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REPORTER

The Magazine of the Pennsylvania Society of Professional Engineers



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Cover photo:

In 2001, the Pennsylvania Turnpike Commission established a program to redevelop the service plazas along the Turnpike system. The Commission's Consulting Engineer, Michael Baker Jr., Inc. (Baker) is providing design/construction management oversight for the project. The cover photo shows the Oakmont Plum service plaza (located in Plum Township) before and after. See page 12 for the complete article.

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As a Professional Engineer, I dedicate my professional knowledge and skill to the advancement and betterment of human welfare. I pledge:

To give the utmost of performance;

To participate in none but honest enterprise;

To live and work according to the laws of man and the highest standards of professional conduct;

To place service before profit, the honor and standing of the profession before personal advantage, and the public welfare above all other considerations.

In humility and with need for Divine Guidance, I make this pledge.

Adopted by National Society of Professional Engineers, June 1954

Letter from the Editor

Dear Member:

PSPE does not often have items which need to go directly to the membership for discussion, but this quarter we have two things which need your attention.

I hope you'll take just a few moments to give us your thoughts on the PE Reporter and PSPE Constitution.

Thank you,

Jennifer Summers

Editor

PE Reporter Electronic or Print?

PSPE prints the *PE Reporter* quarterly. If you read the publication, you know it includes project articles, society news, and advertising. This member service currently runs at a considerable deficit. (Advertising revenue does not cover the cost of printing and mailing.)

We are at the point where we need to consider publishing the *PE Reporter* in an electronic format. If the majority of voting members choose to go with an electronic version, there are certainly a number of good models to follow.

That being said, we first need to get our readers opinions on the matter. Visit www.pspe.org and take our quick survey to voice your opinion.

Please vote before December 15, 2009.

PSPE Constitution Proposed Changes

Changes to PSPE's governance structure require modifications to the PSPE bylaws and constitution. To revise the Constitution, it must be proposed at two consecutive Board meetings, and then it must go to the general membership for a vote.

The PSPE Board of Directors reviewed proposed changes to the constitution in January and June 2008, and now we are asking you to cast your vote, either in favor of the changes or opposed.

See page 23 for complete details.

PSPE State Officer Nomination and Election Update

The slate of nominees for the PSPE state officers will be posted on www.pspe.org by 12/1/2008. To review their experience and qualifications for office, please read their bios. If you would prefer to receive a printed copy of the slate of officers, please call 717.441.6051 or send an e-mail to Jennifer Summers (jennifer@wannerassoc.com.)

Any member wishing to add their name to the ballot can send a petition with 25 PSPE member signatures to PSPE Secretary, Rick Aulenbach, PE, at RPA Associates, 3 Park Plaza, Wyomissing, PA 19610. Petitions need to be received by January 9, 2009, and include a picture and biography.



NSPE and State Societies agree... ***"Promote and Protect the License"***

John F. Bradshaw, P.E., PLS

PSPE leaders reviewed the existing strategic plan in August 2008. Executive Committee and Committee Chair members agreed that the vision, mission, values, objectives and strategies of the plan should remain the same.

One objective states: "increase the stature of the Professional Engineer's license as it is viewed by the general public, owners and operators of businesses, educators, and non-licensed engineers."

One strategy states: "protect the Professional Engineer's License by routinely scanning all upcoming legislation for potential infringement and devaluation of the PE license and proactively work to eliminate existing or pending infringements."

PSPE's objectives and strategies already support the "Protect the License" motto. PSPE has been and continues to be active in the promotion and protection of our engineering license. This is one of the most outstanding values of the society.

Opportunities and challenges were narrowed down to three main areas: membership, visibility, and continuing education. New priorities were established for 2008-09:

1. Focus on the value of membership, retain current members, and recruit new members.

2. Develop a continuing education program for members and non-member engineers.

3. Become more visible as an organization through our state and local chapters.

4. Build committees, establish goals, and develop action plans.

To reinforce priorities identified in the strategic plan, committees were identified and goals set for each one. Ideally, one member from each of the five regions will serve on each committee. The committee chart and goals will be posted on the website.

In addition to the standing committees, four task force committees have been formed to address continuing education, legislative and governmental affairs, young engineers, and explore a virtual chapter.

A valuable leadership training session was conducted in August. Thanks to the coordination of Deputy Director, Jennifer Summers and President Elect, Walter Poplaski, we had a successful video conference at three locations – Penn State Main Campus, Michael Baker Jr., Inc. in Moon Township, and Penn State Lehigh Valley in Bethlehem. Interaction among the attendees from each location was lively and healthy. This was a first for the use of video conferencing and it proved to work well for this type of venue.

I have been fortunate to attend state, national, regional and chapter meetings. I can assure you that the networking, knowledge and insight I gain at each level is extremely valuable.

I attended the NSPE Conference in Portland, Oregon where I observed one of the most memorable ceremonies I can remember. Members of the NSPE House of Delegates processed into the assembly room led by a Highlander in full Celtic dress playing the bagpipes to begin the ceremony. Each delegate - including PSPE's own Harve Hnatiuk, PE - stood next to their state flag while being installed. The solemnity of the ceremony reiterated how dedicated these volunteers are to leading our professional society.

More recently, I attended the NSPE Northeast Region Conference hosted by the Maine Society of Professional Engineers in Portland, Maine. Networking with colleagues from NSPE the other state societies in the northeast was extremely valuable.

Your current PSPE leaders continue to be committed to engaging our members and working initiatives established in the strategic plan. I encourage each of you to become active in your chapter and to serve on committees where possible. Be dedicated to recruiting members and commit to encouraging members to participate in chapter and state activities. Help maintain good organization within your chapter and make your chapter visible. Add value as a member in the promotion and protection of our engineering license in order to safeguard life, health, property, and to promote the general welfare. ■

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Despite a grassroots lobbying blitz by the engineering community to pass a bill to make Pennsylvania's continuing education requirements easier on licensees, Senate Bill 1264 did not pass.

SB 1264 would have made the Pennsylvania requirements very similar to the model requirements established by the National Council of Examiners for Engineering and Surveying and that would help ease reciprocity challenges. Senate Bill 1264 was reported out of the Senate Consumer Protection and Professional Licensure committee in February and then rereferred to the Senate Appropriations committee in March where it resided until the legislature adjourned in October. The Senate chose to forgo the traditional "lame duck" session and will have no voting days in November. As a result, it became virtually impossible to pass the bill this session. PSPE intends to have the bill reintroduced next January at which time the bill will be assigned a new bill number.

On the brighter side, the State Registration Board for Professional Engineers, Land Surveyors and Geologists has changed course on its continuing education regulations. PSPE urged the Registration Board to reconsider requiring every single continuing education course to be pre-approved by the Registration Board. On September 17th, the Board voted to revise the regulations and the current draft allows for pre-approved providers. In other words, the Board could pre-approve

an organization like PSPE so that any continuing education course relating to the licensee's professional practice would be deemed acceptable by the Board. The Society recommended this approach after the continuing education law was enacted. The regulations still need to be published for public comment and are not yet final.

Also at the September 17th meeting, the Board reiterated its support for the passage of Senate Bill 1264 so that the Pennsylvania requirements would mirror the NCEES rules.

