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ASCE Mission

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



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NON OMNIA POSSUMUS OMNES (WE CANNOT ALL DO EVERYTHING)

**SECTION MEETING SCHEDULE
2022-23**

Planning and scheduling topics and speakers for our Section Meeting program for the upcoming season continues and is wrapping up nicely. We intend to move forward with our usual full complement of both Section meetings and Technical Groups.

The information we have at this point is provided below for your planning purposes. We would suggest that you use this to mark your calendar at this time and hold the dates.

Beyond March, we are planning two additional events:

April 13 – multi-topic meeting, topics to be announced

May – Spring Social

More information and dates for each of these events will be provided in upcoming e-blasts and editions of *THE NEWS*.

**There is NO SECTION DINNER MEETING
scheduled for FEBRUARY**

MARCH DINNER MEETING

THURSDAY, MARCH 9, 2023

Maggiano's Little Italy, 12th & Filbert Streets, Center City

Cocktails 5:30 PM, Dinner 6:30 PM, Meeting Presentation follows (*approximately 7:30PM*)

SUBJECT: Chestnut Street Bridge Reconstruction Project, SR 3 Section CHI

More information will be provided in the March edition of *THE NEWS* and upcoming e-blasts.

MARK YOUR CALENDARS

**ENGINEERS WEEK EVENTS
SCHEDULED**

The Engineers' Club of Philadelphia, through its Delaware Valley Engineers Week Committee, will be celebrating **Engineers Week 2023** from **February 16 through February 25** with two events which will highlight the various contributions of Engineers and Engineering students in the Delaware Valley. Please note this information in your calendar and plan to participate.

Opening Ceremony – Thursday, February 16

5:00 PM Networking, 6:00 PM Dinner, Formal Program and Awards following Hilton Philadelphia City Avenue; 4200 City Avenue

PRICE: \$90 (\$70 for government agency employees and students)

Reservation deadline February 10, with prices increasing after that date

Young Engineers Social – Tuesday, February 21

6:00 PM

Dave & Buster's, 325 N. Columbus Boulevard, Center City/Penns Landing

PRICE: \$45

Reservation deadline February 10, with prices increasing after that date

We will introduce and formally induct the **Delaware Valley Engineer of the Year**, **Archie Filshill**, and **Delaware Valley Young Engineer of the Year**, **Hannah Iezzone** (both Section members! – more information is provided elsewhere in this edition), as well as highlight the various contributions of Engineers and Engineering students. All Engineers Week award and scholarship recipients will be cited at the Ceremony.

Details on the event locations and RSVP/payment process are provided on the Engineers' Club website, www.engrclub.org.

Please note this in your calendar and plan to participate.

HELP WANTED...

The **Temple University** and **Villanova University Student Chapters** will be serving as the co-host schools for the upcoming **Mid-Atlantic East Student Symposium** this Spring. In this regard, they are currently seeking volunteers to serve as judges in the various competitions they are hosting. The Symposium will be held **April 21-23**. Of the ASCE Society-Wide competitions, they are going to be hosting the **Concrete Canoe Competition**, the **Innovation Contest**, the **Sustainable Solutions Competition**, and the **Student Steel Bridge Competition**. If you are interested in serving as a judge for any of these activities, please reach out to the students at midatlanticeastsymposium.2023@gmail.com.

The students are also in need of a head judge for each of these competitions. The role of the head judge includes some coordination of the specific competition in addition to the standard role of a judge, but the ASCE staff and the student leaders at Temple and Villanova will provide training, support, and the necessary resources to succeed in this position. If you are interested in serving as a head judge, please reach out to the students at the above e-mail.

Thanks for your consideration.

PRESIDENT'S MESSAGE



Let me first take this opportunity to wish everyone a happy and healthy 2023! I hope everyone was able to take the time to spend the holidays with their loved ones and relax...and then cheer on our Philadelphia Eagles as they absolutely crushed the New York Giants! Nothing could've made the weekend any better, except that it did get better when the Cowboys choked against the 49ers. **E-A-G-L-E-S, EAGLES!!! And now on to the Super Bowl!!!**

Secondly, I would like to take a moment and

thank all of our ASCE members who came out to our joint January Section meeting with **ASHE Del Val** on Wednesday, January 18th. **Melissa Batula**, PennDOT's Acting Executive Deputy Secretary gave an update on the state of PennDOT, including an update on Digital Delivery and how we must look to the future, from students in grade school through graduate school, to help us shape the future of Civil Engineering. We look always look forward to these updates from PennDOT and we would like to thank Melissa for taking the time out of her busy schedule to be with us.

