

Parkway brings promise to northeast Kentucky

Summer storm clouds brewing on the horizon didn't detract a crowd of people from gathering to watch as Kentucky Gov.

Paul Patton and other state officials broke ground for a new \$98 million parkway in northeast Kentucky on June 16.

The 14.5-mile "Industrial Parkway," which will run from Interstate 64 east of the Kentucky 207 overpass and extend north to U.S. 23 near Wurtland on the Ohio River, is expected to pave the way for economic development and jobs in Boyd, Carter and Greenup counties.

In his remarks to the crowd, Gov. Patton said the new parkway has the potential to "completely change the dynamics of a region."

"What we're talking about is the future of this area," Patton said. "This new road will open up an entirely new area of Kentucky to economic development. In 50 years, I predict you will see a new center of Kentucky—a center of residential, industrial and commercial activity."

That transformation can't happen soon enough for Robert W. Carpenter, Greenup County's judge-executive. Carpenter, who has spent the



Kentucky Gov. Paul Patton spoke at the June 16 ground-breaking ceremony for the Industrial Parkway.

last five years working to make the parkway a reality, sees the new road as an opportunity for rebirth. With its heyday as a leading producer of iron, coal and oil products gone by, he said the region must be able to attract new businesses.

"To me, it's probably the greatest economic boost to this

area since the arrival of the railroad at the start of this century," noted Carpenter. "Right now, there's no way for businesses to get materials in and back out of here."

Not only will the new road enhance freight movement, he said, but it will complement

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the region's existing air, rail and port facilities, including the new "River Port" project being developed at Wurtland.

Turnkey approach

The new parkway was designed by a consultant team made up of Presnell Associates of Louisville; American Consulting Engineers of Lexington; Palmer Engineering of Winchester; and Fuller, Mossbarger, Scott & May Engineers of Lexington. To ensure a quick start, the Kentucky Transportation Cabinet took the unique approach of making the team responsible for all project activities—from design to right-of-way acquisition to construction engineering and inspection.

"Typically, six to eight years may pass between the time a project of this scope is approved and when it is let for construction," said Jim Gallt, Palmer's vice president of engineering. "This 'turnkey' approach means we'll be moving into construction in just a little more than a year."

To meet the delivery schedule, each member of the consultant team took responsibility for designing a portion of the project. Palmer Engineering was responsible for designing the first section of the project, which includes a semi-directional interchange at I-64 and the first 2.7 miles of roadway—from I-64 to north of Green Valley Road. This section will service two planned industrial park sites: one on the west side of the parkway just north of I-64 and the other on



the east side of the parkway just north of High Knob and Green Valley Roads.

New survey method

With construction of the first section slated for completion by October 1999, Palmer didn't waste any time getting down to business. One of the first orders of business was surveying the site. Again, a unique approach was used. Instead of staking the center line every 50 feet or so, Palmer set up a "control network." This network of random points located throughout the project area was then tied to an existing Global Positioning System network that had been established from aerial photographs. According to Palmer's David Lindeman, this provided the design team with flexibility in determining the precise alignment of the road without requiring the survey crew to repeatedly re-stake the center line.

Another significant time saver was the ability to transmit survey data from the field to Palmer's headquarters office over the Internet. Equipped

with laptop computers, Palmer's party chiefs were able to e-mail daily measurements and updates. These measurements were critical pieces of information as the team determined the excavation cuts for the interchange and the road template.

In June, Bizzack Construction of Lexington started shearing away the first layers of shale in preparation for the new interchange and the first 2.7 miles of the parkway. The remaining sections of the parkway are scheduled to begin shortly after the completion of the first section.

Earlier this year Gov. Patton (far left) and Transportation Cabinet Secretary James Codell (third from left) visited Palmer's corporate headquarters to review the design plans for the Industrial Parkway.

Old bridge, new solutions

The steep, narrow hills, lush forests and numerous streams and rivers that slice through Greenup County, Ky., are one of the best things about living there. They can also be one of the most frustrating.

