



ASCE, PHILA. SECTION MEETING SCHEDULE 2007-08

The 2007-08 season is drawing to a close (where'd it go?!). At this point, there are two ASCE, Phila. Section Meetings remaining this season. Preliminary information for March is provided on page 1. Current information on the last meeting, April, is given below.

Thursday, April 10, 2008 — Joint meeting with Engineers' Club of Philadelphia — Location: Center City, to be determined — Topic: *Current Developments in the Port of Philadelphia*; presented by John Estey, Philadelphia Regional Port Authority

May, 2008 — Annual Spring Social/Dinner Dance — to be scheduled

SCIENCE FAIRS COMING UP — WANT TO BE A JUDGE?

The Delaware Valley Science Fairs will be conducted on Wednesday, April 2, 2008, at the Valley Forge Convention Center, Scanticon Complex. The ASCE, Phila. Section will once again participate in the Fairs and offer four Special Awards for projects that have a Civil Engineering theme, with two awards for Grades 6 through 8 and two for Grades 9 through 12.

As usual, judges are needed for this effort. The judging will require you to spend most, if not all, of your day (approximately 8 am to 3 pm) 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. You will also need to register for this and this can be done through the Fairs' website www.dvsf.org.

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

We hope you can join us for this!

**Better to remain silent and
be thought a fool than to
speak out and remove all doubt.**

— Abraham Lincoln

FEBRUARY JOINT DINNER MEETING

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

THURSDAY, FEBRUARY 7, 2008

Crowne Plaza Hotel • 2349 W. Marlton Pike (Route 70) at Cuthbert Road, Cherry Hill, NJ
Cocktails 5:30 PM • Dinner 6:30 PM • Meeting Presentation Follows

SUBJECT: "Extreme Makeover" Project Home in Pennsauken

SPEAKER: David D. Blackwell and Donald H. Yoos, Jr., J.S. Hovnanian & Sons

RESERVATIONS MUST BE SUBMITTED BY FRIDAY, FEBRUARY 1, 2008. ALL RESERVATIONS SHOULD BE MADE THROUGH ASCE, SOUTH JERSEY BRANCH'S RESERVATIONS SYSTEM. The ASCE, Phila. Section will NOT be accepting any reservations for this meeting. Checks should NOT be sent to our Post Office Box and calls will NOT be accepted through the Section Hotline. *Please make your reservations with Andrew Feranda of Shropshire Associates at Aferanda@sallc.org or (609) 714-0400.* The cost of dinner will be \$35 per member or guest, \$15 per ASCE Student Member. Payment will be accepted at the door. Walk-ins will be subject to acceptance on a space-available basis. **THERE IS NO GUARANTEE THAT SPACE WILL BE AVAILABLE IF YOU DO NOT RESERVE A SPACE.**

J.S. Hovnanian & Sons was recently honored to partner with the ABC Television Network and its program "Extreme Makeover: Home Edition" to build a brand new home for a family who embodies all of the qualities we admire so dearly. In a Camden neighborhood mired in chaos and turmoil, the Marrero family stands out as an example, showing us all that the strength to change a family, change a neighborhood, or just change where you're headed, all comes from within — that

Continued on Page 3

MARCH JOINT DINNER MEETING

American Society of Civil Engineers, Philadelphia Section
Institute of Transportation Engineers, Mid-Atlantic Section
Engineers' Club of Philadelphia

THURSDAY, MARCH 13, 2008

Union League • 140 South Broad Street (at Sansom Street), Center City Philadelphia, PA
Cocktails 5:30 PM • Dinner 6:30 PM • Meeting 7:30 PM

SUBJECT: The New CBS 3/CW 57 Multimedia Studio

SPEAKER: Anthony F. Naccarato, P.E., Principal, O'Donnell & Naccarato

RESERVATIONS MUST BE SUBMITTED BY FRIDAY, MARCH 7, 2008. Please send your check for the number of attendees at \$40 per member or guest, \$20 per ASCE Student Member. Checks should be made payable to "Philadelphia Section ASCE" and sent to ASCE, PO Box 58186, Philadelphia, PA 19102-8186. Reservations can also be made on the Electronic Message Center, 800-461-4190, or via e-mail at info@asce-philly.org. Walk-ins will be subject to acceptance on a space-available basis. **THERE IS NO GUARANTEE THAT SPACE WILL BE AVAILABLE IF YOU DO NOT RESERVE A SPACE.**

Philadelphia's CBS network television station, KYW, also known as Channel 3, moved from a non-descript location on the 1600 block of Walnut Street in the early 1970's into a state-of-the-art studio on Independence Mall. Last year, the station, along with KYW 1060 Newsradio and WYSP 94 FM, vacated the 5th Street building. The two radio stations moved next door, to 400 Market Street, in March. In July, CBS3 relocated to a modern facility in Franklinton, where it was joined by its sister station WPSG (Channel 57). Mr. Naccarato will present information on the new facility.