As we enter into February, I am excited to participate in Engineers Week Events hosted by the **Delaware Valley Engineers Week Committee**. Their two main events are the **2023 DVEW Opening Ceremony**, being held at the Hilton Philadelphia City Avenue, and the **Young Engineers Social**, being held this year at Dave & Busters on Columbus Blvd. We hope to see you all there as we celebrate our Section's own, **Archie Filshill** as the 2023 Delaware Valley Engineer of the Year! Congratulations Archie!

For our March Section meeting that will be held at **Maggiano's** on **Thursday, March 9th**, keep an eye out for the registration link in our upcoming e-blast and on our website. March's topic will be on the *Chestnut Street Bridge Reconstruction Project, SR 0003, Section CHI*.

Looking ahead to our **April Joint Tech Group Section meeting**, we will be returning to our first in-person April meeting in 3 years on **April 13th** at **Villanova**. Keep an eye out for the registration link in our upcoming e-blast and on our website. Our Tech Groups are finalizing their speakers and presentations. We will also be recognizing our Past ASCE Section Presidents and the 2023 Life Members, as has been tradition prior to COVID.

To end out our year I am looking forward to our **Annual Spring Social** in **May** where we will be recognizing our section award winners and scholarship winners. This will also be where I will be passing the baton to our next president. I know this is still a few months away, but I can't believe I am already through more than half of my presidency!

I hope everyone is enjoying this year's warm winter days and I am looking forward to seeing everyone in person at the Delaware Valley Engineers Opening Ceremony!

Best,
Mohamed A. Elghawy, PE
President, ASCE Philadelphia Section
melghawy@trafficpd.com | 484-363-2472

THANKS TO OUR SPONSORS



We thank the 12 firms participating in our Section sponsorship program this season for their financial commitment and support.

Sponsor's business cards are printed in each edition of *THE NEWS*. Their logos are displayed in a special Sponsors section of our website, where we provide direct links to their own sites so prospective employees can review all available and up-to-date positions. We also offer sponsors the opportunity to have a "spotlight" article in an edition of *THE NEWS*.

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

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In addition, these folks will serve in appointed positions:

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**COPY DEADLINE FOR MARCH 2023 ISSUE
FEBRUARY 17, 2023**

YOUNGER MEMBER FORUM NEWS

Kevin Malley, Forum Editor
Tim Abel, Forum President 2022-23
Amtrak, timothyshaneabel@gmail.com



JOINT WINTER MIXER

December 15

YMF teamed up with the **Delaware Valley American Society of Highway Engineers (ASHE)** Young Members Committee (YMC) for a wonderful night at Manayunk Brewing Company. (Appropriately enough, Manayunk is allegedly a Native American term for "where we come to drink" (we are not making this up...!)). Over 40 Young Engineers came out to network and enjoyed a complimentary drink ticket, hors d'oeuvres, and a taco bar.

WINTER SOCIAL

January 30

YMF's annual **Winter Social** is returning this year and will be conducted as it has been for many years at McGillin's Olde Ale House in Center City. A full report will be provided in the March edition of *THE NEWS*.

PROFESSIONAL DEVELOPMENT REQUIREMENTS UPDATE

As has been the case for quite some time at this point, Professional Engineers, Land Surveyors and Geologists need to obtain continued professional development (CPD) credit to be able to renew their licenses. Later this year, that PA PE you thought you just renewed will be coming up for renewal again (September) somehow... Thus, it may be a good time to assess what you might need credit-wise to be able to attest to this for your license renewal.

Our Section's meeting program is generally able to count toward your continuing education requirement (meetings that the Section believes would not count will be prefaced as such in the meeting announcement) for many states. We also offer various Technical Group and YMF meetings and events that offer PDH credit. We continue to have a verification program in place to help our members obtain and track PDH's. Over a two-year licensure period, our Section meeting program alone could amount to half of what one needs to meet many states' requirements. Also, we have a library of recorded meetings that you will be able to view and obtain PDH's through **Teachable.com**. Please see our website for more information on this.