The wilderness character of Greenup means many of the county's roadways have one or more bridges along their route. And some of those bridges have been around a very long time. Take for example the bridge on Kentucky Route 503 which crosses the East Fork of the Little Sandy River just south of the community of Naples. The bridge carries KY 503 over the river on a single-span steel truss. The bridge deck is wooden planks. The abutments on the river's banks are large, cut stones.

If you look closely, you can find the sign posted on one of the trusses that says the bridge was built in 1894. If you look closely again, you can see remnants of past flooding.

"Local residents reported that during a flood in 1997, the river rose 0.6 meters, or 2 feet, above the bridge deck," said Randy Palmer. He is leading a Palmer Engineering team in preparing the preliminary design studies for replacing the KY 503 bridge.

One of the key issues the team is studying is how to keep traffic open on the existing bridge if a new bridge is constructed.

"KY 503 is the main route the residents of Naples use to

access Interstate 64 and U.S. 60 to the south," Palmer noted. "If construction were to require the closing of the bridge, motorists would be looking at a detour of around 19 miles."

Another important element in the team's preliminary design work is improving the approaches to the bridge. Currently, the horizontal curves on both the

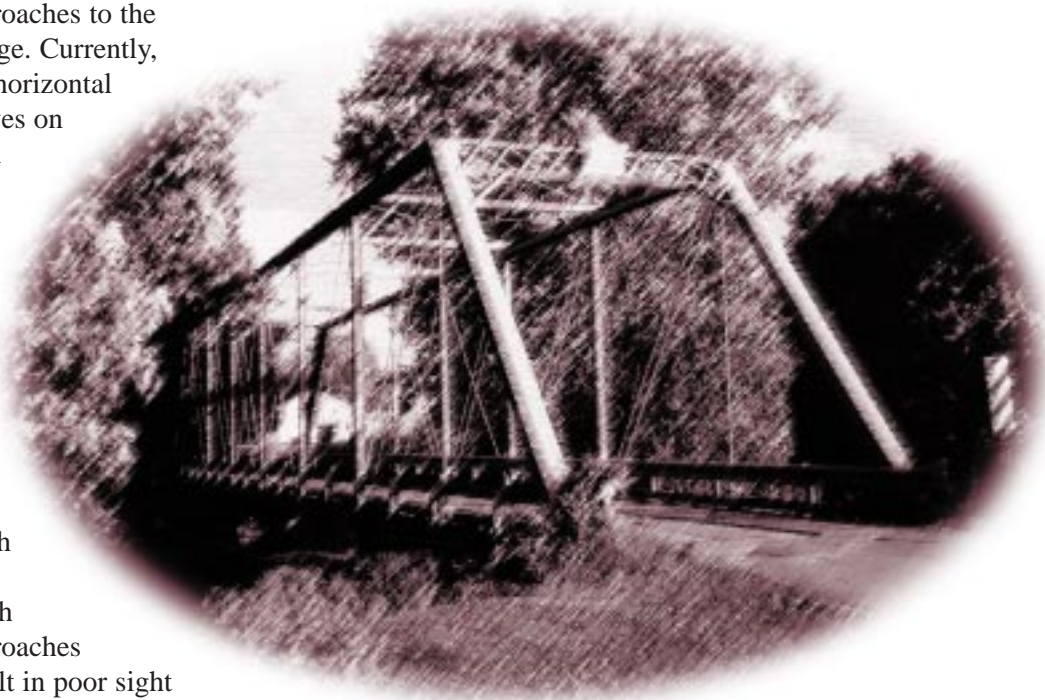
north and south approaches result in poor sight distance.

The team must also take into consideration the Federal Emergency Management Agency's guidelines for development within floodways. According to Palmer, the existing bridge and roadway are situated below the 100-year floodway for the area, so it is important that the proposed bridge not increase the level of backwater that could occur during flooding conditions.

The preliminary plans that the team expects to present this summer to its client, the

Kentucky Transportation Cabinet, will illustrate the various options that are available and cost estimates for each.

