

2013 INFRASTRUCTURE REPORT CARD ISSUED

On March 19, America found out how Civil Engineers have graded the condition of the nation's roads, waterworks, electric grid, transit, ports and other infrastructure. ASCE unveiled the new 2013 Report Card for America's Infrastructure, issuing grades in 16 categories, plus an overall GPA. The overall grade improved just a hair, from a D in the last one (2009) to a D+ this time. Still, nothing to brag about...

It's the first time since ASCE started producing Report Cards in 1998 that the grades rose overall, and in several categories. However, the new Report Card concludes that to raise the grades to truly acceptable levels, a total investment of \$3.6 trillion is needed by 2020.

The Report Card is available as an app for smartphones and tablets via the iTunes and Google Play stores and at www.infrastructurereportcard.org. Please visit this site and see how we did.

ENGINEERS AND LAND SURVEYORS DAY IN HARRISBURG — APRIL 9

In the past several years, the four Pennsylvania Sections of ASCE have participated in a visit to state legislators. This year, the visit will be slightly different. The Pennsylvania Society of Professional Engineers (PSPE), along with ASCE, the Engineers' Club of Philadelphia, and several other organizations, have scheduled **Engineers and Land Surveyors Day**. This will take place in the State Capitol on **Tuesday, April 9**.

The format has been consolidated from that followed for Infrastructure Day over the past several years. This will allow legislators and constituents to be together in one convenient location (at the Capitol) to discuss issues of importance to our industry (instead of the individual appointments and visits with legislators, which did not often happen because of last-minute changes). It will be a lunchtime event, with registration starting at 11 AM and lunch/meeting following at 11:30 AM. Discussion will follow and is anticipated to last until 2 PM. Legislators will be invited to attend the lunch and discuss issues important to the Engineering and Land Surveying profession, including continued transportation funding.

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*You are invited to attend this Once in a Lifetime Event
with the ASCE National President,
Past Presidents of the Section, and Colleagues*

*ASCE's 100th Anniversary Gala
The Franklin Institute
Saturday, May 4, 2013
6PM to 10PM*

Enjoy a night of drinks, dinner and dancing featuring a 4-hour Open Bar, Appetizers and Sit-Down Dinner!

When making reservations, please note your menu choices:

Chicken Breast Stuffed with Spinach, Ricotta & Pine Nuts
Pan-seared Fennel Crusted Salmon Filet with Red Peppers
Vegetarian

Reservations can be made using our online RSVP system

Due by April 19, 2013

Cost - \$100/per person

\$60 for government employees and students

APRIL DINNER MEETING

American Society of Civil Engineers, Philadelphia Section

THURSDAY, APRIL 11, 2013

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 used for the last three April Meetings — 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 5. 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 be made at info@asce-philly.org or you can electronically reserve through our website (www.asce-philly.org) and pay via PayPal. 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 FEATURES:

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

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PRESIDENT'S MESSAGE

Well, it's that time again. Once every four years, we wait patiently for the final results to be posted for everyone to see. I am not referring to the summer Olympics, or the Presidential Election. I am referring to the ASCE Report Card for America's Infrastructure.

By the time you read this, you will likely be aware that our Infrastructure has earned a D+ grade from ASCE. This indicates an improvement over the D grade which was earned in 2009, but still falls well short of an acceptable grade given that our infrastructure is the backbone of our economy.

When failing roads and bridges prevent or delay the delivery of goods, we suffer. When blackouts turn off the lights of small businesses, we suffer. When our ports cannot keep pace with the trends of international commerce, we suffer. When we waste hours sitting in traffic or at congested airports, we suffer. It hurts our GDP, our ability to create jobs, our personal income, and our competitiveness with other nations.

The good news is that, as Civil Engineers, we can help solve the problem. We have made significant improvements in our nation's railways and in improving our most vulnerable bridges as a result of two specific efforts: strategic investments of public and private dollars, and innovative partnerships between different levels of government to prioritize and implement projects. But we cannot stop now — a D+ is not acceptable.

Please visit www.InfrastructureReportCard.org and review the grades and supporting information. I would ask all of our 2,300 members to discuss the Report Card with one person outside your office — friends, family, neighbor, etc. This type of outreach is critical to help people understand the value of a sound and resilient infrastructure. It is time once again for us to act and keep this discussion at the forefront of our nation's economic dialogue.

