

the news



**PHILADELPHIA SECTION
AMERICAN SOCIETY OF CIVIL ENGINEERS**

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The Sidney Robin Memorial Newsletter of the Philadelphia Section ASCE

Vol. 78-6

Our 93rd Year

March 2006

MARCH JOINT DINNER MEETING

Philadelphia Section, American Society of Civil Engineers,
Philadelphia Chapter, Women's Transportation Seminar and
Mid-Atlantic Section, Institute of Transportation Engineers

THURSDAY, MARCH 16, 2006

Union League, 140 South Broad Street (at Sansom Street), Center City Philadelphia, PA
Cocktails 5:30 PM • Dinner 6:30 PM • Meeting Presentation 7:30 PM

SUBJECT: Philadelphia's Capital Budget for Transportation

SPEAKER: Hon. Blondell Reynolds Brown, Councilwoman-at-Large, Philadelphia City Council

SPECIAL FEATURE: Swarthmore College Night — The ASCE Student Chapter, Faculty and Alumni of the Department of Engineering of Swarthmore College will be honored at this meeting. All Faculty, Alumni and Students of Swarthmore are cordially invited to attend and participate.

SPECIAL FEATURE: Life Members Night — Newly-inducted Life Members will be invited as honored guests of the Philadelphia Section at this meeting. Life Member Certificates will be presented to those attending. Please join us to ite this year's Life Members.

RESERVATIONS MUST BE SUBMITTED BY FRIDAY, MARCH 10, 2006. Please send your check for the number of attendees at \$30 per member or guest, \$15 per ASCE Student Member. Checks should be made payable to "Philadelphia Section ASCE" and sent to ASCE, PO Box 58186, Philadelphia, PA 19102-8186. Reservations can also be made on the Electronic Message Center, 800-461-4190, or via e-mail at info@asce-philly.org. Walk-ins will be subject to acceptance on a space-available basis. **THERE IS NO GUARANTEE THAT SPACE WILL BE AVAILABLE IF YOU DO NOT RESERVE A SPACE.**

The City of Philadelphia prepares a six-year capital program of projects and funding each year. The process usually begins in September/October for the program to be adopted the following fiscal year (July 1). As with any spending plan, projects must be scoped, developed and evaluated,

Continued on Page 3

APRIL JOINT DINNER MEETING

Philadelphia Section, American Society of Civil Engineers, and
Philadelphia Section, American Institute of Architects

THURSDAY, APRIL 20, 2006

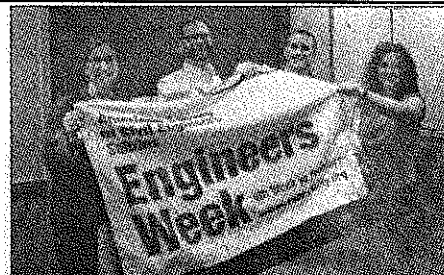
Union League, 140 South Broad Street (at Sansom Street), Center City Philadelphia
Cocktails 5:30 PM • Dinner 6:30 PM • Meeting Presentation 7:30 PM

SUBJECT: The Rehabilitation Program for City Hall

SPEAKERS: Hyman Myers and Nan Gutterman, The Vitetta Group, and Carl Baumert, Keast and Hood, Inc.

SPECIAL FEATURES: Temple University Night and Past Presidents Night

RESERVATIONS MUST BE SUBMITTED BY FRIDAY, APRIL 14, 2006. Please send your check for the number of attendees at \$30 per member or guest, \$15 per ASCE Student Member. Checks should be made payable to "Philadelphia Section ASCE" and sent to ASCE, PO Box 58186, Philadelphia, PA 19102-8186. Reservations can also be made on the Electronic Message Center, 800-461-4190, or via e-mail at info@asce-philly.org. Walk-ins will be subject to acceptance on a space-available basis. **THERE IS NO GUARANTEE THAT SPACE WILL BE AVAILABLE IF YOU DO NOT RESERVE A SPACE.**



E-WEEK BANNERS DECORATE BROAD STREET

Trained professionals performed a close visual inspection of the Engineers Week banners and certified that the banners met all strength and serviceability requirements prior to installation on Broad Street. Pictured, left to right, are Rosemary Murphy of Murphy Design, the banner designer, David Hanly and Jason Hennessey of the ASCE, Philadelphia Section, and Kelly Farrelly of the Center City District (CCD). CCD, as part of its Street Light Banner Program, installed the banners during Engineers Week.



