

# ***The A.S.H.E. SCANNER***

VOLUME XII, No. III

THE AMERICAN SOCIETY OF HIGHWAY ENGINEERS

FEBRUARY 1976

## **PROPOSED CHANGES TO THE CONSTITUTION AND BY-LAWS OF A.S.H.E.**

The Board of Directors and Executive Committee of the American Society of Highway Engineers have accepted the following proposed changes to our Constitution and By-Laws and are presenting them to the Membership for review and adoption.

Each Section has a copy of the original Constitution and By-Laws which can be reviewed with the Membership so they are cognizant of the proposed revisions.

### **CONSTITUTION**

**ARTICLE I — NAME, LOCATION AND  
FUNCTIONS — Unchanged.**

### **ARTICLE II — MEMBERSHIP**

Section I — The active membership shall consist of Senior Members, Members, Associate Members, Junior Members, Affiliate Members and Honorary Members who have practiced, or are now practicing, in the highway industry or its allied fields. All members shall have a minimum of a high school education, or its equivalent as determined by the Board of Directors.

*TO BE AMENDED TO READ AS  
FOLLOWS:*

*Section 1 — The active membership shall consist of Senior Members, Members, and Honorary Members who have practiced, or are now practicing, in the highway industry or its allied fields. All members shall have a minimum of a high school education, or its equivalent as determined by the Board of Directors.*

(This change is proposed in order to reduce the number of categories in our membership.)

**Section 2 — A Senior Member shall:**

- a. Be a registered professional engineer, or
- b. Have a college degree in engineering from a school of recognized standing and six (6) years of experience in the highway industry. The six (6) years required of responsible experience in the highway industry

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### **OFFICERS AND DIRECTORS NOMINATED FOR 1976-77 TERM**

Officers and four new Directors were nominated by the National Nominating Committee at a meeting held at the Harrisburg Host Inn, Harrisburg, Pa. on January 15, 1976.

Chairman Robert E. Yeager, Past National President, reported at the Board of Directors meeting, January 16, 1976, the following nominations for the fiscal year beginning June 1, 1976.

President — John F. DeRoss, Pittsburgh Section.

First Vice President — Harold C. Poulson, P.E. — Harrisburg Section.

Second Vice President — Joseph C. Martinelli, Southwestern Pennsylvania Section.

Secretary — Robert M. Sherr, P.E., East Penn Section.

Treasurer — Robert E. Yeager, R.S., Altoona Section.

Nominated for a three year term as Directors were: Robert L. Rowland, Delaware Section; Jack Sherman, Franklin Section; Ralph C. Lamont, North East Penn Section; Joseph Raynock, East Penn Section.

National President Atwood L. Welker, Jr., P.E. will automatically serve on the Board of Directors in his capacity as Immediate Past President of the Society.

National Directors who will continue in office are:

For two-year term: Lawrence P. Opalisky, P.E., Clearfield Section; Warren A. Miller, Altoona Section; Rudolph Melani, Pittsburgh Section and Neal R. Smith,



### ***President's Message***

Atwood L. Welker, Jr. P.E.  
Williamsport, Pa.

In the last edition of the Scanner we discussed the need to inform your legislator of your views concerning the current funding problem with the Department. Hopefully, some of our members did contact their representatives thus, helping with passage of the highway funding bill. To those ASHE members I personally say thank you, but don't for a minute think this has completely solved the Department's funding problems.

Half of the additional revenue derived will be used to pay for already negotiated pay raises and additional debt services. Thus, you can clearly see that our financial problems are far from being solved. It is going to take an extra effort by all of us; Department personnel, contractors and suppliers and consultants to cut costs and save highway dollars. Only through each of us working together to economize, can we provide an adequate highway system and a financially sound highway program.

At our last board of director's meeting we asked that each section contact the nominating committee prior to its meeting in January. The response was excellent and more candidates have been received than ever before. For this response and interest, the Board thanks all the sections. With the increased number of nominees, it is impossible to get all candidates into a vacant position, thus if your man didn't make it this year, don't be discouraged. Having such an interest in National is a very healthy sign.

Make your plans now so you don't forget the May convention at Bedford Springs.

†



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## CONSTITUTION

Continued from Page 1.

beyond graduation with a bachelor's degree in engineering may be reduced two (2) years by receipt of a Master's degree in engineering from a school of recognized standing, or

TO BE AMENDED TO READ AS FOLLOWS:

- a. Remains unchanged
- b. Have a college degree in engineering from a school of recognized standing and six (6) years of experience in the highway related industry. The six (6) years required experience in a highway related industry beyond graduation with a bachelor's degree in engineering may be reduced two (2) years by receipt of a Master's degree in engineering from a school of recognized standing, or

(Amended to include the highway "related" industry.)

- c. Have ten (10) years of responsible experience in the highway industry plus an engineer-in-training certificate or,

TO BE AMENDED TO READ AS FOLLOWS:

- c. Have ten (10) years of experience in a highway related industry plus an engineer-in-training certificate, or

(Amended to include the highway "related" industry.)

- d. Have twelve (12) years of responsible administrative, technical or engineering experience in the highway industry.

TO BE AMENDED TO READ AS FOLLOWS:

- d. Have twelve (12) years of administrative, technical or engineering experience in a highway related industry.

(Amended to include the highway "related" industry.)

Section 3 — A Member shall:

- a. Have a college degree in engineering from a school of recognized standing and have three (3) years of responsible experience in the highway industry, or

TO BE AMENDED TO READ AS FOLLOWS:

- a. Have a college degree in engineering from a school of recognized standing

and have three (3) years of experience in a highway related industry.

(Amended to include the highway "related" industry.)

- b. Have seven (7) years of responsible experience in the highway industry plus an engineer-in-training certificate, or

TO BE AMENDED TO READ AS FOLLOWS:

- b. Have seven (7) years of experience in a highway related industry plus an engineer-in-training certificate, or

(Amended to include the highway "related" industry.)

- c. Have nine (9) years of responsible experience in the highway industry.

TO BE AMENDED TO READ AS FOLLOWS:

- c. Have nine (9) years of experience in a highway related industry.

(Amended to include the highway "related" industry.)

Section 4 — Deleted in its entirety.

Section 5 — Deleted in its entirety.

Section 6 — NOW BECOMES SECTION 4 to read:

Section 4 — An Associate Membership shall consist of those persons who do not meet the educational and/or experience requirements for the other grades of membership, but who are at the time of presenting their application, actively engaged in a highway related industry.

Section 7 — NOW BECOMES SECTION 5 with no changes.

Section 8 — NOW BECOMES SECTION 6 to read:

Section 6 — When a combination of education and experience is to be used to determine the classification of membership, each full year of technical education will be considered equal to one (1) year of experience; however, not more than four (4) years of technical education can be substituted in lieu of experience.

Section 9 — NOW BECOMES SECTION 7 with no changes.

Section 10 — NOW BECOMES SECTION 8 with no changes.

ARTICLE III — ADMISSION, RESIGNATIONS, EXPULSIONS AND SUSPENSIONS. — Remains unchanged.

ARTICLE IV — INITIATION FEES, DUES AND ASSESSMENTS

Section 1 — Remains unchanged.

Section 2 — First sentence remains un-

changed.

- a. Remains unchanged.

- b. Members in the grade of Senior Member may also be exempt from further dues at such time as:

- (1) They shall have reached the age of sixty-five (65) years, or shall have retired, and who have paid dues as such for not less than twenty (20) years, or
- (2) They shall have paid dues in such grade for twenty-five (25) years, even though they may not have reached the age of sixty-five years, or have retired.

TO BE AMENDED TO READ AS FOLLOWS:

- b. Senior members may also be exempt from further dues at such time as:

- (1) They shall have reached the age of sixty-five (65) years and who have paid dues for not less than twenty (20) years, or
- (2) They shall have paid dues for twenty-five (25) years, even though they may not have reached the age of sixty-five (65) years.

(Amended to clarify the requirements for Life membership.)

Section 3 — Remains unchanged.

ARTICLE V — SUBDIVISIONS — Remains unchanged.

ARTICLE VI — NOMINATIONS AND ELECTION OF OFFICERS — Remains unchanged.

ARTICLE VII — MANAGEMENT — Remains unchanged.

ARTICLE VIII — COMMITTEES — Remains unchanged.

ARTICLE IX — ACTIVITIES — Remains unchanged.

ARTICLE X — AMENDMENTS — Remains unchanged.

### BY-LAWS

ARTICLE I — MEMBERSHIP, ADMISSION AND SEPARATION

Section 1 — Remains unchanged.

Section 2 — Final sentence in this Section changed: "On receipt of recommendation for acceptance, the application shall be forwarded to the National Board of Directors for final consideration of election or rejection."

TO BE AMENDED TO READ AS FOLLOWS:

"On receipt of recommendation for acceptance, the application shall be forwarded to the National Secretary for final

certification of membership.

(Amended to permit National Secretary to approve or reject application.)

Section 3 — Remains unchanged.

Section 4 — Remains unchanged.

Section 5 — The membership of Members, Associate Members and Junior Members shall cease after four (4) years of membership in their respective grades unless they shall have been transferred to a higher grade of membership or to the grade of Affiliate Member, or shall have been granted an extension of time to fulfill requirements for the next higher grade. The request for an extension must be submitted to the Section Secretary in writing, for review by its Board of Directors. Applications for transfer to a higher grade of membership in the Section must be recommended to the National Board of Directors for approval. The action taken by the National Board of Directors shall be final.

