

The A.S.H.E. SCANNER

VOLUME XII, No. IV

THE AMERICAN SOCIETY OF HIGHWAY ENGINEERS

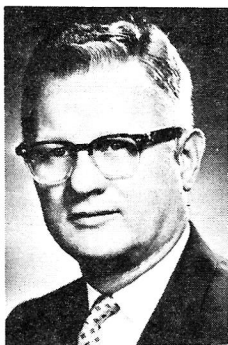
MAY 1976

East Penn Section member has been elected Eastern Vice President of PHIA

Victor W. Anckaitis of Easton has been elected as Eastern Vice President of PHIA (the Pennsylvania Highway Information Association).

Mr. Anckaitis, a consulting engineer, is a former Secretary of the Pennsylvania Department of Transportation.

He received a degree in civil engineering from Lafayette College and also studied at the University of Pennsylvania and Pennsylvania State University. In 1971 he was awarded a Doctorate of Engineering from Lafayette College.



The PHIA official has served in a variety of positions in the private and public sector including Alpha Portland Cement Company, Lehigh, Inc., the City of Easton and Wilson Borough.

He has held numerous memberships

V. W. Anckaitis with civic and governmental organizations including Lafayette College, the Girl Scouts Advisory Committee, State Planning Board and Chairmanship of the Pennsylvania State Transportation Commission. He served as State Transportation Secretary in 1970-71.

His many honors include the Governor's Award of Merit, Pennsylvania American Legion Citation and Seton Prize in Civil Engineering.

Mr. Anckaitis is a Registered Land Surveyor in New Jersey and a member of the Pennsylvania and National Societies of Professional Engineers as well as the American Societies of Civil Engineers and Highway Engineers.

He is married to the former E. Henriette Myers of Easton.

PHIA, a statewide organization of businesses and individuals, is the only association in Pennsylvania involved solely in the promotion of coordinated and total transportation. †

George K. Hart Award

APRIL 15, 1976

Percent based on 6-1-75 Membership

Section	Members 6-1-75	New Members	Percent Increase
Altoona	121	5	4.1
Clearfield	78	3	3.8
Del. Valley	254	19	7.5
East Penn	153	8	5.2
Franklin	206	17	8.2
Harrisburg	274	17	6.2
N.E. Penn	111	7	6.3
Pittsburgh	222	60	27.0
S.W. Penn	115	9	7.8
W'msport	121	32	26.4
Totals	1,655	177	

The George K. Hart award membership drive will terminate as of 5-1-76. The membership as shown does not indicate any delinquents or drop-outs. †

COULD 'PHANTOMS' KILL A HIGHWAY PROJECT?

The Pennsylvania Home Rule Bulletin No. 7, February 13, 1976, reported a revealing and disturbing incident. We share it with PHIA members and friends. The following is a digest of the Bulletin report, along with appropriate quotes.

"There is a section of U.S. Route 220, designated as a portion of the Appalachian Thruway, which has been planned as a

Continued on next page.



President's Message

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

During the past year it has been my pleasure to serve as your president. The year went very fast and has been enjoyable. At our first board meeting last fall, it was mentioned that the Highway Industry was experiencing hard times and that the outlook for ASHE was not very bright. The National Board of Directors decided to make an effort to strengthen the local chapters, by all means possible.

The Secretary has made an effort to improve the Scanner, the last issue was the largest and best yet, but each Section could still improve on their coverage. The Board established the George K. Hart Award, to be presented at the convention, to encourage a growth in membership. The revisions to by-laws will hopefully be approved, thus, simplifying and streamlining the Society. The input by the representatives from each Section and their enthusiasm has been very encouraging.

★★★★★

I will have visited all of the local Sections but two (2) by the end of my year in office. At these meetings, we have discussed the goals of the Society and how to improve ASHE. Despite the plight of the Industry the Society is in very good shape, most of the Sections have grown in membership lately with Pittsburgh, Williamsport, and Franklin Sections showing the way. In this year, with two (2) months remaining, the total membership in the Society has grown by 177 new members.

Thus, it is with great pride, that I step down as your president. Pride in the excellent Board and officers I had to work with and, most of all, pride in the membership which has shown its strength.

Thank you all for this opportunity. †



bypass around the City of Altoona. It has been in the planning stages for many years. Not too long ago, the plans had been finalized to just about everyone's satisfaction.

"One of the initial problems, typically, was location — since the road was to traverse a public park. That problem was solved some time ago when the County Commissioners, who owned the park, gave unequivocal agreement to have the road traverse the baseball diamond in the park. Subsequently, all other environmental and location problems were resolved and it seemed all but assured that construction of the bypass would proceed.

"Suddenly, however, the Federal Highway Administration ordered a new public hearing because FHWA had received four letters expressing opposition to the proposed route. County Commissioner Colson E. Jones, who is also a member of the State Transportation Commission, questioned the authenticity of the letters. In checking, he found that the names and addresses given on the letters were fictitious. Commissioner Jones commented: "it is unbelievable" that the FHWA would stop the project and order new hearings on the basis of four fictitious letters!

"Jones wrote a letter of protest to DOT Secretary William T. Coleman, Jr. expressing his strong feelings against the federal action.

"State Senator Robert C. Jubelirer, sharing the concern of Commissioner Jones and other of his constituents, has asked FHWA for a full investigation of the matter. Senator Jubelirer further stated that "If there is no law that covers such an occurrence, I think it is time that legislators . . . proceed to introduce legislation prohibiting this kind of intentional misrepresentation."

"In spite of the uncovering of the phantom letters, the public hearing is being held. As the Home Rule Bulletin states: "It could happen anywhere."

"And Frankie PHIA agrees!" †

TASK FORCE STUDY

Acknowledging today's release of the Fiscal Review Task Force Study of PennDOT's operations and finances, PHIA (the Pennsylvania Highway Information Association) observed that the disclosures "contain no surprises and certainly nothing to cheer about.

"All of the conclusions and data presented by the Task Force are reputable

confirmation, from an authoritative and objective source, of conclusions and data we have known for a long time," commented PHIA managing director, Robert Royer.

"The report unequivocally confirms that Pennsylvania has too many miles of roads on its state system. It repeats that highway user revenues are inadequate in relation to PennDOT's responsibilities; and it properly reiterates that our state's highway debt service costs are too high.

"The real cause for alarm among all Pennsylvanians is not so much the content of the Task Force study, but rather in what it portends for our state's future. The sorry picture of PennDOT's fiscal crisis as painted by the Task Force depicts a dreadful highway transportation future.

"The Task Force, comprised of individuals from both the private and public sector, has fulfilled its responsibility admirably in publishing a credible report that cannot be allowed to go unnoticed and unused. The ultimate value of its work, however, is in the hands of Pennsylvania's legislators and citizens. They must keep the Fiscal Review study from gathering dust on a shelf and, instead, see that it serves as a basis for positive action to avoid transportation chaos." †

BUILDING AND OPERATING TUNNELS FOR HIGHWAYS DISCUSSED IN NEW BOOK

Highway tunnels, especially those that are long enough to require artificial lighting and ventilation, are expensive to construct and costly to maintain and operate. When construction alternatives are being considered, the high cost of maintenance and operation of tunnels must be kept in mind. Restricted lateral and vertical clearances greatly magnify the dangers resulting from stalled vehicles and traffic accidents, while fires can be disastrous if not extinguished immediately. Lighting and ventilating equipment must be dependable and carefully maintained; electronic surveillance and control equipment that is often used to keep traffic moving must also be selected and maintained carefully. Preparedness to respond rapidly and effectively to a wide range of problems is of prime importance to success in tunnel operation.

A new report from the Transportation Research Board records the current practice of a large number of agencies that operate and maintain highway tunnels.

Synthesis of Highway Practice 31,

"Highway Tunnel Operations" is the latest in the Synthesis series, each devoted to a single subject area and designed to assemble and disseminate information that previously existed only in fragmented, scattered, and unevaluated form.

The report points out "Operation and maintenance of these tunnels entail continuing problems and costs not encountered elsewhere on a highway — traffic problems are magnified, walls and ceilings need periodic cleaning, lighting must be on 24 hours a day, hazardous cargos are restricted, and fresh air must be supplied for all conditions."