Sincerely,
Jeremy Colello, P.E.
President, ASCE, Philadelphia Section

APRIL DINNER MEETING

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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.

As noted above, the evening will start with dinner and two “breakout” sessions will follow. The sessions will feature these topics:

Learn from the Mistakes of Others: Case Studies of Geotechnical Failures

(sponsored by the Delaware Valley GeoInstitute)

SPEAKER: David J. Elton, PhD, P.E., SM, Professor, Department of Civil Engineering, Auburn University

Several geotechnical failures will be presented and examined, in an effort to keep future Engineers from replicating the failure. Several notable failures, complimented by minor ones (none of which is the speaker's!) will be presented for the audience's consideration. All the failures could have been avoided with the then-current technology. The audience is invited to add their own Lessons That Should Be Learned to the speaker's.

Dr. Elton is widely known as the “Soils Magician,” being the author of the book “Soils Magic.” He is currently a Professor of Civil

Engineering at Auburn University and is on sabbatical at Bucknell University. His interests include geosynthetics, landfills, soil mechanics, liquefaction, erosion control, foundation engineering, pavement evaluation, soils magic, and geotechnical education.

STRUCTURES TECHNICAL GROUP BREAKOUT SESSION

Walt Whitman Bridge — Suspended and Anchorage Span Redecking

(sponsored by the Structural Engineering Institute)

SPEAKER: Daniel H. Griffith, P.E., Senior Project Engineer, AECOM Transportation

Mr. Griffith will give insight into the decision-making and evaluation process used to determine the chosen deck alternative now being placed on the Walt Whitman Bridge as part of the nearly \$130 million effort to replaced the suspended span on the Bridge. Key components of the first of its kind “floating” grid deck will be presented. In addition, the numerous traffic schemes that were evaluated to minimize impacts to traffic will be discussed.

Mr. Griffith has a Bachelor of Science in Civil Engineering from Drexel University and a Master's of Science in Civil Engineering from Villanova University. He is a Professional Engineer licensed in the States of Pennsylvania and Delaware.

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

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**COPY DEADLINE FOR
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SECTION SCHOLARSHIPS AWARDED

The ASCE, Phila. Section is pleased to announce that Section Scholarships were awarded at the March Section Meeting.

Nathan Barry (Drexel University) and **Katie Samuelson** (Swarthmore College) were selected to receive Student Scholarships. A Section Member Scholarship, one that is not frequently given, was awarded to **Yvan Kevin Sikali Kamdem** (Temple University). Each of these awards was \$1000. Nathan and Yvan were able to attend our March meeting and be recognized and awarded accordingly.

Thanks to the Scholarship Committee for handling this somewhat difficult task. The Committee is chaired by **Jeff Bade**, with assistance from members **Cathy Farrell**, **Jesse Gormley**, **Amanda Kessler**, **Adrienne Nikolic**, **Allison Sedor**, **Ann Tomalavage** and **Bob Wright**.

The Delaware Valley Engineers Week/ASCE Undergraduate Scholarship was awarded to **Andrea McFarland** (Rowan University) at the Engineers Week Awards Luncheon on February 15. The amount of this award is \$2000.

Congratulations to all of our Section Scholarship recipients!

REMINDER — SCIENCE FAIRS COMING UP

The Delaware Valley Science Fairs will be conducted on **Wednesday, April 3**, at the **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.

If you are interested in being a Special Awards judge for the Section please contact **Chris Rood** at chris.rood@aecom.com. We hope you can join us for a rewarding and interesting day.

FACEBOOK: <https://www.facebook.com/YMFPhilly>
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QR CODE:



**I DON'T FEEL RIGHT UNLESS I HAVE
A SPORT TO PLAY OR AT LEAST A
WAY TO WORK UP A SWEAT.**

— Hank Aaron

YOUNGER MEMBER FORUM NEWS

Amanda Kessler, Forum Editor
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PENNDOT I-95 CONSTRUCTION TOUR

Monday, April 8 | 1401 North Beach St | Phila

Join the YMF for a construction tour of the **PennDOT I-95 GR1** project. GR1 is one of many projects taking place on or around I-95 in Philadelphia. This project consists of the relocation of Richmond Street, relocation of the Richmond Street utilities, rehabilitation of the Girard Avenue Bridge over Aramingo Avenue, reconstruction of Conrail's bridge over Richmond Street, and construction of new ADA pedestrian facilities project wide. RSVP's are due on **April 3** through the YMF website (ymf-philly.org). For more information, contact **Zach Suralik** at (215) 832-3577.