TO BE AMENDED TO READ AS FOLLOWS:

Section 5 — The membership of Members and Associate Members shall cease after four (4) years of membership in their respective grades unless they shall have been transferred to a higher grade of membership or unless they have not fulfilled the requirements for the next higher grade. Applications for transfer to a higher grade of membership in the Section must be recommended to the National Secretary for approval.

(Amended to permit the National Secretary to have final action on transfers to higher grades of membership.)

Section 6 — Remains unchanged.

ARTICLE II — INITIATION FEES, ASSESSMENTS AND FINANCES — Remains unchanged.

ARTICLE III — MANAGEMENT — Remains unchanged.

ARTICLE IV — BOARD OF DIRECTORS — Remains unchanged.

ARTICLE V — EXECUTIVE COMMITTEE — Remains unchanged.

ARTICLE VI — OFFICERS — Remains Unchanged.

ARTICLE VII — ELECTION OF OFFICERS

Section 1 — Remains unchanged.

Section 2 — Remains unchanged.

Section 3 — Senior Members, Members, Associate Members and Junior Members shall be eligible to vote as long as they maintain their membership in good stand-

ing.

SHALL BE AMENDED TO READ AS FOLLOWS:

Section 3 — Senior Members, Members and Associate Members shall be eligible to vote as long as they maintain their membership in good standing.

(Amended to reflect changes in grades of membership.)

Section 4 — Remains unchanged.

Section 5 — Remains unchanged.

ARTICLE VIII — OFFICIAL PUBLICATION — Remains unchanged.

ARTICLE IX — MEETINGS — Remains unchanged.

ARTICLE X — ORDER OF BUSINESS — Remains unchanged.

ARTICLE XI — COMMITTEES — Remains unchanged.

ARTICLE XII — SUBDIVISIONS — Remains unchanged.

ARTICLE XIII — AMENDMENTS — Remains unchanged.

ARTICLE XIV — BOND — Remains unchanged.

CODE OF ETHICS — Remains unchanged.

### BALLOT

I have reviewed the proposed amendments to the Constitution and By-Laws as published in the February 1976 issue of *The Scanner*. (This ballot has been approved by the Board of Directors at their meeting of January 16, 1976 held at the Host Inn, Harrisburg, Pa.)

[ ] I Vote For  
[ ] I Vote Against These Amendments

Date: \_\_\_\_\_

Signed \_\_\_\_\_

Forward this signed ballot to your Section Secretary on or before March 31, 1976. †

### NOMINATIONS

Continued from Page 1.

Williamsport Section.

For one-year term: Gene G. Smith, P.E., Franklin Section; Albert Stallknecht, P.E., Harrisburg Section and George J. Parrs, P.E., North East Penn Section.

The new Board of Directors will name a successor to fill a vacancy for a one-year

term at its first meeting in June 1976.

In addition to the nominations presented by the Nominating Committee, nominations may be submitted by petition as outlined in the By-Laws. †

### DELAWARE VALLEY SECTION

John M. Evans, Public Relations

U. S. Congressman Robert W. Edgar (D-Pa.) discussed highway legislation and the need for a balanced transportation system at the January 14, 1976 meeting of the Delaware Valley Section.

More than 80 Section members listened as the Congressman described the mood of the present Congress and one of skepticism whereby long-standing traditions are frequently challenged. Edgar cited the ousting of seven senior committee chairmen as partial evidence of this indicated that legislative traditions may soon follow suit.

Allowing that the Highway Trust would undoubtedly be extended two more years, Congressman Edgar maintained that Congressional sentiment was growing to do away with all special trust funds. He predicted that there be no further extension of the Highway Trust Fund in its present form beyond fiscal 1978.

In conclusion, the Congressman advised the members to be aware of this trend and begin to work for a transportation trust which would fund all modes of transportation. In his opinion, Congress might accept this compromise based on a balanced system of transportation.

Other recent programs included a December Dinner Meeting attended by more than 100 persons at the Westover Inn and Golf Club.

David McKittrick, Vice President of the Reinforced Earth Company, was guest speaker. He described the many uses of reinforced earth, presented slides of successful projects around the world and dwelt in particular on a local project, the "Bridgeport Sinkhole".

### NEW MEMBERS

James R. Watson, P.E., Drexel Hill, Consultant.

Francis J. O'Donnell, Philadelphia, PennDOT.

Karen L. Jesiolowski, Philadelphia, Consultant.

Michael F. McKenna, Philadelphia, Department of Streets, Philadelphia. †

### ALTOONA SECTION

#### NEW MEMBER

John C. Stoy, Sr., Somerset, Superintendent, Public Works, Somerset †



## PITTSBURGH SECTION

Henry J. Kuczynski, Public Relations



David C. Sims, P.E., PennDOT Deputy Secretary for Highway Administration.

Conviviality, renewal of old acquaintances, and a lot of handshaking marked the December meeting as one of the most successful meetings held by the Pittsburgh Section.

All contributing segments of the Highway Engineering and Construction Industry were well represented at the meeting held in the Terrace Restaurant, Parkway Center, Greentree, Pa. on December 10, 1975.

Bob Nudzulka, Program Chairman, must be commended for his efforts in securing the guest speaker for the program. He provided the impetus which generated the fine attendance and interest of all members who came to listen to the talk given by David C. Sims, Deputy Secretary for Highway Administration for the Pennsylvania Department of Transportation.

In spite of his grueling and everpressing schedule, Dave Sims, a much "sought after speaker", always manages to find the time to come to Pittsburgh and talk to his friends and associates.

His topic for the evening's program dealt with "Present Day Highway Finances" and the current fiscal dilemma confronting PennDOT.

Ironical as it may seem, the State Legislature was deliberating on a new motor vehicle bill to raise an additional \$122 million for PennDOT at the very moment Dave was giving his talk.

The bill was eventually passed and PennDOT's dilemma was "temporarily put to rest".

In his talk Dave recounted the history of the old Highway Department from its inception by the State Legislature in 1903. The newly created State Highway Department then had responsibility for approximately 8,800 miles of roads. Financing then was on a "pay-as-you-go" basis on revenues derived from drivers license fees and finally on a one cent a gallon tax imposed by the Legislature in 1921.

Since then the highway system within the Commonwealth has grown in tremendous proportions — 20,000 miles added by Governor Gifford Pinchot in 1931 — a program designed to "get the farmers out of the mud". By an act of Legislature in 1961 the Highway Department inherited another 1200 miles of badly deteriorated roads from counties and municipalities who could no longer provide adequate maintenance.

PennDOT as it is known today, is responsible for a prime state highway system of 44,800 miles, the fourth largest in the United States.

Prior to 1949 the Highway Department was restricted to a maximum legal debt of one (1) million dollars. In the post-war era, the public's growing demand for a more sophisticated and modern highway system, made it necessary to turn to other foster sources of revenue. The Highway and Bridge Authority was then created in 1949 to circumvent the law and serve as the instrument for borrowing the needed funds through the public bonding process.

The newly emerging Federal Aid Program was just beginning, and the State found it necessary to have new revenues, in order to take advantage of the matching Federal funds ranging from 10% to 90%. The lucrative matching Federal Aid funds prompted the State to accelerate its highway construction program, and continue its borrowing for more than a total of two billion dollars.

During the ensuing years liquid fuels revenues consistently increased at an average rate of 5.5% each year. PennDOT based its planning programs on this anticipated rate of yearly revenue increase.

The "revenue balloon", however suddenly began to deflate, when liquid fuels funds started to decline as a result of the energy crunch in 1972-73. At this stage PennDOT's bonded indebtedness had already increased to approximately \$160 million a year — a drastic rise from \$37

million almost seven years ago.

Due to sudden "drying up" of revenues, plus escalation in labor, material and equipment costs, PennDOT found it extremely difficult to meet its bond obligations and still maintain the same program policy. A "leveling out" period was considered as the only possible solution to overcome the heavy deficit.

As a result of the seven year deficit the Department is currently 8,000 miles in arrears in its resurfacing program. It can no longer meet the projected 2,700 miles of resurfacing for each year. Cutbacks in its overall program will necessitate a reduction in forces, which is already in the working stage.

As related by Dave Sims, the Department cannot justify maintaining its present personnel level, with the drastically curtailed highway program even though Legislature has provided additional funding.

Sims upheld the fact that the rash of recent public and news media criticism of PennDOT employees and its operations are totally unjust and unwarranted.

His contention is, that due to the lack of a good public relations program, PennDOT does a poor job of defending itself against adverse public criticism.

In defense of PennDOT, Dave Sims feels that 99% of its employees are hard-working, efficient and dedicated career people, and he, personally, is proud to be a part of the Department.

A short question and answer period followed the talk given by Dave, who fielded the questions in his usual professional and "down to earth" manner.

At the conclusion of the meeting Anthony Gaeta, Pittsburgh Section President, presented "Dave" a certificate of appreciation and an ASHE paperweight. He thanked him in behalf of the Section for his presentation.

Tony Gaeta also acknowledged the presence of Joe Grata, writer for the Pittsburgh Press.

The following is a report prepared, written and narrated in conjunction with the showing of a 16 millimeter color film by Donald Berman, Director of Allegheny County Department of Works at the Pittsburgh Section meeting held on September 10, 1975.

The information was not available in time for the December issue of the Scanner.

