



TIME IS MONEY

By Senator Rob Wonderling

In 1981 I bought my first car, a 1967 Dodge Dart for \$600. It was an ugly green four door with over 100,000 miles on it. I called it "The Party Dart." I didn't have any spare money to "party" let alone pay for full service, so I learned to change the oil myself, which took me hours to accomplish and was a huge mess. When I got my first job out of college I sold the car to a junkyard to pay for my first business suit.

Today, I take our family car to JiffyLube to have the oil changed. And like the commercial says, I'm outta there in no time, no mess, no hassle.

In 2009, we take for granted a lot of things that used to take time that now don't. Unfortunately, when it comes to fixing Pennsylvania's roads and bridges the opposite seems to be true. Not too long ago, Pennsylvania's transportation system was the envy of the country. Our turnpike and Interstates were second to none. With our investment in infrastructure came economic growth and prosperity.

As our investment in our roads and bridges dried up, so has our economic growth. It threatens not only jobs, but the safety of our drivers as well.

All Pennsylvanians depend heavily upon an efficient, safe and reliable transportation system, but most people don't think about how transportation affects them on a daily basis. The truth is we take it for granted unless there's a problem.

On January 27, I held the first of several hearings as Chairman of the state Senate Transportation Committee to determine what we can do to bring Pennsylvania's infrastructure system into the 21st century. Some of the discussion focused upon the one-time stimulus package proposed by the Obama Administration. With more than 121,200 miles of roadway, the stimulus would repair less than one percent of Pennsylvania's highways.

While we should be prepared to take advantage of this funding, it by no means will solve our long-term infrastructure needs.

You all know the facts: One in four bridges in Pennsylvania is structurally deficient, 33 percent of our interstates and major routes are in fair to poor condition, the Turnpike has more than \$3 billion in outstanding bond debt on its

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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

SUBJECT: The "Big Dig" and What Went Wrong

SPEAKER: Robert C. McCue, P.E., MDC Systems

RESERVATIONS MUST BE SUBMITTED BY FRIDAY, MARCH 6. 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, Engineers' Club of Philadelphia, 215 S. 16th Street, Suite 16, Philadelphia, PA 19102. Reservations can also be made on the Engineers' Club message center, (215) 985-5701, 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.**

SPECIAL FEATURE: Life Members Night. Newly-inducted Life Members will be featured and honored at this meeting as guests of the ASCE, Phila. Section.

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APRIL DINNER MEETING

American Society of Civil Engineers, Philadelphia Section

THURSDAY, APRIL 2, 2009

Crowne Plaza Philadelphia-Valley Forge • 260 Mall Boulevard, King of Prussia

NOTE CHANGE IN DATE AND LOCATION!

Cocktails 5:30 PM • Dinner 6:30 PM • Meeting 7:30 PM

SUBJECT: The Future of the US 422 Corridor

SPEAKER: Leo D. Bagley, Section Chief, Transportation Planning, and Assistant Director, Montgomery County Planning Commission

Please mark your calendars for this interesting and insightful presentation. More information will be provided in the April/May edition of *THE NEWS*.

NOMINATIONS FOR SECTION OFFICES NOW OPEN

In accordance with the Constitution and Bylaws of the ASCE, Phila. Section, President **Mark Tiger** has appointed the Nominating Committee to recommend a slate of Officers for all Section elective offices for the 2009-10 administrative year.

The positions which will be open for nominees are President Elect, Vice President, Treasurer, Membership Secretary, and at least three Director positions.

The deadline for nominations is **Friday, March 27**. Any nomination should be submitted to the Section's Secretary, **AnnMarie Vigilante**, whose contact information is given on page 2.

COMING NEXT ISSUE...

- More information on the April meeting
- This year's Spring Social
- The 2009 Section Award recipients
- Report on the March meeting
- Our annual Presidential sendoff

Look for this in the April/May edition of *THE NEWS*, coming in late March.

