

# the news



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PHILADELPHIA SECTION

AMERICAN SOCIETY OF CIVIL ENGINEERS

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Electronic Message Hotline: (215) 934-3639 (24 hours a day)

Vol. 67-5

## Our 81st Year

December, 1994

### DECEMBER FIELD TOUR & LUNCHEON

Philadelphia Section, American Society of Civil Engineers

## THURSDAY, DECEMBER 8, 1994

**SUBJECT: A SITE VISIT TO THE NEW PHILADELPHIA CRIMINAL JUSTICE CENTER**

**SPECIAL FEATURE: UNIVERSITY OF PENNSYLVANIA DAY**

The ASCE Student Chapter, Alumni and Faculty of the Civil Engineering Department of the University of Pennsylvania will be honored at this meeting. All students, faculty and alumni are cordially invited.

The Philadelphia Section will visit the new Philadelphia Criminal Justice Center at **Juniper and Filbert Streets**. The Center, which will house the City's criminal courts and holding cell facilities, is currently under construction and due to open in May 1995. This visit will offer a unique opportunity to see the inner workings of this state-of-the-art building as it nears completion. It has fifteen floors of space and will allow the courtroom, holding cell, and jury duty functions to relocate from historic City Hall, thus permitting the restoration of City Hall for other purposes.

#### TOUR AND LUNCHEON INSTRUCTIONS

##### "Go To Jail - Go Directly To Jail"

(thus saith **Bob Wright**, our venerable Section Past President, who arranged this entire program.)

The Tour will begin at **11:30 am** with lunch following at **12:30 pm**. Lunch will be conducted at Joy Tsin Lau Restaurant, 1026 Race Street, and will feature a lunch time "Dim Sun" feast. If you participated in the Train Shed Tour last year, you will remember this feast! Lunch is optional. **Attendees will be advised of the meeting location. Attendees should also bring hard hats.**

Cost: \$10.00 per attendee for Tour and Luncheon. \$3.00 for Tour only. Due to the low cost of the event, there is no student discount.

**RESERVATIONS ARE REQUIRED. The tour is limited to 50 participants**, so it is important that you sign up immediately upon receiving this notice. Send your check, payable to the Phila. Section, ASCE, for the number of attendees in your party @ \$10.00 each for Tour and Luncheon, or \$3.00 each for the Tour only, to P.O. Box 58186, Phila., PA 19102-8186; or call the Electronic Message Center, (215) 934-3639 (open 24 hours/day), Deadline for reservations is Monday, December 5, 1994.

### November Meeting

(Continued from Page 3)

#### Questions and Answers

Mr. Butler then fielded questions and ended commendably this highly educational and entertaining presentation. President Thomsen extended the Section's appreciation for a job well-done and well-received.

Prior to the formal Dinner and Meeting in the evening, an afternoon tour of the bridge at the site was arranged by **Dave VanOcker** with Project Engineer Butler and his assistants as guides. About

20 Phila. Section members met at the Figg Group field offices and were transported by vans to the bridge. The short trip presented a spectacular vista of the bridge, the approaches and construction equipment and pre-forming elements and processes on the ground. Mr. Butler and his aides explained in detail all the stages of the site preparation, transportation of the main structural framing components, and erection procedures.

Visual inspection at close range of an enormous and challenging project such as this magnificent structure was truly awe-inspiring. Those who attended will long remember the experience. Mr.

### TECHNICAL GROUP ACTIVITIES

#### Engineering Management

##### January Luncheon Meeting

Date: Thursday, January 19, 1995, 12:00 Noon

Location: Strawbridge & Clothier, Private Dining Room, 6th Floor, 8th & Market Sts., Phila., PA

SUBJECT: **1994 Philadelphia Section ASCE Salary & Benefits Survey**

SPEAKERS: **Sandra May** and **Dennis MacBride**

Cost: \$15.00 per person

Sandra May, Chair of the Section's Salary & Benefits Committee, and Dennis MacBride, Chair of the Section's Professional Practice Committee, conducted the bi-annual Salary & Benefits Survey. Sandra and Dennis will discuss the results of the Survey including: trends in Civil Engineering employment, comparisons to other salary surveys, and survey respondents' suggestions to improve the profession. It promises to be an interesting and informative presentation for all Civil Engineers.