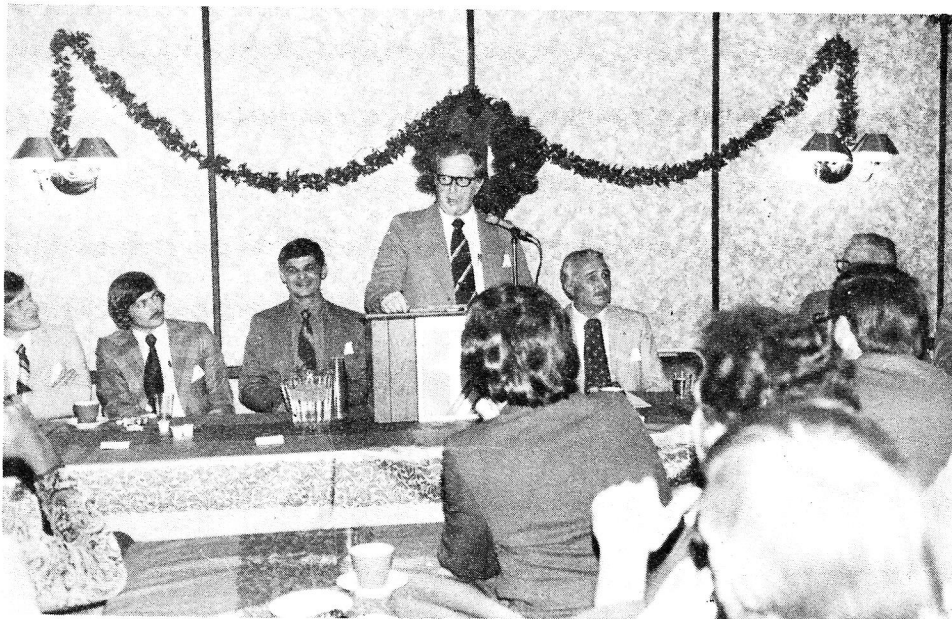
"A Status Report for Allegheny County Works Department: Environmental Services. Fall, 1975." . . . .

Continued on Page 8.



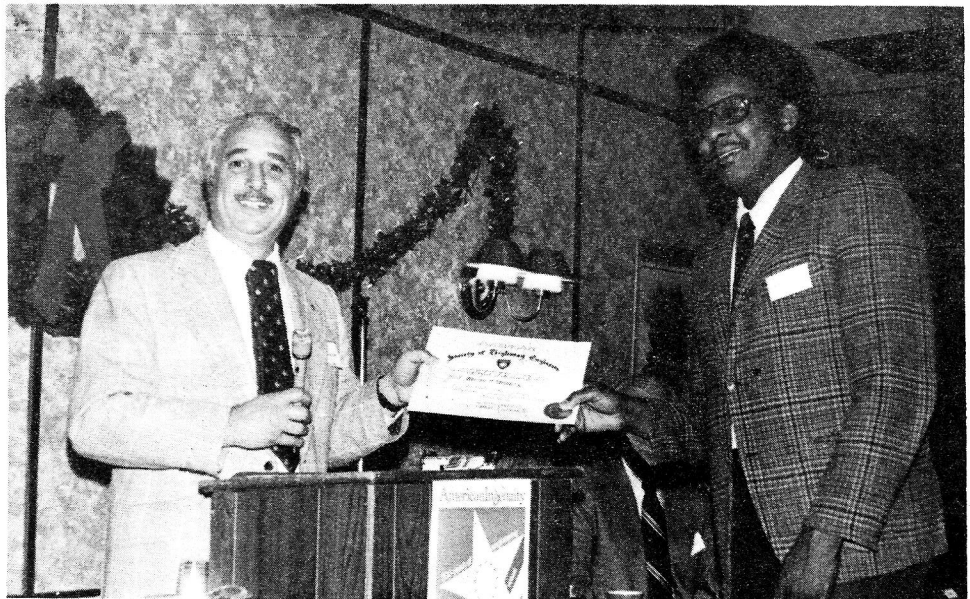
## PITTSBURGH SECTION

A. J. Gaeta, Pittsburgh Section President, making presentation of Certificate of Appreciation to Dave Sims, guest speaker. Left, Robert Niedzielka, Program Chairman, Pittsburgh Section. Right, Raymond R. Gedrock, First Vice President, ASHE Pittsburgh Section.



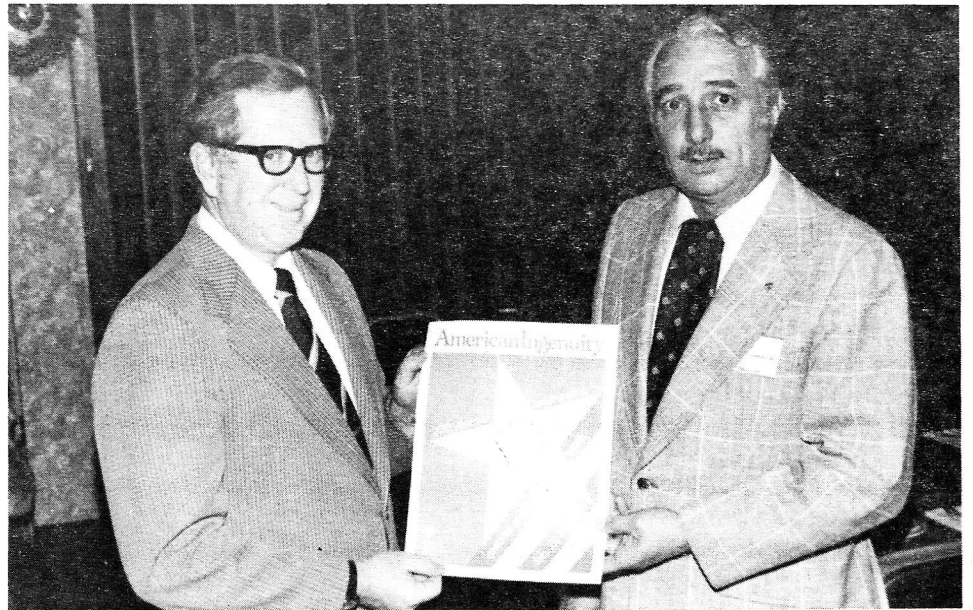
Guest Speaker, Dave Sims, at the rostrum. Left to right at head table: Wm. J. Becker, Board Member; Bob Niedzielka, Program Chairman; A. J. Gaeta, Pittsburgh Section President; R. Gedrock, First Vice President, partially hidden.

Warren E. Newberry (right), EEO Officer, PennDOT, receiving membership certificate from A.S.H.E. President A. J. Gaeta.

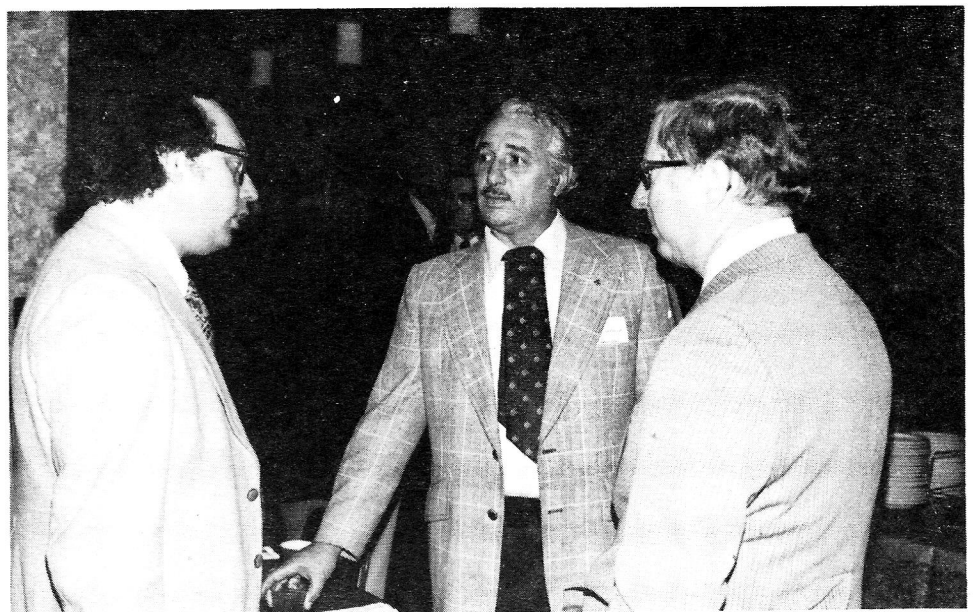


## PITTSBURGH SECTION

Dave Sims and Anthony Gaeta displaying the Bicentennial Emblem for National Engineers.



David Sims, extending congratulations to Tillie S. Janicki, PennDOT Cost Specialist, Pittsburgh Section's only female member-elect. Looking on are William Buck (center) and Anthony Gaeta (background).



Anthony Gaeta (center) and Dave Sims "lend an ear" to Joe Grata, columnist for the Pittsburgh Press.



## PITTSBURGH SECTION

Anthony J. Gaeta, P.E. (left), Pittsburgh Section President, exchanging pleasantries with Anthony Benitend, President of Gacon Construction Company (center) and Philip Kries, Vice President of Brayman Construction Company (right).



Foreground: Dave Sims welcoming Warren E. Newberry, PennDOT EEO Officer and new ASHA member. Background: Looking on is L. Botula, Vice President, J. F. Casey Company (left) and Anthony J. Gaeta, P.E., Pittsburgh Section President (right).