"Our recommendation is going to be that the bridge be replaced with a three-span pre-cast concrete I-beam structure



The existing bridge over the East Fork of the Little Sandy on KY 503 was built in 1894.

upstream of the existing structure," noted Rob Polcyn, the Palmer project engineer who is leading the highway design portion of the project. "What still has to be determined, however, is the best alignment of the bridge and the approaches. The aim will be to strike the best balance between cost effectiveness, floodway management and keeping traffic disruption to a minimum."

Good community relations builds buy-in

Building the public's acceptance for a new road or roadway realignment doesn't happen overnight. It also doesn't happen sitting behind a desk.

As Palmer's project engineers know, the best tool for winning community acceptance for a project—and maybe even creating a little excitement for it—is the public meeting.

In March of this year, community members from Pike County, Ky., attended a special public meeting to see how their feedback from a June 1996 public hearing was acted upon. According to Lambert, the project team (consisting of officials from the Kentucky Transportation Cabinet and Palmer personnel) listened intently as the citizens expressed their ideas and opinions about the latest version of the plans for rerouting U.S.

119 between Zebulon and Bent Mountain.

"Although you're not required by law to hold special public meetings, we think they add value to the final project design," Lambert remarked. "For instance, the input we received from the Pike County meeting will help us finalize a number of key engineering details for this highly complex project.

"I think meetings like this one show that people today are very knowledgeable about the road-building process," he continued. "The public and their local officials understand their options and know they can influence projects that affect their daily lives."

Are the public's comments truly taken into consideration when a highway project is being designed? David Lindeman, Palmer's chief transportation engineer, says that while the public's perception is that their comments will be forgotten, the contrary is actually true. "Our experience is that all reasonable comments are examined and acted upon where practicable."

Some of the 200 or so property owners affected by the realignment of U.S. 119 near Pikeville had the opportunity to view digital photographs overlaid with the preliminary plans.



At this public hearing held May 28 in Pelham, Tenn., property owners discuss right-of-way impacts of the proposed reconstruction of State Route 50 with Mike Agnew (third from left), a project manager with the Tennessee Department of Transportation, and Karl Sawyer (far right), a Palmer project engineer.

Public meetings come in all shapes and sizes—from a handful of attendees who gather in a church basement to hundreds who turn out at the local high school auditorium. Regardless of the forum, the goal is always the same: to foster open and candid communication. "When you get people involved, they begin to feel it's their road," says Doug Lambert, Palmer's director of environmental services.



Kentucky Transportation Cabinet to establish CAD standards

The ability to communicate electronically and to share documents digitally has had a tremendous impact on workplace productivity in the '90s. That's especially true in "intra-office" situations, where all employees usually use the same software and compatible file formats.

When it gets a little sticky is sharing information or data files "inter-office," or between different workgroups.

The Kentucky Transportation Cabinet and Palmer Engineering recently completed a pilot project that both groups hope will soon lead to the seamless sharing of computer-aided design (CAD) drawings.

"The goal is to have all consultants submit their plans in electronic format," explained Kevin Hale, Palmer Engineering's computer system coordinator and Palmer's team leader for the pilot project. "Up until this point, each consultant has used a different CAD package, a different civil engineering package, and different output device or plotter. What you end up with is a mixture of final drawings being submitted to KTC."

Ultimately, having design plans that are standardized, or consistent from consultant to consultant, will allow Kentucky to virtually eliminate printed bid sets—documents which often number into the hundreds of pages, Hale says.

"Instead of printing individual sets and mailing them, KTC will be able to do what many other states are starting to do: publish the information via the Web. People can then choose to print what they need."

The project selected for the pilot was a roadway improvement project in Owen County.

Palmer Engineering had submitted final mylars for U.S. 127, Section 3 of the Monterey Bypass, to KTC in August 1996. The idea was to take this existing design, which was originally drawn partly in AutoCAD, partly by hand, and convert it into MicroStation, today's premier application for transportation design.

