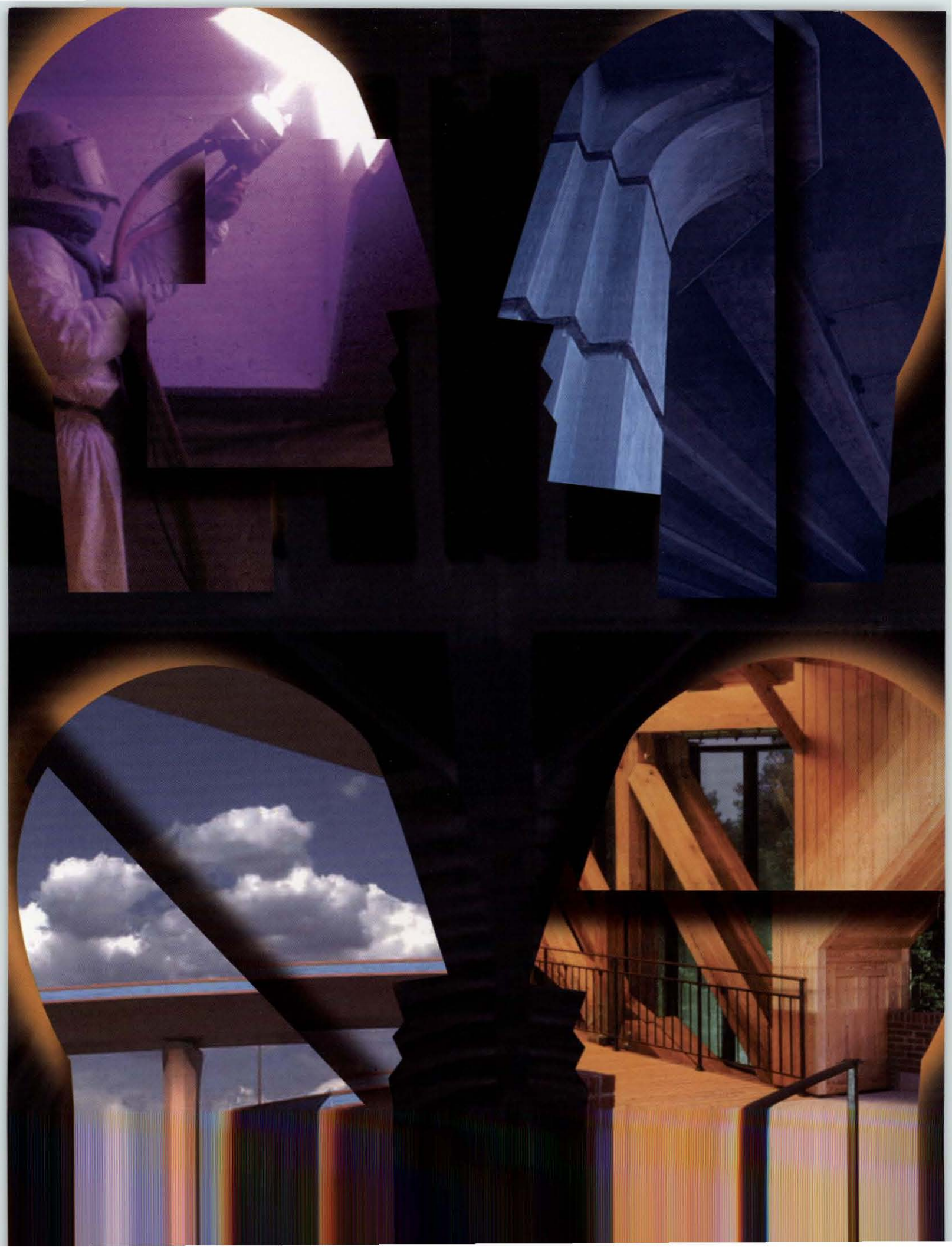
EXCELLENCE IN HIGHWAY DESIGN

FEDERAL HIGHWAY ADMINISTRATION

2002 BIENNIAL AWARDS



CONGRATULATIONS FROM THE ADMINISTRATOR

On behalf of Secretary Mineta, I offer my congratulations to the winners of the 2002 Excellence in Highway Design competition. The Federal Highway Administration has sponsored a design competition in one form or another since 1968, and the winners this year are among the best we have seen.

Today, many highway agencies are turning toward a design approach known as Context Sensitive Solutions or Context Sensitive Design. This approach seeks to involve all parties affected by a highway project as early as possible in the planning and design process. The goal is to create a design that will be well suited to the unique context surrounding the highway project. Such a design will strike the right balance to meet a whole range of transportation-related community needs: safety, mobility, environmental enhancement, economic productivity, accessibility, aesthetics, and security.

As I look at the general criteria for the Excellence in Highway Design Awards, I recognize that the best designs, the most creative and innovative designs, share the philosophy behind the Context Sensitive Solutions approach. Excellent designs are those that solve the specific problems of a specific context and deliver a range of benefits to the community in one harmonious, aesthetically pleasing package.

At the Federal Highway Administration, we are focusing on three core areas within our strategic goals, what we call our Vital Few—safety, environmental stewardship, and congestion mitigation. The crucial importance of highway design to fulfill our mission and reach our goals is illustrated by the winning entries showcased in this publication. Improving safety and enhancing the environment are cornerstones of many of the winning designs. And increasing mobility and reducing congestion is an essential element of many of the designs.

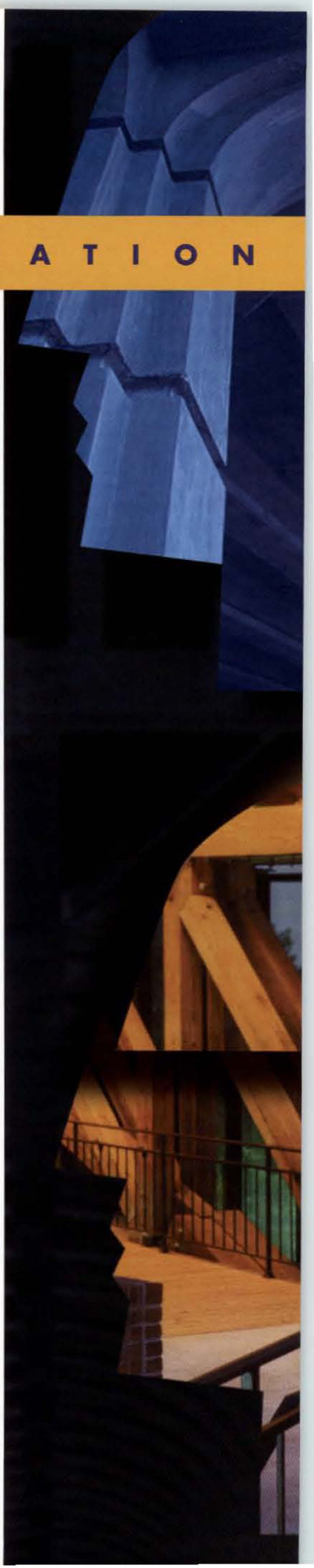
As the demands on our highway system become increasingly complex, the need for innovative and sensitive design solutions will grow as well. The winners of the 2002 Excellence in Highway Design competition give us great examples of improving safety, relieving congestion and protecting the environment. Again, Secretary Mineta and I congratulate all the winners for their outstanding contributions and their well deserved awards.

Mary E. Peters

Mary E. Peters

A Note Of Appreciation

The FHWA Office of Infrastructure is responsible for managing The Excellence in Highway Design Biennial Awards Program, but the success of the program depends on the support provided by the FHWA Office of Information and Management Services. We thank them, especially Mr. Richard Coleman, for their efforts in producing the entry forms, displaying the competition entries for the judging, and designing and producing CDs and printed publications.



EXCELLENCE IN HIGHWAY DESIGN

The Excellence in Highway Design Biennial Awards Program is back! In 2000 the Biennial Awards were incorporated into the Design for Transportation National Awards, a broader program that covered all modes of transportation. The highway community takes great pride in creating a wide range of innovative designs to meet a myriad of user needs. The many different types of highway-related facilities and the design solutions they provide certainly justify an awards program focused only on highways. Thus, the Biennial Awards are back, highlighting the best in highway design from bridges and highways to pedestrian/bicycle facilities, and from Intelligent Transportation Systems to historic preservation.

The purpose of the Awards is to recognize the superior efforts and achievements of public agencies and private organizations in designing highway-related facilities that provide safety and mobility while being sensitive to the human and natural environment as well as contributing to a more pleasing highway experience. The 2002 Award winners include outstanding examples of highways, bridges, tunnel, roadside facilities, and other improvements that demonstrate what can be done when designers use their creativity to find context sensitive solutions that move traffic in a way that it is aesthetically pleasing and environmentally friendly, as well as safe and efficient.

This publication, available in both printed and CD format, illustrates the winning entries in the 2002 Excellence in Highway Design Competition. Approximately 190 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. Our thanks to the panel of five judges who performed the difficult task of selecting the "best of the best." All five judges shared a passion for highways and a life-long dedication to highway quality, while each judge brought unique experience and insights to the task. They have selected outstanding projects in each of the nine categories.

Our congratulations to the winners and all who participated in the 2002 Excellence in Highway Design Biennial Awards Program. Your dedication to providing the highest quality facilities to highway users is truly an inspiration.

Dwight Horne
Director, Office of Program Administration

Donald R. Jackson
Program Coordinator

AWARD OF
EXCELLENCE

CATEGORY 1 THE URBAN HIGHWAYS

The aging parkway, originally conceived for leisurely weekend trips, was reconstructed into a safe, efficient commuter parkway. Tightly curved alignments, limited sight distances, a wood-post and cable-guide rail, short acceleration and deceleration lanes and ramps, and noise were addressed with widened roadways, culverts, noise walls, and landscaping while maintaining the area's aesthetic beauty.

Hutchinson River Parkway, Town of Harrison and Village of Rye Brook, New York

Designer:
New York State Department of Transportation, Poughkeepsie, NY

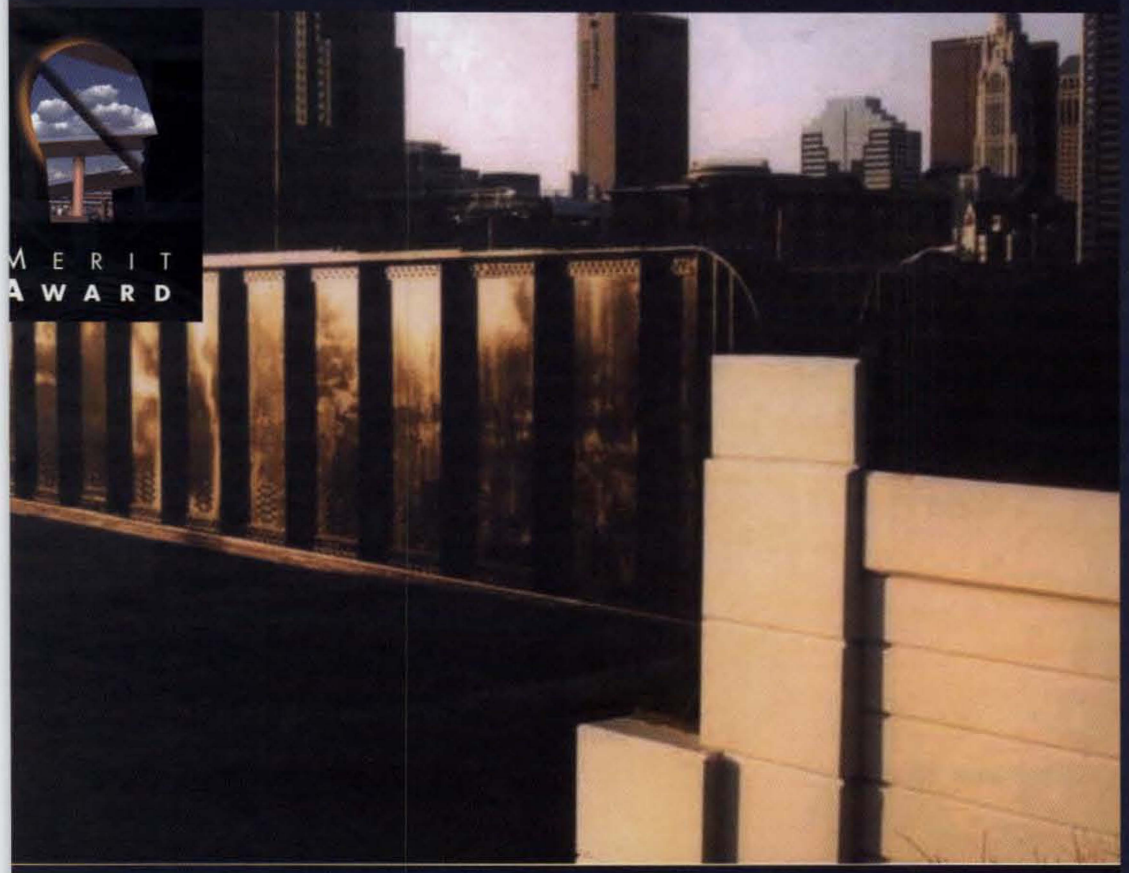
Contractor:
ECCO III, Yonkers, NY

Highway 96—Lexington Avenue to STH 61, Ramsey County, Minnesota

Highway 96 is a major arterial roadway providing a critical east-west link for seven suburban communities outside St. Paul. The goal of the project was to develop an overall plan to guide final design and reconstruction of 8.5 miles of highway to accommodate increasing traffic volume. The highway has evolved from a two-lane rural road into a four-lane concrete, urban, divided-section paved shoulder with full-access intersections, trails, and sidewalks.