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



PRESIDENT'S MESSAGE

It seems as if the ASCE season is coming to an end quickly, as we're now gliding into March. Spring is definitely in the air as the **Spring Social** is now "under construction" and more details will be provided on the date and location soon (they were not quite ready to be publicized in this issue of *THE NEWS*).

As I mentioned last month, this year continues to be a little chaotic, which those around me have assured me is normal.

I would once again like to thank all who supported the **Younger Member Forum (YMF)** with their efforts on the **Eastern Regional Younger Members Conference (ERYMC)** in February. It was a successful and memorable event, and I'm glad we could all help.

I hope I didn't hit too raw a nerve with some of my musings last month. The key part of my story is that it is definitely a "Lesson Learned" activity. Again, please, if nothing else, do NOT follow my example! Even though we know what we do is important, family quality time is an even higher priority.

National's release of its **National Infrastructure Report Card** was timely with the talk of stimulus and bailout at the federal and state levels. It seems strange to be proud of a grade of D, as much as we can't be proud of it, but at least we know what we can do about it and why our elected officials need to help us get this done. (More information is available at www.asce.org/reportcard/2009).

Engineers Week was another success we can be proud of, and the activities went off well. Congratulations to ASCE, Philadelphia Section members **Dave Lowdermilk** and **Joe Platt** on their respective honors of **Delaware Valley Engineer of the Year** and **Delaware Valley Young Engineer of the Year**.

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

PLEASE CHECK YOUR MAILING ADDRESS

We receive several returned copies of *THE NEWS* each mailing. The usual reason for the return is insufficient mailing address.

As you renew your ASCE dues, please check your preferred mailing address for correctness. In order to have your mail delivered to you, your address needs to be as complete as possible — if you work in an office building or complex, the street address AND the office/floor/suite number needs to be included.

You can also check your information on ASCE's database at any time through National's website (www.asce.org) in the Member Profile section. You may need to establish a username/password for your account to do this, if you have not previously done so.

Another option remains — our e-mail service which will get *THE NEWS* to your computer literally "hot off the presses." You can sign up for this service very easily through our website (www.asce-philly.org). This typically gets *THE NEWS* to you about a week faster than it will arrive through the mail (longer if your postal carrier is a slow reader!)

We appreciate your cooperation on this to ensure that *THE NEWS* and other ASCE mailings find you efficiently and quickly.

CONTINUING EDUCATION OPPORTUNITIES

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**

MARCH DINNER MEETING

Continued from Page 1

In the early 1990's contracts were awarded for the "Central Artery/Third Harbor Tunnel" project in Boston, more commonly known as the "Big Dig," to provide highway control and monitoring systems using "State of the Art" architecture developed by MIT. By 2000, they system was only partially installed and experiencing cost overruns and delays. The automation contractor was approximately \$100 million over their original estimate, no schedule milestones were being met and no completion dates could be forecast. As the work evolved, the initial specifications for central processing, data through-put, processing speed, memory, bandwidth, storage capacity and graphics capabilities proved to be hopelessly inadequate for the actual requirements. Additionally, the customer made the observation that "present day" computer games had improved graphics over the highway automation system which remained incomplete. Mr. McCue will explore what went wrong and who could have foreseen the problems.

Robert C. McCue, P.E., Managing Partner of MDC Systems, has over 30 years Engineering and Project Management experience on many domestic and international projects in the Engineering design, contract administration, construction and construction claims analysis and resolution areas. Additionally, he has taught many project management seminars and courses at Penn State University, Great Valley Campus and is a guest lecturer at the University of Pennsylvania for graduate project management programs.

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 for more information.

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MARCH 13, 2009**

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.

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THANKS TO OUR SPONSORS

We have climbed to a total of 25 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.

