

FEDERAL HIGHWAY ADMINISTRATION

2008

Excellence in Highway Design Biennial Awards

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An aerial photograph of a multi-level highway interchange, showing ramps, overpasses, and road markings. The image is overlaid with a semi-transparent green filter and several decorative graphic elements: horizontal and vertical bars in white, yellow, and green, and thin white lines forming a grid-like pattern.

The Federal Highway Administration's (FHWA) *Excellence in Highway Design Biennial Awards Program* recognizes outstanding highway transportation, highlighting the best in highway design. The purpose of the Awards is to recognize the superior efforts and achievements of public agencies and private organizations in designing highway facilities that enhance safety and mobility while being sensitive to the human and natural environment and contributing to a more pleasing transportation experience. The 2008 Award winners include outstanding examples of highways, bridges, roadside facilities, and other improvements that demonstrate what can be done when designers use their creativity to find context sensitive solutions to move traffic along a facility that is aesthetically pleasing and environmentally friendly, as well as safe and efficient.

More than 100 entries were received this year and covered a wide range of highway and highway-related projects. All of the entries represented the best in highway design. Each category of nominations was assigned to a panel of judges who performed the challenging task of selecting the best of the best. This program would not be possible without the support of these dedicated professionals who contributed their time, unique talents, and expertise to this task.

Congratulations to the winners and all who participated in the *2008 Excellence in Highway Design Biennial Awards Program*.

2008 EXCELLENCE IN HIGHWAY DESIGN | BIENNIAL AWARDS



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Award of Excellence

Urban Highways: Freeways or Expressways

State Route 17

Horseheads, New York

Route 17 previously had five at-grade intersections carrying nearly 30,000 vehicles per day with speeds approaching 65 miles per hour, which led to the transformation of a four-lane arterial into an Interstate expressway. The concept of an elevated expressway on existing alignment instead of a bypass resulted in less environmental impacts, and was more cost effective. Included in this carefully staged construction plan are mechanically stabilized earth walls, noise walls, gateway signage, and a linear park, which acts as a buffer for residents. An innovative under-drain system was designed to keep the embankment dry until the permanent closed drainage system was installed and the fill was capped by the concrete roadway. The design reflects local architecture and blends the highway with its surroundings. The alignment was shifted, avoiding all commercial establishments, but remained viable to the business district. The project features include permanent count stations and a remote weather information system as well as an automatic anti-icing system on a ramp.



Designer: Bergmann Associates,
Rochester, NY
Contractor: The Lane Construction Corporation,
Cheshire, CT
Owner: New York State Department of
Transportation, Region 6,
Hornell, NY

Urban Highways: Freeways or Expressways

Interstate 405 Corridor Program: Kirkland Nickel Stage 1 Widening Project

Kirkland, Washington

This design-build project includes one new lane in each direction, three wetland restoration sites, an improved fish-passable culvert at Forbes Creek, and a widened NE 116th Street bridge structure. Drivers traveling through Kirkland, Washington headed to work, school, or play, are getting there quicker and with greater safety along I-405. This project is part of a comprehensive, 30-year Master Plan for I-405 that engaged citizens and leaders from the 15 cities directly served by the corridor. This type of collaboration was accomplished by effectively reaching people in the communities and letting them know how this part of the project would impact them. Underlying project goals were to leave the environment better than before the project started by going above and beyond to minimize impacts to the natural environment.



Designer: HNTB Corporations, Bellevue, WA
Contractor: Kiewit Construction, Renton, WA
Owner: Washington State Department of Transportation, Olympia, WA





Award of Excellence

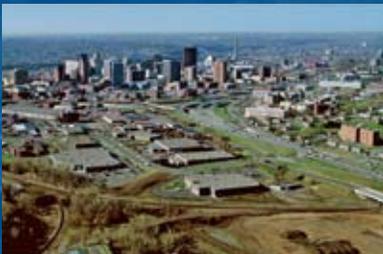
Urban Highways: Surface Streets

“New” Phalen Boulevard Corridor *St. Paul, Minnesota*

The new Phalen Boulevard project enables new multimodal access and mobility while blending in new land for use for redevelopment on more than 100 acres of previously blighted industrial Brownfield sites. The new roadway corridor was not meant to solve traffic problems, but to serve as an economic development tool, providing needed access and impetus for clean-up, revitalization, and redevelopment of an underused and blighted area. As a Municipal State Aid Route, it is the longest “new” road constructed in Saint Paul in more than 40 years; it is 2.6 miles long and runs from I-35E and downtown St. Paul on the west to Johnson Parkway on the east. It accommodates not only bicycles, but connects into a regional trail system. In addition to the project, the 750-foot long



Westminster Junction Bridge was constructed over five active rail lines and two historic railroad tunnels.



