

Provo, UT, November 17, 1997 - Larson•Davis is pleased to announce the appointment of Andrew Bebbington as its new CEO and President. Andrew will also be a member of the company's Board of Directors. This is part of a major reorganization that went into effect on Friday, November 14th which included the resignation of former CEO and President, Brian Larson, and Vice Presidents, Larry Davis and Dan Johnson.

Mr. Larson and Mr. Johnson will remain active in the company as consultants to Larson•Davis. Mr. Davis has rejoined Larson•Davis as the company's Chief Technologist. He will continue to be involved in new product development for both the Acoustics and Sensar divisions.

Mr. Bebbington brings the experience and leadership skills required to take the company forward. He was most recently the president of Neslab Instruments, a subsidiary of Thermo Electron Corporation. In 1987, he co-founded Life Sciences International PLC which was acquired by Thermo Electron earlier this year. Prior to that, he held various positions with KPMG Peat Marwick during his 6 years with the firm. He brings a successful track record of increased revenue and return in technology oriented ventures.

Foremost on Bebbington's agenda will be to refocus Larson•Davis onto a growth profile centered around new technologies currently under development.

Larson•Davis Laboratories, Inc.

1681 West 820 North
Provo, UT 84601
801.375.0177, -0182 fax

13 November, 1997

For immediate release

New Color Brochure describing the latest Environmental Noise Prediction Program for Stationary and Moving Sources

Provo, UT... Larson•Davis Laboratories announces the availability of a new six-page color brochure describing RTA Technologies' Environmental Noise Modeling (ENM) software, version 3.06. ENM is the popular and reasonably priced Windows™ 3.1 and Windows95 software used to predict noise levels at a distance from sources. The noise level attenuation is calculated for the effects of distance, barriers, ground effects, wind, and temperature gradients.

ENM, first sold as a DOS based program in 1986, has provided hundreds of users a fast and user friendly program with unsurpassed customer support. The algorithms used in the software are based on the best research available today, and have been verified by field tests and are backed with technical expertise.

The four modules of ENM: SOURCE helps characterize the sound producer, SECTION, describes the two dimension elevation and height of the ground from the source to the receiver. MAP permits 3D topography to be defined using ground contours. The ENM SCENARIO Module does the work of calculating sound contours. All modules can be open at once to assure fast and understandable data entry and immediate visualization of results. Traffic noise can be modeled from information available from the FHWA traffic noise model.

For further information call or write: Richard J. Peppin,
Larson•Davis, Inc., 5012 Macon Rd, Rockville, MD 20852,
Tel: 301 770 3863 Fax: 301 770 3979
E-mail: PeppinR@asme.org-

PRESS RELEASE

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Miami

PRESS RELEASE

Contact: Marty Duffy, USG Corporate Communications, 312 606-4523

Exclusive to The Wall Journal

NEW YORK STATE DEPARTMENT OF TRANSPORTATION IS FIRST TO INSTALL U.S. GYPSUM'S ULTRASCREE SIGHT AND SOUND SCREEN SYSTEM

An innovative highway wall system was recently installed by the New York State Department of Transportation on a bridge in Corning, N.Y. The 250-foot-long, 17-foot-high noise barrier is the first field application of United States Gypsum Company's new, lightweight ULTRASCREE Sight and Sound Screen System.

"The wall looks great," says Paul McAnany, NYSDOT Regional Design Engineer. "When I drive by it, I feel good about it."

The U.S. Gypsum ULTRASCREE System is new to the market and has been reviewed and approved by members of the Highway Innovative Technology Evaluation Center (HITEC). It's a factory-produced post-and-panel highway wall system. It weighs less than other sound wall systems because it consists of a polystyrene core sandwiched by two DUROCK Exterior Cement Board panels. The panels are reinforced by galvanized steel strips.

"There's a good reason why we chose the U.S. Gypsum product," says Ken Avery, Senior Engineer at Bergmann Associates, Rochester, N.Y. "The U.S. Gypsum panels were one of the few commercially available products capable of meeting the stringent 10-pounds-per-square-foot design weight requirement." The standard 4'x 12' ULTRASCREE panel weighs less than 450 lbs.

The installation by NYSDOT was on the Post Creek bridge along State Route 17, the Southern Tier Expressway that runs east-west through Corning. Each end of the U.S. Gypsum noise barrier connects to a precast concrete post-and-panel noise wall that runs along the shoulder break on this stretch of four-lane highway.

U.S. Gypsum manufactured the panels to match closely the existing precast concrete noise wall's raised aggregate surface.

"Matching the bridge panels with the existing concrete walls wasn't easy, but we came really close," says project superintendent Les Campbell of A.L. Blades & Sons Inc., a highway and bridge contractor based in Hornell, N.Y. "People on the highway will never notice a difference."

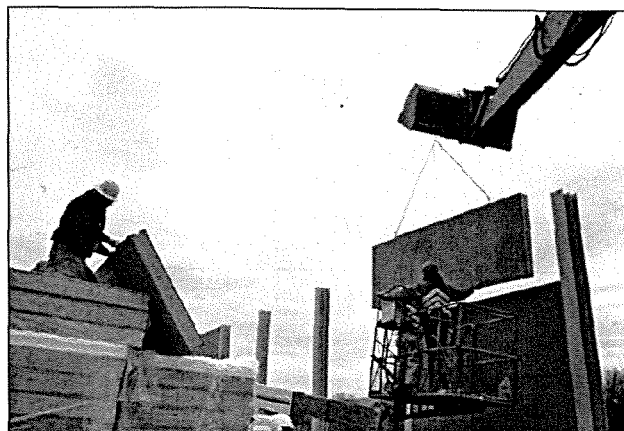
The first phase of construction involved reinforcement of the bridge with additional crossframes. Campbell says new connecting plates were added to the fascia beam, and flanged steel-beam posts were installed. Tolerance from vertical for the posts was a 1/2 inch for each 10 feet.

Next, ULTRASCREE panels were hoisted by a rubber-tired hoe and dropped loosely into the H-beam posts. The panels, which feature a tongue-and-groove edge configuration to lock stacked panels together, were pressed tightly against the front flanges with connection angles. A silicone sealant was spread along both sides of all joints.

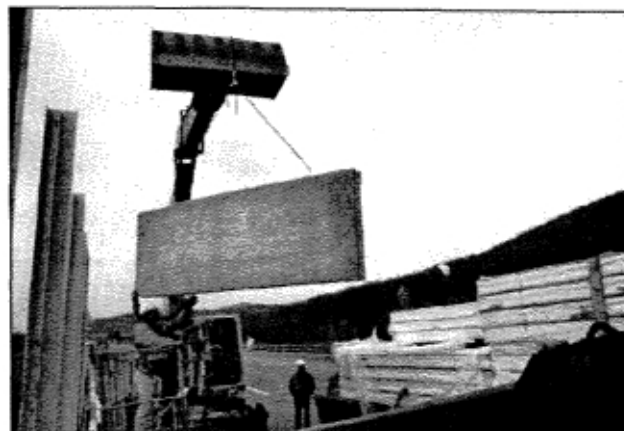
The Corning project used 85 ULTRASCREE panels – five panels per bay. The bottom 12-inch-wide panels were capped with cement board. Then, four 4-foot-wide panels were dropped in place. Finally, the top panels in each bay were finished with an aluminum top cap. "It took us only two days to install the panels," Campbell says. "The wall went up better than expected."

NYSDOT officials feel that the U.S. Gypsum ULTRASCREE System in Corning will perform well.

For more information on the Sight and Sound Screen System, contact United States Gypsum Company, P.O. Box 806278, Chicago, IL 60680-4124 or call 1-800-USG-4YOU or 818 265-2242.



Lightweight and easy to install, United States Gypsum Company's ULTRASCREE panels slide in place on a bridge in Corning, NY.



The innovative U.S. Gypsum system features lightweight panels consisting of a polystyrene core sandwiched by cement board.



Flanged steel posts were installed with only minor reinforcement to the bridge.

The Noise Abatement Customer — A Psychological Understanding

by Eugene J. Miller, M.A., R.L.A.