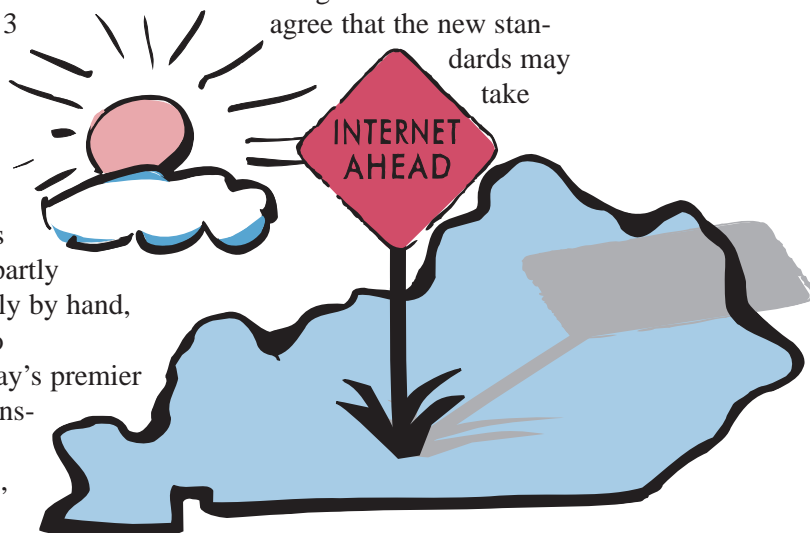
On July 8, 1997, KTC and Palmer held their first meeting to determine the project scope and schedule. Eleven months later, the team emerged with an electronic deliverable and a "long list of things not to do," according to KTC's Bill Gulick, assistant director of highway design.

"We learned that one of the key components is having CAD standards that are predictable and productive," says Gulick, "so we have come up with a preliminary set of standards that won't drag down the design process. Hopefully they will make it easier, because the

CAD operators will no longer have to worry about what color to make this line, what weight to make that one, and so on."

Gulick says the new standards will be announced at a partnering conference this fall, as well as posted on KTC's web site, in order to solicit consultants' and contractors' input.

Although Gulick and Hale agree that the new standards may take



some getting used to at first, they're both convinced they're the right way to go. "It's going to represent a change at first," Hale says, "but once people become familiar with the new settings, I think they'll like it a lot better."

"It's true," Gulick adds. "For the first time ever, we'll all be working off the same page."

U.S. 220 improvements respect floodplain boundaries

Sections of U.S. 220 in Mineral County, W. Va., need widening. Badly. Over the last two years, nearly two dozen rear-end collisions have occurred in these particular sections. And it could get worse. Over the next 20 years, average daily traffic counts are expected to rise 35 percent.

The problem is, New Creek isn't budging.

Palmer Engineering's recent design studies for two sections of New Creek-Keyser Road had a persistent theme: flooding on New Creek, which runs more or less parallel to the road. In many locations, a 10-year flood brings the creek out of its banks and into the surrounding floodplain, overtopping the road. At other

locations, the same flood won't inundate the road, but will create high tailwater conditions for the culverts and ditches which exist.

"Our chief concern was to make sure the addition of a turning lane within these sections wouldn't further increase the flood elevations in the area of the floodplain," explained Jeff Cowan, who performed the hydraulics summary for co-worker Eric Fischer, the roadway engineer.

Cowan explained that when development encroaches on a floodplain, such as the construction of a structure or the addition or transfer of fill material, it can potentially reduce a stream's flood-carrying capacity. "That's why one



of the most important aspects of floodplain management involves balancing the gain from floodplain development against the resulting increase in a flood hazard," he remarked.

The National Flood Insurance Program, which is administered by the Federal Emergency Management Agency, or FEMA, encourages state and local governments to adopt sound floodplain management programs. Therefore, Flood Insurance Studies are undertaken to create or update existing floodplain regulations. The study divides the area of the 100-year floodplain into a floodway and a floodway fringe. The floodway is the channel of a stream (plus any adjacent floodplain areas) that must be kept free of encroachment so that the 100-year flood can be carried without substantial increases in flood heights. Minimum federal standards limit such increases to 1.0 foot,

provided that hazardous velocities are not produced.