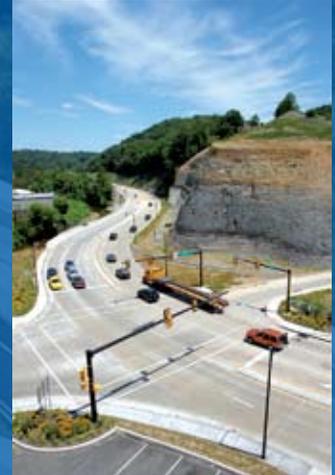
Designer: City of St. Paul, St. Paul, MN
 Contractors: Forest Lake Contracting,
 C.S. McCrossan Construction, Inc.,
 Frattalone Companies, and others
 Owner: City of St. Paul, St. Paul, MN



Urban Highways: Surface Streets

State Route 8, Mae West Bend Project

Etna Borough and Shaler Township, Pennsylvania



The Mae West Bend Project improved a sharp bend on Route 8 in Etna, PA. Due to its urban setting, the contractor was presented with a number of design and construction challenges including the restriction of blasting and realigning a road between a 100-foot high rock slope and a trout-stocked recreational stream in a commercial setting. Using a T-Wall (an interlocking retaining wall system), the contractor was able to minimize cost and time. This project met or exceeded all of PennDOT's needs, which included improving safety and congestion through the corridor and providing a low maintenance section of roadway connecting Route 28 to Route 8 by upgrading signals; constructing durable concrete pavement and a new drainage system; and implementing storm water management facilities to help control runoff in an already flood prone area—all while employing a context-sensitive design.

Designer: Pennsylvania Department of Transportation, Bridgeville, PA
Contractor: Mascaro Contracting, L.P., Pittsburgh, PA
Owner: Pennsylvania Department of Transportation, Bridgeville, PA



Award of Excellence

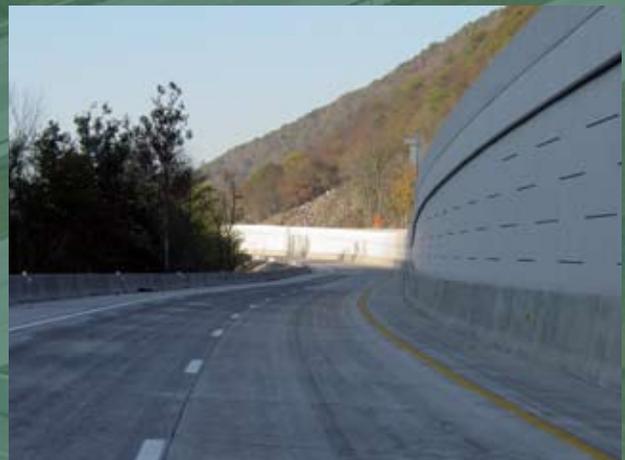
Rural Highways: Freeways

U.S. Routes 22/322, Lewistown Narrows Project *Derry Township and Fermanagh Township, Pennsylvania*



The Lewistown Narrows Project is a 10.3-mile-long highway project along U.S. 22/322 located east of Lewistown Borough, PA. U.S. 22/322 was constructed in the 1930s and had narrow shoulder widths, steep cut and fill slopes, lack of drainage facilities, substandard horizontal clearances, lack of superelevated sections, and numerous uncontrolled driveways. The crash statistics throughout this corridor were very high. The two-lane, uncontrolled access highway was transformed into a four-lane limited access highway, which greatly improves safety. Utilizing a bifurcated alignment design that incorporates nine river walls, impacts to the historic Pennsylvania Canal were also reduced. Since the opening of the road on December 14, 2007 (one full year ahead of schedule), safety has improved significantly.

Designer: The EADS Group, Altoona, PA
 Contractor: Walsh Construction., Chicago, IL
 Owner: Pennsylvania Department of Transportation, Clearfield, PA





Rural Highways: Highways

East Entrance Road, Sylvan Pass to East Entrance

Yellowstone National Park, Wyoming



The East Entrance Road in Yellowstone National Park was constructed in the 1930s by Civilian Conservation Corps crews under the supervision of the Bureau of Public Roads, the precursor to the FHWA. The goal of this project was to improve principal Park roads and the visitor's experience and safety while protecting natural and cultural resources. The context-sensitive design of this project includes widening a historic road to accommodate visitors and modern vehicles; providing for wildlife viewing without blocking traffic; protecting vertical

wetlands native vegetation and bear trails; and including special rails and rock-sculpting used to maintain rustic and natural aesthetics. Visitor experience was enhanced with the addition of pullouts, parking areas, and interpretive kiosks.