About 30 years ago, the medical doctor and psychiatrist, Elisabeth Kubler-Ross, wrote a best-selling book entitled *On Death and Dying*, which is still considered a classic. Her premise that a dying person passes through five stages of grief when informed of a terminal illness popularized the field of thanatology. She observed that these stages progress through denial, anger, bargaining, depression, and, finally, acceptance.

This model is often used by those working in bereavement situations, although not everyone subscribes to the simplicity of the stages. In addition, this model has been widely adopted by other professionals and applied to various situations where someone suffers or perceives a profound loss or change in his or her life. It has been argued that people who move, get divorced, switch jobs, or in other ways change their customary life style, either knowingly or unknowingly pass through these various stages.

This article attempts to show a correlation between the "stages of grief" articulated by Dr. Kubler-Ross for a dying person and residents who are impacted by highway noise. The purpose is to provide those who deal with the public on noise abatement issues a greater awareness of the possible emotions of the individuals they may encounter as they interact with them. Admittedly, I have omitted proper scientific verification in this comparison because I am not an expert, although I have studied this phenomenon. My only intent is simply to offer some "food for thought" among those in the noise abatement field who are engaged in public relations with those who experience high traffic noise levels. Perhaps subscribing to the theory that people do pass through the "stages of grief" when facing these real or perceived losses would enable those who deal with the public on these issues a better understanding of the dynamics involved and, thus, more insight and compassion towards their customers.

The loss, or rather losses, that people suffer due to noise impacts are undeniable. Some may be real, some may be perceived. It is probable that most people suffer more than one loss in any given situation. For many, the loss of real estate value seems paramount. This monetary diminishment is generally more evident when the property owners are trying to sell their homes.

There are those who have readily admitted difficulty finding a buyer due to highway noise impacts, and these owners are often visibly agitated.

Another significant loss that people experience is the forfeiture of their property, especially backyards, for recreational or leisure purposes. 'It is impossible to even carry on a conversation in my backyard,' is the lament of many homeowners. Those who might have invested heavily in decks, patios and swimming pools feel penalized even further. Some parents, especially, become highly emotional when they cannot provide a safe and pleasant environment for their active children.

There are many other losses people suffer due to traffic noise impacts, including sleep deprivation and "the inability to hear (their) television sets." A greater loss, however, is the diminishment of their "quality of life" which many consider an inalienable right. Perhaps there are even deeper psychological impacts such as the erosion of control over one's destiny. I am far from qualified to argue this phenomenon, but consciously or subconsciously, it may be present in every individual affected by intrusive traffic noise. Of course, it is difficult to accurately measure the impact noise has on people since noise is such a subjective entity. However, if we look at situations where citizens appear to be emotionally distraught due to the effects of traffic noise, we know it is a reality that should and must be addressed with the greatest concern and empathy.

When we examine the various stages involved in loss and reflect on the experiences we have had in dealing with the public sector about noise abatement issues, in many cases, we can certainly see a definite correlation. According to Dr. Kubler Ross, the first stage of loss is denial. This is often observed in situations where those living in the same house might differ on the perceived impact of noise at their residence. 'It doesn't bother me a bit,' the husband proclaims, while the wife insists she can't "think straight" due to the incessant cacophony.

A much deeper level of denial, however, is the disavowal of any responsibility in choosing to buy the house at the impacted location in the first place. This seems to be universally true where people purchased

homes adjacent to a highway, often at a reduced price, with the expectation that "we'll get used to the noise." Residents often attempt to shift the blame to the real estate agent who promised, "Of course the highway department will be constructing noise barriers here in the not too distant future." When this approach doesn't work, the next tactic might be to blame the government for "allowing trucks and other loud vehicles to travel the highways." We have had suggestions that trucks be restricted on the Interstates to daylight hours during weekdays only. When people are in this mind-set, it is very difficult for them to come to the realization that they bear any responsibility for their plight. Until they move beyond this stage, they may continue to conjure up excuses similar to the child who protests, 'It's not my fault.'

Dr. Kubler-Ross identified anger as the second stage of loss. Many times this becomes manifest when we first hear from our customers and often it is not very pleasant conversation. I remember vividly a call from a woman one day whose very first words were, "I am your worst nightmare from hell." Excessive anger renders an individual irrational. Studies of brain functions indicate the rational thought process shuts down as a person's anger increases, and the part of the brain that regulates fear becomes dominant. The theory is that this "flight or fight" component is a remnant of the evolutionary process and can be traced to prehistoric reptilian ancestry. The term 'lizard brain' has been "affectionately" used to describe someone who has reached the point of illogical anger.

Needless to say, the only strategy to use when confronted by a person in this emotional state is to listen. It is impossible to rationalize or argue the merits of your position, however legitimate, since your "adversary" is literally unable to comprehend what you are saying. Given time, the extreme emotional state of the individual subsides and rationality returns. I have listened to the tirades of angry citizens for as long as 15 minutes before attempting to respond to their concerns.

The third stage of loss is bargaining. For someone approaching death, this takes the form of "dealing with God." 'If you let me live until my daughter's wedding,' a terminal cancer victim might bargain, "I won't

complain as much about my pain." Residents impacted by traffic noise bargain somewhat differently. They often attempt to intimidate by threatening lawsuits or promising to go to their elected officials where "those government employees who refuse (their) requests will suffer dire consequences." Oftentimes citizens claim a "right" to have noise abatement measures provided since they pay property and other taxes. This frequency of this argument seems to occur in direct proportion to the value of the property -- the higher the property value, the more this argument is used. As a final point, the threat of physical harm towards those involved in the noise abatement process here in Maryland has not been evident.

There are still other forms of bargaining that residents employ in trying to obtain relief from traffic noise situations. Some are willing to accept a buffer of landscape plantings, although it is clearly pointed out this will not provide meaningful noise reduction and will take many years to provide even psychological relief (out of sight, out of mind). Others are willing to contribute monetarily if they are denied government-funded noise abatement measures because the cost of a project exceeds the limit set by the highway department. Then there are those who live where the terrain would limit the effectiveness of a noise wall. Our experience shows that these residents are usually willing to donate sufficient property to make a noise barrier feasible.

The fourth stage of loss is depression. This is often hard to observe because residents may have "dropped out of sight," abandoning their efforts to obtain relief when receiving final notification that they are ineligible for noise abatement measures. Contact with residents at this time must be handled with great sensitivity due to their fragile state. I clearly remember meeting with an elderly widow whose home was situated high on a bluff overlooking the convergence of two Interstate routes. The expansion of these roadways denuded the significant woodland that had buffered her home. In addition, her late husband had deeded the rights to their backyard to the local utility company which was in the process of installing a 60 inch water main that would totally expose the home to the highway. Due to the isolated location of the home and its position relative to the highway, a noise barrier was neither cost-effective nor feasible. I spent a morning just listening so that she could voice -- and hopefully lessen -- her anguish

The fifth and final stage of loss is acceptance. Like depression, acceptance is hard to quantify. Once people are resigned to the fact they do not qualify for noise abatement, they generally cease to make contact again with either the highway department or former advocates, including elected officials. If conditions change, however, such as when the road is later widened or improved, the process may start all over again. This is also true if a change in government policy modifies the criteria for noise abatement eligibility. And in other cases, the cycle revives when residents observe a noise wall being erected in a location that appears similar to their community and question, "why them and not us?"

The evidence of experience indicates that the "stages of grief" can help us understand those who suffer losses in their lives due to the impact of highway traffic noise. As representatives of the noise abatement industry, whether government employees, private consultants, contractors, suppliers or others concerned with this facet of transportation, we should be aware and sensitive to the emotional needs of the people with whom we come in contact.