ANNUAL YMF CRITICAL ISSUES SEMINAR

The YMF will be hosting the annual **Critical Issues Seminar** on **April 23**, from 5:30 PM to 7 PM. This year's topic is titled "*Congestions 2030 – Planning for the Future.*" Four panelists, representing TimHaahs, Amtrak, DVRPC, and the Mayor's Office of Transportation and Utilities, will be discussing the impacts of increasingly congested facilities across all modes of transportation. For more details, contact **Marc Preim** at marc.preim@stvinc.com or visit the YMF website (ymf-philly.org).

CONSTRUCTION

Build date: April 12 | Liberty Place

The YMF will be participating in the **2013 Construction** annual design and build competition to construct creative structures made entirely from canned food. Cans are acquired through fundraising efforts, then after the judging, awards, and a week-long display in the atrium at Liberty Place, everything is donated to local food banks. If you would like to join the team or obtain additional information, please email **Steve Maakestad** at stephen.maakestad@hatchmott.com.

TOUR OF BOEING PRODUCTION FACILITY

On **March 6**, the YMF coordinated a construction tour of **Boeing's H-47 Chinook helicopter production facility** at its Ridley Park Campus. The renovations are a 24-hour/7-day operation, creating a complex schedule. The tour consisted of a presentation of the history of the Chinook helicopter program and renovations and a walkthrough of the production facility. The remaining renovations are projected to be completed late 2014. Boeing hosted 16 ASCE members and the tour was led by **Andrew Munter**, Senior Construction Manager, Associate, STV.

SAVE THE DATE

On **August 21**, YMF has reserved 125 tickets for the **Phillies vs. Rockies**, Cole Hamels Bobblehead Night. Stay tuned for more info and ticketing!

ANACE*

BOXERS, BRIEFS AND BATTLES

History favors epic battles, stirring speeches, presidents and generals and the economic and political forces that transform the lives of millions. Yet mere underwear has a story to tell, a story that covers the breadth of the Civil War, from home front to battlefield.

A full suit of mid-19th-century men's underwear consisted of a shirt, "drawers" and socks. Like today, men's underwear at the time, unlike women's, did not provide structure to the body. Rather, cover, warmth and hygiene were the order of the day — though the hygiene part did not always work out. The term for undershirt was usually just "shirt"; shirts as we know them today were often called blouses or top-shirts. Undershirts were square-cut pullovers, voluminous and long. Buttons and sometimes laces at the neck fastened them.

Drawers, meanwhile, were sometimes knee-length, usually ankle-length. Two or three buttons closed a center fly. Lacing or a buckle at the back waistband adjusted the fit. Tape ties or drawstrings at the ankle (or knee) kept drawer legs from riding up. Possibly the drawstrings also functioned as sock garters. For many men of the period, shirt tails stood in for drawers. Ribbed and knit fabric primarily went to socks, which were nearly always woolen. When not hand-knit, the tubular body was knit at mills, with heels and toes added by hand.

For subsistence, patriotism, love or profit, women North and South worked hard to supplement Army-issue underwear, sometimes ripping their own clothes apart for fabric. And many soldiers, especially those in the South, preferred their underwear homemade; wives, sisters and enslaved women stitched a variety of fabrics, especially cotton flannel (cotton flannel fleeced on one side) and cotton-and-wool blend flannel, into drawers and shirts. Recruits whose mothers never issued underpants could be fooled into wearing their new drawers on parade.

Underwear was always in short supply. Prisoners of war suffered most. Lincoln's quartermaster general, Montgomery Meigs, stipulated that "from the 30th of April to the 1st of October neither drawers nor socks will be issued to prisoners of war, except to the sick." Such shortages made underwear coveted spoils of war. When Gen. Thomas J. "Stonewall" Jackson's men raided a Union supply depot, "sumptuous underclothing was fitted over limbs sunburnt, sore and vermin-splotched." A Confederate cadet spotted his own monogram on underwear worn by a Federal whose pants were cut open to tend a wound. The soldier confessed to looting a Lynchburg, Va., house where the cadet had stowed his trunk.

Getting fresh underwear by issue, mail or pillage was easier than laundering and carrying extra. One Confederate soldier, Carlton McCarthy, preferred to wear all his clothes "until the enemy's knapsacks or the folks at home supplied a change.

