The Big Dig, Massachusetts Turnpike Authority; Highway 100 Reconstruction, Mn/DOT; Piedmont Avenue, Mo/DOT

Category 4

The Triangle Regional Transportation Management Center, NCDOT

For a project that has improved highway that blends well with the park’s remote terrain and includes design features that increase resistance to washouts during future flooding.

Contact: Luis Elias, Caltrans, 760-872-3521 (email: luis.elias@dot.ca.gov).

Category 1

The Big Dig, Massachusetts Turnpike Authority; Highway 100 Reconstruction, Mn/DOT; Piedmont Avenue, Mo/DOT

HONORABLE MENTION

Category 1

The Big Dig, Massachusetts Turnpike Authority; Highway 100 Reconstruction, Mn/DOT; Piedmont Avenue, Mo/DOT

Category 7

Dartmouth Bridge, San Francisco, CA.

The 2006 awards for Excellence, Merit, and Honorable Mention in 11 categories will be announced at the American Association of State Highway and Transportation Officials’ Annual Meeting in Portland, Oregon, on October 28. The individual awards will be presented to the winners at later dates by their local Division Administration. For more information on the awards program, contact Program Coordinator Donald R. Jackson at FHWA, 202-366-4630 (email: donald.jackson@dot.gov), or visit www.fhwa.dot.gov/shd/2006/index.cfm.

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E X C E L L E N C E A W A R D W I N N E R S

Category 1—The Urban Highway

Octavia Boulevard/Central Freeway, San Francisco Department of Public Works and California Department of Transportation (Caltrans)

The reconstruction of Trunk Highway 38 has improved safety and efficiency and preserved the route’s many natural, scenic, and recreational resources. Accidents have been reduced more than 55 percent, while the flexible design has remained sensitive to the multiple users of the road.

Contact: Brian Larson, Mn/DOT, 218-723-4820, ext. 3322 (email: brian.larson@dot.state.mn.us).

Category 3A—Major Highway Structures (Over $15 Million)

Cooper River Bridge, South Carolina Department of Transportation (SCDOT)

The new $60 million Ravenel Bridge over the Cooper River in Charleston is North America’s longest cable-stayed span. Completed a year ahead of schedule, the striking bridge features a diamond shaped tower design that was selected by the public. Its innova- tion and environmental concern solutions were matched by an emphasis on environmental stewardship, including special protection of the habitats of Loggerhead Sea Turtles.

Contact: Charles Dwyer, SCDOT, 843-514-5000 (email: dwyerct@scdot.sc.gov).

Category 3B—Major Highway Structures (Under $15 Million)

North Torrey Pines Road Bridge at La Jolla Cove, City of San Diego, California

Located at the Torrey Pines State Beach, the North Torrey Pines Road Bridge crosses a coastal lagoon. The new structure provides the region with a state-of-the-art bridge and an architecturally significant landmark whose flowing appearance integrates with the lagoon and ocean setting.

Contact: Kris Shackelford, City of San Diego, 619-533-3781 (email: kshackelford@sandiego.gov).

Category 4—Environmental Protection and Enhancement

Puente Correo, New Mexico Department of Transportation (NM/DOT)

During reconstruction of the heavily traveled US 84/285 corridor in New Mexico, the project team worked to find innovative ways to decrease the impact of construc- tion on the environment and to preserve and protect valuable natural resources, including mature Pine pine trees. Other steps taken to enhance the aesthetics of the corridor include the installation of interchangeable artwork designed by local artists.

Contact: Rosanne Ruiz, NM/DOT, 505-476-2485 (email: rosanne.ruiz@state.nm.us).

Category 3B—Major Highway Structures (Over $15 Million)

Cooper River Bridge, South Carolina Department of Transportation (SCDOT)

The new $60 million Ravenel Bridge over the Cooper River in Charleston is North America’s longest cable-stayed span. Completed a year ahead of schedule, the striking bridge features a diamond shaped tower design that was selected by the public. Its innova- tion and environmental concern solutions were matched by an emphasis on environmental stewardship, including special protection of the habitats of Loggerhead Sea Turtles.

Contact: Charles Dwyer, SCDOT, 843-514-5000 (email: dwyerct@scdot.sc.gov).

Category 3B—Major Highway Structures (Under $15 Million)

North Torrey Pines Road Bridge at La Jolla Cove, City of San Diego, California

Located at the Torrey Pines State Beach, the North Torrey Pines Road Bridge crosses a coastal lagoon. The new structure provides the region with a state-of-the-art bridge and an architecturally significant landmark whose flowing appearance integrates with the lagoon and ocean setting.

Contact: Kris Shackelford, City of San Diego, 619-533-3781 (email: kshackelford@san diego.gov).

