

the news



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The Sidney Robin Memorial Newsletter of the Philadelphia Section ASCE

Vol. 76-3

Our 90th Year

December, 2003/January 2004

JANUARY JOINT DINNER MEETING

Philadelphia Section, American Society of Civil Engineers,
Reading Branch, American Society of Civil Engineers, and
Delaware Valley Section, American Society of Highway Engineers

WEDNESDAY, JANUARY 14, 2004

RADISSON HOTEL, VALLEY FORGE • 1st Avenue & Gulph Road, Valley Forge, PA

Cocktails – 6:00 p.m. • Dinner – 7:00 p.m. • Meeting – 8:00 p.m.

\$25 before January 8, 2004 • \$35 January 9, 2004 and after, and at the door

SUBJECT: Moving Pennsylvania Forward

SPEAKER: Allen D. Biehler, P.E., Secretary of Transportation, Commonwealth of Pennsylvania

RESERVATIONS MUST BE MADE THROUGH DELAWARE VALLEY SECTION, ASHE.

Please Note: The Philadelphia Section will NOT be accepting any reservations for this meeting at our Post Office Box. Reservations CANNOT be made through the Section's website. No CALL-IN reservations will be accepted!! We apologize for this inconvenience but there is limited space available for this Joint Meeting. **Payment for reservations MUST be received by Thursday, January 8.**

Those who reserve past January 8 and walk-ins will be charged the higher rate and will be subject to acceptance on a space-available basis. **THERE IS NO GUARANTEE THAT SPACE WILL BE AVAILABLE.** Given the popular subject and speaker, it is very likely that this meeting will sell out.

Checks for reservations should be sent to: Delaware Valley Section ASHE; 1500 Walnut Street, Suite 1105, Philadelphia, PA 19102. Checks should be made to "Delaware Valley Section ASHE."

SPECIAL FEATURE: DREXEL UNIVERSITY NIGHT – The ASCE Student Chapter, Faculty and Alumni of the Department of Civil and Architectural Engineering of Drexel University will be honored at this meeting. All Students, Faculty and Alumni are cordially invited.

(Continued on Page 2)

FEBRUARY JOINT DINNER MEETING

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

THURSDAY, FEBRUARY 19, 2004

WYNDHAM HOTEL • Route 73, Mount Laurel, New Jersey

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

SUBJECT: Rehabilitation of Port Authority Trans-Hudson (Path) Tubes – Exchange Place to World Trade Center

SPEAKERS: J. William Vigrass, P.E., Project Manager, Hill International, and **Michael V. Griffin, P.E.**, Vice President, Hill International

RESERVATIONS MUST BE SUBMITTED BY FRIDAY, FEBRUARY 13, 2004. Please send your check for the number of attendees @ \$30.00 per member or guest, \$15.00 per ASCE Student Members, payable to the Phila. Section, ASCE, P.O. Box 58186, Phila., PA 19102-8186; or call the Electronic Message Center: 1-800-461-4190 (Open 24 hours/day) or e-mail the Section at info@asce-philly.org.

SPECIAL FEATURE: TEMPLE UNIVERSITY and ROWAN UNIVERSITY NIGHT – The ASCE Student Chapter, Faculty and Alumni of Temple University and Rowan University will be honored at this meeting. All Students, Faculty and Alumni are cordially invited.

THE NEWS DEDICATED TO FORMER EDITOR SID ROBIN

You may have noticed on the masthead of THE NEWS that it has an official dedication to our departed Editor, Sid Robin. The Section's Board of Directors voted unanimously at its November meeting to add the name "The Sidney Robin Memorial Newsletter of the Philadelphia Section ASCE" to THE NEWS in honor of Sid. This edition and all future issues of THE NEWS will carry this dedication in the masthead.

BEST OF THE SEASON TO YOU

The Officers and Directors of the Philadelphia Section, ASCE join in wishing the best of the holiday season to our members and their families and friends. We hope you enjoy your holidays, whatever they happen to be, and that they are safe, sound and fruitful.

We also offer our best wishes for you and yours for a happy and healthy 2004.

TECHNICAL GROUP ACTIVITIES

Structures Group

January 2004 Luncheon Meeting

DATE: Wednesday, January 28, 2004;

12:00 Noon to 1:30 PM

COST: \$10; Students \$5 (includes buffet lunch)

LOCATION: Conference Room E, 16th Floor, Municipal Services Building, 15th and JFK Blvd, Philadelphia

SUBJECT: Treating Channel Instability to Minimize Scour at Bridges (Highway and Bridge Application)

SPEAKER: Peggy Johnson, Professor, Civil Engineering, Pennsylvania State University.

Dr. Johnson will discuss scour processes, which occur at bridges simultaneously with channel instabilities, such as channel bed degradation, channel widening, and lateral migration. The interactions of these processes are difficult to predict.

Reservations are required and seating is limited to 50. Please contact **Ali Khan**, Chairman, Structures Group, at (609) 530 9618.



THE PRESIDENT'S MESSAGE

Dear ASCE Friends,

It is hard to believe we have reached the beginning of another new year. I am already two-thirds through my term as President of the ASCE, Philadelphia Section. As the saying goes, time flies when you are having fun. Hopefully, we are indeed having fun. We are well into our ASCE Section meeting program and are now anxiously awaiting our annual January Joint Meeting with the

American Society of Highway Engineers (ASHE). Each year, this meeting tends to be one of our most well-attended and this year's should be no exception. We expect a large turnout for PENNDOT Secretary of Transportation, **Allen Biehler, P.E.** Be sure to reserve your spot right away.

Another important event coming up in January is the **Future City Competition 2004**, which will be held on **January 24, 2004** at Widener University. Volunteers are still needed to serve as judges for the competition. Our ASCE, Phila. Section has a history of supporting this event and hopes to continue this tradition. Please see page 6 of this newsletter for more information. The Future City Competition is just one of the many events organized by the **Delaware Valley Engineers Week Council** in support of **National Engineers Week**.

Speaking of National Engineers Week, it will be held this year from **February 20 thru 28, 2004** beginning with the **Proclamation Luncheon** on **February 20, 2004** at the Union League. **Matthew Burns, P.E.** will officially be recognized as the 2004 Delaware Valley Engineer of the Year. Please make it a point to come out and show your support for Matt as well as our local Engineering community by participating in some of the activities that are scheduled during the week. See page 3 for more information regarding the week's events. National Engineers Week is probably one of the best opportunities for Engineers from various disciplines throughout our country to increase public awareness of the Engineering Profession. Once again, I encourage you to get involved and participate in the activities that promote our profession.

In closing, I hope you and your families have enjoyed a wonderful holiday season. I wish you all good health and success in this new year and look forward to seeing you at one (or more) of our upcoming meetings.