If you have experiences which support (or contradict) this hypothesis, please let me know. We have moved forward in our engineering and scientific skills to a point of pride and achievement. Perhaps, it is time to consider the human side of the equation by reflecting and addressing the emotional needs of those customers with whom we come in contact and are pledged to serve. ■

Gene is a registered landscape architect and currently serves as acting Deputy Director of the Office of Environmental Design, Maryland State Highway Administration (SHA). He has a master's degree in Theology and has extensively examined the bereavement process. He has also studied the emotional impacts, including real or perceived losses, felt by church congregations due to church interior renovations or new construction. In mid-career at SHA, Gene worked for almost a decade in the noise abatement arena with an emphasis in public relations. Phone: 410-545-8484; Fax: 410-209-5003; E-mail: gmiller~sha.state.md.us

Gene would like to thank Claire DeBakey, Special Assistant to the Maryland State Highway Administrator, for her kind assistance in reviewing the manuscript and providing editorial suggestions.

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TRB COMMITTEE A1F04 ON TRANSPORTATION RELATED NOISE AND VIBRATION

Gregg G. Fleming, Chairman



The 77th Annual Meeting of the Transportation Research Board will take place January 11 - 15 in Washington D.C. Thousands of people will attend the hundreds of sessions covering a host of transportation subjects. On the Environmental Topics in Transportation **alone**, there are two workshops and 51 sessions with almost 200 paper presentations!

As you might expect, our A1F04 Committee is included in that group. Listed below are the three sessions devoted to A1F04 business, and the topics and paper authors. In addition, the three subcommittees (Aircraft, Highway, Rail) will hold their separate annual meetings for discussion and planning.

We hope to publish abstracts of the papers below in the next issue of The Wall Journal.

231 Tuesday, 1:30 p.m.-3:15 p.m., HILTON

TRANSPORTATION-RELATED NOISE ISSUES, PART 1

Kenneth D. Polcak, Maryland State Highway Administration, presiding

Aircraft Community Noise Impact Model

Eric Stusnick and Richard L. Thompson, Wyle Laboratories, Inc.; Terence R. Thompson, Bryan A. Evans, and John Di Evans, and John Di Felici, Metron, Inc.

Measurements of Road Traffic Noise and Perceptions of Residents in Kuwait

Parviz A. Koushki, Omas Al-Saleh, and Salch Yaseen Ali, Kuwait University

Cost Analysis of Proprietary Noise Walls

Lloyd J. French, III, David R. Martinelli, Wei Lin, and Joseph Starkey, West Virginia University

Comparative Field Measurements of Tire Pavement Noise of Selected Texas Pavements

B.J. Landsberger, Michael T. McNerney, Tracy Turen, and Albert Pandelides, University of Texas, Austin

SLIT: An Improved Noise-Prediction Model for Parallel Noise Barrier

Seishi Meiarashi, Public Works Research Institute; Howard Jongedyk, Robert Armstrong, and Steve Ronning, FHWA; Masaki Hasebe, Hokkaido University

260 Tuesday, 3:45 p.m.-5:30 p.m., HILTON

TRANSPORTATION-RELATED NOISE ISSUES, PART 2

Jay Waldschmidt, Wisconsin Department of Transportation, presiding

Investigation of the Relationship Between the Traffic Condition and the Worst-Case Noise Hour on the Freeway

Chen

Tire-Pavement Noise: An Investigation of its Importance in Mitigating Highway Noise Impacts

Philip J. Grealy, John Collins Engineers, P.C.; William R. McShane, Polytechnic University

Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations

Roger L. Wayson and John MacDonald, University of Central Florida; Win Lindeman, Florida Department of Transportation

Sound Barrier Applications of Recycled Plastics

Mohamad A. Saadeghvaziri and Keith MacBain, New Jersey Institute of Technology

290 Tuesday, 7:30 p.m.-9:00 p.m., HILTON

TRANSPORTATION-RELATED NOISE ISSUES, PART 3

Cynthia S.Y. Lee, U.S. Department of Transportation, presiding

State of the Art on the Prevision and Control of the Road Traffic Noise in France

Michel C. Berengier and Fabienne Anfosso-Ledee, Laboratoire Central des Ponts et Chaussées, France

A Case Study in Public Perception of Noise Barrier Effectiveness

Kenneth D. Polcak, Maryland State Hwy Admin; Andrew B. Smith, McCormick, Taylor & Associates, Inc.

Traffic Noise Barrier Overlap Gap Model

Lloyd Herman, Ohio University

Texturing of Cement Concrete Pavements to Reduce Traffic Noise Emission

Ulf S. Sandberg, Swedish National Road and Transport Research Institute;

Jerzy Ejmont, Technical University of Gdansk, Poland

NDADS: A System Employing User-Enhanced Automation Procedures with Radar Tracking Data for Noise Prediction Models

Juliet A. Page, Wyle Laboratories

For your information, the remaining 48 sessions dealing with environmental topics in transportation are headlined below. For further information on the Transportation Research Board Annual Meeting or other environmental activities, contact Jon Williams at 202 334-2938 or Mary DeMinter at 202 334-3205.

ROUTING OF HAZMAT SHIPMENTS AND INCIDENT RESPONSE SYSTEMS
PLANNING FOR THE FUTURE OF TRANSPORTATION DEMAND MANAGEMENT
ENVIRONMENTAL CONSEQUENCES OF A REDUCED FEDERAL ROLE IN SURFACE TRANSPORTATION
DETERMINANTS OF ENERGY USE AND GREENHOUSE GAS EMISSIONS
GEOGRAPHIC INFORMATION SYSTEMS AND MODELS APPLIED TO ARCHAEOLOGY AND HISTORIC PRESERVATION
IN TRANSPORTATION
MARKET-BASED TRIP REDUCTION EFFORTS
USING COST-EFFECTIVENESS TO EVALUATE ENVIRONMENTAL INVESTMENT
BEHAVIORAL AND ECONOMIC ISSUES IN TRANSPORTATION ENERGY
GLOBAL CLIMATE CHANGE, PART 1: TECHNOLOGICAL POTENTIAL FOR U.S. TRANSPORTATION CARBON
EMISSIONS REDUCTION, THE FIVE-LAB STUDY
TRANSPORTATION AND SOCIAL TRANSFORMATION: LEARNING FROM HISTORY
GLOBAL CLIMATE CHANGE, PART 2: THE KYOTO SUMMIT, A POLICY ROUNDTABLE
ASSESSMENT, CHARACTERIZATION AND REMEDIATION OF CONTAMINATED TRANSPORTATION FACILITIES
AIRPORT OPPORTUNITIES: ENVIRONMENTAL PROGRAM MANAGEMENT
INNOVATIVE HISTORIC PRESERVATION: MITIGATION TECHNIQUES
USE AND EFFECT OF REUTILIZED MATERIALS IN BITUMINOUS PAVING MIXTURES
MODELING OF HAZARDOUS MATERIALS PACKAGES IN ACCIDENTS
ENVIRONMENTAL ISSUES IN INLAND WATERWAY OPERATIONS
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ISSUES IN INTRODUCING ALTERNATIVE FUEL VEHICLES
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HOW TO AVOID THE OCTOBER SURPRISE: INTERAGENCY COORDINATION WITH FEDERAL AGENCIES DURING NEPA
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WATERSHED MANAGEMENT AND WETLANDS MITIGATION
ADVANCES IN MODAL EMISSIONS MODELING TECHNIQUES FOR MOTOR VEHICLES (POSTER SESSION)
ALTERNATIVE BUS PROPULSION TECHNOLOGIES
MICROSCALE MODELING ISSUES IN AIR QUALITY IMPACT ASSESSMENT
ENVIRONMENTAL JUSTICE: EXECUTIVE ORDER 12898 AND RELATED CASE STUDIES

The Noise Barrier Construction Forecast

An updated look at potential noise barrier projects in the making. This list was provided to us by LEAP Associates International of Florida, consultants to the precast concrete industry for projects in the transportation construction field.

For further information, contact Cindy Thomas, LEAP Associates International, 11602 N 51st St, Suite 100, Temple Terrace, FL 33617, Tel. 813 988-6870.

