



### ASCE, PHILA. SECTION MEETING SCHEDULE 2008-09

The 2008-09 ASCE, Philadelphia Section Meeting program is quickly winding down. Our last Section Meeting is scheduled for **Thursday, April 9, 2009**, and more information on this and the **Thursday, March 12, 2009** meeting will be included in the March edition of *THE NEWS*. We also suggest you visit the Section website for the latest changes in our meeting program.

These meetings feature a cocktail hour starting at 5:30 PM, dinner at 6:30, and the meeting presentation following at approximately 7:30. As always, you are welcome to attend the meeting presentation without dinner at no cost if you prefer to do so.

We will be publishing more information on our annual **Spring Social/Dinner Dance**, to be held in May, in the March edition as well.



### E-WEEK BANNERS ARE BACK!

Banners proclaiming the celebration of **Engineers Week** will be making their appearances on the street light poles along Kennedy Boulevard between 15th Street and 16th Street in early February. The ASCE, Phila.

Section helped

develop the design of the banners, which were first placed for 2006 Engineers Week, and is funding the hanging of the banners in conjunction with this year's E-Week festivities.

**Resolve to attend ALL Section Meetings and Functions This Year!**

## FEBRUARY JOINT DINNER MEETING

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

### THURSDAY, FEBRUARY 12, 2009

**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: Route 52 Bridge Replacement — Ocean City**

**SPEAKER: To Be Announced**

**RESERVATIONS MUST BE SUBMITTED BY FRIDAY, FEBRUARY 6.** All reservations should be made through *ASCE South Jersey Branch's reservations system*. The ASCE, Philadelphia 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](mailto:AFeranda@sallc.org) or (609) 714-0400. The cost of dinner will be \$40 per member or guest, \$20 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.**

If you frequent the Ocean City area for your summertime shore needs, you are aware that the New Jersey Department of Transportation (NJDOT) began the replacement of the Route 52 causeway. The project extends from the intersection of Routes 9 and 52 in Somers Point, south along Route 52 (MacArthur Boulevard), through the Somers Point Circle and over Great Egg Harbor Bay to Ocean City at Ninth Street and Bay Avenue.

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## MARCH DINNER MEETING

American Society of Civil Engineers, Philadelphia Section

### THURSDAY, MARCH 12, 2009

**The Down Town Club**, • Public Ledger Building, 6th & Chestnut Streets, Center City Phila.  
 Cocktails 5:30 PM • Dinner 6:30 PM • Meeting 7:30 PM

The topic and speaker will be provided in the March edition of *THE NEWS*.

### ASCE NATIONAL RELEASES 2009 REPORT CARD FOR AMERICA'S INFRASTRUCTURE

On January 28, ASCE National issued its latest Report Card for America's Infrastructure, the fourth since 1998. Never has the need for infrastructure investment received such national attention as it is now in the context of stimulating our economy. Recognizing the importance of informing and contributing to this discussion in a timely manner, the decision was made to release the key components of our 2009 Report Card two months ahead of schedule.

The overall grade for the nation's infrastructure is again a D and the cost to bring it up to good condition has risen to \$2.2 trillion. In more than a decade, the United States has made no measurable progress in improving either the condition or performance of our roads, bridges, water systems or other vital infrastructure when viewed in aggregate. (The details of the areas and specific grades can be viewed at [www.asce.org/reportcard/2009/index.html](http://www.asce.org/reportcard/2009/index.html)).

Despite these low grades and years of delayed improvement, the problems are not beyond our ability to solve. As stewards of the

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## PRESIDENT'S MESSAGE

This year has been a little chaotic for the newsletter production, at least on my part... or maybe this is normal. I will have to ask the editor-in-chief [*Don't call me "chief" and yes, this is normal.* — Ed.]. We have been trying to lock in our meeting schedules and topics, while also trying to report the current events.

I am pleased to note that your generous support has provided the Younger Member Forum (YMF) with the sponsorships needed for the ERYMC conference — THANK YOU. And the attendance at both our December and January meetings

was strong, both from students and professionals. I wanted to thank **Charles Isdell**, Philadelphia International Airport's (PHL) Director of Aviation, for speaking at the December meeting. As of this printing, Mr. Isdell will have retired after many years of service to the City and our region. His leadership helped make PHL and Northeast Philadelphia Airport (PNE) into premier aviation facilities.