If you haven't taken full advantage of what our Section offers, you may need to pick up those PDH's in another way. Fortunately ASCE National offers free on-demand webinars and coursework that will get you up to 10 PDH's as a benefit of your membership. Information on this is available in the Membership section of the ASCE National website (www.asce.org). There are other offerings that are available from National at cost to help you pick up what you may need as well.

If you don't yet have the letters PE after your name and are thinking about going for it, please check ASCE's live exam review courses. This allows one to interact with instructors during live webinars and access free on-demand recordings 24/7 until the exam date. The courses reference codes specified by NCEES for the exam. You can feel confident with the most comprehensive and convenient way to prepare for and pass the exam. More information is available on the ASCE National website.

DUES – ARE YOU LATE!!!???



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 (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.

LOOKING TO REFER A NEW MEMBER? OR SOMEONE WHO'S NOT AN ENGINEER?

ASCE's Member **Get A Member referral program** is a good way to refer prospective new ASCE members to our society. For each new member you refer, you can receive a **\$50 Amazon.com gift card** when they join. You can refer up to five colleagues at a time. More details are available at asce.org.

Also, please keep in mind that ASCE isn't just for Civil Engineers. While you may be surprised to learn this, ASCE allows Non-Engineers to be members as well, with a specific grade of membership – the **Affiliate Member grade** – available for this purpose. While those with Civil Engineering degrees and backgrounds can usually join ASCE right out of school as **Associate Members** (and are eligible for reduced levels of dues if they have been **Student Members**), the Affiliate Member grade is available to anyone having "an interest in the advancement of the purposes and objectives of the Society," as stated in the definition provided in the ASCE Register, who may not have been eligible for Student Membership and/or do not meet the criteria for Associate Membership.

Thus, the Affiliate Member grade is ideal for those who work in related fields who may have an interest in Civil Engineering but do not have a Civil Engineering degree. Affiliate Members enjoy the same benefits and perks of ASCE membership as do other member grades above Student. Additionally, you may want to let some of your colleagues and friends know about this so they can consider ASCE membership and you can get some cash for the referral.

At the other end of the "spectrum", for those of you more senior and experienced members, the **Fellow grade** of membership is worth consideration. This is the highest level of membership one can attain on one's own and is a laudable and esteemed achievement. The specific requirements for application for this grade of membership are listed on asce.org.



N-ASCE*

11 STRANGE FACTS ABOUT SUBWAY SYSTEMS AROUND THE WORLD

The world's oldest subway, the London Underground, opened in 1863, and since then underground transportation systems have become a reliable fixture of urban centers around the globe. Scratch beneath the surface of these cities, and you'll likely find a subway system filled with a storied history — and more than a few surprises. From abandoned stations and secret bunkers to long escalators and short tracks, buckle up for some of the most fascinating facts on the rails.

11: New York City's First Station Was Abandoned

City Hall seemed like an obvious place for the first station of the New York City subway to be built, and indeed, 15,000 passengers hopped on board on opening day on October 27, 1904. But over the next four decades, the 28-station system grew into 472 stations, and the stunningly ornate station, with skylights and classic chandeliers, started falling out of use. Logistically, many passengers opted for the nearby Brooklyn Bridge station, which had express service and didn't require going up and down so many stairs. But perhaps more significantly, the new trains didn't fit in the old station. The curved platform created gaps between the train and platform, and since it was already in such low use, the station closed its doors on December 31, 1945.

10: The Original Voice of London's "Mind the Gap" Had to Be Recast

The world's oldest underground train system in London started using the now-iconic phrase "Mind the Gap" in 1969, since it was a short phrase that could be used both in audio and visual warnings to remind riders to beware of the space between the platform and train door. To ensure the most effective reading of the three words, they hired an actor. However, his agent demanded royalties that the London Underground couldn't afford to pay, so sound engineer Peter Lodge recorded the phrase and became the first voice of the train. Over the years, several prominent actors and voice artists were indeed hired to voice the phrase.

9: Glasgow Hasn't Expanded Its Original System Since 1896

If it ain't broke, why expand it? Since it started running in 1896, the Glasgow Subway, the world's third oldest system, has only had 15 stations, making it the only system in the world not to have been expanded after it was introduced. The two-tunnel system is a loop in the central-west portion of the city, with the outer train going clockwise and the inner one going the opposite direction. Plans to expand the system started in 1937, with various renditions proposed through 2007 (including one version that doubled it with a mirroring eastern loop). Yet none of them ever came to fruition. The trains were updated between 1977 and 1980, and a shiny new steel-and-glass station debuted at St. Enoch in 2015, but the route itself has remained the same for the city of half a million people.