Designers:
Ramsey County Public Works, Vadnais Heights, MN
URS (BRW) Inc., Minneapolis, MN

Contractors:
Arndt Construction, Inc., MN
Hentges Construction, Inc., MN
Shafer Contracting, Inc., MN
C.S. McCrossan Construction, Inc., MN

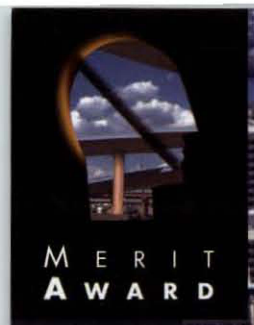


Neil Avenue Improvements, Columbus, Ohio

The improvement of Neil Avenue and Nationwide Boulevard added the capacity necessary to handle arena events and established a high-quality urban streetscape. The common theme of the arena district—to create a nonindustrial area with a sense of warmth—was accomplished by applying quality materials such as granite and brick with layers of textures.

Designer:
Evans, Mechwart, Hambleton, and Tilton, Inc., Gahanna, OH

Contractor:
Complete General Construction Co., Columbus, OH



MERIT AWARD

Fort Washington Way, Cincinnati, Ohio

The project provides a safer corridor for access to, from, and through Cincinnati, with improved connections to all adjacent urban expressways. In addition to accommodating an increased number of vehicles per day on the highway, the project also has enabled Cincinnati to reclaim 16 acres of land along its riverfront.

Designer:
Parsons Brinckerhoff, Cincinnati, OH

Contractors:
Kokosing, Fredricktown, OH
C.J. Mahan, Grove City, OH
Natural Engineering, Strongsville, OH
S.E. Johnson, Sidney, OH

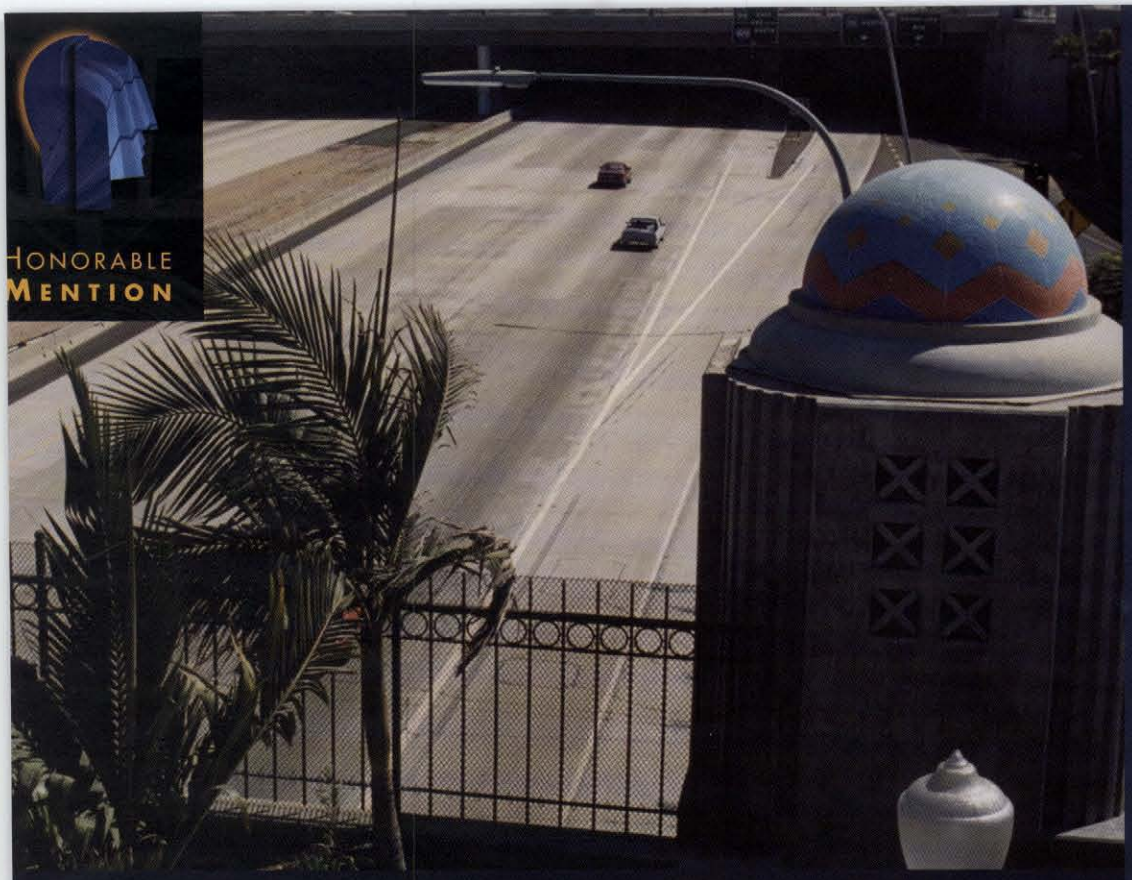
HONORABLE MENTION

U.S. Route 2 Main St. Reconstruction, Burlington, Vermont

Also known as Main Street, and U.S. Route 2 is a principal arterial that bisects the University of Vermont campus and provides a gateway for more than 25,000 vehicles a day. The route also links I-89 to Burlington's central business district, bringing economic vitality to the downtown area.

Designer:
Dufresne-Henry, S. Burlington, VT

Contractor:
J.A. McDonald, Lyndonville, VT



HONORABLE MENTION

I-15/40th Street Freeway Project, San Diego, California

The construction of the I-15/40th Street Freeway completes the portion of Interstate 15 that stretches from the Canadian border to southern San Diego County. This construction has minimized neighborhood disturbance, maximized community cohesion, improved livability with two additional parks and traffic calming, and preserved local architectural forms and landscape.

Designers:
Caltrans District 11 Landscape
McDaniel Engineering CO TY Lin Interntl.

Contractor:
C.C. Meyer, Rancho Cordova, CA

HONORABLE MENTION

Bruce R. Watkins Drive, Kansas City, Missouri

Watkins Drive is a 10.2-mile showcase artery linking downtown to southtown and handles up to 62,000 vehicles a day. This parkway is one of the nation's largest urban roadway landscaping projects, making Bruce R. Watkins as attractive as it is functional and easing the traffic throughout Kansas City. Its completion also provides residents with an alternative route that avoids busy Interstates and city streets, thus facilitating traffic flow throughout the city and the surrounding areas.

Designer:
HNTB Architects Engineers Planners,
Kansas City, MO

Contractors:
Garney Companies, Inc., Kansas City, MO
APAC-MO, Kansas City, MO
Clarkson Construction CO,
Kansas City, MO
W.A. Ellis Construction CO,
Independence, MO

HONORABLE MENTION

I-25/I-40 System-to-System Interchange, Albuquerque, New Mexico

The interchange, known as the "Big I" interchange, connecting I-25 and I-40 through the heart of Albuquerque, NM, was reconstructed to carry a project volume of 400,000 vehicles per day, 10 times more than was originally constructed for in 1966. Using new fast-track schedule innovation, the design was complete in 16 months, and the construction was complete in 23 months. The entire process otherwise would have taken 12 to 18 years to complete.

Designer:
URS Corporation, Albuquerque, NM

Contractor:
Twin Mountain Construction, Albuquerque, NM

AWARD OF
EXCELLENCE

CATEGORY 2 THE RURAL HIGHWAYS

The parkway overpass was constructed, and the Miller Hill roadway was realigned to separate itself from the busy parkway. The trail was also relocated, with emphasis placed on preserving and reestablishing natural areas. The finished project allows Miller Hill Road traffic and Appalachian Trail users to safely pass under the parkway while retaining rustic appearance.

Taconic State Parkway Interchange with Miller Hill Road, Town of East Fishkill, New York

Designer:
New York State Department of Transportation, Region 8, Poughkeepsie, NY

Contractor:
Contractor: Halmar Contracting, Inc., Mount Vernon, NY

MERIT AWARD

SR 87 Segment E, Maricopa County, Arizona

The State Route 87 was widened from two lanes to four lanes to serve as a major recreational route to northeastern Arizona. The primary benefit was the improved safety created by the divided north and southbound lanes handling traffic that has quadrupled since 1980. Design, safety, and environmental consideration in this project resulted in an award from the American Automobile Association.

Designer:
Michael Baker, Jr., Inc., Phoenix, AZ

Contractor:
Ames Construction Inc., Phoenix, AZ

MERIT AWARD

TH 61 Silver Creek Cliff Tunnel and North Shore Scenic Highway, near Two Harbors, Minnesota

The TH 61 North Shore Scenic Highway is a 150-mile coastal interregional highway corridor that links northeastern Minnesota with the rest of the state, nation, and Canada. The design and construction of the TH 61 realignment also involved mining a tunnel through Silver Creek Cliff to provide a safe, cost-effective, and state-of-the-art system to replace a dangerous steep and narrow two-lane roadway on the side of the cliff.

Designers:
Charles Nelson & Associates, Minneapolis, MN
HNTB Engineers
E&K, Inc.

Contractors:
Johnson Brothers Construction, Litchfield, MN
Frontier-Kemper, Evansville, IN
Traylor Brothers Corporation, Evansville, IN

East Junction STH 21 – East Junction Silver Lake Road, Wautoma, Wisconsin

STH 21 was realigned for 1.31 miles, from STH 72 to Silver Lake Road. Many sensitive environmental and archeological issues were addressed in the construction. Highway grades were set to enhance the scenic overview of the lakes. The shoreline is now public and allows for fishing along the entire shoreline. Lakefront residences now enjoy separation from highway by low-traffic-volume frontage roads.