Sincerely,
Allan F. Moore, Jr., P.E.
President - Philadelphia Section, ASCE

January Meeting

(Continued from Page 1)



Allen D. Biehler, P.E. was appointed as Pennsylvania's Secretary of Transportation by Governor Edward G. Rendell in January 2003. As Secretary, he is responsible for an agency which owns

and operates the fifth largest state-controlled highway system. PENNDOT, with its nearly 12,000 employees and an annual budget of more than \$5 billion, also administers one of the nation's largest grant programs for mass transit, rail freight, and aviation. It additionally administers the Commonwealth's motor vehicle and drivers' licensing programs, which process over 30 million transactions annually, and the twelve Welcome Centers which greeted over 3 million visitors last year.

Prior to his appointment as Secretary, Mr. Biehler worked in the Pittsburgh office of DMJM+Harris, Inc. Consulting Engineers. He has 34 years of experience in the fields of transportation engineering, planning, construction administration and public transportation management in both the public and private sectors in the Pittsburgh area.

Mr. Biehler received a Bachelors degree in Civil Engineering from the University of Pittsburgh and a Master's certificate in Transportation from Yale University.

DIRECTIONS TO RADISSON VALLEY FORGE

From Center City Philadelphia

Take I-76 (Schuylkill Expressway) to King of Prussia. Take Exit 327 (Mall Boulevard). At the first traffic signal at the end of the ramp (Mall Boulevard), turn right.

Follow Mall Boulevard to the next traffic signal (Gulph Road) and turn right.

Follow Gulph Road for approximately 1 mile. At the fourth traffic signal (1st Avenue), turn right. On 1st Avenue, the Radisson driveway is on the left.

From Pennsylvania Turnpike

Take Exit 326 (Philadelphia/Valley Forge). Once through the toll booths, take the first exit (Exit 327) to Gulph Road.

Follow Gulph Road for approximately 1 mile. At the third traffic signal (1st Avenue), turn right. On 1st Avenue, the Radisson driveway is on the left.

From North/West (PA 422)

Take the PA 23 exit for Valley Forge. Turn right at the end of the ramp (PA 23). At the next traffic signal (Gulph Road), turn left. Follow Gulph Road under PA 422. The Radisson driveway is on the left.

**How long a minute is depends
on what side of the bathroom
door you're on.**

SECTION WEB SITE!

Our Section's web site has taken on a new look! Check us out at www.asce-philly.org. Make sure you bookmark this site to check on our latest meetings and events, links and much more! Comments and/or suggestions? Please contact us either via our Electronic Message Hotline at **1-800-461-4190** (24 hours a day) or e-mail at info@asce-philly.org.

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(215) 937-6942
Email: allan.moore@phl.org

Secretary - John W. Stone

Deloitte and Touche,
Construction Consulting Services
1700 Market Street, 22nd Floor
Philadelphia, PA 19103-3984
(215) 299-4530; Fax (215) 405-3157
Email: jostone@deloitte.com

PUBLICATIONS COMMITTEE

Interim Editor of THE NEWS

Robert Wright

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**COPY DEADLINE FOR
FEBRUARY 2004 ISSUE
JANUARY 16, 2004**

PHILADELPHIA SECTION 2004 AWARDS PROGRAM

NOMINATIONS NOW OPEN!

The Section's Award program is now open for nominations. These Awards recognize Section members and others for their contributions to the Civil Engineering profession. All Awards will be presented at the **Spring Social Dinner Dance**, which will be conducted on **Friday, May 7, 2004**. (More information on the Spring Social will be included in upcoming issues of THE NEWS.)

Guidelines/Rules

- Nominations must be postmarked by **Friday, February 6, 2004**, or faxed to the Awards Committee Chair by the close of business that day. Nominations should be submitted on nomination forms which are available from the Committee Chair.
- Individuals may be nominated for awards by a member in any grade of membership.
- Individuals may receive only one award in a single year, but may be nominated for more than one award in a single year.
- Award recipients are subject to the approval of the Section's Board of Directors.
- All awards are presented only in years in which, in the judgement of the Selection Committee or the Board, there is at least one suitable candidate.
- The Selection Committee, at its discretion, may nominate an alternate for each Award for Board consideration.
- The Selection Committee will recommend to the Board whether the recipient should also be nominated for applicable National or Regional awards by the Section.

- A nominee for any award MUST be a member in good standing of the Philadelphia Section in the year in which the nomination is made, with two exceptions (Government Service Award and Philadelphia History and Heritage Award). For these awards, membership in the Philadelphia Section is NOT required.

AWARDS

The Section has a total of 13 awards which cover various specialty areas. In addition, the Section President can nominate an individual for the Presidential Award at his/her discretion. The awards are as follows:

- Philadelphia Civil Engineer of the Year
- Philadelphia Young Civil Engineer of the Year
- Philadelphia Government Engineer of the Year
- Philadelphia Young Government Engineer of the Year
- Government Service Award
- Educator of the Year
- Philadelphia History and Heritage Award

Individual Technical Awards:

- Civil Engineering Manager of the Year
- Construction Engineer of the Year
- Geotechnical Engineer of the Year
- Structural Engineer of the Year
- Transportation Engineer of the Year
- Water Resources Engineer of the Year

If you are interested in submitting a nomination for consideration, please contact **Bob Wright**, Committee Chair, at (215) 686-5538 or e-mail robert.wright@phila.gov to obtain a nomination form. You may also call Bob if you have any questions or need any additional information on the Section Awards Program.

ENGINEERS WEEK IS COMING

Engineers Week 2004 will be celebrated from **February 20 through February 28, 2004**. Several events are already planned for the occasion. You may want to mark your calendars now for the various activities that are planned to cite Engineers Week.

The kickoff event, the **Engineers Week Luncheon**, will be held on **Friday, February 20, 2004** at the Union League. At that time, the 2004 Delaware Valley Engineer of the Year, **Matthew J. Burns, P.E.**, will be officially recognized.

The Delaware Valley Young Engineer of the Year will be highlighted at the Young Engineer of the Year dinner scheduled for **Wednesday, February 25, 2004** at Williamson's Restaurant in Bala Cynwyd.

The week will close with the **Engineers Week Banquet on Saturday, February 28, 2004** at Mitten Hall, Temple University.

The Engineers Week 2004 brochure will be available at the registration table at the January meeting. The Delaware Valley Engineers Week Council website, www.dvewc.org, has the most current data on events and related activities. More information will also be included in the February edition of THE NEWS.

MORAL OF THE STORY

A project team is heading to lunch when they find an antique oil lamp. They rub it and a Genie comes out in a puff of smoke. The Genie says, "I usually only grant three wishes, so I'll give each of you just one."

"Me first! Me first!" says the junior engineer. "I want to be in the Bahamas, driving a speedboat, without a care in the world." Poof! She's gone.