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MARCH DINNER MEETING

March 14, 2013

Loews Hotel, Center City Philadelphia

Philadelphia International Airport (PHL) Master Plan and Improvements

by Robert Wright, Editor

The first meeting of 2013 back on our “home turf” was also the first meeting since we “sprung forward” for Daylight Savings Time, so it was nice to be able to travel to a meeting in some daylight for a change, as we descended upon the Loews Hotel for the evening. A large crowd of nearly 170 attendees, exceeding even our usual “big” one (the joint meeting with ASHE), came out to hear about planned work at the Airport, and they would not be disappointed.

ASCE, Phila. Section President **Jeremy Colello** corralled those partaking of the cocktail hour and managed to get everyone seated to start dinner as he made several announcements. After dinner, he returned to “front and center” to introduce our featured speaker, **Mark Gale**, the Chief Executive Officer of PHL.

Mr. Gale welcomed the crowd and asked a few questions about how many were Engineers (and what kinds they were, as there were a few non-Civil Engineers in the audience), how many had done work at PHL, and how many had experienced PHL lately. He noted that he was taking a slightly different approach than the topic that was advertised, namely with a slight revision in title – “Creating the Airport of Our Future for Our Future” – and the presentation would reflect this accordingly. His powerpoint would break this down into four subtopics – the PHL strategic business plan, ongoing customer service initiatives, the Capacity Enhancement Program (CEP), and the effects of the US Airways/American Airlines merger on PHL.

To illustrate the PHL strategic business plan, Mr. Gale focused on a number of pertinent facts and figures about PHL. Its usage, which is split roughly down the middle between pleasure trips and business trips, continues to grow. Unlike other hub airports, it has more passengers originating/completing trips (55%) here than merely changing planes, so that creates interesting and different opportunities for amenities that can be offered. He explained the approach of core values and pillars that support PHL’s business approach and how these are contributing to its success.

Customer service has been a continual challenge for PHL and Mr. Gale outlined ongoing and planned facility improvements and upgrades that are targeted toward the customer environment. One example was the Terminal F baggage claim area, which is not easy to find and oriented toward the departure road rather than the arrivals road, where most passengers would be looking to get rides/pickups. A current project will relocate the baggage claim building to correct this, and consequently provide some much-needed additional space for security clearance lanes for outgoing passengers.

Terminal F also has a “bottleneck” of sorts that will be addressed in another coming project, which will also add some needed retail space in this busy Terminal. Mr. Gale reviewed other efforts, such as upgrades in restrooms, which have been completed and well received by customers.

He added that there is considerable similar work that needs to be done and is planned to be completed to continue to enhance the customer experience. More retail, which helps pay for the improvements, is on the horizon as well.

Mr. Gale stated that the Capacity Enhancement Program (CEP), the item that most in the audience likely came to hear about, is critical to the ongoing improvements to air service, both on the land side and the air side. He emphasized that any expansion and enhancement of PHL must take place within its current footprint, a tight 2300+ acres (the smallest of the 30 major airports in the US) that is constrained on all sides by features such as the Delaware River, I-95, the Heinz Wildlife Preserve, the Navy Yard, and Tinicum Township. Extension of the current main runways (9-27) and creation of new center runway are desperately needed to accommodate both simultaneous takeoff/landing aircraft and larger planes which would allow more international destinations. He compared the planning of these improvements to the movement of chess pieces, as each part of the plan had effects on other parts. He outlined the relocation of the current UPS Freight facility that must move from its current location to allow construction of the new main runways and how this was revised several times to respond to concerns from neighbors in Tinicum.

The CEP will build in new taxiways and queue areas to allow planes to stack in variable ways instead of the current long lines that may delay planes unnecessarily. Mr. Gale reviewed the possibility of new terminals on the east side of Runway 17-35, which itself was lengthened recently to allow use by larger planes and a consequent increase in landing capacity. This would include an automated people mover, which would better handle passengers among the terminals, and consolidation of all rental car companies into a central facility that would also be served by the people mover.

Mr. Gale outlined cost estimates of the various elements of the CEP as well as projected schedules, noting that the “chess piece” analogy dictated how the many aspects of the program were highly interdependent. For example, the relocation of the UPS facility will take upwards of four years itself, accounting for planning, design, construction and the actual transition from the current building. While a \$6 billion plus number has been given for this effort, he added that the actual cost is not yet known as the many pieces of the “puzzle” continue to be rearranged to meet the specific needs of various constituents. The work is needed, given planned expansion by current airlines as well as the recent addition of flights from four new airlines to and from PHL, the first new operators at the Airport in eight years.