For further information and reservations, please contact **Al Zion** at (215) 937-5582 or **Chris Rood** at (215) 580-7586. Reservations will be required for the luncheon and should be made by **Friday, January 13, 1995**.

#### Geotechnical and Environmental/ Water Resources Groups

(Combined Program for 1994-95)

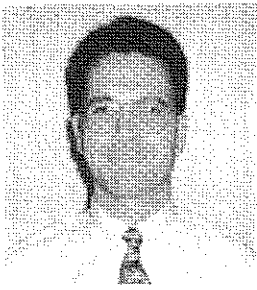
Program activities will begin by January, 1995. Watch THE NEWS for announcements.

Butler is to be additionally commended for his excellent management of the tour.

Kudos of praise are due the Section's Structural Group, and especially to **Rich Roberts**, present Chairman; and **Dave VanOcker**, Past Chairman, who continues to act as an advisor to the Group — for their preparation and arrangements for this splendid Tour and Meeting.

#### Words for Thought

He who cannot forgive others destroys  
the bridge over which he himself must pass.



### THE PRESIDENT'S MESSAGE

We are off to a great start this year! In October, we had a very exciting program on the Spectrum II now known as the "Core States Arena." Our meetings are being held on the **Second Thursday** of the month at **Williamson's** unless you are otherwise notified. In keeping with our attempt to develop a regular meeting time and location, we are using Williamson's as a home at least for now. As fate has it, December's meeting is one of those which will not be at Williamson's.

The Philadelphia Section, ASCE, is also proud to bring a new benefit to your membership in the Society. When you attend regular Section meetings you will now be given a Professional Development Hour credit (PDH). Continuing education through the use of PDH's will soon become a requirement for registration. This procedure already exists in three States in the country and was the leading topic of discussion at this year's ASCE National Convention in Atlanta, GA. Our Section has chosen to lead, as opposed to follow, in granting PDH's to our members for participation in the Society's events. Come to our next meeting and see how this can benefit you.

The National Convention was also very exciting; the theme of Professional Continuing Education, Sustainable Development and the National Headquarters' move to Washington were woven throughout the Convention program. Atlanta is a beautiful city and is actively preparing for the 1996 Olympic Games with much development and construction activity occurring.

Our Section Program is nearly complete. This month's event will be a Luncheon Meeting and tour of the New Justice Center in Center City Philadelphia which should prove extremely exciting (see details on Page 1). I look forward to seeing all of you there and expect a good turnout. I will continue to emphasize **participation** in our Section's activities, increasing **membership** and continued focus on the newsletter and **communication** with our members.

Sincerely,  
William T. Thomsen, P.E.  
President, Phila. Section, ASCE

### PERKS NAMED DEL-VAL ENGINEER OF THE YEAR



**Harry M. Perks** was the unanimous choice of delegates of the Delaware Valley Professional and Technical Societies for the 1995 Delaware Valley Engineer of the Year.

This program is sponsored by the Delaware Valley Engineers Week Council whose objectives include informing the public of the valuable contributions that engineering and technology make to our society and selecting an ambassador to promote the profession. Perks will serve in this role in 1995.

Perks was nominated for this honor by the Philadelphia Section ASCE. The Delaware Valley Chapter APWA seconded the nomination.