YOUNGER MEMBER FORUM NEWS

Lindsey Glavin, Forum Editor
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ERYMC A Success

The Eastern Region Younger Members Council (ERYMC) held its annual **Multi-Regional Leadership Conference** at the Crowne Plaza Cherry Hill on February 6-7. The event was attended by over 75 younger members from Regions 1, 2, 4 and 5 and featured several prominent speakers from the ASCE, Philadelphia Section including Section President **Mark Tiger**, Section Director **Ann Tomalavage**, and Past President **Joseph Syrnick**. Presidents of two local firms, **Edward D'Alba** (Urban Engineers) and **Anthony Bartolomeo** (Pennoni Associates) also spoke to the gathering. By many accounts the conference was a rousing success.

YMF Past President **Joe Platt** did a major share of the planning and "legwork" to ensure that this would be a great event, and we thank him for his efforts. Other YMF members who helped with the various conference activities were current YMF President **Don Gusic**, **Jeremy Chrzan**, **Guy DiMartino**, **Cathy Farrell**, **Chris Gray**, **Adrienne Nikolic**, **Dave Petrucci**, **Jen Reigle** and **Mike Wagner**. Thanks to all who made this happen!

Our counterparts from South Jersey's YMF were also instrumental in pulling this event off. Thanks to **Jamie Gooch** and her group as well.

ASCE YMF CAN Make a Difference

YMF is creating a can structure to raise awareness of global hunger. The event, called **Canstruction**, will be held at **Liberty Place** on **April 18** with structures on display through **April 26**. Locally, the event is sponsored by **Philabundance** and **AIA Philadelphia**. YMF will be organizing food drives and collecting donations from corporate sponsors to collect thousands of cans to build their structure "*Stop Hunger*." The structure will be in the octagonal form of a stop sign which will spell the word "hunger" in lieu of "stop." This will send a powerful message to the community and beyond. After the event, all of the cans will be collected and donated to Philabundance for distribution to those in need. For more information about the event or how you can help YMF, please contact **Chris Gray**. He can be reached at cgray@timhaahs.com.

Critical Issues Seminar Set

Our annual **Critical Issues Seminar** will be held on **Tuesday, April 28**. Please hold the date. More details will be provided in the next edition of *THE NEWS* and on our website. Anticipated speakers include representatives from the City of Philadelphia, SEPTA, DVRPC, ASCE National and potentially PennDOT.

Congratulations Joe Platt!

Joe was honored as the **Delaware Valley Young Engineer of the Year** and received this formally during Engineers Week at the Young Engineer Dinner, which was held at the Union League on Wednesday, February 18.

16 THINGS IT TOOK ME OVER 50 YEARS TO LEARN

Your Editor, who has learned a thing or two in his fifty years (not including counting past 50, obviously!), thought these sage observations compiled by humor columnist **Dave Barry** would be of use to you.

1. Never, under any circumstances, take a sleeping pill and a laxative on the same night.
2. If you had to identify, in one word, the reason why the human race has not achieved, and never will achieve, its full potential, that word would be "meetings."
3. There is a very fine line between "hobby" and "mental illness."
4. People who want to share their religious views with you almost never want you to share yours with them.
5. You should not confuse your career with your life.
6. Nobody cares if you can't dance well. Just get up and dance. (This one is very important!)
7. Never lick a steak knife.
8. The most destructive force in the universe is gossip.
9. You will never find anybody who can give you a clear and compelling reason why we observe daylight savings time. [By the way, just in case you're wondering, we "spring forward" on March 8. - Ed.]
10. You should never say anything to a woman that even remotely suggests that you think she's pregnant unless you can see an actual baby emerging from her at that moment.
11. There comes a time when you should stop expecting other people to make a big deal about your birthday. That time is age 11.
12. The one thing that unites all human beings, regardless of age, gender, religion, economic status or ethnic background, is that, deep down inside, we ALL believe that we are above average drivers.
13. A person, who is nice to you, but rude to a waiter, is not a nice person. (This is very important. Pay attention. It never fails.)
14. Your friends love you anyway.
15. Never be afraid to try something new. Remember that a lone amateur built the Ark. A large group of professionals built the Titanic.
16. Thought for the day: Men are like fine wine... they start out as grapes, and it's up to women to stomp the guts out of them until they turn into something acceptable to have dinner with.