Designer:
Wisconsin Department of Transportation,
Wisconsin Rapids, WI

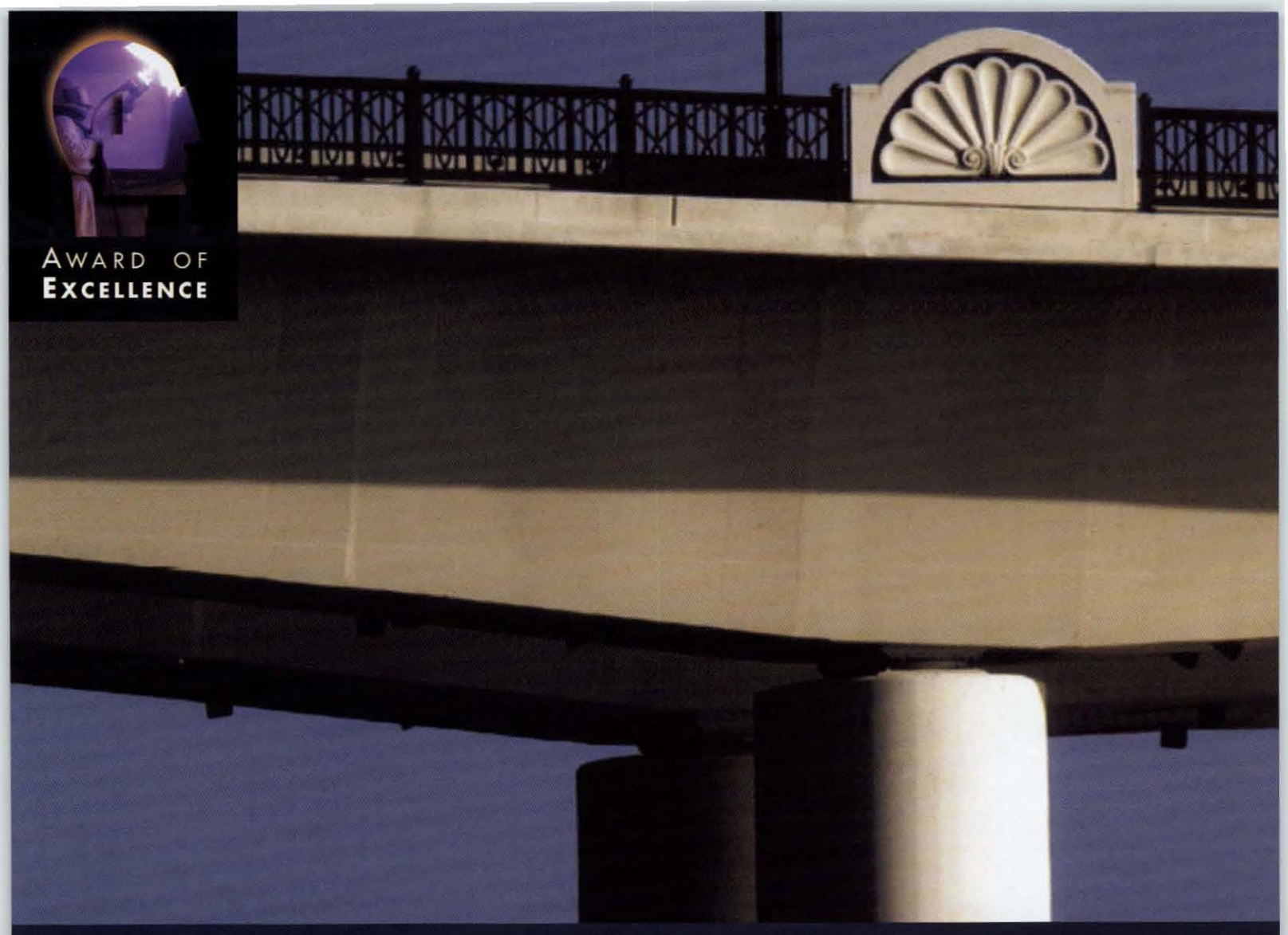
Contractor:
Hoffman Construction Co.,
Black River Falls, WI

Highway 61 Schroeder Reconstruction, Schroeder, Minnesota

The reconstruction improved safety and traffic flow along the Trunk Highway 61 route through Schroeder, MN. It also replaced a major river crossing, developed a wayside rest, and put one of the smallest communities in the State on the map. The design of the roadside environment helped slow the passing-through traffic and also provides visitors with a sense of arrival.

Designers:
Samela Architect, Duluth, MN
LHB Engineers and Architects, Duluth, MN
Minnesota Department of Transportation,
St. Paul, MN

Contractor:
Hoover Construction Co.,
Virginia, MN



AWARD OF
EXCELLENCE

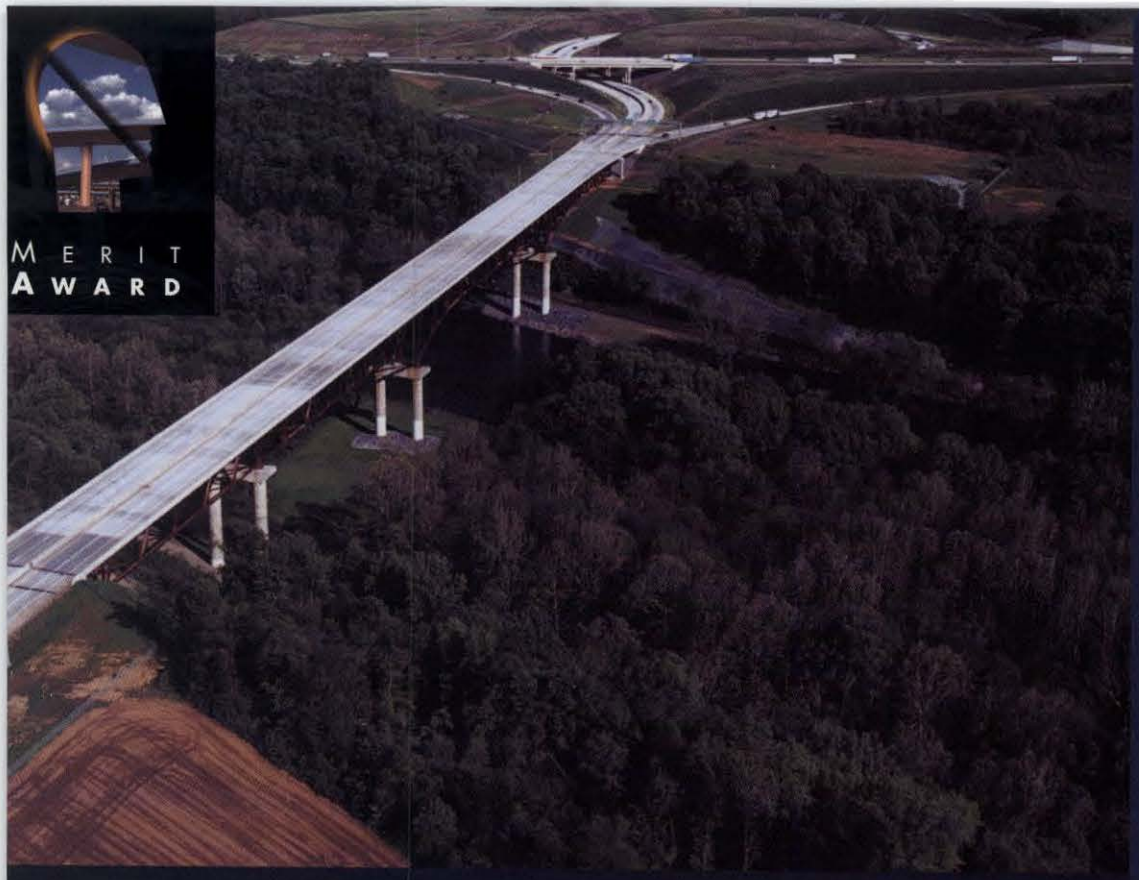
CATEGORY **3A MAJOR HIGHWAY STRUCTURES** OVER $10 MILLION

Broadway Bridge, Daytona Beach, FL

Dubbed "Daytona Beach's newest permanent art exhibit," the bridge carries International Speedway Boulevard over the Halifax River, an intracoastal waterway. The bridge's 65-foot vertical clearance also relieves both boat and vehicular congestion caused by bridge openings of the older bridge. Featuring pictures of wildlife—some of endangered species—the bridge provides public a valuable environmental awareness.

Designer:
Figg Engineering Group,
Tallahassee, FL

Contractor:
Misener Marine Contractors, Inc.,
Tampa, FL



MERIT AWARD

The Gene Hartzell Memorial Bridge, S.R. 33 Extension, Easton, Pennsylvania

The bridge is one element of the S.R. 33 extension project in east central Pennsylvania designed to have a long life and require minimal maintenance. The bridge completes a ring-route around the cities of Allentown, Bethlehem, and Easton that improves traffic flow and economic development opportunities.

Designer:
URS Corporation,
King of Prussia, PA

Contractors:
Dick Corporation, Pittsburgh, PA
American Bridge, Corapolis, PA
Frank Casilio & Sons Inc., Easton, PA

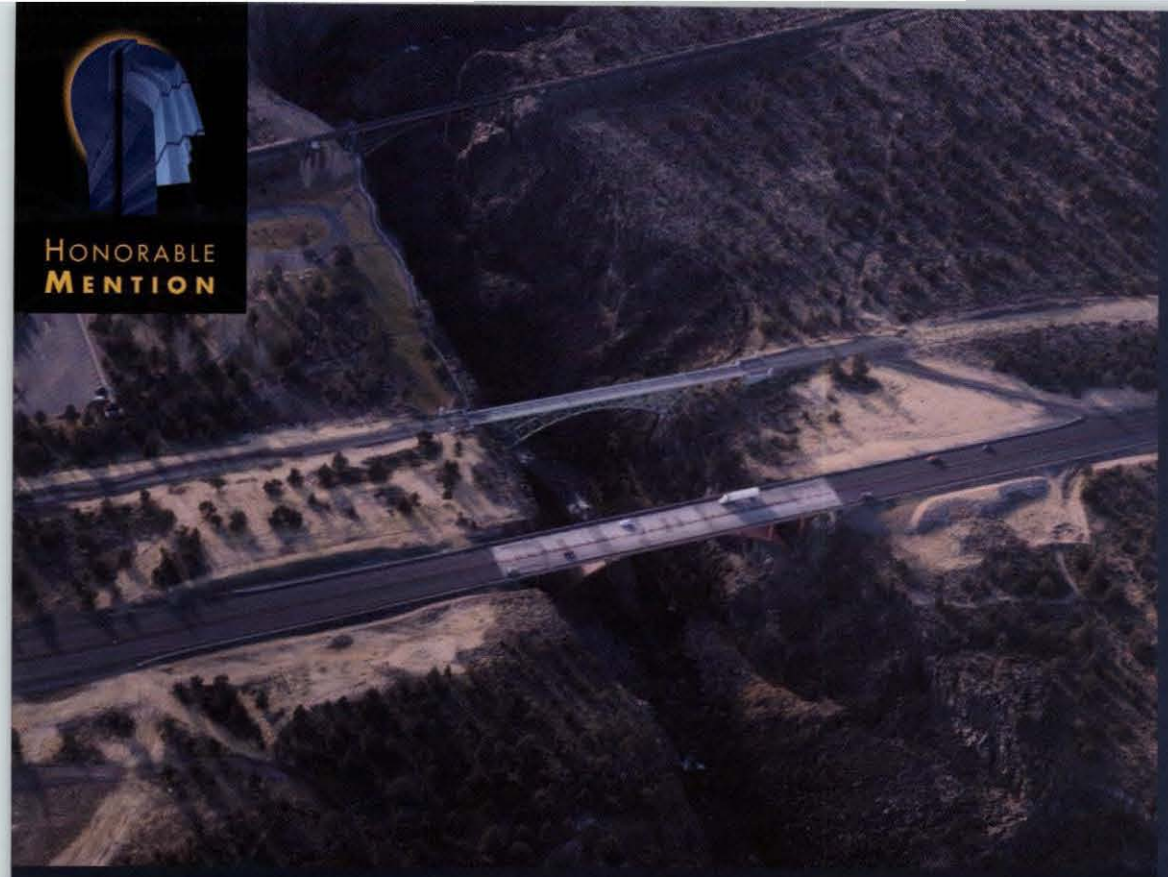
HONORABLE MENTION

The Neuse River Bridge, New Bern, North Carolina

The Neuse River Bridge, one of the largest public works projects in North Carolina, provided a complex yet functional bypass at the historic town of New Bern. A new interchange, connecting to US 70, was added to funnel heavy beach traffic onto and off of the bridge with lesser impacts on communities and land use.

Designer:
Ralph Whitehead Associates,
Charlotte, NC

Contractor:
Traylor Brothers, Inc., Evansville, IN



HONORABLE MENTION

Crooked River Gorge Bridge – US Highway 97, Terrbonne, Oregon

After 70 years, the old bridge, although was structurally sound, was unable to accommodate present-day needs. The new bridge was constructed with style and visual harmony in mind, using arches and other elements from older bridges, including the Oregon Trunk Railway Bridge. The new bridge continues Oregon's longstanding tradition of building bridges that complement the surrounding landscape

Designer:
David Goodyear Engineering Services, Olympia, WA

Contractor:
Kiewit Pacific, Vancouver, WA

HONORABLE MENTION

The Smart Road Bridge, Christiansburg, Virginia

The Smart Road Bridge, at 175 feet above the valley floor, is the tallest bridge in the Commonwealth of Virginia. The bridge, one phase in the 5.7-mile Smart Road project, was designed and constructed to satisfy functional, aesthetic, and economic requirements. The bridge also accommodates various testing equipment associated with Smart Road roadway research. The Smart Road, when completed, will provide a vital public link to Interstate 81 from the town of Blacksburg and Virginia Tech.