Perks, a member of the Phila. Section, has had a 40-year career in the Philadelphia area. He spent 32 years at Day and Zimmermann, eight as President. He served as Philadelphia's Street Commissioner where he instituted many productivity initiatives and set-up a household recycling program. He was the Executive Director of the Pennsylvania Convention Center Authority where he was respon-

sible for the design, construction and start-up of the award-winning Convention Center Complex, a 1.3 million square foot facility. Today, he is back in private practice as Chairman of Perks-Reutter Associates with offices in Cherry Hill and Philadelphia.

The election took place on November 9th at the PECO Energy Headquarters at 23rd and Market Streets. Over seventy delegates from than 20 technical/professional societies judged the qualifications of candidates before selecting Perks. The Phila. Section's delegates were **Jian Jin, Bill Richards, Charles Sutphen** and **Joe Szymnick**.

Perks previously won the Philadelphia Section ASCE's Engineer of the Year Award in 1993. The Section is proud that one of its own has been honored in this way and looks forward with excitement towards Harry's tenure as spokesperson for the engineering community.

Perks will be officially installed as Engineer of the Year during the Engineers Week celebration in February. More information on these activities will be included in subsequent issues of THE NEWS. We encourage Section members to attend the Proclamation Luncheon and Banquet to show our support for Harry.

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BOB WRIGHT  
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### NEW MEMBER!!

#### JOHN FINCH CARRAGHER

born October 9, 1994 @ 8:09 PM

Length: 22 inches

Weight: 9 lbs 3 oz

Mother, Father & Child are all well.

**CONGRATULATIONS!!!!**  
to our secretary **Mike Carragher**  
and wife, **Joan**

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**COPY DEADLINE FOR  
JANUARY 1995 ISSUE  
DECEMBER 8, 1994**

## NOVEMBER DINNER MEETING

November 10, 1994

Williamson's GSB Building, Philadelphia, PA

### The Chesapeake & Delaware Canal Bridge

By Bill Richards, Associate Editor

The Philadelphia Section, ASCE, held its regular monthly meeting following a special tour of the Chesapeake and Delaware Canal Bridge construction site on S.R. 1, St. Georges, Delaware. The meeting was capably presided by Section President, **William T. Thomsen** and the Principal Speaker was **Mr. Kenneth V. Butler, P.E.**, Engineer of Project Development, for Figg Engineering Group, Tallahassee, FL. Approximately 70 members, students and faculty, and guests were present. Also at the meeting was **Mr. William Welsh**, recently nominated Director for ASCE, District Four.

#### Swarthmore College Night

The meeting also recognized and honored the ASCE Student Chapter and Civil Engineering Department of Swarthmore College. Professor **Faruq Saddiqui**, Faculty Advisor, and President **Jay P. Barton** described the Swarthmore program for the year and graciously thanked the Section for the opportunity. ASCE Student Chapter President Barton acknowledged his fellow Chapter officers: Vice President **Scott Hassell**; and Contact Member, **Daniel Hoenig**.

Professor Saddiqui and President Barton stressed that although the Chapter is small, its agenda of activities is extensive and diversified. They look with optimism and encouragement to the continued advancement of the Student Chapter and the Civil Engineering Department of Swarthmore.

#### Roberts Introduces Mr. Butler

Rich Roberts, Chairman of the Structural Group introduced Mr. Butler. The C&D Canal Bridge is intended to be a major part of the S.R. 1 highway project for the Delaware Department of Transportation. The project will provide 47 miles of limited access highway connecting to Interstate 95 and alleviating present traffic conditions on U.S. 13 in Delaware. The twin box girders of the C&D Canal will carry 3 lanes of traffic each over the Canal, while allowing 138 feet vertical clearance for ships traveling through the Canal. The central portion of the bridge spans the entire canal, with no piles or pylons in the canal itself.

#### Casting of Segments

All segment components were cast nearby, by Bayshore Casting, and shipped by barge up the canal for erection. Piers, pylons, spans and all other major segments were cast, using special geometries and leaving allowances for post-tensioning methods, in various sizes. Barging typically took about 30 hours. The castings maximized the ability to erect the bridge in a modular fashion, stacking and then post-tensioning piers and pylons, and extending (cantilevered) span segments.