FEBRUARY MEETING REPORT

Thursday, February 12, 2009

Crowne Plaza Hotel, Cherry Hill, NJ

The Route 52 Causeway Project

by Robert Wright, Editor

If it's February, we must be in South Jersey. The Section's Meeting program, "on the road" so far this year, found a number of Section Members making the short hop across the Delaware to the Crowne Plaza to join with our brethren of the South Jersey Branch of the New Jersey Section. The strong winds of the day might have made the trip seem a little longer (in your Editor's case it seemed that the force was a tailwind as he made remarkably good time on his own trip). The warm weather earlier in the week made it appropriate for us to hear about work in Ocean City, a summertime refuge for many, and a respectable crowd of over 80 folks showed up to see what's going on there.

Branch President **Wayne Roorda** got things started with a welcome and several announcements, followed by Section President **Mark Tiger** with some news of our Section. **President Roorda** brought **Rowan University** Student Chapter Advisor **Josh Wyrick** to the podium, and he, along with three Rowan sophomores, **Katie Booth, Laura Thrall** and **Jessica Tryner**, outlined a summer project on which they worked on the Columbia River in Oregon and Washington.

Following this, President Tiger introduced the evening's speakers to begin the meeting program.

Project Background

Maher (Mike) A. Sidani, the Project Manager for the design of the Route 52 Causeway replacement project, was the first of two presenters. He leads the design team and is with Michael Baker Jr., Inc. where he serves as Vice President/Operations Manager. He gave a brief background of the effort. It includes a two-mile connection between Somers Point and Ocean City and is one of the largest transportation projects undertaken by the New Jersey Department of Transportation (NJDOT) as well as the largest project to date in South Jersey.

The effort is divided into two contracts. The first, **Contract A1**, currently under construction, is anticipated to be completed this summer. It includes the replacement of the low-level bridges in basically the center of the current corridor. Design of the second, **Contract B**, has been completed and it is scheduled to be advertised for bids imminently. This will entail construction of the high-level bridges over the navigable channels on either side of Contract A1 and roadway work in both Somers Point and Ocean City. Mr. Sidani added that the intent of the work was to provide a dependable crossing, improve safety, reduce delays to motorists and boaters, provide adequate emergency response, and ensure a safe coastal evacuation route.

Contract A1 will address the immediate needs, as the existing viaduct is aging (built in 1932) and deteriorating, and has a structural sufficiency rating of 3 (for you non-bridge Engineers, the lower the number, the worse the

condition). Mr. Sidani outlined that the contract is worth \$140 million and, happily, is eight months ahead of schedule.

The project development dates to the early 1990's and went through a rigorous environmental impact statement (EIS) and alternative analysis review. Numerous agency clearances and permits would be required and Mr. Sidani walked through the various environmental restrictions on pile driving and dredging in particular that would have to respect and accommodate fish and bird habitats.

The dredging of the ship channels was one option taken into consideration as an alternative to high-clearance structures as movable spans were not preferred by NJDOT. The existing bridges have draw spans for boats to pass. Mr. Sidani explained that the Coast Guard originally requested a 65-foot vertical clearance for watercraft but this was reduced to a more manageable 55 feet.

Baker is the lead consultant for design of both projects, with DMJM as the lead construction management consultant and George Harms Construction the contractor for Contract A1.

Contract A1

Mr. Sidani showed that the new bridge would have to be higher than the existing (elev. 25 as opposed to elev. 7) to get out of the 100-year flood plain. Concrete piles, varying up to 100-120 feet in length, would account for any scour. Pile driving had to be continuously monitored to ensure that vibrations did not adversely affect the adjacent existing bridge. The new bridge is actually two parallel structures and the northbound side was completed first as it is further from the existing viaduct.