The hydraulics summary that Palmer submitted to its client, the West Virginia Department of Transportation, determined that roadway construction on the New Creek floodplain would result in a rise of no more than 0.04 foot in certain areas, and in most areas, much less than that.

"Essentially, you could say that the roadway improvements won't have much impact on flood elevations," said Fischer. "The design calls for upgrading U.S. 220 to two 12-foot driving lanes with a 12-foot middle turn lane in both sections.

"We're really just overlaying the existing grade, repaving what's there and widening it," he concluded. "It should have a dramatic improvement on safety along this busy section of roadway."

Contract engineering helps Exxon meet challenge on tank upgrades

The Environmental Protection Agency's December 1998 deadline for retrofitting underground storage tanks is approaching rapidly. Exxon Company USA is one industry leader which will have no difficulty achieving compliance. Part of its success can be attributed to a new pilot project under way in Exxon's Southeast Region. This program uses contract engineers to monitor construction and witness the final compliance testing in remote markets.

In Nashville, Tenn., 17 Exxon retail outlets will be retrofitted by Palmer Engineering's Gary Henderson. Henderson supervises each location while the general contractor, Pan American Petroleum Group, excavates to the top of each tank and installs state-of-the-art leak detection systems, overfill protection and spill protection.

"Because the entire facility must be closed while the work is performed, planning and communication with the team is essential," Henderson said.

To align his engineering skills with Exxon's construction standards, Henderson completed two weeks of training at Exxon's headquarters in Houston, Texas. He also spent several weeks in the field as an observer at Exxon retrofits.

"Gary attended the same classes as our new engineers to ensure his understanding of Exxon's policies and guide-

lines," explained Rick Westerdale, Exxon's project engineering supervisor for the Southeast Region. It was Westerdale who originated the idea of using contract engineers as an extension of Exxon's in-house engineering team.

"We incorporated this approach to maximize staffing flexibility—especially in areas where we don't currently have our own engineers," he said. In Tennessee, the nearest Exxon engineers are in Memphis, over 200 miles from Nashville.

"Having Gary on the team has been a positive experience," Westerdale concluded. "I chose Palmer Engineering because of its reputation for teamwork and performance, and I've been very pleased with the results in Nashville."

These plastic containers provide spill protection for submerged turbine pumps.

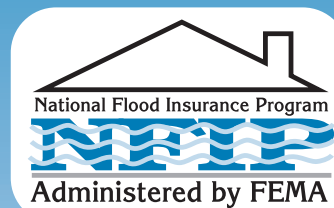


The widening of U.S. 220 in Mineral County, W. Va., must not impact the flood elevation of New Creek.



Flood! Are you protected?

The National Flood Insurance Program (NFIP) is a federal program enabling property owners in participating communities to purchase insurance protection against losses from flooding.



Participating communities are those that adopt and enforce floodplain management ordinances which reduce the risks of future flooding to new construction in specially identified areas, or Special Flood Hazard Areas (SFHA). An SFHA is defined as an area of land that would be inundated by a flood having a 1 percent chance of occurring in any given year. This is also referred to as the base flood or a 100-year flood.

By employing wise floodplain management, a participating community can protect its citizens against much of the devastating financial loss resulting from flood disasters.

If you are a property owner or renter and would like to find out the degree of risk for your area and whether you're eligible to purchase flood insurance, contact a property insurance agent, real estate broker, or a community official. You may also call the NFIP's toll-free number, 1-800-427-4661.

Kroger calls Lexington's new Beaumont Centre home



The new Lexington Kroger store at Beaumont will look very similar to this one at 890 Richmond Plaza, in Richmond, Ky.