#### Erection

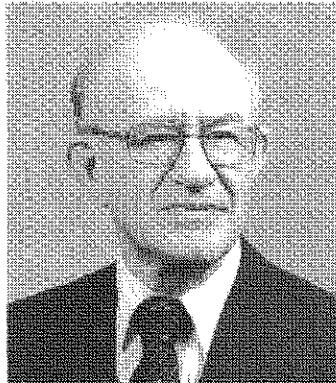
Pile driving occurred first, with 2 foot square skin friction end-bearing piles driven, approximately 6 per day. Footings were placed on top of

the piles. Then box columns were built up, 10 foot high segments stacked on top of each other to full height. Post-tensioning ducts has been included during casting, allowing the tendons to be anchored at the top, run down through the segments, across at the base, and then up to be anchored at the top at the opposite side. Twenty-four columns were erected in this manner in about 4 1/2 months.

The two main span pylons are 370 feet in height, supported by 30 piles each, located on the banks of the canal. They anchor at the top the support cables that connect to the cable stays on the bridge spans. Two 200-foot cranes were used in the assembly.

The superstructure was erected to support the 150-foot approach spans, stabilized by longitudinal post-tensioning. Overhead cranes placed the pier segment and then 14 span segments at a time. The sequence was to place a cantilevered span segment, epoxy the face, tension; then place a cable stay segment, stress; lower a delta frame segment, rotate it into position, and a closure pour. Sixteen cable stays (20 feet apart) and delta frames are placed at a time. This sequence continues until half the span is placed from each side of the canal, then the cantilevered spans will be joined, with completing expected in August of 1995. (Continued on page 1)

## BILL PADLASKY



With profound personal grief, and sadness on behalf of the entire membership of the Philadelphia Section, ASCE, we announce the death, on November 11, 1994, of **William "Bill" Padlasky**, of complications after heart surgery. Bill and your editor were classmates at Drexel University and have maintained a close personal friendship through the succeeding decades. His business partner, the late Joseph A. Schulz, preceded the present editor of THE NEWS in this position, and he was also a close friend and professional associate during the same period.

Bill was the immediate predecessor of your editor as President of the Philadelphia Section (1961-1962), after ascending through the hierarchy of official offices. His most notable service to the Section since his presidency was as Chairman of

the Richard L. Humphrey Memorial Fund Board of Trustees for more than 15 years until 1984, when he was succeeded by Section Past President Larry Moy (1971-1972). The mainstay of the Section's financial structure, the Fund was established in 1926 after the ASCE 56th National Society Annual Convention was hosted by the Philadelphia Section in October, 1926. A balance in funds of \$16,700.00 was left after expenses of the Convention. Richard L. Humphrey, one of the Founders and a Past President of the Philadelphia Section (1914-1915, the second year of the Section's formation), was largely responsible for the creation of the Fund, which was later named as his Memorial after his death in November, 1928.

Bill Padlasky received his elementary and high school education in Philadelphia, and earned his B.S. in Civil Engineering at Drexel University in 1939. He was a Registered Professional Engineer in PA, NY, DE, MD and FL. From his graduation to 1952, he was employed in responsible charge with various engineering firms, principally in the areas of structural design and inspection, soils engineering design, naval architecture and estimating. In 1952, he joined with the aforementioned Joseph A. Schulz, Past President of the Philadelphia Section (1952-1953) to form the partnership of Schulz and Padlasky, Consulting Structural Engineers. Among the prestigious industrial companies who were their clients for project planning, design and modifications, were: Burroughs-Wyeth, Sears-Roebuck, Abbotts Dairies, Boeing Vertol, Leeds & Northrup, Tastykake, Georgia Pacific, Otis Elevator, Westinghouse Elevator, and many others. Their work encompassed complex investigations as upper beams supporting elevators in the towering Sears Building in Chicago, which were causing excessive vibrations within the building, among innumerable other challenging engineering studies, evaluations and design modification projects.