In astonishment, "Me next! Me next!" says the project engineer. "I want to be in Hawaii, relaxing on the beach with my personal masseuse, an endless supply of Piña colodas and the love of my life." Poof! He's gone.

"OK, you're up," the Genie says to the project manager, who exclaims as his wish, "I want those two back in the office after lunch."

Moral of the story: Always let your boss have the first say.



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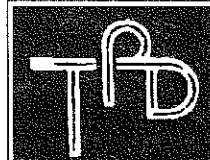
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amouradian@gnfnet.com

William K. Petersen, PE
bill.petersen@urscorp.com

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Are you interested in receiving the DVGI monthly newsletter? Add your name to our email list by sending your email address to Mr. Yongli Min, PE @ yongli_min@urscorp.com and you will begin receiving our newsletter!

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PLEASE CHECK YOUR MAILING ADDRESS!

We receive on average about two dozen returned copies of THE NEWS each mailing. The usual reason for return is insufficient mailing address.

Please check your preferred mailing address that you use for ASCE mailings when you renew your dues. It needs to be complete — for example, if you send this to your office, you need to include street address, suite number, etc. We have been working closely with ASCE National to rectify some past problems with address information and this should be resolved as you read this.

If you need to change your address at any time, this should be done through ASCE National, as all of our mailing information comes from National's database. You can also check your address information, in addition to other data on file with file at National, through National's website (www.asce.org), in the Member Profile section. (If you have not already done so, you may be asked to set up a username/password for your account to protect your privacy.)

As an alternative, we also offer the e-mail option (outlined elsewhere in this issue), which ensures speedy delivery with a literally "hot off the presses" copy of THE NEWS arriving right on your computer. Over 200 Section members have chosen this option.

We ask for your cooperation so that we can ensure that THE NEWS gets to you in the method(s) of your choice quickly and efficiently.

D'ALBA CITED BY WTS

Section Member Ed D'Alba received yet another award recently, as he was cited by the Philadelphia Chapter of the Women's Transportation Seminar (WTS) as the recipient of its 2003 Philadelphia Award. The award was presented to Ed at the WTS' Annual Awards Presentation and Dinner on December 4, 2003.

Ed, the President of Urban Engineers, Inc., is no stranger to recognition from his peers in professional organizations. He was the recipient of the Section's Philadelphia Civil Engineer of the Year award in 1995 and served as the Delaware Valley Engineer of the Year in 2002.

We congratulate Ed D'Alba on his latest honor.

THANKS TO OUR SPONSORS

So far, 29 local firms and concerns have signed up to be part of the Section Sponsorship program this year. The Section extends its collective "thank you" to these groups for their commitment in this regard.

There are several benefits available to you as a Section Sponsor. For a low \$200 annual fee, you too can be a part of this program. It's certainly not too late for you to join the program.

One of the most visible benefits is the placement of your business card in THE NEWS. For information on the program, please contact our Interim Editor, **Bob Wright**.

The Section is greatly appreciative to those of you who continue to help support our many activities and programs through participation in the Section Sponsorship program.

WHAT DO YOU DO AFTER YOU'VE BEEN SUED FOR "PROFESSIONAL MALPRACTICE"?

Prepared by Mark W.S. Young, JD, MBA, BSCE, EIT. Mr. Young is a shareholder of The Young Law Firm, P.C., myoung@LawAce.net

It's a 5:45 PM on a Friday and you are finishing work so you can go home and enjoy the weekend with your family. Before you leave the office, your secretary informs you that a sheriff deputy is in the lobby and wants to speak with you. Being a law-abiding person, you calmly greet the deputy, asking what you can do for him. The deputy asks you your name to confirm your identity and then hands you a document. He tells you that you have been sued. You read the document and realize that the deputy isn't kidding — you've been sued because a building you designed a year ago now has a leaky roof. Thoughts of you enjoying your weekend suddenly vanish. What do you do?

It is estimated that leaking roofs account for eighty percent (80%) of lawsuits against design professionals. Since leaking roofs are the most likely type of lawsuit for a design professional, this article will use a leaky roof as a hypothetical.

After receiving the lawsuit (often called a "petition" or "complaint"), you must decide on your next course of action. You should contact your attorney immediately.

If you have professional malpractice insurance, you should contact your insurance carrier as soon as possible. If you have an attorney already working on the case, the insurance company may discuss arranging for the insurance company hiring the attorney on your behalf. If you do not have an attorney, the insurance company will likely hire an attorney to defend you. The insurance company may issue a "reservation of right" letter stating that it is providing an attorney to defend you, although the insurance company does not necessarily agree that the claim is covered or that you have a valid insurance contract. The reservation of right letter protects the insurance company, in case it later turns your insurance policy is invalid.

Your attorney will likely file an answer to the lawsuit as soon as practical. Filing a timely answer is probably the most important first step in the lawsuit. A copy of the answer must be sent to all parties of the lawsuit. Failing to file an answer by the deadline will likely result in a default judgment against you, so filing an answer is very important. You should instruct your attorney to send you copies of all documents filed with the court. Receiving copies of all documents will ensure that you are kept informed of the status of the lawsuit.

The insurance company may send an investigator to the scene of the accident to make sure the claim is legitimate.

Discovery is the next phase of the lawsuit. Discovery refers to the process of discovering the facts in the case and the other side's theory of how you are liable. Discovery includes various written documents, such as interrogatories, requests for production, and requests for admissions. Discovery also includes oral testimony, such as depositions.

Interrogatories are written questions, which you respond to with written answers. Requests for production are requests to produce documents and other physical evidence. Requests for admissions

are written questions that ask for you admit or deny facts of the case. All responses to discovery requests should go through your attorney because your attorney may object to some or all of the discovery requests to protect your legal rights.

Various motions may be filed during the case. The most significant of these is the motion for summary judgment, sometimes called a motion to dismiss. Summary judgment occurs usually in two main areas: 1) plaintiff has failed to state a claim in the pleadings that the court can grant relief, or 2) assuming all the facts the other side claims are true that you would still win as a matter of law.

Depositions are hearings (typically at an attorney's office) where you are placed under oath to answer a series of questions. Often the deposition will have a court reporter who will type a transcript of the deposition statements. Sometimes the deposition will be recorded by audiotape and/or videotape. If there is a video camera present, it is probably on.

One strategy that some attorneys use is being extremely verbally abusive during the deposition to you and your witnesses. At the trial the abusive attorney is very friendly to you hoping that you react to the earlier mistreatment in front of the jury. In this manner, the attorney makes you look like the "bad guy" in front of the jury. Be aware of this trap.

If you are concerned that the opposing side's attorney will be verbally abusive during the deposition, request that you attorney arrange for the deposition to be recorded by video camera. A videotaped deposition often helps "bad mannered" attorney's to behave properly.

