

**ASCE, PHILA. SECTION MEETING SCHEDULE 2014-15 WINDING DOWN...**

The last two ASCE, Philadelphia Section meetings of this season are upon us and information on each is provided under separate headings for these announcements. It's hard to believe that the season is nearly coming to a close, which means, after April, the one remaining Section event is the Spring Social.

The **Social** will be held on **Thursday, May 14** and more information will be provided in the April edition of *THE NEWS*. Please hold the evening on this date to join us for our end-of-season festivities, socializing, networking and fun at what we promise will be an interesting and different venue.



**AGENCIES IN THE NEWS  
 DVRPC CELEBRATES 50 YEARS OF SERVICE**

On June 30, 1965, the Delaware Valley Regional Planning Commission (DVRPC) was created by an act of the Pennsylvania Legislature to supersede the Penn Jersey Transportation Study as the agency charged with transportation and regional planning in the Philadelphia/Delaware Valley region. The Study itself was created in 1959 for the purpose of transportation planning across state and jurisdictional borders. The New Jersey Legislature authorized its participation in DVRPC in 1967. Please visit [www.dvrpc.org](http://www.dvrpc.org) for a timeline of regional events and other information on DVRPC's golden anniversary.

**Only Irish coffee provides  
 in a single glass all four essential  
 food groups: alcohol, caffeine,  
 sugar and fat.**

- Alex Levine

**MARCH JOINT DINNER MEETING**

American Society of Civil Engineers, Philadelphia Section  
 American Society of Civil Engineers, New Jersey Section, South Jersey Branch

**WEDNESDAY, MARCH 11, 2015**

**(PLEASE NOTE THE CHANGE IN DATE FROM THAT PREVIOUSLY PROVIDED)**

**Maggiano's Little Italy**, 1201 Filbert Street, Center City Philadelphia  
 Cocktails 5:30 PM, Dinner 6:30 PM, Meeting Presentation Follows (approximately 7:30 PM)

**SUBJECT: Comcast Innovation and Technology Center**

**SPEAKERS:** Alan Decktor, PE, Pennoni Associates; Thomas Friese, PE, Pennoni Associates; Andrew Blasetti, Thornton Tomasetti, and; Jim Karmolinski, AIA, Kelly/Maiello

**RESERVATION DEADLINE – FRIDAY, MARCH 6.** The cost per attendee is \$40, with a half-price (\$20) cost for government agency employees and students, for reservations received by this deadline.

**RESERVATIONS RECEIVED AFTER MARCH 6** – Reservations received after the deadline and “walk-ups” without prior reservations paying at the door will be charged \$50 (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 of 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 via e-mail at [info@asce-philly.org](mailto:info@asce-philly.org) or electronically through our website ([www.asce-philly.org](http://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.

Advance payment can be made by check as an option to electronic payment. Checks should be made payable to “Philadelphia Section ASCE” and sent to ASCE Philadelphia Section, 215 S. 16th Street, Suite 16, Philadelphia, PA 19102. Checks will also be accepted at the reservation table at the dinner. As always, guests will be welcome to attend the presentation without dinner at no charge. This may be subject to room capacity constraints in the event of a large turnout for dinner.

**ACCESS AND PARKING:** Maggiano's is a short walk from SEPTA's Jefferson (nee Market East) Regional Rail station and a half-block from bus routes and the Market-Frankford Line on Market Street. There is a parking garage directly above the restaurant for which validation can be offered for a reduced price of \$8 for up to 6 hours.

**SPECIAL FEATURE: Swarthmore College and Temple University Night**

The Student Chapters, Faculty and Alumni of the Department of Engineering of Swarthmore College and the Department of Civil and Environmental Engineering of Temple University will be honored at this meeting. All Faculty, Alumni and Students are cordially invited to attend and participate.

*Continued on Page 4*

**Resolve to attend ALL Section Meetings!**

**APRIL DINNER MEETING**

American Society of Civil Engineers, Philadelphia Section

**THURSDAY, APRIL 9, 2015**

The Mansion at Villanova Conference Center, 601 County Line Road, Radnor, PA  
 Networking 5:30 PM, Dinner 6:30 PM, Meeting 7:30 PM

Following the pattern established five years ago, this meeting will consist of a dinner with subsequent “breakout” sessions on several different topics.

More information will be provided in the April edition of *THE NEWS*.



**PRESIDENT'S MESSAGE**

I would like to start off by congratulating **Adam K. Fontecchio, PhD** for being named the **2015 Delaware Valley Engineer of the Year** and **Brian Mark Crookston, PhD, PE** for being named the **2015 Delaware Valley Young Engineer of the Year**. If the speeches each gave at the Delaware Valley Engineers Week Awards Luncheon are any indication, both will be excellent ambassadors for the profession in the Delaware Valley in the coming year.