Similarly, the coming consolidation of US Airways and American Airlines into a re-formed American will provide new challenges to PHL, as Mr. Gale reported. Even with the various routes and non-stop services offered by the two

companies, there is very little overlap between them. There is a huge potential in growth in the international market, particularly for destinations in east Asia, and this will necessitate the longer runways needed by the larger aircraft that provide such service. He added that expanded service to western Africa and South America could be anticipated as the new American will look to potential markets and service that it does not currently reach and add this to the non-stop offerings to and from PHL.

Despite the late hour following Mr. Gale’s extensive presentation, a lively question and answer session followed.

President Colello closed the evening and thanked Mr. Gale for his very informative and dynamic effort, and gave him the Section’s token of appreciation (a pint glass).

ANACE*

Continued from Page 3

Certainly it did not pay to carry around clean clothes while waiting for the time to use them.”

Even clean and vermin-free, underwear was rarely comfortable. Harsh laundering subtracted durability and comfort. Availability and cost, not fit or season, dictated cut and fabric. In summer a soldier sweltered in flannel or discarded his drawers and got chafed raw by rough, sweaty wool pants.

Thanks to the *NEW YORK TIMES* for this.

*ANACE—Almost Nothing About or Concerning Engineering

100TH ANNIVERSARY HISTORICAL PERSPECTIVE

As we have been doing each month, we offer our historical perspective as part of our 100th Anniversary celebration. These events happened in April in the year indicated.

1924 – Section members went on a field trip to examine and review foundation problems of the under-construction Delaware River Bridge, which opened to traffic on July 1, 1926. The bridge was renamed the Benjamin Franklin Bridge in 1953.

1959 – Our Section conducted its first joint meeting with the Society of American Military Engineers (SAME), Philadelphia Post. This meeting has continued in several forms since then, most recently becoming the annual Multi-Society Meeting sponsored by the Engineers’ Club of Philadelphia.

2004 – The current Editor of *THE NEWS* completed his first year of service in that capacity, still attempting to fill the big “shoes” of his predecessor, **Sid Robin**, who held the post for 61 (!) years.

2005 – Philadelphia’s City Hall was recognized by ASCE National as a National Historic Civil Engineering Landmark (NHCEL). A ceremony was conducted in May to cite this honor.

THE COLELLO PRESIDENCY — ONE HUNDRED, BUT HE DOESN'T LOOK THAT OLD

We know that the tens of our loyal followers (and we may be off by a factor of ten, but we're not sure) look forward to the April edition of *THE NEWS* each year to see the annual sendoff and "roast" of the standing Section President. At least that's what we've been told, and not usually by standing Section Presidents. At any rate, as is usually done this time of year, we take a look back and make an assessment of the President and maybe tell you a thing or two you might not have known about the person at the top. Well, we'll certainly attempt to do that, but it hasn't been easy, even after we paid somewhat close attention to what was going on all year because we knew this time would come. (You force your Editor to pay attention all year, this is what you get... He may have had ADD way before it became popular!)

There's little surprise that the first of our Presidents to have a triple-digit number (President #100), Jeremy Colello, did a great job in his time at the helm of our Section. And, yes, it's not his age, as we've hinted in the title of this piece — it's his standing in the succession of Section Presidents. If you know him, you know he's driven, hard-working, and task-oriented. If you don't know him, well, he's still the same, but you just don't know him. But, as we found, maybe he's a little too good — trying to dig up some dirt for a proper roasting has not been easy, and while we could've taken the easy way out and called his wife, we decided not to do that, so we had to fall back on what we know and see. (We did ask a few of his colleagues, but they all took the Fifth for some reason.) If you know your Editor, you know there is a strong possibility that this is headed to a less than desirable result...

It seems that these days, when one is in doubt, there's always the Internet, so your Editor decided to see what he could find on the name "Colello." As it turns out, the distinguished (the Internet's word, not ours) surname Colello can be traced back to the ancient and beautiful region of Sicily, the area of Naples, and the southern part of the Italian peninsula. It appears that the surname Colello was derived from the given name Nicola or Nicholas. The Italian name Nicola is derived from the Latin name Nicolaus, from "nica," to win, and "laos," people. So it's a little prophetic (and if you read this as "pathetic," please read it again!) that such an engaging and easy-going guy can "win people."