I was going to write this month about New Year's resolutions, but since it is already late January, my project is behind schedule. To stay in Civil Engineering terms, I will instead discuss a **Lesson Learned**. We all make decisions every day to balance our work life and family life. And this is where the Lessons Learned part comes in — do *NOT* follow my example.

My ex-wife (that subject is a whole other discussion) once told me that I would be happy to just sit in a room all day, shut the door, talk to no one, and just design things. She is right, many days I would like to do that... and I may be typical of many Engineers. Not only do I live at the office, I also am poor at delegating work. But that type of management (or lack of) does not work. We need to spend enough time with our families. And when you think you are spending enough time with your family, then add a "safety factor," like every good design. Trust my word on this, as I did not balance work and home life. And now I have to explain to my children why I only see them half the time. This is a problem that I have caused, that has no solution, and that I can never fix. Which, as an Engineer, can be very frustrating. All my friends at the ASCE, Phila. Section have inspired me with their constant friendship and support, more than they will ever know. And of course, this Lesson Learned, in the ISO world we live in, has to end with an Action Item: be sure you celebrate Valentine's Day!

On January 28, ASCE National announced the release of an updated National Infrastructure Report Card (see the separate article on this). The release was accelerated from the planned date of March 2009 to coordinate with the ongoing discussions of the federal stimulus funding. Information is available at [www.asce.org/reportcard/2009](http://www.asce.org/reportcard/2009).

On behalf of the ASCE, Philadelphia Section officers, please join us for the upcoming Engineers Week activities. *Let's Go Flyers!*

Mark J. Tiger, P.E.  
President, ASCE, Philadelphia Section

## 75 YEARS OF PSPE — DELAWARE COUNTY CHAPTER CELEBRATES

2009 will be an exciting year for the Pennsylvania Society of Professional Engineers (PSPE) as it celebrates 75 years of service. On **September 3, 1934** the National Society of Professional Engineers was founded, dedicated to promoting and protecting the profession of Engineering as a social and economic influence vital to the affairs of these United States.

The Delaware County Chapter was one of the first to organize. Engineering accomplishments over the last 75 years in Delaware County are numerous and had a significant impact on the character of where we live, work and raise our families.

On **April 1, 2009**, the Delaware County Chapter will be hosting a special dinner celebration in honor of this milestone in our history. **Cecily Tynan**, part of Channel 6's weather team, and the City of Chester's **David Sciocchetti** will take us on a journey through the decades touching on some of the greatest Engineering accomplishments and saying "thank you" to those who made them possible.

A keepsake book of major Engineering accomplishments and achievements that have shaped Delaware County into the vital regional and global force that it is today is being printed

as an additional commemorative of the 75th anniversary.

For more information, please visit the Delaware County Chapter's website, [www.pspe.org/delco/home.html](http://www.pspe.org/delco/home.html).

## COMING NEXT ISSUE...

- Information on the March and April meetings.
- Report on the February meeting.
- Nomination of Section Officers

Look for this in the March edition of *THE NEWS*, coming in early March.

**Middle age is when you've met  
so many people that every  
new person you meet  
reminds you of someone else.**

— *Ogden Nash*

## ASCE, PHILADELPHIA SECTION OFFICERS AND BOARD OF DIRECTION — 2008-09 SEASON

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**COPY DEADLINE FOR  
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## TECHNICAL GROUPS/CHAIRS

Information on the ASCE, Philadelphia Section's Technical Groups is given below. President-Elect **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

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### DELAWARE VALLEY GEOINSTITUTE

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### TRANSPORTATION and URBAN DEVELOPMENT

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Philadelphia, PA 19106  
215-922-8080

## THANKS TO OUR SPONSORS

We have climbed to a total of 23 sponsors thus far. We thank our sponsors for their commitment and support. If your card isn't among this elite group, there's still time to get in on this.

There are several benefits available to you as a Section Sponsor. For a low annual fee, you too can be a part of this program and have your business card appear in each edition of *THE NEWS*, among other perks.

For information on the program, please contact our Editor, **Bob Wright** at (215) 922-8081, x1647 or [newseditor@asce-philly.org](mailto:newseditor@asce-philly.org).

