



ERRATA AND ADDENDA

Every so often we make a mistake, sometimes just to make sure our readers are paying attention.

In the obituary for Past President **Francis J. Depman** that appeared in the February edition of *THE NEWS*, we incorrectly reported on his family. We noted that he is survived by five children but this number should actually be six (four sons, Frank, Stan, Tom and John, and two daughters, Diane and Ruth). The staff of *THE NEWS* would like to so note this correction and offers our apologies if this caused any confusion.

CONGRATULATIONS TO OUR 2019 SECTION AWARD NOMINEES!

Our Section Awards will be presented at our **Annual Spring Social and Dinner Dance on May 16** at the **Masonic Temple** in Center City. More information and details on the Social will be included in the May edition of *THE NEWS*.

We received a number of strong nominations for Section Awards this year and the Awards Committee had the not-so-easy task to review the submissions and prepare a recommended slate of Award recipients. The recommended recipients have been approved by our Section Board of Directors. They are:

Anthony Bartolomeo, Pennoni – Philadelphia Civil Engineer of the Year

Joseph Natale, DVRPC – Philadelphia Young Civil Engineer of the Year

Ajin Fatima, Philadelphia Department of Streets – Young Government Engineer of the Year

M. Ayub Iqbal, Applied Geoscience and Engineering, Inc. – Geotechnical Engineer of the Year

Joseph Roth, Jacobs – Transportation Engineer of the Year

Kirk Harman, The Harman Group – Structural Engineer of the Year

Michael DeVuono, Arcadis – Environmental/Water Resources Engineer of the Year

Assunta Daprano, AECOM, and **Caroline Voigtsberger**, NV5 – Community Outreach and Service Award

We hope you will join us at the Social to honor our Awardees for this year.

More information on our awardees will be included in our October edition of *THE NEWS*.

APRIL DINNER MEETING

American Society of Civil Engineers, Philadelphia Section

THURSDAY, APRIL 18, 2019

The Inn at Villanova, (formerly the Villanova Conference Center), County Line Road, Radnor, PA
Cocktails 5:30 PM, Dinner 6:30 PM, Meeting 7:30 PM

This meeting will follow the “breakout” format used that has been the theme of our April event for the last eight years. Attendees will assemble in the main room for dinner and announcements, then move to other rooms depending on which topic they want to hear. There will be a choice of three separate modules/topics as described below.

RESERVATION DEADLINE – MONDAY, APRIL 15. The cost per attendee is \$50, with a half-price (\$20) cost for government agency employees and students, for reservations received by this deadline.

RESERVATIONS RECEIVED AFTER APRIL 15. Reservations received after the deadline and “walk-ups” without prior reservations paying at the door will be charged \$60 (government agency employees and students will be charged the regular \$20 rate), but will be subject to acceptance on a space-available basis. Please note that payment via PayPal will NOT be available at the close at the reservation deadline.

THERE IS NO GUARANTEE THAT SPACE WILL BE AVAILABLE IF YOU DO NOT RESERVE A SPACE. Walk-ins and anyone without a reservation will be handled on a space-available basis.

Reservations can be made through our website (www.asce-philly.org) and pay via PayPal. As noted above, the PayPal option will NOT be available as a payment option after the reservation deadline. Payment for reservations by check (made payable to “Philadelphia Section ASCE”) will be accepted at the reservation table at the door as an option to electronic payment.

As always, guests will be welcome to attend the presentation without dinner at no charge. The individual modules will be subject to room capacity constraints.

SPECIAL FEATURES: Life Members Night – Newly-inducted Life Members will be featured and honored at this meeting as guests of the Section.

Past Presidents Night – Past Presidents are invited to attend this meeting as guests of the Section in appreciation of their service and assistance.

Villanova University Night – The ASCE Student Chapter, Faculty and Alumni of the Department of Civil and Environmental Engineering of Villanova University will be highlighted at this meeting. All Faculty, Alumni and Students are cordially invited to attend and participate.

The featured “breakout” sessions will consist of the following:

Navigating Shocks & Stresses - Coastal and Urban Climate Adaptation

Speaker – Edgar Westerhoff, Arcadis

Design and Construction of the Pennsylvania Turnpike I-276/I-95 Interchange from a Structures Perspective

Speakers – YuWen Li, PE and Grant Flothmeier, PE, Gannett Fleming

Sponsored by the Structural Engineering Institute

Pile Design and Installation Challenges for the New Technology Center Development, Camden

Speaker – Frederick (Rick) Brinker, PE, Pennoni

Sponsored by the Delaware Valley GeoInstitute

The Inn at Villanova is NOT on the University’s campus. For directions, please visit www.theinnatvillanova.com.

