

2012 SPRING SOCIAL – KICKING OFF OUR 100th ANNIVERSARY CELEBRATION DOWN BY THE WATERFALL...

This year's Spring Social and Awards Dinner will, appropriately enough, feature a Historic Engineering Landmark. The venue will be the **Water Works Café**, adjacent to Boat House Row and behind the Museum of Art on the Schuylkill River. It will be held on **Friday, May 18** starting at 7:00 PM. Please mark your calendars and plan to attend.

We hope you can join us for an evening of socializing and networking with your colleagues as we welcome our new officers, thank our outgoing officers, begin our 100th Anniversary celebration and festivities, and honor our 2012 Award Recipients at a tranquil location close to busy Center City.

More details on the venue, cost and registration will be provided in the May edition of *THE NEWS*.



100th ANNIVERSARY LOGO – WE HAVE A WINNER!

Earlier this year, our ASCE, Phila. Section started a contest to develop a logo that would be used to cite our upcoming 100th Anniversary. Ten entries were submitted and placed on our website for your review and voting.

We are proud to announce that we have the results of this competition, and the winning logo is shown above. The logo was submitted by **Laura Frein of Michael Baker Jr., Inc.** As our reward, Laura will receive the promised two complimentary tickets to all Section-hosted events during our 100th Anniversary season.

We thank all submitters and all of you who participated in the voting/ranking process.

APRIL DINNER MEETING

American Society of Civil Engineers, Philadelphia Section

THURSDAY, APRIL 12, 2012

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

This meeting will follow the format followed for the past two seasons. Meeting attendees will assemble in the main room of the Center for dinner and announcements, then break out to other rooms depending on which topic they want to hear.

RESERVATIONS MUST BE SUBMITTED BY FRIDAY, APRIL 6. For reservations submitted by the deadline, the cost per attendee will be \$40, with a half-price (\$20) cost per government agency employee and students. Reservations received after the deadline and “walk-ups” without prior reservations paying at the door will be charged \$50 (government agency employees and students will be charged at the discounted \$20 rate) but 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.**

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, **215-985-5703**, or via e-mail at info@asce-philly.org. You may also electronically reserve through our website (www.asce-philly.org) and pay via PayPal. PLEASE NOTE THAT PayPal WILL NOT BE AVAILABLE AS A PAYMENT OPTION AFTER THE RESERVATION DEADLINE.

SPECIAL FEATURES:

LIFE MEMBERS NIGHT – Newly-inducted Life Members will be featured and honored at this meeting as guests of the Section.

PAST PRESIDENTS NIGHT – Past Presidents are invited to attend this meeting as guests of the Section in appreciation of their service and assistance.

VILLANOVA UNIVERSITY NIGHT – The ASCE Student Chapter, Faculty and Alumni of the Department of Civil and Environmental Engineering of Villanova University will be honored at this meeting. All Faculty, Alumni and Students are cordially invited to attend and participate.

The Villanova Conference Center is NOT on the University’s campus. For directions, please visit <http://www.acc-villanovaconferencecenter.com/directions.cfm>.

ENSURING SUSTAINABLE WATER RESOURCES IN THE DELAWARE RIVER BASIN

(sponsored by Environmental and Water Resources Technical Group)

SPEAKER: Carol R. Collier, P.P., AICP, Executive Director, Delaware River Basin Commission (DRBC)

Carol Collier is the Executive Director of the DRBC, an interstate/federal commission that provides a unified approach to water resource management without regard to political boundaries. Before joining the DRBC, Ms. Collier was Executive Director of Pennsylvania’s 21st Century Environment Commission which was set up to establish the Commonwealth’s environmental priorities and recommend a course of action for the next century. Prior to that, she was the Regional Director of the Pennsylvania Department of Environmental Protection (PADEP) Southeast Region. She also served 19 years with BCM Environmental Engineers, Inc., beginning as a student intern and ultimately becoming Vice President of Environmental Planning, Science and Risk.

Ms. Collier has a B.A. in Biology from Smith College and a Masters in Regional Planning from the University of Pennsylvania. She is a Professional Planner licensed in the State of New Jersey, a member of the American Institute of Certified Planners (AICP) and a Certified Senior Ecologist.

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PRESIDENT'S MESSAGE

This month I want to highlight something for us to be grateful for: the Engineer of the Year and the Young Engineer of the Year are "two of our own", and the US Senate approved the Surface Transportation Authorization Bill (S 1813) with strong BIPARTISAN support.