The report spells out the practices used by tunnel operators for cleaning intervals, methods of washing, replacement of lamps, and other routine maintenance chores.

Operation and maintenance of a tunnel is far more expensive than other highway facilities. The least expensive tunnels have an annual cost of more than \$50,000 per lane-mile for operation, maintenance, and electricity, and the costs range upwards to more than \$900,000 per lane-mile.

A tunnel is the only practical solution for many situations and may be an alternate choice in others. When a selection is being made, the annual operating and maintenance costs should be kept in mind. If a tunnel is chosen, the design should consider the operating and maintenance problems and costs. Some specific considerations include:

- Lanes should be at least as wide as on approach roadways, shoulders be provided where feasible, and vertical clearances should be the same as on adjacent highways.

- Equipment should be off-the-shelf insofar as possible.

- Standard sign colors and messages should be used.

- Hazardous cargos should be restricted.

A tunnel is an expensive facility to construct, operate, and maintain, the report concludes. All possible steps should be taken to minimize expenses while providing proper service to the motoring public.

NCHRP Synthesis of Highway Practice 31 is available for \$3.20 a copy from the Transportation Research Board, Publications Department 805, 2101 Constitution Avenue, N.W., Washington, D.C. 20418. (Payment in advance is required on orders of \$7.50 or less.)

The NCHRP was created in June 1962 as a means to accelerate research into particularly acute problems affecting high-

way transportation on a nationwide scale. It is sponsored by the American Association of State Highway and Transportation Officials in cooperation with the U.S. Department of Transportation's Federal Highway Administration.

The Transportation Research Board evolved from the Highway Research Board, which was organized in 1920. It is a cooperative organization of professionals from government, the academic world, and industry. The Board's purpose is to advance knowledge of the nature and performance of transportation systems and their interaction with society through the stimulation of research and the dissemination of information resulting from research.

The Board operates within the Commission on Sociotechnical Systems of the National Research Council, which serves both the National Academy of Sciences and the National Academy of Engineering.

†

SCRAP TIRES AND WASTE MATERIALS TESTED FOR USE IN CRASH BARRIERS

Many potentially dangerous fixed objects, located along highways, cannot be moved conveniently or adapted to break on impact. Protective crash cushions or impact attenuators of various types have been developed and used in recent years to reduce the severity of accidents that take place at such locations. In an attempt to combine reduction of accidents with the useful employment of waste materials such as scrap tires, the National Cooperative Highway Research Program (NCHRP) contracted with the Texas Transportation Institute of Texas A & M University to test such crash cushions. The report of the research, which was designated NCHRP Project 20-7, Task C, FY '72, has now been published by the Transportation Research Board as NCHRP Report 157, "Crash Cushions of Waste Materials."

Previous research and experience have led to the establishment by the Federal Highway Administration of certain criteria for use in evaluating the serviceability of crash cushions. These criteria require a crash cushion to be capable of slowing 2000-lb. to 4500-lb. vehicles at an average deceleration of not more than 12 g's at impact speeds of up to 60 mph without allowing the vehicle to hit or penetrate the protected roadside hazard. Performance of the designs considered in the NCHRP study was evaluated for compliance with these criteria.

The research produced a design that is a modified version of a concept originated by Goodyear Tire and Rubber Company that should serve adequately at selected locations. Six full-scale crash tests were made at the Texas Transportation Institute in developing the design. A high rebound of free-wheeling vehicles as used in the tests suggests that the design should not be used where impacting vehicles could be returned to the traffic stream. In addition, a frontal area softer than that used in the designs tested appears desirable to reduce the hard initial impact of light vehicles. A method for softening this area is proposed in the report, but has not been tested.

A design for a crash cushion that is constructed of stacks of tires containing sand and supported on round cardboard cartons to place the center of gravity of the stacks at the right location of impact was also produced and subjected to two full-scale crash tests. This system can be built at low cost and should serve adequately where tires and sand scattered by an impacting vehicle will not enter the traffic stream. The feasibility of obtaining satisfactory impact attenuation from a system in which stacks of tires are filled with empty beverage cans, and a fiberized aluminum product that can be made from waste materials, was also established but not pursued further.

NCHRP Report 157 is available for \$4.80 a copy from the Transportation Research Board, Publications Department 805, 2101 Constitution Avenue, N.W., Washington, D.C. 20418. (Payment in advance is required on orders of \$7.50 or less.)

The NCHRP was created in June 1962 as a means to accelerate research into particularly acute problems affecting highway transportation on a nationwide scale. It is sponsored by the American Association of State Highway and Transportation Officials in cooperation with the U.S. Department of Transportation's Federal Highway Administration.

The Transportation Research Board, which administers the program, evolved from the Highway Research Board, which was organized in 1920. It is a cooperative organization of professionals from government, the academic world, and industry. The Board's purpose is to advance knowledge of the nature and performance of transportation systems and their interaction with society through the stimulation of research and the dissemination of information resulting from research.

The Board operates within the Commission on Sociotechnical Systems of the

National Research Council, which serves both the National Academy of Sciences and the National Academy of Engineering.

†

PARTIAL-LANE PAVEMENT WIDENING IS SUBJECT OF NEW NCHRP SYNTHESIS

The importance of adequate width for traffic lanes is recognized by local, state and federal highway officials. Partial-lane pavement widenings, usually placed to serve with the adjoining old pavement as bases for structural overlays, have been employed for many years in pavement rehabilitation and betterment. Where the vertical and horizontal alignment of the older pavements are within the range of present standards, and only the widths have become obsolete, this approach to serving modern traffic has ample economic justification. A new report from the Transportation Research Board, "Partial-Lane Pavement Widening" (NCHRP Synthesis of Highway Practice 28) records and evaluates current partial-lane pavement widening practices, and presents guidelines that past experience suggests will produce satisfactory results in most instances. The numerous problems that are likely to be encountered are pointed out and specific solutions are offered.

State roads are usually widened from 18 or 20 feet to 22 or 24 feet. Some county widening projects are the same as those for state roads, although several counties are widening 12-foot pavements to 20 feet. Numerous counties have many miles of 10 or 12 foot pavement that is in immediate need of widening, and nearly all the states responding to a 1973 survey indicated that some widening work was planned during the next five years.

Specific problems encountered on partial-lane pavement widening projects include narrow work areas, acquisition of additional right-of-way, variable subgrade, reconditioning of existing pavement, reflective cracking, structure widening, surface and subsurface drainage, traffic during construction, access for abutting owners, and funds for projects. These problems have been addressed and practices have been developed to meet specific needs. Nearly all partial-lane widening projects include provisions for placing an overlay over both the old and the new pavement, sometimes during the following construction season.

The report covers modification and repair of existing drainage facilities, and the possibility of improving alignment by shifting the widening to the inside of

curves where possible. It points out the hazards of open trenches adjoining traffic lanes, and recommends that these trenches be filled in at the end of each working day.

The report points out "Developing shortages of satisfactory construction materials provide further reason for partial-lane pavement widening. The selection of adequate structural designs and the use of proper construction techniques for partial-lane widenings are important, and numerous failures have occurred when good practice has not been observed. Other considerations not directly related to the widening structure, but which nevertheless demand careful attention for overall success, include such items as drainage changes and the provisions that must be made during construction for access to private and business properties served by the existing pavement."

To develop the report in a comprehensive manner and to ensure inclusion of significant knowledge, the Board analyzed available information assembled from many highway departments and agencies responsible for highway planning, design, construction, operations and maintenance, under the guidance of a specially-selected 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 recommended practices for solving or alleviating the problem. †

DEFINING AND UNDERSTANDING FREIGHT DATA: RESEARCH SET FOR TRANSPORTATION PLANNING

Many state departments of transportation, along with other state and regional agencies, are currently concerned with preparing, or assisting in the preparation of statewide "master plans" for highway, rail, air, and water facilities needed to serve existing and future movement of freight. Because this subject is relatively new, many of the planners involved in

this process are not familiar with the kinds of freight data needed to do the job properly. Little is known about currently available data, its reliability, its compatibility among different sources, and other related factors.

In an effort to supply these data that are believed necessary to the planning process, the National Cooperative Highway Research Program (NCHRP), which is administered by the Transportation Research Board, has entered into a \$225,000 contract with Creighton, Hamburg, Inc., of Delmar, New York. The New York consultants, working with the Washington firm of R. L. Banks and Associates, Inc., sub-contractors, are charged with the task of defining and ranking essential data, and helping to build a core of knowledge and understanding about goods transport, especially the identification of existing freight data source material upon which future transportation plans can be based.