Designer:
Figg Engineering Group, Tallahassee, FL

Contractor:
PCL Civil Constructors, Inc., Coral Springs, FL

AWARD OF EXCELLENCE

CATEGORY 3B MAJOR HIGHWAY STRUCTURES UNDER $10 MILLION

The bridge, using context-sensitive design, spans between Grays Bay and Wayzata Bay on Lake Minnetonka. In the interest of public safety, the new bridge was built to replace the aging bridge, handle vehicle traffic properly, accommodate pedestrian and bicycle traffic, and improve the aesthetic impact on the community.

Grays Bay Bridge, Wayzata/Minnetonka, Minnesota

Designer:
Hennepin County Public Works, Transportation Department, Medina, MN

Contractor:
Glenwood Bridge, Inc., Glenwood, MN

TH 371 over the Mississippi River, Brainerd, Minnesota

The four-span bridge was constructed in conjunction with a bypass project around the west side of the city of Brainerd. The abutments were set back from the river to provide for a recreational trail beneath the bridge. The bridge also includes a continuous low barrier with ornamental metal railings on one side to allow motorists to view the river.

Designer:
Minnesota Department of Transportation, Oakdale, MN

Contractors:
Lunda Construction Company, Rosemount, MN
Elk River Concrete, Maple Grove, MN

Route 28 over Little Delaware, Bovina, New York

The bridge, which reflects the architecture of the adjacent Episcopal Church, carries Route 28 over the Little Delaware River. The project replaced deteriorating portions of the arched concrete Tee beams of the bridge with a new structure. The bridge is located on the historical Gerry Estate in the town of Bovina, one of the communities along the scenic, rugged river valleys of the Catskill region.

Designer:
New York State Department of Transportation, Albany and Binghamton, NY

Contractor:
Harrison & Burrowes Bridge, Glemont, NY

I-695 Interchange at Dulaney Valley Road, Towson, Maryland

The new bridge at the interchange was constructed to accommodate additional lanes to I-695. The existing four-span configuration, built in 1957, was replaced with a two-span continuous superstructure. The completed bridge now distinguishes the interchange as the "Gateway to Towson."

Designer:
Maryland State Highway Administration,
Baltimore, MD

Contractors:
The Six M Company, Inc., Delta, PA
Hunt Valley Contractors, Inc.,
Owings Mills, MD

TH 33 over St. Louis River, Cloquet, Minnesota

The new bridge is a 12-span, 4-lane, 2-sidewalk structure that replaces the structurally deficient and functionally obsolete original bridge. The bridge is a vital element in the link between an Interstate freeway and a major trunk highway. It retains some of the character from the former bridge and spans a local street, railroad tracks, and a river.

Designer:
Minnesota Department of
Transportation,
Oakdale, MN

Contractors:
Johnson Brothers, Corp., Litchfield, MN
Lunda Construction Co.,
Black River Falls, WI

AWARD OF **EXCELLENCE**

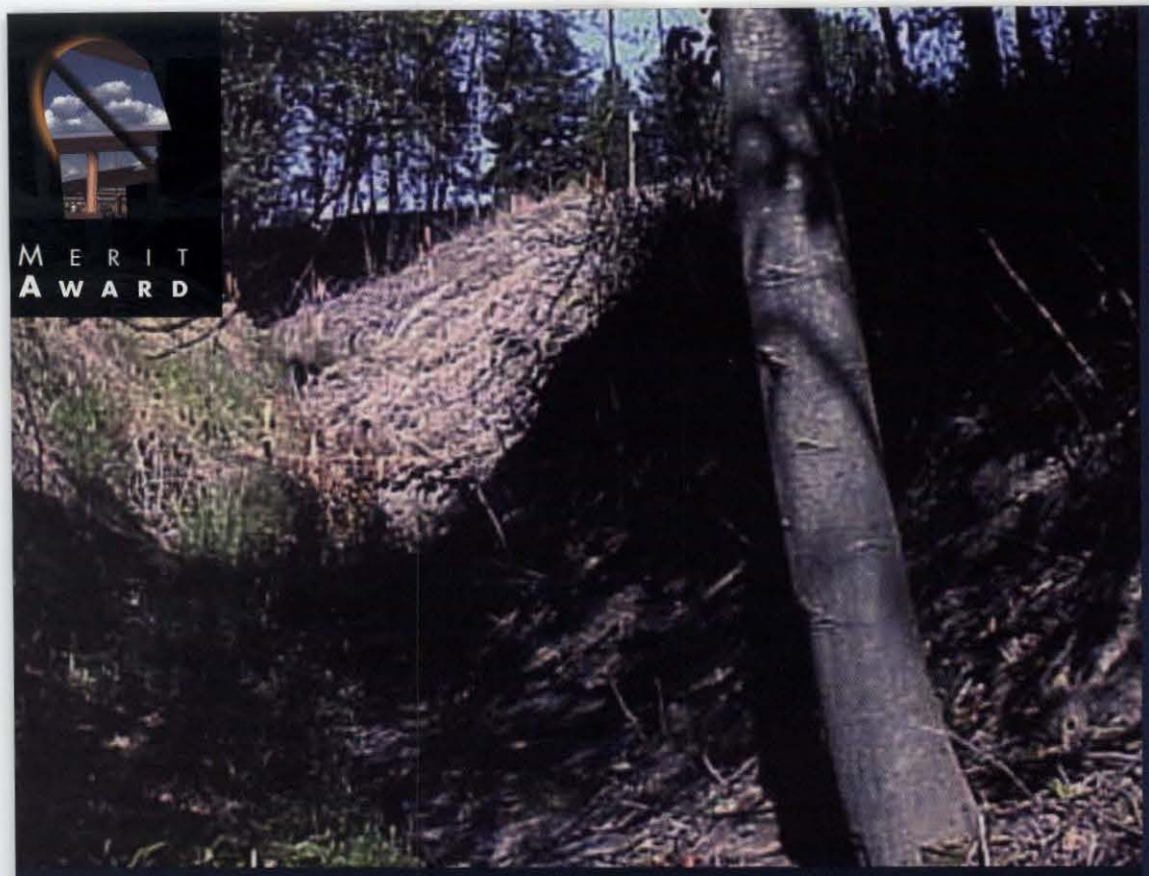
CATEGORY 4 **ENVIRONMENTAL PROTECTION** AND ENHANCEMENTS

First Creek Fish Passage, Southwest of Chelon, Washington

The structure was created to restore fish passage to historic spawning habitat. The culverts installed 50 years ago had adversely affected the fish population in upper First Creek. Today, the environment of the area has been preserved and enhanced, and the stream has been improved for fish passage. The project site is still being monitored and further developed with grant funding and the work of volunteers.

Designer:
Washington State Department of Transportation, Wenatchee, WA

Contractor:
Goodfellow Brothers, Inc., Wenatchee, WA



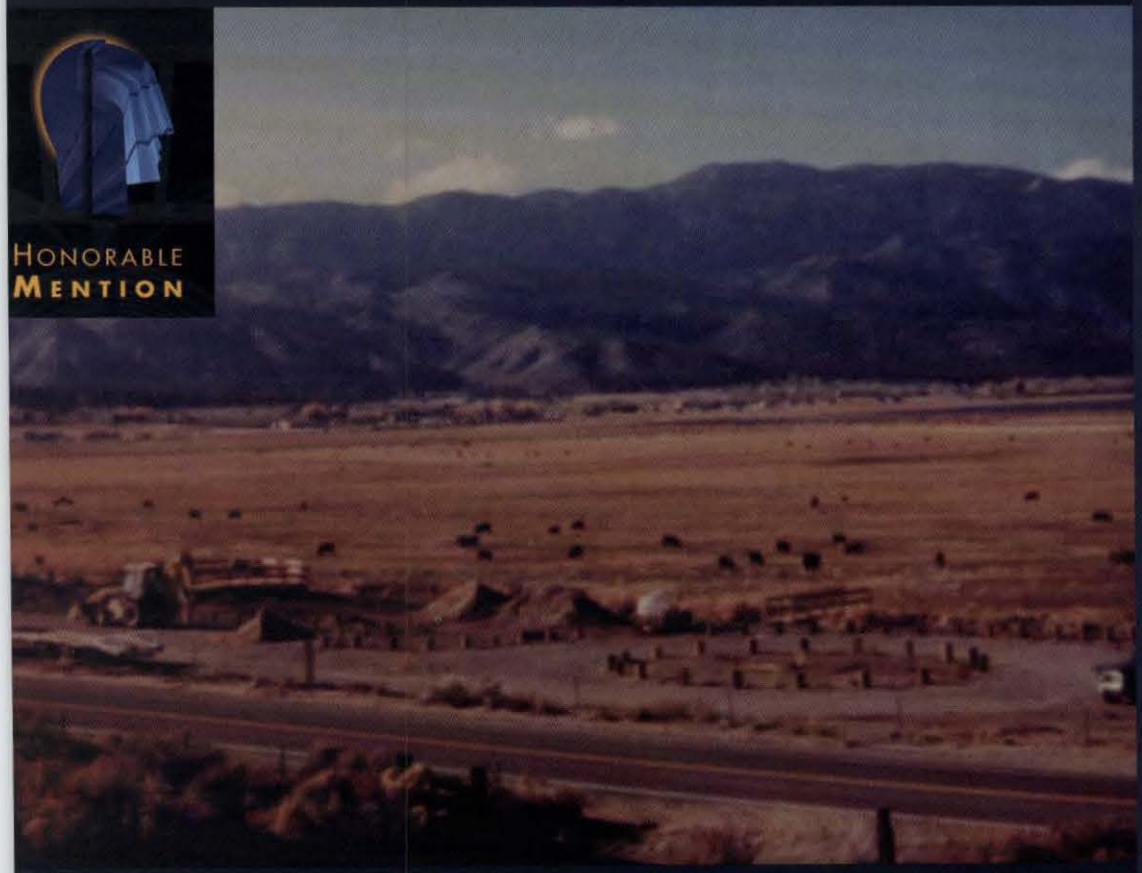
MERIT AWARD

Indian Creek Stormwater Facility, Olympia, Washington

The facility used the authority granted under the state's Stormwater Act of 1996 to integrate innovations in the bioengineering design with cultural traditions. As a result, the facility serves as a tranquil escape in the urban environment while treating stormwater runoff. Thousands of native plants were reintroduced to the site.

Designer:
City of Olympia, Olympia, WA

Contractors:
City of Olympia, Olympia, WA
Washington State Department of Transportation, Olympia, WA



HONORABLE MENTION

Washoe Lake Wetland Mitigation Site, Washoe City, Nevada

The wetland mitigation site was create to offset unavoidable wetland losses in highway construction projects in and around Reno and Carson City. The site is entirely within the boundaries of a state park offering educational and recreational opportunities. The ponds were constructed to attract waterfowl species and the wetland is to maintain water year round, even during drought.

Designer:
Nevada Department of Transportation, Carson City, NV

Contractor:
Nevada Department of Transportation, Carson City, NV

AWARD OF EXCELLENCE

CATEGORY 5 HISTORIC PRESERVATION

Route 66 over Stony Kill, Village of Chatham, New York

The bridge was built in 1886 and modified in 1920. The bridge was fully rehabilitated to restore its historic character and original integrity using postcards of the bridge from 1909 while meeting today's safety, traffic, and structural needs. The planners decided on the use of stonefaced parapet with replicated wrought iron rail along on the top instead of building a dual rail system—ornate rail and highway rail, side by side.

Designer:
New York State Department of Transportation, Poughkeepsie, NY

Contractor:
Harrison & Burrowes, Bridge Construction, Glenmont, NY

Strawberry Mansion Bridge, Philadelphia, Pennsylvania

The Strawberry Mansion Bridge, built in 1897, was one of the first steel bridges in the country and had severely deteriorated. Adaptive use of the abandoned trolley track locations was used to construct a promenade. All of the work was performed within the surrounding environment and historical framework to maintain and preserve the original design.