Designer: FHWA Western Federal Lands Highway Division, Vancouver, WA
Contractor: HK Contractors, Inc., Idaho Falls, ID
Owner: National Park Service, Yellowstone National Park, WY

Honorable Mention

Rural Highways: Highways

U.S. Route 212, Beartooth Highway

Cooke City, Wyoming

The Beartooth Highway, built in the early 1930s, is a 64-mile, two-lane alpine highway that crosses some of the most rugged mountains in the lower 48 States with peaks more than 12,000 feet high. The route, constructed as a long approach road to Yellowstone, crosses a huge plateau with alpine lakes, glacial-carved cirques and fragile tundra. Beartooth was designated a National Scenic Byway in 1989 and an All-American Road in 2002 by FHWA. The issues of this high-priority, inter-agency project included deteriorating pavement, base, and subgrade; inadequate drainage;



inconsistent and dangerous roadway geometry; and insufficient roadway width. The challenges were complex due to hydrologic, geologic, and climatic issues combined with high elevations and a short construction season. The new drainage structures were not designed for normal hydrology due to the previous forest fires, but instead were designed to accommodate heavy debris flow such as logs and boulders. Segment 1 was completed on time, under budget, and without any lost time, accidents, or injured motorists; and presented an excellent example of how a highway can be widened, improved, and paved with minimal impact using a context-sensitive approach.

Designer: FHWA Western Federal Lands Highway Division,
Vancouver, WA
Robert Peccia and Associates, Helena, MT
Contractor: Rice-Kilroy, Dubois, WY
Owner: Yellowstone National Park

Rural Highways: Highways

Flowery Trail Road

Between Chewelah and Usk, Washington



Flowery Trail Road, Washington Forest Highway 158, traverses the Selkirk Mountains connecting eastern and central Washington. This route is a crucial link between the two communities of Chewelah and Usk. This corridor was known in the 1800s as the “Chewelah Trail” to traders and missionaries, and in 1920s as a route for bootleggers to run liquor between Canada and the United States. This steep, windy, rural county-owned collector roadway provided access into remote areas for loggers, mining, smelting, and agriculture. The team faced challenges including substandard hairpin curves, a narrow roadway, access deficiencies, and limited sight distance, which created safety and reliability issues with the traveling public and

commercial traffic since the trail was non-surfaced and received minimal maintenance. The team also faced environmental considerations including fish passage culverts, wetland mitigation creations, stream restorations, roadway obliterations, and temporary and permanent erosion control measures to protect the adjacent streams. The team successfully maintained community values, visual integrity, and environmentally sensitive wilderness while enhancing safety and improving mobility.

Designer: FHWA Western Federal Lands Highway Division, Vancouver, WA
Robert Peccia and Associates, Helena, MT

Contractors: Scarsella Brothers M.A., Deatley Delhur Industries TLJ,
Construction Incorporated N.A., Degerstrom

Owner: Stevens County & Pend Oreille County, Washington



Award of Excellence

Structures Costing \$10 Million or More

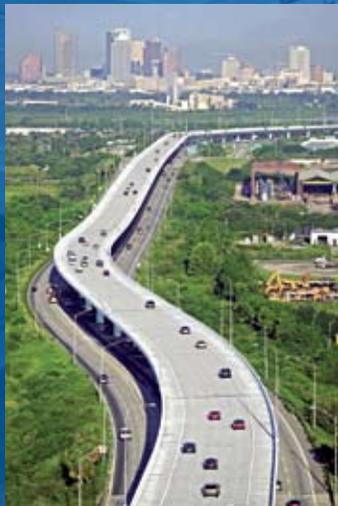
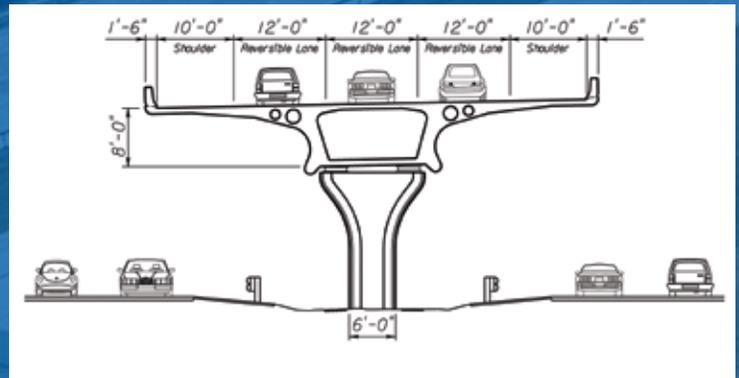
Lee Roy Selmon Crosstown Expressway Expansion