I want also to take a minute to thank **Troy Illig** and his committee for leading an effort to find a new home for our monthly meeting program. Many of you may be surprised to hear that the Section subsidizes a substantial portion of the fees that go into putting on our monthly meeting and nearly 50% of our operating budget is dedicated to our monthly meetings. We do all this to keep the costs manageable for our membership and we hope this will encourage people to attend. In order to sustain this subsidy and continue to keep costs to a minimum for attendees, the Section began a search for a new venue this year. Troy and his committee, having researched and visited numerous meeting room venues throughout the City, landed on **Maggiano's Little Italy** (at 12th and Filbert Streets in Center City) as the location for our March meeting. If all goes well, we will continue with this location for upcoming 2015-16 season (yes, we already started planning for the next season). With this location, it will be a departure from the standard banquet chicken dinner everyone is familiar with, but we hope that you enjoy it and the new networking opportunities it can present. If you do attend this dinner, please drop me an email afterwards with your thoughts so we can assess its value moving forward.

Finally, as we continue to wake up to bone-chilling temperatures every morning, one can take solace in knowing that spring is just around the corner. While our Phightin' Phils prepare in Clearwater, FL for what promises to be another long season, the Section too is preparing for our annual **Spring Social**, which will be held on **Thursday, May 14**, and details should be coming out soon. Mark your calendars now to save that evening for what's shaping up to be another great event at an interesting venue. Stay tuned. I hope to see you there.

Sincerely,  
Joseph Platt, P.E.  
President, ASCE Philadelphia Section

**ASCE, PHILADELPHIA SECTION  
OFFICERS AND BOARD OF  
DIRECTION — 2014-15 SEASON**

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*\*Our Constitution recognizes only the immediate Past President as a part of our Board but, following tradition, we list the immediate three Past Presidents to acknowledge their service.*

**President — Joseph Platt, P.E.**

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To be updated next issue.

**PUBLICATIONS COMMITTEE**

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**Section Outreach Coordinator**

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**Staff Writers**

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**SEND COPY TO:**

ASCE, c/o Engineers' Club of Philadelphia  
215 S. 16th Street, Suite 16  
Philadelphia, PA 19102

**COPY DEADLINE FOR**

**APRIL 2015 ISSUE  
MARCH 20, 2015**



**E-WEEK BANNERS ON  
DISPLAY - LAST GASP?**

Banners proclaiming the celebration of Engineers Week made their appearances on the street light poles on Broad Street and Locust Street near the DoubleTree Hotel (the site of the Awards and Proclamation Luncheon on February 20) in early February, the fifth and possibly final year of the banner program.

You may recall that the Section helped developed the design of the original banners, which were first placed for 2006 Engineers Week. After those banners wore out, the Section, in conjunction with the Engineers' Club's Engineers Week banner program, sponsored a banner. Our Section is one of 12 societies which have participated in this effort since the start. Each banner features the name of one of these societies to recognize its participation.

Since the useful life of a banner is anticipated to be five years, this may be the last year that this installation occurs. An assessment will be made once the banners are taken down to see the condition and viability for possible reuse if the program is renewed for next year.

Thanks to Past Section President and Engineers' Club Secretary **Chris Menna** for his leadership of this successful undertaking.

**Until I was thirteen,  
I thought my name  
was "shut up".**

— Joe Namath

## YOUNGER MEMBER FORUM NEWS

Kristin Leese, P.E., Forum Editor

Drew Sirianni, P.E., Forum President 2014–15  
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## SPRING HAPPY HOUR AND NETWORKING EVENT

### 2ND STORY BREWING COMPANY • MARCH 4

Join YMF on Wednesday, March 4 for a Happy Hour at 2nd Story Brewing Company in Old City from 5:30 to 7:30 PM. The event will be held on the 2nd floor, and will include light appetizers and drink specials. Come out and enjoy this great opportunity to kick those winter blues and socialize with your fellow Civil Engineers! The event is free, but attendees are encouraged to RSVP by February 27 via the following link: <http://tinyurl.com/SpringHappyHour>.

### ADVANCED DRAINAGE SYSTEM, INC. PLANT TOUR

#### LOGAN TOWNSHIP, NJ • MARCH 16

On Monday March 16, YMF will offer a tour of the Advanced Drainage Systems (ADS) plant in Logan Township, NJ, starting at 4:00 PM. The tour will last approximately 30 minutes, with a 1-hour presentation to follow at the Village Pub (restaurant/bar).

This event will qualify for 1 PDH.