Designer:
Lichtenstein Consulting Engineers, Inc.,
Langhorne, PA

Contractor:
IA Construction Corporation,
Concordville, PA

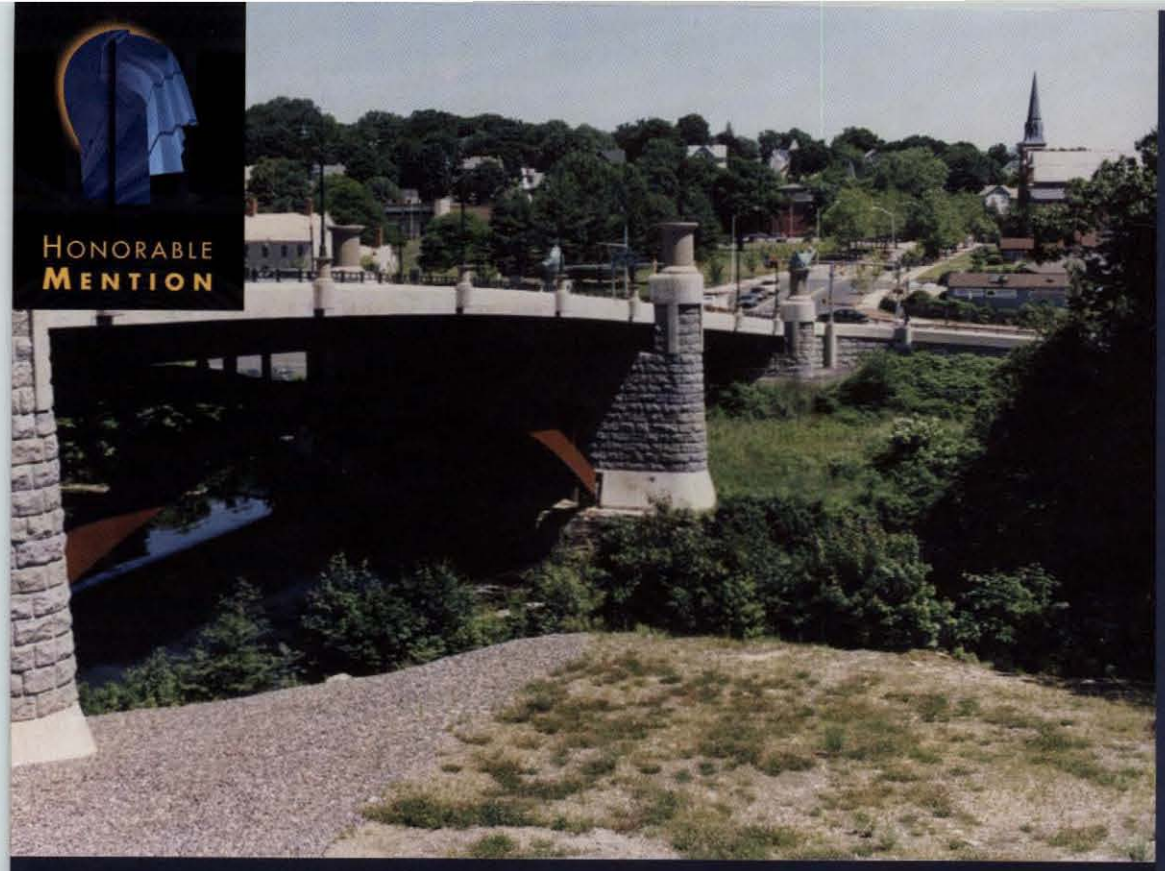
Regency Suspension Bridge over Colorado River, San Saba/Mills County Line, Texas

Built in 1939, the one-lane bridge is one of only two historic suspension bridges still open to vehicular traffic in Texas. Engineers replaced the ground-anchored cables, which were at risk from ground moisture, while preserving the historic appearance. As a result of successful restoration, the existing much-loved bridge was preserved rather than having to be replaced by a new bridge.

Designer:
Texas Department of Transportation
Bridge Division, Austin, TX

Contractors:
SFW Construction, Harker Heights, TX
Wilolamb International Corp.,
Muskagee, OK

HONORABLE MENTION



Thread City Crossing "The Frog Bridge," Willimantic, Connecticut

Originally this urban revitalization project was planned as a typical rehabilitation of an existing urban traffic system. The new bridge was built on the site of an old cotton mill to replace the original bridge downstream built in 1857 and later deemed obsolete. Concrete form liners were used to create the appearance of granite stone. The spools atop the bridge symbolize the town's historic role in the textile industry.

Designer:
Maguire Group, New Britain, CT

Contractor:
O&G Industries, Inc., Torrington, CT

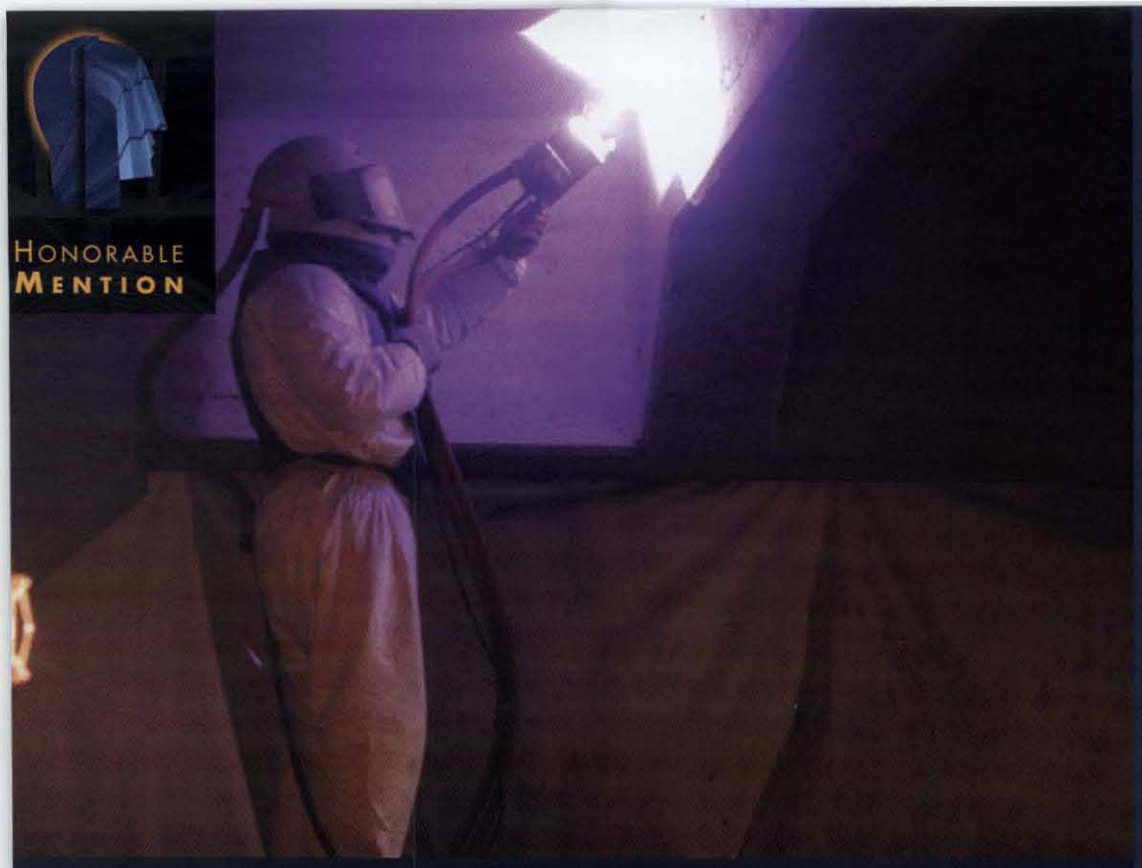
HONORABLE MENTION

TH 55 Longfellow House in Minnehaha Park, Minneapolis, Minnesota

TH 55, or Hiawatha Avenue, serves as an important gateway into Minneapolis from the international airport and communities to the southeast. Mn/DOT, in partnership with the Minneapolis Park Board, relocated and restored the historic "Longfellow House" and reconnected the areas of Minnehaha Park that had been cut off by Hiawatha Avenue.

Designer:
Minnesota Department of Transportation, St. Paul, MN

Contractors:
C.S. McCrossen, Maple Grove, MN
Ernst Movers, Osseo, MN



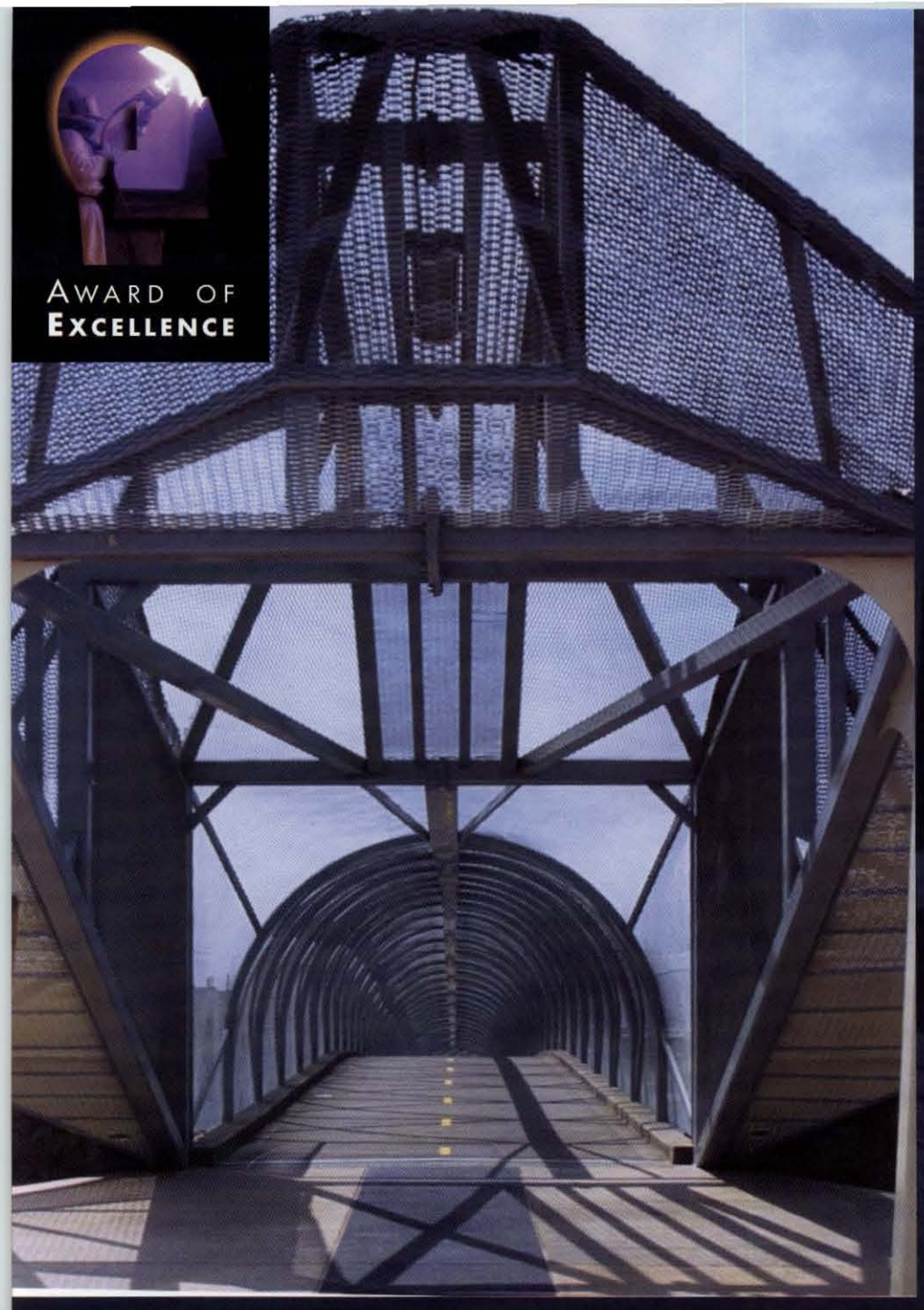
HONORABLE MENTION

Rocky Creek (Ben Jones) Bridge, Otter Crest Vicinity, Oregon

The historic bridge carries traffic along the scenic Oregon coast and is the main link for the community of Mioco to the rest of the coast. The bridge was saved from severe saltwater corrosion by restoration instead of a replacement, thus preserving its historic appearance. The new bridge deck increased load capacity and provided a safe, accessible route to drivers.