The same Internet source indicates that there is one famous Colello — Gabe, an American TV actor. So famous that who ever heard of him? (Hopefully, he's not Jeremy's favorite uncle or anything...) Anyway... so much for the Internet.

Jeremy's paying job is as a Division Manager in the Transportation Practice at Pennoni Associates at its headquarters in University City. He is married to a Traffic Engineer, Karen. Having seen several of these two-Engineer households, many of us are surprised that they tend to work well despite having two Engineers in them, since we're

all well aware of how Engineers can interact and how many of us think we're always right. (Or is that "know we're always right"?!). We suspect you're picturing two "Sheldons" from the popular TV show "*The Big Bang Theory*" (even though that, if you watch the show, you know Sheldon is not an Engineer and does not say nice things about Howard, the one Engineer in the group.) You tend to feel sorry for their kids, though, being held to the standards of two Engineers... We'll leave that at that.

Jeremy is not your typical Engineer (and for this he is probably thankful!). He is business-like, serious, and apparently has no skeletons in his closet (at least any we could find — but then again we didn't look very hard), but he also has a good sense of humor. Anyway, you have to be just a little suspect... is he really an Engineer?

You may know that Jeremy is a proud graduate of Lehigh University. Some of us know them as the Lehigh Engineers, a name that their sports teams, for some reason, gave up in 1995 in favor of their current moniker, the Mountain Hawks. Maybe "Engineers" didn't conjure the necessary fear in their opponents (go figure), maybe they didn't sound tough enough, but, for whatever reason, they are no longer. Jeremy graduated Lehigh in 1997 according to our sources, so that makes him a Mountain Hawk, not an Engineer. Hmmm...

He has been cited both by our Section and Delaware Valley Engineers Week as a Young Engineer of the Year. This is quite an honor for both counts. It also proves that he is indeed an Engineer since you have to be one to qualify for these awards. Well, he's one of us, but certainly not the typical Engineer (and we're fairly certain he's glad for that).

Interestingly, with Jeremy's background as a Water Resources Engineer, he was sworn in on a nice May evening at the Spring Social at the historic Water Works. Coincidence or not — we'll let you decide? Also, interestingly related to his background, Jeremy is a home brewer. This is not a bad thing. Your Editor has two good friends who share this hobby. They tend to be avid and adventurous with their creations and, knowing your Editor's enjoyment of beer, have continually made him a guinea pig of sorts with their concoctions. (No complaints from your Editor on this... at least none he can remember — free beer is a good thing). So far, Jeremy has not done this, but we're not holding it against him. We did wonder why the discussion on gifts for our function speakers turned toward pint glasses once he got involved, and there have been some rumors that the glasses may be serving some purpose at Jeremy's home bar before they get awarded to the speakers, but that's purely speculation at this point (and, since we know how home brewers work, they would refer to this as "seasoning" or "conditioning" the glasses, good for the beer). You may recall that his predecessor, **Ann Tomalavage**, grew up in

Pottsville and went to church next door to the fabled Yuengling brewery, so we're wondering if there's a bigger beer connection here?

While he didn't have three names or a long name like some of his recent predecessors, your Editor was thankful, since his fingers don't need the additional workout. However, for some reason, whenever your Editor types Colello, he has to stop and not type "Collelo," which the fingers (with the minds of their own, apparently) keep wanting to do. Now that the season's almost over, he's finally getting the hang of it (and keeping his fingers under a little more control), just in time for when he won't have to type it that much more.

His President's messages, the usual standard of judgment for those of us at *THE NEWS*, were always interesting and made one think a little — not a bad thing. Unlike some of his predecessors, he didn't empty out his photo albums, take seasonal pictures, or make us guess where he's been in the photos which accompanied his messages — he went with the same one all season (so far) with the same youthful smiling face. For variety, you had to draw your own moustache, black out teeth, add an earring, stitches, tattoo, etc. (and often tough to do as the vast majority of you get *THE NEWS* electronically...). Not that we would know anything about that.

Words that we've heard used about Jeremy are "informative," "intelligent," a "good manager," and a "cheerleader." We would tend to agree with all of these. However, we're willing to bet that, insofar as the last one is concerned, if we were to play a little word association, we quite honestly don't think that Jeremy would be the first thing on the minds of most of our members in reaction to the term. We kind of think that Jeremy would agree on this. One of our members who will remain nameless gave your Editor a slight twist on an old saying and noted it should be reported that Jeremy was the "thorn between two roses" (his predecessor Ann and his successor Jenn). Needless to say, your Editor did not feel the need to print this — until now. We'll leave this to the "roses" for further comment. (Ann, Jenn...?)