SPRING SOCIAL AND DINNER DANCE

Our last Section event of the season will be our annual Spring Social. This will be conducted on **Thursday, May 16** at the **Masonic Temple** in **Center City**. We hope you can join us for our end-of-season festivities, socializing, networking and fun at an interesting venue.

More details will be provided in the May edition of *THE NEWS*.



PRESIDENT'S MESSAGE

This monthly spot has come to be one of the more enjoyable activities of my term as Section President since it provides me with a forum to highlight the many informative, value added programs our Section has to offer its members. This month I would like to turn the spotlight to our Technical Groups and Institutions that provide our section diverse and multi-discipline knowledge base and networking opportunities.

Our section has two Institutes: Delaware Valley Geo-Institute (DVGI), Structural Engineering Institute (SEI) and three active technical groups: Construction, Environmental & Water Resources (EWR), and Transportation & Urban Development.

DVGI is focused on geo-professionals and the geo-industry with the specific mission to educate on ways to improve the built environment; prevent the loss of life from natural and man-made hazards; and construct sound and reliable engineered facilities and structures. DVGI is currently chaired by **Archie Filshill, Ph.D.** DVGI holds monthly technical seminars with its next scheduled event: Geo-Congress 2019 held in Philadelphia between March 24th and March 27th.

SEI advances its members' careers, stimulates technological advancement, and improves professional practice. SEI drives the practical application of cutting-edge research by improving coordination and understanding between academia and practicing Engineers. SEI is currently chaired by **Joseph Fazio, P.E.** SEI also holds monthly technical meetings and recently held a session on the Pocono Raceway – Tunnel Turn Rehabilitation.

Our Construction technical group offers individuals and organizations working in all sectors of the construction industry the opportunity to network with other professionals, sharpen skills, and shape the future of the industry by participating in technical activities, conferences, and the development of internationally recognized standards. The Construction group is chaired by **Dennis MacBride, P.E.** Earlier this year the group presented the Wells Fargo Center Remodeling Project.

EWR is our Section's technical source for environmental and water-related issues. Focus areas include: groundwater, surface water, urban water sources, and irrigation & drainage. The EWR group is chaired by **Eric Lindhult, P.E.** EWR has an upcoming Tour of the Philadelphia Water Department Baxter Plant on April 16th.

Our Transportation and Urban Development technical group combines the talents and perspectives of its members to promote professional excellence in all aspects of Transportation Engineering, Urban Planning, and Development. The group is chaired by **William Thomsen, P.E.** The Transportation and Urban Development group recently held a lunchtime seminar on PennDOT District 6-0 – Interstate 76 Integrated Corridor Management Program.

April has become a tradition for our Section to offer a multi-technical session and this year is no different. On April 18th DVGI and SEI will be on hand at **The Inn at Villanova** to present how their respective disciplines contributed to two major projects in our region:

1. DVGI - Pile Design at Camden Technology Center
2. SEI - PA Turnpike 1-276/I-95 Interchange Project

These groups are only as good as the volunteers that support them. I ask anyone that is interested in our Institutes and Technical Groups to reach out to the Chairs mentioned above or just shoot me an email.

Best,
Angelo J. Waters, PE, LEED® AP
President, ASCE Philadelphia Section
ajwaters@urbanengineers.com | 215-284-3161

ION INFRASTRUCTURE PATCO CELEBRATES 50 YEARS OF SERVICE

On February 15 the Port Authority Transit Corporation (PATCO) celebrated 50 years of its High Speed Line's service between Center City and South Jersey with a few hours of "throw-back" fares for riders and other celebrations at various stations along the line. J. William Vigrass, who was Supervisor of Traffic and Planning on the line at its start, provided this retrospective in the February edition of *Cinders*, the newsletter of the Philadelphia Chapter of the National Railroad Historical Society (NRHS). We are reprinting this with Bill's permission.

Many of you have worked on and are currently working on projects to upgrade and modernize aspects of the Line's infrastructure as it hits this anniversary and is in need of attention. This

includes the \$190 million effort for the major rehabilitation of the car fleet, most of which was around when the line was opened. This may put things into a slightly different perspective.

The 50th anniversary of PATCO's inauguration deserves a first person's report, some which I can provide. I began my employment on August 5, 1968 at PATCO Employee #0048-Supervisor of Traffic and Planning in charge of fare collection and stations. I took part in planning for operations of the Nation's first unattended self-service fare collection system.

PATCO's initial staff came from a variety of sources, some railroad, some from other transit systems, some from military and in one case from police and I from transportation research. Experience was combined to create a new PATCO Book of Rules as well as a thick binder full of examples of problems and how to approach and

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** In accordance with our Constitution and Bylaws, only the immediate Past President will serve on the Board, and only for a one-year term. We show the most recent three Past Presidents as has become our tradition.*

We wish these brave and generous folks our collective good luck for the coming season.