PRESIDENT'S MESSAGE

Does it surprise you that the world's best eater, Joey Chestnut, is a Civil Engineer? He mentioned his Engineering degree, and the fact that he works for a construction company, during an interview leading up to Wing Bowl as examples of what makes him a "regular guy".

One of the things I like about this profession is that Civil Engineering is all around all of us all the time. (Well maybe not all of us. If you are one of those people who lives in a cave or structure you made out of trees you pulled down with your hands, grow your own food, and make your own clothes out of things you find in the woods – you can stop reading, this brief article is really geared to everyone else (and how did you get this newsletter anyway!)) It is a regular part of everyday life. If you take a drink of water in your home, or drive to work, or enjoy some product that was shipped to you, you benefitted from the hard work of several Civil Engineers. If you made a phone call, or turned on a light, or used some other manufactured product you benefitted from the hard work of several other types of Engineers.

Engineers Week (February 15-23) is the one time a year that we make a concerted effort as a profession to draw attention to the good work we do all the time. The other 51 weeks out of the year you will most likely only hear about Civil Engineers if something has gone wrong. I'd love to see the following headline during Engineers Week: **"Pennsylvania's 25,000 State Owned Bridges Remain Standing"**

Your ASCE, Phila. Section is dedicated to getting the word out about Civil Engineers and infrastructure. Together with the other Pennsylvania Sections, we issued the 2006 ASCE Report Card on Pennsylvania's Infrastructure. Last year we took part in the Legislative Day in Harrisburg, where several of our members visited our state legislature in order to keep our infrastructure on the agenda.

This year, we are visiting Harrisburg again in May. Will you be a part of it this year? Stay tuned to THE NEWS for more information as it becomes available.

During Engineers Week and throughout the year we need to keep the positive work that we are doing at the forefront of the public's attention. Let's make sure the public knows what a good job we are doing for everyone.

Yours in Service,
James Markham, P.E.
President
ASCE, Philadelphia Section

HAPPY ENGINEERS WEEK

With Engineers Week upon us, and us getting our 8 days of "fame", we thought we would provide a few things you may hear from your non-Engineer counterparts (especially, ironically, architects and IT specialists!).

Q: When does a person decide to become an Engineer?

A: When he/she realizes he/she doesn't have the charisma to be an undertaker.

Q: What do Engineers use for birth control?

A: Their personalities.

Q: How can you tell an extroverted Engineer?

A: When he/she talks to you, he/she looks at your shoes instead of his/her own.

Q: Why did the Engineers cross the road?

A: Because they looked in the file, and that's what they did last year.

Q: How do you drive an Engineer completely insane?

A: Tie him/her to a chair, stand in front of him/her, and fold up a road map the wrong way.

You might be an Engineer if:

- Choosing between buying flowers and upgrading your RAM is a problem.
- You take a cruise so you can go on a personal tour of the engine room. (Or, the highlight of your Las Vegas trip is the tour of Hoover Dam! – Ed.)

- In college, you thought Spring Break was metal fatigue failure.
- The salespeople at the local computer store can't answer any of your questions.
- You can type 70 words per minute but you can't read your own handwriting.
- You comment to your friend that her straight hair is nice and parallel.
- You sit backwards on Disney rides so you can see how they do the special effects.
- You have saved every power cord from all your broken appliances.

SECTION HUMPHREY FUND SCHOLARSHIP PROGRAM

Once again this year, the ASCE, Phila. Section is pleased to announce the availability of undergraduate scholarships. Scholarships will be awarded at our Annual Spring Social/ Dinner Dance.

We anticipate that at least two Student Chapter scholarships will be awarded. The number and amount of the actual awards remains at the discretion of both the Section's Scholarship Committee and the Section's Board of Directors.