Just as a reminder, we anticipate that the continuing education requirements will not be effective until the next licensing period which runs from October of 2009 to September 30th of 2010. By that time, either the regulations will be final or legislation like Senate Bill 1264 will have passed. PSPE will be sure to keep you apprised of the latest developments on this important topic.

Legislative Activity

HB 2559 RE: Guaranteed Energy Savings Contracts (by Rep. Tom Petrone, et al)

Amends Title 62 (Procurement) by stating that a guaranteed energy savings contract may provide for payments over a period of time up to 20 years (increased from 15 years).

Reported as amended from House Urban Affairs Committee, read first time and laid on the table, 9/15/2008. Removed from the table and rereferred to House Appropriations Committee, 9/16/2008

HB 2638 RE: Gaming Proceeds (by Rep. Keith McCall, et al)

Amends Title 64 (Public Authorities and Quasi-Public Corporations) further defining "private developer" and adding

definitions relating to Commonwealth Financing Authority. The bill also establishes the Legacy Account Program, charged with designating five accounts for the purpose of providing financial assistance to eligible applicants, projects and expenses as determined for the Tourism Account, the Independent Higher Education Facilities Account, the Hospital Facilities and Medical Technology Account, the Vital Community Assets Account and the Economic Development Infrastructure Account, which includes high hazard dams and flood control. All money in the Pennsylvania Gaming Economic Development and Tourism Fund not previously allocated to projects under the Pennsylvania Gaming Economic Development and Tourism Fund Capital Budget Itemization Act of 2007 would be allocated to the authority for distribution. The bill details the method of appropriation for each legacy account, and provides for applications, eligibility, limitations, and an annual report.

Reported as committed from House Rules Committee, Laid on the table, Removed from the table, and Rereferred to House Appropriations Committee, 9/15/2008

HB 2644 RE: Underground Utility Line Protection Law (by Rep. Joe Preston, et al)

Amends the Underground Utility Line Protection Law providing for duties of facility owners by adding that a facility owner may identify the location of a known facility connected to its facilities, but not owned or operated by the facility owner, as a helpful guide to the excavator or owner.

Reported as committed from Senate Consumer Protection & Professional Licensure Committee, read first time, 9/17/2008, read second time, 9/23/2008

"Capitol" continued p. 18

Plan B

Rebecca Bowman, P.E., Esq.

If you have a good, well-thought-out Plan B, you will survive even a catastrophic event. Not only that, you will be in a position to assist the profession by either absorbing excess staff displaced by firms without a Plan B... or by BEING the Plan B for a disrupted firm.

Do you remember Y2K? You may be one of thousands of consultants who made several years worth of living in the late 90's inspecting client software to identify and repair defects associated with the change of the millennium. You may even be one of thousands who made a living selling generators and power-free emergency packs. (Nothing wrong with free enterprise.) Thankfully, the world did not come to a complete stop as we began the last year of the millennium. That was a Plan B we may not have needed. (Although I have an increasing number of clients more than a century old and, for them, it was important; they're 103, not 3 years old.)

On the other hand, my school district did need a plan B. Someone failed to enter the beginning date for the school year in the scheduling program. The computer assumed that the schedule with the unspecified date was for the following school year and placed all of the scheduling work in the "folder" for next year, not yet accessible. It was several weeks before anyone figured out the problem and remedied it, and by that time, teachers had returned to the classroom and students were due back. Great panic ensued because there was no Plan B.

Once the structure had been transferred to the computer several years ago, all the old paper tools were deeply archived. That's assuming that anyone still remembered how to use the old paper tools.

How about your business? What is your Plan B? After 9/11, we talked about the importance of multiple off-site back-up systems. Have you taken care of that, or is

it still on your long-range plan? Do you still have a drafting board, or have they all been replaced by CADD tablets? Do you and your people still hand-check calculations, or do you rely completely on the computer results? Are your projects stored on an in-house server, or are they stored on an encrypted website, so that you and your team could work from home if you had to?

We're largely through with the days of the air conditioned computer room, vulnerable to both direct power outages and damage from elevated temperatures when the power went out. That doesn't mean you aren't vulnerable to flood, mud, fire, or power surge damage. What then?

I'm not just asking whether or not you have appropriate property and business interruption insurance, I'm also asking if you have a work-around plan. How will you meet deadlines? How will you keep the revenue stream running?

If you had any contact with companies on the Gulf Coast after Hurricane Katrina, you saw a spectrum of Plans B, ranging from complete paralysis to back up after a day. I wondered when I saw Gustav coming, how many businesses that survived had adapted, or did the owners curl up in the corner, howling "Not again! I can't do this again!"

If you have a good, well-thought-out Plan B, you will survive even a catastrophic event. Not only that, you will be in a position to assist the profession by either absorbing excess staff displaced by firms without a Plan B (you'll have plenty of work, picking up their slack) or by BEING the Plan B for a disrupted firm. There aren't

enough engineers right now or for the immediate (and medium-term) future. There will be enough work to go around. Not only will an effective Plan B enable you to survive, you'll be in a position to thrive. I'm not suggesting that you should profiteer by gouging desperate clients. (I think that those people should be taken out behind the woodshed.) I AM suggesting that if you're the only one up and running you'll benefit from your Boy Scout-ness and earn the devotion of your desperate current clients and the desperate former clients of your unprepared competitors.

One heads-up: If a reasonable Plan B would have prevented your firm from paralysis, don't be planning on relying on the force majeure clause in your contracts to excuse late performance. An Act of God is not an excuse for lack of reasonable foresight. (Like the sign says, "Lack of planning on your part does not constitute an emergency on my part.")

You can take this one step further and think about (and act upon) ways that your business could be even more ahead in a crisis. Are there going to be special needs in a foreseeable crisis? For example, topographical elevations could become critical in recovering from a flood or in qualifying for insurance coverage. Some parishes in Louisiana now require minimum ground-clearance heights as part of their ordinances. If you gathered that information for your clients in the process of doing their work without being asked, you would be ahead of the game.

Would special knowledge in salvage and materials recycling or specialty cleaning needs put you in an even better

position? Maybe not your business, but could you have a team set-up in advance with a similar business in that niche? Knowing who they are and having a relationship with them when they're not being blasted would be a good start.

Can you choose to purchase the portable version of equipment you're buying to make you more responsive?

What is your marketing attitude? In a down market, do you hunker down, cut costs, and think about which staff you'll lay off first? Or . . . do you say something like "In a good year with a \$100M market, I need 2% success in my bidding. In a bad year with a \$65M market, I'll need 3% success to hold my own. I'll keep my staff fully utilized and when the market turns up again I won't be scrambling for replacement staff. With the second approach, the question isn't "How can I survive?" it's "What will it take to thrive?" Using that same sort of reality adjustment approach to crisis anticipation will set you apart and help you succeed while your competitors struggle. Not having a Plan B means that you have a Risky Business. ■

The "Risky Business" column offers articles covering liability from both the legal and engineering perspective. Mrs. Bowman's articles share general information and should not be relied upon as professional legal advice of either a general or specific nature. Rebecca Bowman is a civil engineer-attorney in solo private practice in McMurray, Pennsylvania for more than 25 years. Her practice is a certified woman-owned business. Her B.S. in Civil Engineering is from the University of North Dakota.