Kroger is making it an even dozen in Lexington, choosing the intersection of Beaumont Centre Circle and Beaumont Centre Lane for its twelfth retail grocery store. Located off Harrodsburg Road in southwest Lexington, the store will be conveniently located to a number of new residential and commercial developments under way in the surrounding area.

The store is the anchor for a 32-acre site which will also include a strip shopping center and two outlots. Out of 250,000 total square feet of buildable retail space, the store itself will occupy 60,730 square feet.

According to Jack Hulls, a Kroger facility engineer, Kroger is overseeing all of the development work for the site—a first for him and his coworkers in the Louisville

Marketing Area office. “Usually in a project of this size we will go in with a land lease and the developer will build to our specs,” he explained. “Currently we are the developer on this one.”

Palmer Engineering is providing the site design and engineering services for the project.

Ed Mesta, Palmer’s project manager, said all of the site grading and installation of the main storm sewer system was concluded at the end of April.

Instead of calling for large volumes of excavated material to be hauled off the site, the design team used part of it to elevate the building pad. The remainder was used to construct a 5- to 6-foot earthen berm at the rear of the site, which will be planted with pines to screen the back of the development from adjacent residences.

At this time, work is under way on the site utilities, parking lot and construction of the Kroger building.

When it is completed, the Beaumont Centre Kroger will be one of the few Lexington-area stores with a drive-through pharmacy and it will be the second Kroger in Lexington with a “Gourmet Chef Shoppe.”

“Our Chef Shoppes serve fresh, ready-to-eat meals that have been prepared on-site by a Kroger chef,” said Hulls. “People who work and are on-the-go really like the convenience and quality of the prepared foods.”

Palmer is on the Web!

To access information about Palmer Engineering’s services or to take a quick tour of some of our recent projects, visit us online at www.palmer.net.com. While you’re visiting our site, check out available career opportunities at Palmer or flip through the latest issue of Palmer News. Before you leave, click on Locations and drop one of our offices a quick e-mail telling us what you think about our Web site. We’d love to receive your feedback.



Be part of the solution

An editorial by Ralph Palmer, President, Palmer Engineering

Too often, when we think about the political process or politicians in general, derogatory words spring to mind: scandal, thievery, greediness, conniving.

But it's funny how one's perception can change when you have the opportunity to become personally involved in the political process or meet and get to know one of our elected officials. Then, positive images and descriptions come to mind: statesmanlike, dedicated, honesty, integrity, pro-family, unselfish.

Several years ago, the theme of the American Consulting Engineers Council's annual meeting was, "The World Is Run By Those Who Show Up." How true that statement is, whether it is in your profession, civic club, PTA group or church. You must become involved or someone else will make the important decisions that affect you and your family.

When you become involved—become part of the solution—you begin to see that there is often a lot of good in our political process and our politicians. You also discover that you can make a difference.

The photograph above was taken in early March in front of the Russell Building in Washington, D.C. Engineers from across the country had gathered to lobby for the landmark transportation bill, the Transportation Equity Act for the 21st Century, or TEA-21, that was up for vote in the Senate the following day.

This historic legislation, which President Clinton subsequently signed into law on June 9, provides record investment to continue rebuilding America's



Ralph Palmer on the steps of the Russell Senate Office Building.

highways and transit systems. Just as importantly, it does so within a balanced budget and without cutting education, Social Security, and other vital priorities.

One of the most significant achievements of everyone who lobbied in support of TEA-21 was the change in the federal gas tax. Since the Vietnam War, Congress has elected to utilize part of the gasoline taxes to offset the budget deficit. But those dollars are badly needed to maintain our road systems and upgrade our many miles of obsolete or inadequate highways.

Through the efforts of engineers, contractors, and lobbying organizations such as the American Road and Transportation Builders Association (ARTBA), a better transportation act was passed. TEA-21 returns the major percentage of gas-tax revenues back to the states.

For many states, that means a significant increase in funds that can now be used to strengthen their transportation systems, eliminate dangerous curves and intersections, reduce highway fatalities, and provide a better America for all of us.