## YOUNGER MEMBER FORUM NEWS

*Lindsey Glavin*, Forum Editor  
*Don Gusic*, Forum President 2008-09  
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### WINTER SOCIAL A SUCCESS (is it ever not?!)

On January 12, the YMF hosted its annual Winter Social. The event was a huge success with 139 Engineers and their guests in attendance. Everyone enjoyed hanging out with their coworkers, catching up with colleagues from the industry, as well as meeting new people. The YMF rented out the entire first floor of McGillin's Olde Ale House in Center City for the event. Yet again, McGillin's was the perfect setting and provided a delicious buffet and tasty drinks.

During the event YMF members sold raffle tickets for prizes donated from companies in the area. The prizes ranged from movie tickets to restaurant gift certificates. Through the raffle, \$250 was raised for the **Future Cities Competition** and \$632 for **Philabundance!** Also, this year there was a slight increase to the entry fee into the Winter Social, which raised an additional \$581 for the **ERYMC conference** that will be hosted in February by the Philly YMF.

Many thanks to **Cathy Farrell** of Michael Baker Jr., Inc. and **Jeremy Chrzan** of Pennoni Associates for planning the event. Be sure to check out [www.ymfphilly.org](http://www.ymfphilly.org) to see pictures from the event as well as a listing of the Sponsors. Thanks to all who participated! Our understanding is that everyone had a great time, lots of people won prizes, and we were able to contribute a sizable donation to local charities. We'll be posting photos on our website soon so check back often.

### UPCOMING EVENTS

So you may be asking yourself, "What does the YMF have in store for the upcoming months?" Well, let's explore that. Currently YMF is planning a couple of events in the coming months. On February 3, the Engineers' Club of Philadelphia and our ASCE, Phila. Section will be enjoying a night out at a **Sixers Game!** Before the game, a Q&A session will be held with Sixers executives in the Hall of Fame Room for all attendees. Please check out the Philly YMF events page at [www.ymfphilly.org](http://www.ymfphilly.org) for more details.

On February 6 we will host a Friday Night Social at **Dave & Buster's** (7-10 PM) in conjunction with the 2009 Regions 1, 2, 4 and 5 Multi-Region Leadership Conference. Although you may not be attending the Conference, you can still join us for the Friday Night Social at D&B. To sign-up to purchase a discounted Power Card, you MUST RSVP by NOON on Thursday, February 5. Email [rsvp@ymfphilly.org](mailto:rsvp@ymfphilly.org) to RSVP.

Please see the event flyer for additional information: [www.ymfphilly.org/images/events/2009-ERYMC-Social.pdf](http://www.ymfphilly.org/images/events/2009-ERYMC-Social.pdf)

## Save These Dates:

### Thursday, March 5

**Happy Hour @ World Café Live** (Penn campus)  
More information coming soon. Check our website in the near future for additional information.

### Wednesday, April 29

**Critical Issues Seminar** 5:30PM – 7:30PM  
The anticipated topic is "*Economic Crisis or Infrastructure Opportunity*"  
More information coming soon. Check our website in the near future for additional information.

## SOCIAL SPONSORS

Aerotek; AECOM; AGES; AutoDesk; Elm Consulting; Hardesty & Hanover; Hilti; KMJ Consulting; Langan; McCormick Taylor; McMahan; Michael Baker, Jr.; O'Donnell & Naccarato; Parsons Brinckerhoff; Pennoni; Rummel Klepper and Kahl; S. Harris & Co.; Schnabel; TimHaahs; Traffic Planning & Design; Urban Engineers; URS.

## TECHNICAL GROUP MEETING

### Construction Technical Group; Transportation and Urban Development Technical Group

**SUBJECT:** LaSalle University Pedestrian Bridge / West Campus Expansion Project

**DATE:** Thursday, March 26, 2009

**TIME:** 12:00 noon to 1:30 PM

**LOCATION:** Municipal Services Building, 15th Street and JFK Boulevard, 16th Floor, Conference Room C

**SPEAKER:** Mr. Robert Wright, P.E., Vice President, Urban Engineers, Inc.

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

## HELP GUIDE THE FUTURE OF OUR NATION'S INFRASTRUCTURE — RENEW TODAY!

Have you renewed your 2009 ASCE membership? ASCE dues were due on Dec. 31, 2008, which means if you haven't renewed your 2009 membership, you run the risk of losing your valuable ASCE benefits, such as membership in your local ASCE Section or Branch. Plus, 2009 has the potential to be a significant year for ASCE and Civil Engineers. As we prepare to welcome a new president who has promised to place infrastructure renewal at the forefront of domestic issues, the Obama administration has already tapped ASCE to play a leading role in deciding where money from the stimulus package would best be spent.