State	Location	Status	Let Date	H x W	Materials Specified	Project Contact
CA	(D4) Contra Costa Cty. in & near Walnut Creek & Pleasant Hill from Geary Rd. over crossing to .2 mile South of Monument Blvd. undercrossing	Proposed	7/1/97	4 retaining walls, wall No specs.	Usually Concrete Block, But Precast Is On Approved Materials List	Not Specified
CA	(D7) Los Angeles Cty. in Los Angeles & Torrance from Normandie Ave. overhead to .3 km South of Crenshaw Blvd. undercrossing	Proposed	7/1/97	Soundwalls	Not Specified	Not Specified
CA	D12 - San Clemente - Interstate 5	Design	May '98		Concrete Block	Frank Lin, CALTRANS D-12, 2501 Pullman St. Santa Ana, CA 92705 P (714) 724-2126 F(714) 724 2591
CA	D12 - City of Seal Beach	Design	N/A		Concrete Block or Precast	See Above
CA	D12 City of Garden Grove Ste Rd 22	Early 99 Design			Concrete Block or Precast	See Above
CA	D12 City of Dana Point	Design after 99				
CT	#14-1481-95 Branford	Design	3/99		Not specified/low bid	Carmine Trotta, Environ. Planning, PO Box 317546, Newington, CT 061 31 -7546 P (860) 594-2939 See Above
CT	#102-220 Rtes 7/15 Norwalk	Environ	est. 1999			
CT					Usually Wood. Some Concrete, One masonry	Brad Smith Design P (860-594-3272 F(860) 594 3218
FL	Suncoast Pkwy/Hillsborough Cty	Design	FY 97/98	3 sections, 8' x 4400', 9' x 2900', 10' x 800'	Precast & CIP. 2 on top of bridge & Traffic Barrier	Kevin Hoefflich, PE Proj Mgr, Tpk. District, 1211 Governor's Sq. Blvd. Ste 400, Tallahassee, FL 32301 P(904) 877-7275 Irwin Prescott WPI 7144457
FL	D7 -SW End @ off ramp to southbound Orange St., NE End - 100 ft SW of Lamar Ave. 1-275/1-4 interchange	Design	7/31/01	2 secs, 8' x 450' & 18' x 550'	Concrete/Aluminum	
FL	SW end 150 ft nw of Orange St. East end at 10th St.			2 sections 8' x 1110' & 18' x 2550'		
FL	W end 60 ft of Nebraska Ave. E end 60 ft east of 14th St.			2 sections 8' x 750' & 18' x 1540'		
FL	N end 390 ft S of Floribaska Ave. E end 60 ft E of 13th St.			2 sections 8' x 190' & 18' x 3600'		
FL	N end 520 ft S of Floribaska Ave. S end 60 ft of Frances Ave.			2 sections 8' x 200' & 14' x 1,370 ft.		
FL	N end at Amelia Ave. S end 60 ft of Frances Ave.			1 section 16' x 400'		
FL	N end 200 ft NE of Frances Avel SW end 450 ft SW of Henderson St.			2 sections 8' x 660' & 16' x 1,990 ft		
FL	D4 - 25 segment project along I-95 from Delray Beach north. Currently bidding section in Palm Beach City	Letting	Early Summer '97 & as funding allows	10 - 20 ft sections 1/4 -1/2 mile high with 20 ft between posts	Post & panel with precast panels & precast post rebar backfilled w/concrete post-tensioned to ground with fractured finish on roadside, smooth residential side.	Current project to let Tim Sears Stone/ Webster (Consult) (561) 276-1411. Next Series (561)-276-3277 Construction Of fice. Project info for future projects. MannyThenn (954) 777-4135.

State	Location	Status	Let Date	H x W	Materials Specified	Project Contact
FL	D6 - SW 137th Ave. from SW 336 St to Tpk.	Design	FY 1998-99	9' x 2,700'	Concrete	Christine Pritchard, 1000 NW 111th Ave. Miami, FL33172 P(305)470-5183 Laura Letson
FL	SR901Tamiami Trail - SW 32nd Ave - SW 1 27th Ave.	Design	N/A	N/A	Concrete?	Laura Letson
FL	SR 826/Palmetto Xway, SW 32nd Ave - SW 1 6th Ave.	Design	N/A	N/A	Concrete?	Laura Letson
FL	SR 826/Palmetto Xway, SW 16th Ave. - SW 2nd Ave.	Design	N/A	N/A	Concrete?	Laura Letson
FL	1-95 Barrier program. 38 Noisewalls from SR 112 N to Dade/ Broward Line, Approx 10 miles	Going to Design Dec 1997	FY 1999-2000			Laura Letson
FL	SR 934/Hialeah Xway	Environ	FY 2000-2001			Laura Letson
FL	SR 836/1-395 NW 17th Ave. to Mac Arthur Causeway	Environ.	On Hold			Laura Letson
FL	Tallahassee Rd.	End of	Within Yr Design			Laura Letson
FL	D7 -1-4 W of 34th St. to E of 50th St.	Design	7/02/01	Check Fax records	Concrete	Irwin Prescott WPI 7143132
FL	SR 381(?) - 69th St to SR 584	Design	98/99	6' x 1100'	Concrete/Brick	Margaret SmitUh WPI 7116917
FL	1-4 56th St to SR 39	Environ.	2003		4 precast walls	
GA	Bobby Jones Xway	Bid	7/97	33' x 1500'	Interlocking metal panels	Tom Hodges Road Design, #2 Capitol Sq., AUanta, GA 30334 (404) 656-5386
GA	1-95 Chathan Cty	Bid	11/97	20'x2200'	Interlocking Metal Panels	Ray Vender P (404) 656-5386
GA	1-285 & Riverside Dr.	Design	N/A	30' x 1450'	Interlocking Metal panels	Babs Abubakari P(404) 656-5442
GA	SR 124 Widening in DeKalb & Gwinnett Clys	Design	7/99	5.68 m x 194 m	Interlocking Metal Panels	Ray Metts P(404) 656-5386
GA	SR 124 Widening in Gwinnett Cty	Design	7/99	4.5m x 407 m	Interlocking Metal Panels	Ray Metts
GA	400 CD System from Hammond Dr to Abernathy rd.	Environ.	6/99	N/A	N/A	Glenn Bowman P(404) 656-5440
ID	Lewiston	Design	10/97	4.3 m x 162 m	Hollow Concrete Block	Mike Ebright PO Box 7129, Boise ID 83707-1129 P(208) 334 8546 F (208) 334-8256 Larry Hill
IL	Various	Environ.	N/A			P(815) 284-5350 Ray Mulholland
IL	Bloomington	Design	N/A	? x 800'	?	P (815) 434-8565 F (815) 434-8553
KY	1-75 Kenton Cty	Design	Fall '98	15' x 1100'	Brick	George Z. Hoffman, PO Box 17130, Covington KY 41017-0130 (606) 341-2700
KY	1-6A/US 60 Blankenbaker Rd Jefferson Cty	Design	Spr. '98	14' x 2600'	Brick or Precast	Mr. Sherrill Smith, PO Box 37090, Louisville, KY 40233 P(502) 367-6411 Sherrill Smith
KY	KY1934 Greenbelt Hwy. Jefferson Cty	Design	Summ/Fall	15' x 2885'	Precast or Brick	
KY	KY 1450 Jefferson Blvd Ext., Jefferson Cty	Environ.	2002			Sherrill Smith
KY	Hurstbourne Pkwy Ext. Jefferson Cty	Eviron.	2000			Doyle Hicks, PO Box 347 Flemingsburg, KY 41041 P(606) 845-2551 DoyleHicks
KY	KY11 Bath/MontgomeryCty	Environ.	1999			
LA	Jennings, LA	Design	7/98	Ave. 20' x 2000'	Concrete or MSE	Jenan Nakhleh, PO Box 94245, Baton Rouge, LA 70804 P(504) 379-1061
LA	Baton Rouge, LA	Design	8/98	Ave. 16' x 3 miles	Precast Panels	Suzanne McCain, PO Box 94245, Baton Rouge, LA 70804 P(504) 379-1 356
LA	I-10, New Orleans	Environ.	8/99			Suzanne McCain at address above