Randy Palmer travels to D.C. with Kentucky's "Mathletes"

What's it like traveling almost 500 miles to our nation's capital to spend four days with four very bright, very energetic middle schoolers? Just ask Randy Palmer, project manager. As co-chairman of Kentucky's 1998 MATHCOUNTS program, Palmer traveled with Kentucky's team members, their coach and their parents to this year's national competition in Washington, D.C.

MATHCOUNTS is a nationwide program designed to increase the math skills of 7th- and 8th-grade students. Throughout the school year, teams from participating schools compete against each other for the chance to advance to the state and national levels.

At this year's national competition held May 15, the Kentucky team finished 17 out of 57 teams. The four members of the team were Jennifer Humphreys and Wil Winstead from Owensboro Middle School; Christopher Rogers from Lexington Traditional Magnet; and Drew Henderson from Lexington's Morton Middle School.



From left: Wil Winstead, Christopher Rogers, Co-chairman Randy Palmer, Drew Henderson, Jennifer Humphreys, and Coach Sarah Lamb

Sarah Lamb, a teacher at Owensboro Middle, coached the team.

"We all had a really great time," said Palmer, who will serve as state chairman for the 1999 MATHCOUNTS program, to be held in Lexington, Ky., next March. "I can't say enough how proud I was of our students. This is a very intense competition, with the country's best and brightest, and every one of our 'Mathletes' delivered a truly outstanding effort."

The trip wasn't all work and no play, however. In addition to the competition, the team members paid a visit to their congressmen and were treated to tours of famous sites in D.C.

PERSONNEL NEWS

Welcome New Hires

Paul Martin, P.E., branch manager—Paul joined the Hurricane staff on June 15. He earned a B.S. in Civil Engineering from West Virginia Institute of Technology in 1990. He lives in Scott Depot.



Rob Polcyn, E.I., project engineer—Rob joined the Hurricane staff on June 15. He earned a B.S. in Civil Engineering from Ohio State University in 1994. He and his wife, Jode, live in Huntington.

Scott Wilson, E.I.T., project engineer—Scott joined the Nashville staff on May 26. He earned a B.S. in Civil Engineering from Tennessee Technological University in 1995 and an M.S. in Civil Engineering from Tennessee Tech in May 1998. He and his wife, Becca, live in Murfreesboro.



Virginia Gilpin, secretary—Virginia joined the Winchester staff on May 4. She is a graduate of George Rogers Clark High School. She and her husband, Jake, and daughter, Amy, live in Winchester.



Jason Ishmael, CAD technician—Jason joined the Louisville staff on April 27. He earned a drafting certificate from Kentucky Tech in Elizabethtown in 1998. He lives in Bardstown.

Gary Walters, engineering technician—Gary joined the Winchester staff on March 28. He earned a diploma in AutoCAD Design Drafting from Excel College in Lexington in 1989. He and his wife, Vicky, live in Lexington.

Larry Anderson, liaison officer—Larry joined the Hurricane staff on March 16. He recently retired from the Huntington District, U.S. Army Corps of Engineers, where he served as chief of the mapping section. He and his wife, Darlene, and daughter, Stephanie, live in Huntington.

David Deitz, structural engineer—David joined the structural department in the Winchester office on March 2. He earned a B.S. in Civil

Engineering from the University of Kentucky in 1992, an M.S. in Structural Engineering from the University of Cincinnati in 1995, and is scheduled to complete a Ph.D. in Structural Engineering from the University of Kentucky in 1998. He and his wife, Amber, live in Lexington.



Pete Szak, structural engineer—Pete joined the structural department in the Winchester office on March 2. He earned a B.S. in Aeronautical Engineering from the University of Illinois in 1985 and an M.S. in Civil Engineering from the University of Kentucky in 1996. He and his wife, Gayla, live in Lexington.

Brian Ward, E.I.T., project engineer—Brian joined the Winchester staff on March 2. He earned a B.S. in Civil Engineering from the University of Kentucky in 1997. Brian lives in Jeffersonville.