Specifically, the research team will (1) determine the type, amount, and relative importance of freight data required for statewide freight systems planning, then (2) determine the source, availability, and inherent limitations of secondary data useful to freight system planning, then (3) develop techniques, methods and procedures for assembling these data.

In carrying out the research the CHI and RLBA team will define freight transportation fairly broadly in terms of mode, urban-rural, approaches, and types of actions to be reviewed. Both public and private planning will be considered. Who does the planning (level of government) will not be a primary concern because of the diversity of organizational structures found among the states; but the focus of planning will be primarily at the policy and systems level.

Creighton, Hamburg, Inc. and R. L. Banks and Associates, Inc. have extensive experience in transportation planning, and have recently undertaken a comprehensive railroad study for the Commonwealth of Pennsylvania as a joint venture.

The research project, designated NCHRP Project 8-17, FY '76, is expected to be completed in February 1977.

The NCHRP was created in June 1962 as a means to accelerate research into particularly acute problems affecting highway transportation on a nationwide scale. It is sponsored by the American Association of State Highway and Transportation Officials in cooperation with the U.S. Department of Transportation's Federal Highway Administration.

The Transportation Research Board evolved from the Highway Research Board, which was organized in 1920. It is a cooperative organization of professionals from government, the academic world, and industry. The Board's purpose is to advance knowledge of the nature and performance of transportation systems and their interaction with society through the stimulation of research and the dissemination of information resulting from research.

The Board operates within the Commission on Sociotechnical Systems of the National Research Council, which serves both the National Academy of Sciences and the National Academy of Engineering. †

REPORT OF NEW SECTIONS COMMITTEE

The officers of the Franklin Section made contact with several prospective members in the Youngstown—Warren area in the State of Ohio. A meeting was held at the Ramada Inn on Belmont Avenue, Youngstown, Ohio on Wednesday, October 29, 1975. Our Society was represented by Bob Yeager, Past National President, and Chairman of the New Sections Committee, Gene Smith, Bill Jones, Arnold Wright, Dick Fox, and Hank Hood, all of the Franklin Section. There were twenty guests in attendance including representatives from contracting companies, materials producers and suppliers, consulting engineering firms and OhioDOT.

Gene Smith, President of the Franklin Section, presided over the meeting and with the help of Bob Yeager explained the purpose of the meeting and gave the intended purpose of ASHE expounding on the development and the history of the organization. All other members present added their comments and personal experiences relating to the Society.

There were several questions from the group and there appeared to be considerable interest. However, the people in attendance from OhioDOT were in somewhat of a dilemma since the fate of OhioDOT was a controversial issue on the November ballot.

Four of the guests in attendance were appointed to coordinate and expand efforts to get something going. They were Dan Coletta, Bessemer Cement Co., Bill Squires, OhioDOT; Chuck Coleman, A. P. O'Horo Construction Co.; and Nick Cancey, Mosure-Fok & Syrakakis Consulting Engineers.

A second meeting of the Ohio group was held on Wednesday, April 14, 1976

at the same location. Fourteen guests were in attendance at this meeting and although our promoters were a little disturbed at the small turn-out, interest and enthusiasm were high. A fine program was presented by two members of the Pittsburgh Section, Bill Kozy and Ron Murtha. Both are with Michael Baker, Jr. Engineering Co. and showed the movie on the development and construction of the Alaska pipeline.

Those in attendance were interested in having another meeting in May and getting something going. A meeting has been set for Wednesday May 12, 1976 in the same general area. The four appointed Ohioians will preside at this meeting with sideline assistance from Gene Smith of the Franklin Section.

To enhance our chances, a contact will be made from the Central Office of PennDOT with the Director of OhioDOT and a representative of our Society will attend a meeting of the Ohio Contractors Association on Wednesday, April 21, 1976. Both of these contacts are intended to gain concurrence from these groups to the chartering of a Section in Ohio. Hopefully, sufficient applications and a request to Charter a new Section will be the business at hand for the annual business meeting at Bedford Springs. †

SLATE OF NOMINEES FOR SECTION OFFICES

Altoona Section:

President . . . Joseph Underdorben
1st Vice Pres. . . Francis X. Stahl, P.E.
2nd Vice Pres. . . David Stiffler, P.E.
Secretary . . . Dennis Stidinger
Treasurer . . . John Barone, P.E.
Directors, 3 Yrs. . . Stephen Lytle,
Richard Steele and Melvin Schroeder

Delaware Valley Section:

President . . . Joseph P. Puchalski
1st Vice Pres. . . Harry D. Talley, Jr.
2nd Vice Pres. . . R. Paul McConnell
Secretary . . . John R. Smith, Jr.
Treasurer . . . Paul C. Peterson, P.E.
Directors, 3 Yrs. . . A. A. Antonucci
Henry F. Acchione, Jr., P.E.
Alexander J. MacLennan

East Penn Section:

President . . . Leroy R. Fahringer
1st Vice Pres. . . William F. Gilroy, III
2nd Vice Pres. . . Robert L. Jones, P.E.
Secretary . . . Andrew S. Stasek
Treasurer . . . William L. Diehl, P.E.
Directors, 3 Yrs. . . Ronald N. Fritz,
Joseph J. Schreiner and John D. Werner

Clearfield Section:

President . . . Yvonne Buck, P.E.
1st Vice Pres. . . Nicholas Sudik, Jr., R.S.
2nd Vice Pres. . . Joseph Bakaysa
Secretary . . . Edward Nasuti
Treasurer . . . John A. Morroni
Directors, 3 Yrs. . . Jackson Gates,
Lawrence P. Opalisky, P.E., Dennis L.
Diviney and Barry R. Gunter

Pittsburgh Section:

President . . . Raymond R. Gedrock
1st Vice Pres. . . Charles R. Way, P.E.
2nd Vice Pres. . . William J. Becker
Secretary . . . David W. Mittleburg
Treasurer . . . Millard F. L. Stewart, Jr.
Directors, 3 Yrs. . . Pete Vrettacos, P.E.
Edwin A. Kist and Donald R. Ulmer

Harrisburg Section:

President . . . John P. Rutter, P.E.
1st Vice Pres. . . Alfred F. Lyng, P.E.
2nd Vice Pres. . . Robert Turgeon, P.E.
Secretary . . . Thomas R. Benyo, P.E.
Treasurer . . . John H. Gilliland, P.E.
Directors, 3 Yrs. William D. Pickering, P.C.
Philip C. Hanford, Jr., P.E.

Williamsport Section:

President . . . Hank Gerhart
1st Vice Pres. . . Dave Bower
2nd Vice Pres. . . Bob Butters
Secretary . . . Ron Springman
Treasurer . . . Atwood Welker
Directors, 3 Yrs. . . Elton Treese
Tony Markunas, William Davis, Richard
Fry.
Director, 1 Yr. . . Bob Crosthwaite

WILLIAMSPORT SECTION

Robert Butters, P.E., Public Relations

Our January meeting was held at the Watsonstown Inn. State Senator Franklin L. Kury was the featured speaker. Senator Kury represents the 27th Senatorial District including Columbia, Montour, Northumberland, Union and Snyder Counties, and part of Juniata County. Mr. Kury was first elected in 1972 at the youthful age of 35. Prior to that, he spent three terms in the State House.

In January 1975, he was appointed chairman of the newly-created standing Senate Committee on Consumer Affairs. Since that time, he has been very active in seeking reforms to the Public Utility Commission.

The main point of Senator Kury's discussion was that people should become more involved with government operations. He stressed that personal contacts through letters or phone calls are important considerations in developing his

opinions on many issues.

The February meeting was held at King's Motel in South Williamsport. Mr. Neal Feerrar, Executive Director of North Central Motor Club (AAA), was the guest speaker. He reviewed the functions and activities of AAA and how they relate to the highway industry. Much discussion was concerning the recently enacted PennDOT license fee increases.

Bob Royer, Executive Director of PHIA, was the main speaker at our March meeting. Several points were examined. First, he touched on some of the obstacles which were encountered in passing the PennDOT fee increases. One of the main problems is the poor image of PennDOT among the legislators. Mr. Royer believes that this is due to the fact that PennDOT is a highly "visible" department through its maintenance forces.