NOMINATIONS FOR OFFICES

In accordance with the Constitution and Bylaws of the ASCE, Philadelphia Section, President Chris Menna will shortly be appointing the Nominating Committee to recommend a slate of officers for all Section elective offices for the 2006-07 administrative year.

The positions which will be open for nominees are the following: President Elect; Vice President; Secretary; Membership Secretary; Director (at least 3 positions).

The deadline for nominations is **Friday, March 31, 2006**. Any nomination should be submitted to the ASCE, Philadelphia Section's Secretary, **Kristen Bowman Kavanagh**, whose contact information is given on page 2.



PRESIDENT'S MESSAGE

I just got back from a very challenging camping trip with my scouts. We just did the annual Valley Forge Encampment and Pilgrimage over Presidents' Day Weekend. The weather was rough, comprised of light snow, strong winds, and bitter cold temperatures. Saturday night's temperature went down to five degrees. Camping in this type of weather is physically and mentally demanding. The wide-open fields here are unforgiving. All equipment, shelter, and food had to be brought in. At one point, I truly could appreciate what Washington and his men endured during their stay.

I am sure that that stay helped Washington and his men become more successful, carrying them to victory. So, too, I have been re-invigorated to finish this term as your leader.

Now, I would like to report on recent happenings that are of concern to our Philadelphia Section.

Regarding the Region 2 Formation process, a total of six candidates have come forth, region-wide. I am pleased to announce that our own David Hanly is in the running to possibly be elected Governor. On behalf of the Phila. Section, we wish him good fortune and hope to see him listed as one of the first Governors for our Region. Since our Region is in its infancy, the current Region 2 Formation Team would handle the first-ever election. Results of the election are forthcoming.

The Banner project is complete. The banners were put in place on February 16th, the day before the Engineers Week Proclamation Luncheon at the Union League. The banners were up until the end of February.

Additionally, we have gone through the proof approval process for the City Hall NHCEL plaque. Another sponsor, Keast and Hood, has stepped up to help defray the costs of the celebration. We are still looking for more sponsors to help reduce the cost of the refreshments and the bronze plaque. Any interested firms should contact Ruben David.

The Report Card is progressing slowly. Helping to manage twenty to thirty people statewide is not easy. Infrastructure data has been coming in. Grading and summarizing will be taking place soon.

Finally, our own Past President Chris Rood is now working back in our area. His Phila. Section involvement is very much welcomed. Be sure to say hello to Chris at one of the upcoming meetings.

Sincerely,
Christopher J. Menna, P.E.
President - Philadelphia Section, ASCE

GREEK ROADS — THE PRECURSORS OF THE INTERSTATES?

Here's a news story from last summer... Keep in mind that the 50th "birthday" of our own Interstate Highway system will be celebrated on June 29th.

KOMOTINI, Greece (AP) — Archaeologists excavating along the Via Egnatia are revealing the secrets of the ancient Romans' equivalent of an interstate highway.

Stretching 535 miles across modern-day Albania, Macedonia and Greece, the stone-paved road made the going easy for charioteers, soldiers and other travelers. It was up to 30 feet wide in places and was dotted with safety features, inns and service stations.

"This was a busy road, and the Romans managed to make it completely functional," archaeologist Polyxeni Tsatsopoulou told The Associated Press.

Built between 146 and 120 B.C. under the supervision of the top Roman official in Macedonia, proconsul Gaius Egnatius, the highway ran from the Adriatic coast in what is now Albania to modern Turkey, giving Rome quick access to the eastern provinces of its empire.

Ancient engineers did such a good job that the Via Egnatia remained in use for some 2,000 years, sticking to its original course even as its paving slabs were plundered for building material. But over the last century, what's visible of it has dwindled to less than two miles in total.

Now it is being reincarnated as the Egnatia highway spanning northern Greece and set for completion in 2008. This 425-mile highway cost-

ing nearly \$8 billion runs more or less parallel to the Roman road and crosses it several times.

An excavation near the town of Komotini, 170 miles east of Thessaloniki, revealed the Romans' sophisticated road-building techniques.

A central partition of large stones protected charioteers from oncoming vehicles, with similar barriers on the verges. This prevented chariots, wagons and carts from skidding off the road, Tsatsopoulou said.