Robert Craycraft, rodman/chainman—Robert joined the survey department on February 16. He is a graduate of Montgomery County High School. He lives in Mt. Sterling.

Chris Mischel, E.I.T., project engineer—Chris joined the Winchester staff on January 12.



He earned a B.S. in Civil Engineering from the University of Kentucky in 1997. He lives in Lexington.

Damon Spalding, CAD technician—Damon joined the Louisville staff on January 5. He attends Kentucky Tech in Elizabethtown. He lives in Cox's Creek.

Daniel Wakeland, rodman/chainman—Daniel joined the survey department on April 13. He is a graduate of Pike County High School and attended Eastern Kentucky University. He lives in Salyersville.

On The Move

Mike Roberts, CAD technician, transferred to the Hurricane office. Mike earned a B.S. in Industrial Technology from Morehead State University in May 1998. He lives in Hurricane.

Wedding Bells

Congratulations to Jody Barker and Angela Duncan on their March 28 marriage in Olive Hill, Ky. Jody is an engineering technician in the Winchester office. The Barkers make their home in Mt. Sterling.

Welcome To The World

Congratulations to Josh and Becky Howes on the birth of their daughter, Hannah Elizabeth, on December 20, 1997. Josh is a project engineer in the Louisville office. The Howes make their home in Middletown.

Way To Go!

Congratulations to R. J. Palmer II on his victory in the primary election for Kentucky's 73rd District State Representative.

Party chief recognized for 25 years of service



Paul Hughes was honored for 25 years of exemplary service to Palmer Engineering at a surprise breakfast celebration at the corporate headquarters on Monday, March 16, 1998.

Hughes joined the firm on March 12, 1973, starting as an instrumentman for a construction layout project on Winchester Avenue in Ashland, Ky. In 1978 Hughes was promoted to party chief/project manager. During his career he has been involved in surveying projects for the U. S. Army Corps of Engineers and numerous projects for the Tennessee Department of Transportation and Kentucky Transportation Cabinet.

Hughes and his wife, Peggy, live in Eubank, Ky., where they are very active in the Ansel Baptist Church. An avid hunter, Hughes was presented this Remington .22-250 caliber rifle by Ralph Palmer (left), president, and Dick Nunan (right), vice president, to mark his quarter-century of service to the firm.

Palmer announces two new branch offices to serve you

Palmer Engineering recently opened two new branch offices—in Middletown, Ohio, just south of Dayton, and in Hurricane, W. Va., which is located approximately midway between Huntington and Charleston.

“With these new branch offices, we’ll be able to respond more quickly to the needs of our customers in Ohio and West Virginia,” said Ralph Palmer, president.

While Palmer Engineering is a newcomer to both Middletown and Hurricane, the firm has worked on a number of civil, structural and survey projects in Ohio and West Virginia.

“We’ve enjoyed a long history with the West Virginia Department of Transportation and the Huntington District of the Corps of Engineers,” said Palmer.

“And of course, we’ve been building a good relationship over the past several years with our newest clients, the Ohio Department of Transportation and county engineers throughout southern Ohio.”

Paul Martin, P.E., has been hired as the branch manager in

Hurricane. He will oversee a staff of eight, including surveying personnel. One of the staff’s first major projects will be completing the final design plans for the realignment of

Clermont County, the California Road bridge replacement in Butler County, and a railroad bridge replacement in Hamilton County over State Route 126.



West Virginia Senator Oshel Craigo (center) cuts the ribbon, officially opening Palmer's new office in Hurricane. Looking on (left to right) are Ralph Palmer, president, Palmer Engineering; Joe Denault, state highway engineer, WVDOT; Gayle Vest, executive director, Putnam County Chamber of Commerce; and Paul Martin, branch manager of the Hurricane office.

WV 2 near Point Pleasant.

When the Middletown office is fully staffed, it will employ five to eight people. Palmer currently has three Ohio projects under way: the Cole Road bridge replacement in



Randy Palmer (left) and Gary Ketron outside Palmer's new Ohio office.



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