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Labor Day Reflections

Better Safe than Sorry

Johann F. Szautner, P.E.

With Labor Day well behind us, we fondly remember summer - sunny shore trips, backyard barbecues, fireworks, and fireflies. Labor Day appropriately lets us celebrate the fruits of our labor in whatever fashion we prefer, including doing some work.

As I checked e-mail on Labor Day, I found the monthly e-news I receive from the Occupational Safety and Health Administration (OSHA.) On this Labor Day, OSHA reminded me that everyone - employers and employees - have a duty to assure a healthy and safe workplace.

Yes, OSHA is an enforcing agency as mandated by Congress some 35 years ago, but I think that we, industry and government alike, have come a long way and realize that workplace safety and health are a top priority, best fostered by a partnership approach. I like to stress the opportunities that OSHA provides with education, outreach and training.

There are a number of OSHA resources available to assist employers and employees in identifying and solving workplace hazards. On OSHA's website, www.osha.gov, you can link directly to an "on-site consultation program" which is a free and confidential service. Employers can find out about potential hazards at their worksites, improve their occupational safety and health management systems, and then qualify for a one-year exemption from routine OSHA inspections.

This service is delivered through state offices employing well-trained professional staff. Most consultations take place on-site, though limited services away from the worksite are available. This service is primarily geared towards smaller businesses as an outreach effort without citations and penalties. It is entirely confidential and no information is shared with the routine inspection staff. The only obligation is to commit to correcting

serious job safety and health hazards - a commitment which must be made and carried out in a timely fashion prior to an actual site visit.

On a different note related to the subject of work place safety, I was reminded that engineers, surveyors and other technical professionals often need to work on construction sites. Usually among an army of laborers, tradesmen, suppliers and vendors employed by various contractors and subcontractors. All parties on a construction site have a duty to exercise reasonable care to avoid the risk of injuries to workers. Even those of us not responsible for the construction, can under certain circumstances, invite site safety liability exposure.

Historically, courts have found professional service firms not responsible for construction accident related injuries or deaths, if the firm did not have a contractual obligation for site safety, was not involved in any construction activity, including construction management, nor assumed site safety responsibility.

However, courts have historically found professional service providers liable if they did not act reasonably upon recognition of an unsafe condition. Even if no obligation for site safety exists contractually, laws have been interpreted that based on specific circumstances, a professional duty may prevail over a contractual provision to the contrary.

The crux of the question is whether the professional service provider had both the opportunity and the ability to alleviate an unsafe condition. Courts look at the

awareness of an unsafe condition in conveying a duty of care, and then analyze the reasonableness of the professional

...courts have historically found professional service providers liable if they did not act reasonably upon recognition of an unsafe condition.

service provider's action or failure to act.

Courts will evaluate whether the risks of injury or death associated with an unsafe condition were foreseeable, and if the professional service provider observed it and recognized it as an unsafe condition, and had a reasonable opportunity to intervene to prevent the accident.

As ambiguous as this liability exposure by professional conduct appears to be, there are some risk management tools available. The first and most important one is to communicate the observance of an unsafe condition to a responsible person in charge, usually the superintendent or clerk of the works. Then,

"Reflections" continued p. 21

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Engineers Can Make a Difference

Every day, our profession and our skills give us an opportunity to conserve energy through smart transportation design. The biggest challenge America faces in its energy policies is how to change the daily commuting habits of millions of single-user drivers! Engineers can make a difference by convincing our clients that our transportation system planning and design can actually help every one of their constituents who drive a car to work.

Drive 55

We all know that driving the posted speed limit can improve gas mileage. Fuel consumption (according to Eartheasy.com) is reduced 10 to 15 percent by driving 55 mph instead of 65 mph. In fact, Senator John Warner (R) of Virginia recently proposed to bring back "Drive 55" legislation, which was imposed by federal law during the energy crisis of the mid-70's. The American Trucking Association (ATA) has also asked Congress to reduce the national speed limit from 75 to 65 mph. The ATA estimates this move would lower American's fuel consumption by 27 percent. Traffic and highway engineers could design facilities at lower speeds, which in turn would reduce right-of-way acquisition costs and environmental impacts. There is also no doubt that speed reduction save lives

but the questions then become: Are our public (and private) clients ready for this change? Are Americans ready to sacrifice time and speed for conservation?

Roundabouts

The modern roundabout is another energy efficient, traffic calming solution to our current national fuel crisis. A 2005 research paper of new roundabouts installed in New Hampshire, New York and Washington presented at the 2005 Transportation Research Board's Annual Meeting concluded that with roundabouts "average intersection delays during peak hours were reduced 83 to 93 percent, while delays at on the intersection approaches with the greatest delay were reduced by 79 to 96 percent."

In a region of the world where gas costs are equivalent to \$8.50 a gallon, Germany, Italy, Sweden, and Great Britain have been ahead of the curve in converting from traffic signals to roundabouts. According to Tom Vanderbilt, author of "Traffic: Why We Drive the Way We Do (and What It Says about Us)", roundabouts eliminate the starting, stopping and idling at signalized intersections (especially during off peak periods) and can cut fuel consumption by 10 to 30 percent. In America, perhaps we need to convince our clients (and politicians) that

modern roundabouts can contribute to the national energy independence solution.

Traffic Signal Optimization

Last, but not least, is the most prominent solution to reducing traffic congestion and fuel consumption: traffic signal optimization and coordination. Study after study has shown benefit-cost ratios of traffic signal timing improvements between 20:1 and 40:1.

The USDOT estimates that "improper traffic signal timing accounts for 5 to 10 percent of all traffic delay or 295 million vehicle-hours of delay on major roadways alone." Sounds like a no-brainer: more funding to retune traffic signals, intra-agency traffic signal management, removal of unwarranted devices, and smarter traffic signal design using the intelligent capabilities of today's modern traffic controllers.

The bottom line: It's about time we, as traffic and highway engineers, started thinking "outside the pump" to help our motoring public not only drive on safer facilities, but save fuel too. This may take some arm twisting of clients and lobbying by our professional organizations, but this engineer truly believes that we can make a difference – today and in the future. ■

Anthony Castellone will be speaking at Penn State's 2008 Transportation Engineering & Safety Conference (December 10, 2008.)



Improving Travel on America's Greatest Superhighway

*John Bradshaw, PE, PLS, PSPE President
Project Manager, Michael Baker Jr., Inc.*

The Pennsylvania Turnpike aka "America's greatest superhighway," was built in the late 1930's. It traversed along the South-Penn Railroad Route started and abandoned in the late 1800's. The new highway began at Carlisle, PA, and terminated at Irwin, PA. In the 1950's, the Turnpike was extended east to New Jersey, west to Ohio, and from Philadelphia to Scranton known as the Northeast Extension.

The original Turnpike had ten service plazas, located approximately 25 to 30 miles apart, costing \$500,000, at which travelers could stop for a meal and fuel. Howard Johnson operated the lunch service and gift shops, and Standard Oil Company of Pennsylvania operated the fuel stations.