Tampa, Florida

Traditional expansion of U.S. 60—which connects Tampa, Florida, to its rapidly growing eastern suburbs—was not financially feasible. The designers decided to build up rather than out by utilizing the existing expressway median to house a three-lane elevated structure. After the opening of the elevated lanes, average trip times were reduced 20 to 30 minutes during the morning commute for both the elevated lanes and existing Expressway toll lanes. Additionally, after the initial opening of the elevated lanes, average daily traffic actually increased—although travel time remained efficient and decreased. The unique shape of the superstructure concrete box, coupled with the graceful shape of the supporting piers, provide the Expressway at-grade lane drivers with a premium visual experience.



Designer: FIGG, Tallahassee, FL
Contractor: PCL Civil Constructors, Tampa, FL
Owner: Tampa Hillsborough Expressway Authority, Tampa, FL



Structures Costing \$10 Million or More

Interstate 490, Troup Howell Bridge Replacement

Rochester, New York

An expressway, dubbed the Inner Loop, surrounds Rochester's central business district. The Troup Howell Bridge is located at the southern end of the Inner Loop carrying Interstate 490 over the Genesee River. Traditionally, a steel arch bridge holding eight travel lanes would require two independent bridges with four total ribs, separating the east and west bound lanes. The location of adjacent historic buildings and a complex interchange of ramps and expressway connections precluded the widening and realigning the highway. The solution was to combine the two center ribs and construct a unique three-rib true arch span



that is aesthetically pleasing, meets functional and operational goals, and provides a long-term low maintenance solution. Because of the unique creative construction solution, this bridge was built next to and around the existing structure without major disruption to the traveling public. The bridge, formally dedicated as the "Frederick Douglass-Susan B. Anthony Memorial Bridge," has become a symbol for the renewed city and future development.

Designer: Erdman, Anthony and Associates, Inc.,
Rochester, NY
Contractor: Edward Kraemer & Sons, Plain, WI
Owner: New York State Department of Transportation



Honorable Mention

Structures Costing \$10 Million or More

Interstate 280, Veterans' Glass City Skyway

Toledo, Ohio



The I-280 Veterans' Glass City Skyway over the Maumee River in Toledo, Ohio, incorporates unique structural and aesthetic features reflecting Toledo's heritage as a leader in the glass manufacturing industry. The purpose of this project was to move I-280 traffic from the bascule bridge to a new high-level bridge, improve safety for the Interstate and local traffic, and maintain Maumee River traffic in the Port of Toledo. The 1,525-foot long cable-stayed main span unit features a 440-foot tall single pylon, with the upper 196 feet faced in glass on all four sides. This was one of the first two installations of a new cradle system developed for cable-stayed bridges. The bridge also is the first in the world to utilize stainless steel cable-stay, sheathing, and internally lit glass pylon, and has the largest stays with 156 strands.



Designer: FIGG, Tallahassee, FL
Contractor: Fru-Con, Toledo, OH
Owner: Ohio DOT, District #2,
Bowling Green, OH



Structures Costing Less Than \$10 Million

Thurston Avenue Bridge over Fall Creek

Ithaca, New York

This bridge is listed in NYDOT's Inventory of Historic Bridges due to the rare type of the existing arches, curved floorbeam ends, and vertical picket bridge railing. The project's objective was to widen the bridge while maintaining its historic aspects. The solution was achieved by adding new induction bent tubular arches—technology recently applied to bridge design—at each fascia to provide for two sidewalks and two



new bicycle lanes while preserving the historic arches. The new arches were elevated—so that the existing arches remained visible—and painted to provide differentiation between existing and new elements. Curvature at the ends of the floorbeams and railing also were replicated. A critical issue was to match the exact geometry of the existing and new structural elements. The duration of closure was minimized since this is the most heavily traveled bridge on Cornell University campus for both pedestrians and vehicles. The design met three basic objectives: a crash tested railing system, replication of the vertical picket elements, and an aesthetic pedestrian railing that prevents climbing while being visually appropriate for its location.