8: Budapest's Underground Railway Has a Secret Bunker

Hidden 128 feet underground in the center of Budapest, between the platforms at Kossuth tér and Deák Ferenc tér is a 37,674-square-foot bunker, commissioned by Mátyás Rákosi, who was the Communist prime minister from 1945 to 1956. In case of a nuclear attack, the space, called F-4 Object, could hold up to 2,200 people and had a passage leading from the Hungarian Parliament so that the government officials could escape using the Keleti train station. The mega-sized panic room was never actually used, but it was kept on call through the 1970s, and its existence was finally revealed to the public in the 1990s.

7: Stockholm Metro Has a Hidden Pac-Man

While Stockholm is known for its artsy subway stations, riders started noticing familiar figures. Look closely up at the metal grating of the

ventilation system on the metro's new C30 trains, and you'll see Pac-Man being chased by three ghosts. These figures symbolize in a playful way the successful Swedish gaming industry. And this wasn't the first nod to the Namco video game icon: A ramp in the Thorildsplan Station is also decorated with the game's characters.

6: Professional "Pushers" Shove Passengers into Tokyo's Trains

As the busiest metro in the world with 3.4 billion riders annually, Tokyo subways hired "oshiya" or pushers (attendants specifically tasked with shoving people into the cars before the doors close). While they might seem, well, pushy, the hired professionals are dressed to the nines in uniforms, complete with white gloves and dainty hats.

5: The Tokyo Rose Used to Roam Toronto's Tracks for Garbage

The Toronto Transit Commission (TTC) used to have a garbage train that collected all the trash along its lines during the late night hours. Dubbed the Tokyo Rose, the train was purchased from Japan's Nippon Sharyo company. With larger doors so that trash could be quickly tossed inside, the unpainted train looked more like a submarine than a subway car because of its round windows. After 22 years in service, the Tokyo Rose was replaced by retired subway cars. Nowadays, garbage collection is outsourced.

4: Buenos Aires Ran the Same Train Cars for Nearly 100 Years

The Buenos Aires underground system ("el subte") was the first subway in South America when it launched December 1, 1913, and many of the original train cars that were running along the first 2.1 miles of the tracks were used for just shy of a century. The wooden interiors were a throwback to times gone by, but unfortunately that also meant many of the parts required to maintain the vehicles were hard to find. In January 2013, the Belgian-made cars, called La Brugeoise, were retired after 99 years and a month in use and replaced with wagons made in China. At the time of retirement, they were the world's oldest train cars in continuous use. (Fun fact: Today the subte is home to the world's most crowded transit line, the Urquiza line.)

3: China's 33 Subway Systems Have Uber-Strict Etiquette Rules

With 33 cities in China having subway lines, the nation enacted countrywide laws on April 1, 2020, to ensure proper etiquette, going so far as to ban any "uncivilized behavior" on board. Specifically, eating, drinking, lying down, standing on the seats and blasting music is banned. The only exception to the eating and drinking law is young children and those with medical conditions. Beijing had already announced its own ban on eating and drinking in 2015 on trains, platforms, and elevators. Violators are subject to a fine equivalent of \$70 USD.

2: The Longest Escalator Is at Moscow's Park Pobedy Station

While Washington D.C.'s Metro station at Wheaton has the longest escalator in the western hemisphere, going 230 feet deep, the world's longest escalator is reportedly at the Park Pobedy (Victory Park) station in Moscow, running about 426 feet long and taking nearly three minutes to ride from top to bottom. Part of the reason it runs so deep may be that the entire Moscow Metro is a defense system against nuclear attack, with reinforced tunnels and sealable doors that protect against blasts. And the Park Pobedy station in particular was built to prevent detection of its location underground by excavating upwards (instead of downwards from the surface), which hid the construction sites from satellite reconnaissance.

1: Israel Has One of the World's Smallest Subway Systems With Just 6 Stops

Just over a mile long, the Carmelit is one of the world's smallest subway systems. Located in the Israeli city of Haifa, the train runs up and down Mount Carmel, technically making it an underground funicular, which ascends 899 feet with six stops. It carries 2,000 to 3,000 passengers a day on its eight-minute trip. Opened in 1959, the diagonal train was shut down from 1986 to 1992 for repairs and then again for four months in 2015 to fix a cable.