Take pride in your role in educating the public and policy leaders about the importance of infrastructure to our nation's safety and economic security. And support the fight to renew our nation's infrastructure by renewing your 2009 ASCE membership.

You can renew your ASCE and Section/Branch membership today by going to [www.asce.org/renewal](http://www.asce.org/renewal).

## JANUARY MEETING REPORT

Wednesday, January 21, 2009

Radisson Hotel, Valley Forge

### Smart Transportation

by Robert Wright, Editor

The annual joint meeting between the Delaware Valley Section, American Society of Highway Engineers (ASHE) and our ASCE, Phila. Section is always a popular affair, and the 2009 version continued this trend. A room-filling crowd of over 250 came in out of the cold and, ironically, endured some of the worst traffic bottlenecks in the region to hear about better ways to get around.

ASHE Section President **Curt Shugars** welcomed all to the meeting with a short invocation and the Pledge of Allegiance, and then allowed dinner and networking to continue. As dinner wound down, President Shugars and ASCE, Phila. Section President **Mark Tiger** returned to the podium for short announcements. ASHE Section First Vice President **Matt Marquardt** got the presentation started with his introduction of the evening's speaker, PennDOT District Executive **Lester Toaso**.

Mr. Toaso acknowledged that this was his second appearance at an ASHE meeting this season, having been the presenter at the Section's October meeting as well. He reminded the crowd that he was then competing with a Phillies League Championship Series game and thought that this time he might have to contend with the Eagles' Super Bowl hype, but the events of the previous Sunday took care of that.

PennDOT has developed guidance on **Smart Transportation** (which is available at [www.smart-transportation.com](http://www.smart-transportation.com)), and Mr. Toaso presented the basics on this concept. There are three primary elements to PennDOT's approach.

#### Transportation is Changing

Mr. Toaso reviewed historical trends and how development has expanded in concert with mobility. As many Engineers are aware, the changes in travel patterns resulting from land use decisions has often resulted in congestion (and for those at the meeting, having suffered through King of Prussia rush hour, this was all too true!). The realization is that there is no practical way to build out of this, so the focus has to shift to recognize resource/funding constraints, recent significant inflation in construction and material costs, effects on users (particularly economic ones, such as the ever-fluctuating fuel costs), and environmental impact.

System maintenance is critical. Mr. Toaso reminded the crowd that Pennsylvania has over 25,000 bridges and more than 25% of them are structurally deficient, the highest percentage of all the states. The current transportation network must be preserved.

#### Smart Transportation

This new way of thinking has been integrated into the PennDOT project development and delivery process. Mr. Toaso explained that land use must be linked to transportation decisions and investments. Solutions must be creative and context-sensitive, with more flexibility and less design constraint. Public input must be consi-

dered within reason to avoid conflict, which tends to delay project implementation. Projects must provide more efficiency and less confusion. There must be more choices which will accommodate all modes and less limitation. The solutions need to be longer-lasting with fewer "do-overs" when the solutions do not work. PennDOT's goal is community preservation with less sprawl.

#### What Can You Do?

Mr. Toaso advised the attendees how they can help PennDOT achieve the goals of smart transportation. He asked design professionals to work with PennDOT and start this by reading PennDOT's guidebook. As mentioned, projects need to be context-sensitive and respect land uses. The type of roadway facility should be considered carefully to make sure it properly addresses the needs of its surroundings.

A change in the thinking on design speed is covered in new guidance. Mr. Toaso outlined the concept of desired operating speed, which is the speed that vehicles want to travel, rather than strict design speed. Standards are being revised to reflect this concept.

Mr. Toaso closed this portion of his presentation with his emphasis that PennDOT would like project sponsors and designers to be creative, unconventional and aware of the realities of resource constraints in the development of projects.

#### Economic Stimulus

Mr. Toaso switched gears slightly and reviewed current efforts directed at advancement of projects to provide economic stimulus. Recent draft federal legislation has 258 pages of projects that could be ready to go to construction within 120 days of passage. He noted the challenges that must be faced in the project development process, which often cannot react within that tight a timeframe, but PennDOT and other agencies would do their best to comply.