The original service plazas had small buildings finished in sandstone with gable style roofs, with the exception of South Midway. South Midway Service Plaza was designed with a much larger facility and a pedestrian tunnel ran under the Turnpike connecting the buildings at North Midway and South Midway. Families from the Harrisburg and Pittsburgh areas would travel the Turnpike on Sundays for a delicious meal at South Midway restaurant. It had a large dining room with a fireplace and planters for ambiance.

More service plazas were added as the Turnpike lengthened. Buildings were moderately enlarged and services changed from the Howard Johnson dining room and counter seating, to concession foods with seating areas. Service garages were added

to compliment auto services at the fueling stations.

In 2001, the Pennsylvania Turnpike Commission established a program to redevelop the service plazas along its now 537 miles of Turnpike system. The Commission set goals to improve safety and security at the plazas, increase truck parking, and improve the buildings by increasing their size, layout, food choices, and restrooms. Long-term leases were executed with HMSHost and Sunoco, food and fuel providers respectively, for the redevelopment of all service plazas on the Turnpike. Mindful of many other infrastructure needs, the leases were designed such that the food/fuel providers would be responsible for redevelopment of the service plaza sites/buildings over an



Sidling Hill concessions & dining



North Somerset auxiliary truck parking

approximate 5-year period, in the total amount of about \$150 million. In addition to meeting Commission goals, the food/fuel providers would be responsible for all maintenance and capital improvements over the term of the lease, thus relieving the Commission of future operating/capital costs.

HMSHost is utilizing the services of Clough Harbour & Associates, LLP (CHA), of Albany, NY, to design each site and manage the overall design and construction. Host also is utilizing the services of Vitetta of Wormleysburg, PA, to develop architectural details, and Synterra Ltd., of Philadelphia, PA, to develop landscaping. Sunoco is utilizing the services of Cornerstone Consulting Engineers and Architectural, Inc. to design the convenience store fit-out area, the fueling station, and the dispensers for each redeveloped service plaza. The Commission's Consulting Engineer, Michael Baker Jr., Inc. (Baker) is providing design/construction management oversight for the project.

The complete project involves development of 14 service plazas with new and larger restaurants. Three existing restaurants, including the original South Midway Plaza, will be rehabilitated. Three plazas will be closed and buildings and fueling stations removed. The plaza sites will be upgraded or reconstructed with better flow of traffic, more automobile and truck parking spaces, and other improvements to provide better service for the traveling customers.

Four service plazas have been redeveloped to date, with one currently under construction and two planned to start in 2009. The four completed plazas are Allentown, Sideling Hill, North Somerset and Oakmont.

Both HMSHost and Sunoco used Pennsylvania contractors to construct each of the completed service plazas.

The dual access plaza building footprints increased to 22,204 SF; the single access plazas increased to 14,824 SF, with the exception of the South Somerset footprint which increased to 18,500 SF for a higher volume of customers. The building footprint at

Highspire decreased to 8,000 SF for a C-Store due to the lower volume of customers.

With better pedestrian traffic flow and brighter, open facilities, motorists now enjoy an improved place to stop and rest.

Sustainable design features were incorporated to meet LEED criteria elements in the building and at the site. Through interaction with the Commission's Environmental Consultant, Skelly and Loy, Inc., Baker and CHA a gas mitigation system was incorporated into the subbase material below the floor slab to control the ingress of any undesirable gases into the building.

Cultured stone was used to provide a cost-effective architectural enhancement to the building, eliminating the need for expensive quarried stone or less aesthetic material. Material reuse, some regional material, and low emitting material were used in the building design to meet sustainable design criteria. White roofing was utilized for energy efficient heating and air conditioning usage.

Special spaces were provided in the parking lots for low-emitting vehicles. This provision is a first for Turnpike customers in an effort to promote energy efficiency.

Fueling stations were upgraded with new canopies, dispensers, and pavement for the gasoline and diesel fueling areas. E-85 dispensers were installed to address increase usage of alternative fuels.

Over the years, old fuel tanks had been abandoned at the sites and new ones installed. Material excavated from under the old garage floor areas and under the fueling stations near the underground fuel tanks was found to be contaminated. Special handling of this low hazardous material was coordinated by Baker and the Turnpike's environmental specialist, Skelly and Loy, Inc.

At Allentown, rubble concrete was reused as subbase material in the reconstructed truck parking and ramp areas. To compensate for heavy truck traffic, the parking areas were designed with 12-inch thick concrete pavement. At the other sites,

"Superhighway" continued p. 21

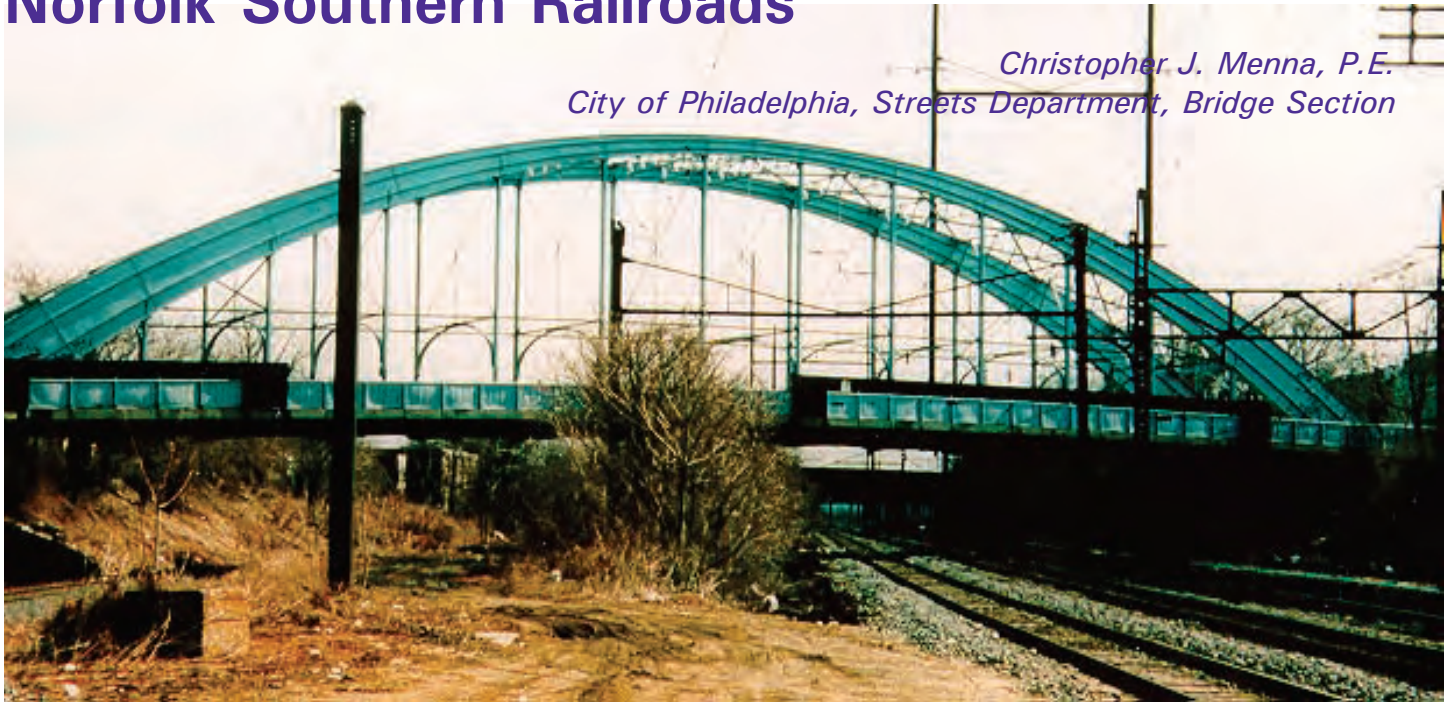


North Somerset



Allentown Farmer's Market

42nd Street Bridge over AMTRAK and Norfolk Southern Railroads



*Christopher J. Menna, P.E.
City of Philadelphia, Streets Department, Bridge Section*