Thanks to [history.com](https://www.history.com) for this information.

*N-ASCE – not always something concerning Engineering...

JANUARY SECTION JOINT MEETING

January 18, 2023

PennDOT Update

By Robert Wright, Editor

It was not easy to believe that January 18 was actually in January, with slightly warmer than should be expected weather, but for the first meeting of 2023, our Section would be heading “up the road” to King of Prussia for the first time in three years for our annual meeting with our compatriots at the **Delaware Valley Section of the American Society of Highway Engineers (ASHE)**, as we have been doing since the late 1980’s. Despite the relatively nice weather outside, we had roughly 110 folks come to hear from **Melissa Batula**, Deputy Secretary for Highway Administration as well as Acting Executive Deputy Secretary at the Pennsylvania Department of Transportation.

Delaware Valley Section President Nate Parrish opened the meeting and welcomed everyone to an in-person event once again, offering several announcements, followed by **Section President Moe Elghawy** who provided some information on our Section’s happenings as well. After the Pledge of Allegiance and a silent (thank you...!) blessing/grace provided by **Past President Bob Wright**, President Parrish introduced Deputy Secretary Batula to the podium for her presentation and update on all things PennDOT.

Mrs. Batula noted that with the swearing-in of new Commonwealth Governor Shapiro the day before, a new Secretary of Transportation, former State Representative **Michael Carroll**, had been named and was awaiting formal confirmation by the Legislature, but had already started service as Acting Secretary. She added that she herself has been “wearing two hats” for the past almost two years, serving as Deputy Secretary since the start of 2020 and adding the Acting Executive Deputy Secretary role almost two years ago. She outlined several current PennDOT initiatives and programs which are being implemented to help the agency function in a time when technology is ever-changing, the basic needs are still in place but also changing radically, and funding is coming in to help get major projects off the ground and on the street.

Mrs. Batula cited the **PennDOT Digital Delivery 2025** effort as a major undertaking for enhanced project delivery and record-keeping. It will rely on digital technology and products, as she noted a very different way of doing things than what many of us are accustomed to (with hard-copy plans and specification documents, which will now go from tracings/vellum and paper to .pdf’s and electronic format) and a format which will change from the traditional and expected plan format to 3-D technology. In the long run this will simplify record keeping and help with future maintenance of facilities and asset management as well as reduced needs for hard-copy document storage. She also referenced new ways to collect user fees, moving away from the traditional gas tax model to encompass alternative fuel vehicles and possible reliance on mileage-based/vehicle mileage travelled methods which are being tried in several areas. She was proud to note that one of the incoming Governor’s first acts was an Executive Order to change the job requirements for a number of state staff positions to remove or reduce college degree requirements, which will help with future recruitment and hiring of staff to provide the mission and services to citizens. With PennDOT’s over-11,000 dedicated employees, this will help with retention of new staff, career advancement of existing workers, and the normal turnover of staff related to attrition and retirement.

Several questions were posed by the attendees and Mrs. Batula offered insightful responses. President Parrish closed the informative session and thanked Mrs. Batula for her good and informative presentation.

MEMBERS IN THE NEWS

Section Members Recognized During Engineers Week

Our Section managed to “capture” both of the top awards from Delaware Valley Engineers Week this time around, with Section members named as the **2023 Delaware Valley Engineer of the Year** and **2023 Delaware Valley Young Engineer of the Year**. This is not the first time this has happened and is a testament to the talents and abilities of our members that they have been able to receive these significant honors. They will both be officially cited with their honors at the **Delaware Valley Engineers Week Opening Ceremony on February 16** (more information on Engineers Week events is provided elsewhere in this edition). We are proud to present and recognize the awardees.

2023 Delaware Valley Engineer of the Year – Archibald S. Filshill, PhD

Archie Filshill is the Founder and CEO of Aero Aggregates, his second start-up company in his career. With Aero, he adapted a novel technology from Europe that transforms waste glass into ultra-lightweight aggregate, producing an environmentally friendly and versatile product. It uses waste glass otherwise destined for landfill and converts it to an ultra-lightweight construction material.

Within the first year of operations, Aero was able to secure six State DOT approvals and win Pennsylvania Governor Tom Wolf’s “Governors Award for Environmental Excellence” in 2018.