While there are no specifics available, Mr. Toaso noted that there are 13 possible projects in PennDOT's District 6, which covers the five-county Philadelphia metropolitan area, that could be implemented under the stimulus program. PennDOT would continue to review and prepare for any influx of funding, which would most likely be 100% federal with no matching fund requirements. There is a possible \$1.2 billion in funding for Pennsylvania as part of the stimulus program.

Several insightful questions were posed by the audience and Mr. Toaso ably responded to them.

Presidents Shugars and Tiger presented Mr. Toaso with tokens of each Section's appreciation for a job well done.

#### Postscript

Both Section Presidents for some reason had very nice things to say at the meeting about your Editor, who for some reason was asked to sit at the

head table (maybe to make him an easier target?). While your Editor will quickly admit to being generally clueless, he is smart enough to know that many of the things for which he was cited at the meeting are not things that he himself handles alone — they are often the result of a collaboration of several people and groups. Accordingly, he hopes that those who have helped him do the things for which he got credit at this meeting will be understanding in this regard.

## SCIENCE FAIRS COMING UP - WANT TO BE A JUDGE?

The Delaware Valley Science Fairs will be conducted on **Wednesday, April 1**. A new location is scheduled for this year — the brand-new **Greater Philadelphia Expo Center in Oaks**. The 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 [chris.rood@acem.com](mailto:chris.rood@acem.com). 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 this.

## LITTLE KNOWN LAWS

We are all too well aware of Murphy's Law. Here are some others with which you may not be as familiar.

#### Lorenz' Law of Mechanical Repair —

After your hands become coated with grease, your nose will begin to itch.

#### Beach's Law — Identical parts aren't.

#### Anthony's Law of the Workshop —

Any tool, when dropped, will roll into the least accessible corner.

#### Tussman's Law — Nothing is as inevitable as a mistake whose time has come.

#### Lowery's Law — If it jams, force it.

If it breaks, it needed replacing anyway.

#### Peer's Law — The solution to a problem changes the problem.

#### William's Law — There is no mechanical problem so difficult that it cannot be solved by brute strength and ignorance.

#### IBM's Pollyanna Principle —

Machines should work. People should think.

#### Ehrlich's Law — The first rule of intelligent tinkering is to save all the parts.

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## ANACE\* GOOD NEWS, BAD NEWS FOR TRANSIT?

The **Toronto Transit Commission (TTC)** recently discovered a problem with its tokens. They were too easy to counterfeit. Ne'er-do-wells had created a sizable cottage industry, surprisingly in this city, which has a crime rate that is unusually low for an urban center. The counterfeiters stamped out cheap aluminum copies of the tokens which worked in the subway turnstiles and fare boxes.

To counter the counterfeiters, TTC switched to a larger and heavier token in early 2008. This had the desired effect of fraud reduction since the new token was more difficult to copy. So, the good news for TTC was more revenue.

However, there was a downside. All fares are counted in a central facility which was built in the mid-1980's. With the larger token, the weight of the daily "take" of fares, which includes cash fares (and keep in mind Canada's high use of dollar and two-dollar coins, called the "loonie" and "two-nie"), has increased in weight from about 7 tons to ten times that. As a result, the floors at the counting facility have had to be reinforced and supported at a cost of nearly \$1 million Canadian.

Thanks to **TTC** and the **Electric Railroaders' Association** for this information.

## The Washington Monument

Here are some tidbits about the Monument as we celebrate Washington's Birthday (the 22nd, in case you forgot).

The Monument's height is 555 feet, 5-1/8 inches. It was originally undertaken and funded privately and took close to 40 years to complete. Construction started with the laying of the cornerstone on July 4, 1848 but funding ran out and work stopped in 1858 with the structure left at the 152-foot level. Several debates were conducted over whether public funding should be used to complete the work, and these ended with the start of the Civil War.

After the Civil War, the War Department commissioned the Corps of Engineers to finish the Monument. Work resumed in 1878 and the Monument was completed on December 6, 1884 with the placement of its aluminum capstone. At the time, aluminum was more valuable than gold or silver. There are inscriptions on each side of the pyramid-shaped capstone, with the east face having only two words — "Laus Deo" (praise be to God).