42nd Street Bridge circa 1995

Background

The 42nd Street Bridge over AMTRAK and NORFOLK SOUTHERN is a three-span, thru-deck, concrete filled steel arch bridge, designed and built in 1909. Built just after the turn of the century, this one of a kind bridge spanned over a very busy Pennsylvania Railroad railbed and led into an affluent section of West Philadelphia – the former home of the 1876 Centennial Exposition.

Inspection

During 1993 and 1995, the City Bridge Section performed in-depth inspections to develop rehabilitation and reconstruction strategies. The major findings were as follows:

- Moderate to severe, underside concrete encasement spalling of the floorbeams and stringers.
- Moderate to severe, underside concrete spalling of the deck jack arches.
- Re-occurring vehicular collision damage to the vertical deck hangers.
- Re-occurring vehicular collision damage to the decorative canopies.
- Moderate spalling of the drivable concrete deck surfaces.
- Seized and malfunctioning expansion dams and bearings.
- Inadequate bridge lighting.
- Moderately to severely corroded aerial steel, except for Arch Boxes.
- Failure of the paint system applied to the aerial steel, except for the Arch Boxes.

In addition, the bridge was posted at twenty-five (25) tons in 1994. At the time of inspection the structure's sufficiency rating had reduced to 18%.

Design

The design approach taken would be to remove and replace the entire superstructure, except for the arch boxes. Likewise, all substructures would be removed and replaced, except for the thrust block foundations. All work was envisioned to take place within a fenced off area for the closed bridge. Work would be done in shifts, where required, and would be coordinated with AMTRAK, SEPTA, and PECO Energy. Fortunately, there were no utilities on the bridge.

In keeping with the uniqueness and historic character of this bridge, the design team faced numerous challenges. Since the majority of the steel deck members would be replaced in kind, one of the immediate concerns was whether we could weld to the original steel. In-house material sampling by the City's lab determined that the existing steel contained many impurities, most notably silicon. It was determined that welding new steel to the old would not be feasible and would be avoided wherever possible. Field drilling and bolting would be used in lieu of welding.

Something had to be done to protect the deck hangers from repeated hits. In fact, two hangers were so bad that they had to be totally replaced and spliced just below the underside of the arch boxes. Since a standard curb would not be sufficient, Maine DOT tubular steel barrier system was employed curbside to protect the hangers. The barrier system selected incorporated nine-inch tall curbs in the system. (See Figure 3.)

Similar to the hangers, the decorative, transverse, steel canopies were being hit on a regular basis. To solve this problem, a

fourteen-foot high clearance envelope was selected. The envelope would cross the entire cartway and would include the radial corners of the canopies. Raising the end canopies involved a check on the bracing length of the arch members and was found to be acceptable. This enabled us to retain the handsome look of the braces while providing adequate clearance.

At the time of original construction, back-to-back double angles and built up members were in extensive use. Maintenance of these members is very difficult, time-consuming, and costly – specifically where blasting and painting are involved. The design team decided to use modern, equivalent WT sections and angles wherever possible. The new steel would be easier to maintain, would not trap water, and would drain more easily.

Another challenge would be to re-design the stub hanger to arch box connection – at the point where the deck meets the arch boxes. Clearance at this location was very tight. We needed strong, short steel members that could fit into a small area. We were also looking for a member that had good section properties and one that could bolt well to the existing arch boxes. In addition, we would have to build out from the arch box web to clear the arch box stiffeners. The solution was a member type not typically used by our office – square tubular steel. The square tubing satisfied all of our requirements. (See Figure 4.)

The condition of the arch box paint coatings was very good. We wanted to avoid costly full containment blasting over a very active railbed. The design team liaised with PennDot's Chief Chemist and decided to use the overcoating method for the arch boxes. An organic zinc system was used for overcoating the arch sections and remaining existing steel, while an inorganic zinc system was employed for all new steel. The results were an economical and high performance paint system.

With such a large span, lighting was an issue at night. The existing bridge had only two lights towards the center of the structure. Existing lights were low and were not hidden well within the aerial bracing. Four new lights would be evenly spaced across the main span. These lights would be mounted much higher and directly to the hangers. Also, conduit runs from the lights would be hidden at the columns and behind the aerial struts to promote aesthetic appeal. (See Figure 5.)

Of course, many other historic requirements had to be met. Once we sampled the original paint color in the City's lab, we were able to find a suitable modern color. All bracing would need to be replaced in kind as much as possible. Re-designing the decorative bracing was not easy, as they included lots of complex layout geometry and multiple member types. (See Figure 6.)

"42nd Street Bridge" continued p. 20



Figure 3 – Protective Maine DOT Barrier System



Figure 4 – Stub Hanger Connection



Figure 5 – Incorporation of Street Lighting



Figure 6 – Replicated Canopy Bracing

PSPE Member Update

Following is a list of members who have joined PSPE to date in 2008. Chapter officers can access member data in realtime with a login and password from NSPE. If your chapter does not yet have a membership chair or officer who has this access, please contact Jennifer Summers, jennifer@wannerassoc.com or 717.441.6051.

Anthracite

Brian W Baldwin
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Heath Michael Machamer
Mark E Spatz PE

Beaver County

Mark Kenneth Lamison

Bucks County

Theodore G. Koven Jr
Brian P Teles PE

Central

Steven M Siegfried
Jacob Michael Bortman
Richard K Evans
Christie M Pace
Randall R Patry
David Redash

Delaware County

Daniel J Archdeacon
Ann M Catania
Richard A Horenburger PE
Joseph A Rodo EI/EIT

Harrisburg

Ross E Buchan EIT
Paul Lutzkanin
Thomas Everett Masten EI
Scott R Popovich PE
Todd J Trautz EI
James M Zendek PE

Johnstown

Timothy Alan Cooper
Stephen L Dillen PE

Lehigh Valley

Jim Robinson PE
Peter O. Staffeld PE, PhD
Kevin T Wright Jr EIT

Lincoln

Jason A Slobozien PE
Zachary S Smith EI, EIT
Gary S Tucker

Luzerne County

Julianne Lawson PE
Charles Christopher Smith Jr PE
Robert Stetz EIT

Midwestern

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Northeast

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Kurtis Joseph Searing PE

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Albert Peter Borrelli III
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Robert Stedman Cargill II PhD
Abraham EI
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Gowtam Atthipalli
Larry G Cartwright PE
Brian M Fink
Stephen J Gabauer
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Raju R Iyer PE, MASCE
Charles J Niederriter EI/EIT
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Susquehanna

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William J McFarland PE
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Chapter not yet determined

Jamil Allen
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Call for NSPE Fellow Member Nominations

NSPE Fellow member nominations are due at the PSPE office by January 15, 2009. Instructions and guidance for completing the Fellow nomination form and the nomination form itself can be found at <http://www.nspe.org/AboutNSPE/fellowmembershipgrade.html>

Fellow Membership Grade

The NSPE Fellow Program recognizes deserving professional engineers who have demonstrated long term professional service at the chapter, state and national levels of NSPE.