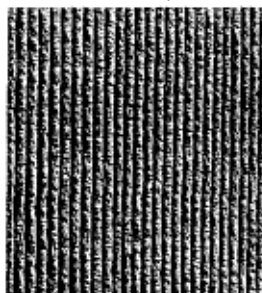
State	Location	Status	Let Date	H x W	Materials Specified	Project Contact
MN	Metro Div - TH 610 Brooklyn Park	Design	2/98	approx. 3100 lf	Concrete Post/Wood Plank	Glenn Ellis P(612) 797-3829 Golden valley, MN
MN	TH10, Blaine MN	Design	2/98	Under Negotiation w/city	Concrete Post/Wood Plank	Val Reinaag P(612) 797-3051 Golden Valley, MN
MN	View & Coon Roads	Design	2/96 -12/98	32,000 l.f.	Concrete Post/Wood Plank	Sue Klein G.V.
MN	TH100 G.V. Robbinsdale	Environ.	1989-2001			Tim Stahl, Metro & Jim Hansen
MO	D-2 - Macon US Rte 36 Linn Co to Bevier MO Job # J2P0479	Environ	2000			John Bales PO Box 8, Macon MO 63552 P(816) 385-8223 See Above
MO	Loc Study Rte 65 Carrollton MO to Marshall Mo Mo River Bridge @ Waverly MO	Environ.	2002			
MO	D-3 - Hannibal MO	Bid	9/97	22' x 400' & 14' x 1700' (4 walls)	MSE Walls	Ed Gourley . PO Box 1067 Hannibal MO 63401 P(573) 248-2485 J.R. Schaeffer J.R. Schaffer Tony Wieschhaus Tim Nittler P(573) 248-2458
MO	Montgomery Co.	Design	1999	15 m x 250 m	Concrete	
MO	Montgomery Co.	Design	1999	3 m x 150 m (2 walls)	Gabion Baskets	
MO	Marion Co.	Design	2001	N/A	N/A	
MO	Ralls/MarionCo,	Environ.	2001			Mark Glessinger P(573) 248-2579
MO	Montgomery Co & Gasconade Co.	Environ.	2007			Gary Windly, PO Box 868, Springfield, MO 65801 P (417)895-7697
MO	Springfield, MO	Bid	10/24/97	2' to 4' x 750'	Reinf. Concrete Steel	Jim Shipley P (816) 889-6462 MoDot - KC Dist. Office
MO	Rte 13, Johnson Co. (Warrenburg)	Bid	10/24/97	4.5 - 22' ht x 579' length & 4 - 24" ht x 535' length	Drilled shafts with panels - concrete	
MO	St Claire Cty., Rte 13 (Osceola)	Design	7/99	1m x 120m	Assumed concrete	Patrick Whitakerm 3901 E. 32nd St., Joplin MO P(417) 629-3374
					approximate	

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MO	BRWD (Rte 71) 25th to KCTR	Design	1/98	10 walls variable	MSE	Jim Van Wormer P(816) 889-6483
MO	BRWD (Rte 71) 315t - 25th and KCTR to 12thSt.	Design	12/98	2 - 3 walls variable	MSE	Same as above
NC	R-2000D wake Co.	Bid	7115197	905m x 9257 sm	Pile Panel	Tom Shearin Roadway Design (919) 250-4076
NC	U-2525A Guilford Co.	Bid	7/15197	2046 s.m.	Pile Panel	
NC	R-2000CB Wake Co.	Design	10/21/97			
NC	1-2201F Guilford Co.	Design	2117198			
NE	IM-680-9(799)	Design	4/98	15.1' Avg x 1400'	Concrete	Terry Gibson, PO Box 94759, Lincoln, NE 68502 P(402) 479-4565
NY	D-4 - Rochester- Stetson St.	Design		10-16' x 3000'	Undetermined	Kevin Miller 1530 Jefferson Rd. Rochester NY 14623 P() 272-4827 F () 272-7547
NY	Rochester- 1-490	Design		10-16' x 18,000'	Undetermined	Kevin Miller
NY	Rochester 1-490	Design		10-16' x 3000'	Undetermined	Kevin Miller
NY	Cunanelaigua (?) Rte 332	Design		10-16' x 400'	Undetermined	Kevin Miller
NY	Too Numerous to List	Environ.				Kevin Miller
NY	R-2 - Town of Mary/ Utica Rome Xway	Design	2000 +/-	10' x 1000'	Unknown	
NY	Town of New Hartford/ Judd Rd Ext.	Environ.	2000 +/-			Margaret Reilly P(315) 793-2264 Office Engineer P(405) 521-2625
OK	1-44/Airport Rd.	Bid	10/97	14' x 2400'	Cast In Place Concrete	
OK	Tulsa US 169	Environ	~99			
OK	Tulsa SH51	Environ.	~99			
OK	Oklahoma City US 77, Broadway Ext.	Environ	~99			
PA	D-3 River Relief Rte, Towanda PA	Environ.	1999	Potentially 1500 lf of retaining wall varying in ht from 5' to 15'		Ron Arner, Dist Bridge Eng., PO Box 218 Montoursville PA 17754 P(717) 368-8686 F (717) 368-4321
PA	Central Susquahanna Transportation Study	Environ.	2003			R. Haase District Liaison Eng.

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 - ✓ *Easily intergrated into current wall / barrier designs.*
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Dormitories	Museums & Libraries
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Hospitals	Power Generation Fac.
Athletic Gyms	Airport Terminals
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Web Site: <http://members.aol.com/wbucher> E-mail: wbucher@aol.com

State	Location	Status	Let Date	H x W	Materials Specified	Project Contact
PA	I-99 Altoona	Bid	7/97	12' x 600'	Earth Berm	Bob Cassarly, 1620 N. Juniata St., Holidaysburg, PA 1 6648 P(814) 696-7251
PA	D-10 Kittanning By-Pass Armstrong Cty.	Environ.	Late 1999			
PA	SR 22 Gas Center Indiana Cty	Environ.	Mid 2002			
PA	Rte 119 S. Indiana Cty	Environ.	Mid 2002			
PA	Turnpike Connector Butler Cty	Environ.	Mid 1998			
TN	Nothing new planned in next 12 mos. Some may be in connection w/road construction in 18 months.					
TN	Big Beltway proj for future, but still wrestling where they're going with it					
TX	Lufkin - US 59/LP287 Lufkin	Design	5/2001			Lufkin Area Eng. 1805 N. Timerland, Lufkin, TX P (409) 633-4931
TX	FM223 Shepherd TX	Environ.	3/2000			
TX	Dallas - SH 78 - Garland	Design	1999-2000	2.4 m x 1042 m	Concrete Block	Kim Limburg, PO Box 3067, Dallas, TX 75221-3067 Moosa Saghian at above Gordon Moodie Kim Limberg Dannenbaum Eng. Ft. Worth is Advanced Planning consultant Ben Gilvan PE 11401 US 50 N Victoria TX 77005 P(512) 578-0251
TX	US 75 - Dallas	Design	N/A	4.3 m x 350 m	Concrete	
TX	FM 1382 - Grand Prairie	Design	1999-2000	3.0 m x 1535 m	Concrete Block	
TX	FM 1382 - Desoto	Design	2000+	N/A	N/A	
TX	Paris - SH275 Hunt Co.	Environ.				
TX	Yokum - LP463 Victoria	Design	1/2000	28 to 66 m x 687 m	Reinf. Earth retaining wall	Mike Foor PO Box 889, Alice TX 78332 P(512) 664-4801 Bob Leahey PO 9907, Corpus Christie TX P(51 2) 808-2344
TX	Corpus Christie - US 77 @ FM1356 kingsville	Bid	11/5 or 6/974 walls totalling 7,100 m in 2 to 8 m x 300m lengths		Cl "H" Concrete min comp 28 day = 28.0 MPA	
TX	SH286/SH358 I/C Corpus Christie	Design	8/2001	Variable	CIP or Precast ~O" or "H"	