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MAY 2019 ISSUE

APRIL 12, 2019

YOUNGER MEMBER FORUM NEWS

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Emmon Farley, Forum President 2018-19
 Michael Baker International
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ETHICS PANEL FEBRUARY 21



YMF teamed with the Section to plan an ethics panel during lunch. **Bob Wright** moderated the interactive panel discussion with **Matt Marquardt**, **Elaine Elbich**, and **Mike Zettlemoyer**. The panel discussed the definition of ethics and the 8 Canons of ASCE's Code of Ethics. There were several case studies discussed with the audience to determine the most ethical behavior in a variety of situations. All attendees received a PDH credit.

ENGINEERS WEEK K-12 OUTREACH FEBRUARY 22

YMF celebrated Engineer's Week this year by returning to **North Penn High School** (Lansdale) and **Spring Ford High School** (Royersford). K-12 Outreach Co-Chairs, **Assunta Daprano** and **Caroline Voigtsberger**, were joined by **Brian Farina**, **Christopher Medora** and **Bilal Baqai** and met with over 400 combined students to discuss the Civil Engineering profession and disciplines. Students were also interested in learning about studying Engineering in college and asked questions regarding prerequisites, programs and extracurriculars. A big thank you to North Penn and Spring Ford for having us this year and our volunteers for participating. If you are interested in volunteering at similar events or would like us to visit your child's school, please contact YMF K-12 outreach at ASCEPhilaYMFK12@gmail.com!

DREXEL MOCK INTERVIEWS FEBRUARY 26



YMF visited **Drexel University** for a mock interview event with Drexel ASCE. YMF volunteers, **Ajin Fatima**, **Jacob Nichols**, and **Dani Schroeder** conducted short, 15-minute interviews as well as resume reviews with Drexel ASCE student members. The event was a success with students walking away with feedback on their resumes and interview skills. The ASCE Philadelphia YMF would like to thank the volunteers for their time and Drexel ASCE for hosting.

PLACEMAKING EVENT FEBRUARY 27

YMF presented a professional development event at **Tir Na Nog** in Center City, hosted by **Kevin Walsh**, YMF Professional Development Chair. This included a PDH presentation on placemaking given by **Matthew Reese**, a Professional Engineer at Urban Engineers, which explored the connection between Placemaking and Engineering—how design impacts a city's economics, safety and well-being. The presentation was followed by a lively Q&A session. Afterward, the 30 YMF members and guests in attendance enjoyed the complimentary appetizers and snacks as they networked.

Keep an eye out for our next professional development event, the **Critical Issues Seminar**. This PDH event is one of the YMF's largest and widely attended, and will be held this upcoming May. More details to follow in the YMF email blasts.

STEM NIGHT MARCH 7

YMF was happy to partner with **Northwood Academy Charter School** to join for a school-wide STEM night. K-12 Outreach co-chairs, **Caroline Voigtsberger** and **Assunta Daprano**, were joined by **Christopher Medora**, **Tisha Garrett**, **Nha Truong**, **Jesse Gormley**, and **Joe Natale**. The volunteers worked with students in K-8th grade and their families to complete hands-on Engineering activities such as building foil boats, creating wind powered cars, cleaning up oil spills, and learning which shapes make the strongest bridges. If you are interested in volunteering at similar events or would like us to visit your child's school, please contact YMF K-12 outreach at ASCEPhilaYMFK12@gmail.com!

ROBERT A. BOX

We are sad to note that Bob Box passed away on March 1 after a courageous two-year battle with cancer. Bob had been a Section member for many years and worked in positions at PennDOT, Chester County, and the Delaware River Port Authority during his career. He served as DRPA's Chief Engineer for many years and later moved to its subsidiary, PATCO, where he was the line's General Manager. He retired from PATCO in 2011.

Bob is survived by his wife, Mimi, two children, three grandchildren, a brother, and numerous members of his extended family. Donations in his name may be made to Project HOME, 1515 Fairmont Avenue, Philadelphia, PA 19130.

A tax loophole is something that benefits the other guy. If it benefits you, it is tax reform.

— Senator Russell B. Long

PARC CATEGORY OF THE MONTH: INLAND WATERWAYS

Our recently-released Pennsylvania Report Card (PARC) assessed and graded 18 categories of infrastructure. We will provide a summary of one category in upcoming issues of *THE NEWS*. This month it's **Inland Waterways**.