As he formed Aero, one of Archie’s first priorities was setting and executing the organizational goals. He set forth a strategy to achieve each organizational goal via a detailed business plan, and he makes continual decisions about business lines, generating competitive advantages, potential new markets, and mitigating risks in order to facilitate the growth of Aero. Aero’s operational strategy includes building a strong senior leadership team to reach these goals. The first Aero facility is located in the vacant Baldwin Locomotive building in Eddystone, where the company invested in the capacity for growth and started with one production line. Today, there are several production lines across the country, with each location a takeover and repurposing of a vacant building and hiring within the local community. It is on track to divert the equivalent of over 500 million bottles/year from landfill in 2023 and beyond.

Archie is a Philadelphia native, attending George Washington High School and Temple University, where he studied Electrical Engineering and graduated with a Bachelor of Science in 1988. He later attended night classes at Drexel University to obtain his Masters Degree in Civil Engineering and a subsequent PhD. His graduate work had a focus on nanocomposites to increase the performance and physical properties of recycled plastics. He has obtained two patents and authored multiple articles and papers on topics including environmental remediation, new engineering materials, renewable energy, nanocomposites, and shale gas development.

In 2021, Archie was recognized as our Section’s Civil Engineer of the Year, as well as Entrepreneur of The Year® Greater Philadelphia, issued by Ernst & Young LLP.

Archie’s career has been a unique combination of Engineering disciplines with successful entrepreneurial ventures interlaced with academic study. His work has had a continual focus on research and development while always thinking outside the box. He believes his Engineering background has been the key to his business success. Early on, he recognized that a business model that integrated innovation with environmental sustainability was essential to develop a thriving enterprise in today’s marketplace.

In addition to Archie’s business acumen, he has also contributed to future Engineers’ education in his capacity as an Adjunct Professor at Temple University, Graduate School of Civil Engineering, and as a guest lecturer at several universities in the Mid-Atlantic region. He also served for two years as a member of Drexel University’s Engineering Advisory Board and Temple University’s Engineering School Industrial Advisory Board. He is on the Board of Directors of our Section and is active in the Delaware Valley Geolnstitute as well as the National Geolnstitute.

Archie’s career has been a unique combination of Engineering disciplines with successful entrepreneurial ventures interlaced with academic study. His work has had a continual focus on research and development while always thinking outside the box. Archie believes his Engineering background has been the key to his business success.

Continued on page 6



Section Members Recognized

Continued from page 5

2023 Delaware Valley Young Engineer of the Year – Hannah M. Iezzoni, PE

Hannah Iezzoni is a Licensed Professional Engineer currently working at Keller North America as a Design Engineer in their Northeast Business Unit. She specializes in earth retention design and small diameter drilling. She is the northeast representative on Keller's internal Micropile and Anchor product team as well as a member of Keller's Women in Construction (KWIC) Engineering and Operations subcommittee.



Hannah started her career in geotechnical design and contractor support as a field intern for the legacy Keller company, Hayward Baker, in Chicago. After two internships and a year of Field Engineering in Denver, she tried Dam Engineering, geotechnical consulting, and project management of ground improvement projects before returning to (now) Keller North America here in Philadelphia. Her professional experience has been augmented by Civil Engineering degrees from Northwestern University in Evanston, IL and the University of Colorado in Boulder, CO. She is currently pursuing her PhD in Civil Engineering part time at Villanova University, where her dissertation research focuses on the seismic behavior of rigid inclusions (ground improvement).

Hannah's professional interests include advocating for women in construction. In her role on KWIC's Engineering and Operations subcommittee, she works with her committee members to foster a supportive community within Keller for women. They also work to increase retention of female employees, especially in technical or operational roles, and encourage upward mobility to increase the number of women in the senior ranks. As a member of the Women in Deep Foundations (WiDF) group, a technical committee from the Deep Foundations Institute (DFI), Hannah helped start a mentoring pod program. The pod format assembles a group of people (men and women) in a range of roles and experience levels for monthly mentoring meetings. Her own pod has been operating for over 18 months and the program has expanded to include eight (8) pods in total. Hannah is also involved with the ADSC's Women in Construction Roundtable. This group focuses more on the field side of the industry and has successfully worked with PPE suppliers to increase their offerings of women specific safety gear, including vests and hardhats.