Involvement in NSPE *must* include holding at least one elected office at the chapter, state, or national level and must also include service at the national level of NSPE in order for nominees to be considered. National level service can include a number of activities such as committee/task force chair or member. While it is desirable to have held an office at the National level, importance is placed on long term active involvement.

The Council of Fellows Executive Committee endeavors to treat each nomination on its own merits and tries not to restrict itself by generating a list of activities that would qualify. It is desirable that nominees exhibit continuing effort over years in NSPE Involvement, Professional Activities, and Community Involvement.

Nominations must be accompanied by at least three (3) and no more than four (4) letters of recommendation from NSPE members familiar with the nominee's qualifications. One letter of recommendation must be from a current NSPE Fellow.

Each letter of recommendation shall not exceed one (1) page in length. In addition:

- For State society nominations, one of the letters of recommendation must be from the nominee's state society president stating that the recommendation has been approved by the state society's board of directors.
- For nominations from Interest Groups and Chartered Affinity Groups, one of the letters of recommendation must be from the president (or chair) of the nominating group, stating that the recommendation has been approved by the nominating group's board of directors (or presiding body).

- Nominees may not submit a letter of recommendation on their own behalf.
- Complete nomination packets shall not exceed fourteen (14) pages in length including the letters of recommendation.

The PSPE Fellows Committee will review member nominations and forward them to NSPE. The NSPE Board of Directors votes final approval of those nominees recommended for Fellow status by the NSPE Council of Fellows Executive Committee.

Send PSPE Fellow member nomination packets to:
NSPE Fellow Nominations
Attention: Jennifer Summers
908 N 2nd Street
Harrisburg, PA 17102
DEADLINE: December 15, 2008

Notes on Completing the Application

1. Remember that the Council of Fellows Executive Committee does not generally know the nominee. The committee can judge the nominee only by the strength and completeness of the application.

2. The key to providing a successful application is for the applicant to "add value" in presenting their accomplishments. Merely listing activities without showing the significance of the accomplishments may leave the Council of Fellows Executive Committee with insufficient information for a positive response.

3. Nominees must show prominent accomplishment in all three of the criteria established by the Board: the engineering profession, the Society, and the community. A lack in one or another area can lessen a nominee's chance.

4. Since Fellow status may be recognition of more than NSPE activities, consideration of national engineering accomplishment and activity are important (i.e., either with NSPE or with other engineering societies).

5. While not absolutely necessary, it is desirable that nominees have achievements in all six (6) areas identified in the nomination form. ■

Pennsylvania Fellows

John R. Ackerman, PE, FNSPE, PG
Edward P. Becker PE, FNSPE
Leonard K. Bernstein PE, FNSPE
William J. Bryan PE, FNSPE
Elizabeth A. Catania PE, FNSPE
John W. Fisher PE, FNSPE

Harry E. Garman PE, FNSPE, PLS
Ernest U. Gingrich PE, PLS, FNSPE
Harvey D. Hnatiuk PE, FNSPE
Barry E. Isett PE, FNSPE
John E. Kampmeyer Sr. PE, FNSPE

Thomas M. Maheady PE, FNSPE
Walter K. Morris PE, FNSPE
Sidney J. Myers PE, FNSPE
John G. Woods PE, FNSPE
Zeyn B. Uzman PE, FNSPE
Donn R. Zang PE, FNSPE

"Capitol" continued from p.5

SB 1422 RE: Mini-COBRA Small Employer Group Health Policies (by Sen. Don White, et al)

Amends the Insurance Company Law adding a new section providing for Mini-COBRA Small Employer Group Health Policies. The bill states a group policy delivered or issued by delivery in PA by an insurer which insures employees or members and their eligible dependents for hospital, surgical or major medical insurance must provide that covered employee or eligible dependents whose coverage under the group policy would otherwise terminate because of a qualifying event would be entitled to continue their hospital, surgical or major medical coverage under that group policy subject to the terms and conditions outlined in the legislation.

Reported as amended Senate Banking and Insurance, Read first time, 9/22/2008, Read second time, and rereferred to Senate Appropriations Committee, 9/23/2008, Reported as committed from Senate Appropriations Committee, read third time, and passed Senate, 9/24/2008 (50-0). Received in the House and referred to House Insurance Committee, 9/24/2008

New Bills Introduced

HB 2203 RE: Open Contracting Act (by Rep. Stan Saylor, et al)

Provides that contract specifications issued by public bodies soliciting bids on public works projects may not include any of the following: (1) a requirement that a successful bidder or any of its subcontractors utilize workers represented by a designated labor organization or referred by a designated labor organization; (2) a requirement that a successful bidder's existing work force or any of its subcontractors' work forces affiliate with or pay dues to a labor organization; or (3) a requirement that a successful bidder or any of its subcontractors recognize a labor organization as the exclusive representative of any of its employees on the public works project. No public body may consider or use as a criterion in its selection process the union or nonunion status of a bidder's work force.

Introduced and referred to House State Government Committee, 9/15/2008

HB 2508 RE: Prevailing Wage Thresholds (by Rep. Stan Saylor, et al)

Amends the PA Prevailing Wage Act defining "public work" as construction, reconstruction, demolition, alteration and/or repair work other than maintenance work, done under contract and paid for in whole or in part out of the funds of a public body where the estimated cost of the total project is in excess of \$185,000 (increased from \$25,000). The bill also provides that the Department of Labor and Industry may adjust the amount under this clause beginning July 1, 2009, and annually thereafter, by the rate of change in the Consumer Price Index for Urban Wage Earners for the immediately preceding calendar year.

Introduced and referred to House Labor Relations Committee, 9/15/2008

2008 SENATE FALL SESSION SCHEDULE

The Senate is no longer in session.

2008 House FALL SESSION SCHEDULE

November 12, 13, 17, 18, 19, 24, 25

Copies of all bills of interest are available from the PSPE office, or they can be accessed via the Internet at <http://www.legis.state.pa.us/WU01/LI/BI/billroom.htm>.

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Many thanks to the following individuals who contribute to the PSPE Political Action Committee fund. The PAC fund allows PSPE lobbyists to influence bills on behalf of PSPE members. PSPE is very active at the Pennsylvania state capitol. Each session we monitor legislation that could impact PSPE members in their profession. Your contributions are critical as PSPE affects bills such as those found in the article "On Capitol Hill."

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"42nd Street Bridge" continued from p. 15

Lastly, where rivets were slated for removal, they had to be replaced with a historic looking bolt. The bolts chosen included rounded rivets at both ends. The actual bolt head featured a twist-off mechanism – set to go off when a certain torque was achieved by the ironworker.