ASHE Pittsburgh Section meeting, December 10, 1975.





## PITTSBURGH SECTION

Continued from Page 4.

Rapid changes occurring in the Nation's perception of its problems, priorities and prospects makes it necessary for an operating agency to sit back frequently to appraise its current position, re-examine how it got there, and where trends may predictably be taking it on environmental issues. The Works Department of Allegheny County, in addition to its regular functions of bridge and road maintenance, has an expanding concern and involvement in solid and liquid waste collection, reuse and disposal, as well as treatment, reuse and disposal of the sludges and by-products resulting from various water treatment plants, waste water treatment plants and manufacturing industries. There is an additional involvement in uncovering user industries for these various by-products.

Since 1965, when Allegheny County was heavily criticized by the Commonwealth for its poor waste handling and disposal practices, much has happened in the area of the "environment." In the ground swell of citizen concern for the conditions in which we live, most public and private corporations have acted positively and responsibly to improve our "livability quotient". While these efforts have not been uniformly successful, we are far from just begun.

In 1963, the County received a major report dealing with the disposal of household waste, one of many reports over the years. It was summarily rejected by local government. Building on the harsh experiences of this report, the County, in 1969, again commissioned a "garbage report" following the recommendations of a Citizen Committee representing a broad spectrum of community interests.

The immediate outgrowth of "Solid Waste Management - 1971" was the establishment of a new Department of Waste Management, an operating, not a regulatory, organization. The Department initially directed its concerns to the siting designing and constructing of a new County owned and operated transfer station. In 1975, this facility ended its second successful year of operation. The Plan, which suggested the use of four such transfer stations, privately owned sanitary landfills, and a series of land reserves about the County, has not been further implemented.

Central to the issue of any facility location is the decision of the City of Pittsburgh to participate in a multi-juris-

dictional system. The many variables involved in public decision-making have made it impossible to date to advance either the Plan or any modification of it; or to advance any cooperative efforts among the affected jurisdictions to begin any form of resource recovery.

The "1971 Plan" with transfer stations and landfills in ten disposal districts was and still is one valid approach to today's solid waste disposal problem in Allegheny County. It does not purport to be the best resource recovery scheme. However, use of strip mine areas in dire need of reclamation is a positive form of resource recovery. As land is the fundamental economic value in any economic system, its return to a "higher and better use" is a prime requisite for western Pennsylvania.

In the area of more conventional resource recovery, continuing investigation of markets for recovered materials and energy are in progress. Among them:

- (1) A Report on the use and marketability of Refuse Derived Fuel (RDF) undertaken in conjunction with the Commonwealth's Department of Environmental Resources.

- (2) An investigation of the market for a mid-range BUT gaseous fuel generated by pyrolytic reactors.

- (3) Continuing dialogue with advocates and operators of electrical generating systems which use household wastes for fuel.

- (4) Investigations into the management of various sludges rising out of water pollution control facilities as well as those sludges generated by manufacturing and processing plants in Allegheny County.

The Market Study for refuse derived fuel (RDF) currently being completed by the National Center for Resource Recovery, quantifies and qualifies the various major coal, gas and oil users in the Six County Region with an eye to determining whether they can use RDF as a fuel supplement. The investigation further sought out and received signed Letters of Intent to Purchase the glass, metals and bundled paper that arise from a materials separation process. Significant agreements on all but the RDF portions were achieved. As the cost of available fossil fuels increases, RDF will become more desirable as an alternate fuel.

Our investigations have shown pyrolytic gas at a 300-350 BTU level has great industrial acceptability. Its BTU value makes it very attractive IF the reactor is located next door to or close by a user industry. Transport by pipe line beyond about 3 miles seems infeasible economi-

cally. Nevertheless, three major Pittsburgh facilities have indicated a strong interest in an alternative fuel gas, the value of which becomes most apparent in the absence of an adequate supply of natural gas.

The City of Pittsburgh received a specific proposal from Wheelabrator-Frye to construct a new boiler in or near the City to incinerate household wastes, generate steam and convert the whole into electrical energy to be distributed through the Duquesne Light Company power grid. This effort has been unilateral and it remains unknown as to whether or not this resource recovery alternate is acceptable to the jurisdictions surrounding the City. Broad support is particularly important in this alternative as the least tonnage possible for economic operation is not less than 1200 tons per day 7 days a week, a sum more than twice the daily tonnage in the control of the City of Pittsburgh.

In a somewhat broader context, the Department has undertaken research dealing with alternate means of managing water and sewerage treatment plant sludges. Funded jointly by PennDER and the County, the study undertaken by Chester Engineers and the Graduate School of Public Health, University of Pittsburgh will suggest better, safer, more economic means of disposing of sludges coming out of the entire water use and reuse cycle.

An analysis of industrial sludges is also underway. As knowledge of the volumes and locations of industrial sludges increases, environmentalists on a broad spectrum have become increasingly aware of the special problems attending industrial waste disposal. The intent of this investigation is ultimately to recommend a management system for the economic handling and treatment of industrial effluents. An interesting secondary issue within the body of the study is the element of recovery and reuse within the plant facility or alternately; to find a market for the derived substances. The wastes of one industry are occasionally the feed stock of another. This study will help to uncover such opportunities.

In summary, the Works Department is deeply involved in a number of engineering, planning and marketing studies designed to increase our sum of knowledge about environmental problems and opportunities in the County. We are striving to find better methods for doing that which, in the main, the community does pretty well today. If we are optimistic, it is be-

cause we think Western Pennsylvania, with notable exceptions, is doing pretty well in reusing and/or disposing the waste products of an industrial urban society. The job can and will be done better if, and only if, we develop the jurisdictional mechanisms which will permit and encourage local governments in cooperation with private interests to seek common solutions to their common problems. To the extent that we cannot resolve our organizational inhibitions, we will tend to fall short of our real potential for problem solving.

In the meantime, the management of household wastes is getting better in Allegheny County, in part because County government made an input; management of industrial and water pollution abatement facility sludges are being addressed comprehensively; continuing studies in-house and in cooperation with local public and private corporations are ongoing. Our progress has been solid if not spectacular. In most respects, we can afford to wait long enough to let other less fortunate metropolitan communities deal with new and often problematic technologies. Russell Train said in a speech not long ago that there were a lot of people out there selling "black boxes" that don't work! The "black boxes" that are to be used in this area MUST have the approval of a consortium of government, business, and citizen agencies. We are confident that the continuing efforts of the Works Department will be of great import in that decision making process.

#### NEW MEMBER

Tillie S. Janicki, Pittsburgh, PennDOT. †

### EAST PENN SECTION

On December 9, 1975, fifty-one members and guests attended the regular meeting at the Paddock Restaurant in Allentown. Messrs Gordon Nagle and Ron Bonomo conducted a very interesting talk and slide presentation on the experimental bridge on Route 209, near Middleport, Schuylkill County.

On January 13, 1976, forty-two members and guests attended the regular meeting at Trainer's Restaurant in Lehigh-ton. Mr. Robert Klucher, Chief Engineer of the Pennsylvania Turnpike Commission, made a talk and movie presentation on the construction of the Turnpike tunnels. He pointed out that construction costs involved for building a new tunnel at this time would triple those of early construction periods. The estimated cost for construction of a parallel Lehigh Tunnel,

in Carbon County, was \$4,000 per foot, and bids received were \$6,300 per lineal foot. Construction was deferred at this time.

The next regular meeting of the Section will be held on Tuesday, February 10, at Walp's Restaurant, on Union Boulevard, Allentown. Mr. Dick Gonzales, of Lane Metal Products Company, Inc. will present a program dealing with Corrugated Steel Structural Plate in Bridge replacement.

On March 9, 1976, a joint meeting with the Northeast Penn Section and the East Penn Section will be held at the Sportsmen's Lodge on Route 940, near Blakeslee, in Monroe County.

Ladies Nite for the East Penn Section is scheduled for Friday, May 21, at the Lehigh Valley Club in Allentown. Mark your calendars now for this fine annual event.

The Committee assigned for picking the site of the 1977 National Convention which will be sponsored by the East Penn Section has tentatively picked the site and the dates for this affair. The site will be Pocono Manor, in the heart of the Pocono Mountains in Monroe County. The dates are May 20 to 23, inclusive.

Mr. Mathew J. McTish, a former president of our East Penn Section has left A. L. Wiesenberger Assoc. to start his own General Engineering business, which got under way on January 19, 1976. The firm will be known as M. J. McTish & Associates, Inc., located at Brookside Office Park, Wescosville, Pa. 18106; phone 398-2586.

A further report from the hunters of District 5, PennDOT; Kenneth Fulmer (and still the champ), a spike buck, also his first deer kill. Dick Cole, a six-point buck. Darryl Fatzinger, a spike buck, also his first deer kill. Bob Sherr - 0 - (only saw two crows flying overhead). However, Bob says the "gang" got two buck and two does during the deer hunting season. Several others in the group shot at - and missed - their targets. It proves there's good hunting on "The Patch".

#### NEW MEMBERS

Edward G. Dreisbach, R.S., Lake Harmony, PennDOT.