Designer: LaBella Associates,
Rochester, NY
Contractor: Economy Paving, Inc.,
Rochester, NY
Owner: City of Ithaca, Ithaca, NY

Honorable Mention

Structures Costing Less Than \$10 Million

Foothills Parkway (Missing Link) *Sevier County, Tennessee*



The objective was to construct a parkway that provided scenic and inspiring panoramic views of the Great Smoky Mountains National Park. The design and construction of the Bridge 8—a small, but critical, portion of the Foothills Parkway—was complicated with a 9 percent profile grade, a reverse curve, and constant superelevation transition. At 308 feet in length, the bridge contained a portion of a circular curve, two spiral transitioning curves in opposite directions,

and only 30 feet of tangent in the horizontal alignment. This climbing, twisting, and turning were necessary to fit the structure to the mountain and minimize impact to the environment. The abutment foundations were keyed into the rock—challenged by the nearly 45 degree slope—and were skewed as necessary and curved longitudinally to follow the alignment of the roadway. To preserve the existing vegetation and topography, construction access was limited to the west end, and continued eastward while working within the width of roadbed and/or bridge deck. The masonry finish complimented the naturally occurring rock outcroppings. Exposed concrete surfaces were colored dark gray to blend into the shadows of the mountain when viewing the structure from the valley below.

Designer: FHWA Eastern Federal Lands Highway Division, Sterling, VA
Contractor: Charles Blalock & Sons, Inc., Sevierville, TN
Owner: National Park Service Great Smoky Mountains National Park, Gatlinburg, TN



Structures Costing Less Than \$10 Million

State Route 126, Fenton Lake Bridge

La Cueva and Cuba, New Mexico



The NM State Highway 126 (NM 126) and the Rio Cebolla Bridge are located at Fenton Lake State Park, a popular camping and fishing place northwest of Albuquerque. This project exemplifies the successful application of context sensitive design in a recreational and pristine environmental setting. A low profile, multi-span bridge was designed to improve safety, span critical wetland habitat, provide big-game passage, and blend visually with the surrounding environment. The bridge was constructed with a precast, prestressed concrete pile foundation since it would require no additional corrosion protection that could potentially flake and contaminate the wetlands. Techniques for constructing temporary crane pads in the wetlands were developed and are now recognized as a best management practice.



Designer: FHWA Central Federal Lands Highway Division,
Lakewood, CO
Parsons Brinckerhoff, Denver, CO

Contractor: Twin Mountain Construction II Company,
Albuquerque, NM

Owner: New Mexico DOT,
Albuquerque, NM





Award of Excellence

Intermodal Transportation Facilities

LYNX Blue Line Light Rail Station at I-485/South Boulevard Charlotte, North Carolina

The LYNX Blue Line, North Carolina's first light rail line, opened on November 24, 2007. This dual-track light rail line stretches 9.6 miles from I-485 at U.S. 521 (South Boulevard) to Seventh Street in Charlotte's urban core. The alignment of the light rail, next to the Norfolk Southern Railroad main line, allowed limited access for potential end-of-the-line stations and made site selection difficult and costly. Charlotte Mecklenburg Schools (CMS) owned an unusable remnant of land adjacent to Sterling Elementary School. CATS proposed a win-win solution: a joint-use facility on the site. CATS would construct a 1,100-space parking deck that would be capped by a playing field on the deck's rooftop for the school's students. This design blends the deck into the environment, and eases congestion by taking more than 1,100 vehicles off of I-77 during rush hour.

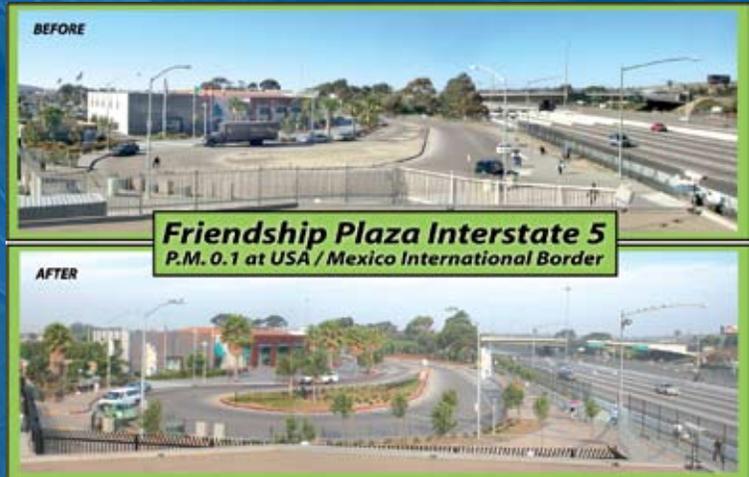


Designer: Neighboring Concepts, Charlotte, NC
 Contractor: Crowder Construction Company, Charlotte, NC
 Owner: City of Charlotte, Charlotte Area Transit System (CATS), Charlotte, NC