She said drivers held the reins with their right hand and wielded their whip with the left, so the Romans made drivers stay on the left to avoid the lash of oncoming riders and keep road-rage incidents to a minimum.

There were inns every 30 to 40 miles, and post stations, the Roman equivalent of gas stations, every 7 to 14 miles. "These post stations had spare beasts, as well as ... vets, grooms and shoemiths," Tsatsopoulou said.

Archaeologists also discovered ruins of military outposts, checkpoints and camps, with guard posts built near narrow passes to curb highway robbery.

Culture Ministry officials are hoping to turn the surviving highway remains into an archaeological walk for tourists, Tsatsopoulou said.

The Romans conquered Greece in 146 B.C., although Macedonia had come under Rome's control 20 years earlier. In A.D. 330, the empire's capital was moved to Constantinople, which marked the beginning of the Byzantine period in Greece.

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MARCH 24, 2006

TECHNICAL GROUPS/CHAIRS

Information on the ASCE, Philadelphia Section's Technical Groups is given below. Vice President **James Markham** will coordinate activities of the Groups. If you have any topics that you think would be of interest to the Groups, please feel free to pass this information along to the Group Chair. As usual, an informative and interesting program is planned and events will be reported in upcoming issues of THE NEWS.

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To be intimate with a foolish friend
is like going to bed to a razor.

— Benj. Franklin

YOUNGER MEMBER FORUM NEWS

By James Markham, Forum Editor

Jeremy Colello, Forum President 2005-06

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Message from the President:

I would like to take this opportunity to thank all of the ASCE members, both "young" and "young at heart" [*I wonder who that could be?! —Ed.*] who attended our 10th Annual Winter Social. This year qualified as the largest event the YMF has ever held with 127 professionals in attendance!

I would also like to recognize all of our sponsors: **Aerotek, AGES, DMJM+Harris, Hilti, Hunt Engineering, Joseph B. Callaghan, Malcolm Pirnie, McCormick Taylor, Michael Baker, Parsons Brinckerhoff, Pennoni Associates, Schnabel Engineering, S. Harris & Co., Traffic Planning & Design, Turner Construction, Urban Engineers, URS Corporation and Vollmer Associates.** As a result of everyone's generosity, we were able to raise \$1,055 for **Philabundance** and the **Future Cities Competition**. Thank you.

Happy Hour

Join us for a "St. Patty's Day Warmup Happy Hour" on **Tuesday, March 14, 2006** at the **Irish Pub** (20th & Walnut Streets). Festivities will begin at 5:30 pm. Drink specials and free appetizers. Please RSVP to **Jeremy Colello** at jcolello@pennoni.com by **March 13, 2006**.

Critical Issues Seminar

Ever wonder how to make the transition from "Engineer" to "Manager?" Have you ever struggled to find the balance between professional and personal responsibilities? Join us on **March 22, 2006** at the **Elephant & Castle** (18th & Market Sts), beginning at 5:30 pm, as we host a panel discussion with former Philadelphia Section "Young Engineers of the Year" **Darin Gatti**, Streets Department; **Sandra May**, PECO; **Christopher Wright**, DMJM+Harris; and **John Zarsky**, Pennoni Associates. (As you may recall, both Sandra and John were additionally recognized as Delaware Valley Young Engineers of the Year.) Bring your questions to this discussion with Engineers who have been in your shoes. Please RSVP to RSVP@ymfphilly.org by **March 17, 2006** for this event.

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**SIGN, SIGN, ETC. —
MORE SIGN STUFF**

In the February edition of THE NEWS, we gave some insight on the names of some highways in the area that are not all that commonly known. In our ever-vigilant efforts to give you more than all the information you ever could have possibly wanted, here's more on the subject.

Member **Bill Dougherty** adds this tidbit. "On an added note, at least two of those highways named are also known as Veterans Memorial Highway (I-95) and/or Vietnam Veterans Memorial Highway (I-476) if we're to believe the big green signs posted on them...as opposed to the local jargon surrounding them." As Bill notes, some of our highways have more than one name. With the obscure names and aliases to boot, it's no wonder we're confused! Thanks to Bill for "helping" the situation!