The Monument was formally dedicated on February 21, 1885, the day before Washington's birthday (he would have been 153), but it was not opened to the public until October 9, 1888. It was the world's tallest structure when completed (eclipsing the Cologne Cathedral in Germany) but was "topped" a year later when the Eiffel Tower was finished.

There are 898 steps and 50 landings, with 193 memorial stones inscribed with various messages along the stairway. The machinery

used to lift stones into place was utilized for the original elevator until it was replaced by a steam-powered elevator in 1901.

## Transit Improvements in Mexico City?

Groping and verbal harassment is an exasperating reality for women using public transportation in this sprawling capital, where 22 million passengers cram onto subways and buses each day. Some men treat women so badly that the subway system has long had ladies-only cars during rush hour, with police segregating the sexes on the platforms.

But that hasn't helped women forced to rely on packed buses, by far the city's most-used form of public transportation — until last January. Acting on complaints from women's groups, the city rolled out "ladies only" buses, complete with pink signs in the windshields to wave off the men.

As word spreads about the buses, the women seem delighted, while some men forced to wait a few minutes longer have shown their anger. Still others have stumbled on board despite the signs, much to their embarrassment. And while some men have complained that they have to wait longer for a bus, the women are thrilled. A local transit official remarked, "The women are really happy and we have been getting a lot of e-mail and letters from them."

Mexico City's female-only buses ran along three busy routes throughout the day at the start, with 15 more routes added in April. Women-only buses or subways have been rolling for years in India, Brazil, Japan and other countries, so this is nothing new. Before this was adopted in Mexico City, some women had learned to take matters into their own hands. A 47-year-old office messenger who uses public transportation all day said she carries a sewing pin for protection. "I don't think I will use the pin on these buses," she said, giggling.

Thanks to the *Associated Press* for this information.

*\*ANACE — Almost Nothing About or Concerning Engineering (notice we changed Absolutely to Almost, since sometimes we drift into Engineering topics).*



## SPONSOR PROFILE

### TPD Now 6th Best Place to Work in PA

Judges for the annual *Best Places to Work in Pennsylvania* competition ranked **Traffic Planning and Design, Inc. (TPD)** as the No. 6 medium-sized company (up two spots from No. 8 last year) on its prestigious list of the **Top 100 Best Places to Work in PA**. This is the 6th consecutive year TPD ranked among the Top 15 companies since debuting at No. 7 on the list in 2003. Contributing to Pennsylvania's infrastructure, workforce, and economic development for two decades, TPD is presently the highest ranked Engineering firm in the state.

TPD prides itself on working as "One Company with Multiple Locations" as a way to leverage the considerable expertise of our professional staff to achieve project success. TPD's statewide network of offices, progressive management structure, aggressive investment in technology, and priority on individual accountability enable the firm to provide high quality service, responsiveness, and local knowledge for the benefit of clients, teaming partners, and ultimately, the traveling public. In addition, this philosophy effectively addresses the two leading causes for employee turnover at "Best Places to Work," namely proximity to family and commuter travel time. As such, TPD's employee retention rate is among the best in the nation, averaging better than 99% over the past two years.

The direct benefits to TPD's clients, teaming partners, and vendors include a cumulative knowledge base that grows exponentially, long-term relationships with TPD's project managers, and stability in every aspect of the organization, from engineering and business operations staff through to the management and ownership structure. With the newest addition, a downtown Pittsburgh office location, TPD's longevity and growth potential is further demonstrated.

Since 1989, TPD has continually demonstrated a commitment to providing exceptional staff benefits, including financial support and flexible schedules, to encourage a healthy Work/Life Balance and aggressive Professional Development. From PA offices in Pittsburgh, Pottstown, Harrisburg, and the Lehigh Valley, and a NJ office on the Camden Waterfront, TPD's 135 members specialize in transportation planning, highway and traffic signal design, bridge design and inspection, environmental permitting, and construction management and inspection services for municipal, state (DOT), and private clients.

Please visit TPD on the web at [www.TrafficPD.com](http://www.TrafficPD.com). The complete list of *Best Places to Work in PA* is available at this link: [www.bestplacestoworkinpa.com/bestplaces.asp?size=medium&year=2008&sortBy=Rank](http://www.bestplacestoworkinpa.com/bestplaces.asp?size=medium&year=2008&sortBy=Rank).