The fee bill was estimated to create 122 million dollars for the Department, but in reality it only generated 86 million dollars due to poor estimating of registrations, reduced fees to retired persons, and free tags for disabled veterans.

Another point of discussion, was the Transportation Advisory Committee. This Task Force, composed of PennDOT officials, college professors, and consulting engineers, has been organized to review PennDOT operations.

Mr. Royer closed his remarks by stressing that in order to re-establish a new construction program, additional revenues will be required. We should start now to contact our legislators and push for additional money by 1977.

The following officers have been nominated for the 1976-77 fiscal year: Hank Gerhart, President; Dave Bower, 1st Vice President; Bob Butters, 2nd Vice President; Ron Springman, Secretary; Atwood Welker, Treasurer; Elton Treese, Tony Markunas, William Davis, and Richard Fry, Directors for three-year term; Bob Crosthwaite, Director for one year to fill the unexpired term of Bob Butters.

In keeping with the theme of our National President, Atwood Welker, and in order to strengthen the Williamsport Section, we have developed an incentive program to encourage new members.

NEW MEMBERS

Ronald C. Arner, P.E., Montoursville, PennDOT
Robert E. Bianchi, P.E., Hughesville, PennDOT.
Bruce W. Boynton, Winfield, Contractor.
H. John Braun, Bath, N.Y., Materials Producer.
Gerald R. Breslin, Williamsport, PennDOT

Leonard R. Chirdon, Watsonstown, Contractor.
 Carroll M. Clemens, Milton, Equipment Salesman
 Gary B. Connelly, P.E., Montoursville, PennDOT
 Ned A. Decker, Middleburg, Contractor.
 Kerry A. Drake, EIT, Montoursville, PennDOT.
 Guy W. Fairchild, Winfield, Contractor.
 Russell H. Fairchild, Lewisburg, Contractor.
 Louis J. Ferrari, Jr., Shamokin, PennDOT
 Shirl H. Getgen, Williamsport, PennDOT
 John J. Grade, Williamsport, PennDOT
 Robert C. Hildale, III, EIT, Montoursville, PennDOT
 Robert M. Hippenstiel, P.E., Montoursville, PennDOT
 James A. Kendter, EIT, Montoursville, PennDOT
 Michael E. Kerstetter, Middleburg, PennDOT
 William J. Ort, Williamsport, Contractor
 Robert N. Poe, Winfield, Contractor
 Charles W. Probst, II, Montoursville, PennDOT
 Edmond G. Rishell, Jr., Williamsport, PennDOT
 Raymond H. Robbins, Montandon, Consultant
 Walter J. Rovenolt, Trout Run, PennDOT
 John P. Ryan, R.S., Laporte, PennDOT
 Jonathan M. Stechholz, Williamsport, PennDOT
 Kenneth D. Troutman, Herndon, PennDOT
 Robert H. Twigg, South Williamsport, Contractor
 Robert T. Zulick, Williamsport, PennDOT

PITTSBURGH SECTION

Henry J. Kuczynski, Public Relations

The first meeting of the year was held on January 14, 1976 and the featured speaker for the evening was Millard F. L. Stewart, Jr., of the Asphalt Manufacturers Association of Western Pennsylvania.

Mel, as he is known by his friends and associates, is the "Keeper of Loot" (Treasurer) for the Pittsburgh Section. His program for the evening consisted of a talk and the showing of a film on asphalt and its varied uses in the highway construction industry.

At the conclusion of the interesting and very informative film, Mel removed his spectacles, lit his pipe and rolled up his sleeves for a question and answer session.

To his amazement and delight, Mel discovered that not one member present

would dare "take him to task" over the recent publicity regarding "potholes" in the area highways. Mel, as you might guess, was however, fully prepared with this stock answer; "Potholes occur in concrete roads; never in asphalt surfaces."

All kidding aside, Mel did a masterful job of defending the Asphalt Industry and the many advantages, both economically and otherwise, that asphalt can and is providing for today's highway user.

In appreciation of his fine presentation, Mel was presented with a certificate of appreciation and an ASHE paperweight by President Tony Gaeta. Alas! Mel finally got one of those handsome paperweights which he was responsible for purchasing and handing out to all previous guest speakers.

Three new members were acknowledged by President Gaeta and presented with membership certificates and lapel pins.

The Pittsburgh Section's February 11, 1976 meeting was held at the usual place, Parkway Terrace Restaurant, Four Parkway Center, Green Tree, Pennsylvania. The speakers for the evening were Raymond J. Wiehagen and James Faint of Duquesne Light Company. Their talk centered around the numerous and often seemingly insurmountable problems of relocating their vast power facilities made necessary because of highway construction or relocation in the Western Pennsylvania area. A film was also presented on the energy crisis and the planning which is currently in progress by the major energy producers of this country.

Ray Wiehagen, who is Duquesne Light Company's governmental representative, related that his company must, according to P.U.C. regulations, place service to its customers as the number one priority in its operations. Consequently, to meet its obligation to provide electricity at all times, its crews must often be diverted from relocation functions, to emergency repairs or malfunctions in its distribution system caused by heavy storms or other adverse weather conditions.

In the past, the utility company had difficulty in defending itself in situations such as this, as these delays seriously affected construction progress on highway projects. Today, thanks to the efforts of Ray and his office, a good working relationship has been developed between his company, contractors and many affected governmental agencies. Potential problems are now being resolved in the early design stages and common solutions are arrived at through a better understanding of each others' potentialities.

The second half of the program was a talk and presentation of an excellent and informative film on the critical energy situation in the United States. The topic, "Critical Choices Ahead", was presented in conjunction with the film by James R. Faint, Vice President of Operations for Duquesne Light Company. The following is a brief synopsis of his presentation:

"ENERGY: CRITICAL CHOICES AHEAD. In the early 1970s the energy situation in the United States changed from one of domestically-produced surplus to scarcity. The change, predicted by experts some years earlier, was not sudden or dramatic. To most Americans, it was almost imperceptible.

"The results of that change, however, have been dramatic. In October 1973, the Arabs demonstrated America's vulnerability to an embargo by the oil producing nations.

"Now, energy costs are up — in some cases many-fold; energy supplies are uncertain and, in the case of natural gas, totally unavailable to many would-be consumers; the electric utility industry is facing serious financial problems and, while most consumers do not have to fear cutbacks, the utilities' outlook for the future is, at best, uncertain.

"In fact, the outlook for our entire energy future is clouded by conflicting judgments as to the nature of our energy problems, its seriousness, and what to do about it. The United States HAS a serious energy problem. It is complex and long range in nature.

"If we are to understand the nature of our energy problem, we must form some idea of the magnitude involved. One way to do this is to project our energy requirements at some time in the future and then examine how our available resources must be used to meet that requirement.

"Filling our energy requirements at the year 2000, if we continue to use energy as we have in the past, is going to require some very hard decisions on every available form of energy. There are no problem free energy sources and some of the newer forms such as solar and geothermal are not going to be able to make the substantial contribution that some people expect them to make.

"One fact is clear, if we are to meet our energy requirements by the year 2000, it is going to require a very large commitment to nuclear power. Something like 35 1,000,000 kw nuclear generating units have to be added each year from now to the year 2000.

"We are already behind this requirement. With the prospect of additional

delays in completion of nuclear capacity ahead of us, it is going to make our job of filling the future energy requirements just that much more difficult."

At the conclusion of the film, a spirited question and answer session was conducted by Jim Faint and Ray Wiehagen.

Anthony J. Gaeta, Pittsburgh Section President, thanked both men for their fine program and presented each with a certificate of appreciation, in behalf of the 78 members who attended this meeting.

Seven new members were introduced and presented with certificates and ASHE lapel pins by President Gaeta to conclude this meeting.

The Pittsburgh Section of ASHE had the distinction of sponsoring a one-day "Highway Safety Seminar" at the 51st Annual Western Pennsylvania Regional Safety and Health Conference and Exhibit at the William Penn Hotel, in Pittsburgh, from March 16 to 18, 1976.