Intermodal Transportation Facilities

Interstate 5, International Friendship Plaza San Diego, California

The Friendship Plaza, located on the west side of Interstate 5, creates a bicultural transit/pedestrian/bicycle plaza and gateway between two nations, the United States and Mexico, at the world's busiest border crossing. The project was conceived of as a symbol of our shared heritage and common history. The project includes enhanced, decorative pavements—along with bilingual interpretive panels providing historical, cultural, and tourist points of interest relating to both Alta and Baja Californias—allowing pedestrians walking south to the international border gates to “retrace” the path taken by the Spanish explorers. A number of design improvements were made to facilitate efficient and smooth flow of pedestrians, bicyclists, and vehicles. Bus stops for public buses and local shuttles/taxis, and the drop-off area for private vehicle passengers were relocated and expanded. Walkways were widened along with a new signalized crosswalk, decorative fencing barriers, furnishings, and separated bikeways with parking for 300 bikes, providing a comfortable and pleasant border crossing experience.



Designer: Emilio Viramontes, California Department of Transportation, San Diego, CA
 Contractor: 3-D Enterprises, San Diego, CA
 Owner: California Department of Transportation, San Diego, CA





Award of Excellence

Traveler Services

State Route 58, Lowell Covered Bridge

Lowell, Oregon



Constructed in 1945, the Lowell Covered Bridge is listed in the National Register of Historic Places. However, the 165-foot bridge fell into disrepair and was closed to traffic in 1980. Since its closure, the bridge has informally served as a tourist destination and rest stop for the traveling public. With increasing tourism in Lane County, Oregon, the site was chosen to be reconstructed and formally serve as a gateway facility providing travelers services and information about regional

history and local recreation. To save on cost and keep the structure as historical as possible, timbers salvaged from the structure were milled on site to remove rot and utilized again in the reconstruction. The covered bridge was turned into a museum; and public restrooms, picnic facilities, walkways, and parking facilities to accommodate cars, recreational vehicles, busses, and bicycles were also constructed on site.



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- Designer: FHWA Western Federal Lands Highway Division, Vancouver, WA
OBEC Consulting Engineers, Eugene, OR
- Contractor: 2G Construction, Eugene, OR
- Owner: Lane County, Eugene, OR

Traveler Services

Georgia 511 *State of Georgia*

Georgia was one of the pioneers in providing real-time travel information when it created the Georgia NaviGator system to monitor and report traffic conditions during the 1996 Olympic Games. Using the existing network and technology already in place with NaviGator, GDOT expanded the service to make that information available from any telephone, along with information on travel, tourism, and transit options. Callers can receive real-time information on traffic incidents, road conditions and closures, construction, and congestion levels. To date, Georgia 511 has received more than 700,000 calls and has attained an 86 percent user satisfaction rating.



Designer: Office of Traffic Operations, Atlanta, GA
Contractor: Meridian Environmental Technology, Inc., Grand Forks, ND
Owner: Georgia Department of Transportation (GDOT), Atlanta, GA



Award of Excellence

Congestion Mitigation: Bottleneck Reduction

State Route 61, Cameron Bridge Project
City of Shamokin, Coal Township, Pennsylvania



Originally built in 1851 as a means to cross Shamokin Creek and transport coal by railcar, the Cameron Bridge was replaced in 1933 with a more modern two-span pony truss. However, by the end of the 20th century, the two-lane bridge and intersecting roadways had become inadequate to handle current traffic volumes. Together with PennDOT, the design team came up with a final plan that improves traffic flow and safety, removes a major traffic bottleneck, satisfies the local public, and adds public benefits. This design provides a wider three-lane bridge with shoulders and sidewalks; realigns and widens SR 61; incorporates a new five-lane connector road between SR 61 and SR 225 with signalized intersections; and, improves traffic signals and pedestrian crossings along SR 61.