Jeremy continued to have the good fortune that his two predecessors had — the trend of decent weather for the Section meetings and no cancellations or reschedulings. This was teetering a bit for the February meeting, where the prediction of snow may have caused some not to venture to South Jersey, and it did turn from rain to snow for the homeward trip, but not enough to really matter.

His "grace under fire" has been evident when needed. Recently, he had a particularly contentious and pesky situation in a Section Board meeting, followed by a somewhat stressful 20 minutes (which seemed like a lifetime) when we were trying to confirm that our meeting speaker was on his way, knowing we had an overflowing roomful of people who would probably be looking for some sort of retribution

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COLELLO PRESIDENCY

Continued from Page 5

if said speaker didn't show up. Jeremy remained cool and collected as we did what we could to make sure we would indeed have a speaker, and things did indeed work out, but we're thinking that the only thing missing from this "stress test" was a doctor and an EKG machine. We believe (1) Jeremy did indeed feel like 100 after that and (2) the home brew stock probably was depleted slightly at the end of that night.

And speaking of those tens of loyal followers of *THE NEWS* — one of them decided (and we think it was well-intended) to send along compliments to Jeremy for items in one issue of *THE NEWS* this season. He also somewhat jokingly recommended that the Section Board give your Editor a raise for his efforts. Your Editor had nothing to do with this (that's his story and he's sticking to it), but he did think the timing was a little questionable. As it turns out, this happened right after the Super Bowl and had all the trappings of a game bet gone wrong (we know how many strange wagers are made over every aspect of this game — bad news for anyone betting on a wardrobe malfunction at halftime, and we'd guess nobody had the length of the third-quarter power blackout correct...). We appreciate the effort of this loyal fan (one of the few, the proud...), but, sad to say, the raise suggestion never got to the Board. And it's too bad, since the Board could probably have used a good laugh.

Thus, we wish you good luck, Jeremy, as you enter the hallowed halls of the place that Past Presidents hang out (usually self-imposed exile...). The gavel of leadership (and a real gavel as well) will get passed to **Jenn Walsh**, who will lead us into our second century as she assumes the "hot seat." We wish her good luck and we'll certainly be there to support her. And, once again, your Editor will have to pay attention so he can write this column about Jenn and her exploits as President 101 (sounds like a college course!) a year from now.

DAY IN HARRISBURG

Continued from Page 1

You are invited to attend this event for FREE. All you need to do is register on line at <http://pspe.org/events/Engineers-and-land-surveyors-day-on-the-hill/>.

Once you register, the State Senator and Representative from your respective districts will be sent an invitation to attend as well. You will be able to customize the message sent from you to these elected representatives as you may desire.

With the prospect of reduced funding for transportation infrastructure, in spite of the growing needs, 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.

MEMBERS IN THE NEWS

NEW ASSOCIATES AT KEAST & HOOD

Keast & Hood Co. announces the promotion of two structural Engineers to Associates of the firm. **John R. Davis, P.E.**, and **Denise L. Richards, P.E.**, were formerly project managers. Their promotions were effective as of the first of the year.

"Both John and Denise were recognized for their service to the firm and its clients," said Keast & Hood Co. principal in charge, **Thomas J. Normile, P.E.** "Our entire team is able to consistently provide high levels of quality and service because of the commitment, creativity, and hard work of our personnel."

John Davis provides Structural Engineering leadership for new and existing building projects. His notable experience includes the Van Amringe Building stabilization in Delaware City, Delaware; WHYY Learning Lab addition, Union League renovations, and LEED Platinum Friends Center renovation in Philadelphia, Pa., and the University of Delaware East Campus Utility Plant in Newark. He holds a B.S. in Structural Design and Construction Engineering Technology from the Pennsylvania State University.

Denise Richards has contributed to major new building and renovation projects including 3711 Market Street in Philadelphia's Science Center Research Park, visitor safety renovations at the Statue of Liberty National Monument, and the ongoing West Point Military Academy Visitor Center. She holds a M.S. in Structural Engineering from the University of Illinois, Urbana-Champaign, and a B.S. in Civil Engineering from Drexel University.