The **Engineer of the Year** is **Tim Haahs, P.E., AIA**. (We'll forgive him for being an architect!) Tim's company (Tim Haahs & Associates) provides national and international services in planning and design of mixed-use and parking structures. Tim is a pioneer in changing our notion of parking facilities. When Tim started his firm in 1994, he believed that parking would become a major issue in the future, and that the typical cement stand-alone garage would likely evolve into a structure meant for more than just parking. He was right—more aesthetically pleasing mixed-use facilities that meld with the communities they serve are slowly replacing the traditional garage. Tim has spoken about this subject at the United Nations. Tim is a very busy man. In addition to his professional duties, he is a pastor of Calvary Vision Church.

The **Young Engineer of the Year** is **Cathy Farrell, P.E.** She is an assistant project manager in the transportation department of Michael Baker, Jr. Cathy thrives in seeing her projects materialize from ideas to tangible improvements that benefit society. Her most recent role was assistant project manager for the Gustine Lake Interchange project, a \$20 million American Recovery and Reinvestment Act project that replaced four structurally deficient bridges and removed and replaced a fifth bridge in an urban interchange. Cathy has also established a corporate-wide mentoring program at Baker. She volunteers with St. Alphonsus Parish's Aids of Friends Ministry where she prepares meals for the elderly.

Please join me in congratulating Tim and Cathy. They will both be excellent spokespersons for Engineering in the Delaware Valley. I know they will spread the word about what Engineers do—a well-kept secret.

Shifting gears to the Senate, the bill is called the Moving Ahead in Progress in the 21st Century Act (MAP-21). It passed by a vote of 74-22, nothing short of miraculous. You can go to http://www.govtrack.us/congress/vote.xpd?vote=s2012-41&utm_source=@SenateFloor to see how the vote went. Please join me in writing to **Senator Bob Casey (www.casey.senate.gov)** to thank him for voting in favor of the bill. (Senator Pat Toomey voted no. What a surprise.)

Sincerely,

Ann M. Tomalavage, P.E., PMP, LEED AP
President, ASCE, Philadelphia Section

ASCE, PHILADELPHIA SECTION OFFICERS AND BOARD OF DIRECTION – 2011-12 SEASON

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APRIL DINNER MEETING

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PROMOTING GREEN BUILDING AND ROLE OF PHILADELPHIA 2013 INTERNATIONAL CONFERENCE

(sponsored by the Structural Engineering Institute)

SPEAKER: Heather Shayne Blakeslee,

Deputy Director for Operations, Programs, and
Community, Delaware Valley Green Buildings
Council

The annual Greenbuild International Conference and Expo was launched in 2002 as the world's largest conference and expo dedicated to green building. Greenbuild features three days of inspiring speakers, invaluable networking opportunities, industry showcases, LEED workshops and tours of the host city's green buildings. Buildings in the United States are responsible for 39% of CO2 emissions, 40% of energy consumption, 13% water consumption and 15% of GDP per year, making green building a source of significant economic and environmental opportunity. Greater building efficiency can meet 85% of future U.S. demand for energy, and a national commitment to green building has the potential to generate 2.5 million American jobs.

In 2013, Greenbuild will be held in Philadelphia, running from November 20–22.

Ms. Blakeslee holds a dual bachelors degree in English and Philosophy from Muhlenberg College, and her nonprofit administration experience has stretched over 15 years in areas that span the arts, healthcare, social justice, and green building advocacy. She has lectured at the Greenbuild International Conference and Expo on the intersection of green building and social equity. She is also a steering committee member of Philadelphia's Urban Sustainability Forum. In 2010, the Pennsylvania Environmental Council named her one of the state's "40 Under 40," a distinguished group of young environmental advocates, and she was recently named one of the City of Philadelphia's 2012 Next Generation of Leadership: Rising Stars.

GEOTECHNICAL INVESTIGATIONS, DESIGN AND MONITORING OF A LANDFILL AND MSE BERM OVER SOFT MINE BACKFILL

(sponsored by the Delaware Valley Geo-Institute)

SPEAKER: Frank Adams, Golder Associates

Information on the speaker and topic is not available at presstime. Please consult the website (www.asce-philly.org) for more info.

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**COPY DEADLINE FOR
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APRIL 16, 2012**

OVER 100 LOCAL FIRMS MET THE MEMBERSHIP CHALLENGE!

You may recall that, last fall, ASCE held a competition to see which Section would have the highest percentage of renewed members by November 15. To help our Section's efforts of winning the \$1,000 in prize money to support our local activities, we challenged our members to compete in a smaller version of the challenge. Below is a listing of all of the companies and organizations in the Philadelphia Section that had 100% of their ASCE members renew by November 15. Congratulations and thanks for your efforts!

Unfortunately, we didn't win the national prize — we congratulate the Louisiana Section, which did.

If you haven't renewed your 2012 membership, please contact www.asce.org/renewal or call (800) 548-ASCE.