Designer:
Oregon Department of Transportation, Salem, OR

Contractor:
F.E. Ward Construction, Inc., Vancouver, WA



AWARD OF EXCELLENCE

Broadway (Diamondback) Bicycle/Pedestrian Bridge, Tucson, Arizona

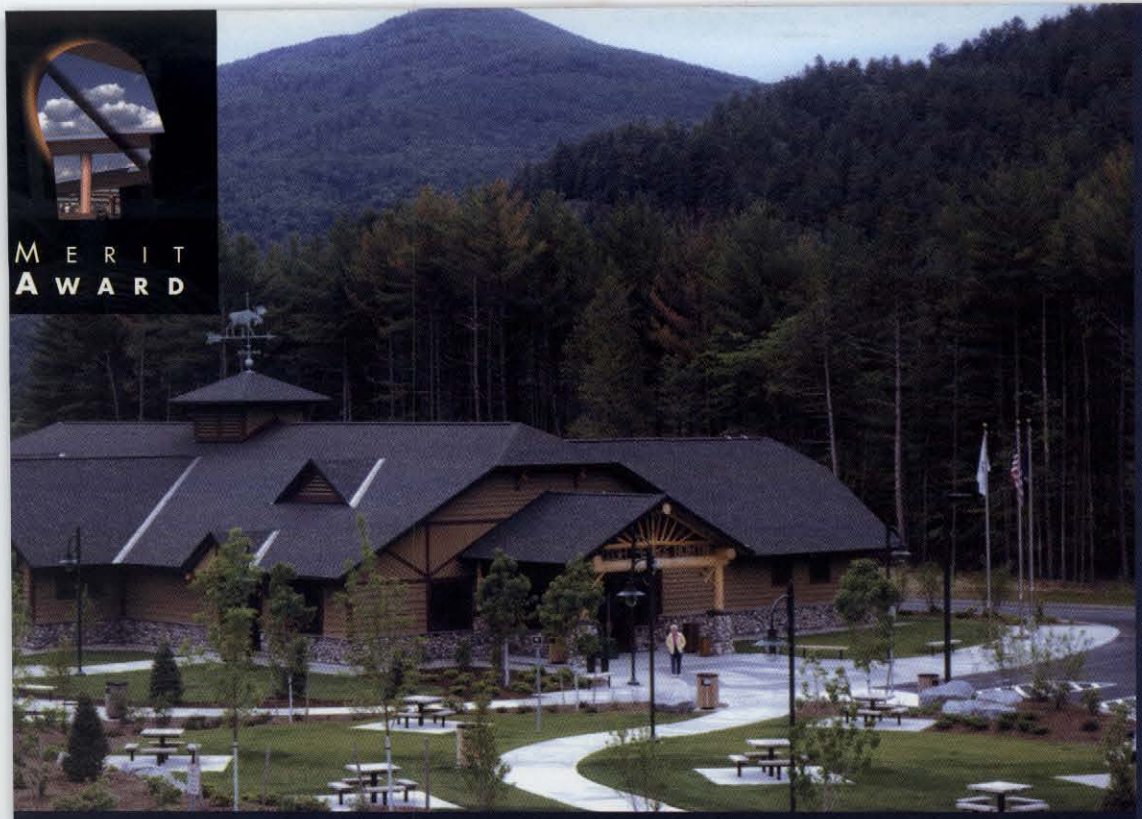
Designer:
T.Y. Lin International, Tempe, AZ

Contractor:
Hunter Contracting Company, Tucson, AZ

CATEGORY 6 HIGHWAY RELATED PROJECTS

The bicycle/pedestrian bridge demonstrates the City of Tucson DOT's strong commitment to developing and implementing a multi-modal transportation system into and through the downtown area. The design, depicting a Diamondback rattlesnake, also incorporates Tuscon DOT's longstanding policy to include public art into its transportation improvement projects.

MERIT AWARD



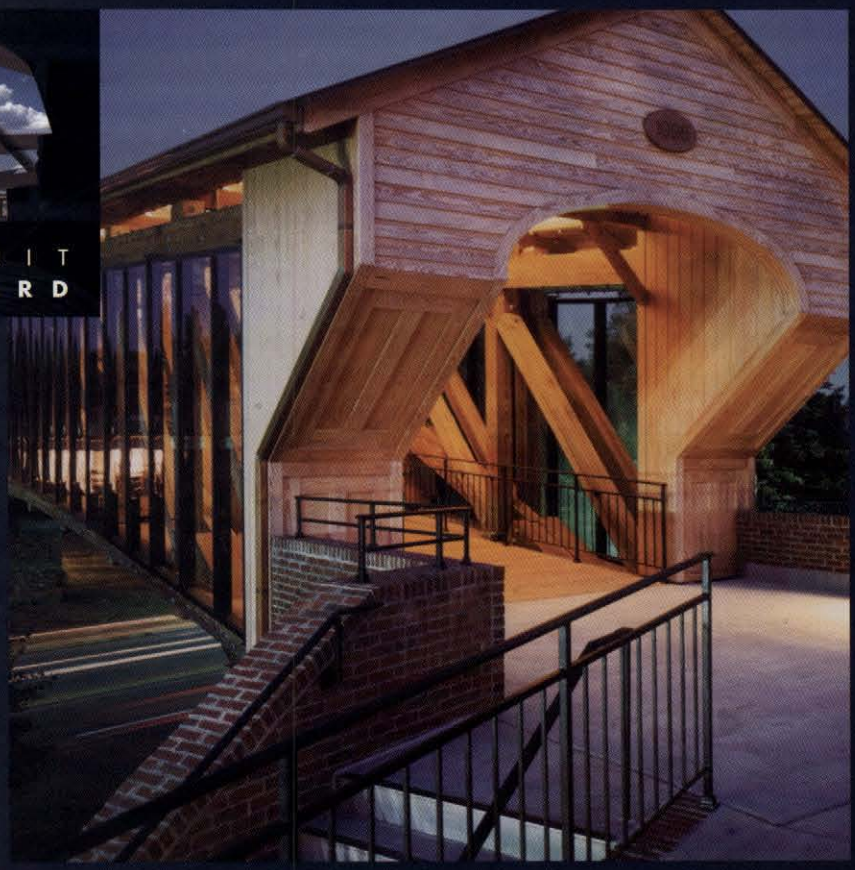
High Peaks Welcome Centers, Town of North Hudson, New York

The welcome center provides a safe, off-road location for truckers and motorists to stop and rest on both southbound and northbound lanes of the Adirondack Northway, I-87. Using a context-sensitive solution, the project harmonizes with its surroundings while meeting many needs such as truck inspection areas, U.S. Border Patrol facilities, rest rooms, vending areas, and tourist information areas.

Designers:
Dufresne-Henry, Saratoga Springs, NY
Dembling & Dembling Architects, Albany, NY

Contractors:
Green Island Construction Company, Glenmont, NY
Murnane Building Contractors, Plattsburgh, NY

MERIT AWARD



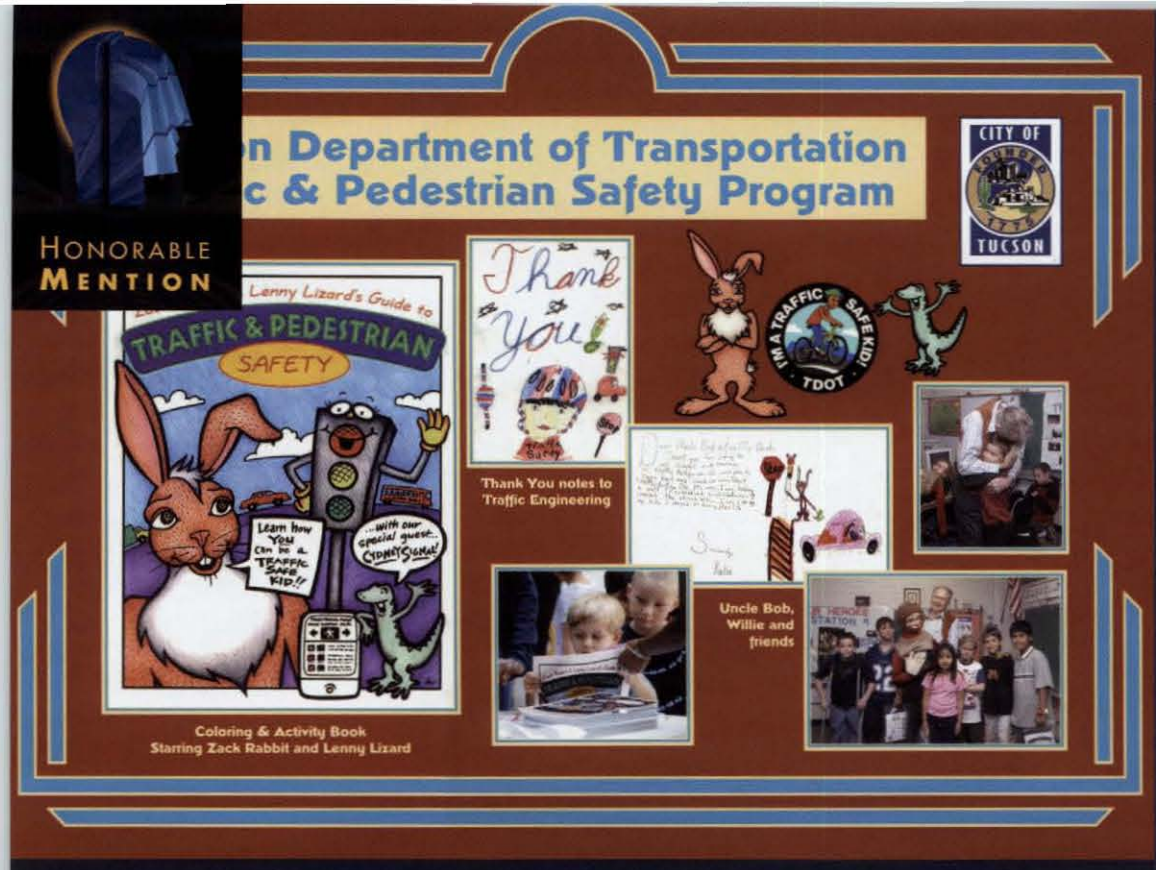
Pedestrian Bridge over Old Salem Bypass, Old Salem, North Carolina

The timber pedestrian bridge crossing the Old Salem Bypass was design and constructed as a gateway to the historic village of Old Salem, linking new parking facilities on the other side of the busy Old Salem Bypass to Old Salem. The new bridge enhances safety because pedestrians no longer have to cross the busy highway, and the need for automobiles inside the historic district has been reduced.

Designer:
DCF Engineering, Inc., Cary, NC

Contractor:
Beers Construction Company, Winston-Salem, NC

HONORABLE MENTION



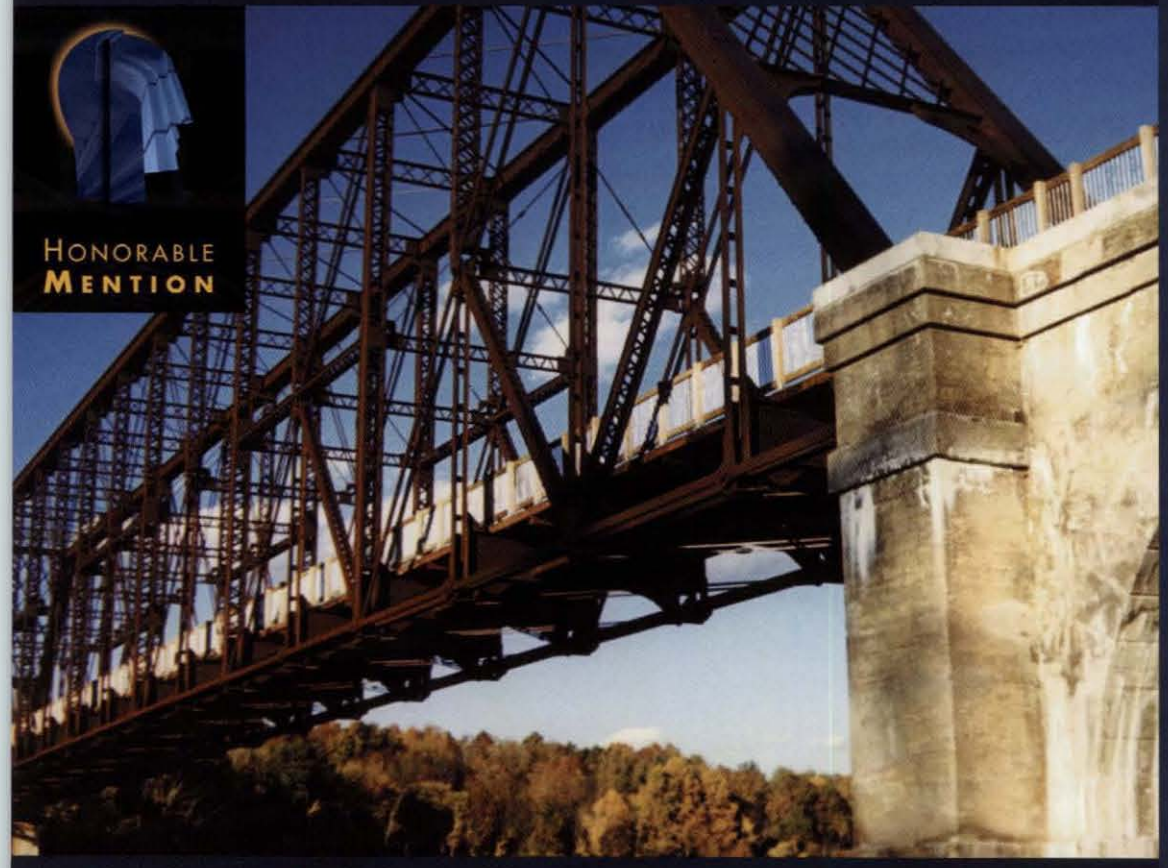
Designer:
City of Tucson, Department of Transportation, Tucson, AZ

Contractor:
City of Tucson, Department of Transportation, Tucson, AZ

Bicycle and Pedestrian Facilities, Tucson, AZ

The City of Tuscon integrated Europe's successful examples of traffic-control devices into the American system to gain driver compliance in stopping for pedestrians at marked crossings and facilitating bicycle crossings of major streets. One of the new applications is called High Intensity Activated Crosswalk. Activated by pedestrians, this device includes a flashing sequence for traffic lights, resulting in one of the highest driver compliance rates nationwide.