It is estimated that the parties settle 90-95% of lawsuits before the court decides the case. Thus, it is likely that you will make or receive a settlement offer. Sometimes the plaintiff will make an offer at or near your insurance limit because in some states the insurance company's rejection of an offer within the policy limits will make the insurance company liable for the full judgment.

Stress Management

Worrying is probably the most emotionally taxing part of a lawsuit for an design professional, but worrying will cause more harm than good. Worrying will paralyze you and hamper your ability to think clearly. To combat worrying, you can take a lesson from the Dale Carnegie book, *How to Stop Worrying and Start Living*. An effective method for combating worrying is to follow a three-step process. First, imagine what is the worst thing that could happen from the lawsuit. It is often not as bad as you thought. Second, emotionally accept that the worst possible thing that could happen has happened. Accepting the worst-case scenario helps you to stop worrying about the problem, so you can think clearly about preventing the worst-case scenario. Third, determine how you can improve on the worst-case scenario to make things better.

Productive Things You Can Do

In a lawsuit, there are productive things you can do to improve your chances of winning the lawsuit. The first thing you want to do is to pre-

(Continued on Page 5)

serve evidence. For the leaking roof case, you want to preserve any applicable contracts, letters, emails, roofing material samples, roof warranties, design plans, specifications, etc. Your attorney will likely ask you for many these documents at sometime in the case.

It is wise to keep a copy of all documents you provide to your attorney (in case your attorney misplaces the documents). Be sure to give your attorney copies of documents helpful to your case. These documents include contracts where the person suing you has agreed to indemnify you. You want to make sure these important documents are seen by your attorney and not buried in a mountain other documents you provide. The better organized your documents, the less time your attorney will need to spend reviewing them. The less time your attorney spends, the lower your attorney fees. The documents for a large lawsuit can span multiple file boxes of documents and it is possible for a single document to get misplaced or ignored if mixed in with several file boxes of documents.

Most attorneys do not have an engineering or architectural background, so you may have to explain the importance of a particular document. On the bright side, odds are that the opposing side's attorney does not have an engineering or architectural background either.

At some point in the case, your attorney will likely retain an "expert witness." The expert witness will usually be an architect or an engineer or someone with experience in the field. You may help your attorney by giving him/her names of architects and engineers who you believe would make a good expert witness. The witness should be technically proficient, have good moral character (no skeletons in the closet), and be comfortable testifying.

This will be a person who will help the attorney to investigate and understand the technical aspects of the case. The person may also testify at trial. If you have a particularly important document that you believe helps your case, remind your attorney to give a copy of it to the expert witness.

Summary

You should do several things when sued:

- Make sure an answer to the lawsuit is timely filed;
- Retain an attorney to make sure all documents are filed by the deadlines;
- Contact your insurance company;
- Request your attorney send you copies of all documents filed with the court;
- Stop worrying (see three step approach above);
- Gather and preserving evidence;
- Give especially helpful documents to your attorney, highlighting the importance of the documents (do not bury them in a box with other documents);
- Keep a copy of all documents provided to your attorney; and
- Help your attorney locate a suitable expert witness.

For a free copy of *Limiting Liability In Leaking Roof Lawsuits*, please contact Mark W.S. Young at myoung@LawAce.net.

Note: Nothing in the article should be construed as legal advice; the article is designed to provide general information regarding the subject matter covered. It is provided with the understanding that the publisher is not engaged in rendering legal or other professional services. If legal advice or other expert assistance is required, the services of a competent professional person should be sought.

YOUNGER MEMBER FORUM NEWS

by Asha Maliakal
Forum Editor

Michael McAtee, PE
2003-2004 President

Urban Engineers, Inc.
530 Walnut Street, 14th Floor
Philadelphia, PA 19106
(215) 922-8081
mjmcatee@urbanengineers.com

The Younger Member Forum (YMF) membership includes college students, recent graduates and young engineers, including Registered Professional Engineers, who are 35 years of age or younger. The objectives of the group are: 1) to provide networking opportunities, 2) to interact with schools and the general public to promote civil engineering and 3) to enhance career development.

Young engineers or college students who would like to become part of the YMF and be added to the announcement list should contact James Markham of Pennoni Associates, at secretary@ymfphilly.com or at (215) 222-3000. *There are no fees to join!*

Recent Accomplishments

On November 8, 2003 about fifteen volunteers from the Philadelphia Younger Member Forum participated in its bi-annual **Trailworks Day** with the Fairmount Park Commission and the Friends of the Wissahickon in Fairmount Park. Sunny skies and mild temperatures made this a perfect day to be working outside for a great cause. The first task of the morning consisted of clearing a trail which was destroyed when a large tree fell during a recent storm. Volunteers worked hard, sawing limbs and hauling timber, for several hours. Once the trail had been restored, some workers began constructing drainage devices called waterbars that will prevent erosion by funneling water off the main path, while others removed aggressive vines that were threatening healthy trees. Thanks to **John Federico**, Urban Engineers, for coordinating this event and all of the volunteers for donating their valuable time!

On November 18, 2003, the YMF toured the new, state-of-the-art slag grinding facility in Camden, NJ and learned about the final product. Nestled between the Ben Franklin and Walt Whitman bridges on the banks of the Delaware, the St. Lawrence Cement slag grinding facility is state-of-the-art with new technology in grinding. The plant is home to the largest slag cement vertical mill in the world. The final product, slag cement, is utilized as a partial replacement for Portland cement in concrete to enhance concrete properties. Thanks to **Jamie Phillips** of St. Lawrence Cement, for organizing this informative session!

Upcoming Events

The Younger Member Forum is currently planning its **8th Annual YMF Winter Social on Thursday, January 22, 2004 at McGillin's Olde Ale House**. Last year's event, with almost ninety people in attendance, was the most successful YMF event to date! This year's event will once again provide the younger engineering community a great opportunity to network, catch-up with friends, and meet other YMF members from the

area. We hope to have another amazing raffle with numerous chances to win, with all of the proceeds going to the **Greater Philadelphia Food Bank**. Admission will be only \$10 and will include a buffet dinner and open bar. If you are interested in attending, please send an email to rsvp@ymfphilly.com.

Announcements

ASCE National Awards... Interested in being recognized by ASCE National for your accomplishments and winning some extra CASH? The Philadelphia Younger Member Forum wants our outstanding Young Engineers to be recognized for their superior professional achievements! The YMF will reward any Philadelphia Younger Member:

- \$150 for winning one of ASCE's National Young Member Awards
- \$75 for being recognized as a runner-up by ASCE National
- \$50 for being selected as the Philadelphia Sections Official Submission

To learn about these ASCE Awards, visit <http://www.asce.org/pressroom/honors>. If you would like to participate or if you need additional information, contact secretary@YMFPhilly.com.