A.W. Lookup Corporation; AAT; Advanced Infrastructure Design; Advertising.com; Air Products & Chemicals; Ammann & Whitney; Ang Associates Inc/CSA Group

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Malarkey Consulting Inc; Mark G Hintenlang; Materials Research & Design Inc; Medveczky Associates Ltd; Miller Environmental Inc; MIMM Associates Inc; Mitra and Associates Inc; Motley Associates Inc

NJ Department of Environmental Protection; National Demolition Association; Nave Newell Inc; Norman S Marcus PE

Orbital Engineering Inc; Orndorf & Associates Inc
PA Air National Guard; Payne Hackenbracht & Sullivan; Penn Virginia Corporation; Philadelphia Gas Works; Philadelphia Industrial Development Corporation; Pitcairn Properties Inc; Plan B Engineering; Poulson & Associates

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S Harris Ltd; S T Hudson Engineers Inc; Schreiter Engineering Associates Inc; Schuylkill River Development Corp; Site Engineering Concepts; South Jersey Gas Co; Stackhouse Bensingier Inc; Storb Inc; Structures Consulting Engineers

Techicon Israel Institute Of Technology; Technicon Enterprises Inc II; The ELM Group Inc; Theta Consulting; Trauner Consulting Services; TREC Group Inc

US Army Corps of Engineers; Upper Darby Township

Vandemark & Lynch Inc; Vitetta
Waste Management Inc; WJ Castle PE and Associates PC; Woodrow & Associates Inc

SECTION SCHOLARSHIPS AWARDED

As reported in the March edition of *THE NEWS*, Section Scholarships were awarded to two local students. The number of applications was noticeably down from last year, making the judges' task a little easier to select the most worthy candidates. The judges somehow managed to come through, however, and selected the following:

Nathan Barry, a Junior at Drexel University (and a "repeat", winning a Section Scholarship last year as well)

Charles Evans, a Junior at Widener University
Both received \$1500 and attended our March meeting as guests of the Section, where they were recognized accordingly.

Thanks to the Scholarship Committee for handling this somewhat difficult task. The Committee is chaired by **Jeff Bade**, with assistance from members **Tom Brady, Cathy Farrell, Kristen Bowman Kavanagh, Bill Thomsen, Chris Wright** and **Bob Wright**.

The Section additionally awards a scholarship as part of Delaware Valley Engineers Week. The successful candidate, **Douglas Wentzel**, a junior at Drexel University, accepted this award at the Engineers Week Awards and Proclamation Luncheon on February 17.

STAY HUNGRY. STAY FOOLISH.

— Steve Jobs

ANACE*

WHO MADE THAT?

THE STOP SIGN WASN'T ALWAYS RED

In the early automobile age, American streets existed in a state of anarchy. "Not only were the streets in those days completely disgusting and filthy, but there were horses and bicycles, and it was just completely chaotic," says **Joshua Schank**, CEO of the **Eno Transportation Foundation**, whose namesake and founder, William Phelps Eno, is widely credited with conceiving the stop sign at the turn of the 20th century.

At a time when there were no driver's licenses, speed limits or clear lane demarcations, the notion of a stop sign was revolutionary. In fact, aside from the occasional road markers letting riders on horseback know how far they were from the next city, there was no road or street signage at all. In an article titled "*Reforming Our Street Traffic Urgently Needed*," for *Rider and Driver* magazine, published in 1900, Eno proposed placing stop signs at intersections. It was a civilizing notion that introduced the idea that you had to watch out for others on the road.

Eno became a key figure in a traffic-control awakening that would make great strides in the early 20th century. In 1911, a Michigan road got a center line. In 1915, Cleveland received an electric traffic signal. Detroit, the center of the automobile industry, is credited with installing the first proper stop sign that same year, consisting of a 2' x 2' sheet of metal with black lettering on a white background.

The Mississippi Valley Association of State Highway Departments developed the stop sign's iconic shape. In 1923, the association developed an influential set of recommendations about street-sign shapes whose impact is still felt today. These were based on a simple, albeit not exactly intuitive, idea that the more sides a sign has, the higher the danger level it invokes. By the engineers' reckoning, the circle, which has an infinite number of sides, screamed danger and was recommended for railroad crossings. The octagon, with its eight sides, was used to denote the second-highest level. The diamond shape was for warning signs. And the rectangle and square shapes were used for informational signs.

It took a bit longer to determine the stop sign's color. It wasn't until 1935 that traffic engineers created the first uniform standards for the nation's road signage, the Manual on Uniform Traffic Control Devices (MUTCD), still in use today. It recommended a yellow stop sign with black letters. The 1954 revision, however, called for the stop sign to be red with white letters, in step with the color-coding system developed for the railroad and traffic signals. Although red has always been associated with stop, the problem was the inability to produce a reflective material in red that would last. The development of better products in red in the late 1940's and early 1950's allowed this to be changed.