Construction

The project would be loaded with interesting construction challenges as well. Regarding stability of the arch boxes, the contractor was not allowed to remove and replace more than one transverse bay at a time. Each bay featured diagonal bracing on each side, following the profile of the arch boxes. The contractor had to carefully schedule his work to meet this requirement. Stability had to be maintained at all times to resist wind forces and to keep the arch boxes in alignment.

The price per pound to furnish and install the aerial steel was very high for this project – in the order of \$25 to \$30 per pound. This was due to two main reasons. The first was that all existing steel had to be re-measured and confirmed by the general contractor at the beginning of the job. The second was due the necessity to have an on-site miscellaneous fabrication shop during construction. The shop allowed for ease and quickness in replacing gusset and other type connection plates.

As mentioned previously, extensive field drilling and reaming would be required on this project. Drills with magnetic set-ups would be used. Also, many of the holes were exceptionally long – especially through the arch boxes. The arch boxes were comprised of two thick webs, as well as a thick composite concrete core. The extensive drilling operations surely added additional cost to the steel work. (See Figure 7.)

Fabrication and inspection of the historic looking railings and protective barrier proved to be a challenge as well as a learning experience for all. Intricate aluminum work cannot be inspected the same way as steel. Inspection methods had to follow those of other commercial consumer products. These items had to be installed piece by piece along the bridge to ensure that all vertical elements were plumb and that all horizontal items followed grade. Erection crews had to work on each side of the bridge and work from one end to the other. (See Figure 8.)

Summary

Rehabilitation of the 42nd Street Bridge was a sound investment in this West Philadelphia neighborhood for many reasons. The project restored a historic landmark, generated short-term and long-term economic development, and provided hope for the citizens in this resurging locale. The most-direct route through the neighborhood was restored as well, improving the flow of traffic and EMS vehicles. The extensive use of in-house engineering excellence and support services helped restore grandeur and functionality to this unique structure. It is an especially proud achievement knowing that the very same design unit that existed before has ensured that this special bridge will continue to serve and delight the public for many years to come.

Acknowledgments

City of Philadelphia Bridge Section

John Lutz, P.E – Chief Bridge Engineer

Ronald Willis – Resident Inspector

Richele Dillard – Lead Draftsperson/Designer

General Contractor

Buckley Construction Co., Phila., PA

PennDot 6-0



Figure 7 – Extensive Field Drilling



Figure 8 – Installed Railroad Protective Barrier and Bicycle Railing

"Superhighway" continued from p. 13

most of the existing pavement was repaired and overlaid with 1.5 inches of asphalt. Technologies such as idle-free equipment in the truck parking areas were considered, but determined not cost-effective at the time. However, companies are developing newer products that may be useful and practical in the near future.

At Allentown Service Plaza, reconstruction of an access road at the rear of the property to a state road was required. During the design, problems developed preventing the issuance of a Highway Occupancy Permit. Baker assisted the Commission by working out a resolution with PennDOT, District 5-0, for its issuance for the reconstruction of the access road.

New Farmers' Market pavilions have been coordinated in style and color with the new buildings at Allentown and Sideling Hill Service Plazas. A third will be erected at the New Stanton Service Plaza now under construction. These markets were established with the Commission by the Department of Agriculture and operated by local farmers.

While the plazas are being redeveloped essentially in their current locations, additional parking is being provided where feasible. Auxiliary truck parking is planned for South Somerset,

New Stanton and North Somerset. The Commission is financing construction of the auxiliary lots; maintenance and upkeep will be financed by HMSHost and Sunoco.

The Pennsylvania Turnpike Service Plaza Development Project serves as an example of a public-private partnership, which appears to be a future trend where funding sources are limited. It provides a viable means of accomplishing much-needed infrastructure improvements. Also, this project exemplifies the concept of adaptive reuse of an existing facility and site. Building on the same site eliminates the need of acquiring additional right-of-way at a different location. This saves time, money, and possible displacement of people. It also avoids major earth disturbances and environmental impacts. This concept can be applied to other similar future engineering projects.

The newly developed service plazas provide customers with cleaner, safer, and more convenient facilities. These new facilities truly meet the goals and exceed the needs for improvements to the Turnpike service plazas. Customers will have cleaner, safer and more convenient facilities to enjoy while traveling the superhighway of the Pennsylvania Turnpike. ■

"Reflections" continued from p. 9

document in writing the perceived unsafe condition and to whom and when and under what circumstances it has been communicated. Mail a copy of this report to your client, indicating that the unsafe condition may be a breach of the construction contract and/or may be a non-compliance of state and federal OSHA regulations, and jeopardize public health and safety.

Let's not forget for one moment that construction sites inherently create the potential for accidents and need to be managed to provide a safe workplace, but also to hold paramount the health, safety and welfare of the public. Remembering this will help us, as professionals, to do the right thing when observing unsafe conditions, and that is the best risk management tool available.

Work place accidents are all too common. The Bureau of Labor statistics registered 5,488 fatalities for the year 2007. Although this is a 6% decrease from the total fatalities for 2006, it is still a staggering number, not only of lives lost but also the associated economic losses for accident victims' families as well as the employer, as work place accidents result in lawsuits, work loss, and job-site shutdowns.

As employers and employees, we must always look to improve safety at the workplace. It is the right thing to do for people and the bottom line alike.

2008	
November 21	PSPE Executive Committee Michael Baker Office, Harrisburg
2009	
January 23	PSPE Executive Committee Four Points Sheraton, Cranberry Township
January 24	PSPE Board of Directors Four Points Sheraton, Cranberry Township
March 21	Pennsylvania MATHCOUNTS Wyndham Harrisburg-Hershey
October 15 - 17	PSPE Annual Conference & NSPE Northeast Region Fall Conference Bear Creek Mountain Resort, Macungie PA

Proposed Amendments to PSPE Constitution

Changes to PSPE's governance structure require modifications to the PSPE bylaws and constitution. To revise the Constitution, it must be reviewed by the PSPE Board of Directors at two consecutive Board meetings, and then it must go to the general membership for a vote. The PSPE Board of Directors has reviewed the proposed changes, and now we are asking you to cast your vote, either in favor of the changes or opposed.

Articles formalizing the appointment of the PSPE representative to the NSPE House of Delegates (HoD) and revising officer term limits both need attention. The argument has been made that the PSPE HoD representative should be an ex-officio member of the Board of Directors and the Executive Committee. The proposed revisions to Article VII cover this provision, giving the delegate voting rights on the Board, but not on the Executive Committee, as indicated in Section 6. As the delegate is not an elected member of the Executive Committee, it was felt that the delegate should not have Executive Committee voting privileges.

Article VIII of the Constitution with respect to term limits was discussed. It is proposed that the last sentence in Section 1 be revised to read, "No individual member may serve more than five consecutive terms as Vice-President, Secretary or Treasurer individually, except when two or more regional Vice-Presidents serve five consecutive terms concurrently, in which case one of the regional Vice-Presidents may serve a sixth term." This amendment allows more flexibility for officers to hold positions.

Please vote on the changes using the enclosed ballot. Please return your ballot to PSPE by December 15, 2009. Visit www.pspe.org for a complete copy of the PSPE Constitution and Bylaws.