Ebert J. Kinter, Immediate Past President of the Pittsburgh Section, presided at the Highway Safety Session which was scheduled for Tuesday, March 16, 1976. Speakers were composed of representatives from PennDOT, District 11-0 Pittsburgh; Highway Contractors, Consultants and Suppliers from the Western Pennsylvania Area. The comprehensive program dealt with safety and associated problems encountered in planning, designing, constructing and maintaining the modern highway system of today. PennDOT District 11-0 headed up the Safety presentation at the request of ASHE Pittsburgh Section. The following is a list of the participants and their subjects:

Ebert Kinter, Salvucci Associates, Presiding Officer; A. Gaeta, PennDOT, Opening Remarks; C. Angeloff, PennDOT, Safety Practices during Bridge Inspection; D. Spagnolli, PennDOT, Safety Progress Since OSHA; W. Keil, PennDOT, Safety Practices during Construction Field Inspection; Elmer Del Percio, Safety Supervisor, Ben Construction Company, Tool Box Safety Lectures; C. Green, PennDOT, Working Relationship on Highway Related Utility Work PennDOT and Utilities; M.F.L. Stewart, Pa. Asphalt Association, Safety Film; L. Jaroska, PennDOT, Wrap-up and Summary; M.F.L. Stewart, Arrangements Chairman, Question Period.

An example of the depth and scope of the safety program is illustrated in the following presentation made by Walter Keil, Field Safety Inspector, PennDOT District 11-0 Construction Unit.

Safety Regulations Required by Contractors Performing Work on PennDOT Construction Contracts.

1. All construction proposals forwarded to prequalified contractors refer to PennDOT's Specification Form 408 specifying safety regulations to be complied with in accordance with the provisions of the Occupational Safety and Health Act, and all applicable Federal, State and local laws governing safety and health.

On Federal Aid contracts there is a special provision making it a condition of the contract that the contractor and subcontractors shall not require any laborer, or mechanic employed in the performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his health or safety — Title 29 of Federal Regulations, Part 1926.

2. The successful bidder is required to submit a safety program for the construction job before the Pre-Job Conference: (a) The program should include emergency phone numbers of available doctors, ambulance, hospital, fire and police departments in close proximity to the job site. (b) It should include in addition ways and means of complying with unusual hazards. For example, what conditions would be employed to protect workmen required to work in an excavation several feet deep in unstable soil? As a further example: (c) What provisions would be made to supply personal protective equipment to safeguard employees working at hazardous heights over water where danger of drowning exists? or — (d) Working near high voltage electric lines.

3. At the Pre-Job Conference the above hazards if contemplated would be discussed in detail to assure that the contractor was aware of the Regulations and his obligation to provide a safe working environment for his employees. Discussed also would be the necessity to conduct weekly meetings (Tool Box Safety) to bring to the attention of all contractor employees an awareness of contemplated hazards and methods of averting the dangers involved.

4. We commend the contractors working in District 11-0 for their continued cooperation and record in complying with the Safety Regulations. Considerable improvement has been made in the following areas to insure a safer working environment for construction personnel:

1. Handling and storing of compressed gas cylinders.
2. Shoring and sloping excavation walls.

3. Use of personal protective equipment.
4. Barricades for site perimeters.
5. Unsecured ladders.
6. Substandard scaffolding.
7. General housekeeping.

The Pittsburgh Section ASHE expresses its gratitude to PennDOT representatives for their fine spirit of cooperation in this safety presentation.

NEW MEMBERS

John E. Coyne, Pittsburgh, PennDOT.
Paul E. Joyce, Allison Park, Consultant.
Andrew T. Fertal, Pittsburgh, Materials Producer.

Floyd C. Johnson, P.E., Pittsburgh, Consultant.

Richard G. Jones, Pittsburgh, Consultant.
Richard D. Kirk, Pittsburgh, PennDOT.
Edward J. McGee, Pittsburgh, PennDOT.
David G. Rose, P.E., Coraopolis, Consultant.

Lawrence E. Strutt, P.E., Harmony, Consultant.

Francis R. Taylor, Pittsburgh, PennDOT.
Thomas R. Vandling, P.E., Pittsburgh, Consultant.

Gary F. Brendel, P.E., Pittsburgh, PennDOT.

William G. Flack, Pittsburgh, PennDOT.
Wallace G. Johnson, P.E., Leetsdale, PennDOT.

Gene F. Kinter, Sewickley, Consultant.
George P. Long, Jr., Pittsburgh, PennDOT.
Donald A. Lucente, Pittsburgh, PennDOT.
Donald D. Migliorato, P.E., Pittsburgh, PennDOT.

Richard D. Ponzetto, P.E., Export, PennDOT.

Sherwood Richardson, P.E., Pittsburgh, Consultant.

Charles L. Stein, Dravosburg, Consultant.
William J. Bury, Charleroi, Consultant.
Charles R. Davis, Imperial, PennDOT.
Ralph W. Janets, Allison Park, PennDOT.
Bernard E. Chorazewicz, McKees Rocks, PennDOT.

Peter J. Colussy, Bridgeville, PennDOT.
Helen M. Hulbert, Pittsburgh, PennDOT.
Richard J. Kaib, Pittsburgh, PennDOT.
Garry E. Matson, Library, PennDOT.

Victor Reck, Springdale, PennDOT.
George T. Roberts, Coraopolis, PennDOT.
Leonard Silvestre, West Mifflin, Consultant.
Kenneth W. James, McKeesport, PennDOT.

William J. Moury, McKeesport, Consultant.
Frank Wytiaz, Jr., Pittsburgh, PennDOT.
Ronald G. Krusienski, Bethel Park, PennDOT.

Frank R. Adams, P.E., Elizabeth, Contractor.

Donald L. Childs, P.E., Pittsburgh, Penn-

DOT

Gregory S. Hess, P.E., Gibsonia, Contractor
 Silvio J. Lorenzi, P.E., Pittsburgh, Consultant
 Martin M. Mlinarich, P.E., Pittsburgh, Utility Engineer
 Leonard J. Oyler, P.E., North Huntingdon PennDOT
 Rosauro C. Palileo, P.E., Carnegie, PennDOT
 Thomas E. Riester, P.E., Library, Consultant
 William F. Till, P.E., Pittsburgh, Consultant
 Richard B. Waugh, P.E., Pittsburgh, Public Works
 Paul D. Dobias, Sewickley, Consultant
 Elmer C. Jarvis, Glenshaw, Consultant
 Edward R. Lewarchik, Freedom, Consultant
 James R. Mallery, Youngstown, Ohio, Contractor
 Samuel Mineo, Beaver Falls, PennDOT
 Richard B. Mulligan, Pittsburgh, Contractor
 Frederick E. Rombold, Beaver Falls, Contractor
 John D. Weinhold, Pittsburgh, PennDOT
 Frank W. Cominsky, Monongahela, PennDOT
 Francis P. Wasielewski, Pittsburgh, PennDOT
 Robert J. Matko, Arcadia, Contractor
 Carl Angeloff, P.E., Cheswick, PennDOT
 Barry J. Bevec, Washington, Materials Producer
 Eugene T. Legeza, Library, PennDOT
 Lowell F. McGee, P.E., Pittsburgh, Consultant
 Joseph Mihalich, P.E., Ambridge, PennDOT
 Paul C. Scarrone, North Huntingdon, Materials Producer
 Gilbert Teitel, Pittsburgh, PennDOT
 Raymond J. Wiehagen, Glenshaw, Utility Engineer. †

(Pittsburgh Section pictures follow on Pages 9, 10, and 11.)

EAST PENN SECTION

Bart Snyder, Public Relations

Thirty-six members and guests attended the February meeting of the Section held at Walp's Restaurant in Allentown. Messrs. Richard Gonzalez and Frank Patton from Lane Metal Products Company presented a program of the use of structural steel plate in bridge replacement.

Our March meeting was scheduled for the 9th of the month to be held

jointly with the North East Penn Section at the Sportsman's Restaurant on Route 940 at Blakeslee, Monroe County. Due to a heavy snowstorm all day long, creating hazardous driving conditions, the meeting was canceled for that night, but rescheduled for Tuesday, March 16. Although the weather was again uncooperative with heavy snow and sleet falling most of the day, the meeting was held as scheduled. Fifty-one brave souls ventured forth to enjoy fine drinks and a good meal, not to mention a very informative but depressing talk by Dave Sims on the future outlook for PennDOT, which, incidentally is not good. We understand Dave did not get home that evening until 1:30 a.m.