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MARCH JOINT DINNER MEETING

March 8, 2012

Crowne Plaza Valley Forge Hotel – King of Prussia, PA

Pennsylvania Turnpike Mid-County to Lansdale Reconstruction Project

by Robert Wright, Editor

Our second trip to the northwest suburbs this season presented us with a nice spring day that might have otherwise tempted us to stay outside to enjoy it. Despite that temptation, over 120 folks came out to spend the evening in King of Prussia to hear about highway work on the Pennsylvania Turnpike's Northeast Extension. Like February's meeting, we were at a Crowne Plaza Hotel, but this time, we were in the northwest part of our region rather than the southeast.

Our ASCE, Phila. Section was joined by our counterparts from the Lehigh Valley Section for this event. Section President **Ann Tomalavage** opened the meeting and welcomed all to the Crowne Plaza, bringing Lehigh Valley Section President **Tim Kramer** forward to be recognized and share in the welcome. Membership Secretary **Cathy Farrell** and President-Elect **Jeremy Colello** made a few announcements, including a report on the 100th Anniversary Logo contest (more details are provided elsewhere in this edition). Past President **Ruben David** gave his usual poignant invocation/blessing.

The recipients of Section Scholarships for this season were invited to the meeting and were both able to attend and accept their checks from President Tomalavage. This year's winners were **Nathan Barry**, a junior at Drexel University, and **Charles Evans**, a junior at Widener University. (See the separate article on the Section Scholarship elsewhere in this edition.)

As dinner was wrapping up and dessert was being served, President Tomalavage disclosed that this day was her big brother's birthday – Past President **Bill Malarkey** was in the crowd – and the group sang him a happy birthday, although the large slices of cheesecake handed out for dessert (which were about the size of a small birthday cake!) had no candles for Bill to blow out.

PROJECT BACKGROUND

After the birthday "celebration" for Bill, President Tomalavage brought President-Elect Colello forward once again to introduce the evening's presenters. First up was **Gary Graham**, Assistant Chief Engineer of the Pennsylvania Turnpike Commission, who presented the basics of what is known as the Mileposts A20-A30 total reconstruction and widening program.

Following some short background, Mr. Graham handed off to **Dick Cochrane** of McTish, Kunkel & Associates, the Project Manger, to elaborate. Mr. Cochrane presented the facts and figures of the project. It covers 11 miles and is within the boundaries of 6 separate townships in Montgomery County. There are 13 mainline bridges and 7 overhead bridges within the construction section and the program has a value of \$375 million. It is the most heavily traveled 4-lane section of the entire Turnpike, with an average daily traffic (ADT) of 68,000 and a projected 2030 ADT of 100,000.

Mr. Cochrane outlined the various firms involved in the project team, including the designers, construction management firms and contractors, many of whom were represented in the room.

The Northeast Extension was opened in 1955. Little has been done on it other than routine maintenance in the ensuing years, thus improvements are long overdue. Mr. Cochrane explained that a feasibility study was started in 1997 to explore options for the future roadway. This led to preliminary engineering, which began in 2004. The first contracts were let for the replacement of overhead bridges in 2007, with the mainline contract put out for bids in 2010.

The work was designed to "fit" within the existing right-of-way to minimize impacts to adjacent properties in this heavily-developed corridor. Although the right-of-way width varies between 200 feet and 250 feet, somewhat generous, the projected widening of the roadway would require more real estate if traditional side slopes were employed. To reduce the impacts and possible right-of-way takes, the design included the use of extensive retaining walls, with over \$28 million in such walls to be constructed, allowing the number of right-of-way takes to be reduced from over 100 to 2. The volume of walls, coupled with roughly \$14 million of the project devoted to sound barriers, has the net effect of over 30% of the project budget being spent on non-roadway items.

Mr. Cochrane covered the environmental aspects of the work. Sound walls would be needed, and adjacent residents were permitted to select the exterior finishes of these walls among 17 options. It was determined that just over 2 acres of existing wetlands would be impacted, and it was decided to provide 3.6 acres of new wetlands on the grounds of Norristown State Hospital to mitigate this effect. A former reservoir on the Hospital grounds was filled in to both use construction debris and contribute to the wetland provision. Approximately 300 feet of the bed of adjacent Stony Creek was impacted and mitigated as well.

PROJECT TIMELINE AND ACTIVITY

The project timeline proceeded with the first activity being the overhead bridges. The first two (Bethel Road and Kriebel Road), let in 2008, were handled as design-build ventures. The mainline between Mileposts A26 and A31 was resurfaced because of its deteriorated condition to tide pavement conditions over before the total reconstruction could address them (scheduled to start in 2013-14 at the time, now planned for a letting in mid- to late 2013).