The original beam design was changed from segmental concrete to prestressed I-beam. The beams are 93 inches deep and up to 150 feet long with a strength of 8 ksi. Mr. Sidani showed details of vibroconcrete columns that were used to support platforms in areas of poor bearing strength soils, with concrete being pushed into the soil. The bridge includes a continuous 10-foot shared-use path on one side. Other amenities in the contract include a new visitors center and four new fishing piers, all requiring structures of some sort.

Contract B

Mr. Sidani handed off to **Sly Fryc**, Baker's project manager for this design effort. This portion of the construction will hopefully be underway this summer, as Contract A1 ends. It will include the two high-level bridges at either end of Contract A1 and roadway work on both approaches, as well as the removal of the landmark Somers Point Circle.

Mr. Fryc outlined the elements of the contract. Major roadway improvements will occur in both Somers Point and Ocean City, with landscaping, pedestrian paths, bioretention

basins and similar treatments. The historic Somers Mansion, the oldest residence in Ocean County, will be enhanced. Several existing bridge entrance pylons will be restored to reflect the history of the crossing.

New traffic signals will be provided with ITS elements to help manage traffic, which can be quite heavy in the summer season. Mr. Fryc explained the complex maintenance of traffic and construction phasing which has 7 stages and various restrictions for the in-season and off-season timeframes.

Messrs. Sidani and Fryc referred to more detailed information included on NJDOT's website.

Several insightful questions were posed by the audience. One concerned the use of I/D (incentive/disincentive) to keep the project on schedule. The work did not fit the I/D principle all that well, so this method was not used. Another asked the total project cost, which is \$400 million.

Presidents Roorda and Tiger thanked the presenters for a job well done.

2009 ENGINEERS WEEK — ANOTHER SUCCESS

Hopefully this is not the first time you're hearing that **Engineers Week 2009** was celebrated from Friday, February 13 through Saturday, February 21. If it is, that explains why you missed the events — and, once again, the celebrations were successful! The "bookend" events — the Luncheon, held at the Union League in Center City on February 13, featured over 180 guests, and the Banquet, conducted at The Springhaven Club in Wallingford, Delaware County, on February 21, attracted over 170 attendees — were great affairs. The Young Engineer of the Year dinner on February 18 was similarly well attended.

The ASCE, Phila. Section is well-represented this year, with Section Members **David Lowdermilk** inducted as the **Delaware Valley Engineer of the Year** and **Joseph Platt** as the **Delaware Valley Young Engineer of the Year**. *Congratulations, Dave and Joe!*

As we know, the completion of this year's events only kicks off the planning for next year's. The **Delaware Valley Engineers Week Committee (DVEW)** of the Engineers' Club of Philadelphia is always in need of volunteers to assist in many of the activities surrounding Engineers Week. DVEW has a need for your talents and skills in the following areas: newsletter, website coordination, Hall of Fame, Proclamation Luncheon, Annual Banquet, PR, fund development, or general assistance as needed.

If you are interested in volunteering or have any questions on the volunteer opportunities, please contact **Mike McAtee**, Committee Vice Chair, at mjmcaatee@urbanengineers.com or **(215) 922-8081, x 1622**.

ANACE*

1. It's a catastrophe for the apostrophe in Britain

In Birmingham, England's second-largest city, government officials have decided to drop apostrophes from all its street signs, saying they're confusing and old-fashioned.

It seems that city officials have been taking a hammer to grammar for years, quietly dropping apostrophes from street signs since the 1950s. Through the decades, residents have frequently launched spirited campaigns to restore the missing punctuation to signs denoting such places as "St. Pauls Square" or "Acocks Green."

This week, the council made it official, saying it was banning the punctuation mark from signs in a bid to end the dispute once and for all.

Councilor Martin Mullaney, who heads the city's transport scrutiny committee, hopes to stop public campaigns to restore the apostrophe that would tell passers-by that "Kings Heath" was once owned by the monarchy. "Apostrophes denote possessions that are no longer accurate, and are not needed," he said. "More importantly, they confuse people."