Safety equipment is required for attendees (please bring safety glasses, vests and enclosed footwear).

ADS is a manufacturer of 3" to 60" pipe, including HDPE Corrugated, and handles manufacture and distribution of plastic stormwater chambers, geosynthetic fabrics, and water quality units. Please visit its website (<http://www.ads-pipe.com/en/index.asp>) for more information.

### WINTER SOCIAL – RECAP

On Monday, January 26 the YMF hosted our 19th Annual Winter Social. The event was once again a success, with 155 Engineers and their guests filling up McGillin's Olde Ale House on a cold, snowy night. It was a fun-filled evening where guests had the opportunity to socialize with their coworkers, catch-up with colleagues, and meet other young Engineers and students. Our student members took advantage of the opportunity to network with Engineers from around the area, learn about local companies, and discuss career goals and opportunities.

During the event, YMF members sold raffle tickets for prizes donated by numerous local businesses. As always, our Sponsors stepped up and collectively donated an amazingly generous number of prizes! The raffle sales raised \$1,955 which will be donated to local charities. Thank you to everyone who made donations, attended the Social, and for those that gave their time to help organize this fun and successful event. Special thanks to YMF Vice President, **Chris Renfro** of the Philadelphia Streets Department,

who took the lead in planning on behalf of the Executive Board.

### ADOPT-A-HIGHWAY UPDATE

The YMF and ASCE Delaware Valley's Young Members Committee have teamed up for Pennsylvania's Adopt-A-Highway program! The groups have adopted a two-mile segment of Bethlehem Pike (SR 1818) in Ambler. The first clean-up will be in April 2015, with refreshments afterwards. More details will be released soon; if you're interested in volunteering, please contact **Jesse Gormley** ([jgormley@pennoni.com](mailto:jgormley@pennoni.com)).

### UPCOMING EVENTS

Please stay tuned for additional information on the following events, which are all currently in the planning stages.

#### CRITICAL ISSUES SEMINAR (APRIL 2015)

#### MANAYUNK HIGH LINE CONSTRUCTION TOUR (MAY/JUNE 2015)

#### ANNUAL PHILLIES TAILGATE AND GAME (JULY 2015)

## CONGRATS AGAIN TO 2015 DELAWARE VALLEY YOUNG ENGINEER OF THE YEAR



We would like to congratulate one of our "own", Section Member **Brian M. Crookston, PhD, PE**, on his recognition as the **2015 Delaware Valley Young Engineer of the Year**. Brian is

a Project Engineer / Hydraulics Specialist for Schnabel Engineering.

For a full biography of Brian, please visit <http://www.dvewc.org/yeoy2015/>.

### BE AN ENGINEER

ExxonMobil has begun an initiative with a series of advertisements and a website geared toward students to show the potential for them in the engineering and science fields. This is well done and is very useful for us in our various outreach activities such as career days and similar interactions with students. Please take a look at this site: <http://www.beanengineer.com> if you are thinking about such outreach and encourage students to visit it as well.

**We could certainly slow the aging process down if it had to work its way through Congress.**

– Unknown

## SCIENCE FAIRS COMING UP JUDGES NEEDED, LAST CHANCE!

Our ASCE, Phila. Section will once again be offering **Special Awards** at the **Delaware Valley Science Fairs**, as we have done for over 20 years. The Fairs will be conducted on **Wednesday, April 1** at the **Greater Philadelphia Expo Center** in Oaks. Four Special Awards for individual student projects that have a Civil Engineering theme will be awarded, with two prizes for Grades 6 through 8 and two for Grades 9 through 12.

Volunteer judges are needed for this effort. The judging will require you to spend most, if not all, of your day (approximately 8AM to 3PM) at the Fairs, examining and short listing possible projects in the morning and then interviewing the students who assembled them and finalizing the selections in the afternoon. It is always a very interesting and enlightening experience.

If you are interested in being a Special Awards judge for the Section please contact **Chris Rood** at [crood@drjtbc.org](mailto:crood@drjtbc.org). You will also need to register for this and this can be done through the Fairs' website [www.dvsf.org](http://www.dvsf.org).

For more information on the Fairs please visit the above website.

We hope you can join us for a rewarding and interesting day.

### ENGINEERS WEEK A SUCCESS!

We hope you participated in Engineers Week this year. In case you missed it, it was celebrated locally from Friday, February 20 through Saturday, February 28.

The Delaware Valley Engineers Week Committee (DVEWC) events were popular and successful. The Proclamation and Awards Luncheon, conducted at the DoubleTree Hotel on February 20, drew over 220 attendees. The Young Engineers Social, at the Manayunk Brewery in its eponymous neighborhood of Philadelphia, held on February 24, and the Celebration of Engineering Reception on February 26, at the Singh Center for Nanotechnology at the University of Pennsylvania, were similarly well attended.