On Tuesday, April 13, 1976, the regular meeting of the Section was held at Trainer's Restaurant, near Lehigh, and 46 members and guests were in attendance. The Honorable James P. Ritter, Member Pennsylvania House of Representatives, was the guest speaker. His subject was "Recent and Proposed Legislation Affecting the Highway Industry, and PennDOT in Particular." He adequately answered many questions posed by the members present, and everyone left the meeting much enlightened on the serious financial and other conditions as they exist now in the Commonwealth.

There are two important functions coming up during the month of May, and all members should mark their calendars now. The first event is the National Convention at Bedford Springs Hotel, at Bedford, Pa., which will be held May 13, 14, and 15, 1976. We would like a nice representation from our Section to attend. You can be assured of a great time, with the hosts being the Altoona Section.

The second event is our annual Ladies Night which will be held at the Lehigh Valley Club in Allentown on Friday evening, May 21, 1976.

Our East Penn Section suffered a very unfortunate incident when our President, Carl Miller, was among those furloughed in Phase 2 of PennDOT's personnel cut-back. We certainly wish the best of luck to Carl, a very fine and accomplished Design Engineer, in securing a comparable position elsewhere.

Three other members of our Section, Ed Dreisbach and John Kucey, Survey Technician IIIs, and Romeo DeJesus, a CE III, also suffered the same fate, and we likewise wish them the best of luck.

NEW MEMBERS

John A. Wargo, R.S., Jim Thorpe, Contractor. †

NORTH EAST PENN SECTION

Dennis Kutch, Public Relations

The membership would like to congratulate Ed Whitney and Harold Kimble who were elevated to Life Members by the Board of Directors at the March meeting.

The following persons were inducted as new members at our April meeting: Al Brocavich, William Tarbox, Edward Langdon, and John Woodyshek. All are consultants.

Our April meeting was highlighted by a very informative discussion on slotted drain pipe as presented by Mr. Chuck Whalen of Armco Steel Corporation.

At our next meeting, May 4, we will have installation of Chapter Officers. Atwood Welker, National President, has accepted our invitation to be guest of honor at that meeting.

NEW MEMBERS

Edwin A. Anastasi, Scranton, Consultant
 John J. Wincek, Forty Fort, Consultant
 Joseph F. Slussar, P.E., Scranton, PennDOT
 Al Brocavich, Scranton, Consultant
 Edward F. Langdon, Trucksville, Consultant
 William H. Tarbox, Edwardsville, Consultant
 John Woodyshek, Consultant. †

SOUTHWESTERN PENNSYLVANIA

NEW MEMBERS

Russell B. Mechling, Jr., P.E., Uniontown, Consultant
 Milton J. Earnesty, Mt. Morris, Contractor
 John T. DeLuca, Monessen, Salesman, Materials Producer
 David L. Keys, Clarksville, PennDOT
 Ira W. Reed, Sr., Washington, Construction Foreman †

ALTOONA SECTION

NEW MEMBERS

Ralph E. Trofino, Johnstown, PennDOT
 Kenneth M. Wise, R.S., Duncansville, Consultant
 Stephen F. Traino, Cresson, PennDOT

One of the most important things a supervisor or manager can do to get better results from his or her people is to let them know they have his full backing and support, then make good on the promise — giving people the authority they need to do their jobs and stepping in to share the responsibility and help clean up the mess when things go wrong, without finger pointing or condemnation.

PITTSBURGH SECTION

Mel Stewart, right, and his coveted ASHE paperweight, with A. J. Gaeta, President, looking on, at the January 14, 1976 meeting of the Pittsburgh Section.



Anthony J. Gaeta, P.E., right, Pittsburgh Section President, presenting Certificate of Appreciation to James R. Faint, Vice President Operations, Duquesne Light Company, at the February 11, 1976 ASHE meeting. Left to right looking on: R. Wiehagen, Duquesne Light Company and R. Niedzielka, Program Chairman.

R. J. Wiehagen, Governmental Representative, Duquesne Light Company, left, accepting Certificate of Appreciation from A. J. Gaeta, Pittsburgh ASHE President. Looking on, left to right, are: J. Hughes, Board Member, and Frank Lemmon, Pittsburgh ASHE Secretary.

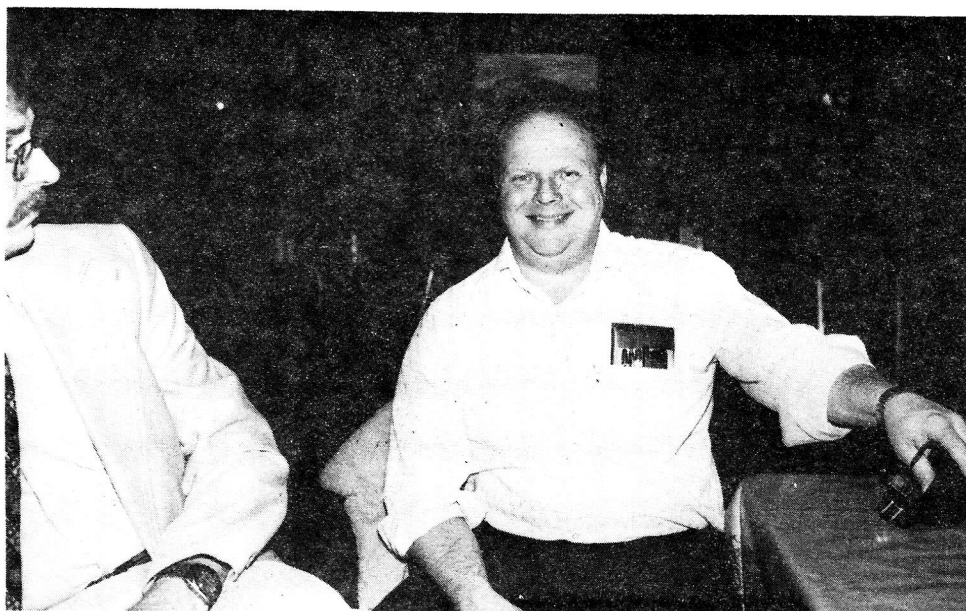




PITTSBURGH SECTION

Are they really serious? Seek your answer from: Left to right, Michael Gittens, John DeRoss and Rudy Melani.

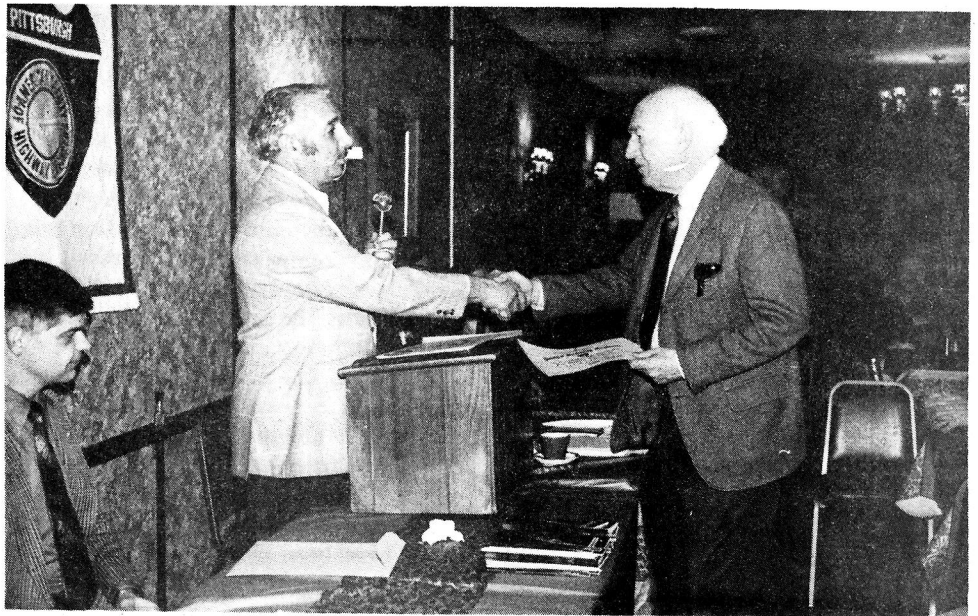
This broad and happy grin belongs to none other than Paul Abel, Pittsburgh Section "Happy Hour" bartender and "ace photographer." Wonder how he managed this picture of himself?