Designer: DMJM Harris, Harrisburg, PA
Contractor: Susquehanna Supply Company, Inc., Williamsport, PA
Owner: Pennsylvania DOT, Montoursville, PA

Congestion Mitigation: Bottleneck Reduction

U.S. Route 61, Liberty Road Interchange

Natchez, Mississippi

Natchez, Mississippi, is a historic city known for its magnificent antebellum homes. The intersection of U.S. 61 and Liberty Road was a bottleneck that discouraged economic activity and hindered visitors. U.S. 61 is a major north-south arterial and the Liberty Road connects downtown Natchez and the Natchez Trace Parkway. U.S. 61 was a four-lane roadway except for a stretch where there was only room for two lanes making the intersection congested, dangerous, and difficult to navigate. The design for the new interchange includes a bridge wide enough to carry six lanes of U.S. 61 spanning over seven full lanes of Liberty Road, providing for acceleration lanes, a left-turn lane, and full-width shoulders.



New project signage makes navigating easy and intuitive. The bridge design and architectural elements mesh with the area's distinct historic character and serve as a "gateway" to the community.

Designer: ABMB Engineers, Inc., Baton Rouge, LA
Contractor: Tanner Construction Co., Inc., Ellisville, MS
Owner: Mississippi Department of Transportation, Jackson, MS





Award of Excellence

Project Management

U.S. Route 90, Biloxi Bay Bridge

Biloxi, Mississippi



Hurricane Katrina destroyed the Biloxi Bay Bridge linking Ocean Springs, MS, with Biloxi in August 2005. Rapid reconstruction for the 1.6-mile long bridge was critical to support reconstruction of the area and eliminate lengthy detours; so, the Mississippi DOT (MDOT) used a design-build contract—one of the first such projects in the State. The project management was characterized by rapid and effective decision-making, continuous communication, and “doing it right” the first time. MDOT committed time and attention of its executive staff to the emergency bridge reconstruction, who communicated by both words and actions the importance of the project. And, the contractor anticipated potential issues and went the extra measure to avoid delays.



Owner: Mississippi Department of Transportation, Jackson, MS

Project Management

Interstate 5, High Occupancy Vehicle Design-Build Project *Everett, Washington*

The \$263.4 million I-5 Everett Freeway Expansion Project was WSDOT's first true design-build project and the third largest contract in WSDOT history. The I-5 Everett Freeway Expansion Project helps unclog a notorious I-5 traffic chokepoint and improves safety by adding carpool lanes and auxiliary lanes, and improves freeway exits and onramps. The key points of this project are clearly stated goals for: management and execution of a highly collaborative working environment; development of special tools and processes to control cost, schedule, resources, and quality; decisionmaking and issue resolution at the appropriate level; and success in delivering the project on an aggressive schedule.



Owner: Washington State Department of Transportation, Everett, WA.

Designer/
Contractor: Atkinson-CH2M Hill
Washington State Department of Transportation,
Everett, WA



Award of Excellence

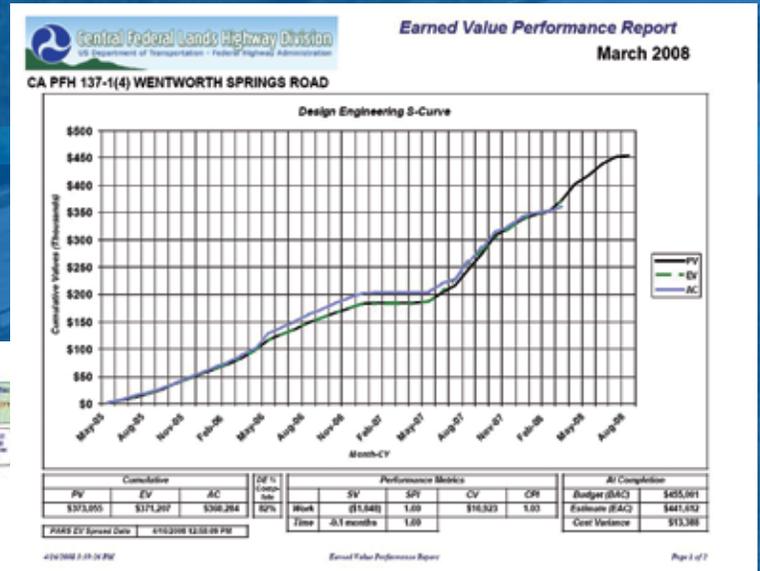
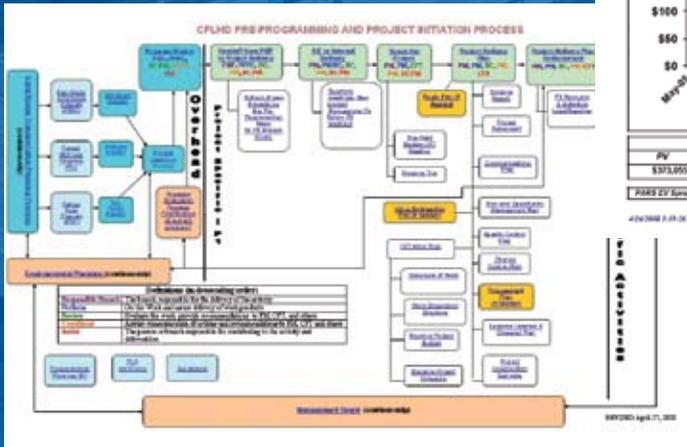
Program or Project Development Process Project Planning and Controls Program