College Outreach... The YMF is looking for volunteers to organize and lead discussion sessions with Civil Engineering students at local colleges. No preparation is required. Using personal experience, volunteers will help inform students of what to expect after graduation and will respond to questions and concerns from students. If you would like to volunteer as a speaker, please contact **Joe Platt** at JPlatt@trafficpd.com or (610) 326-3100.

Member Spotlight



Vincent Chin, E.I.T., is an Associate Engineer at Pennoni Associates Inc. headquartered in Philadelphia, Pennsylvania. His work experience includes PENNDOT HOP plan preparation and review and currently is working on the reconstruction of Germantown Avenue in Philadelphia. He is also involved in the design of multiple roadway improvements in Bensalem Township, PA as well as various other local townships.

Vincent graduated from Drexel University with a BS and MS in Civil Engineering in 2000 under the BS/MS program. During his time in Drexel, he was involved in various ASCE organized events including the Concrete Canoe Competition.

Vincent is active in several professional organizations including ASCE and ASHE. He has been especially interested in the Younger Members Forum of ASCE and is currently the IT Chair for the year 2003. As a pastime, Vincent enjoys building websites and keeping up to date with the world of computers. Vincent currently resides in West Chester, PA.

The subject of our Member Spotlight in the October edition of THE NEWS, our Professional Development Chair, **Anita Menegaux**, was reported to be expecting her first child in November. The YMF congratulates Anita and her husband on the arrival of their 7 lb. 4 oz. daughter, **Marie Regine Menegaux**. The proud mother and baby are both in good health!

FUTURE CITY 2004 COMPETITION

The Future City Competition will be conducted on **Saturday, January 24, 2004** at **Widener University**. Roughly 40 schools will enter 7th and 8th grade teams in the competition, in which the school students, assisted by their teachers and mentors from the engineering fields, design a city of the future. The students use the SimCity program to develop the virtual plan for their city, and then build a model of it for demonstration. The model must use commonly-available materials and be completed within a given budget. It must also have at least one working part.

The Philadelphia Section, ASCE has been well represented in the program, both at the volunteer level and with team mentors.

For more information, please visit the website, www.futurecityphilly.org.

THIS SPACE COULD BE YOURS!

You could be looking at your business card in this space instead of this notice. Your card could be here among those of your colleagues and competitors. If you would like to be a Section Sponsor, please read all about this program on page 4 of this edition of THE NEWS.

HEC-RAS SHORT COURSE AT VILLANOVA

Villanova University Department of Civil and Environmental Engineering and the Center For Environmental Engineering Research announce that the short course "Analysis of Water Surface Profiles Using HEC-RAS" will be held **January 7-9, 2004**. This course has been designed to familiarize the Civil and Environmental Engineer with both the theoretical and practical aspects of using HEC-RAS, the steady flow, water surface profile computer model developed by the Hydrologic Engineering Center of the U.S. Army Corps of Engineers. HEC-RAS replaces HEC-2 as the industry standard. Each instructor has more than a decade of extensive consulting, research, and academic experience with hydraulic models. Villanova participated as a Beta test site for the original HEC-RAS software. Professor's Traver and Chadderton are the chief instructors.

The fee for the conference which includes class materials, program software and user manuals, coffee breaks, and a reception is \$900. Each course participant will receive the latest HEC-RAS software, a copy of the program documentation, and course lecture notes. The program software is not copy protected. 2.0 CEU's will be awarded to each student. A \$50 discount is offered to members of ASCE and SAME. Register before **December 20, 2003** for another \$50 discount. Group discounts are available.

The course starts with a review of basic open channel hydraulics. After each new aspect of HEC-RAS is introduced, students will be given a design problem to analyze on the computer under supervision of the course instructors. Students will use the most current version of the package in Villanova's Computer Aided Classroom. This facility allows the instructors to include actual HEC-RAS results in a real-time environment. Specialized topics to be discussed include Cross Section Selection, Mixed Flow Regime Modeling, Bridge and Culvert Hydraulics, Floodway Determination, Error Analysis and Model Sensitivity. Theory and practical usage will be integrated to maximize understanding of HEC-RAS Applications to real world design problems.

For further information, or to reserve a seat contact either Professors Traver or Falcone at Villanova University. **Professor Traver, (610) 519-7899; Robert.Traver@Villanova.edu**. Online registration is available through the VUSP Website: www.villanova.edu/vusp.

Department of Civil and Environmental Engineering, 800 Lancaster Ave., Villanova, PA 19085; fax (610) 519-6754.



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NOVEMBER JOINT DINNER MEETING

November 20, 2003

The Union League of Philadelphia

"The Quecreek Mine Disaster"

By Bob Wright, Interim Editor

About 60 attendees enjoyed an enlightening and fascinating meeting on the July 2002 rescue of nine miners at the Quecreek Mine in Somerset County, Pennsylvania.

Phila. Section, ASCE President **Allan Moore** opened the meeting with several announcements. He introduced Younger Member Forum President **Mike McAtee**, who reported on the various activities of the Forum.

President Moore welcomed the **Villanova University Student Chapter**, the highlighted student group of the evening, and introduced **Frank Falcone**, Professor and Faculty Advisor to the Student Chapter (and also a Section Director). Mr. Falcone briefed the audience on the Student Chapter's facts and figures and welcomed **Nicholas Josten**, President of the Student Chapter, who added some remarks.

Mr. Josten reminded those present that engineers need to contribute to the solutions of societal problems in addition to the technical ones for which they are extensively trained. He noted that he saw that to be a critical part of engineering education.

President Moore welcomed Section Assistant Secretary **Alyson Lester**, who presented the evening's speaker, giving a short background on **Joseph Scaffoni**, the Director of the Bureau of Deep Mine Safety for the Pennsylvania Department of Environmental Resources.

Mr. Scaffoni remarked that he had given this very presentation over one hundred times throughout the state since the event, but he does not consider himself a hero for his efforts in directing the rescue efforts at Quecreek Mine. His office covers all mining operations in Pennsylvania. The number of anthracite coal mines is diminishing, but bituminous coal mines are expanding. Some of the largest bituminous mines in the world are in Pennsylvania. Mine safety has increased over the years, with only one fatality in the state this year, and many of the accidents in the present day are more related to human error than any other factor.

The Incident at Quecreek Mine

Mr. Scaffoni focused on the Blackcreek Coal Company's Quecreek Number 1 mine, the site of the rescue. The mine opened in 2001. It was a two-segment mine with an open portal entrance area. The lowest part of the mine was 116 feet below the portal elevation. The area called "2 Left" was in the same coal seam as the adjacent Saxman Mine, which had closed in 1963. The Saxman Mine had since filled with water. It was thought that the Saxman Mine was about 300 feet from the nearest wall of 2 Left. However, the nine miners in 2 Left breached the wall of the Saxman Mine on Wednesday, July 24 at about 8:50 PM. The result was that water began to fill the Quecreek Mine.