We are also proud to note that ASCE member **Brian Crookston** of Schnabel Engineering was cited as the **Delaware Valley Young Engineer of the Year** as part of the Engineers Week citations. We offer our congratulations to Brian on this honor.

As we know, the completion of this year's events only kicks off the planning for next year's. DVEWC, a committee of the Engineers' Club of Philadelphia, is always in need of volunteers to assist in many of the activities surrounding Engineers Week. DVEWC has a need for your talents and skills in several diverse areas. If you are interested in volunteering or would like information on volunteer opportunities, please visit our website at [www.dvewc.org](http://www.dvewc.org).

## FEBRUARY JOINT LUNCH MEETING

February 18, 2015

Sonesta Hotel, Center City

### PRPA — Transportation and Business Developments Along the Delaware River

by Robert Wright, Editor

After a few days of c-o-l-d weather and the largest snowfall this season so far (just over 4 inches – tell someone in Boston about that, and then run!), the weather got a little “balmy”, relatively speaking, and temperatures crept into the low 30’s for the lunchtime trip to Center City for our February joint meeting. We tagged along with our friends at the Women’s Transportation Seminar (WTS), Philadelphia Chapter (not “Section” as the announcement in our February edition of *THE NEWS* indicated – your Editor, a member of the Chapter, should know better...!) and changed things up for the second year in a row to have a lunchtime meeting, this time immediately before the Engineers Week festivities could conflict with it. Around 80 members of the combined groups (and in many cases, both societies) got together for our fifth main Section event of this season to hear about new and exciting happenings at Philadelphia’s port.

Chapter Vice President **Patti Gibson May**, filling in for President **Megan Syrnick** during her maternity leave, opened the meeting and welcomed all in from the “warmth” outside. After lunch, President Gibson May introduced the featured presenters for the event, **Nick Walsh**, Director, Strategic Planning and Development, of the Philadelphia Regional Port Authority (PRPA), and **Bob Palaima**, President of the Delaware River Stevedores, Inc. (DRS), who would discuss one recent development at the Port, the handling of products being shipped from Brazil by Fibria Cellulose.

Mr. Palaima was first up and he explained the basic difference between stevedore and longshoreman (stevedore is the company that provides longshoreman services, with the workers being longshoremen) and a ship and a boat (one can put a boat on a ship but not vice versa), just so everyone knew these things. He outlined the negotiations and planning needed to be able to handle cellulose, a processed wood pulp sourced from eucalyptus trees, which is used in the manufacture of paper towels and facial tissues, among other products. The product originates in Brazil, where the pulp is processed by a firm called Fibria, and is brought to the Port of Philadelphia, where it is transloaded from ships to railcars and moved to Procter & Gamble’s plant in Mehoopany, PA (west of Scranton). Because of the careful and special handling required for this product and time sensitivity of movements, labor agreements had to be worked out and put into place to make sure the material could be efficiently moved from ship to train. DRS has educated its workforce and developed practices and policies accordingly to be able to rise to the challenge. The operation is occurring at PRPA’s Tioga Marine Terminal, where an existing warehouse building designed to handle fruit was modified for this purpose and leased to DRS to provide the transloading service.

Mr. Walsh took the podium to cover other challenges that this opportunity presented. PRPA had to act quickly when Fibria was seeking a place to transload the cellulose, as Baltimore in particular had a facility that could be used for this and could easily accommodate this service. PRPA faced the combined issues of providing a facility of the size and type needed for storage once the product was taken off the ships, getting rail service from the facility to Procter & Gamble, and having sufficient accommodations in the Delaware River for the size of ships that would be used for this purpose.

Starting with the rail needs, Mr. Walsh noted that PRPA began negotiations with CSX Railroad to provide trains to ship the product. CSX has existing rail lines that will tie Tioga Terminal to the Mehoopany plant but there are several vertical clearance restrictions in the Philadelphia area with highway and railroad bridges over the rail line to be used for this service. To increase these clearances, the railroad elevation will in most cases need to be lowered. A “Plate ‘F’” standard (over 17’ height) is needed for the cars that will carry the product, while the line can only now provide “Plate ‘C’” (15’ height) dimensions. It was decided that smaller railcars will be used until this improvement can be realized. Additionally, railroads are usually cost-competitive with truck shipping for distances greater than 500 miles, and the route from Tioga Terminal to Mehoopany would only be about 130 miles. PRPA was able to convince CSX that the volume of trucks needed would make rail shipments more economical and cost-advantageous in the long run.