Tilli Janicki, Pittsburgh's only "female person" member receiving Certificate from President Tony Gaeta.

PITTSBURGH SECTION

New member Ben LeSueur, right, accepting certificate of membership from A. J. Gaeta.



New member, Frank Taylor, right, PennDOT R/W Administrator, receiving membership certificate from President A. J. Gaeta.

A. J. Gaeta, Pittsburgh Section President, left, presenting membership certificate to new member Andrew Fertal of Master Builders.



HARRISBURG SECTION

Henry L. Heck, Public Relations

On February 24, 1976 the engineering societies of the Harrisburg area held their annual joint dinner at the Penn Harris Motor Inn. Mr. Neal FitzSimons, P.E. was the featured speaker. His address was entitled "Great American Engineering Landmarks".

On March 8, 1976 the Section was pleased to have as their guest speaker Mr. Peter J. Nicholson of the Nicholson Anchorage Company. Peter gave an extremely interesting presentation on "High Capacity Ground Anchors."



Peter J. Nicholson of the Nicholson Anchorage Company, guest speaker at the March 8th meeting.

The guest speaker at the April 12th meeting was Mr. Raymond Crowe, Managing Director of the Contractors Division of the American Road Builders Association, Washington, D.C. Ray presented a program entitled, "The Washington Report", which appraised the members of the Federal Highway funding program and held a discussion of the myriad regulations being promulgated by the Bureaucracy which affects Highway Construction.

At the April meeting the Section was presented a Transportation Policy Position Paper by Bill Pickering, P.E., Chairman of the Legislative Committee. After a brief discussion the paper was accepted by the Section with a unanimous vote. The Position Paper is quoted herein:

"Whereas, the Harrisburg Section, American Society of Highway Engineers, is a professional Society whose principal concern is the continued development of a safe, efficient, and economical transpor-

tation system, which considers the social, economic and environmental effects of the system.

"Whereas, the Harrisburg Section of the American Society of Highway Engineers supports an integrated and balanced transportation system encompassing mass transit, airways, railroads and highways. Because motor vehicle transportation is by far the predominant mode of travel, it is absolutely essential that the highway system meet the transportation needs of the people.

"Whereas, the need for such a highway network in Pennsylvania is a requisite to achieving a progressive climate for business development, urban renaissance, orderly suburban growth, and the revitalization of rural life. These highway needs have been clearly established after fair and impartial hearings by the Transportation Commission and PennDOT. An attempt has been made to provide a program to meet these needs. However, this effort has been severely restricted by a lack of adequate funding. Consequently, orderly implementation of an adequate highway program has not been possible.

"Therefore, we submit the following recommendations for the Commonwealth's action as steps to achieve this end:

"1. Establish a structured program for the achievement of a balanced transportation system. Such a program should be established at an increased level and accelerated timetable.

"2. Establish an orderly method for consideration and timely passage of Capital Budgets.

"3. Continue the Department of Transportation with professional leadership working with a strong Transportation Commission.

"4. Establish a realistic and steady design, construction and maintenance program. Excessive fluctuation in plan development and the construction program results in inconsistent plan quality and increased costs. A realistic maintenance program will insure continued efficient transportation for highway users.

"Therefore, in summary, the Harrisburg Section of the American Society of Highway Engineers, feels the highway needs of the Commonwealth of Pennsylvania are of such extreme importance to the economic and social welfare of the citizens of Pennsylvania that it is imperative that those needs be met through a well planned and financed program."

Our annual Ladies Night affair will be held at the Carlisle Country Club on May 8, 1976. The Section's guest will be

Bill Pickering, P.E. and his lovely wife Kay. Bill was the winner of our membership contest which ended April 1st. Bill brought in eight new members during the contest period.

Our newly nominated 2nd Vice President Bob Turgeon, P.E. did an outstanding job of providing a mini speaker for each of our monthly meetings. These speakers gave a short presentation on some technical aspect of highway construction.

We look forward to seeing you all at the Bedford Springs Hotel for the annual Convention. We bet Harrisburg has the largest delegation at the Convention — any takers?

NEW MEMBERS

Ronald E. Chapman, EIT, Newport, PennDOT

Patricia Anne Remy, Enola, PennDOT
Lester L. Nace, P.E., Duncannon, PennDOT

C. Owen Beckley, P.E., Camp Hill, Consultant

Terrance W. Grove, P.E., Harrisburg, PennDOT †

(Harrisburg Section pictures appear on Page 13.)

DELAWARE VALLEY SECTION

John M. Evans, Public Relations

I-95 "Bathtub" draws record attendance of more than 250 members and guests to the February dinner meeting of the Delaware Valley Section which featured an elaborate display, slide presentation and talk by project superintendent Charlie Larkin on the \$54 million Conduit & Foundation/Buckley & Co. Joint Venture. Affectionately known as the "bathtub", the project is a depressed portion of I-95 near Philadelphia's historic Society Hill.

Mr. Larkin's presentation was one of the most interesting and informative in recent memory. He detailed for the overflow crowd the step-by-step construction process which constitutes one of the most unique roadbuilding projects ever undertaken in Pennsylvania.

Excavation on the bathtub was begun in October of 1974. It was expected that this stage would be no easy task, but the job of removing the remains of nearly 300 years of old piers, building foundations and rubble was even more difficult than anticipated.

By the time the excavation was completed more than 300,000 cubic yards of

Continued on Page 14.

HARRISBURG SECTION

Raymond R. Crowe, American Road Builders Association, guest speaker at the April 12th meeting.



Bill Pickering, Legislative Committee Chairman, left, and David C. Sims, Section President, presenting Transportation Position Paper to the membership.

Our Second Vice President, Bob Turgeon, preparing the audience for a very serious technical presentation by one of his mini-speakers.



DELAWARE VALLEY SECTION

Continued from Page 12.

dirt had been removed, in addition to tons of old brick, cannons, coins and bottles. At its center, the swath was 210 feet wide and 26 feet deep.

The proximity of the excavation to the Delaware River presented serious and immediate dewatering problems. A wellpoint system was designed and installed along the west side of the cut with the capability of pumping 5,000 gallons per minute.

Special measures also were taken to waterproof the foundation. A six-inch mud slab was placed and later covered with a bituthene elastomeric membrane. For added protection, this was covered with a three-inch mortar course.

Tremendous quantities of reinforced concrete were required to prevent the foundations from floating. In all, 520 base slabs were poured using a creter crane in a checkerboard cycle. These measured 30 feet square and ranged from three to fourteen feet in depth. A system of drainage pipes were imbedded throughout the base, running from slab to slab.

In making these massive concrete pours, it was necessary to keep the mix temperature at 65 degrees or below to prevent shrinkage. This past summer, two different systems were used to cool the mix: the utilization of a chilled water system and the incorporation of chipped ice into the concrete.

Chilled concrete was not required for the pours on the 30 foot high retaining walls, however. Using bucket and crane, 540 separate pours were made during this phase, placing 25,000 cubic yards of concrete.

Recent work on the bathtub included topping the hydrostatic base slabs with a four-inch bituminous base course. This will soon receive the final nine-inch concrete slipformed pavement.

Eventually, four lanes of traffic will travel each direction of the "bathtub." Extensive landscaping will be done and the section will feature nearly every known convenience including emergency telephones, heat detectors and a special alarm system which will alert police if the bathtub's sensitive equipment is tampered with.

The I-95 bathtub is indeed a project of which Charlie Larkin and the entire Conduit & Foundation/Buckley & Company Joint Venture can be proud.

Target date for completion of the Joint Venture work is July 1, 1976.

The Delaware Valley Section's string

of successful dinner meetings continued unbroken through March as approximately 100 persons heard Jess E. Tyson of the J. E. Brenneman Company describe the company's raising and salvage of the "Elias", which exploded and sank in the Delaware River on April 9, 1974.

The raising of the Elias created some very difficult and unusual engineering problems which demanded innovative salvage techniques. Because of the tremendous bulk and weight of the ship, it could only be raised in sections. Divers who had worked on a similar project in the Suez Canal were employed to cut the hull and secure chains to the sections.