Hannah also volunteers her time towards DFI's Augered Cast-in-Place and Drilled Displacement Piles technical committee, rising from secretary to chair in 2022. As a member of the committee, she led a white paper research effort that investigated a section of the International Building Code that was negatively impacting the committee members' efforts to value engineer ACIP piles in lieu of drilled shafts on building projects. The code language was often waived on a drilled shaft design but then enforced for an ACIP pile design. Her teams' research focused on the history of the specific code line – how it had changed through various revisions – and supplemented it with finite element modeling. The white paper supported efforts by the GeoCoalition to advocate for removal of the restrictive language in the IBC's next code revision cycle. In 2022, it was confirmed that this effort was successful. As chair of the technical committee, her next focus is to increase the inclusion of ACIP piles as value engineered options on transportation projects – working with state DOTs to better understand the technology and the installation and quality control processes.

In addition to her committee involvement with DFI, she recently served as program co-chair for DFI's Annual Conference in National Harbor, MD (2022). She was pleased to receive the DFI's Presidents Award in 2021 in recognition of her achievements.

Part of Hannah's motivation to engage with her professional community stems from the deep level of support and mentorship she has received over the years from a number of industry professionals. She appreciates the time and energy given to her to help advance her career and is excited to reciprocate that by investing in the next generation of Engineers. She loves presenting guest lectures to local collegiate Foundations classes to share her love of Geotechnical Engineering and hopefully inspire a few more newly minted Geotechnical Engineers.

PARC Category of the Month – Coming Soon...

Our recently-released **Pennsylvania Report Card (PARC)** assessed and graded 15 categories of infrastructure. The grades are provided on page 7.

As we did with the 2018 Report Card, we will be providing a summary of one category each edition in upcoming issues of *THE NEWS*.

Please visit <https://infrastructurereportcard.org/state-item/pennsylvania/> for more information on the Report Card and how you can inform your elected officials on actions that should be considered to address this.

SECTION COMMITTEES

Our Section runs very well and it is mainly a result of the dedication and service of our many volunteers, both our Officers and Board Members as well as our various Committees. While many of you know the former group well, you may not be all that aware of the latter. Our Committees address many of our regular and ongoing issues and keep our Section vibrant and in the forefront of service to our membership. A list of our Committees and chairs for this season is provided below. We would like to thank these folks and their helpers for their contributions and diligence in helping our Section do what it does.

Additionally, if you have a particular interest in helping the Section as a Committee volunteer, please reach out to us at info@asce-philly.org or through our Section Secretary, Dennis Wilson (contact information is provided on page 2).

ASCE Brochure – *Katrina Lawrence Budischak*
 ASCE National Conference (2026) – *Chris Menna*
 Audit – *Jesse Gormley*
 Awards – *Bob Wright*
 Budget and Finance – *Cricket Schreppler*
 College Scholarship – *Danielle Schroeder*
 Communications – *Jesse Gormley*
 Continuing Education – *Joe Natale*
 Diversity, Equity and Inclusion – *Assunta Daprano*
 Government Relations – *Archie Filshill*
 History and Heritage – *Joe Natale*
 Humphrey Fund – *John Zarsky*
 Membership – *Kevin Brown*
 Mural – *Angelo Waters*
 Nominating (for Board Positions) – *Moe Elghawy*
 Program – *Joe Natale*
 Registration and Payment – *Mike DeVuono*
 Society Relations – *Cathy Farrell, Bob Wright*
 Spring Social – *Troy Illig*
 Subsidiary Groups – *Jesse Gormley*
 Construction Management – *Bob Wright*
 Delaware Valley GeolInstitute – *Jim Beideman*
 Environmental and Water Resources – *Eric Lindhult*
 Structural Engineering Institute – *Jack Cardinal*
 Transportation & Development Institute – *Bill Thomsen*
 Utility Engineering and Surveying Institute – *Nha Truong*
 Younger Member Forum – *Tim Abel*

SECTION AGENCY PARTNERSHIP PROGRAM

As you may be aware, our Section offers a Section Sponsorship Program to allow firms to help provide our various activities and programs for our membership and the Civil Engineering community in the Philadelphia area. This involves

a financial commitment which is reflected in the placement of the participant's logo and business card in *THE NEWS* and on the Section's website, along with several other benefits. Additionally, we have established an informal

recognition of government and quasi-government agencies for the assistance they have provided us, through volunteer assistance and award recognition among other things. Our Agency Partners' logos are shown below.



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