Barry M. Dunn, Hellertown, Contractor.  
John Wargo, Elco-Hausman Construction Corporation. †

### CLEARFIELD SECTION

#### NEW MEMBER

John J. Marino, Clearfield, PennDOT. †

### HARRISBURG SECTION

Henry L. Heck

The Harrisburg Section made a dramatic departure from the norm this year by changing their age old tradition of meeting in Schindler's Restaurant in Camp Hill. Our new house of victuals is Harding's Restaurant, also of Camp Hill. The only murmurings of regret that were heard were those of perhaps Mr. Schindler, but, then it was rumored that he too was pleased with the new arrangement.

Our October meeting held on the 13th, featured Mr. R. K. Huzzard of Bethlehem Steel as our guest speaker.

Mr. Huzzard spoke on the new Bethlehem Steel and how they were preparing to meet the challenges which face the steel industry. Also on the program was Thomas A. Kotay, Planning Analyst, Bureau of Advance Planning PennDOT who spoke on, "PennDOT's Bicycle Facility and Program Planning Activities."

The November 10th meeting featured Mr. G. Joseph Hudert, P.E., Vice President and Engineering Manager for Greiner Engineering Sciences, Inc., who spoke on the "Design and Construction Features of the New Chesapeake Bay Bridge."

We were extremely honored to have at our December meeting our National President Atwood Welker, P.E. President Welker's thought-provoking and inspiring message urged all members to take a more active role in the legislative process.

The January meeting is a joint meeting of ASHE-PSPE Harrisburg Sections. The evening program is entitled, "Engineer, Spare That Stream", presented by Mr. Jack G. Miller, Chief of Fisheries Environmental Services Branch, Pennsylvania Fish Commission.

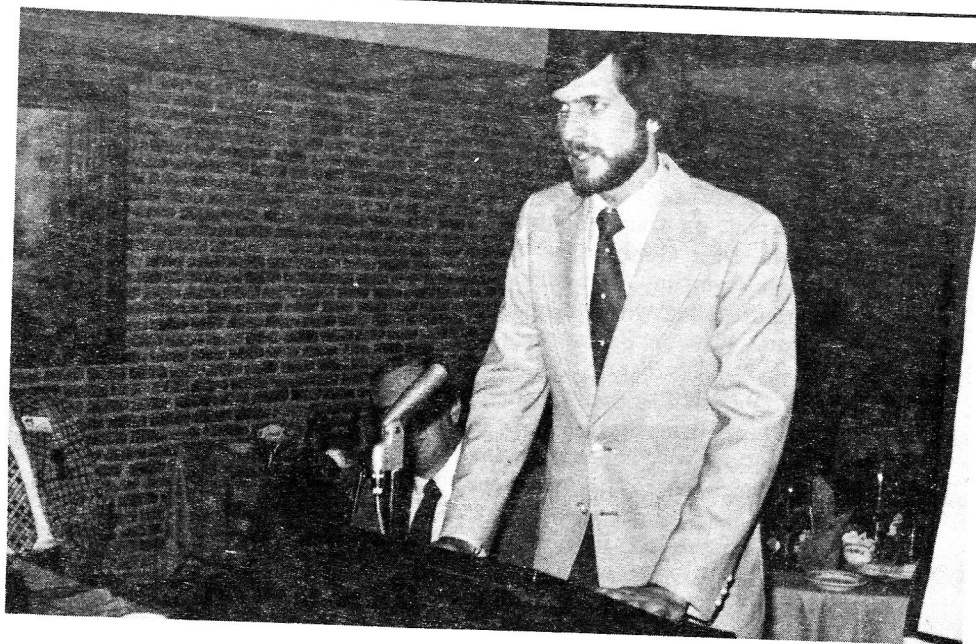
The Harrisburg Section is sponsoring a membership contest. The member who introduces the most new members to the Society by April 1, 1976 will be the Section's guest at the annual Ladies Nite affair.

#### RIGNANI ASSOCIATES, INC. MERGES

Yule, Jordan & Associates of 1509 Cedar Bluff Drive, Camp Hill, Pa. announce the acquisition of Rignani Associates, Inc. as of February 1, 1976. J. Paul Simpson, P.E., Partner, a Senior member of the Harrisburg Section ASHE has retired as of January 31 and John V. Rignani, P.E., a Senior member of the Harrisburg Section has been admitted to the partnership.

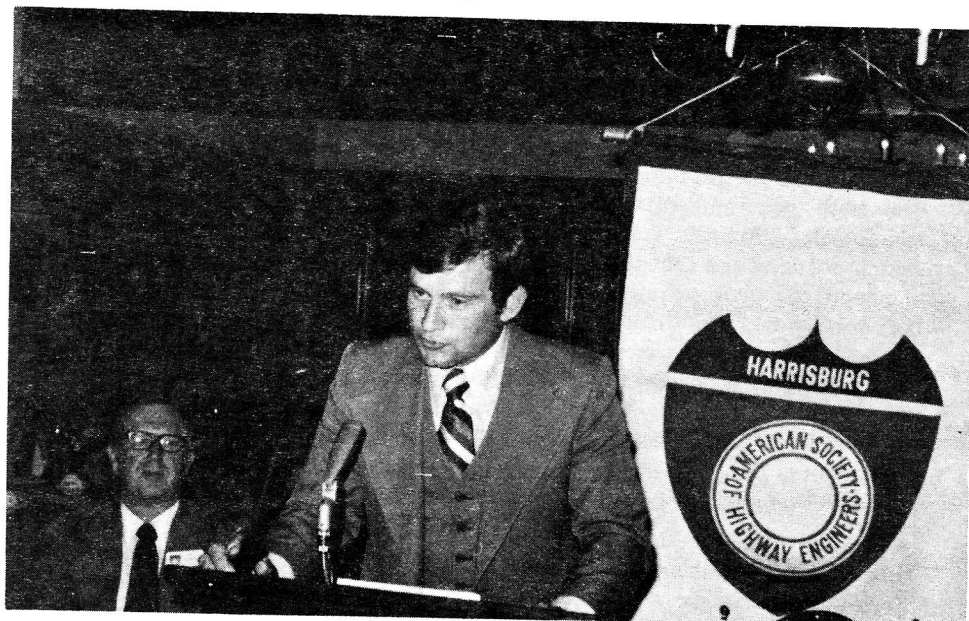
Yule, Jordan & Associates is an Engineering/Architecture firm with offices

Continued on Page 12.

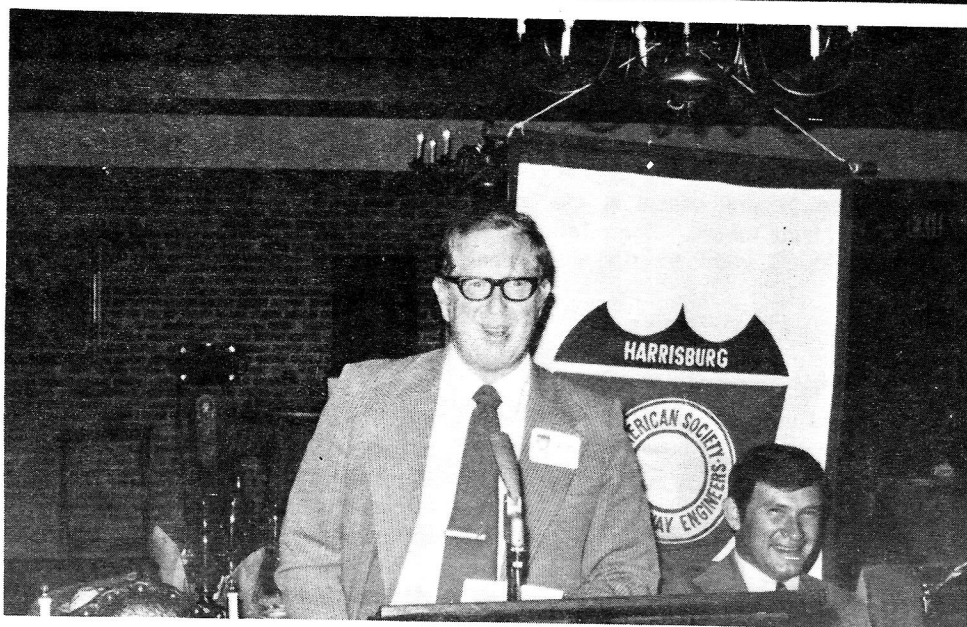


## HARRISBURG SECTION

Thomas A. Kotay  
Planning Analyst PennDOT



R. K. Huzzard, P.E.  
Bethlehem Steel



David C. Sims, P.E.  
Chapter President



## HARRISBURG SECTION

Left to right, Atwood Welker, P.E.,  
John P. Rutter, P.E., and Alfred F.  
Lyng, P.E.



Atwood Welker, P.E.

Atwood Welker, P.E.



## HARRISBURG SECTION

Continued from Page 9

in Camp Hill and Philadelphia, offering services in Civil, Sanitary and Environmental Engineering along with Architectural and Environmental Impact services.

### NEW MEMBERS

John G. Diviney, P.E., Hummelstown, PennDOT.

Benjamin D. Rocuskie, P.E., Harrisburg, PennDOT.

John W. Vokes, Camp Hill, Consultant.

Kent J. Reese, Camp Hill, PennDOT. †

## FRANKLIN SECTION

William R. Jones, P.E.

On October 29, 1975 the Franklin Section hosted a dinner for a group of OhioDOT personnel, consulting engineers and highway contractors at the Ramada Inn at Youngstown, Ohio. These men were interested in forming a Section of ASHE in Ohio. Bob Yeager, Immediate Past President and Chairman of New Sections Committee for National, attended the dinner along with the President of the Franklin Section Gene G. Smith, Bill Jones, Secretary, Arnold Wright, Treasurer, Dick Fox, Board of Directors, and Hank Hood, Chairman of New Sections for the Franklin Section.