We would also like to add the always-confounding US 1 to the list of names. The Expressway portion of this route in Philadelphia is known alternately as the Roosevelt Expressway, the Boulevard Extension, the Roosevelt Extension, and the Roosevelt Boulevard Extension. In Bucks County, it's called the Route 1 Expressway and the Super Highway. Pick whichever suits you!

And, if the names didn't rattle your memory enough, the other big hit of the Five Man Electrical Band, if you couldn't think of it, was "*Absolutely Right*." The band apparently made it big in Canada, but not so big in the States.

MARCH DINNER MEETING

Continued from Page 1

cost estimates must be calculated, options must be weighed, and a prioritized list of candidate projects results from this process for each of the involved City departments. The City Planning Commission must take this information and compare it with available capital resources to assemble a program for formal approval by City Council and the Mayor.

The City's available capital dollars are primarily tied to funds raised through bond issues and funding from outside agencies. The debt ceiling of funding that can be included in bond issues is legislatively stipulated, and two of the limiting factors are the City's current tax base and the current levels of debt. Accordingly, the recent trend of the City's capital program has been a decreasing one, and the overall program has dropped from \$110 million in 2000 to \$60 million today. This trend will most likely continue over the next 3-4 years. Thus, the City's ability to advance needed capital projects has been decreasing, and the importance of federal and state matching funds, which will allow the City to greatly leverage the value of its dwindling dollars, has become increasingly critical.

Hon. **Blondell Reynolds Brown** is an At-Large member of the Council of the City of Philadelphia.

FEBRUARY DINNER MEETING

Thursday, February 23, 2006

Wyndham Hotel, Mt. Laurel, NJ

The Cherokee Development

by Robert Wright, Editor

The ASCE, Philadelphia Section's annual joint meeting with the South Jersey Branch of the New Jersey Section brought over 40 Phila. Section members across the Delaware, to join with about 50 of our South Jersey compatriots, to hear a presentation on the proposed redevelopment of industrial portions of Camden and Pennsauken.

South Jersey Branch President Upendra Karna started the evening's activities with a few announcements, and then handed off to Section President Chris Menna for some updates on happenings in our Section.

President Menna cited the Widener University Student Chapter with its own contingent of seven students and two faculty members. Chapter President Shiny Mathew presented a rundown of the Chapter's busy schedule and current activities.

After some remarks from the meeting sponsor, Kerr Concrete Pipe, President Karna brought Branch Past President Brian Lipko to the podium, who introduced the evening's speaker, Brian McPeak, Project Manager and Vice President of Cherokee Northeast LLC.

Mr. McPeak showed several boards with the proposed development plan. The project will encompass areas in the southwest portion of Pennsauken Township along the Delaware River as well as Petty's Island and the Cramer Hill neighborhood in the northeastern reaches of Camden. These concepts will result in new investment in residential properties and supporting infrastructure, including a \$500 million-plus program for residential development. The three proposed developments in Pennsauken include Fisherman's Point, the first phase (the parcel north of the river inlet), Quaker Cove to the south of the inlet, and Petty's Island.

Mr. McPeak explained that Cherokee is a "horizontal" developer and it specializes in the reuse of brownfield sites which often have otherwise unmarketable characteristics. It intends to remediate the sites for the proposed future uses, which it will then partner with "vertical" developers, such as housing and commercial property builders, to complete. It focused on the Pennsauken properties, previously occupied by a myriad of landfill, oil tank, and metal-working concerns, after its initial plans for Cramer Hill were introduced. Cherokee is working with Pennsauken Township to form a partnership and execute a redevelopment agreement which will

spell out the various duties of each party, as well as to facilitate needed permitting and other approvals. This agreement will form the basis of the future land use plans for the affected areas. In New Jersey, such agreements do not bind local planning boards to zoning and other decisions.

The magnitude of the development will require the Township to consider future infrastructure investments and also the requirements for site remediation, since the affected areas are designated as brownfields. Mr. McPeak outlined the plans for Fisherman's Point, which will include up to 1300 residential units (mixed stacked townhouses and high-rise apartments), a marina with 350 boat slips, and 250,000 square feet of retail space. The local/Township permitting process has begun. A site remediation plan will be an essential element of the Township's approval given the former uses of this site as landfill and metal processing. The marina will additionally require an Army Corps of Engineers permit.