Mr. Cochrane noted that the Mileposts A20-A26 mainline widening followed, with a bid of \$151 million submitted by Walsh Construction. This segment has two major stages of work, with an "inside out" approach, i.e. the widened areas will be completed first, with traffic on the

existing roadway, and traffic will shift to the newly-constructed lanes when they are ready, with work moving to the existing roadway lanes. Site and work area access is a particular concern with the busy traffic on the roadway.

The pavement section is 27 inches in depth (21" asphalt, 6" stone subbase), so excavation will be substantial. There are several undercrossings which have tight dimensions and these will be widened for traffic safety on the involved roadways. Mr. Cochrane reviewed the large amount of wall construction and noted that a good deal of it will utilize the soil nailing technique.

Temporary variable message signs (VMS) are being provided at several off-Turnpike locations to advise drivers of the actual delay that might be encountered and give them a chance to use alternate roadways. This is automatically controlled through the existing Intelligent Transportation System (ITS) measures and speed recorders, which relay information to the VMS. Mr. Cochrane advised that, occasionally, the travel time implies that the speed limit is being violated, but the information is reported in real time with actual measurements.

The project has a significant public outreach and notification element, with open-house meetings, newsletters, and a project website.

OTHER TURNPIKE WORK

Mr. Graham highlighted the Commission's current capital program for other projects ongoing and planned. The Commission has completed 79 miles of total reconstruction to date, with 19 miles under construction and 93 miles in active design. The per mile cost of this program is between \$15 million and \$30 million and averages to about 7 miles per year, which puts the program on an undesirable cycle to complete the entire 500+ miles of the Turnpike system. To deal with this, the Commission is looking at an enhanced program to address 25 miles per year.

Other projects underway include the direct interchange with I-95. Stage 1 of this project, the only one currently funded, is worth \$424 million, and work is underway. Stage 2 will require another \$500 million, and Stage 3, which will provide a new Delaware River crossing, will need an additional \$475 million. Mr. Graham indicated that a program manager contract will be advertised shortly for a study of all-electronic tolling on the Turnpike. There are additionally 70 various construction projects planned to be bid this year, worth a combined \$470 million, and 76 other projects, worth \$451 million, are in active design. Construction management/inspection contracts will also be advertised for the upcoming total reconstruction segments, and at least two design management contracts are also envisioned. The Turnpike will continue to release open-end design contracts as usual.

In response to a question from the audience, Mr. Cochrane stated that no new slip-ramp contracts have been cleared for design, despite the many requests for such facilities.

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THE TOMALAVAGE PRESIDENCY — YES, A LOT OF MALARKEY...

Our 99th President, Ann Tomalavage, is indeed a brave woman. Taking on the Presidency of what is historically a boys' club, and serving as only the fifth female in this spot, has to be a bit unnerving, but we have a feeling that hasn't deterred her. Since she took over the reins of the Section on Friday, May 13 (which proves she's neither triskaidekaphobic* nor superstitious), she has been ably leading us forward. Some might say that with the dedicated and hard-working Board of Directors and other officers she has, this should not be that difficult, but keep in mind she has to deal with a certain Editor who can be somewhat of a handful now and then... And, said Editor, having had to pay more attention than his limited span of such would normally permit (and for a whole year, at that!), so he can somewhat accurately and factually provide this report, does so for your information and enjoyment.

To set the record straight, and get the nepotism issue out of the way early, some of you may know that Ann's "big brother", as she calls him, is **Bill Malarkey**, Section Past President (1983-94, #71). If you attended our March meeting, you may recall that (a) that was Bill's birthday, (b) we know this because Ann mentioned it then, (c) Ann told us more or less that Bill was "older" and thus her "big brother", and (d) Ann asked us all to sing "Happy Birthday" to Bill, we're guessing much to Bill's chagrin. We have to note that Ann's status as Bill's "little sister" had nothing to do with her ascending to the Section Presidency. She certainly has the ability and leadership qualities to do this on her own, as well as the desire to volunteer for the spot. Of course, it never hurts to have friends or relatives in high places.

In our national history, with 44 Presidents who have run our country, we've had the father-son teams of the Adams' and the Bushes – each with the same first and last names, to make things that much more confusing (so we had to include their middle names/initials to keep them straight), a grandfather-grandson combo (the Harrisons) and fifth cousins (the Roosevelts). Two have had the same name but without any relation (the Johnsons), and one guy served non-successive terms (the Clevelands). (We know all you good Catholic school students already know this, just like you still remember all fifty state capitals and other such obscure tidbits.) However, we haven't seen this sort of thing in the Section and we would venture to say that Ann's presidency marked the first brother-sister combo in our 99 years. If anyone knows differently, please feel free to enlighten us (keep in mind your Editor has been involved in the Section for about a third of its existence, but he's not really all that good at paying close attention – see above – and also remember we have only had five female Presidents.) Additionally, the Editor has resisted the strong temptation many times to call Ann "99" – while she is indeed the 99th Section President (and the last of the double-digits), some of you may get the somewhat-obscure reference to the female agent of the same name in the classic TV comedy "Get Smart". (Would

you believe your Editor, Section President #81 (1993-94), just missed being "86"? Ironically, another female President, **Sandra May**, can claim that number.)