Twenty invitations had been sent out to various interested highway groups in western Ohio, and 17 responded by attending the dinner. The Franklin Section was quite pleased by the response, as was Bob Yeager.

Bob and Gene gave the history and organization of ASHE, and explained its goals and objectives to the group. Hank Hood presented his views on the advantages which could be gained by the Ohio group in forming a section in Ohio, and both Dick Fox and Arnold Wright expressed their opinions on the advantages of ASHE membership.

Bob Yeager explained National's interest in an Ohio Section, and stated that National would lend financial support to an embryo section.

G. G. Smith asked for four of the interested group to be designated as coordinators for the new section and to serve a liaison with the Franklin Section for informational purposes and support.

Those designated were:

Mr. Dan Coletta, Bessemer Cement Company; Mr. Bill Squires, OhioDOT; Mr. Chuck Coleman, A. A. O'Hara Construction Company; Mr. Nick Cangey, Mosure-Fok & Sypakis Consultant Engineers.

The Ohio group expressed their appreciation to the Franklin Section for their interest and due to a bond referendum pending in Ohio wished to place a temporary hold on their movement at this time.

President Gene Smith and Bob Yeager stated that the Franklin Section, as well as other bordering sections at Pittsburgh and the southwestern section, would extend invitations to western Ohio groups to attend their section meetings.

The Franklin Section of ASHE held its Annual Ladies Night at the Sheraton Inn at West Middlesex located just off I-80 south of Sharon, Pennsylvania on Saturday night, November 22, 1975.

Willard "Wink" Weikal and Mike Suich were co-hosts for the affair, and both were commended by President G. G. Smith for a job well done. Eighty-four couples enjoyed a fine dinner and danced to the music of Al Devivo.

### NEW MEMBER

Karl A. Rice, Erie, Materials Producer. †

See photos on Page 13.



## SOUTHWEST SECTION

The Southwest Section held its December meeting by hosting the ladies at our annual dinner dance and Christmas party at the Pleasant Valley Country Club. Sixty-eight members and guests enjoyed a delicious prime rib dinner served with all the fancy trimmings. Dancing to the music of "Men of Chantz" followed the

## FEE BILL WON

The Senate passed the fee bill December 16, and ended a long, hard battle to get more money for PennDOT. Following the vote of 27-21, the measure was sent to the Governor who immediately signed it into law.

Responding to the Governor's plea that the bill be passed as it came from the House, the Senate defeated two attempts to have amendments made to the House version. The amendment offered by Senator Wayne Ewing (R-Allegheny) to reduce the auto registration to \$20 (down from \$24) was beaten back by a vote of 26-22; while Senator William Moore (R-Perry) introduced an amendment that would reduce mileage charges for special hauling permits. This amendment was resoundingly defeated by a vote of 38-10.

Here is the roll call on the final vote. An expression of appreciation to those Senators voting for the bill is very much in order.

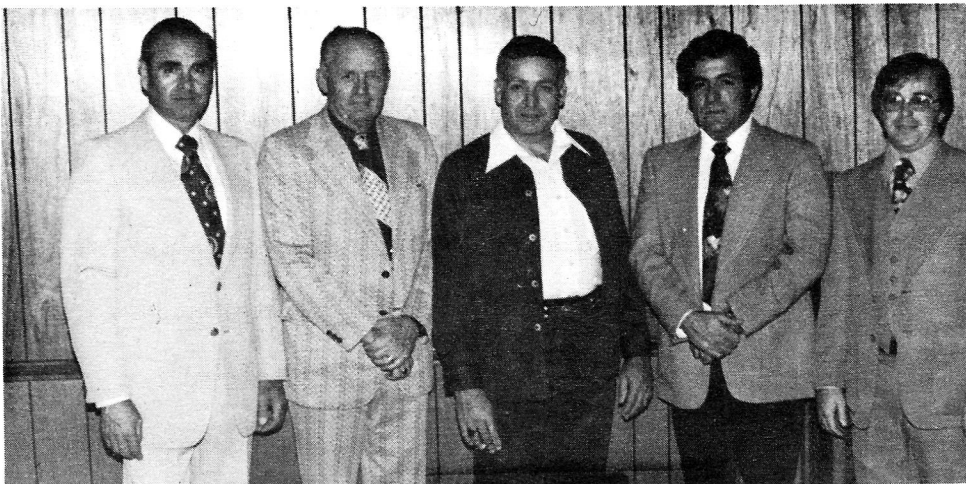
*Democrats* — Yes (24): Ammerman, Arlene, Cianfrani, Coppersmith, Duffield, Early, Hankins, Kelley, Kury, Lewis, Lynch, McKinney, Mellow, Messinger, Murray, Nolan, Noszka, Reibman, Romanelli, Ross, Scanlon, Smith, Stapleton,

Continued on Page 15.

dinner. A good time was had by all in this most joyous season.

On behalf of our section, we wish all other Sections a most prosperous New Year in the growth of our organization. †

See photos on Page 14.



The 1976 officers of the Southwest Section, left to right, are: Sam Ammirato, Treasurer; George Jenkins, First Vice President; James Griffin, Secretary and Second Vice President; Frank Merindino, President; and Jack McCune, Trustee.



## FRANKLIN SECTION

John Fasnemeyer, retired PennDOT Assistant Maintenance Superintendent from Erie, tells it like it was to a group of participants at ASHE's Franklin Section Ladies Night Dinner Dance. To John's left is Mrs. Gene G. Smith, wife of the Franklin Section's President and National Board Member, Gene G. Smith. Mr. and Mrs. Dave Irwin, Dow Chemical Corp., Mrs. John Fasnemeyer, and Dick Fox, Franklin Section Board Member.



Cliff Seidle, Seidle Sand and Gravel and Immediate Past President for Franklin Section, finished spinning another, "Have you heard this one?", (nobody had) to Mrs. Seidle on his right, Mrs. Charles Heffner, left Mrs. Jack Ricalton and Mr. Charles Heffner of Top Roc Corporation.

Co-hosts Mike Suich and Mrs. Suich are shown on the left with Mrs. Leo Collins, and "Wink" Weikal and Mrs. Weikal on the right, enjoying the festivities.



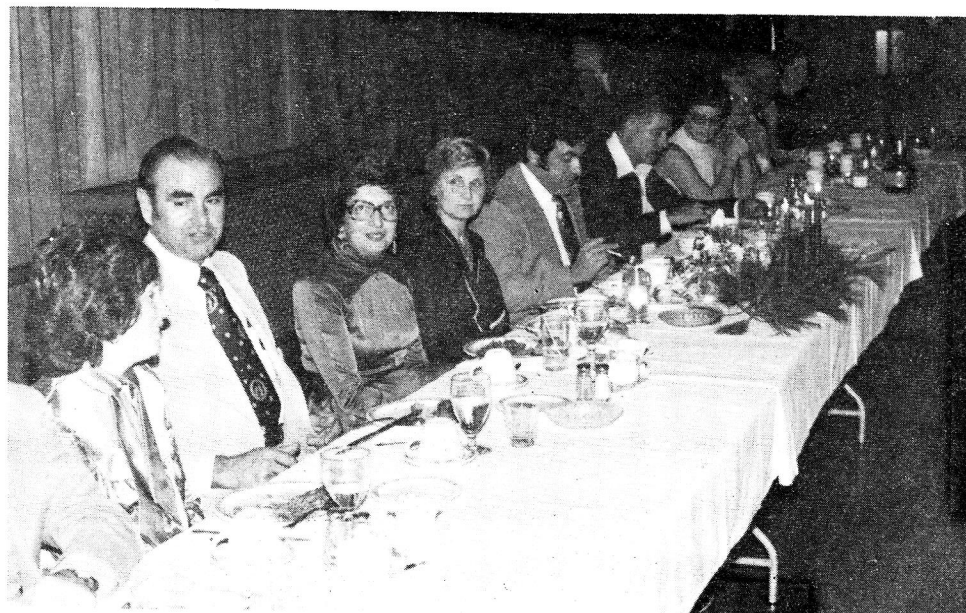




## SOUTHWEST SECTION

Southwest Section's dinner dance and Christmas party at the Pleasant Valley Country Club.

Southwest Section's dinner dance and Christmas party at the Pleasant Valley Country Club.



Southwest Section's dinner dance and Christmas party at the Pleasant Valley Country Club.

## FEE BILL WON

Continued from Page 12.

Sweeney.

*Democrats — No (5):* Murphy, Myers, O'Pake, Orlando, Zemprelli.

*Republicans — Yes (3):* Dwyer, Stauffer, Wood.

*Republicans — No (16):* Andrews, Bell, Dougherty, Ewing, Fleming, Frame, Hess, Hobbs, Holl, Howard, Jubelirer, Lentz, Manbeck, Moore, Snyder, Tilghman.

*Absent:* Hill (D), and Hager (R).

APC staff thanks every contractor and associate member who took the time and trouble to make contact with his Senator. Getting the fee bill passed was truly a concerted effort on the part of the entire industry. †

## PCA TO EVALUATE METHODS OF PROTECTING CONCRETE BRIDGE DECKS

The Portland Cement Association has been awarded a \$75,000 contract by the National Cooperative Highway Research Program (NCHRP), which is administered by the Transportation Research Board, to evaluate galvanic cathodic methods for protecting reinforcing steel in concrete bridge decks against corrosion. Specifically, the researchers will assess the benefits of zinc anode galvanic cathodic protection systems for transmitting protective electric current to the steel. The project, designated NCHRP Project 12-13A, FY '73, is expected to be completed in July 1978.