Awardees will be invited guests at our Annual Spring Social/Dinner Dance to receive their awards and will be asked to participate in future ASCE educational outreach activities.

More information on submissions and requirements will be included in the March edition of THE NEWS.

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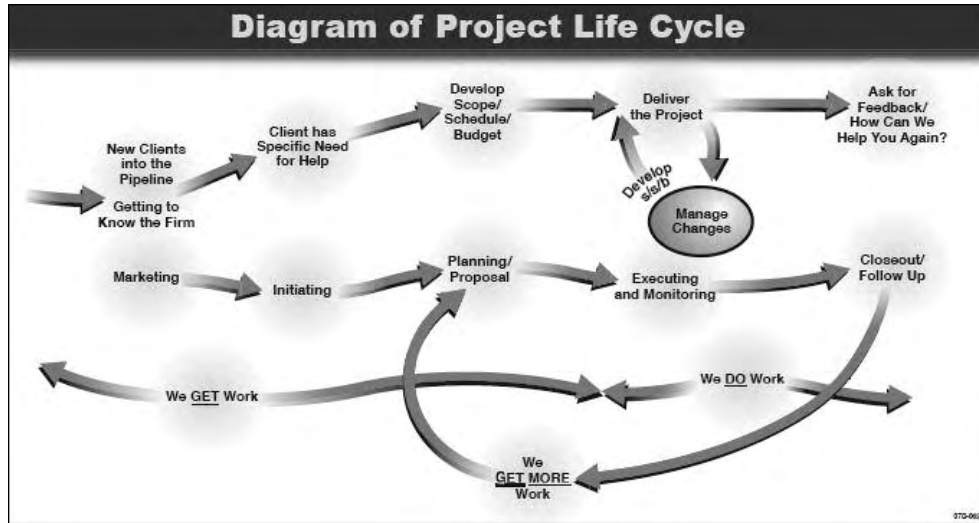
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**COPY DEADLINE FOR
MARCH '08 ISSUE
FEBRUARY 15, 2008**

PM4*

THE PROJECT LIFE CYCLE: THE MINI-SERIES

Part 1: Overview



Every project, just like every living thing, has its own lifecycle. Each project is unique, just as each one of us is unique (some more than others!). Over the years, I've developed a visual to help understand the project lifecycle. See above. The diagram applies primarily to consulting projects, but by changing a few of the terms, it can be applied to any project. This first article in the series gives you an overview of the lifecycle. In subsequent issues of THE NEWS, we will discuss each segment in a little more detail.

A very wise person once told me that consulting is very simple: we GET work, and we DO work. (Note: he did not say that consulting is easy.) Over the years, I've added a third part: we get MORE work. You can see these three parts of the project lifecycle below.

To GET work, we do Marketing, so that our potential clients know we exist and we invite them into our pipeline. Then we Initiate a project or proposal effort when the client has a specific need for our firm's help. All this happens before we do any work on a project.

Once we win the job, we can DO the work. During this time we Execute and Monitor the work. We report status, send our invoices, and create our deliverables. We also manage any changes which we or the client may identify. We want to make sure the client makes an appropriate decision as to whether to go forward with the change, based on our assessment of the impact to the final deliverable(s), the schedule, and the budget.

At the end of the project — if not sooner — we ask the client for feedback. We also ask the client if s/he needs our help with other projects. This is how we get MORE work.

In future articles, we will discuss your role as an Engineer in each of these lifecycle phases. All the best!!

Ann M. Tomalavage, P.E., PMP
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**Professor Malarkey's Project Management Practical Methods, Pitfalls and Musings*

LAST CHANCE TO SIGN UP —

"Understanding Finance for the Professional Engineer – Cutting Through the Clutter"

The Engineers' Club of Philadelphia (ECP), in concert with its Younger Member Forum, will be sponsoring a continuing education seminar on this topic on Saturday, February 9, at Pennoni Associates (3001 Market Street). This seminar will be held from 8 AM to 4 PM. The featured presenter is David Wahby, President, Wahby and Associates, a past principal financial employee of a large multi-disciplined firm, a nationally recognized finance and management consultant to A&E companies, a faculty member at Georgia Tech., a popular ASCE National

seminar presenter, and a contributing column editor to professional publications.