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State	Location	Status	Let Date	H x W	Materials Specified	Project Contact
TX	Spur 3 (Corpus Christie)	Environ.	10/98			Martin Timmerman (512) 808-2261
TX	El Paso - SH 178 Artcraft Rd.	Design	5/98			Mark Sprick PO Box 10278 El Paso TX 79994 P(915) 774 4233
TX	Many Projects/El Paso	Environ.				
TX	Tyler - FM2493 Smith Co. CSJ0191-08-007 Tyler	Bid	8/97	3510 sf	CIP	Kip Maurer (?) Tyler Area Eng P903) 592-3801
VA	0081-154-101-501	Bid	919197	approx 22' x 8000'	ABS Concrete	Tom McSherry
VA	Rte 150 Chester9eld Cty	Design	9/97			Cary Adkins P (804) 371-6765
VA	I-64 Chesapeake	Environ	Spr 2001			R.E. Gibson
VA	EastNVest Xway Hampton Newport News	Environ.	9/98			R.E. Gibson

Merry Christmas

From: The Wall Journal



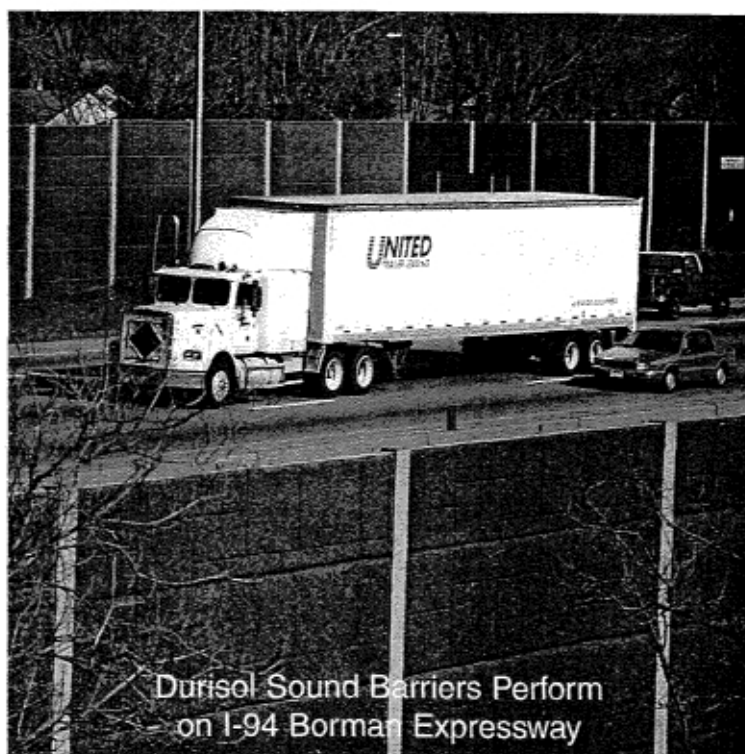
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Write, fax or phone for further project information
or to receive literature or design details



ATLANTA BOSTON CHICAGO DALLAS DENVER LOS ANGELES ORLANDO SEATTLE

(Editor Continued from page 3)

the University after the war, but it all looked different somehow. Now I wanted electronics, not electric power. I knocked around a while, then found a job and went to work, and didn't take a vacation for the next fifteen years.

Now, about the ex-Vietnam marine. I don't know what this connotes, but I'll take a shot. When I was drafted into the Army on my 18th birthday (I couldn't get into a service of my choice like Air Corps(then), Navy, Marines, Coast Guard because I was partially color blind), they sent me to Camp Roberts in California for field artillery training.

One morning, about six months later, we were all standing around after reveille, when we were called to attention again and two paratroopers came out to talk to us. There we were, in our baggy fatigues, unshaven, unbathed and so far unfed. And there they were — in freshly pressed jumpsuits with pants legs neatly bloused around the tops of the shiniest boots I ever saw, and shoulder patches with the double A for the 82nd and the screaming eagle for the 101st Airborne divisions.

They were both sergeants, and had

plenty of fruit salad on their chest, so they must have been rotated home from some of the bloody airborne landings in Europe and the South Pacific. Both stood tall, and in the morning sunshine with the gleam on the pure silk scarfs (cut from parachutes) they wore tucked around their neck, they were like gods with their heads in the clouds.

They were looking for volunteers for replacements for the casualties they were taking in Europe (mid-1944). They didn't even need to tell me about the \$50.00 a month jump pay (I think the Army was only paying \$21.00 a month at that time). Five of my buddies and I winked at each other and shot our hands up in the air. That night, we got bombed at the PX. Three nights later, we were on a troop train to Fort Benning, Georgia and the Parachute School. Four months later we were in Belgium in January, helping to clean up the Battle of the Bulge. Less than two months later, we were in the 17th Airborne being dropped across the Rhine River in the middle of six Panzer divisions. A few months later, we had been transferred into the 101st Airborne and

were in Marseille, France getting loaded onto a ship headed for the South Pacific and the airborne assault on the home islands of Japan. Shortly before the ship was scheduled to pull out into the Mediterranean, the word came in that the U.S. had dropped the A-bomb on Hiroshima. A hold was posted on the ship's departure. As we all know, a few days later, Nagasaki took the bomb and a firm stop was posted on our trip to Japan. After a week or so as I remember, they told all of us to get on board and hurry up, because some beneficent Army god had said, "Aw heck, the darn boat's all loaded and no place to go. We may as well send her home." Ten days later, we were in Boston Harbor, and you could have convinced me it was Heaven.

Now, Lloyd, that brings us to your calling yourself a redneck. Here again, I don't see where that fits, but you might as well know that I'm a good ol' country boy from southeast Missouri, and all I can say is that you and I have got to be durned happy that we were not born city slickers. (Now, I suppose I'm going to get some mail from people

JTE_{INC}

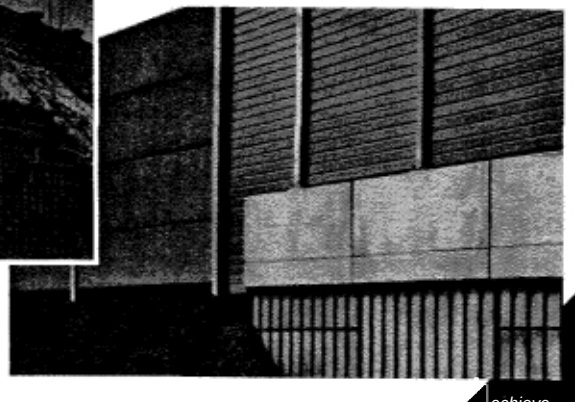
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in New York and New Jersey).

Which brings us to the women in transportation who specify and work with noise barriers. The members and friends of the A1F04 Committee on Transportation-Related Noise and Vibration have many women scientists and engineers among them. To list a few:

Melissa Burn, Wyle Laboratories
Dana Hougland, Acoda Acoustics
Amanda Rapoza, Volpe Center
Nancy Timmerman, MASSPORT
Sharon Carpenter, Paul Carpenter Assoc.
Cynthia Lee, Volpe Center
Cora G. Helm, Montana DOT
Dawn Sullivan, Oklahoma DOT
Line Gamache, Quebec Ministry of Trans
Michelle L. Mahoney, Illinois DOT
Debra Meyers, SCANTEK, Inc.
Kriem Michel, Bayer Corporation
Diane Summerhays, Seattle-Tacoma Int'l.
Catherine Shashok, CYRO Industries

Now, the male members and friends of A1F04 are not troglodytes; when they have to travel to meetings and conferences, they prefer to have their spouses along with them. This has been true from the beginning. Particularly for the summer meetings. No spouse likes to be left alone in the summer, espe-

cially when some of the time could be looked upon as vacation time.

At any rate, all the summer meetings have a Spouse and Guest Program, and a great amount of exploration and hard planning work are expended by the host or hosts. For your enlightenment, following is the program for the meeting which is cited in your letter:

On the first day we will travel around the western tip of Lake Ontario, and on through the Niagara Region. This area is known for its rich farmland, with orchard after orchard of fruit trees and vineyards. In fact, this area is home to over 25 wineries, many of which produce award winning wines. We will tour a winery, have lunch, and continue on our way.