EXECUTIVE SUMMARY: The Port of Pittsburgh's Inland Waterways Navigation System consists of 17 locks and dams on the three major rivers that connect in Pittsburgh. Much of the infrastructure is 70 to 80 years old. Extended age and lack of consistent funding have allowed the condition of this system to deteriorate to the point that watercraft lockages have become severely impeded. Reduced hours of operation are in effect for several Locks and Dams along the Allegheny and Monongahela Rivers. While an increase in funding for the Olmstead project on the Ohio River is helpful, it has limited available funding for the remainder of the infrastructure. Meanwhile, inconsistent funding has caused project costs to increase from the original 1992 estimate of \$750 million to the current estimate of \$1.2 billion. Continued lack of sufficient funding could lead to a major lock and dam failure and loss of navigation for an extended period. Continued difficulties in the shipment of goods via this system will divert some freight to highways and railroads, which will place additional burdens on these already overtaxed modes.

COMPELLING STATISTIC: Age and lack of consistent funding have allowed the condition of inland waterways to deteriorate to the point that watercraft locks and dams have become severely impeded, upwards of 220 hours of delay for a single vessel.

Please visit www.pareportcard.org for more information on this and how you can inform your elected officials on actions that should be considered to address this.

ASCE VISION

Civil Engineers are global leaders building a better quality of life.

ASCE MISSION

Provide essential value to our members and partners, advance Civil Engineering, and serve the public good.

OUR 2018-19 SECTION PRESIDENT — OR HOW COULD A GUY NAMED WATERS GO INTO ANY OTHER PROFESSION?

Over the course of time that our Section has had *THE NEWS*, for the last 91 years, there are things that are done without any thought of doing them differently in the spirit of tradition. If you've read *THE NEWS* enough you may wonder if all of it is done without thought, and you may be on to something, but that's fodder for a different topic. (And the smarter ones among you may wonder what we did for a newsletter for the first 15 years of our Section's existence, since we've reached the ripe old age of 106 this year — and some may argue we did better because we didn't have a newsletter...) Getting away from this self-deprecation to get back on the real topic at hand, those traditions we mentioned at the start of this piece, one of them is the annual assessment of our sitting and about-to-be-Past President when spring rolls around and our season is drawing to a close. Not by design or intent, sometimes (actually, most times) this degenerates into a "roast" of sorts, depending on what kind of information, data and/or "dirt" we've managed to collect during said season. Since this "roast" apparently started before your Editor was even alive, let alone before he "ascended" to the Editor's seat, your Editor does not see it as his place to mess with tradition and stop doing it. Additionally, the reality is that all of the other Presidents has had to endure it, including your Editor, so it's only fitting that we continue to do this to Presidents to come. We certainly do not want to upset our faithful readers, which we believe number in the double digits these days, if word on the street is to be believed.

We somehow think this tradition may have started in relation to April Fool's Day, but we do not know for sure. We do know that until several years ago the April-May edition of *THE NEWS* was the last of the season, so that likely had more to do with the timing. You can thank your Editor for his efforts to expand to add an additional issue of *THE NEWS* to split this into two editions for April and May, thus giving you more to enjoy. But keeping this sendoff in April also gives the President a chance to rebut everything in May. We often wonder if that was a good decision.

Also, those of you who were reading *THE NEWS* when it actually was a hard-copy product may recall how the previous and exalted occupant of the Editor's desk would use obscure words that could be taken as compliments or insults. He took advantage of the limited vocabulary and grammar skills of most Engineers to get away with this. Your current Editor (who will start using the first person at this point to make this easier to read, since you're no doubt tired of reading "your Editor") is much less exalted and more mediocre, so we'll stick to words we all know. But you also know we like to write long sentences, so grab a snack or a drink (or both) and strap yourself in.

And for a "parental warning", please keep in mind this is all in fun and no profanity will be offered as we, as noted previously, cannot afford

to offend any of our readers. However, the facts may be a bit subjective and a little bit stretched or distorted. We do promise that there will be no fake news. You, the reader, are thusly cautioned.

We always found it interesting that President Angelo Waters ended up in Environmental Engineering. While in my career I have met a couple of Rhodes who were Highway Engineers, at least one structures guy named Bridges, and one water resources person named Showers, Angelo must have been predestined to go into this field. He's certainly not the first Angelo I've met, as I grew up around a lot of folks of Italian descent with this name (and a good number of them had a sister named Angela...), but he is certainly one of the few that didn't have a surname that ended in a vowel.

I first met Angelo perhaps 20 years ago when he co-presented a Section Technical Group meeting on an environmental cleanup process on a site near one of my roadway projects in South Philadelphia, one of his early efforts as a young Environmental Engineer with Urban Engineers. Several years later, I found myself working with him on several assignments when I was hired by Urban. I was very much impressed with his knowledge and ability to get things done, and having recognized his willingness to get involved in after-work things, I can take at least some responsibility for putting the arm on him to get him roped into our Section. (Whether he'll thank me or otherwise for that remains to be seen...).