HONORABLE MENTION



Designer:
New York State Department of Transportation, Poughkeepsie, NY

Contractor:
Persico Contracting and Trucking, Inc., Mount Vernon, NY

North County Trailway, Town of Yorktown, New York

Completion of the fifth and final segment of the North County Trailway involved converting 5 miles of abandoned railroad bed into a paved pedestrian and bicycle path. This historic former railroad bridge was originally targeted for removal. The Trailway is a continuous multi-use trail totaling 22 miles through New York City suburbs.

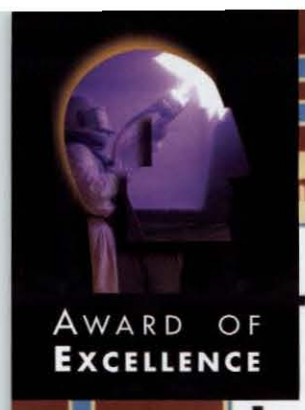
HONORABLE MENTION

Crabtree Creek Greenway Connector, Raleigh, North Carolina

The Greenway connector is an urban multi-use trail that links neighborhoods along the city of Raleigh's greenway system to one of the largest shopping malls in the southeast. This section includes an underpass with US 70, which is a high-volume roadway that is hazardous for pedestrians and bicyclists to cross.

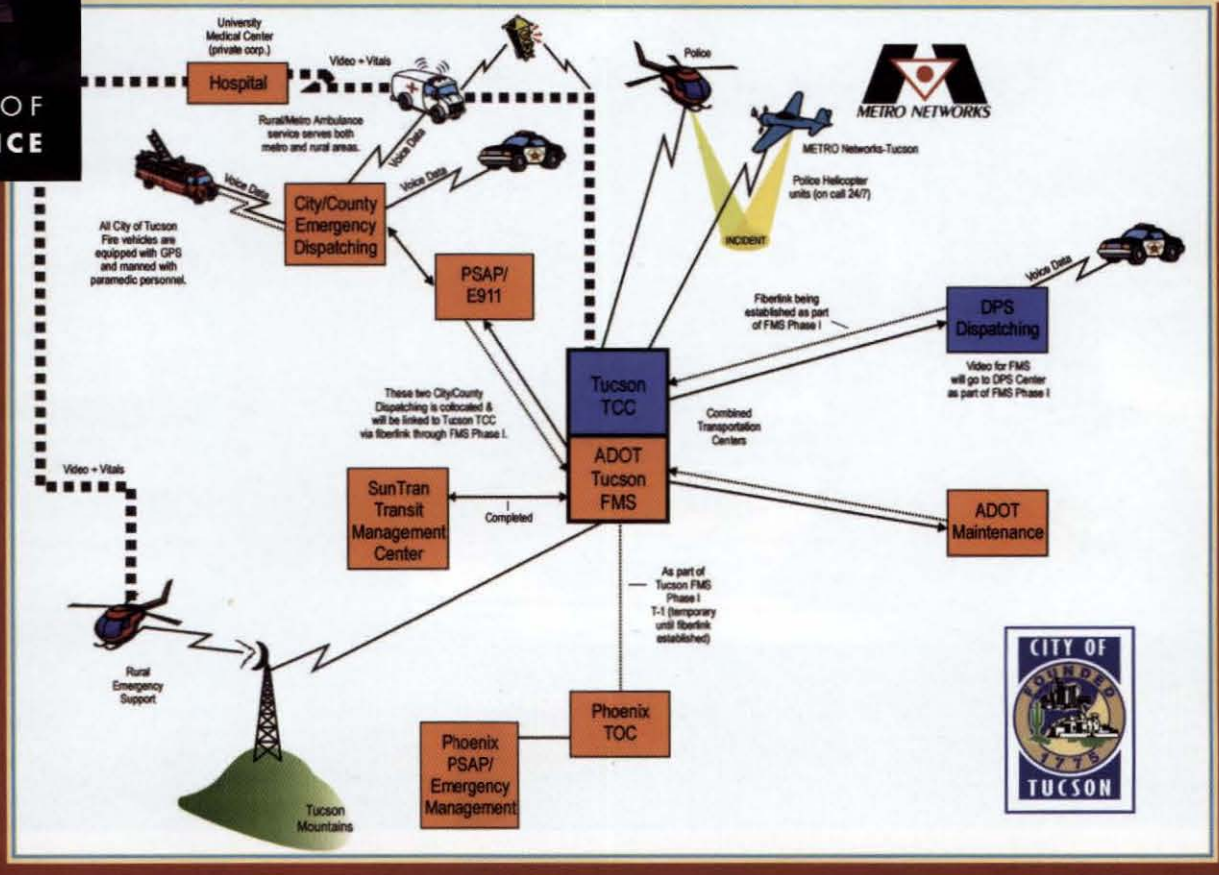
Designer:
North Carolina Department of Transportation, Raleigh, NC

Contractor:
City of Raleigh Parks and Recreation Dept., Raleigh, NC



AWARD OF EXCELLENCE

n Intelligent Transportation System (ITS) Regional Program



CATEGORY 7 INTELLIGENT TRANSPORTATION SYSTEMS

The goal of the project was to develop a center that provides timely traveler information and to coordinate with other governmental agencies and emergency services. The City of Tuscon developed a public/private contractual agreement whereby a single business entity operates the center for profit with a returning flow of support, at no charge, back to the City.

Tucson Regional Transportation Control Center, Tucson, Arizona

Designer:
City of Tucson, Department of Transportation

Contractor:
METRONetworks, Tucson, AZ

AWARD OF EXCELLENCE

CATEGORY 8 INTERMODAL TRANSPORTATION FACILITIES

The Intermodal Center serves as the focal point and "first stop" for all visitors entering Natchez. It is key to getting visitors out of their cars and onto city trolleys, buses, and their feet—to tour the district. The center has a two-level administrative wing and a visitor reception and viewing wing that faces the Mississippi River.

Natchez Visitor Reception and Intermodal Transportation Center, Natchez, Mississippi

Designer:
Ronald Filson FAIA Architects, New Orleans, LA

Contractor:
Carothers Construction, Jackson, MS

Martinez Intermodal Rail Station, Martinez, California

This project was designed to increase transit access and parking for intercity rail passengers and to prepare for potential future commuter and light rail connections. Thirty intercity trains currently use the station daily; four are long-distance Amtrak trains serving the North Coast.

Designer:
Thompson & Associates,
San Francisco, CA

Contractor:
N.E. Carlson Construction, Inc.,
Brentwood, CA

MARC Service Extension to Frederick, Frederick, Maryland

The train extension to Frederick supports the State and Governor's Smart Growth Plan by providing a direct connection between Frederick and Washington, DC. The MARC service provides a cost- and time-efficient commuter rail service, which will reduce traffic congestion on the roadway network. The project also helps support the revitalization of the City of Frederick.

Designer:
Rummel, Klepper & Kahl, LLP,
Baltimore, MD

Contractor:
Haverhill Construction Company,
Baltimore, MD

HONORABLE MENTION

Salem Railroad Station Restoration and Site Improvement, Salem, Oregon

The station was revitalized as a multi-modal transportation hub for the mid-Willamette Valley after three decades of neglect as private railroads abandoned passenger rail service. In response to increasing highway congestion and a renewed interest in passenger rail services, ISTEA funds were used to purchase the station from a private railroad company and to serve the community and passengers.

Designers:
Fletcher-Farr-Ayotte, Portland, OR
J.L. Patterson & Associates, Orange, CA
AGRA Earth & Environment, Portland, OR

Contractors:
D.G.S. General Construction, Inc., Woodburn, OR
Marion Construction Co., Salem, OR
IRS Environmental of Oregon, Hillsboro, OR

AWARD OF
EXCELLENCE

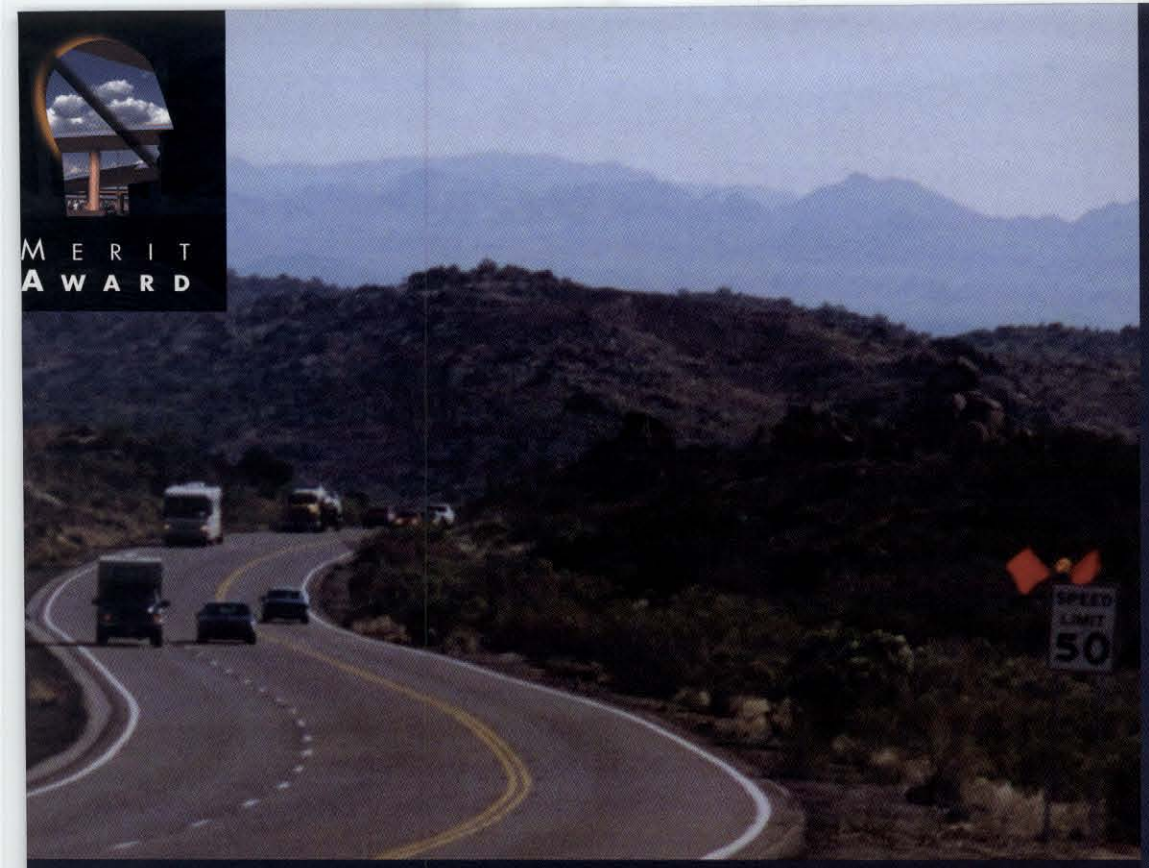
CATEGORY 9 HIGHWAY IMPROVEMENTS ON PUBLICLY OWNED LAND

Forest Highway 65 runs for 15 miles between Cass and Ozark, Arkansas. The project upgraded the existing roadway to provide adequate, safe passage for current and future traffic, as well as to provide a spectacular view. The gravel road was paved to accommodate growing traffic. The retaining wall was constructed with stones quarried just a half mile from the site, resulting in aesthetic benefits. This is an example of progress harmonizing with preservation.