Ann crossed the proverbial finish line when she was sworn in last May at the Simeone Automobile Museum, surrounded by cars – guy stuff (again, the boys' club). Not that she didn't know what she was getting into, but... And then there's the Friday the 13th thing. She didn't get the same "smooch" from the Phillie Phanatic that her predecessor, **Tom Brady**, did as he embarked on his Presidency, so so much for the value of the Phanatic's kisses. She will also get an extra week of being President given the date of this year's Spring Social (May 18). She won't get the fame associated with the 100th president – that will fall to her successor, **Jeremy Colello**, but, as noted, she will be the last of the "double-digit" bunch, for what that may be worth.

Ann is the President and CEO of Malarkey Consulting, Inc. If you haven't figured it out yet, Ann was a Malarkey until she married her husband, Joe, technically the "first man" of the Section, 29 years ago. As she noted in her President's message in March, she had a couple of jobs after college before she was able to work for Roy F. Weston and follow his work in the environmental arena, which was an early goal she had after hearing Mr. Weston speak. This is a bit interesting, particularly if you know that Ann grew up in Pottsville and her parish church was next door to the Yuengling Brewery. Thus, it appears the logical progression here is that the interest in water resources sparked by going to church next to a brewery led Ann to leave Pottsville to pursue her fame and fortune in the environmental field.

Ann has a Professional Project Manager certification (PMP) and a strong background in this area, so it comes as no surprise that she has led summer Board retreats for the past few years to plan the Section's course for the season. Her experience as a trainer and teacher has helped here as well. This season, we started this year with 6 strategic goals – you may recall seeing these in Ann's first President's message in October. Anyway, Ann did break with "tradition", or at least with what we got used to, with our last two Presidents (Kristen Bowman Kavanagh and Tom Brady) who kept us guessing and switched their President's Message photos each month. And, in the case of Tom, he even had a contest to get people to guess where he was in the particular photo. Ann did no such thing – she stuck with the same photo for each message, no guesswork involved. Not on horseback or on a ski slope or wandering through Times Square.

Ann's President's Messages were interesting and tended to be reality checks. They have been easy to read, they have required no editing (good thing for your Editor), and they are always insightful. We're willing to bet that "eponymous", used in Ann's March message, did indeed drive many of us to the dictionary (just like you're probably wondering when we'll tell you what

"triskaidekaphobia" is). We enjoyed her transition from buying books for her ungrateful great nephews and how they enjoyed their head-mounted flashlights (her January message). Ann has a way of being flexible and resourceful. Maybe this will wear off on the great nephews...?

It hasn't come up in any of her messages yet, but a few of us know that Ann likes jazz. She and your Editor share this musical preference, and while your seldom-astute Editor does not recall how this came up originally, it is a topic of conversation between us. We have compared notes now and then and attended the Reading Jazz Festival, although not together (yet). Whether her tastes extend to being a fan of one of the highlighted acts of this year's Festival, Lavay Smith and Her Red-Hot Skillet Lickers (no, your Editor is not making this up), we shall see.

You may also not know that Ann is a big fan of the National Spelling Bee, having been a participant in it when she was in 8th grade. She'll admit that the words are getting a little more difficult these days, so she's happy to be an observer and not a contestant.

Ann seemed to have an "angel" of sorts that gave us somewhat good weather for Section meetings. While we endured rain for several of them, at least there were no snow-outs. This is especially helpful to Ann, given her location in the extreme northern reaches of Chester County, geographically closer to Reading than to Center City as she'll tell you (which is why she's a member of our Reading Branch as well as the main Section), where just about any Section meeting location is a bit of a haul for her.

Thus, we wish you good luck, Ann, as you enter the hallowed halls (or is it a pasture?) of the place that Past Presidents hang out. And then the gavel gets passed to Jeremy Colello, who starts the triple-digit President's list and presides over the 100th anniversary of our Section. As he assumes the "hot seat", we wish him good luck, and we'll certainly be there to support him. Unless someone on the Spring Social Committee is cooking something up, the likelihood of either Ann or Jeremy getting hugged by a team mascot as they respectively end and start their Presidencies is low. And, once again, your Editor will have to pay attention so he can write this column about Jeremy and his exploits a year from now.