Petty's Island has presented other problems. Mr. McPeak explained that access is restricted by the current owner, so little topographical and geotechnical information has been obtained to date. The Township has concerns about emergency access since only one narrow bridge with no pedestrian accommodation connects the Island to the rest of the Township, and portions of the Island are susceptible to flooding. No additional Island access is proposed as part of the development, although future water taxi and ferry service to both the Island and Fisherman's Point is being considered.

The Island has known environmental problems given its years of use as an oil tank farm, thus Cherokee can only use 100 of the 300 acres of space for development. Mr. McPeak estimated that about 100,000 gallons of oil are floating on the water table below the ground surface. The development plan may accommodate 950 residential units. An 18-hole golf course will occupy 100 acres, and the remaining 100 acres will be preserved for wildlife management. Bald eagles had occupied a habitat on the Island but they have moved to the mainland.

A number of pertinent questions were asked by the attendees and ably answered by Mr. McPeak.

Tokens of appreciation from both Sections were offered to Mr. McPeak for his presentation by Presidents Karna and Menna.

SECTION WEB SITE!

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.

HOW MANY SURVEYORS ARE ON MOUNT RUSHMORE?

Mention Mount Rushmore and most of us think of four Presidents (and, to remind you which ones, they are George Washington, Thomas Jefferson, Abraham Lincoln and Theodore Roosevelt). Ask a Surveyor and he/she will tell you that this group consists of "three Surveyors and the other guy."

Why? Simple. Most of us know that George Washington was an accomplished Surveyor (one of the reasons Engineers Week is celebrated around his birthday). He received his surveying license from the College of William and Mary.

Some of us know that Thomas Jefferson was also a Surveyor (if you've visited his great estate at Monticello, the building on the back of the nickel, you know he was an avid gardener as well). His father was a Surveyor and Tom held the post of County Surveyor for a while. Along with Ben Franklin, another famous non-Engineer, he co-authored a plan for the "Rectangular Surveys of the Public Domain." As President, he authorized the expeditions of Lewis and Clark to get information on the Louisiana Purchase.

Few of us probably know that Abraham Lincoln was an Assistant County Surveyor, though he had no formal education in this area. Though he was more famous as an attorney, he was involved in the refinement of the Public Land Survey System of the United States during his presidency.

If you thought Theodore Roosevelt was a Surveyor, well, he wasn't, so that makes him "the other guy" on Rushmore.

So, what's this have to do with Engineering? Well, we know Civil Engineers and Surveyors work closely, so this is just a reminder to be kind to your pals, the Surveyors! After all, how many Engineers are on Mount Rushmore? (If you haven't figured it out by now, stop counting!)

Thanks to CE NEWS for this bit of trivia.

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MEMBERS IN THE NEWS

TIM HAAHS OPENS FLORIDA OFFICE

In December, Timothy Haahs and Associates, headed by ASCE, Phila. Section Member Tim Haahs, opened a branch office in Miami.

He that falls in love with himself
will have no rivals.

— Benj. Franklin

RISKY BUSINESS

This column appeared in the November 2005 edition of *CE News* magazine and is provided for your edification as part of THE NEWS' continued efforts to keep you current and informed on the goings-on of our profession. Thanks to *CE News* and the author, **John P. Bachner**, for permission to reprint this article.

I'm on the road a lot conducting seminars for Engineering groups. As varied as the locations may be, however, when I'm addressing project managers, I'm confronted by a constant. I'll say, "Raise your hand if, within the past six months, you've missed a deadline," and every hand goes up. Next I say, "Raise your hand again if one of those deadlines was one you set." And once again, every hand goes up. Then I point out what should be obvious: Client representatives hate missed deadlines.

"Oh, but the quality of the plans makes late delivery excusable," I sometimes hear. But that's usually a self-delusional outlook, given that most client representatives are not in a position to evaluate a deliverable's quality. But they can evaluate adherence to a schedule and a budget.

I admire Engineers because they are responsible for keeping our fragile planet habitable. I'm offended when I hear owners' representatives and Engineers' interprofessional clients make disparaging comments about them. But I can understand clients' viewpoint, given that many of their projects begin with the Engineer-in-charge lying to them. "How long will this take?" the client representative asks. "Fourteen to 17 weeks," the Engineer responds, meaning 17 weeks, but knowing that the client representative hears 14 weeks.

Much the same happens when client representatives ask about fees. The Engineer-in-charge cites a range with a low end that will materialize only when absolutely nothing unexpected occurs. The likelihood of that happening is near zero and the Engineer knows it.