For more information about this course and the Engineers' Club in general, please visit www.engrclub.org or call (215) 985-5701.

To build may have to be the slow and laborious tasks of years.

To destroy can be the thoughtless act of a single day.

— Winston Churchill

FEBRUARY DINNER MEETING

Continued from Page 1

their strength to change is nurtured with love, and inspired by a father who gives his heart to his sons unconditionally.

The Marrero family was previously profiled on a segment of ABC's "20/20" news program. The plight of an out-of-work single father of five boys was publicized and resulted in the "Extreme Makeover" staff coming to assist and build the family a new home in neighboring Pennsauken. The program was aired on November 4, 2007.

David Blackwell is Director of Purchasing for J.S. Hovnanian & Sons. He has been with the firm since 1995. He is a licensed Construction Official with the State of New Jersey and is a certified instructor with the National Home Builders Association. He has served as a construction official for 20 years and holds a HHS Building Official License. He is a member of the New Jersey Building Association Code Committee.

Donald Yoos is Director of Construction for J.S. Hovnanian & Sons. He started working with the firm in 1986. He is a member of the South Jersey Builders League. In 2000, he was the first-time winner of the SAM Awards Supervisor of the Year Award at the Atlantic Builder Convention for the State of New Jersey. He was selected as the Houeline Production Manager of the Year at the MAME Awards by the South Jersey Builders League in 2006.

DIRECTIONS TO CROWNE PLAZA HOTEL

From Center City Philadelphia – Take the Ben Franklin Bridge to New Jersey and follow US 30 after reaching the Toll Plaza. Follow US 30 and stay left for the NJ 38/70 junction, which follows an overpass over the Airport Circle. At the end of the overpass, stay to the right and follow the signs for NJ 70. Follow NJ 70 to the Cuthbert Blvd. interchange. The Hotel will be on your right just past the interchange.

From the North – Take I-95 to the Betsy Ross Bridge. Follow the Bridge into New Jersey. Exit for US 130 South and follow US 130 to the Airport Circle (junction with US 30, NJ 38/70). Make a left turn onto NJ 38/70 and proceed east. Stay to the right and follow the signs for NJ 70. Follow NJ 70 to the Cuthbert Blvd. interchange. The Hotel will be on your right just past the interchange.

From the South (Walt Whitman Bridge) – Take the Bridge to New Jersey, staying in the right lane. Exit for US 130/NJ 168 at the end of the bridge. Follow this roadway to the US 130 North exit. Take US 130 North to the Airport Circle (junction with US 30, NJ 38/70) and follow the ramp to NJ 38/70. Stay to the right and follow the signs for NJ 70. Follow NJ 70 to the Cuthbert Blvd. interchange. The Hotel will be on your right just past the interchange.

For more information on the Hotel location and directions, visit www.ichotelsgroup.com.

MEMBERS IN THE NEWS

Petrucchi Joins KMJ Consulting

KMJ Consulting, Inc. is pleased to announce that Dave Petrucchi, PE, PTOE has joined the team as a Senior Engineer. He has seven years' experience in Traffic Engineering, Transportation Planning, and Intelligent Transportation systems. "We are very excited to have Dave on the team," says Karen Jehanian, President of KMJ Consulting.

Dave's primary responsibilities will include the preparation and review of traffic studies, traffic signal optimization and coordination, signal and interconnection design, land development and highway occupancy permit applications, and corridor and operational studies. He also has experience in simulation modeling, travel demand forecasting, and ITS systems' planning and design.

Dave has a Bachelors degree in Transportation from the University of Delaware and has completed graduate courses in Traffic Engineering and roadway design. He is a member of both our ASCE, Phila. Section and the Delaware Section of ASCE, the Institute of Transportation Engineers, and the International Municipal Signals Association.

Earley Joins MATCOR

Kevin Earley has joined MATCOR as Business Development Manager. With over 15 years of technical and business development experience in concrete and Engineering, he will lead the sales effort for MATCOR's cathodic protection solutions for reinforced concrete structures. Kevin was formerly a Commercial Sales Manager of concrete producer EP Henry Corporation, Woodbury, N.J. where he led a significant growth of engineered product sales. He has held various other technical sales positions involving geotechnical and environmental technology.