This is a continuation of earlier NCHRP research which investigated both galvanic and impressed-current cathodic protection systems for reinforced bridge decks. The new program will consist of a field study program to evaluate the performance of the galvanic or sacrificial anode approach to cathodic protection. The sacrificial anode system is described in the final report on the earlier NCHRP Project 12-13, which concentrated on theory and laboratory findings.

Researchers will now install a zinc anode galvanic cathodic protection system on a proposed deck rehabilitation project after making the necessary arrangements with a participating state highway department. The performance of the system will be monitored over a two-year period. The bridge deck will be instrumented to provide a full range of information.

After two years of monitoring the systems, a final report containing all of the collated information plus a cost analysis for the various systems evaluated,

and anticipated life of these systems, will be prepared. The report will contain detailed information obtained during an exhaustive visual observation of the protected bridge deck at the end of the two-year period. Cores will be taken at selected locations to obtain samples of the protected reinforcement and of the end portions of the sacrificial anodes.

A Portland Cement Association spokesman commented on the urgency of the problem, "During the past 20 to 25 years, the performance of concrete bridge decks has been seriously impaired by the use of chloride deicer salts to maintain frost-free highway systems. The detrimental effects of using these deicers are manifested in the corrosion of reinforcing steel and the development of spalls at the wearing surface. At the present time, thousands of bridge decks are in service where corrosion of the steel has progressed sufficiently to have necessitated expensive repair measures, or plans are pending for future resorative work." †

## SKIDDING IN THE RAIN: ACCIDENT SOLUTIONS SOUGHT

The factors influencing accidents on our streets and highways are many and varied. Vehicles, drivers, traffic, weather, roadway geometry, and pavement surface characteristics are involved. Accidents, for whatever cause, can result in death, physical and emotional suffering, and costly property damage. One of the areas in which extensive research continues to be conducted is in the influence of pavement skid resistance on wet-weather accident rates. A further step towards alleviating this problem has been taken with the recent signing of a \$200,000 contract between the National Cooperative Highway Research Program (NCHRP), which is administered by the Transportation Research Board, and the Ohio Department of Transportation. The research contract, designated NCHRP Project 1-12A, "Wet-Weather Skidding Accident Reduction at Intersections," calls for Ohio DOT researchers to examine methods of determining vehicular longitudinal acceleration forces, and to relate these forces to the incidence of vehicle skidding on wet pavements.

The study is a refinement and field validation of the findings resulting from an earlier NCHRP project, which indicates that longitudinal acceleration can be used to predict the relative traffic demand for tire-pavement interface friction at braking sites. Skid resistance requirements can

then be established based on the actual traffic needs at each particular site.

The researchers will first seek to improve, refine, and simplify the data collection system developed under NCHRP Project 1-12, concentrating on improving the service durability of the apparatus under heavy traffic and in bad weather and calibrate the improved data collection system by conducting field tests using accelerometers installed in automobiles and by comparable direct methods.

They will then conduct field studies under dry- and wet-weather conditions to determine the relationships between longitudinal acceleration values, traffic conflicts, and frequency of skidding events. Finally, they will prepare a procedural manual for implementation of the system, including detailed descriptions of the equipment, measurements, analyses, and limitations.

The project is expected to be completed by September of 1977. †

## EFFECTS OF MOISTURE ON ASPHALT CONCRETE TO BE STUDIED BY UNIVERSITY OF IDAHO

The prediction of moisture-induced damage to asphaltic concrete has been studied for several years by the University of Idaho, under contract from the NCHRP which is administered by the Transportation Research Board. Until now, researchers at the university have been concerned with developing a tentative test system for predicting the susceptibility of asphaltic concrete to moisture damage, and a general plan for a comprehensive field evaluation of the system. The essential findings were transmitted to NCHRP as part of the final report for the first phase of NCHRP Project 4-8(3).

Now the research moves into its next stage with the signing of an additional \$50,000 contract to cover the field evaluation of the tentative test procedures. The project will include participation in the study by selected state highway and transportation agencies, and visits by the research team members to all cooperating states. Data from field and laboratory tests provided by participating states will be assembled and evaluated, and an interim report is expected to be filed after experimental pavements have been in service for two years. The final report, containing a full evaluation of the test system with proposed modifications as required, is due to be submitted by January 31, 1981.

Although the field experimentation will be coordinated with regularly scheduled new asphaltic concrete construction by the participating states, the cost of the construction, sampling, testing, and data collection is not included in the contract, but will be borne by the states.

Research was spurred by the very complex and not clearly understood phenomenon of adhesion between asphalt cement and aggregate particles in asphaltic concrete. The loss of bond (stripping) due to the presence of moisture between the asphalt and the aggregate is a problem in many areas of the country and is severe from the standpoint of highway pavement performances in some instances. Although the problem is influenced by many factors, such as asphalt characteristics, aggregate properties, mix design, construction procedures, environmental conditions, and traffic, the vast amount of field experience indicates that the presence of moisture in combination with other factors is most critical with regard to the phenomenon of adhesion between the asphalt cement and the aggregate particles. †

### **TREATING SOFT EMBANKMENT FOUNDATIONS: NEW REPORT FROM NCHRP CATALOGS REMEDIES**

Soft foundation areas are often encountered when new highways are in the planning and design stages. Sometimes an alternative location can be used, but normally the right-of-way is fixed, and remedies have to be taken to make the foundation suitable for use. A new report from the National Cooperative Highway Research Program (NCHRP) lists the many solutions to the problem found in many areas of the United States. NCHRP Synthesis of Highway Practice 29 "Treatment of Soft Foundations for Highway Embankments" contains available information assembled from many highway departments and agencies responsible for highway planning, design, construction, operations and maintenance.

"In many areas the earliest preliminary location planning should consider the possibility that some routes might involve soft foundation soils," says the report. "The relatively long time required to evaluate the impact of soft foundation areas makes it advantageous to include special investigations as part of preliminary planning studies. Right-of-way for some soft foundation construction alternatives may exceed usual requirements.

In addition, construction alternatives involving subsoil stabilization by consolidation require surcharge loading periods. Additional right-of-way and time for surcharge loading may be available only if early planning studies recognize these special needs and consider their impact before final route selection and public hearings. If this is not done, an objective appraisal of all applicable construction alternatives may be precluded."

Construction over soft foundation areas requires extensive investigations and detailed comparative analyses to evaluate possible construction alternatives. Such additional information is expensive and the cost of preparing comparative designs, plans, and specifications for normal subsoil conditions. The added engineering costs are, however, but a small item compared to potential savings in construction costs. Embankment failures, poor-riding pavement, and high maintenance costs must be considered.

Among the alternative approaches to the soft foundation problem listed in Synthesis 29 are elevated structures, embankment fill supported by piles, excavation of soft soils and replacement by suitable fill materials, subsoil stabilization with or without sand drains, and, finally, no treatment whatever, relying instead on carefully detailed field investigations and careful design studies to achieve uniform settlements. Each alternative can be evaluated based on factors such as construction cost, maintenance, ecological and environmental effects, fill availability, and disposal area availability.

The report points out "Public relations considerations are especially important when constructing embankments over soft foundations because of the long time period required when foundation stabilization is being accomplished by consolidation under surface fills. Under these circumstances, a news release explaining that the delay in completing the roadway will minimize construction costs and maximize post-construction behavior of the roadway seems desirable." Lack of adequate explanation of a seemingly static construction project can raise doubts in the public mind about the competence of the highway agency or the contractor.

To develop the report in a comprehensive manner and to make sure that all available information was included, the Board analyzed and assembled the data under the guidance of a panel of experts, who also reviewed the final report.

The Synthesis of Highway Practice series of publications was designed to

bring together and publish information on single subjects that are of special interest. Much of this information already exists in a fragmented, scattered, or unevaluated form, and as a consequence, full information on what has been learned about a problem is frequently not assembled in seeking a solution. Costly research findings may go unused, valuable experience may be overlooked, and due consideration may not be given to recommend practices for solving or alleviating the problem. †

### **REDUCING ASPHALT PAVEMENT DISTRESS**

One of the most common, and most visible, symptoms of asphaltic concrete pavement distress is cracking of the surface course. There are several causes for such cracking. Asphalt properties, subgrade support, environmental conditions, and traffic loadings all influence the ability of the pavement to resist cracking. Premature cracking, occurring at an early life or after less traffic has used the pavement than anticipated during design, is particularly troublesome. Considerable research effort has been directed toward development of more mechanistic procedures for flexible pavement design to reduce cracking that will be applicable to all locations, environments, and traffic loadings.

A further step forward has been taken with the recent award of a \$200,000 contract by the National Cooperative Highway Research Program (NCHRP), which is administered by the Transportation Research Board, to Woodward-Clyde Consultants, San Francisco, California. The project, designated NCHRP Project 9-4A, "Bayesian Analysis Methodology for Verifying Recommendations to Minimize Asphalt Pavement Distress," will take more than two years to complete.