Category 4—Environmental Protection and Enhancement

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Contact: Rosanne Ruiz, NM/DOT, 505-476-2485 (email: rosanne.ruiz@state.nm.us).
Category 5—Historic Preservation
Cutter Bridge, Arkansas State Highway and Transportation Department (AHTD)
Completed in 1930, the Cutter Bridge on U.S. Highway 62N over the White River is an excellent example of the Marsh Rainbow Arch construction technique. After 70 years of continuous use, however, the bridge needed major repairs. Through such measures as requiring that concrete work replicate the original design of the bridge, AHTD was able to preserve the historic integrity of the structure while improving safety.
Contact: Ellen Hill, AHTD, 501-369-2571 (email: ellen.hill@arkansashighways.com).

Category 6—Highway Related Projects
Allegany River Rest Area (Southern Tier Expressway), New York State Department of Transportation (NYSDOT)
This rest area facility near the Allegany Indian Reservation reflects a contemporary interpretation of a woodland theme characteristic of the Native American culture of the region. The building’s lobby recreates the traditional woodland central gathering area, including mosaic tile, a fire pit, and seating stones.
Contact: Dwight Mace, NYSDOT, 716-847-3257 (email: dmace@dot.state.ny.us).

Category 7—Intelligent Transportation Systems
US-80/1260 Pojoaque Corridor, New Mexico Department of Transportation (NMDOT)
NMDOT, District 8
1200/1260 South Design-Build Project, NMDOT, District 8
Mn/DOT, District 8
Department of Transportation (UOIT)
In its first design-build project for a major urban arterial, UOIT widened and reconstructed 9.6 km (6 mi) of roadway through the cities of Draper and Riverton and a new ramp connecting the freeway to the Boulevard. Working with the City of San Francisco and a Citizen’s Advisory Committee, Caltrans built a less imposing, single deck steel structure that complements the surrounding urban environment.
Contact: Nidal Tusun, Caltrans, 510-286-3542 (email: nidal.tusun@dot.ca.gov).

Category 10—Project Development
Project Development and Design Guide, Massachusetts Department of Transportation (MassHighway)
MassHighway’s new Project Development and Design Guide is the result of a diverse 28-member Task Force that worked together to reflect the viewpoint of all transportation stakeholders, resulting in guidelines that encompass Nationwide best practices.
Contact: David Larson, Mn/DOT, 651-284-3774 (email: david.larson@dot.state.mn.us).

Category 11—Project Management
Cutter Bridge Emergency Repairs, Montana Department of Transportation (MDT)
The Beartooth Highway begins at the northwestern entrance to Yellowstone National Park and links the communities of Cooke City and Red Lodge, Montana. After major mud and debris slides severely damaged the road in May 2005, a unique design-build approach and significant partnering efforts resulted in the road being reopened in less than 5 months.
Contact: Lori Ryan, MDT, 406-444-6621 (email: lryan@mt.gov).

MERIT AWARD WINNERS
Category 1
General Freeway, Caltrans
The replacement of San Francisco’s Central Freeway, which was badly damaged in the 1989 Loma Prieta earthquake, included construction of Octavia Boulevard and a new ramp connecting the freeway to the Boulevard. Working with the City of San Francisco and a Citizen’s Advisory Committee, Caltrans built a less imposing, single deck steel structure that complements the surrounding urban environment.
Contact: Grant Lindsay, FHWA Western Federal Lands Highway Division, 510-619-7588 (email: grant.lindsay@fhwa.dot.gov).

Category 2
Freeway and Transportation, North Dakota Department of Transportation (NDDOT)
The Four Bears Bridge is the first precast concrete segmental bridge in North Dakota. An important aspect of the bridge design was the inclusion of many design elements that celebrate Sioux history and heritage of the Three Affiliated Tribes of the Fort Berthold Indian Reservation.
Contact: Terry Udland, NDDOT, 701-728-1699 (email: tudland@state.nd.us).

Category 3A
Freeway Bridge, North Dakota Department of Transportation (NDDOT)
Nozy River Bridge, Caltrans
The Nozy River Bridge on State Route 1 in the city of Fort Bragg replaced an existing steel bridge that was a landmark in the city. The new bridge minimizes obstruction of the ocean view and blends its architectural features with the site, providing an aesthetically pleasing appearance.
Contact: Gunmud Setberg, Caltrans, 916-227-8282 (email: gunmud.setberg@dot.ca.gov).

Category 3B
Freeway Bridge, Utah Department of Transportation (UDOT)
These two bridges carry Utah State Route 9 over the Virgin River. The original steel arch bridge, which opened to traffic in 1937, was renovated and strengthened and a new bridge was built that complements the original structure both visually and architecturally.
Contact: UDOT, 801-363-4289.

Category 4
Urban Freeway, Caltrans
San Diego Freeway, Caltrans
As part of the widening of Interstate 5 north of San Diego, Caltrans designed and constructed a Plantable Geosynthetic Reinforced Wall. The wall blends into the surrounding environment with natural looking contours and provides plantable space to sustain native vegetation.
Contact: Bruce Lambert, Caltrans, 619-488-3113 (email: bruce.lambert@dot.ca.gov).

Market Street, Virginia Department of Public Works
This project restored Market Street, a historic street lined with shops and restaurants within the U.S. Virgin Islands. Work included reconstructing the pavement and sidewalks, reconstructing the historic drainage infrastructure, and buying utilities in duct banks.