Kevin has a Bachelor of Science degree from Bloomsburg University and a Masters degree in Engineering Geology from Drexel University. For more information about cathodic protection he can be contacted at kearley@matcor.com or at (215) 348-2974.

Colellos Add One

ASCE, Phila. Section Director Jeremy Colello and his wife, Karen, welcomed Lauren Marie, their first child, into their family on October 14, 2007.

Syrnick Named to City Planning Commission Board

Philadelphia Mayor Michael Nutter named Past Section President Joe Syrnick to the Board of the City Planning Commission on January 18, 2008.

**Even if you're on the right track,
you'll get run over
if you just sit there.**

— Will Rogers

HISTORICAL TIDBITS

The Editor must've read a few books and publications lately, since he has some historical items for your edification.

★ ★ ★

The **Frankford Elevated** opened for service on November 5, 1922 (85 years ago). Up until that time, the Market Street Subway-Elevated ran between 69th Street Terminal and the South Street ferry docks on the Delaware River. The Market Street line itself opened in 1907 from 15th Street to 69th Street (a place literally in the middle of nowhere in Upper Darby Township, first called Union Terminal, but later known as 69th Street since it was the equivalent of six city blocks from 63rd Street) and was extended to the ferries, with stations at Market-Chestnut Streets and South Street, in 1908. The line used an elevated structure over Delaware Avenue for this service, emerging from the subway at Front and Arch Streets and making a 180-degree turn to Delaware Avenue.

Strangely enough, 100 years after the Delaware Avenue Elevated opened, and 69 years after it closed, the Delaware River Port Authority is studying a possible light rail line to connect Center City and the waterfront. History repeats itself?

The Market Street El itself originally extended from just east of the Schuylkill River to West Philadelphia, crossing the river on a bridge. It was moved into a tunnel beneath the river and a subway as far west as 44th Street in the 1950's, opening on September 11, 1955.

When the Frankford line opened, El trains began to provide alternate service from 69th Street to either the Ferries or Frankford. Some signs indicating "trains to Ferries" remained in place, painted over, in some stations until the mid-1980's.

★ ★ ★

A **high-speed trolley** service between 69th Street and Allentown began operation on December 12, 1912 (95 years ago). This service used the Philadelphia and Western Railway (now SEPTA's Route 100 Norristown line) tracks between 69th Street and Norristown. It made travel between the centers of Philadelphia and Allentown a trip that could be made in under two hours.

★ ★ ★

In 1913, the architecture firm of McKim, Mead and White completed plans for the new **General Post Office** that was built alongside the new Pennsylvania Station in New York City. The firm chose to place an inscription on the face of the building above the columns. The inscription was the following quote from ancient Greece, in specific, **Herodotus** commenting on the efficiency of Persian couriers: "Neither snow nor rain nor heat nor gloom of night stays these couriers from the swift completion of their appointed rounds." This became the unofficial motto of the Post Office.

TECHNICAL GROUPS/CHAIRS

Information on the ASCE, Philadelphia Section's Technical Groups is given below. Vice President Kristen Bowman Kavanagh will coordinate activities of the Groups. 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 Group Chair.

CONSTRUCTION

Dennis MacBride
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DELAWARE VALLEY GEOINSTITUTE

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JMT Inc.
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Mt. Laurel, NJ 08054
(856) 778-5517

TRANSPORTATION AND URBAN DEVELOPMENT

William T. Thomsen
Urban Engineers, Inc.
530 Walnut Street, 14th Floor
Philadelphia, PA 19106
(215) 922-8080

We welcome the new Chair of the Delaware Valley Geoinstitute, Ted Thomson, and we thank outgoing Chair, Mike Carnivale, for his service.

Today, this building, also known as the **James A. Farley Post Office**, is planned to be rehabilitated to become the new main building for Penn Station. The original Penn Station was demolished in 1965, against the loud protests of many preservationists, and led to the creation of a strong historic landmark law in New York City that later thwarted attempts to tear down Grand Central Station.

★ ★ ★

Continued on Page 5

YOUNGER MEMBER FORUM NEWS

by Krista Pohl, Forum Editor

Joe Platt, Forum President 2007-08

Traffic Planning and Design Inc.