It was later learned that inaccurate data on the location of the Saxman Mine led the miners to

miscalculate its extent. Thus, they mined too close to it, and the wall breached. The miners in 2 Left notified nine other miners in the other, lower segment, 1 Left, that water was entering the mine. The nine miners in 1 Left began to evacuate and narrowly escaped the rising water. The miners in 2 Left could not leave, as the rising water blocked their exit, and they were forced to return to the far end of 2 Left, which was the higher end, where the water was actually entering from the breach.

At 9:45 PM, Mr. Scaffoni was notified at home, and he began to advise others to begin rescue operations and get drill rigs to the site. By that time, water had filled the lower areas of both 1 Left and 2 Left. At 11:10 PM rescue directors were at the site.

Location Efforts Begun

A survey was begun at midnight to synchronize surface coordinates with those in the mines. GPS and fixed points were combined to pinpoint the location of the nine miners, working under the assumption that they moved to higher ground. With this information, a 6 1/2-inch borehole was drilled to pump air into the mine. This was completed by 5 AM Thursday.

Mr. Scaffoni noted that at this point, the miners were tapping on the drill steel, so they were still alive, but the water was still rising and this was pushing good air out of the mine. The miners would soon suffocate unless air could be pumped in. With the borehole completed, air could be pumped. This would also create an air pocket which would help keep the water out of the area. There was considerable discussion on whether the air pocket was a viable option, but Mr. Scaffoni insisted on it as an essential element of the trapped miners' survival. The drill steel at the surface had to be sealed to prevent air loss and keep the air pocket intact. The survey tasks were excellent in their precise locations of mine points on the surface.

By 9:15 AM water was flowing from the mine portals, and pumps were needed to carry it away. Pumps were rushed in from as far away as West Virginia and New Jersey to assist this effort. By 4 PM the pumps were removing 25,000 gallons per minute and the water level in the pits was stabilized. Mr. Scaffoni added that the local community began to come out in force to help as they could, especially with the providing of food and comfort.

Rescue Holes Drilled

With the large drill rigs at the site by 6:45 PM, the 30-inch rescue hole was begun. Adjacent areas had to be hastily cleared and graded to allow the rigs to get access. Other holes were drilled to help in the water pumping efforts. By 1:15 AM Friday, the 30-inch drill bit broke roughly 114 feet from the surface. A second rescue hole was begun about 5 AM. Concerns about pressures forced the construction of airlocks and the ordering of decompression chambers, which were

flown in by the U.S. Navy. It was not known whether these would be needed.

Mr. Scaffoni noted that, by this time, the effort had become a major press event. Then-Governor Schweiker arrived on the scene and Mr. Scaffoni briefed him on the outlook of remaining activities. Things were looking up, but the condition of the miners was still an unknown as there was no way to communicate directly with them. The noise of drill rigs, compressors, and other equipment made it difficult for seismographs to pick up any banging or signaling from the miners.

By 7:30 PM a smaller (26-inch) bit was brought in to continue boring of the original rescue hole. The smaller bit would allow drilling to be accomplished faster, but there were concerns that the 22-inch diameter rescue capsule would properly fit in the smaller hole. By 9:30 AM Saturday, the 26-inch bore was within 20 feet of the mine level, and rescue teams began to practice their precise routines. Drilling could not continue since the water level was still too high in the mine for the miners to reach the capsule. At 1:15 PM the drill bit on the second rescue hole broke and that operation was halted.

Reaching the Miners

Mr. Scaffoni remarked that the water level was finally at the desired point, and drilling of the first rescue bore began again. The hole reached the mine at 10:16 PM. Compressed air pumping was stopped, and communications lines were dropped through the air bore to instruct the miners how to leave the mine. At this point, the first confirmation that all nine trapped miners were still alive was made. It took about 20 minutes per miner to get all of them out via the rescue capsule.

Mr. Scaffoni concluded that the rescue effort was a good demonstration of how teamwork and technology could work to accomplish what some have termed a miracle.

Questions and Answers

In response to several questions, Mr. Scaffoni noted that the State has changed several procedures and required records for future mine permitting. One problem that still remains is the inaccuracy of maps of mines. The Quecreek Mine has reopened for coal operations, but not all of the nine miners have returned to work (six are still not back for various reasons). Most of the efforts in the rescue were never billed by the involved firms, although about \$2 million has been billed by some companies.

President Moore thanked Mr. Scaffoni for a great presentation and offered him tokens of the Section's appreciation.

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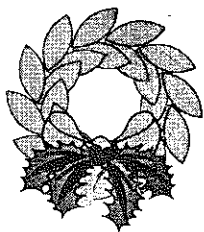
Here are some notable events that occurred in the Section in the months of December and January:

DECEMBER 1941 – In an ironic twist, two weeks after the attack on Pearl Harbor, a Section meeting was held on Civil Defense.

DECEMBER 1949 – The Constitution and Bylaws of the Delaware Sub-Section were approved by National, and the Sub-Section officially came into being. The Sub-Section became the Delaware Section, a full Section independent of the Philadelphia Section, in 1953.

JANUARY 1989 – The Section conducts the first in what would become a tradition of joint meetings with the Delaware Valley Section of the American Society of Highway Engineers (ASHE). The speaker for the evening was City of Philadelphia Streets Commissioner Alexander "Pete" Hoskins, who reviewed the challenges of solid waste disposal for Philadelphia. (Mr. Hoskins later moved on to his present position, President of the Philadelphia Zoo.) The Reading Branch was later added to this joint meeting. The meeting with ASHE has occurred almost every year since then. For some reason, it was not held in 1995.

JANUARY 1991 – After two years of discussion, planning and review, the Section's Humphrey Fund College Scholarship program was begun. The program has been expanded and modified several times since then and it remains in effect today.



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WIDENER UNIVERSITY SCHOOL OF ENGINEERING TO OFFER GRADUATE COURSES

Widener University's School of Engineering is pleased to profile two graduate level courses in Civil Engineering — *Groundwater Pollution Remediation* and *Bridge Inspection & Rehabilitation* to be offered during its Spring 2004 semester beginning on **Monday, January 12, 2004.**

Groundwater Pollution Remediation presents the nature of subsurface pollution and the sources of pollution, along with techniques of analyzing pollution movement and monitoring. Methods of design for control of subsurface migration and treatment of contaminated groundwater are also covered. **Mr. Chad Freed**, Senior Lecturer in Widener University's Environmental Science Department, will teach the course. Mr. Freed's research interests center around the mathematical modeling of potential fields in exploration geophysics, ground water, solute transport, and geochemical modeling; and the application of these models to support the investigation, design, optimization, and characterization of the geologic environment for engineering and environmental projects. Mr. Freed's selected past experience includes a four year University Faculty appointment as the Associate Director of Engineering Geology at Drexel University. Mr. Freed is Doctoral Candidate in the Engineering and Environmental Geoscience Program in the Earth and Environmental Science Department within the College of Arts and Science at the University of Pennsylvania.