As was no surprise, Angelo's hard work and diligence paid off as he rose through the ranks at Urban, assuming the Practice Leader title in the environmental practice area, and later becoming a Vice President in the firm. He became involved in our Younger Member Forum and, as noted previously, agreed to move up to the Section Secretary position, where he served until getting the call to become Vice President in 2016. And he's managed to prove himself as a "natural" for Section Leadership. Unfortunately, the many good things he's done makes it difficult to write this roast, as finding any "dirt" to enlighten you, the Section member, has been a difficult task.

This we do know. Last May, on a nice mid-spring evening, Angelo was sworn in to become our 105th President as witnessed by a room-filling crowd at our Spring Social at SkyPhiladelphia, high atop Center City. He charted his course with a short speech after receiving the President's gavel from outgoing President **Cathy Farrell**. Cathy had accomplished a good deal during her term and Angelo admitted there was a big pair of shoes to fill in the coming year. And he seems to have filled them quite well.

Early on in his Presidency Angelo agreed to be part of our Legislative Day visit to Harrisburg last June, and he thoroughly enjoyed the experience and seemed to be a natural at being able to speak with legislators and convey our points. The same thing started to happen as he planned and conducted the Summer Board meeting and stood at the "helm" at our Section meetings as

they occurred. His President's messages every month were nicely written, easy to read, and got across his points about what our Section was up to. The messages, appearing with his smiling likeness, were, as he admits in this month's message, one of the more enjoyable activities of his term at the helm. Some of his counterparts tended to dread having to write this, so maybe he can parlay some "ghost writing" of messages for future Presidents into a viable venture. He ably handled the unveiling of the PA Report Card locally despite us being outdoors on a chilly and windy day. It all worked well.

We felt for him when he had to let us know earlier this year that our submission for the Outstanding Section Award from National resulted in us getting an Honorable Mention, which in and of itself isn't bad, but when one puts this into the perspective that the Dallas Section won the award, and we learned of this after the hated Cowboys trounced our beloved Eagles, this only added insult to the injury. He was able to be his usual upbeat self when he told us how impressed he was with the Delaware Valley Engineers Week Opening Ceremony and we were happy to see that. He was also happy to reel off a number of impressive accomplishments in his January message as he looked back at 2018, but keep in mind he was only President for a little over half of the year, so some of these were actually started by his predecessor, Cathy Farrell. But as politicians will tell you, if you're "there" when a thing happens, you take credit for that thing (and if it doesn't work out, remember to blame the guy that started it). And I was nice enough to tell him shortly before this that he was over the "hump" at that point, so it was downhill from there.

In his personal life, Engineering is no doubt a big topic of discussion in the Waters house, as his wife Jen is also an Environmental Engineer (and they work side by side at Urban, so there may be work and project items being bantered about). Whether these conversations can translate into billable hours, that's between the Waters and Urban. They have a young daughter and son and we always hope that the children of these two-Engineer families will continue the tradition, as they will likely know the jargon and hear enough about what we do to have a leg up on their counterparts should they decide to go to Engineering school. We also tend to feel a little bad for the children, though, since with parents that are Engineers, there tends to be somewhat less hope for their chances for "normal" lives, but it seems that everything in the Waters house is good so far. We know it could be worse, knowing the kids that have Engineer-Architect parents.

As for dirt, while we have been paying a little more attention than we normally do to pick up on this stuff, we have found there is little to pick up. We have heard that Angelo's frequent use of Doodle polls to schedule Section meetings and calls has gotten him the name of Mr. Doodles from some folks who will remain nameless, but we are aware of little else we can expose on him.

We do know he's a proud Drexel Dragon, hav-

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WATERS PRESIDENCY

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ing both a Bachelors and Masters degree from that proud institution, and our natural tendency is to sneer a little at this, being from that small school around the corner from Drexel that no longer cranks out Civil Engineers, but we digress.

To wrap this up, and we know we haven't imparted much "dirt" and maybe more praise than many of you would have liked to see, as Angelo prepares to hand the gavel to **Kazi Hassan**, one thing we will change with this is our "boy-girl" alternating pattern of Section Presidents that has been in place for the past ten years. Next year this pattern has a shot of starting again, but we shall see. We do hope we have been able to give you a little insight on our outgoing President, and we thank Angelo for his diligence and service (and we await his rebuttal next month). We have little doubt that Kazi will pick up the ball and succeed, and this time next year tradition will once again dictate that we do this "roast" for him, which means we'll need to try and pay attention during the coming season to prepare for that.

MEMBERS IN THE NEWS

LEONETTI CITED FOR OUTSTANDING SERVICE

The Delaware Valley Engineers Week Committee of the Engineers' Club of Philadelphia has recognized **Leo Leonetti** for his Outstanding Service to Engineering. Leo retired last summer after a 50-year career during which he provided construction inspection, construction management, construction administration and related services for major highway and transportation undertakings primarily in our region but in other geographical areas as well.