Sanatoga Commons

2500 E. High Street, Suite 650

Pottstown, PA 19464

(610) 326-3100

jplatt@trafficpd.com

YMF Leadership Conference

On January 11 and 12, several members of the YMF Board attended the ASCE Regions 1, 2, 4 & 5 Leadership Conference in Baltimore, MD. This year's attendees were Joe Platt, Don Gusic, Jeremy Chrzan, Kazi Hassan, Cathy Golata, Guy DiMartino, Dave Petrucci, Fred Vesci and Mike Wagner. Also attending were Chris Menna and Jeremy Colello on behalf of Region 2.

This was the first year that Regions 1, 2, 4 and 5 were combined and resulted in over 400 attendees that came from various states east of the Mississippi River. Some of the conference seminars covered topics on getting involved in public policy, preparing technical proposals, becoming a volunteer leader, an update on Policy 465, and preparing local infrastructure report cards. Most importantly, this conference provided the opportunity for all attendees to meet and share ideas and experiences with other Younger Members from various ASCE sections to better serve you. The YMF Board also got to interact with the Student Chapters during the evening social activity at the National Aquarium.

The YMF also enjoyed visiting several Baltimore watering holes, including the dueling piano bar "Howl at the Moon" and a microbrewery serving up some "Hot Monkey Love" (local micro-brew beer).

Next year the Philadelphia YMF will assist the South Jersey YMF in hosting the conference in Cherry Hill, NJ. Good Luck to Joe Platt as he co-chairs the ERYMC conference next year!

The Winter Social is Here!

On January 28, the YMF will be hosting its 12th Annual Winter Social at McGillin's Olde Ale House (1310 Drury Lane, a half-block south of Chestnut Street, in Center City). The Social will run from 5:30 PM to 8:30 PM. If you haven't already reserved, you may be "shut out" (check our website for more information — www.ymfphilly.org). A full report will be presented next month.

Member Spotlight

Guido (Guy) DiMartino works as a Project Manager in the Transportation Planning Department of Traffic Planning and Design, Inc. (TPD), headquartered in Pottstown. Guy has been employed by TPD for approximately 7 years, having started there after graduating from Widener University in 2001 with a B.S. in Civil Engineering. Guy is a registered Professional Engineer in Pennsylvania and Virginia.

Since joining TPD, Guy has enjoyed the opportunity to work on a number of interesting

projects including the Atwater Business Park, as well as numerous traffic impact studies in the region. Guy has also been involved in numerous roadway design and improvement projects as well as conceptual roadway improvement projects throughout the area.

Guy currently serves as the Co-Social Chair on the YMF Board. Guy and his wife, Denise, reside in Haverford Township.

A VALENTINE'S DAY CARD FROM OUR CARTOONIST



After a short respite, we'll be including more of the cartoons/art of Alma Radocaj, a local art student, who agreed to take on the large task of production of a comic for THE NEWS.

Also, our "name the cartoon" contest is still open. We've received not thousands, not hundreds, not tens, not even one suggestion, SO we're still waiting for some clever reader to help us out here. (Or else it falls into the hands of your Editor — and we know little good can come from that!)

Please be sure to send any ideas you have to us either to the Post Office box or through the website feedback option.

HISTORICAL TIDBITS

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On September 11, 1906, the two bores of the **North Tunnel**, one leading from the New York side of the Hudson River and one from the New Jersey side, met beneath the river, slightly more on the New Jersey side of the states' boundary. This tunnel, an Engineering marvel when completed in 1910, would allow rail traffic to reach New York City from the south and west for the first time and is still in use today for Amtrak and New Jersey Transit trains to and from Penn Station.

Prior to this, rail passengers were transported to terminals on the New Jersey side of the Hudson River and were left to take ferries to complete their journeys. The ferry rides were frequently dangerous on the often foggy and rough waters of the Hudson and with the congestion of competing river traffic. The ferries often took over 30 minutes to complete the one-way trip, and this easily doubled on bad-weather days. The tunnels shortened this to less than 10 minutes.

One of the major disadvantages of the ferries was that they deposited passengers on the New York waterfront. Most passengers wanted to go somewhere else. From the "downtown" ferry

2008 ENGINEERS WEEK — RIGHT HERE, RIGHT NOW

This is a reminder that the 2008 celebration of Engineers Week will take place from Friday, February 15 to Saturday, February 23.