AR Forest Highway 65, Ozark National Forest, Arkansas

Designer:
Eastern Federal Lands Highway Division, Sterling, VA

Contractor:
Gilbert Central Corporation, Omaha, NE



MERIT AWARD

U.S. 93 – Boulders Section, Mohave County, Arizona

The purpose of the project was to increase traffic capacity by widening the roadway and improving safety elements. The parkway is a designated scenic route that cuts diagonally across northwest Arizona from the Phoenix metropolitan area to I-40, east of Kingman, AZ. The natural areas—wildlife and landscape—were preserved, and the native vegetation was reestablished.

Designers:
URS Greiner, Phoenix, AZ
Logan Simpson Design, Tempe, AZ

Contractor:
Sundt Construction, Phoenix, AZ

HONORABLE MENTION

TH 61 Gooseberry River Crossing, Two Harbors, Minnesota

Initial plans were to build a new bridge to replace the deteriorating span that was erected in 1925. The result is a new bridge crossing in one of the most comprehensive park reconstruction partnerships in the state's history. The project provides for a safer pedestrian-level under-crossing, a new park entrance road, much needed parking lots, a visitor center, a safety rest area, a pedestrian bridge, and handicapped-accessible trails to the scenic Gooseberry Falls.

Designer:
Minnesota Department of Transportation, Oakdale and St. Paul, MN

Contractors:
M.A. Mortenson Co., Minneapolis, MN
Northland Constructors of Duluth, Inc., Duluth, MN

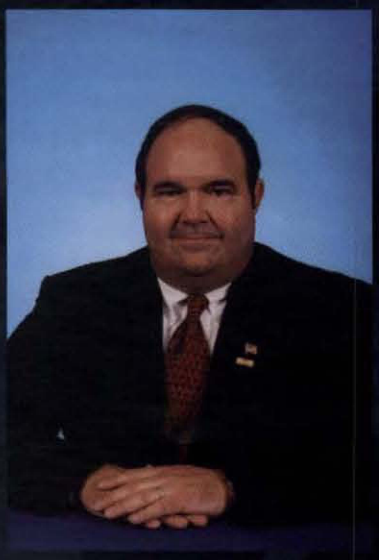
HONORABLE MENTION

Lakeshore Scenic Drive, Lake Mead National Recreation Area, Nevada

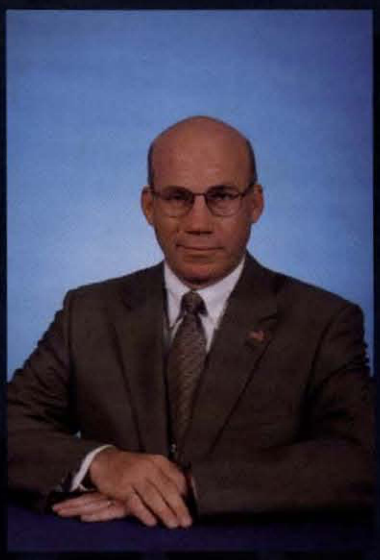
Numerous drainage improvements were made, including one major bridge, enlargement of several culverts, and construction of low-water crossings. The drive was also realigned to remove heavy traffic from the existing road, which runs parallel and over old and fragile waterline.

Designers:
FHWA, Georgia Division, Atlanta, GA
Central Federal Lands Highway Division, Lakewood, CO
Eastern Federal Lands Highway Division, Sterling, VA

Contractors:
Progressive Contracting, Inc., Las Vegas, NV
W. Jaxson Baker, Inc., Redding, CA
FNF Construction, Inc., Tempe, AZ
D.H. Blattner & Sons, Avon, MN
Frehner Construction Company, Inc., North Las Vegas, NV



Herbert Parker, Jr.
Vice President/Transportation Group Leader, Graver Engineers, Arkansas



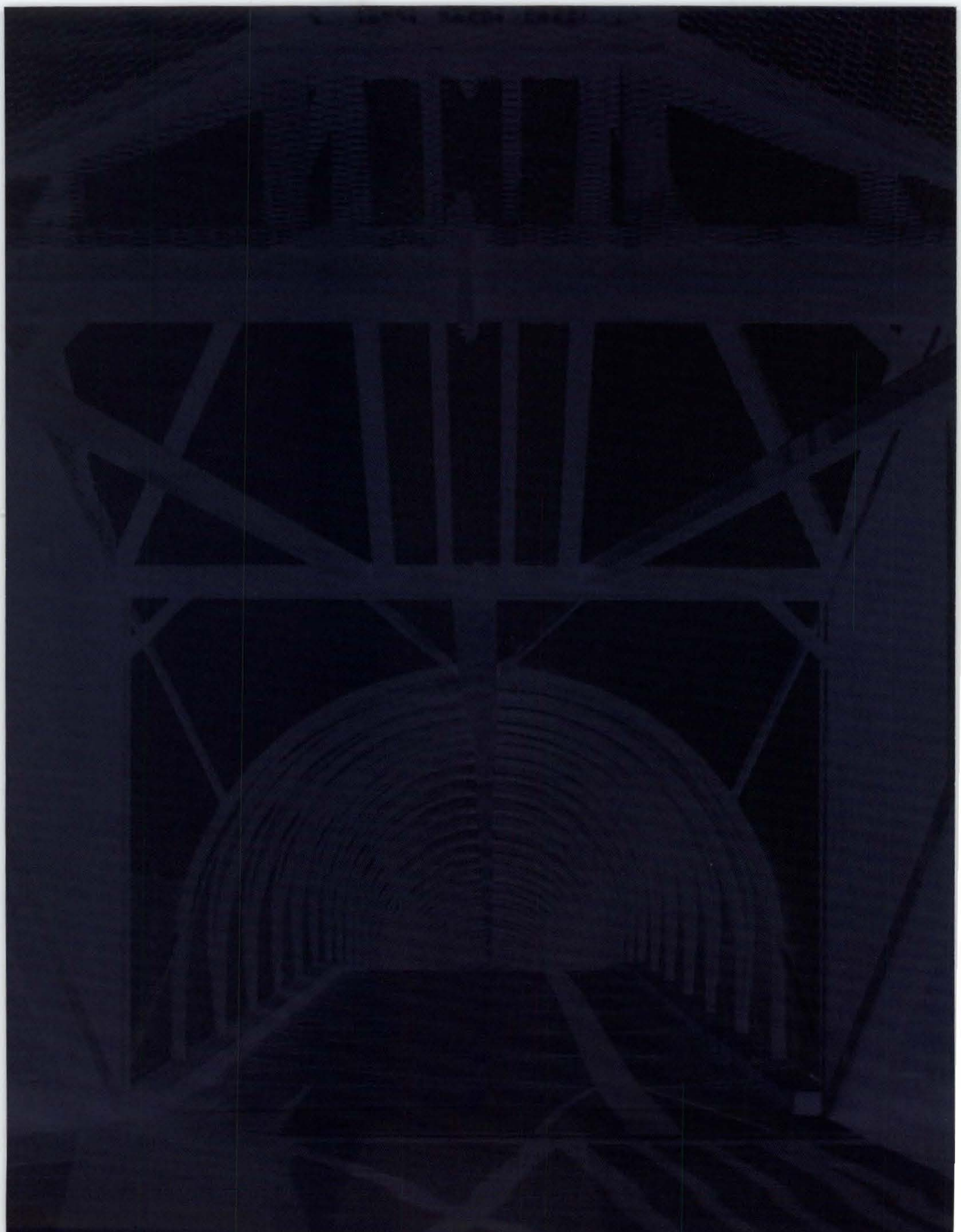
Christopher A. Waite
Director, Office of Design, NYS Thruway Authority, Albany, New York.

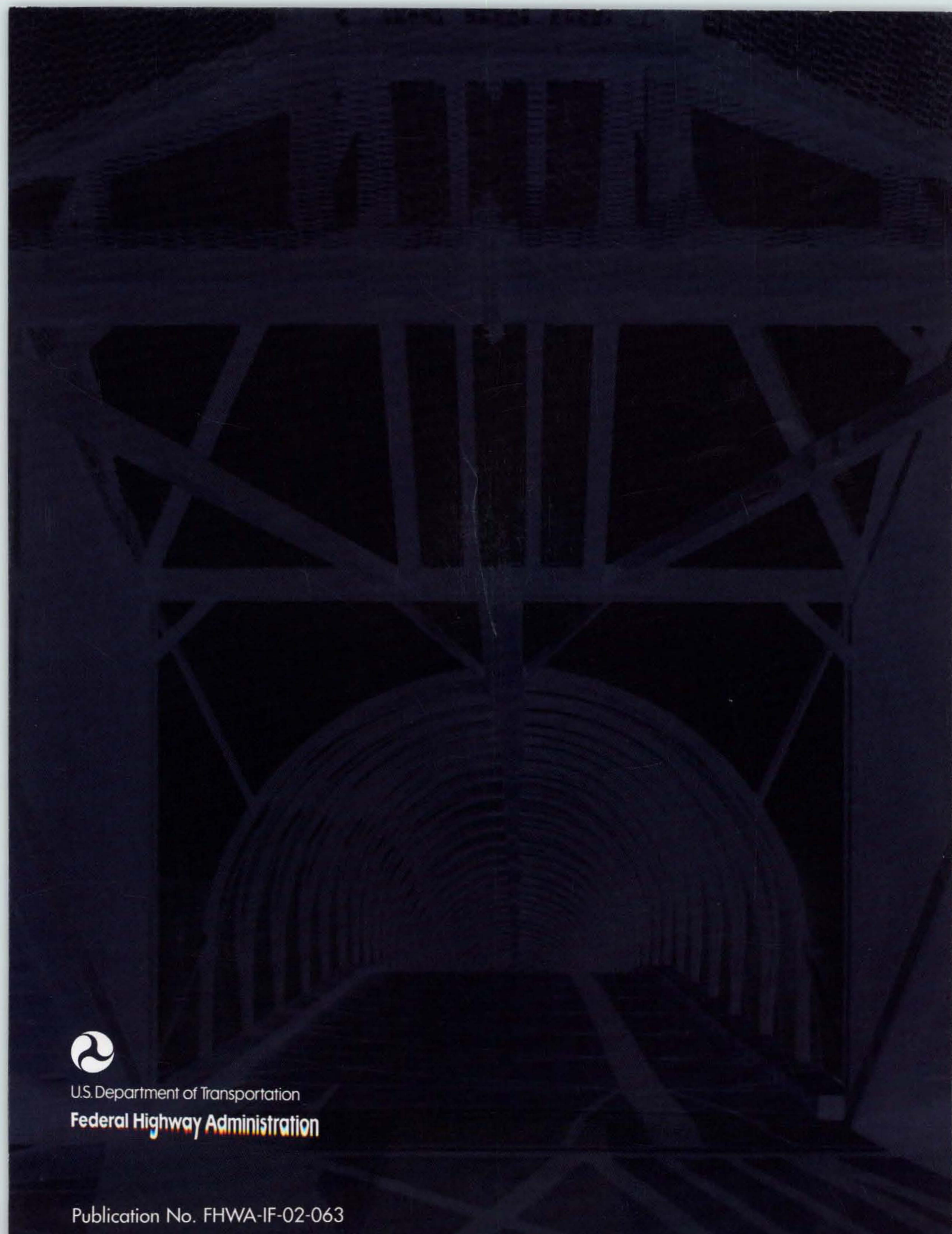
John A. Anderson, Ph.D
Research Associate, The Pennsylvania Transportation Institute, The Pennsylvania State University

2002 **Excellence** in **Highway** Design **Judges**

Mike McFall
Senior Vice-President, BBS&J, Henderson, Nevada.

Melissa Tooley, Ph.D
Director, Mack-Blackwell Rural Transportation Center, Arkansas





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Federal Highway Administration

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