As an extension of a restructuring effort to become a Strong Matrix Organization, CFLHD, in 2005, completed an assessment of the existing project planning and controls program to identify areas for process improvements. As a result of the assessment, CFLHD, in 2006, began implementing a comprehensive Project Planning and Project Controls Program to develop a process to facilitate proactive project management and fiscal accountability to ensure successful project completion. Implementation of this program has allowed CFLHD's teams to identify their roles and responsibilities, develop efficiencies, monitor and control their work, support accountability, and be proactive. This innovative approach has allowed CFLHD to proactively manage a \$750 million program in a more efficient and effective manner.

Owner: FHWA Central Federal Lands Highway Division (CFLHD), Lakewood, CO

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Program or Project Development Process

Mn/DOT Historic Roadside Developments Management Program *State of Minnesota*



In the 1930s and early 1940s, during the Great Depression, the MHD (Mn/DOT's predecessor) constructed "roadside development facilities," such as waysides, scenic overlooks, picnic areas, and historical markers to increase

the recreational enjoyment of highway travel while providing safe havens for weary travelers. However, modern highway projects often adversely affect this historic integrity of these cultural resources. In 1996, Mn/DOT established Management Plans for significant historic properties, including a Programmatic Agreement between FHWA, Mn/DOT and the State Historic Preservation Office that further streamline project development and now guide Mn/DOT planners, project managers, and designers early in project development, which minimizes adverse impacts and maximizes preservation.

Owner: City of St. Paul, MN



For more information on the *Excellence in Highway Design Biennial Awards Program*, visit the Web site at: [http:// www.fhwa.dot.gov/eihd](http://www.fhwa.dot.gov/eihd) or contact:

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2008 Excellence in Highway Design Judges

Beth Bartz, AICP
Principal
SRF Consulting Group, Inc.

Paul D. Bennett, PE
Assistant State Design Engineer
Washington State Department of
Transportation

Ben Buchan, PE
State Urban Design Engineer
Georgia Department of Transportation

Steve Ernst
Senior Engineer, Safety and Security
Office of Bridge Technology
Federal Highway Administration

Thomas Everett, PE
Senior Structural Engineer
Office of Bridge Technology
Federal Highway Administration

Jugesh Kapur, PE, SE
State Bridge and Structures Engineer
Washington State Department of
Transportation

Joe Krolak, PE
Hydraulics Engineer
Office of Bridge Technology
Federal Highway Administration

M. Myint Lwin, PE, SE
Director
Office of Bridge Technology
Federal Highway Administration

Vasant Mistry
Senior Bridge Engineer
Office of Bridge Technology
Federal Highway Administration

Frank Pafko
Director
Office of Environmental Services
Minnesota Department of Transportation

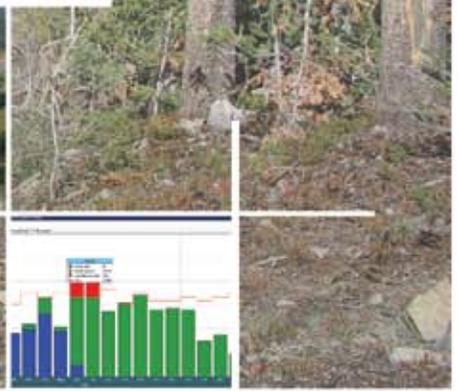
David D. Platz, PE, PTOE
Highway Design Engineer
Wisconsin Division Office
Federal Highway Administration

Suzy Price
Contract Plans Bureau Chief
Montana Department of Transportation

Brent A. Story, PE
State Road Design Engineer
Georgia Department of Transportation

Alan Teikari, PE
Highway Design Engineer
Eastern Federal Lands Highway Division
Federal Highway Administration

Lesly Tribelhorn, PE
Highways Design Engineer
Montana Department of Transportation



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