On the water side, the Delaware River Channel is now in the process of being dredged to increase its depth from 40’ to 45’, which will accommodate many of the larger ships that are being built and operated. Mr. Walsh outlined that the 57,000-ton vessels typically used for the cellulose shipments have a nearly 41’ draft, meaning that they would only be able to make this trip during flood tides, and that would include berthing and transloading of material. Even after the deepening project is completed, the 45’ channel will not be provided north of the Ben Franklin Bridge, and Tioga Terminal is roughly 4 miles upstream of the Ben Franklin. In the meantime, smaller ships will be used for this service.

Mr. Walsh explained the changes at Tioga Terminal that would be needed on a fast-track schedule for storage of the product, which must remain dry while being transported. A number of revisions in the existing warehouse to be used for this program, including replacement of the existing asphalt floor with a concrete one and decommissioning of refrigeration systems used when fruit was the product being handled in the facility, were designed and constructed quickly to get the product flow started on schedule. This

work was able to be completed to allow the process to begin in Fall 2014 as desired. Railroad improvements associated with the reconstruction of I-95 are still in process on the line that links Tioga Terminal to CSX lines used on the route to Mehoopany, but this work is anticipated to be completed this year.

Messrs. Palaima and Walsh ably handled several insightful questions from the audience. Vice President Gibson May welcomed Section President Joe Platt to the podium to close out the presentation and thanked everyone for coming, and she presented tokens of the Chapter’s appreciation to each speaker for a job well done.

## MARCH DINNER MEETING

*Continued from Page 1*

After completion of its current headquarters tower in Center City, Comcast has found a need for additional space and has decided to construct a second skyscraper that will exceed the height of its current building. The Comcast Innovation and Technology Center, a short distance from the Comcast Tower, will become the tallest building in Philadelphia at just under 1,000 feet in height. It will provide a state-of-the-art television studio and headquarters for NBC 10 as well as a new location for the Four Seasons Hotel, which will move from its current location a block away. The Center will face similar issues that design of the Tower had to accommodate and handle, including construction in a busy, congested area with the challenges of material delivery and storage and work over SEPTA’s Suburban Station concourse and Regional Rail network, among others that will be outlined in this presentation.

Mr. Decktor is an Associate Engineer at Pennoni’s Philadelphia Office in the field of Civil/Site Engineering with over 8 years of experience in overall Engineering and land planning practice and design applications. His current projects include commercial redevelopments in Philadelphia such as the 1601 Vine Street Complex, East Market, and various projects in the Philadelphia Navy Yard.

Mr. Friese is the Civil-Site Division Manager at Pennoni’s Philadelphia Office. He has been working in the Site Development Engineering business since 1983, the last 11 years of this with Pennoni. He serves as the Vice President of the Philadelphia Chapter of the Pennsylvania Society of Professional Engineers (PSPE).

Mr. Blasetti is an Associate in the Philadelphia office of Thornton Tomasetti where his specialty is the structural design of mid- to high-rise structures.

Mr. Karmolinski is an Associate with Kelly/Maiello Architects.

**Only Irish coffee provides  
in a single glass all four essential  
food groups: alcohol, caffeine,  
sugar and fat.**

– Alex Levine

## BEANNACHTAÍ NA FÉILE PÁDRAIG!\*

It doesn't seem like it should be that time already again, but the "wearin' of the green" date is almost here. And, just as expected, your Editor will put his mainly-Irish heritage to the test (and very possibly at great risk...!) as he has cranked out another "Lightly Amusing Message from Eire" (also know as LAME) for your enjoyment (or maybe your reason to imbibe) for St. Pat's Day.

As you may recall, we did have a contest for this, but it suffered the same fate as our Christmas message contest and no entries were received. This lack of response forced us to turn your Editor loose, giving him a six pack of beer for inspiration. The results of this exercise, along with six empty beer bottles (yes, your Editor is a bit of a beer snob), is below.

Here's to the Irish and to those who left that great land  
And went elsewhere to spread a culture that's grand  
For those of you who can't call yourselves Irish  
You can't be one of us but you can always wish  
We'll let you join us with a drink in your raised hand.

Some of our members are Irish, some want to be  
Doesn't matter on St. Pat's Day, when we're all happy  
As one we'll salute with our mugs of green beer  
And for Engineers everywhere we'll shout out a cheer  
From the Officers and Board of Philly ASCE.