Next stop, Niagara Falls, where we will have ample time to enjoy the Falls. We will stop at the Table Rock House which offers a number of options; the adventurous can take part in the tour called "Journey Behind The Falls," whereas others can enjoy the restaurant, sit and watch the Falls, or walk into town. Something for everyone!

Upon reaching our final destination of Niagara-on-the-Lake, there are many options available. Here, we will join up with the rest of the attendees after their technical tour. Shoppers can explore the

quaint village, complete with many specialty shops. Others may wish to make your way before dinner to the Pillar and Post Inn and relax on the outdoor patio by the pool, sit in the sunroom lounge, or by prior arrangement have a facial manicure, or experience reflexology. Special passes can also be purchased to allow the use of the pool and exercise facilities.

On Tuesday. Hope for sunny skies as we head west to Burlington, Ontario to visit the Royal Botanical Gardens. A tour guide will be our escort to several different gardens. These may include the Rock Garden, Rose Garden, and Laking Garden (irises). Then back at the Royal Botanical Garden Centre, we will have lunch, have a chance to visit the gift shop and other smaller gardens before we continue to Dundurn Castle. This Victorian style home overlooks Hamilton Harbour, and our guided tour will explain what life was like in 1855.

Then it's back to Toronto to get ready for dinner and a game with the rest of the group at the world renowned engineering and architectural wonder, the Skydome.

The last day of the conference, the pace will be slowed down a little. In the morning you will have a chance to explore downtown Toronto on your own, or with a group of new found friends. Suggestions of places which are easy to access from the Chelsea Inn include the Toronto Eaton Centre for shopping, Chinatown, the Art Gallery of Ontario, the Royal Ontario Museum, including the Gardiner Museum of Ceramic Art, and the prestigious shops of Bay and Bloor.

Be sure to be back at the hotel after lunch though, as we set off for Lake Ontario. We will have a fully narrated cruise of the Toronto harbour. After, there will be time to visit the shops of Queens Quay, Harbourfront, the Harbourfront Antique Market, or just sit and enjoy the lake.

Then back to the hotel again to join the rest of the group for dinner at The Beach area.

Now, that doesn't exactly sound like a trip to a strip mall or a flea market. The conference hosts (Ontario Ministry of Transportation and consultants Hatch Mott MacDonald) took extraordinary pains to provide the spouses and guests (female and male) of the conference attendees with entertainment choices that are the cultural, culinary and commercial best that Toronto has to offer.

And, about the three ladies on page 23. You're looking at Mrs. Hedin (a lady I have never met, whose husband is a consultant with Rettew Associates,

(continued on page 19)

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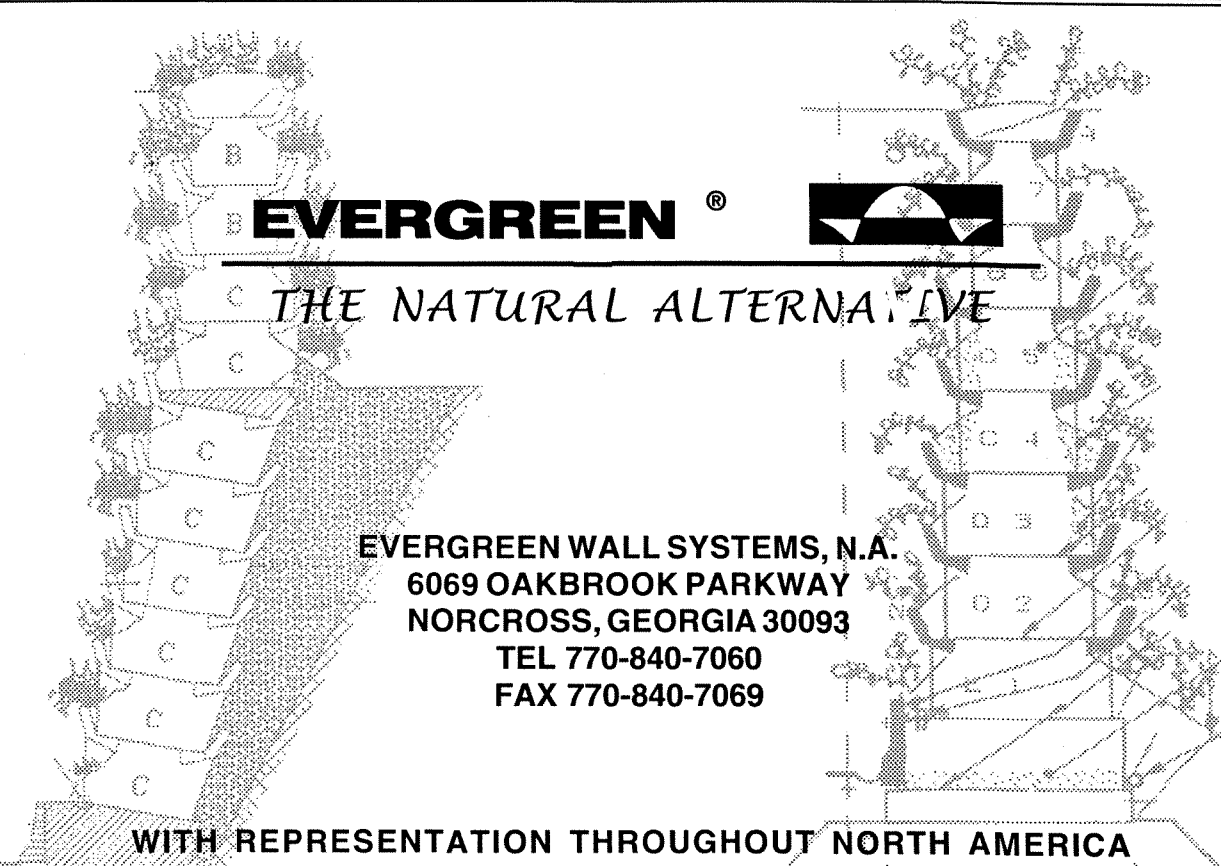
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(Editor Continued from page 17)

Inc., Mechanicsburg, PA), Cindy Polcak (a wonderful lady whose husband Ken Polcak is a good friend and a bigger "jokester" than me by far — that's him on the turtle on page 21), and the third lady is Jean Ronning, the charming wife of Steve Ronning, who, with Bob Armstrong takes care of highway noise business down at the FHWA). Lloyd, you must remember this article is about the A1F04 Committee people, a very cohesive group of the nation's leading scientists in the transportation acoustics field. They have all convened together for years, and played together for years. The A1F04 Committee is like Family. I do not think that the ladies in the photo would take umbrage at my remark. My wife used to make the spouse tours, and she bought little things along the way, but there is so much more than shopping in the programs — mostly, she always made new friends on those tours.

Over the years, the A1F04 Committee conference hosts have seemed to become more competitive in providing better technical tours and professional papers for the attendees and more imaginative agendas for the spouse programs. This resulted in annual increases in conference attendance, until travel funding cuts in recent years precluded increasing attendance, with resultant decline in presentation of professional papers and informative technical tours in various parts of the country. Consultants and manufacturers (including some of the advertisers in The Wall Journal) were quick to contribute to the conference costs, but the sad part was that some of the most talented and prolific practitioners of the science were no longer able to obtain travel allowances and time to attend the conferences. In my opinion, a very short-sighted decision from the top, since the interchange of technology and experience which takes place at these conferences allows the attendee to grasp the global status of noise abatement in his/her transportation field, and to very likely be able to save their state a great amount of money without experimentation.

The difference between the winter A1F04 conference held in conjunction with the Transportation Research

(continued on page 22)

LETTERS TO THE EDITOR

MONTANA DEPARTMENT OF TRANSPORTATION
Helena, Montana

November 10, 1997
El Angove, The Wall Journal

I am sorry I did not respond earlier when you asked for opinions on a web site for the Wall Journal. I use the Internet daily at work and at home, and find it an easy and interesting way to access information. Anybody who is ANYBODY has a web page - heck, even my husband and I have a web page of our own! A web site, or just an e-mail address will open the door for correspondence, subscription requests, contributing articles and more.