PROFESSIONAL DEVELOPMENT REQUIREMENTS — A REMINDER FOR PA PE'S

As you are no doubt aware, Professional Engineers, Land Surveyors and Geologists in Pennsylvania are required to obtain continued professional development (CPD) credit to renew their licenses. This became effective in October 2009. For your license renewal coming up in October (yes, this October!), this will be the second "round" of licensure that will have had the CPD requirements apply to it, so many of us should at least "know the drill." The specific requirements for PE's, LS's and PG's are available on the Department of State's website at www.dos.state.pa.us/eng for your information.

We remind you that our Section's meeting program is generally able to count toward your continuing education requirement (meetings that the Section believes would not count will be prefaced as such in the meeting announcement), and we continue to have a verification program in place to help our members obtain and track the professional development hours (PDH) you need to keep your license. We will provide more information on how we have done this this season in the next edition of *THE NEWS*.

Also, there are some possible revisions to the PA professional licensure legislation that are being discussed at present. Information on this will be provided when it becomes available.

THANKS TO OUR SPONSORS (AND, ARE YOU ONE YET?) !

Our "enhanced" ASCE, Phila. Section Sponsorship Program is underway. The "enhanced" part is that we have revised it to raise additional funds to support planned activities and commemoration of our 100th Anniversary year. And now, we welcome individual members to help us celebrate this special occasion.

We thank those who have made the financial commitment for this season so far, and the business cards of our 27 sponsors (thank you very much!) as of this printing are included in the sponsor section of *THE NEWS* along with their levels of support. We are more than halfway to our goal of \$50,000 to be raised to support our plans for this season. Your help to get us to the top is very much appreciated.

As has been done for the past several years, sponsor logos are displayed in a special Sponsors section of our website. Through a click on the particular sponsor's logo, we provide direct links to its own website so prospective employees can review all available and up-to-date positions being offered by that firm.

The "enhanced" sponsorship available for this season includes several levels of contribution, as follows:

Section Sponsor: \$300 ("standard" Section Sponsorship, the same as what has been offered for the past several years); Company business card ad in *THE NEWS*; Company logo listed on Section website

Frankford Avenue Bridge Sponsor: \$500
Same benefits as Section Sponsor, plus...
Company name listed in 100th Anniversary Events Program

City Plan Sponsor: \$1,000
Same benefits as Frankford Avenue Bridge Sponsor, plus...

Company name listed in press releases for 100th Anniversary events; Company name listed on Boards to be displayed at all events throughout the year during 100th Anniversary events

City Hall Sponsor: \$2,500
Same benefits as City Plans sponsor, plus...
Company name listed in the Landmark Guide Book; 4 Tickets to the 100th Anniversary Gala Event

Waterworks Sponsor: \$5,000
Same benefits as City Hall sponsor, plus...
One table of 10 to the 100th Anniversary Gala Event; One copy of the Published Landmark Guide; Spotlight article on your Company in an edition of *THE NEWS*.

TIME FOR INDIVIDUALS TO COME INTO THE MIX AS WELL!

For those of you who would like to help our cause as individual members or at levels below those noted above, we have opened the Individual Level of sponsorship. For a donation of at least \$100 (and we'll accept more than this!), individuals and/or firms will have their names listed in the 100th Anniversary Events Program. Checks can be sent to the Section in care of the Engineers' Club (address on the front cover of this edition).

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

TECHNICAL GROUPS/CHAIRS

Information on the ASCE, Philadelphia Section's Technical Groups is given below. Director **Eve D'Onofrio** 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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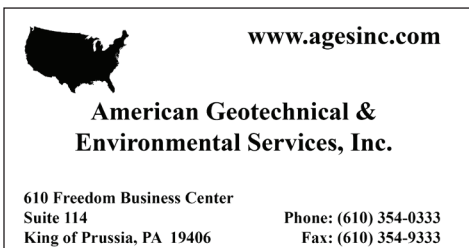
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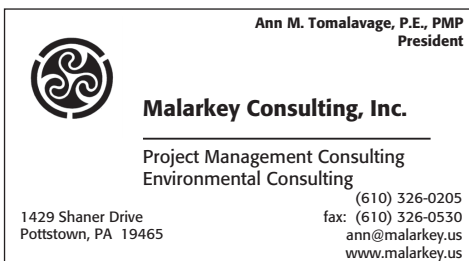
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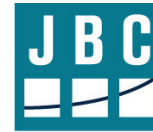
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