And, our perennial "rerun" on this, an Engineer's variation of an Irish prayer:

May the road rise to meet you  
[in accordance with AASHTO vertical curve and geometric guidelines]  
May the wind be ever at your back  
[using the 85th percentile velocity and direction data according to the local wind rose plot]  
May the sun shine warm upon your face  
[at the optimal angle determined by latitude, allowing full utilization of alternate energy resources]  
And the rain fall softly on your fields[to be retained and infiltrated to decrease the burden on the stormwater conveyance system]  
And until we meet again,  
May God hold you in the hollow of his hand.  
[we ain't touching that one!]

And we'll leave you with one more Irish wish:  
Here's to you and yours, and to mine and ours.  
And if mine and ours ever come across to you and yours,  
I hope you and yours will do as much for mine and ours,  
As mine and ours have done for you and yours!

\***Beannachtaí na Féile Pádraig!** (ban-ochth'-thee na fay'-le paw'-drig) — **Happy St. Patrick's Day!** (You should know this by now!)

## ENGINEERING MANAGEMENT TECHNICAL GROUP

JOINT MEETING WITH SOCIETY OF MARKETING PROFESSIONAL SERVICES AND DREXEL UNIVERSITY  
TUESDAY, MARCH 10

**SUBJECT:** Client Expectations – The Owner's Perspective

**SPEAKER:** Michael Venuto, PE, PLS, Chief Engineer, Delaware River Port Authority

**TIME:** 6:00–8:00 PM

**LOCATION:** Drexel University, MacAlister Hall, Sky View Room, 3250 Chestnut Street, Philadelphia

**COST:** \$20 members, \$15 government employees/Drexel alumni, \$10 students

**RSVP by Friday, March 6** through our website, [www.asce-philly.org](http://www.asce-philly.org)

This presentation will provide for a discussion of the building of project team relationships from the owner's perspective, while leading teams toward a common goal. The discussion will include the delivery of quality products, provision of effective communication to manage expectations and project schedules, and the maintenance of positive client-owner relationships for future growth.

Attendees will be eligible to earn one Professional Development Hour (PDH). Light food will be provided.

## DON'T FORGET TO RENEW

Retaining membership in ASCE allows you to stay connected to the latest industry trends and keeps you linked to the best professional development programs and engaged with a worldwide network of peers. Your continual involvement builds a solid foundation to keep your career on track and moving toward achieving your professional and personal goals.

Dues for the current year were payable by January 1, but, if for whatever reason, you have not renewed, please avoid an interruption in your benefits and renew now. Choose the renewal option most convenient to you: online at [asce.org/renewal](http://asce.org/renewal) (the quickest and easiest way), by phone at **800-548-ASCE (-2723)**, or by mail, using the invoice sent to you last fall (if you still have it). Ensure a positive return on your investment in a Civil Engineering career by renewing with ASCE.

## 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 firms (17 total thus far) 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.

If you have an interest in joining our sponsorship program, please contact **Bob Wright** at [newseditor@asce-philly.org](mailto:newseditor@asce-philly.org) for more details.

## ENVIRONMENTAL AND WATER RESOURCES

TECHNICAL GROUP  
DINNER MEETING  
THURSDAY, MARCH 19

**SUBJECT:** Updates and Revisions to the Pennsylvania Stormwater BMP Manual

**SPEAKER:** Mark Bowen, PE, CFM, Kleinschmidt Associates

**TIME:** 5:30 PM Registration/Networking; 6:00 PM Dinner, Presentation follows

**LOCATION:** Michael's Restaurant and Deli, 130 Town Center Road, Valley Forge Center, King of Prussia

**COST:** \$30 (students \$20)

**RSVP by Monday, March 16**

The Pennsylvania DEP is in the final stages of revising the "Pennsylvania Stormwater Best Management Practice Manual", which is due out this spring. Mr. Bowen is the Chairman of the Pennsylvania Stormwater Technical Workgroup, a combination of regulators, scientists, and Engineers dedicated to bringing good science and practical experience to stormwater design.

Post Reservations and payment by PayPal to the website: [www.asce-philly.org](http://www.asce-philly.org). Payment by check can be sent in advance to: Philadelphia Section ASCE, 215 South 16th St., Ste. 16, Philadelphia, PA 19102-3349. Checks should be made payable to "Philadelphia Section ASCE". Contact **Eric Lindhult** at **(732) 570-8086** if you have any questions or if you will be unable to attend after you have registered.

Attendees are eligible for one (1) Professional Development Hour (PDH) for attending this presentation.

## MEMBERS IN THE NEWS

### DENNY RETIRES

**Charles Denny** retired after 39 years of service at the City of Philadelphia in late November. A luncheon was conducted to cite his retirement on January 30.