I don't think a web page can substitute for getting the journal in-hand, but it would be a great way to communicate more freely with your reading public and advertisers. And if you are wondering how to finance such a venture, look to your advertisers. I imagine you could add links to their pages from your own page in the form of brief advertisements, and charge them for that service.

Check into Internet providers for the best deal. Aside from America On Line, I'm not sure how any other providers work, but with your paid subscription, you will likely get a chunk of "space" to put your web page in (2-3 MB?). You can design it yourself with software like Microsoft Publisher, or the Mac equivalent.

Although noise issues are few and far between in "barrier-free" Montana, I feel that I can easily stay in touch with the rest of the noise world through your publication. And should we ever need to build a noise wall, I know exactly where to find the barrier manufacturers. Thank you.

Cora G. Helm, Solid/Hazardous Waste AND Noise Specialist

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St. Petersburg, Florida

24 October 1997

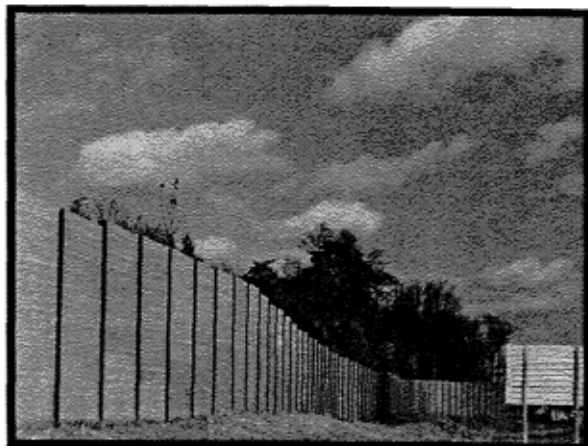
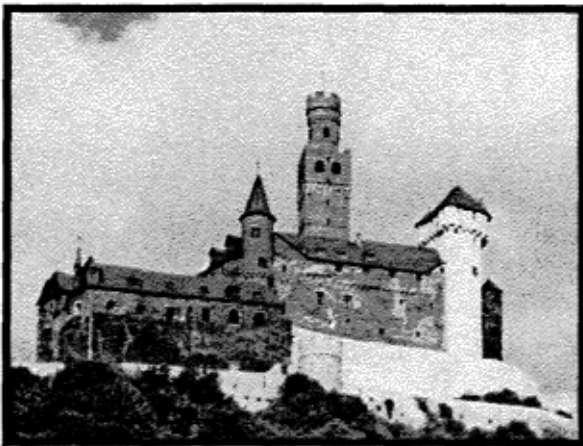
Dear El:

I enjoyed talking with you this morning. Next time I get down your way will give you a call. Maybe we can do lunch. The Wall Journal is a welcomed item in the mailbox. Although I have not been doing much work with roadway noise I do find the articles informative.

Maybe one of these days your advertisers will band together to support a website for The Wall Journal. A website could be set up like many of the brokerage and financial sites: a page or two of general information accessible to anyone and additional sections (current and past issues and special announcements) accessible only to registered users. Advertisers could have displays on your site with hyperlinks to their sites. You could have an e-mail list of subscribers and "shotgun" notify them when a new issue has been published on the site. I don't know about the costs, but it may be more economical than printing, labeling, and mailing.

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Dave Fagen



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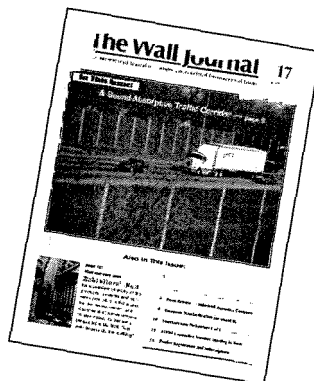
My, my — what's been going on while I was away.? All the gorillas are nowhere to be seen, Bullmoose is headed north, and the back issue orders are piling up. I can see that I am going to work overtime to clean up this mess. And who in the world is that smelly old man with the gun? I wonder if he is the new security man El was trying to find. If he is, all I can say is "God save us. Let us pray."



"Ifen I got to sleep in this stinkin' barn, I want more money and a bottle of whiskey every day."

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(Editor Continued from page 19)

Board's Annual Meeting in Washington, and the A1F04 Summer Conference is, as you might guess, like winter and summer. The winter conference is held in the midst of the swarm of thousands of transportation officials from all across the country. Everybody is running around from meeting to meeting, looking for their partners, grabbing a quick hot dog for lunch, trying to get a cab in the rain (or snow) at night to go to dinner, and trying to stay warm.

Now the Summer Conference marches to a different drummer. The pace is almost dirge-like, but soft. It's always July when we confer, and it is always in a pleasant location, and it is always a select group. For the attendees and participants, the conference does not end when the sessions end, or when the technical tours are completed. At breakfast, lunch and dinner, the conference continues, but in small groups. This is where the real discussions take place.

In the session halls, the paper presentations are quite formal, and the question and answer period after is never long enough. But, over a cup of coffee

or glass of beer, the discussions become quite lively and informative, as more and more technical information is disclosed in the intercourse. I've learned much more in the so-called "off-hours" of the conference; it's almost like a retreat.

In my business life, I have been to countless meetings, sessions, trade shows and conferences, but never have I met a more congenial, friendly, warm-hearted bunch of extremely smart people than those in the A1F04. I feel sad not to be in the thick any longer, but The Journal keeps me in touch.

I see Elvin Pinckney of OHDOT is on the A1F04 Highway Noise Subcommittee. I don't recall having met him, but I assume he goes to the Committee meetings.

Lloyd, I think you might want to meet some of these great people. The next A1F04 summer meeting will be held in St. Petersburg, Florida next July. I will put your name on the list to receive an invitation from Win Lindeman. I hope that I will see you and your wife there. You will be glad you came. ■

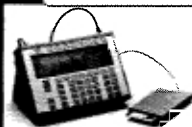
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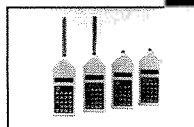


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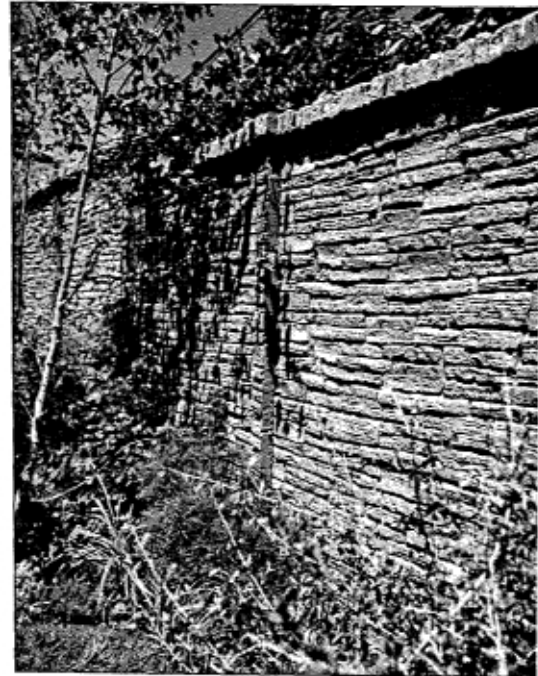
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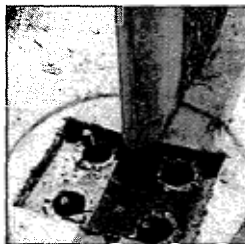
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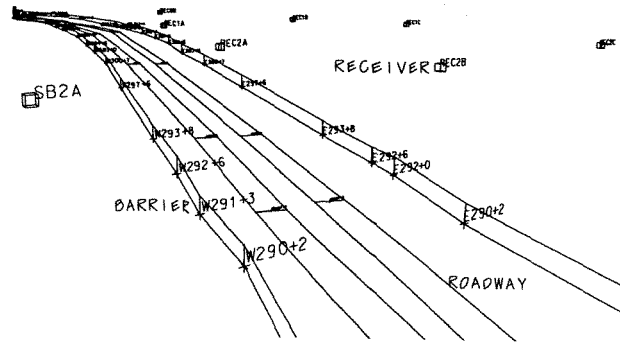
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