**Triskaidekaphobia (if you haven't already looked it up) – fear of the number 13.*

MARCH DINNER MEETING

Continued from Page 4

President Tomalavage cited Messrs. Graham and Cochrane with tokens of the Section's appreciation for their insightful presentation.

IF YOU WANT TO MAKE GOD LAUGH, TELL HIM YOUR PLANS.

– Author Unknown

POSITIONS OPEN AT TEMPLE

The Department of Civil and Environmental Engineering at Temple University invites applicants for two positions.

One is a tenure track position at the rank of **Assistant** or **Associate Professor** to begin in September. This will target areas of Geotechnical, Structural and Transportation Engineering. Candidates should demonstrate a strong scholarly record. Senior appointments will be considered for applicants with demonstrated scholarship, including a strong record of securing and performing externally funded research. Candidates with professional Engineering licensure or capable of obtaining one within a few years of joining Temple are preferred. The successful candidate will be required to excel in both undergraduate and graduate teaching, to develop a sponsored research program, and actively participate in supervision of undergraduate and graduate students. Applicants must have completed a Ph.D. in Civil Engineering or a closely related field.

The second is a non-tenure track (teaching) position at the rank of **Assistant** or **Associate Professor** to begin in September. Candidates must possess an advanced degree in Civil or Environmental Engineering and previous experience teaching at the college or university level. Candidates must have a record of excellence in academic and professional achievements in Civil or Environmental Engineering with credentials appropriate for appointment at the rank desired. Candidates with professional Engineering licensure or capable of obtaining one within a few years of joining Temple are preferred. The successful candidate will be expected to teach undergraduate environmental courses, advise undergraduate students and coordinate The Environment course, offered under the University-wide General Education Program, which enrolls approximately 900 students every semester.

The salaries and start-up packages are highly competitive and significant resources have been allocated for these hires. Review of applications will start immediately and continue until the positions are filled. Detailed information about the University, College, and the Department can be obtained at www.temple.edu/engineering.

The application must be submitted as one PDF file to ceed@temple.edu. Applicants must submit curriculum vitae, statements of teaching and research interests and goals, and the names and addresses of four references to Chair, Civil Faculty Search Committee, Department of Civil and Environmental Engineering, Temple University, 1947 N. 12th Street, Philadelphia, PA 19122.

Temple University is an equal opportunity/affirmative action employer. Applications from women and minorities are strongly encouraged.

YOUNGER MEMBER FORUM NEWS

James Graham, Forum Editor

Jeremy Chrzan, Forum President 2011–12

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HAPPY HOUR IN CONSHOHOCKEN

The YMF will be hosting a **Happy Hour** at the **Great American Pub** in Conshohocken on **Wednesday, March 28** from 5:30 to 7:30 PM. There is no cost to attend, plus appetizers will be provided for FREE! If you are interested in attending, please RSVP here. Please see the event flyer for more details.

CANSTRUCTION

The YMF will be participating in the **2012 Canstruction** annual design and build competition to construct an amazing structure made entirely from canned food. Our theme for this year is "Hope for the Hungry", and we will be constructing a large CANdle structure made entirely out of canned food. Cans are acquired through fundraising efforts, then after the judging, awards, and a week-long display, everything is donated to local food banks. Our team is currently looking for assistance with our fundraising efforts. If you would like to contribute, please email cgray@timhaahs.com.

PHILLIES VS. BRAVES – AUGUST 8 (SAVE THE DATE)

Come celebrate the 2012 season with our neighboring YMF chapters by watching the Phillies take on the Braves. Ticket price of \$17 includes tailgate and discount from regularly priced tickets. RSVP information will be posted shortly.

Also, for a compiled list of some additional Engineering events happening in the area, please visit the event calendar on the Engineers' Club of Philadelphia's website.

UPCOMING EVENTS

The YMF board meets monthly to develop new events and several are currently in the works. Check back frequently for updates. To keep up-to-date on all our upcoming events, sign up to join our mailing list by emailing our secretary at secretary@ymfphilly.org.

ANACE

Continued from Page 3

Today the stop sign is so ingrained in collective international driving culture that some experts are, counterintuitively, recommending doing away with it entirely, and experimentation is underway in some European towns to test this. The theory is that people will pay more attention to pedestrians and other vehicles and slow down in pedestrian areas if there are no signs, because they won't know what to do. That wouldn't be possible if Eno hadn't first introduced the stop sign.

Thanks to the *New York Times* Magazine for this information.

**ANACE – Almost Nothing About or Concerning Engineering*

2012 SECTION AWARDS TO BE PRESENTED AT SPRING SOCIAL

As is our usual custom, this year's Section Awards will be presented at the Annual Spring Social and Dinner Dance on May 18. Information and details on the Social are given elsewhere in THE NEWS.