Charlie has been with the Department of Streets for 37 of his 39 years, having started in the Water Department in 1975 upon his graduation from Drexel. He was most recently the Assistant Chief Traffic Engineer for the Department. For those of you who have been around the Section for longer than you might want to admit, you may recall that Charlie served as our Section's Assistant Treasurer and Treasurer for a number of years, and we thank him for volunteering his time in those positions. We also wish him good luck in his retirement.

### SCOTT MOVES TO PRIVATE SECTOR

**Mike Scott** recently accepted the position of Director – Ports & Marine Northeast Division with Parsons Brinckerhoff and will be based at PB's Center City office. Prior to taking this position, he served as the Chief Engineer of the Philadelphia Regional Port Authority. Congratulations, Mike!

# N-ASCE\*

## SOLVING ONE PROBLEM, DEVELOPING OTHER PRODUCTS

One evening, in 1929, two young men, William Lear and Elmer Wavering, drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, IL to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios - Lear had served as a radio operator in the US Navy during World War I — and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't easy, since automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago, where they met Paul Galvin, owner of the Galvin Manufacturing Corporation, who expressed an interest in the potential of mass-produced, affordable car radios. They worked together to produce their first radio and installed it in Galvin's Studebaker. Galvin then went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Unfortunately, a half-hour later, the banker's Packard caught on fire. Needless to say, they didn't get the loan.

Galvin didn't give up, driving his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Not being able to afford a booth at the show, he parked the car outside Convention Hall and cranked up the radio so that passing conventioners could hear it. That idea worked, and he got enough orders to put the radio into production.

Galvin decided he needed to come up with a catchy name. Following a trend used in the naming of other products at the time, which added an "ola" to their names (e.g. Victrola), he decided to call his radio the "Motorola", as it was intended for use in motor vehicles. The first Motorola radios offered for sale in 1930 had a cost of about \$110 uninstalled. At the time, one could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) It took two men several days to put in a car radio. This entailed the disassembly of the dashboard to install the receiver and a single speaker, and cutting the ceiling open for the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

Things picked up in 1933 when Ford began offering Motorolas pre-installed at the factory.

In 1934 Galvin struck a deal with the B.F. Goodrich Company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running.

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed with the first handheld two-way radio (the Handy-Talkie) for the US Army.

Following World War II, the name of the company changed from Galvin Manufacturing to Motorola. In 1947 it introduced a television for under \$200. In 1956 the company introduced the world's first pager. In 1969 it developed the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone.

The two men who installed the first radio in Galvin's car ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents (among them the 8-track tape player and system). His biggest contributions are in the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced the Lear Jet, the world's first mass-produced, affordable business jet. Not bad for a guy who dropped out of school after the eighth grade.

### THE MUSIC OF THE OPEN ROAD

One often hears the term "road music" or "music for the road" but it's probably a safe bet the reference wasn't to this.

The State of New Mexico has teamed up with National Geographic to install a series of specially designed rumble strips on the right side of historic Route 66 between Albuquerque and Tijeras. When drivers obey the speed limit, they will hear something different from the usual monotone rumble. Driving at 45 MPH, they will be serenaded by a rendition of "America the Beautiful".

This was accomplished through a carefully-calculated and designed system of metal plates that were installed beneath the asphalt pavement. The combination of plates and rumble strips work to provide the unique sound. However, it only works at 45 MPH - driving even slightly above or below this speed ruins the tune.

National Geographic paid for the installation and has featured it as part of its television show, "Crowd Control," which uses fun experiments to change social behavior.

This location is actually the sixth "singing road" in the world. One in Lancaster, CA features the William Tell Overture, and another in Seoul, South Korea plays Mary Had a Little Lamb. Locally, on the Avenue of the Arts (Broad Street from City Hall to Washington Avenue), an improvement project in the mid-1990's installed a series of 39 bells atop street light poles that each had a different note and could play tunes from a keyboard based in the Academy of Music. The bells remain but have not worked for some time.

Thanks to *Roads and Bridges* for this info.

\*N - ASCE - not always something concerning engineering...

## PHILADELPHIA WATER DEPARTMENT UPDATING STORMWATER REGULATIONS

*A message from the Philadelphia Water Department (PWD):*

Effective for new projects submitting on July 1, 2015, PWD is updating its private development stormwater regulations to meet Federal and State requirements under the Clean Water Act. The changes to the regulations will improve the health of Philadelphia's rivers, minimize local flooding, and encourage the use of green infrastructure throughout the city.

We understand these changes will impact the developers, property owners, designers and Engineers in Philadelphia. PWD is planning several ways to engage the Development Community about these changes.

For up-to-date information about the changes, please visit our webpage: [www.PhillyWatersheds.org/StormwaterRegulations](http://www.PhillyWatersheds.org/StormwaterRegulations).