In addition to his extensive private engineering practice, Bill found time to serve as Adjunct Professor of Civil Engineering at Drexel University for many years. In 1985, because of Mr. Schulz' failing health, the Schulz and Padlasky Partnership was dissolved (Mr. Schulz died in November 1990). Bill then joined Pennoni Associates in October, 1985 as Senior Engineer. In 1990 his status was changed to Contract Consultant with that firm, until his own illness forced retirement.

We have here documented only sketches of Bill Padlasky's extensive contributions to the engineering community and to the industrial and commercial development of the region and other parts of the United States, in general; and of his generous and tireless efforts on behalf of the Philadelphia Section, ASCE. He was also intimately involved in many civic, cultural and religious activities within the community — all of which are reflections of his generous and selfless personality of rendering service to others, and his keen sense of duty and obligation to better the condition of his fellows.

Bill is survived by two daughters: Mrs. Larry (Estelle) Bogart, and Mrs. Dale (Sandra) Stein — by his first wife, the late Grace Padlasky, who was one of the Charter members of the Phila. Section's

(Continued on page 4)

## JOIN THE SECTION'S TECHNICAL GROUPS

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## IMPORTANT! 1994-1995 MEETING NOTICES

MARK YOUR CALENDAR for the dates of the remaining Philadelphia Section, ASCE monthly meetings and social functions, as follows: (Check each issue of coming editions of THE NEWS for details, possible date and topic changes.) THIS IS A TENTATIVE LIST.

### ALL DINNER MEETINGS (Except as noted for Luncheon Meetings)

Cocktails – 5:30 p.m. Dinner – 6:30 p.m. Meeting – 7:30 p.m.

STUDENTS: All dinner and/or luncheon charges one-half price. If you prefer, you are welcome to attend all meetings after dinner or luncheon, at no charge.

### Thursday, January 12, 1995 – Dinner Meeting, Williamson's City Line

"Transportation Funding – Intermodal Surface Transportation Efficiency Act (ISTEA)" (Arr. by Transportation Group)

### Thursday, February 9, 1995 – Harbour League Club, Camden, NJ

Joint Dinner Meeting with South Jersey Branch, New Jersey Section, ASCE

"New Jersey Infrastructure Program" (Arr. by South Jersey Branch & Construction Group).  
Drexel University Night.

### Thursday, March 9, 1995 – Dinner Meeting, Williamson's City Line

"Sun Oil Co. Middle Creek Project" (Arr. by Environmental Group)

Villanova University Night.

### Thursday, April 13, 1995 – Dinner Meeting, Williamson's City Line

Joint Meeting with Society of American Military Engineers (S.A.M.E.)

"Philadelphia International Airport" (Arr. by Engineering Management Group)  
Temple University Night.

### Friday Evening, May 5, 1995 – Annual Spring Dinner Dance

Sugarloaf Conference Center, 9230 Germantown Ave., Phila., PA 19118

## Bill Padlasky

(Continued from page 3)

Women's Auxiliary (established in 1957); a sister, Florence Nathans; and four grandchildren. After Grace Padlasky's death, Bill was married to the late Sylvia Miller Padlasky, who died last year.

A fitting eulogy of Bill Padlasky to his professional colleagues and personal friends and family could be summarized: "He was an integral part of us. His calm, quiet-mannered and distinguished presence commanded the attention and respect of all with whom he came in contact. For these attributes and countless more, he will be remembered."

To Bill's family, the Philadelphia Section extends its heartfelt condolences. May their grief be

solaced, to the extent that it can be, by the assurance that he will not be forgotten by all of us who knew him, and who respected and revered him.

Contributions in Bill's memory may be made to the American Heart Association.



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