Interestingly, about 20 percent of the people in almost every class say they have an automobile mechanic they love, whom they trust implicitly and often recommend to others. Were the mechanic to err, they say, they would never sue. I ask, "When the mechanic says your car will be ready Thursday at 4:00 p.m., when is it ready?" "Usually Thursday by 1:00 or 2:00 p.m.," I'm told.

"And when the mechanic says the repair will cost \$250, how much do you wind up paying?" The common answer: "About \$225," because auto mechanics practice something project managers should, too — expectations management.

Like Engineers, auto mechanics perform, for any given engagement, services they've performed many times before. They know about how much time they'll need (allowing for known unknowns) and how much it will cost. They also know that people seldom squawk about time and cost estimates that are at the high end of "reasonable." But everyone loves it when delivery beats the maximum time or cost they're expecting. It delights them. It makes them feel special. It converts them to loyal, repeat customers.

Unfortunately, Civil Engineering project managers seem committed to promising what they think client representatives want to hear. But weeks or months later when the schedule or budget is blown, whatever good feeling was generated at the project's outset is turned inside out. Client representatives would love to be able to say to their bosses, "I was able to get the Engineer to deliver the plans ahead of schedule, and for less than we budgeted." It would make them heroes in their organizations. How do you think they feel when they're turned into goats; when they have to explain to their bosses why deliverables were late or over budget?

Client representatives dislike those whose performance makes them look bad, and that animosity can lead to liability problems in addition to lost clients.

Fact: You know about how much time you'll need to perform a commission that's similar to 30, 40, or more you've done before. **Fact:** You know how much your service will cost the client. If the amounts are, say, 10 weeks and \$10,000, why not give the client representative a range of 12 to 15 weeks and \$12,000 to \$15,000, including a contingency allowance that will permit you to respond immediately to the unanticipated? Then astound the client representative by delivering in 11 or 12 weeks for \$11,850. "That's fantastic!" client representatives will say, and they'll come back for more and more, and never sue.

True: In some cases, 12 to 15 weeks may be too much time and giving that range will lose you the commission. Can you do it faster? If so, indicate the fastest delivery date — do not use a range because you know ranges can be misleading — and do what it takes to deliver by no later than that date. (Delivering late to a schedule-sensitive client representative is a sure way of losing the client.) And much the same can be said about fees.

But realistically, if you want loyal clients for life, deliver 12 hours early to their schedule-sensitive representatives, and charge \$50 less when those representatives focus on budget. It's the little things that say, "We care." Of course, little

things also can say, "We don't care." Either statement is fairly big.

Civil Engineering project managers seem committed to promising what they think client representatives want to hear. But weeks or months later when the schedule or budget is blown, whatever good feeling was generated at the project's outset is turned inside out.

SAVE THE DATE!

The ITS America 2006 Annual Meeting & Exposition Comes to Philadelphia

The ITS America 2006 Annual Meeting & Exposition, **May 7-9, 2006**, in Philadelphia, is the leading event that brings together decision-making officials from federal agencies, state departments of transportation, transit authorities, emergency services, homeland security, highway patrols and local governments — all dedicated to developing and deploying ITS technologies.

The Honorable **Michael K. Powell**, former Chairman of the Federal Communications Commission, and **Gary Parsons**, Chairman of XM Satellite Radio, will provide keynote addresses during the annual meeting.

A special celebration in honor of ITS America's 15th anniversary will follow the closing plenary. The celebration will include internationally-known musical entertainment sponsored by XM Satellite Radio.

For more information on the ITS America 2006 Annual Meeting and Exhibition, visit <http://www.itsa.org/annualmeeting.html> or e-mail annualmeeting@itsa.org.

The Preliminary Program for the ITS America 2006 Annual Meeting and Exhibition is now available to view as a PDF on the ITS America website, <http://www.itsa.org/annualmeeting/html>.

Sponsorship of the ITS America 2006 Annual Meeting and Exposition can provide you with a gateway to qualified transportation executives and ITS professionals.

If you would like to volunteer, please email **Karen Jehanian** at kjehanian@kmjinc.com.