The generally accepted method of verifying the ability to predict asphalt pavement cracking has been to monitor performance of in-service pavements or test roads, using statistical analysis to evaluate the variables. Previous research conducted as NCHRP Project 9-4, indicates that this approach is not realistic for verification of the project recommendations because the cost, time, and scope required for such a program to reach definitive conclusions would be excessive.

The Bayesian approach is suggested as an alternative for verification and updating of project recommendations. Bayesian statistical concepts utilize the cumulative



experience of engineers working on design, evaluation, construction, and maintenance of pavements, together with laboratory data, field data, and analytical studies. The most important feature of this approach is that it can utilize information from all these sources and place them in a consistent and compatible format for use by the practicing highway engineer. New experience gained from observation of field performance or test data can be combined with previous experience using Bayes' formula to arrive at an updated position with regard to the influence of the several variables of pavement performance.

The researchers will prepare a plan for obtaining the subjective information on factors affecting distress of asphalt pavements from experienced engineers, then implement the plan to collect the information in two climatic regions of the mainland United States. They will develop the framework for acquisition of data compatible with mechanistic models for asphalt pavements, then collect field data on cracking from repetitive loading of pavements in the same two climatic regions in which the interviews were conducted. Finally, they will complete the analysis by combining the "priors" and the "data" to illustrate the methodology. †



### GIVE WHILE YOU LIVE "Mabel's Fables"

"Don't know why folks don't like me," grunted the pig.

"I like you," moored the cow.

"I appreciate that, cow. But how come people don't? Think of all I give them: ham, bacon, bristles, even my skin and pickled feet."

"True, pig, you sure do a lot for people."

"So how come they usually think of me as a slob wallowing in mud? Why don't they stroke my head like they do yours and paint pretty pictures of me? Why, oh, why don't they like me as much as they do you? I give them as much as you do."

Replied the cow, "Maybe it's because I give it to them while I'm still alive."

And thereby hangs this simple tale: A rich miser, who constantly boasted he was leaving all his money to charity after he died, didn't understand why he was disliked. †

## SECTION MEETING DATES

For those who are interested in knowing Section meeting dates:

ALTOONA — 2nd or 3rd Wednesday of the month.

CLEARFIELD — 3rd or 4th Thursday of the month.

DELAWARE VALLEY — Varies from month to month.

EAST PENN — 2nd Tuesday of the month.

FRANKLIN — 3rd Wednesday of the month.

HARRISBURG — 2nd Monday of the month.

WILLIAMSPORT — 3rd Tuesday of the month.

NORTHEAST PENN — 2nd Tuesday of the month.

PITTSBURGH — 2nd Wednesday of the month.

SOUTHWESTERN PENN — Last Wednesday of the month. †

## ON STUDDED TIRES

Studded tires do more harm than good from a safety standpoint, and also cause extensive and expensive damage to highway surfaces, according to a Federal Highway Administration release.

As a result, the Federal Highway Administration has concluded that studded tires are detrimental to the overall national safety effort and that states should be urged to ban them.

Noting that FHWA, in cooperation with states, has launched a nationwide effort to improve pavement skid resistance and upgrade pavement markings in the interest of safety, Bennett of FHWA's Office of Highway Safety said that "excessive wear caused by studs is totally counterproductive to this safety effort."

He explained that there are two ways to improve skid resistance on existing pavements: overlay the pavement with an open textured surface about one-inch thick, or, if it is concrete, by grooving it. "Both of these improvements are designed to last at least 10 years," he said, "but both can be destroyed in a fraction of this time by studded tires."

Bennett added that the effect of studded tires on pavement markings is disastrous. "The wearing away of pavement markings at the onset of winter is the most inopportune time of the year," he continued. "New markings can't be installed until the next spring when temperatures are warm enough to allow paint to set. This means that traffic must go without the benefit of pavement markings

through the major portion of the winter."

In addition, studded tires crush the reflectorized glass beads often used in pavement markings.

Another safety hazard created by the studded tires are the ruts they dig in pavements. The ruts collect water and increase the potential for hydroplaning. The ruts also cause extensive splash and spray during wet road conditions.

Accidents have not increased significantly in states where studs have been banned, but, in fact, have decreased.

Pennsylvania estimated the anticipated additional resurfacing cost caused by studs to be more than \$4 million annually. Massachusetts estimated an additional \$3.37 million per year for its Interstate and Primary Systems alone.

Stopping distances from 20 mph at 30 degrees glare ice temperature for tires without studs are in the range of 150 feet. With controlled protrusion studs, this stopping distance dropped to about 125 feet. While this represents a definite improvement, it is not a dramatic reduction in stopping. You could get the same result in shorter stopping distance by dropping your speed from 20 mph to 18 mph. Also the use of studs can give drivers an unwarranted feeling of safety.

On dry pavement, stopping distances are greater with studded tires than with non-studded tires. †



## THE SPIRIT OF '76

You may have at some time come across a reference to the 200-year cycle of the major civilizations of the world:

- From bondage to spiritual faith.
- From spiritual faith to great courage.
- From great courage to freedom.
- From freedom to abundance.
- From abundance to selfishness.
- From selfishness to complacency.
- From complacency to apathy.
- From apathy to dependence.

—And from dependence back into bondage.

So when we feel the Spirit of '76 let us not tolerate the most dangerous drug of our times — SFN, Something For Nothing. Yes, let's remember that whenever one man gets something without getting it. Let's remember that a celebration of the past carries with it a responsibility for the future.

—(Copied, Curtis Courier)

## 1975 — 1976 NATIONAL OFFICERS

President, Atwood L. Welker, Jr., P.E., Williamsport, Pa.  
1st V.P., John F. DeRoss, Pittsburgh, Pa.  
2nd V.P., Harold C. Poulson, P.E., Harrisburg, Pa.  
Secretary, Robert M. Sherr, P.E., Jim Thorpe, Pa.  
Treasurer, George K. Hart, Williamsport, Pa.  
I. Past Pres., Robert E. Yeager, R.S., Hollidaysburg, Pa.

### Directors, 3 Years

Lawrence P. Opalisky, P.E., Curwensville, Pa.  
Warren A. Miller, Ebensburg, Pa.  
Rudolph Melani, Cheswick, Pa.  
Neal R. Smith, Selinsgrove, Pa.

### Directors, 2 Years

Gene G. Smith, P.E., Sharon, Pa.  
Joseph C. Martinelli, Pittsburgh, Pa.  
Albert Stallknecht, P.E., Camp Hill, Pa.  
George J. Parrs, P.E., Dallas, Pa.

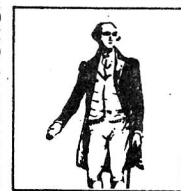
### Directors, 1 Year

William Boykas, P.E., Coopersburg, Pa.  
Charles J. Allison, P.E., Altoona, Pa.  
John V. Rignani, P.E., Harrisburg, Pa.  
Joseph C. Ostroski, P.E., Clarks Green, Pa.

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DILLSBURG, PA.

PERMIT No. 1.

## Secretary's Corner

As we go to press for the February 1976 issue of the Scanner, there are some reminders to be brought to the attention of the Section Secretaries regarding their duties.

As noted in the By-Laws, the fiscal year ends on May 31 of each year, with all annual assessments to be paid on or before the end of the fiscal year. Assessments are based on the paid-up membership by classification, as of March 1, 1975 thru March 1, 1976. New members admitted after March 1, 1976 thru May 31, 1976 will not be assessed. However, delinquent members who pay up between March 1 and May 31 will be assessed against the Section.

By this time you should have received your invoices, envelopes and membership cards so you can complete your billings. As in past years, when you have completed your billing, send your triplicate invoice copies to me for check against National's files.

We are in the process of amending the Constitution and By-Laws. These revisions are published in this issue of the Scanner as provided for in the Constitution. It behooves every member to review these amendments so you may vote upon them. Ballots are printed in this issue — complete

Continued two columns right.

## CHANGE IS NOT ALWAYS PROGRESS

You are old enough to remember the good old days if you can remember:

- when you left your front door open.
- when you went to church and the preacher preached from the Bible.
- when a girl was a girl, when a boy was a boy, and you could tell them apart.
- when even the word "socialism" was a dirty word.
- when the poor were too proud to take charity.
- when a nickel was worth five cents.
- when you bragged about your hometown, your state, and your nation.
- when the flag was a sacred symbol.
- when this Government stood up for Americans.
- when most everyone knew right from wrong.
- when things were not perfect and you didn't expect them to be.
- when people still had the capacity for indignation.
- when sick meant that you were not feeling well.
- when people expected less and valued what they had more.
- when everyone was not entitled to an annual wage whether he worked or not.
- when a man's word was his bond.
- when America was the land of the free and the home of the brave.

—Anonymous  
Elkland, Pa. Journal

## MEMBERSHIP

### MEMBERSHIP REPORT

Section	Members
Altoona	128
Clearfield	87
Dealware Valley	255
East Penn	148
Franklin	214
Harrisburg	287
North East Penn	110
Pittsburgh	241
Southwestern Penn.	109
Williamsport	122
<b>Total</b>	<b>1,701</b>

Keep the new members coming in and see what you can do to win the George K. Hart Award. †

## SECRETARY'S CORNER

Continued

the ballot, cut out and mail to your Section Secretary.

Ballots must be returned to your Section Secretary promptly. It is necessary that at least twenty percent of the eligible members vote — with two-thirds of the votes cast being in favor of the amendments in order to amend the Constitution and By-Laws. Please cooperate in this matter and mail your ballots promptly. †