Bridge Inspection & Rehabilitation will be taught by **M. Ali Khan, Ph.D.**, from STV, Incorporated in Trenton, New Jersey. Dr. Khan brings over 25 years of both academic and industrial experience to the course. He earned his doctorate in Structural Engineering from Southampton University in England, and has, among many other accomplishments, experience as a bridge design manager for various departments of transportation to include New Jersey, Pennsylvania, Maryland and New York. The course description for Bridge Inspection and Rehabilitation is as follows: a significant number of bridges, which performed well for many years, show deterioration under severe service and environmental conditions. These structures can remain serviceable with proper rehabilitation and maintenance. This course investigates inspection, repair, and strengthening techniques for various types of bridge structures. Topics include maintenance policy principles, types of distress, bridge inspection and diagnostic testing, bridge structure repair and strengthening

methods, bridge foundation rehabilitation, and load capacity evaluation.

Both courses are 3-credit hours, and will be taught during weekday evenings from 6:00 p.m. – 8:40 p.m. on Widener's main campus in Chester, Pennsylvania. For more information about these courses or Widener's graduate-level engineering programs, please contact the **Office of Graduate & Special Programs** at (610) 499-4198, or by email at graduate.engineering@widener.edu. Registration and admission to Widener's engineering program is convenient and flexible for those candidates who meet admissions requirements.

SECTION SUBMITS KIMMEL CENTER FOR OCEA CONSIDERATION

The Philadelphia Section, ASCE has submitted the Kimmel Center for the Performing Arts as a candidate for consideration for the **2004 Outstanding Civil Engineering Achievement (OCEA)** award program administered by ASCE National.

The \$265 million complex represents the realization of the goal of a regional center for the performing arts. This goal has been pursued at various governmental and private levels since the 1920s, and the effort resulted in several suggestions which, while they would have served the purpose, were never able to move to fruition. The Kimmel's unique structure and its two performance halls were only realized after an intensive private fundraising effort which was able to match available State and City dollars.

The Center was the topic of a Phila. Section, ASCE meeting in March 2001 and subsequent tours were offered to Section members in January 2002.

Past President **Ruben David** spearheaded the effort to prepare the nomination package, with the able assistance of Section Member **George Shaeffer**, the Facilities Manager of the Kimmel Center, and Section Awards Chair (and Interim Editor of THE NEWS) **Bob Wright**.

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DECEMBER DINNER MEETING

December 10, 2003

Hilton Philadelphia Airport

"Green Building and Integrated Design – The Whole Building Process"

By Bob Wright, Interim Editor

Approximately 80 people were in attendance for this innovative and eye-opening topic, which was co-sponsored by the Philadelphia Post of the Society of American Military Engineers (SAME) and the Philadelphia Section, ASCE.

Eric Stahl, the Post's President, welcomed the crowd and made several announcements. He noted that the National SAME Convention would be conducted in Philadelphia in 2007. He also brought representatives of the meeting's sponsor firms, STV Incorporated and Schnabel Engineering, to the podium for brief remarks. He then handed the meeting over to Section President **Allan Moore**, who added some announcements. President Moore asked **Alyson Lester**, the Assistant Secretary of the Section, to step forward and present information on the Younger Member Forum's upcoming events.

Thom May, Post Director, came to the podium to introduce the evening's speaker, **Sandy Wiggins**. Mr. Wiggins is a Vice President of W. S. Cumby and Son, Inc., where he handles building pre-construction services, and the Chairman of the Delaware Valley Green Building Council.

Green Building Concept

Mr. Wiggins began his presentation with a short treatise on the history of earth. In the biblical terms of the world being created in 6 days, with each day equaling 750 million years, most of the pollution has occurred in the last fraction of the last second of the sixth day. The theory of global warming is actually reality, and the consumption of fossil fuels since the start of the Industrial Revolution has been the major contributor to the pollution and warming problems we currently face.

Buildings account for more than 60% of carbon dioxide production. Thus, if a more environmentally-friendly approach can be taken in design, construction and operation of buildings, much of this can be eliminated. Mr. Wiggins offered some facts and figures on how this has been done so far and how it could be increased in the future. One key thought that must be followed is that of sustainability, such that essential resources are not exhausted.

The thought process in the area of green buildings is basically prioritizing the planet over profit. This is difficult to do in the current business environment. When a "triple bottom line" approach is taken, in which profit, planet and people are given equal weight and importance, this makes the green building a more attractive option. In reality, all three of the factors must co-exist, so the switch to green buildings is not such a dramatic one.

Changing the Paradigm

Mr. Wiggins explained that this approach changes the usual decision-making paradigm, which is a triangular one including time, cost and quality, to a new five-factored one including human and ecological factors. With the population

trends we face, this is essential. Population experts have shown that technological advances tend to fuel rapid population growth. Mr. Wiggins displayed a graph which portrayed how population growth was almost flat until the Industrial Revolution, with the significant increase occurring after 1850. The advances in mobility and industry brought about by the discovery of fossil fuels in the 1870's is another major factor in this growth rate.

As Mr. Wiggins noted, there are ways to change toward a more green building method. These include design, new technology, new controls, new processes, the uses of materials and resources, and, most importantly, cultural change. He offered an example of how no new aluminum would need to be mined and produced if all aluminum currently in use were to be properly recycled. The push to recycle involves a cultural change which, while it is fairly simple to implement, requires effort.

Systematic Approach is Key

Some keys to green success are to consider whole systems, not just unlinked parts, and to respond to the environment. Examples of this are in nature, how some animals build their structures to maximize stored heat, include cooling methods, retain or prevent moisture, and similar aspects. Integrated design is needed to allow buildings to respond to the environment. Mr. Wiggins cited several examples of how buildings were designed to take advantage of natural cooling, "daylighting" using sunlight, and other factors. The net result is generally lower energy consumption and less waste and pollution produced.

Mr. Wiggins closed his talk with some information on the Leadership in Energy and Environmental Design (LEED) concept, as he is a LEED-accredited professional. The LEED concept is currently used in all states except South Dakota. Pennsylvania is second in the nation in the square footage of green buildings, behind California.

Questions and Answers

A short question and answer period followed the presentation. **Post President Stahl** and **President Moore** thanked Mr. Wiggins for an informative and lively presentation and offered him tokens of the Post's and Section's appreciation.

HELP WANTED

"The reward for work well done is the opportunity to do more." — Jonas Salk

THE NEWS is looking for a few good engineers who can assist the Interim Editor with assembly of articles for each month's edition. While writing and spelling skills are important (and something we find that no one taught us in engineering school), the Interim Editor is known to be a very patient and understanding person. (We couldn't print it if it weren't true, now could we?)