Leo started his Engineering career with the Pennsylvania Department of Highways as a co-op student intern during his college years and he joined the Department in a full-time role as a Resident Engineer in 1968. He rose through the ranks in what became the Department of Transportation (PennDOT) to become the Assistant District Engineer – Construction. In this position, he managed the Unit and oversaw all PennDOT construction projects in the District, as well as locally-sponsored efforts which received federal funding assistance.

During his 31-year career at PennDOT, Leo and his staff were in charge of major transportation projects such as the reconstruction of I-76 (the Schuylkill Expressway) and portions of I-95, the completion of I-476 (the Mid-County Expressway, known to many as the "Blue Route"), I-676 (Vine Street Expressway), and the Center City ramp access program on I-95, as well as the replacement and reconstruction of numerous highways and bridges. These projects enhanced the ability of local residents to travel throughout the region to work, school and other activities. Throughout his career, he became thoroughly familiar with all phases of construction, constructability, coordination, design liaison, managing projects, and supervising personnel, and this experience helped projects advance to completion with minimal delay and complications.

Leo retired from public service in 1999 and moved to the private sector, as a Project Manager and Vice President/Director in the Construction Services Division of Urban Engineers. He managed and directed projects for numerous public and private transportation agencies, taking the same pragmatic and practical approaches he had cultivated in his PennDOT experience to assist these agencies in the implementation and successful completion of complex projects.

For his numerous efforts and contributions to the Engineering profession, Leo has been recognized the American Society of Highway Engineers (ASHE) Delaware Valley Section's Person of the Year (1992) as well as by our Section as its Philadelphia Civil Engineer of the Year (1992). Each of these awards is the highest honor that each Section offers to recognize special achievements and "above and beyond" service. He served on the Delaware Valley ASHE Board from 1985 to 1988 and was the Section President in 1988. He remains an active member and participant in the Delaware Valley ASHE and Philadelphia ASCE Sections.

We are therefore proud to share in his citation for his dedication and service to the Engineering profession.

ZAPPILE NOW AT AMTRAK

Carmen Zappile recently joined Amtrak as a Principal Project Manager and will be working at Amtrak's Engineering Office at 30th Street Station. He most recently was with the Philadelphia Industrial Development Corporation (PIDC), where he served as the Vice President of Planning and Project Development as well as the Manager of the Philadelphia Navy Yard for the past ten years. We wish Carmen good luck at his new position.

FARRELL'S ARTICLE IN THE INQUIRER

Past President **Cathy Farrell** authored an opinion article on the state of infrastructure and Governor Wolf's Restore PA plan in the February 26 edition of the Philadelphia Inquirer. This was nicely written and offered several good points to express what ASCE can do and what we have already reported upon in the recently-released PA Report Card. Nice job, Cathy!

I ON INFRASTRUCTURE

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solve them. Safety of passengers and employees was emphasized.

The first step was to shut down the Camden Bridge Line operated by SEPTA, on December 28, 1968. All 26 Bridge cars were brought to Camden by SEPTA and forwarded to Lindenwold by PATCO staff. This allowed the signal contractor to begin to replace the subway-style signals with railroad-type cab signals with speed control.

PATCO decided to initiate service as soon as practicable between Lindenwold and Camden to provide real experience for Train Attendants (as they were initially called). Enough cars had been accepted to allow a 12-minute headway with two-car trains between Kirkwood station and Camden-City Hall. The line had been known during planning and construction as the Kirkwood Line because its terminal is on the site of the

former Pennsylvania-Reading Seashore Lines station of that name. It was not until the Mayor of Lindenwold Borough contacted DRPA and pointed out that Kirkwood was within Lindenwold Borough that the name was changed to Lindenwold station and the line itself became the Lindenwold Line.

PATCO management decided to open on a Saturday as it would be less busy than a weekday and would be followed by Sunday of even less riding. This would allow fewer problems and more time to solve any that did appear. Therefore, on Saturday, January 4, 1969, PATCO began operation at 6:00, start of a weekday schedule between Kirkwood station and Camden City Hall. PATCO and a few DRPA officials were on hand along with some local press, local residents eager to experience the new mode of travel, and some railfans anxious to ride a "first" trip. Superintendent of Transportation Robert S. Korach's young daughter Marcia used a huge key to open the door of the first train. This was pictured in local papers. The first train reportedly left on time to begin what was a test and training operation carrying paying passengers. The 6AM to 10PM schedule allowed the signal contractor a full eight-hour shift (10PM to 6AM) to install and check out the new system. Operation was under manual control with speed limited to 50 mph.