But grammarians say apostrophes enrich the English language.

"They are such sweet-looking things that play a crucial role in the English language," said Marie Clair of the Plain English Society, which campaigns for the use of simple English. "It's always worth taking the effort to understand them, instead of ignoring them."

Mullaney claimed apostrophes confuse GPS units, including those used by emergency services. But Jenny Hodge, a spokeswoman for satellite navigation equipment manufacturer TomTom, said most users of their systems navigate through Britain's sometime confusing streets by entering a postal code rather than a street address. She said that if someone preferred to use a street name — with or without an apostrophe — punctuation wouldn't be an issue. By the time the first few letters of the street were entered, a list of matching choices would pop up and the user would choose the destination.

Thanks to the Associated Press for this article.

2. Happy St. Patrick's Day — When Everyone Is Irish

We at *THE NEWS* like to show off the part of our mostly-Irish heritage for St. Patrick's Day (when everyone's Irish anyway). We have provided poems, etc. in the past. Recently, we stumbled upon this tidbit, which we share for your enlightenment and enjoyment.

Moneygall is a small village in County Offaly, Ireland. It has a population of approximately 300 people, a Roman Catholic church, five shops, a post office, a national school, a police station and two pubs. (Hmmm...two pubs for 300 people — sounds low!)

President Barack Obama's great-great-great grandfather, **Falmouth Kearney**, emigrated from Moneygall to New York City at the age of 19 in 1850 and eventually resettled in Tipton County, Indiana. Kearney's father had been the

village shoemaker, then a wealthy skilled trade.

To cite this little-known fact about our new President, **Hardy Drew** wrote and recorded this song (the performance can be seen at <http://www.oneeyedparrot.org/obama.html>).

No one as Irish as Barack O'Bama

By Hardy Drew

O'Leary, O'Reilly, O'Hare and O'Hara
There's no one as Irish as Barack O'Bama

You don't believe me, I hear you say
But Barack's as Irish, as was JFK
His granddaddy's daddy came from Moneygall
A small Irish village, well known to you all

Toor a loo, toor a loo, toor a loo, toor a lama
There's no one as Irish as Barack O'Bama

He's as Irish as bacon and cabbage and stew
He's Hawaiian, he's Kenyan, American too
He's in the White House, he took his chance
Now let's see Barack do Riverdance

Toor a loo, toor a loo, toor a loo, toor a lama
There's no one as Irish as Barack O'Bama

From Kerry and Cork to old Donegal
Let's hear it for Barack from old Moneygall
From the lakes of Killarney to old Connemara
There's no one as Irish as Barack O'Bama

O'Leary, O'Reilly, O'Hare and O'Hara
There's no one as Irish as Barack O'Bama
From the old Blarney Stone to the Great Hill of Tara

There's no one as Irish as Barack O'Bama

2008, the White House is green,
They're cheering in Mayo and in Skibereen
The Irish in Kenya, and in Yokahama,
Are cheering for President Barack O'Bama

O'Leary, O'Reilly, O'Hare and O'Hara
There's no one as Irish as Barack O'Bama

The Hockey Mom's gone, and so is McCain
They are cheering in Texas and in Borrisokane,
In Moneygall town, the greatest of drama,
For our Famous president Barack O'Bama

Toor a loo, toor a loo, toor a loo, toor a lama
There's no one as Irish as Barack O'Bama

The great Stephen Neill, a great man of God,
He proved that Barack was from the Auld Sod
They came by bus and they came by car,
To celebrate Barack in Ollie Hayes' Bar

O'Leary, O'Reilly, O'Hare and O'Hara
There's no one as Irish as Barack O'Bama

**ANACE — Almost Nothing About or Concerning Engineering*

**Do not regret growing older.
It is a privilege
denied to many.**

— Unknown

SECTION SCHOLARSHIPS HERE FOR THE TAKING

The ASCE, Phila. Section is proud to announce the opening of our scholarship program/competition. We will award up to two scholarships to undergraduate Civil Engineering students this year! 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. Applications are due **Friday, April 3!** Awards will be made at our Spring Social/Dinner Dance.