ARTICLE VII – ADMINISTRATION **LATEST REVISION: September 2000** **PROPOSED REVISION APPROVED BY BOARD:** **JANUARY 2008, JUNE 2008**

SECTION 1. The Society shall be administered by a Board of Directors, hereinafter referred to as the Board. The Board shall determine all questions of policy and shall administer the affairs of the Society under this Constitution and the general provisions of the law under which it is incorporated.

SECTION 2. The Board shall consist of the latest two living member Past Presidents, the elected officers, the Chair of each authorized Practice Division, **and** a Director elected by each Chapter **AND THE SOCIETY'S DELEGATE TO THE NSPE HOUSE OF DELEGATES.**

[Reason: PSPE's delegate to the NSPE House of Delegates, as the representative of PSPE, should be a member of the PSPE Board of Directors with a right to vote.]

SECTION 3. Thirty percent of the Board members shall constitute a quorum provided that at least six Chapters are represented by elected Directors in attendance. Unless otherwise provided an affirmative vote of a majority of the Board members present at any regular or duly called meeting shall be required to pass any motion not inconsistent with the provisions of the Constitution and Bylaws of the Society. The President shall vote only in the case of a tie.

SECTION 4. The Board shall direct the investment and care of funds for the Society.

SECTION 5. No member of the Board shall receive a salary or compensation, except for expenses incurred in behalf of the Society as approved by the Board.

SECTION 6. There shall be an Executive Committee of the Board consisting of the elected officers and the Immediate Past President. **THE SOCIETY'S DELEGATE TO THE NSPE HOUSE OF DELEGATES SHALL BE AN EX OFFICIO MEMBER OF THE EXECUTIVE COMMITTEE WITHOUT VOTING PRIVILEGES.** Within the provisions of the Constitution, the Executive Board shall act for the Board between Board meetings and actions shall be reported to the Board for information and/or ratification.

[Reason: As the representative of PSPE in the NSPE House of Delegates, the Society's Delegate should be a member of the Executive Committee in order for the Executive Committee to consult with and advise the Delegate and vice versa. As an ex officio member of the Executive Committee, the Delegate shall not be a voting member of the Committee because the members of the Executive Committee are officers of the Society elected by the Membership while the Delegate is appointed by the Executive Committee and confirmed by the Board of Directors.]

ARTICLE VIII – OFFICERS **LATEST REVISION: September 2000** **PROPOSED REVISION APPROVED BY BOARD:** **JANUARY 2008, JUNE 2008**

SECTION 1. The elected officers of the Society shall be the President, the President-Elect, five regional Vice-Presidents, the Secretary, and the Treasurer. The offices of Secretary and Treasurer only may be occupied concurrently by one member. The Vice-Presidents shall be so selected that each regional geographical group of Chapters may be represented. No individual member may serve more than five consecutive terms as Vice-President, Secretary or Treasurer individually **or in combination, EXCEPT WHEN TWO OR MORE REGIONAL VICE-PRESIDENTS SERVE FIVE CONSECUTIVE TERMS CONCURRENTLY, IN WHICH CASE ONE OF THE REGIONAL VICE-PRESIDENTS MAY SERVE A SIXTH TERM.**

[Reason: If a regional Vice-President resigns, is not re-nominated as a regional Vice-President, or is not re-elected as regional Vice-President, the result may be two or more regional Vice-Presidents may be elected at the same time for their first term as regional Vice-President. Although not required, PSPE tradition has elevated the most senior regional Vice-President to the office of President-Elect. If two or more regional Vice-Presidents have the same regional Vice-President seniority, then, by tradition, one or possibly both, would be nominated as President-Elect and the other, whether by virtue of not being nominated or by being defeated in a contested election, would no longer be able to serve PSPE as an elected officer. This proposed amendment would rectify that.]

SECTION 2. Eligibility for nomination, election or retention of a position as an elected officer of the Society shall be contingent upon active membership in the Society. The development of qualified members for elective positions of leadership is encouraged by a nomination process designed to continually introduce new talent.

SECTION 3. The duties of the officers shall be as defined in the Bylaws.

SECTION 4. The elected officers shall take office at the close of the administrative year following their election with the

President-Elect elected the previous year becoming President. They shall hold office until their successors have been duly elected and installed.

SECTION 5. Procedure for filling any vacancy shall be as provided in the Bylaws.

SECTION 6. In the event that an officer is alleged to be incapable of performing the duties of his or her office, or is charged with a felony, or is otherwise alleged to be involved in activities seriously inconsistent with the codes and objectives of NSPE, the Executive Committee, or a special panel authorized by the Executive Committee, shall investigate the matter or allegations and shall, upon finding which supports the officer's inability to properly serve the Society, propose to the Board an action to declare the respective office vacant. Such action by the Board shall require a two-thirds vote of the Board in a regular or special meeting, provided that notice of the proposed action shall have been given the members of the Board at least thirty (30) days prior to the meeting. The officer shall be entitled to present any evidence in defense or be represented by Counsel. Such action by the Board shall not operate to deprive the individual of membership in the Society, which shall require a separate and distinct action under Article V, Section 3 of the Constitution or as provided for in the Bylaws. ■

Members in good standing may vote on changes to the constitution. Please write your member ID on the back of your ballot. Your member ID is located on top of the mailing address on the back page of the *PE Reporter*. Thank you.

Proposed Changes to the PSPE Constitution

Please mark one:

- ☐ I approve of the proposed changes to the PSPE Constitution presented here.
- ☐ I do not approve of the proposed changes to the PSPE Constitution presented here.

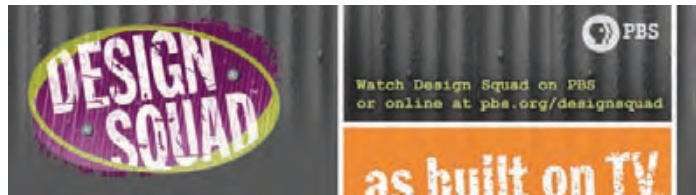
Comments: _____

Return ballot by December 15, 2008 to:
PSPE
908 N. Second Street
Harrisburg, PA 17102
FAX: 717.236.2046



Bear Creek Mountain Resort Macungie, Pennsylvania October 15 - 17, 2009

www.pspe.org



Inspire the next generation of engineers!

A recorded version of the recent webinar "Engineer Your Outreach with Design Squad" presented by WGBH and NSPE, is available for viewing or downloading.

This free interactive webinar will give you all the tools you need to start up or spice up your outreach for National Engineers Week and beyond.

Learn about Design Squad, PBS' popular engineering reality competition series.

Find out about Design Squad's outreach campaign and FREE resources that you can use to get kids ages 9 and up excited about engineering and the design process.

Get great tips on how to talk to kids about engineering.

Hear firsthand from engineers about how they're using Design Squad in their outreach.

NSPE also offers resources, materials and advice on getting your Design Squad or other outreach started. Contact Stacey Ober at sober@nspe.org or Kim Granados at kgranados@nspe.org for more information.

Proposed Changes to the PSPE Constitution

Send ballot to:

PSPE
908 N. Second St
Harrisburg PA 17102

PSPE Member ID: _____
(Member ID located on back page above mailing label)