Fare collection was makeshift using borrowed SEPTA portable fareboxes to collect 40 cents cash per ride. Nik-o-lok Corp. installed change makers which were loaded and serviced by Brinks. PATCO hired Kelly Labor Division personnel to be station attendants. A retired Army mess sergeant provided competent supervision for Kelly. It worked.

The cab signal system was not yet accepted so a manual block system was used with operations supervisors on several station platforms acting as block operators. This is an early example of PATCO using some railroad practices along with rapid transit and in a few cases, light rail practices with its single-car operation at times of light traffic. This has allowed PATCO to be more efficient than most of its contemporaries.

PATCO fare collection persons and maintainers gained experience as Cubic Western Data installed its automatic fare collection self-service system. Use of SEPTA fare boxes ended, but Kelly people in their red vests were retained to help new riders use the system. This practice continues from time to time to this day.

The cab signal system became operational but was used only in an advisory way at first, with manual block still enforced. It became used as intended with Philadelphia service. Later in January PATCO began to operate six-car trains through to 16th Street, but carried passengers only as far as Camden. This was to provide Train Attendants experience handling trains under manual control on the Ben Franklin Bridge's various grades and curves.

In due course enough cars had been accepted to consider opening through interstate service to Philadelphia. Saturday, February 15 was the date selected. PATCO Equipment Department staff, consultants to DRPA, car builder Budd Company and suppliers General Electric (propulsion) and

Continued on Page 7

SECTION COMMITTEES

Our current Committees and chairs are provided below. If you have an interest in helping and/or would like to join a Committee, please reach out to us at volunteer@asce-philly.org or through our Section Secretary, **Briana Earle** (contact information is provided on page 2).

ASCE PA Report Card Promotion –

Cricket Slattery

Audit – Kazi Hassan

Awards (includes Engineers Week Hall of Fame Recognition) – Bob Wright

Budget and Finance – Jen Reigle

Civil Engineers in Government – Jeanien Wilson

College Scholarship – Andrew Bechtel

Communications (includes E-mail Outreach, Newsletter, Sponsorship, Website) – Briana Earle

Continuing Education – Angelo Waters

Humphrey Fund – John Zarsky

Membership – Mohammed Elghawy

Mural – Angelo Waters

Nominating (for Board Positions) – Cathy Farrell

Program (includes Meeting Check-in/Name Tags and Venue Coordination) – Angelo Waters

Society Relations (includes Legislative Affairs, PA Council and Region 2) – Cathy Farrell

Subsidiary Groups (includes Technical Groups/Institutes and Younger Member Forum) – Kazi Hassan

Spring Social – Troy Illig

JOSEPH J. GUZZI, JR.

We are sorry to report that Joe Guzzi passed away suddenly on January 29. He was a Vice President and Pennsylvania Office Leader of HNTB. While he was not a Section Member, and we generally reserve this sort of tribute for members, many of us knew Joe and worked closely with him, and he presented to the Section and our Technical Groups on various projects and topics over the years.

Joe was known as the proverbial “Jack of All Trades” and an expert in the Railroad Engineering field. He joined HNTB 12 years ago after a 27-year career with three railroads, the most recent being Amtrak, where he served as Division Engineer of its Mid-Atlantic Division.

He is survived by his fiancé, Chris Howsare, two children and one sister. Memorial contributions may be made in Joe’s memory to PAWS (www.secure.phillypaws.org/guz).

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SECTION OFFICERS AND BOARD OF DIRECTION — 2019–20 SEASON

The recommended slate of Section officers and Board members was developed by the Nominating Committee and presented to the Section Board at its March meeting. The Board moved to adopt this recommended slate for the coming season. This slate is as follows:

President: **Kazi Hassan**, Pennoni

President Elect: **Jennifer Reigle**, Pennoni

Vice President: **Briana Earle**, Langan Engineering & Environmental Services

Secretary: **Mohamed Elghawy**, Traffic Planning & Design, Inc.

Treasurer: **Joseph Natale**, DVRPC

Membership Secretary: **Andrew Bechtel**, College of New Jersey

Directors: **Kevin Brown**, Urban Engineers, Inc.

Michael DeVuono, Arcadis

Gregory Dunn, WSP*

Spencer Finch, Langan Engineering & Environmental Services**

Tania O’Kane, Cedarville Engineering

Nha Truong, Ernst & Young**

Past Presidents: **Angelo Waters**, Urban Engineers, Inc.

Cathy Farrell, HNTB***

Guy DiMartino, Traffic Planning & Design, Inc.***

*Filling remaining term (one year) of Joseph Natale

**These positions have one year remaining to serve in their current terms.

***In accordance with our Constitution and Bylaws, only the immediate Past President will serve on the Board, and only for a one-year term. We show the most recent three Past Presidents as has become our tradition.