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PHILA. SECTION HUMPHREY FUND SCHOLARSHIP PROGRAM

The ASCE, Philadelphia Section is pleased to announce the availability of the following types of undergraduate scholarships for 2006. Scholarships will be awarded at our **Annual Spring Social/Dinner-Dance on Friday, May 5, 2006.**

Type of Award

We recognize that the different colleges have differences in the regulations as to scholarships, stipends and awards. It is the Philadelphia Section's intent to provide these awards to give the maximum financial support to the individual engineering student within his/her college's rules. Therefore, the form of award will be that most beneficial to the student consistent with his/her college regulations. Unless indicated otherwise by the student, a check in the name of the award recipient will be presented. No two scholarships will be awarded to the same student.

Student Chapter Scholarship

It is anticipated that two scholarships will be awarded. The number and amount of the actual awards remains at the discretion of both the Section's Scholarship Committee and the Section's Board of Directors.

Eligibility Requirements

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

Section Member Scholarship

One scholarship will be awarded.

Eligibility Requirements

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

Submission

The candidate will be required to submit an essay, limited to 1,000 words, on a topic to be determined.

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

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

Section Evaluation

The Section Scholarship Committee will evaluate all nominations and select award recipients for scholarships or other form of stipend.

Awardees will be invited guests at our Annual Spring Social/Dinner Dance to receive their awards and will be asked to participate in future ASCE educational outreach activities.

Submission Deadline

Submissions should be directed to:

Carol Martsoff, P.E., President-Elect
Scholarship Committee
Philadelphia Section ASCE
P.O. Box 58186
Philadelphia, PA 19102-8186

The deadline for submissions is Friday, March 31. The President-Elect will forward all submissions to the Section's Scholarship Committee for review and final determinations.

SCIENCE FAIRS COMING UP!

The Delaware Valley Science Fairs will be conducted on **Wednesday, April 5, 2006** at the **Fort Washington Expo Center**. The ASCE, Philadelphia 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.

Judges are needed for this effort. The judging will require you to spend your day (approximately 8 am to 3 pm) at the Fairs, examining and short listing possible projects in the morning and then interviewing the students who assembled them and finalizing the selections in the afternoon. It is a very interesting experience to say the least.

If you are interested in being a Special Awards judge for the Phila. Section please contact **Chris L. Rood** at chris.rood@dmjmharris.com. You will also need to register for this and this can be done through the Fairs' website www.dvsf.org.

For more information on the Fairs please visit the above website. We hope you can join us!

CITY HALL NATIONAL HISTORIC CIVIL ENGINEERING LANDMARK CELEBRATION — HOLD THE DATE!

One of our nation's most revered historic treasures resides right here in Philadelphia — City Hall. This Spring, ASCE National will be formally citing City Hall as a National Historic Civil Engineering Landmark. The ASCE, Phila. Section will sponsor a dedication ceremony and reception honoring this great historic building and this great City.

City Hall is literally in the heart of Philadelphia, in Center Square — William Penn's exact geographical center of his Plan of Philadelphia. This building, designed by Philadelphia architect **John McArthur**, is the largest municipal building in the United States and the largest masonry building in the world. The 510-foot structure, topped by a 37-foot statue of William Penn, took 30 years to build. It is undergoing a major renovation which includes its first exterior cleaning.

Our dedication ceremony is being planned to be held at the **City Hall Courtyard at 12:00 noon on Monday, May 22, 2006**. A reception will follow in Conversation Hall. Sponsors for the ceremony/reception can participate at the following levels:

Diamond Sponsor	\$500
Platinum Sponsor	\$400
Gold Sponsor	\$300
Silver Sponsor	\$200
Bronze Sponsor	\$100

Checks should be made payable to ASCE Philadelphia Section (Memo—City Hall NHCEL) and set to the Post Office box.

More information on this ceremony will be included in upcoming issues of THE NEWS.

THANKS TO OUR SPONSORS

A total of 29 local firms have participated in the ASCE, Phila. Section Sponsorship program for 2005-06, making it, once again, a notable success. The Section extends its collective "thank you" to our sponsors for their commitment and continued support of the Section.

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 and have your business card appear in each edition of THE NEWS, among other perks. If your firm was not in this esteemed group, and you would like to become a sponsor, this is the time to consider it.

For information on the program, please contact our Editor, **Bob Wright** at (215) 686-5538 or newseditor@asce-philly.org.



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THE ORDER OF THE ENGINEER — ARE YOU "IN" YET?