Have comments about the changes? Use our comment form and sign up for our listserv to receive regular updates about the implementation of the changes.

PWD is planning several presentations and information sessions about the changes. We will publish the schedule of events on our webpage as details are available.

Lastly, PWD is celebrating—not just regulating—stormwater management on private property. In November, we recognized our first Stormwater Pioneers, Stanley's True Value Hardware and Ruggiero Plante Land Design, for excellence in stormwater management! Both Newsworks and the Roxborough Review covered the award ceremony, which was attended by more than 50 people. To learn more, visit our webpage: [www.PhillyWatersheds.org/StormwaterPioneers](http://www.PhillyWatersheds.org/StormwaterPioneers).

Thank you for your continued partnership with PWD to improve the quality of our local waterways.

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**TECHNICAL GROUPS/CHAIRS**

Information on the ASCE, Philadelphia Section's Technical Groups is given below. If you have any topics that you think would be of interest to the Groups, please feel free to pass this information along to the appropriate Group Chair.

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## ASCE REPORT CARD CONTINUES TO GET ATTENTION

As you may recall, last June the Pennsylvania Sections of ASCE simultaneously released the 2014 Report Card for Pennsylvania's Infrastructure across the state. Immediately after its release, the Report Card garnered a lot of publicity in the newspapers and on local television news reports. Even more recently, in November, ASCE's National Report Card received a lot of attention in a story that aired on the CBS program *60 Minutes*.

Shortly after that story aired, our Section was contacted by a local reporter to do a story that discusses the infrastructure needs of Pennsylvania. Having recently completed the PA Report Card, we were able to work with **NBC 10** to provide some technical expertise related to infrastructure. This story ran on NBC 10 on February 12 and it looks at the issues surrounding Pennsylvania's structurally deficient bridges. To view this, please visit NBC 10's website ([www.nbc10.com](http://www.nbc10.com)) and click on the video "*Bad Bridges Slow Response Time for Firefighters.*" Thanks to Past President **Ann Tomalavage** for her help on this (you will see her in the story as well).

### YOUR CARD COULD BE HERE!

Become a Section Sponsor.

Contact us at  
[newseditor@asce-philly.org](mailto:newseditor@asce-philly.org)  
for more information.

## ASCE CONTINUING EDUCATION DESIGN AND RENOVATION OF WOOD STRUCTURES - NEWLY UPDATED FOR 2012 IBC

ASCE National will be offering this short course as part of its Continuing Education series. It will be conducted on **Thursday, March 26** and **Friday, March 27** at the Embassy Suites Philadelphia, 1776 Ben Franklin Parkway, Center City. The cost is \$1365 for ASCE members, \$1595 for non-members. Successful completion of the course will result in the attendee earning 1.4 CEU's. The course instructor will be **Alexander Newman, PE**.

This seminar provides practical answers to a multitude of questions related to design and renovation of wood-framed structures. The discussion is focused on buildings, although much of the material applies to other wood structures as well. Anticipated learning outcomes include — identify primary limit states used in the design of wood beams and joists; learn the values of the load duration factors used for dead, live, snow, and wind loading; become familiar with typical causes of failure in wood trusses, and; comprehend the main reason for the decrease in the referenced design values for bending that took place since the 1950's.

**Who should attend?** The class is intended for Structural and Civil Engineers, architects, facility managers, building officials, and competent contractors seeking to broaden their knowledge of wood design, construction, and renovation methods.

Please visit [www.asce.org](http://www.asce.org) for more information and registration details.

## 2015 PA STORMWATER MANAGEMENT SYMPOSIUM —CALL FOR PRESENTERS

The 9th Stormwater Management symposium is being conducted by the **Villanova Urban Stormwater Partnership (VUSP)**. The Symposium is scheduled for **October 14-15, 2015**. The purpose of the Symposium is to advance the knowledge and understanding of sustainable stormwater management for those dealing in all aspects of planning, design, construction, maintenance and operations, and regulatory compliance. A workshop for non-Engineers will be held preceding the Symposium.

The Symposium organizing committee is seeking presenters for the sessions. Interested authors are encouraged to submit a brief abstract of not more than 200 words by May 30. Electronic submittal is required. Symposium registration fees are reduced for the authors. Symposium details will soon be up on our website [www.villanova.edu/vusp](http://www.villanova.edu/vusp).

For information on joining the VUSP contact **Dr. Robert Traver** through the VUSP webpage, [www.villanova.edu/vusp](http://www.villanova.edu/vusp).

**It takes only one drink to get me drunk. The trouble is, I can't remember if it's the thirteenth or the fourteenth.**

— George Burns



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