In addition, we will have these folks in appointed positions:

Assistant Secretary: **Jeanien Wilson**, Philadelphia Department of Streets

Assistant Treasurer: **Caroline “Cricket” Slattery**, Advantage Engineers

We wish these brave and generous folks our collective good luck for the coming season.

Thanks to the Nominating Committee for this slate, chaired by **Angelo Waters**, with committee members **Cathy Farrell**, **Troy Illig**, **Kazi Hassan**, and **Bob Wright**.

MARCH DINNER MEETING

March 14, 2019

Maggiano’s, Center City

Walt Whitman Bridge: Painting Suspension Span and Tower Project

by Lindsay Chateaufort, Editorial Assistant

On a cloudy but warm day in March, the ASCE Philadelphia Section gathered together at Maggiano’s Philadelphia in Center City for their monthly dinner meeting. Over 75 members quickly filled the room with casual conversation and laughter, as new and old friends caught up on the last month and reminisced on the events of Engineers Week in February.

As the networking hour drew to a close, President **Angelo Waters** began the evening by welcoming all of the members and highlighting the Wastewater portion of the PA Report Card released in November (check it out at www.pareportcard.org!). He then invited Past President **Ruben David**, to the podium, who welcomed and thanked our Student Members for their continued dedication to ASCE, and performed the usual blessing of the meal.

The tables began to fill with appetizers of mozzarella, calamari and more, as Angelo returned to the podium. He then presented the Section’s Volunteer Spotlight to **Joe Natale** for his active involvement and dedication in promoting and furthering Civil Engineering through his work with the Philadelphia Section, the Philadelphia YMF, and as an adjunct professor at The College of New Jersey.

Following the recognition, Temple ASCE Chapter President, **Van Nuyen**, and Community Outreach Chair, **Ian Nelson**, gave a short presentation covering the Chapter’s recent activities; highlighting their initiatives to expand their member base!

Following a delicious family style dinner, **Michael Venuto**, Chief Engineer for the DRPA (owner), **Herman Lloyd**, Senior Vice President at JMT (construction management/inspection), and **Stuart Rankin**, Associate and Owner at WSP/Louis Berger (structural designer), took to the podium to present on the **Walt Whitman Bridge Painting Suspension Span and Tower Project**. Mr. Venuto began the presentation by giving an overview of the project which included the blast cleaning and painting of the suspension spans, towers, girders, diaphragms, main cables, and suspender ropes on the 62-year-old structure. The \$67 million project also involved the structural repairs for all deteriorated bridge components identified prior to and after blast cleaning. As Mr. Venuto asserted, “Our mission is to leave these in better condition from when we found them...” and that they surly accomplished throughout the successful on-time completion of the project.

I ON INFRASTRUCTURE

Continued from Page 5

WABCO (brakes) all worked diligently to make enough cars available to initiate service. Therefore, prior to 6 AM a small group of PATCO and DRPA officials, PATCO staff, local press and others with an interest in the event gathered on the platform at Lindenwold. Promptly at 6 AM the first train was dispatched on its way to Philadelphia where it arrived 22-1/2 minutes later. Haddonfield to Ashland, 3.29 miles, was covered in three minutes flat, the first mile-a-minute transit service in the United States. Keep in mind that top speed at that time was 75 miles per hour and there was no Woodcrest station.

The first business day was Monday, February 17 when about 18,000 rides were handled. Ridership rose to over 26,000 by midyear, surpassing SEPTA’s Paoli Main Line Local at the time. By its third year, ridership leveled off at about 40,000. PATCO had become a successful part of its region.

THANKS TO OUR SPONSORS

We thank those firms who have made the financial commitment to Section Sponsorship for this season. The business cards of these 15 firms are included in the sponsor section of *THE NEWS*. Sponsor logos are also displayed in a special Sponsors section of our website. Through a click on the particular sponsor’s logo, we provide direct links to its own website so prospective employees can review all available and up-to-date positions being offered by that firm. Sponsors can additionally provide a profile article in *THE NEWS*.

If you have an interest in joining our sponsorship program, please contact **Bob Wright** at newseditor@asce-philly.org for more details. While our season is nearly over, it’s not too early to start thinking and planning ahead for next year.

MARCH DINNER MEETING

Continued

The presentation continued by addressing the details of the erected containment system, the three-coat paint system applied to the entire structure, and the obstacles encountered throughout the project. Some of the challenges included the extreme temperatures experienced within the containment system, the complexity of the repairs required after blasting the steel down to the bare metal, and protection of the falcon, whose home on the Walt Whitman Bridge was about to receive a face lift. Despite the minor setbacks, the project was finished in September 2018 in just under three years!

Following the presentation, there was a very active question and answer discussion followed by a loud applause. To conclude the afternoon, President Waters presented the gentlemen with ASCE Philadelphia Section solar chargers, as a token of appreciation for their insightful presentation.