Engineers Week's activities will kick off with the Proclamation Luncheon at the Loews Hotel in Center City on Friday, February 15, with the 2008 Delaware Valley Engineer of the Year, Dr. Dianne Dorland, as the guest of honor.

The 2008 Delaware Valley Young Engineer of the Year will be cited at the Young Engineer dinner on Wednesday, February 20, at the McCall Country Club in Upper Darby.

The Engineers Week Banquet, the culmination of the Week's events, will take place on Saturday, February 23. Drexel University will be the host of the affair. Numerous award winners and projects will be recognized, including the Engineer of the Year, the Young Engineer of the Year, the Outstanding Engineering Achievements in the Delaware Valley, the Outstanding Math Teachers, Student Paper Contest winners, Scholarship recipients, and the winners of the local Future City Competition.

Please consult the Delaware Valley Engineers Week Council's website, www.dvewc.org, for more details and information on prices and reservations for these events.

The ASCE, Philadelphia Section is well represented on the Delaware Valley Engineers Week Council, which coordinates Engineers Week activities locally.

piers, one could walk to the Wall Street financial district in about 10 minutes. To just about anywhere else, one would be forced to walk to nearby streetcar lines, which were slow, or elevated trains, which were not close to the ferry piers. The only subway in the city at the time was on the east side of town below 42nd Street, not convenient to ferry services.

The opening of Penn Station did not immediately resolve this, as the only subway line in Manhattan at the time was on 4th Avenue, 5 long blocks to the east. This remained the case until the 7th Avenue subway was completed in 1918.

★ ★ ★

The first tunnel to be bored between New Jersey and New York was the **Hudson & Manhattan Railroad's uptown tunnel** (today's Port Authority Trans Hudson (PATH) service). Being built in a similar fashion as the North Tunnel, from each side of the river, the two bores met under the Hudson on March 11, 1904. The Hudson & Manhattan would complete another set of tunnels for its "downtown" line, which was opened on July 19, 1909, with two large office buildings constructed above the Manhattan station. These buildings, called Hudson Terminal, were raised in the late 1960's and replaced by the World Trade Center twin towers.

★ ★ ★

JANUARY JOINT DINNER MEETING

Thursday, January 17, 2008

Radisson Hotel, King of Prussia, PA

Creating a Civic Vision for the Central Delaware Riverfront

By Robert Wright, Editor

The Annual Joint Meeting with the American Society of Highway Engineers (ASHE), Delaware Valley Section and our own ASCE Philadelphia Section brought out over 170 inquiring minds looking to learn about the grand plans for Philadelphia's Waterfront. ASHE Section President Bob Milliken welcomed the attendees and opened the meeting, with our own ASCE, Phila. Section President Jim Markham adding a few announcements on activities. After ASHE Section Board Member Stephanie Butler spoke about the ASHE Project of the Year competition, ASHE Section Second Vice President Matt Marquardt introduced the featured speaker, Nando Micale.

Mr. Micale, a Principal in the Philadelphia office of Wallace Roberts & Todd, has twenty years of experience in architecture, urban design, and major urban planning efforts. He filled in ably for the advertised presenter, Harris Steinberg of Penn Praxis, who had to cancel abruptly because of a family emergency. He began with an introduction of the Praxis scope of civic visions, with a definition courtesy of Rina Cutler of PennDOT, who noted that the difference between vision and hallucination is money.

The Vision

That being said, Mr. Micale began his slides, noting that all big projects must start with a vision, idea and/or concept. The Central Delaware Riverfront effort was conceived in an Executive Order by Philadelphia Mayor Street, funded by the William Penn Foundation. The study area is defined by I-95 on the west, from Oregon Avenue on the south to Allegheny Avenue on the north. The challenge presented is to look at the history and the future of the Delaware waterfront as it relates to the future of the City. Currently, haphazard development and the struggle among competing uses of river lands (port, commercial, residential, and, most recently, gambling) has resulted in a very disjointed and unplanned situation.

WRT views urban infill as environmentalism, thus Mr. Micale explained that the approach taken in the study is the creation of small development areas which can be infilled and thus recreate a setting with a more urban scale than present. In the past, Philadelphia was considered the workshop of the world (the 1908 view). The waterfront reflected this industrial nature and was devoted to shipping and factory uses. At present, the waterfront is difficult to reach with "barriers" such as I-95 and Delaware Avenue/ Columbus Boulevard. The rich history of the city is directly related to its grid pattern, walkability and easy access, and Praxis wanted to build on that to extend the grid to the river shore.