**A day without sunshine  
is like, you know, night.**

— Steve Martin

## CONTINUING EDUCATION OPPORTUNITIES

The Villanova University Department of Civil & Environmental Engineering announces two short courses to be held **March 4-6, 2009**. The courses are:

### Analysis of Surface Water Hydrology Using HEC-HMS

The course has been designed to familiarize water resource professionals with the computational and design capabilities of the Corps of Engineers HEC-HMS computer model. Specialized topics to be discussed will include practical stormwater management applications using curve number methodology.

### Inspection and Evaluation of Dams and Design of Rehabilitation

This seminar will focus on a variety of dam related topics including the dam safety; types including earth, concrete gravity, and timber crib; commonly identified deficiencies; methods of investigation; brief discussion on pertinent engineering evaluations including hydrology, hydraulic and stability analyses; rehabilitation alternatives presented through case studies; and risk assessments and security measures.

More information is available through the Villanova University Stormwater Partnership (VUSP) webpage at [www.villanova.edu/vusp](http://www.villanova.edu/vusp).

The **Geosynthetic Institute (GSI)** has courses scheduled on the following:

#### #1. Infrastructure Development Using Geosynthetics: Public Sector Projects, March 23 and April 13

#### #2. Infrastructure Development Using Geosynthetics: Private Sector Projects, March 24 and April 14

Instructors for these courses will be **Bob Koerner** and **George Koerner**. The classes will be conducted at GSI's facility in Folsom, Delaware County. Please call **Marilyn Ashley** at (610) 522-8440 or e-mail her at [mvashley@verizon.net](mailto:mvashley@verizon.net) for more information.

## AMERICA'S INFRASTRUCTURE

*Continued from Page 1*

nation's infrastructure, Civil Engineers can provide the public and policymakers with expert advice on the condition and ways to improve the nation's infrastructure. To begin that task, ASCE offers these five Key Solutions to raise the grades:

- Increase federal leadership in infrastructure to address the crisis.
- Promote sustainability and resilience in infrastructure to protect the natural environment and withstand natural and manmade hazards.
- Develop national, regional, and state infrastructure plans that complement a national vision and focus on system-wide results.
- Address life-cycle costs and ongoing maintenance to meet the needs of current and future users.

## 2009 ENGINEERS WEEK — ALMOST HERE

This is possibly your last reminder about Engineers Week 2009 – it'll be here before you know it. It will start with the Proclamation Luncheon at the Union League in Center City on **Friday, February 13**. The 2009 Delaware Valley Engineer of the Year, Section Member **David Lowdermilk**, will preside as the guest of honor.

The 2009 Delaware Valley Young Engineer of the Year dinner is scheduled for **Wednesday, February 18** at the **Union League**, at which time the incoming Young Engineer of the Year, Section Member and Treasurer **Joe Platt**, will be honored along with the other candidates nominated for this award.

The culmination of the Week's events, the Engineers Week Banquet, will take place at the **Springhaven Country Club** in Wallingford on **Saturday, February 21**. 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 website, [www.dvewc.org](http://www.dvewc.org), for more details and information on prices and reservations for these events.

The ASCE, Phila. Section is well represented on the Delaware Valley Engineers Week committee, which coordinates Engineers Week activities locally. The committee is now part of the Engineers' Club of Philadelphia.

## 2009 PA STORMWATER MANAGEMENT SYMPOSIUM — CALL FOR PRESENTERS

"*Bailing Out Stormwater*" is the tentative title of the seventh Symposium, being conducted by the **Villanova Urban Stormwater Partnership (VUSP)**. The Symposium is scheduled for **October 13-15, 2009**. 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 half-day workshop for non-Engineers will be held preceding the Symposium.

This is the seventh Symposium on stormwater issues that has been held at Villanova.

The Symposium organizing committee is seeking presenters for the proposed sessions. Interested authors are encouraged to submit a brief abstract of not more than 300 words by **May 30, 2009**. Electronic submittal is required. Symposium registration fees are reduced for the authors. Due to space constraints, no more than two articles per firm are allowed.