At any rate, if you would like to lend your help to the production of the award-winning Sec-

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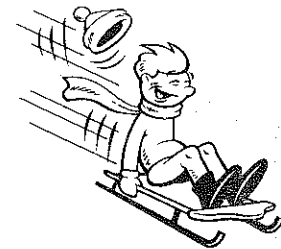
No, this isn't the "Sports Corner" again! You may have noticed that, even though the Section is celebrating its 90th Anniversary this year, THE NEWS is only on Volume 76. (Or maybe you haven't noticed!) In any event, there is good reason for this.

THE NEWS came into being as the Section's monthly publication in 1928, pretty much for the same reason that it still exists today — to inform the Section membership about current events, meetings, Technical Group activities, Younger Member Forum news, field-related coursework, and other items of interest.

THE NEWS has not continually been published since then, however. Many years ago, the professional societies in the area combined forces to publish a magazine called the "Delaware Valley Announcer." The Section was represented on this magazine by a staff member during its existence. In 1957, the Section decided to suspend publication of THE NEWS in favor of the Section's using the "Announcer" for the same purpose as THE NEWS. Thus, there was no THE NEWS for the 1957-58 season. (Whether the volume numbering was skipped that year or merely continued, we do not know — mathematically, the volume numbering is correct as continuous from 1928.)

During that season, however, experience led to the decision that the Section's own needs would be served better by its own newsletter. After the one-year hiatus, printing of THE NEWS was once again started in the 1958-59 season. It has been in continuous service to the Section since then.

At least that's what we've been told... If anyone out there knows more about this, we would be happy to be enlightened and provide the information in THE NEWS to clarify the history of THE NEWS.



tion newsletter that we have, please notify **Bob Wright** at (215) 686-5538, robert.wright@phila.gov. Good positions are available. We won't discuss pay (see the quote above).

Also, if we have any aspiring cartoonists out there, we would like to feature a cartoon which would revolve around engineering humor. Before you think too hard about what that actually is, if you think you could accept this challenge, please let us know.

We welcome the talents and assistance of our Section's membership to help us make THE NEWS the best it can be.

JOIN THE SECTION'S TECHNICAL GROUPS

Construction

Brian Stover, P.E., Chairman
 Urban Engineers, Inc.
 530 Walnut St., 14th Floor
 Philadelphia, PA 19106
 (215) 922-8080

Structural

Dr. Mohiuddin (Ali) Khan, P.E., Chairman
 Manager, Bridge Division
 STV Incorporated
 820 Bear Tavern, Suite 105
 Trenton, NJ 08628
 (609) 530-9618

Transportation

Chris L. Rood, P.E., Chairman
 DMJM+HARRIS
 126 Franklin St.
 Riverside, NJ 08075
 (856) 461-9565

Engineering Management

Dennis M. MacBride, P.E., Co-Chairman
 SEPTA
 1234 Market Street, 12th Floor
 Philadelphia, PA 19107
 (215) 580-3404

William J. Mulloy, P.E., Co-Chairman

U.S. Army Corps of Engineers
 Wanamaker Building
 106 Penn Square East
 Philadelphia, PA 19107-3390
 (215) 656-6583

Delaware Valley Geo Institute (DVGI)

Allen Cadden, P.E., Chairman
 Schnabel Engineering Associates, Inc.
 510 East Gay Street
 West Chester, PA 19380
 (610) 696-6066

IMPORTANT! 2003-2004 MEETING NOTICES

MARK YOUR CALENDAR NOW! The Section Meeting program for the 2003-04 season is still being finalized. Several topics have been tentatively set but some remain to be finalized. Please place the following dates in your calendar. Section Meetings are scheduled for these times and locations. We have also included some information as we know it at press time. PLEASE KEEP IN MIND THAT THE TOPICS ARE SUBJECT TO CHANGE! Watch this space in future issues of THE NEWS and the Section website for more information.

ALL DINNER MEETINGS (except as noted): Cocktails – 5:30 pm; Dinner – 6:30 pm; Meeting – 7:30 pm. **Students:** All dinner and/or luncheon are at discounted price. If you prefer, you are welcome to attend all meetings after dinner or luncheon, at no charge.

Thursday, March 18, 2004

“Green Concrete” • Joint Meeting with American Concrete Institute, Delaware Valley Chapter • College – Swarthmore College • Union League

Thursday, April 15, 2004

Joint Meeting with Women’s Transportation Seminar, Construction Management Association of America, and Mid-Atlantic Section, Institute of Transportation Engineers • College – Widener University • Union League

Friday, May 7, 2004

Annual Spring Social and Dinner Dance • Location to be determined

PENN NIGHT TO BE RESCHEDULED

The Student Chapter of the University of Pennsylvania was to be the featured Student Chapter at the October meeting. A last-minute scheduling conflict caused this to be postponed, and the October meeting went on without a featured Student Chapter.

The Section is working with the Student Chapter to reschedule Penn Night for either March or April, when Penn would share the spot-

light with the already-scheduled Student Chapters for those meetings (Swarthmore College in March, Widener University in April). [Those of you who attended the November meeting will recall that, even though Widener students outnumbered those of the evening’s highlighted Student Chapter, Villanova, by a 9 to 1 ratio, it was NOT Widener Night!]

Upcoming editions of THE NEWS will include more information on the new Penn Night.

THE PHILADELPHIA SECTION E-NEWS AN ALTERNATIVE TO THE MAIL

The Phila. Section, ASCE Board of Directors is currently exploring ways to reduce the Section’s operating expenses while continuing to provide a high level of service to the membership. One possible reduction method we are considering is to offer our membership the opportunity of receiving THE NEWS via e-mail vs. through the US Postal Service. If you opt for e-mail delivery, your copy of THE NEWS should arrive 7-10 calendar days ahead of the US Postal Service delivered version. E-mail delivery will not only be quicker than the current method, but it will save the Philadelphia Section considerable printing and mailing charges as well. Another advantage with an electronic version is that you can forward THE NEWS to others interested in our Section’s activities. E-mail receipt of THE NEWS will require downloading a free copy of Adobe Acrobat Reader 4.0 with receipt of your first edition of THE NEWS.

At this time we are providing members with a survey form to elicit their opinion of how they would like to receive THE NEWS in the future. **If we do not hear from you we will assume that you want the USPS option.**

- E-mail THE NEWS to me @ _____
- US Postal Service mail THE NEWS to me at home or at work
- E-mail and USPS mail THE NEWS to me at home or at work

Your e-mail address is necessary since we are updating our database and it will help us to better serve you. You can: call in your response to the survey at 1-800-461-4190 (24 hours a day); e-mail your response to us at info@asce-philly.org or mail your response to PO Box 58186, Philadelphia, PA 19102-8186.

Be sure to include your name, address, e-mail address(es), if applicable, and your ASCE Membership ID Number with your preference.

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