The Praxis process must be transparent and result in efforts for the common good. Mr.

Micale related the recent successes of Penn's Center for Civic Engagement and the Great Expectations program co-sponsored by the Philadelphia Inquirer, which sought (and greatly received) citizen participation. There is a media component as well, which includes the electronic side.

The Process

Praxis decided early on to learn from the best practices that worked elsewhere, and set out with the principles to reconnect to the river's edge, honor the river, design with nature, strike the right balance, take the long view, protect the public good, and make it real. Using this guidance, Mr. Micale reviewed the three frameworks that would have the effort's concentration — movement systems, parks/open space, and land development — which came directly out of the citizen meeting/charette process.

Mr. Micale explained that the aspect of movement systems (i.e. transportation) was the main element. A roadway system was developed with a central boulevard having parallel support roadways along the axis of the waterfront. A system of "green roads" from the west would be established for the major cross streets being extended to the river's edge. This would allow the establishment of a manageable grid pattern of 400'-500' blocks with an infill of local streets among the parallel and green streets.

Parks would then be fit into the grid to provide open space. Parkland along the river would both provide public space and enhance the health of the river. Mr. Micale showed how the "green streets" from the west would complement this system. A 100' riparian edge along the river would be consistently provided. Long dormant (and mostly either filled or enclosed in sewers) watercourses could be reopened as streams that can be naturally hydrologically supported, assisting in stormwater management.

Mr. Micale noted that land development would then be designed, also as infill in the grid, with varying levels of intensity. Buildings would be designed for vitality at the street edge, with parking on interior areas behind buildings to make the streets more pedestrian friendly and walkable. A major "green" element would be stipulated for buildings, consistent with the City's current stormwater regulations. No building height limit would initially be imposed, but this could be dictated later to be context sensitive. Guidelines for reuse of piers would also be considered.

The overall goal would be the creation of infrastructure that would enhance property values between the developed areas and provide the amenities of open space, resulting in entirely new city neighborhoods and creating the desired

balance. The new development would also support a new mass transit network that would provide a connective system and reduce the dependency of residents on automobiles, including a light rail line connecting to Center City, now being studied by PATCO.

Selling the Idea

Mr. Micale explained that many simulations had to be prepared to properly explain the complex idea to the general public, and this was often a challenge in and of itself. He showed photos which illustrate that the elevation of Front Street in Old City was only 16' above that of Columbus Boulevard, even though the popular belief is that this difference is closer to 36'. Those who recall this area before I-95 was built remember the abrupt dropoff of streets as they progressed east of Front Street, a throwback to times when Front Street was actually the waterfront, before the land to the east was reclaimed. With this in mind, the ideas for bridging the I-95 "canyon" in this area, long thought to be an impediment to Penns Landing's development, can be reconsidered.

PennDOT has long-range plans to rebuild I-95 in the study area, and Mr. Micale reviewed how Praxis approached PennDOT with new ideas on this that could be effected when the infrastructure must be renewed. This has become perhaps the most controversial part of the proposal (also known as "Rina's (Cutler) Nightmare"), but it is also the portion with the most potential. Even where I-95 remains on viaduct outside of Old City, Praxis has evaluated options to use the under-structure areas for stormwater mitigation, mixed-use trails and related community amenities, and is also looking at a number of alternatives for sound mitigation. One option for a landscaped noise barrier was described by the Inquirer as a "Chia wall" in reference to the greenery seemingly growing out of it.

Mr. Micale repeated the overriding principle as he started, that the views of generations to come would reflect that the Central Waterfront concept will allow the city to grow from inside out, supporting his contention that environmentalism and urbanism can work together.

The audience posed questions on how the parks/open space would be maintained and where the effort would start, which were ably answered by Mr. Micale.

Presidents Milliken and Markham thanked Mr. Micale for his last-minute standing-in for the planned speaker and presented him with tokens of each Section's appreciation.

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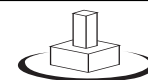
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COMING NEXT ISSUE...

- Information on the March and April meetings and the Spring Social.
- Information on the Section Scholarship.
- Report on the February meeting.
- Look for this in the March edition of THE NEWS, coming in early March.

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