STUDENT SCHOLARSHIP

One scholarship will be awarded.

Eligibility Requirements:

- The student must be matriculating in a full-time Civil Engineering or Architectural Engineering program in one of the five colleges which have Student Chapters in the Philadelphia Section (Drexel University, Swarthmore College, Temple University, Villanova University or Widener University).
- The student must be an active participant in the ASCE Student Chapter.
- Students in their sophomore and junior years (and Pre-Juniors at Drexel) are eligible to submit.

SECTION MEMBER SCHOLARSHIP

One scholarship will be awarded.

Eligibility Requirements:

- The student must be the child of an active Philadelphia Section member.
- The student must be matriculating in a full-time Civil Engineering or Architectural Engineering program at an accredited college or university.
- The student must be an active participant in the ASCE Student Chapter at his/her school.
- Students in their sophomore and junior years are eligible to submit.

Submission

The candidate will be required to submit an essay, limited to 1000 words, on the following topic: *"Given the current debate on how economic stimulus is needed to address public works/infrastructure needs, coupled with the depressed money and job markets, how would you use this opportunity to educate people on the role of the Civil Engineer in infrastructure?"*

The candidate's name, GPA and/or class rank and an address/telephone number where they can be reached must be included. Additional information for consideration (such as need) is allowed. A letter and/or resume is an acceptable means to provide this information. A recommendation letter from the candidate's faculty advisor is not required but is strongly suggested.

For the *ASCE, Phila. Section Member Scholarship ONLY*, a second letter of recommendation from a faculty member of the candidate's Civil Engineering program (other than his/her advisor), or a present or past employer, is required.

Submissions should be directed to: **Thomas W. Brady, P.E.;** The Louis Berger Group, Inc.; Manager, Transportation Engineering; 350 Eagleview Blvd., Suite 250; Exton, PA 19341-1178.

TECHNICAL GROUP MEETINGS

Construction Technical Group; Transportation and Urban Development Technical Group

SUBJECT: LaSalle University Pedestrian Bridge / West Campus Expansion Project

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

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

Mr. Wright will discuss LaSalle University's massive construction program which included the renovation and expansion of Holroyd Hall, the building dedicated to the University's science departments; the renovation of the former Germantown Hospital complex for its nursing program; and the construction of a pedestrian bridge. He will focus on the unique challenges that the Urban Engineers team faced regarding the existing topography, utility relocation, stormwater management, environmental compliance, structural design of the bridge, coordination and construction phasing and scheduling.

PRICE: Only \$10. (Students \$5.)

Structures Technical Group Meeting

SUBJECT: Scour Analysis and Countermeasures Design Certificate Course for Bridges

SPEAKERS: Dr. Peggy Johnson, Chairperson Civil Engineering Department, Pennsylvania State University; Dr. Nazhat Aboobaker, Adjunct Professor, Widener University; Dr. Mohiuddin Ali Khan, Adjunct Professor, Temple University

DATE: Wednesday, April 22, 2009

TIME: 9:00 AM – 4:30 PM (8:30 AM Registration; coffee break, buffet lunch and afternoon tea break included)

LOCATION: Municipal Services Building; 15th Street and Kennedy Blvd., 16th Floor, Room C

COST: \$250 pp including refreshments and buffet lunch

Believe it or not, scour is the leading cause of bridge failure. This one-day course taught by experts in this field is an overview of scour analysis and design of scour countermeasures. The course provides an understanding of theoretical and practical requirements for selection and application of scour countermeasures based on erosion type, substructure component, and economics.

This course is based on procedures of current PennDOT D.M.4, FHWA HEC-18 and HEC-23 Publications. NCHRP 24-07 and CIRIA Manual on Scour at Bridges Guidelines will be discussed, as well as recent progress made by other States Manuals in using new countermeasures and recommendations. Price of course includes folder with essential notes and solved examples.