A total of six Award recipients have been nominated for these honors and approved by the Section Board of Directors. The honorees are:

- **Joe Martin**, Drexel University – Philadelphia Civil Engineer of the Year
- **Jeremy Chrzan**, Pennoni Associates – Philadelphia Young Civil Engineer of the Year
- **Dick Mabry**, GAI Consultants – Geotechnical Engineer of the Year
- **Bob Milliken**, Underground Services – Engineering Manager of the Year
- **Eve D'Onofrio**, E S Design LLC – Environmental/Water Resources Engineer of the Year
- **Mark Gale**, Philadelphia International Airport – Government Service Award

We hope you will join us at the Social to honor our Awardees for this year.

When we return in the 2012-13 season, in the October edition of *THE NEWS*, we will present more information on the awardees as well as a detailed report on the Social.

ASCE INFRASTRUCTURE DAY IN HARRISBURG

Once again, the four Pennsylvania Sections of ASCE will participate in a visit to state legislators. **Infrastructure Day** will take place in **Harrisburg** on **Tuesday, May 8**. Your participation and voice are needed to let our legislators know how important the infrastructure issue is to our economy and our daily lives. The Pennsylvania sections of the American Council of Engineering Companies (ACEC), the Pennsylvania Society of Professional Engineers (PSPE), and the Mid-Atlantic Section, Institute of Transportation Engineers, along with other groups, will be represented.

More information on the specific event schedule for the day is being assembled and will be included on our website (www.asce-philly.org). Please hold the date and check the website for more information.

If you are planning to attend, please register at www.surveymonkey.com/s/infrastructure_day_2012.

With the prospect of reduced funding for transportation infrastructure, in spite of the growing needs, and no new resources in sight, our voices need to be heard, both as engineers and state residents. We encourage you to ask your employer to support you in this important event as well.

TECHNICAL GROUPS/CHAIRS

Information on the ASCE, Philadelphia Section's Technical Groups is given below. Director **Keith Yamatani** will be coordinating the 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 appropriate Group Chair.

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MAY THE BARLEY GROW
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IN RIVERS
MAY WE DRINK OUR FILL
FROM VAT AND STILL
AND NOT DESTROY OUR LIVERS.**

— Author Unknown

**CONSTRUCTION, TRANSPORTATION
and ENGINEERING MANAGEMENT
TECHNICAL GROUPS and ENGINEERS'
CLUB OF PHILADELPHIA JOINT MEETING**

*(slightly revised from the notice appearing in
the March edition of THE NEWS)*

Luncheon Meeting

WEDNESDAY, APRIL 18

**SUBJECT: Before & Below I-95: Archeological
and Historical Discoveries from the
Philadelphia Waterfront**

SPEAKER: Douglas B. Mooney, M.A., Senior
Archaeologist, URS Corporation
TIME: Wednesday, April 18, 2012,
12:00 NOON–1:30 PM

LOCATION: Municipal Services Building, 16th
floor, Conference Room X, 15th Street and JFK
Boulevard, Philadelphia, PA
COST: \$15 for reservations by April 11, \$20 for
reservations April 12 and after

Mr. Mooney will share exciting archeological and historical findings from PENNDOT's I-95 Girard Avenue Interchange Project. You will experience the Philadelphia riverwards' history through engaging stories, images from the digs, and pictures of some of the most important artifacts discovered so far. Learn about Gunner's Run – the intact canal under Aramingo Avenue, Native American settlements from 4000 BC that lie just beneath your feet, and the recently completed Hewson Calico Printing Works/Dyottville Glass Works industrial complex.

Participation in this presentation entitles each attendee to one (1) PDH for the Commonwealth of Pennsylvania's Professional Engineer Continuing Education Requirements. PDH certificates will be distributed at the end of the presentation.

Lunch will be served starting at 12:00 noon. For reservations, please contact the Engineers' Club of Philadelphia at reservations@engrclub.org or (215) 985-5703 no later than **Wednesday, April 12.**

MEMBERS IN THE NEWS

PRYBELLA JOINS WBCM

The team of Architecture, Engineering and Construction professionals at **Whitney Bailey Cox and Magnani, LLC (WBCM)** welcomes **John Prybella, P.E.** as Vice President. John will be responsible for establishing and managing WBCM's Philadelphia regional office. John brings more than 33 years of public and private Engineering and project management experience to the firm. He has a Bachelor's degree in Civil Engineering from Drexel University and is active in the American Society of Highway Engineers (ASHE), the American Council of Engineering Companies (ACEC), and the Pennsylvania Society of Professional Engineers (PSPE) in addition to ASCE.



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