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

## FEBRUARY DINNER MEETING

*Continued from Page 1*

Work on this \$400 million effort began in Summer 2006 and will include the elimination of the Somers Point Circle. It is anticipated to be complete in 2012. This is one of NJDOT's largest projects and is critical because it is the emergency evacuation route for Ocean City.

Two fixed and two moveable bridges will be replaced by two bridges that will have two high fixed spans over Ship Channel and Beach Thorofare (Intracoastal Waterway) and a touchdown on Rainbow Island. The new roadway section will have two 12-foot lanes and 8-foot minimum outside shoulders in each direction separated by a concrete median barrier.

### 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](http://www.ichotelsgroup.com).

## AMERICA'S INFRASTRUCTURE

*Continued from over yonder, column 1*

- Increase and improve infrastructure investment from all stakeholders.

Now is the time to act! Our nation faces an incredible opportunity not only to improve the condition of the nation's infrastructure, but to contribute to much needed economic relief. ASCE members are strongly urged to contact their federal legislators in support of the infrastructure funding included in the American Recovery and Reinvestment Act. Please share the findings of the Report Card with your lawmakers and explain the specific infrastructure needs in your community. Visit ASCE's **Click & Connect with Congress** website for additional information and a sample message.

**MEMBERS IN THE NEWS**

**Promotions for Walsh and DiBiase**

McMahon Associates, Inc. is proud to announce the promotions of **Jennifer Walsh** and **Brian DiBiase**.

Jennifer Walsh was recently promoted to Senior Project Manager. Jenn has been an important contributor to McMahon's traffic department for over six years. She has helped build McMahon's data collection efforts in the Mid-Atlantic region by assisting in the win of large contracts. She has managed projects from smaller traffic impact studies to larger corridor studies and point of access studies. She received both her Bachelors and Masters degrees in Civil Engineering from Villanova University. She is a registered Professional Engineer in Pennsylvania.

Ms. Walsh is the President-Elect of the Mid-Atlantic Section of the Institute of Transportation Engineers (MASITE) and will take over the President's duties in 2009. She is also currently a Director of our Section. She participates in a multitude of outside activities and organizations. Each January she assists the local Future Cities Competition by mentoring and judging grade school children.

Brian D. DiBiase was recently promoted to Project Manager. Mr. DiBiase has been with McMahon for eight years, since graduating from Villanova University in 2001. He has worked on a variety of design projects from smaller Highway Occupancy Permit (HOP) designs to larger-scale highway design projects. Additionally, he has prepared detailed drawings for studies and reports, project cost estimates, pavement design reports, and handled construction related tasks. Mr. DiBiase is a registered Professional Engineer in Pennsylvania and recently became certified as Professional Traffic Operations Engineer certification.

**Jehanian New President of ITS PA**

**Karen Jehanian**, President of KMJ Consulting, Inc. was elected as President of ITS Pennsylvania's 2009 Board of Directors. ITS Pennsylvania is a state chapter of the **Intelligent Transportation Society of America**. The executive team consists of **Greg Kausch**, CATA, as Vice President; **Steve Rozyckie**, Gannett Fleming/GeoDecisions, as Treasurer; and **Keith Mullins**, Gannett Fleming/GeoDecisions, as Secretary.

As President of ITS-PA, Karen's goal is to work with the public sector leaders to strengthen the organization and advance intelligent transportation systems in Pennsylvania.

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**Urban Honored as One of Best**

**Urban Engineers, Inc.** has been honored with 9th place in the Large Company category in the annual Best Places to Work in PA for 2008 survey (moving up from 33rd place last year!).

For the competition, random employees in the firm's Pennsylvania offices were surveyed on employee experience and the company's policies, practices, philosophies, systems, and demographics were also reviewed.

**LITTLE KNOWN LAWS**

*Continued from Page 4*

**Handy Guide to Modern Science —**

If it's green or it wiggles, it's Biology. If it stinks, it's Chemistry. If it doesn't work, it's Physics.

**The Dilbert Principle —** The most ineffective workers will be systematically moved to the place where they can do the least damage — management.


**Ralph's Observation —** It is a mistake to allow any mechanical object to realize that you are in a hurry.

**Cannon's Comment —** If you tell the boss you were late for work because you had a flat tire, the next morning you will have a flat tire.

**Whenever you are asked if you can do a job, tell 'em, "Certainly I can!" Then get busy and find out how to do it.**

— Theodore Roosevelt

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