The Engineers Club is currently planning an Order of the Engineer induction ceremony. It is scheduled for **April 6, 2006** at the McCall Country Club in Upper Darby. The distinguished keynote speaker and our guest for this event will be **Harry Garman**, President of the Pennsylvania Society of Professional Engineers (PSPE).

For those of you who are unfamiliar with the Order of the Engineer, this is a professional organization that was first initiated in the United States in 1970 to foster a spirit of pride and responsibility in the Engineering profession, to bridge the gap between training and experience, and to present to the public a visible symbol identifying the engineer. Over the past 35 years, over 200 new Links have been established across the United States, each inviting graduate and registered Engineers to accept the Obligation of the Engineer and to wear a stainless steel ring on the fifth finger of their working hands. The Engineers Club of Philadelphia is the 226th Link, and it includes 65 members who were inducted at Temple University last April.

Each voluntary member pledges to uphold the standards and dignity of the Engineering profession and to serve humanity by making the best use of Earth's precious wealth. The ring itself symbolizes the pride we have in our profession while, at the same time, reminds us of our humility. This arises from the fact that the original rings were crafted from the steel of the collapsed Pont de Quebec Bridge in Canada. On August 29, 1907, just as the bridge neared its completion, it collapsed under the weight of a locomotive loaded with steel. Seventy-five lives were lost in the disaster. A subsequent inquiry revealed that this tragedy was the result of an error in judg-

ment made by the bridge's Engineers. A second attempt to span the river resulted in another catastrophe on September 11, 1916, when the center span of the bridge fell while being hoisted into place. This time, ten more lives were lost. The bridge was finally completed in October, 1917. Although the rings are no longer made from the steel of this bridge, the significance of the Rings remains unchanged.

Membership in the Order of the Engineer does not involve annual fees and requires only a one-time payment of \$10 to cover the cost of the ring. Applicants must be graduates of an accredited Engineering program. Graduating seniors from Engineering programs are also invited to participate. Applicants must be present at the ceremony in order to take the oath to become a member.

If you would like to participate in this event and join the Order of the Engineer, or if you have any questions about this organization, please contact **Mike McAtee** at mjmcatee@urbanengineers.com or 215-922-8081, x1622 by **March 20, 2006**. Current members of the Order of the Engineer are also encouraged to participate.

SPRING SOCIAL RIGHT AROUND THE CORNER!

Don't forget to keep your calendar open for the evening of **Friday, May 5, 2006**. This is when the ASCE, Phila. Section's annual Spring Social and Dinner Dance will take place. We will return to the great location where we celebrated the Social last year, the Villanova University Conference Center in Radnor.

More information on the Social will be provided in the April/May edition of THE NEWS.

See you there!

DON'T FORGET ABOUT YOUR DUES!

If you haven't already done so, please don't forget to pay your ASCE and Philadelphia Section dues for 2006. Your dues are vital to the support of the Section's activities (and, of course, if you don't pay your Section dues, you won't be getting THE NEWS in your mailbox on a regular basis!). We appreciate your ongoing support.

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THIS MONTH'S SEASONAL JOKE

Yes, golf season is just around the corner, and St. Patrick's Day is almost upon us, so it must be time for a joke to cover these. Luckily, we have one...

An Irish octogenarian, who was an avid golfer, moved to a new town and joined the local Country Club. He went to the Club for the first time to play, but was told that there wasn't anybody he could play with because they were already out on the course. He repeated several times that he really wanted to play today.

Finally, the assistant Pro, another Irish fellow, said he would play with him and asked him how many strokes he wanted for a bet. The 80-year-old said, "I really don't need any strokes as I have been playing quite well. The only real problem I have, is getting out of sand traps." And he did play well. Coming to the par four 18th, they were all even. The Pro had a nice drive and was able to get on the green and two-putt for a par. The old man had a nice drive, but his approach shot landed in a sand trap next to the green. Playing from the bunker he hit a high ball, which landed on the green and rolled into the cup. Birdie, match and all the money!

The Pro walked over to the sand trap where his opponent was still standing in the trap. He said: "Nice shot, but I thought you said you have a problem getting out of sand traps?"

Replied the octogenarian, "I do, would you please give me a hand?"

Human felicity is produced
not so much by great pieces of
good fortune that seldom happen,
as by little advantages
that occur every day.

— Benj. Franklin


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