As Professional Engineers licensed in PA, MD, DE, NJ and UK the team of experts has

acquired considerable experience in the design and analysis of scour countermeasures.

Reservations: Please send your check for the number of attendees at \$250 per person. Checks should be made payable to "Philadelphia Section ASCE" and sent to ASCE, Engineers' Club of Philadelphia, 215 S. 16th Street, Suite 16, Philadelphia, PA 19102-8186.

Reservations can be made through Dr. Khan, Chairman ASCE Structures Group at mohidin@temple.edu, through the Engineers' Club at (215) 985-5701, or via e mail at info@asce-philly.org.

SPONSOR PROFILE

KMJ Celebrates 10th Anniversary

Recently, some of you have asked about KMJ — how long we have been in business, what our staff size is, and on what types of projects we are involved. As we celebrate our 10th anniversary, KMJ thought this was the perfect time to give you an update.

The KMJ team has grown to a staff of 10, with plans to expand further this year. Our technical staff includes traffic engineers, planners, scientists, a technical writer, and TMC operators. A great administrative staff supports us.

Our client base has grown, too, to include USDOT, the Federal Transit Administration (FTA) the I-95 Corridor Coalition, PennDOT, DelDOT, and many consulting firms for which we provide subconsultant services. KMJ has completed a variety of projects, ranging from traditional traffic engineering studies and design to ITS strategic planning.

2008 was an exciting year of growth, with 2009 holding even more promise and opportunities for us!

Finally, and most importantly, we want to sincerely thank you, our long-time clients and friends, for your continued support. We have enjoyed collaborating with each of you on our many projects, and we would not be here without you. To our new friends and clients: we look forward to many years ahead!

We look forward to working together on the next chapters of KMJ's story!

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 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

TIME IS MONEY

Continued from Page 1

books, and almost fifty capacity expansion projects have either been eliminated or put on hold: projects such as the widening of Route 22 in Lehigh County in my district; the expansion of Potters Mill US 322, and the Route 23 Realignment Project. In the Philadelphia Metro Area, the average commuter wastes 38 hours per year sitting in traffic and wastes 24 gallons of fuel, up from 16 hours in 1982.

If time really is money, then we need to do a much better job of reducing the time it takes to complete a project.

People are busier today, with more demands on their time than ever before. Drivers in Pennsylvania have an expectation of how long it will take them to get from Point A to Point B. One of the core functions of our state government is to ensure those expectations are met as reasonably as possible.

Over the next four months, in coordination with PennDOT and the private sector, we will be examining ways in which we can accelerate the time it takes to award a contract, look for new products and technology that can be used to decrease project time, improve our current design-build procurement law, and find ways to better work with utilities and railroads during the project planning process, among other items.

We will also create and put forth a plan for utilizing applied research and development to regain Pennsylvania's transportation leadership role.

Pennsylvania has a long history of improving our citizens' mobility. We must reverse the trend of a decreasing population and slow economic growth and return Pennsylvania as a leader in new technologies.

We will all have to work together to modernize and reform Pennsylvania's infrastructure and I am calling on every person in the Commonwealth to play a part in moving this ball forward and over the goal line.

Today, I am asking you to provide me with your email address, to join our advocacy effort to not only make Pennsylvania's infrastructure safer and more efficient, but to truly reform and modernize all forms of transportation within the Commonwealth. Please email me at rwonderling@pasen.gov. I look forward to working with you on this important effort.

Robert C. Wonderling is a Republican member of the Pennsylvania State Senate who has represented the 24th District since 2003. His district includes portions of Montgomery, Berks, Lehigh and Northampton Counties.

interesting and enlightening experience.

If you are interested in being a Special Awards judge for the Section please contact **Chris Rood** at chris.rood@aecom.com. 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.

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.

If stupidity got us into the mess, then why can't it get us out?

— Will Rogers

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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 Sciochetti** 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.


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