But working in the murky water of the Delaware River was a difficult undertaking. Visibility was limited to 18 inches, sometimes less. In a sense, the entire ship was sectioned "blindly".

The poor visibility created many dangers. One diver lost and was unable to recover his air line at a depth of 55 feet. He managed to survive only by quick thinking — lodging the oxygen supply line for his torch under the head gear of his wet suit until help arrived.

Special equipment was needed to raise the mammoth sections once they were cut. The famous "Russian Submarine Crane" owned by Sunship was leased at the size and weight of the sections taxed even the 255 foot boom of the Sun crane. Sections of hull weighing between 400 and 625 tons were found to contain tons of mud. As they were raised from the water, high pressure hoses were used to wash down and lighten the load. In all, 21 major lifts were made and many smaller lifts of 100—150 tons.

Yet the danger was far from over once the sections were raised. Barges were employed to run the massive, often twisted sections to a nearby salvage yard. But their unusual shapes made it extremely difficult to stabilize the loads. In some cases, sections were juxtaposed for stability.

On October 31, 1975, J. E. Brenneman Company successfully completed the raising and salvage of the Elias, six months and ten days after they began. The job, which was estimated at \$3.4 million, came in slightly lower. All things considered one of the most difficult and challenging projects ever undertaken in the Philadelphia area, was a complete success.

NEW MEMBERS

Harry E. Lupia, EIT, Paoli, PennDOT
Harry Horihan, Conshohocken, PennDOT
Balkrishna Sharma, EIT, Merion Station, PennDOT

John F. X. Morley, Morton, PennDOT
William J. Parente, P.E., Plymouth Meeting, Consultant

Gary S. Leader, R.S., Pottstown, Contractor

Philip A. Mandato, Lansdowne, Contractor
Felix M. Mandato, Havertown, Contractor
Eugene G. Geracimos, Philadelphia, Labor Relations

Charles R. Wiercinski, P.E., Chester, Consultant.

Richard N. Best, P.E., Levittown, Consultant †

The trouble with being a leader today is that you can't be sure whether people are following you or chasing you. †



I-95 "Bathtub" conversation.

DELAWARE VALLEY SECTION

Some of the more than 250 members and guests attending Delaware Valley Section's I-95 "Bathtub" dinner meeting in February.



Some of the more than 250 members and guests attending Delaware Valley Section's I-95 "Bathtub" dinner meeting in February.

At the I-95 "Bathtub" meeting, left to right, Harry R. Halloran, Conduit & Foundation Company; Robert R. Buckley and Charles Larkin of Buckley & Company.



FRANKLIN SECTION

William R. Jones, P.E.

Forty-two (42) members and guests of the Franklin Section assembled at the Izaak Walton Lodge near Polk on Wednesday, January 21, 1976 to partake of a delicious (home cooked?) spaghetti dinner. The meeting was hosted by Mr. James Lewis, an officer in the Izaak Walton Lodge, as well as a member of the Franklin Section ASHE.

The committee, Arnold Wright, Gene Smith, Bob Gerwick and Don Hart started the big (home?) cooking job sometime in the afternoon and by the time the members began appearing for the refreshment hour, the air was filled with the aroma of slowly simmering spaghetti sauce blended with the fragrance of seasoned logs burning in the open fireplace.

The open fireplace was a welcome addition not only for the added fragrance and atmosphere but for warmth as well. The weather had turned for the worse that afternoon and by meeting time we had accumulated about 8 inches of new snow and a howling wind. The Izaak Walton Lodge is a sportsman type club located about a quarter of a mile from a secondary legislative route in Venango County and needless to say some difficulty was experienced by some of the members when the time came to leave.

This informal type meeting has become an annual event on the yearly calendar of the Franklin Section and gives the members a chance to enjoy a little closer fellowship and comradeship around the beer keg and the open fireplace, to say nothing of the eucher and gin games that pop up in every corner.

After a delicious dinner of salad, spaghetti and meatballs and vintage wine, a program was presented by Mike Suich, PennDOT, a member of Franklin Section. The program consisted of a movie narrated by Mike, of a very interesting fishing trip to Miquelow, Quebec by Mike and a buddy with their three boys. They left civilization by boat from Lake Waspwanapi and lived in the rough for ten days. The trip covered approximately 45 miles by water to a trappers cabin and included many overnight open camps. One of the open campsites was on a small island and nearly ended in disaster when a storm came up taking tents and other equipment and nearly sinking both boats. All in all the trip had its harrowing moments but ended like they do in the movies with all returning safe and sound. The trip resulted in a good catch of Walleyes and

Northerns with very little comments about the big one that got away.

Franklin Section's February meeting was held at the Franklin Club in Franklin on February 25.

The host for the meeting was Arnold Wright, Franklin Section Treasurer and the meeting was the Franklin Section's annual Venison Dinner, which has become a highlight in the yearly program calendar.

Eighty-seven members and guests attended this event with considerable exchanging of hunting yarns about where the meat came from for the dinner. The truth can now be told that it was none other than our own Perry Wood who so graciously contributed the kill. (We think it was a legal, daylight kill with a rifle but who can be sure knowing Woodie?) Seriously, thanks Woodie. It was great.

We have had this event at the Franklin Club for years and we're not sure how the cook does prepare the venison (we do understand she complains about cooking it all afternoon) but it is really out of this world when it is served. Each year the plates are served for the dinner then the meat that is left is served on platters at the tables. Believe me, there is never any meat left over.

A short business meeting followed dinner with the reading of minutes of the previous meetings as well as a current treasurer's report. President Gene Smith discussed the proposed changes to the National Constitution and By-Laws and stressed membership participation on the voting. The nominees for both the Franklin Section and National Office were given and discussed briefly.

The upcoming National convention at Bedford Springs hosted by Altoona Section to be held in May was plugged by President Smith.

President Smith presented certificates and pins to new members: William (Deb) Anderson, Assistant Superintendent, Warren County Maintenance, PennDOT; William T. Harrelson, Superintendent for Koski Construction Company; Alva J. Osborne, P.E., Assistant Dist. Engineer, Design, PennDOT, District 1-0; Karl Rice, Area Representative, Lake Asphalt.

Mr. Hank Hood, nominee for Director Franklin Section, was introduced and gave a very interesting resume of the new "Operation TURNAROUND" sponsored by PHIA. He emphasized the point that our organization being comprised of all the facets of the highway industry, is the logical place to "turn-it-around."

Senator Richard C. Frame, R, 25th District was introduced and gave a short impromptu response to several questions

from the floor relative to the Fiscal plight of PennDOT and what may or could be done to help alleviate the problems.

The main speaker of the evening, Mr. Lorrain Yocum, Area Enforcement Officer of the Pennsylvania Game Commission was introduced and gave a very interesting run down on the big game kill in 1975. He included a county by county kill of turkey, deer and bear within our area and gave several interesting comments with regards to the living and feeling habits of each species. Discussed the reasons for the various seasons and the time of the year they are scheduled and what part the legal harvest of game animals plays in the game management program. He also elaborated on the amount of poaching that is being done and what effect this is having on the legal harvest.

Mr. Yocum concluded his program by showing a movie outlining the improvements that are being made in the various National Flyways to improve the migratory water fowl harvest.

At the conclusion of the program Mr. Yocum was presented with a certificate of appreciation and an ASHE paperweight by President Smith for his contribution to our program.

The 50/50 drawing was then held and the winner was Mike Hood, son of our own Hank Hood and the booty amounted to \$47.75.

Forty-three (43) members and guests attended the monthly membership meeting held on Saint Patrick's Day at the New Castle Holiday Inn. We were honored with the presence of Senator W. Thomas Andrews, Representative 21st District, who mingled with the membership to answer questions regarding the fiscal fate of PennDOT. Due to another commitment, he was unable to remain and take part in the program.

Carmen Ambrosia was the host for the meeting. An enjoyable happy hour and a delicious dinner of top sirloin of beef with all the trimmings was followed by some delightfully surprising entertainment.

It seems that Al Kolani and his Hawaiian Review was in the middle of a two week engagement at the Holiday Inn and Carmen very graciously employed them to come to our meeting and put on a private show. Needless to say it was enjoyed by all. The highlight of the evening came when the two lovely hula dancers came into the audience and "selected" three volunteers to go "on stage" and learn the hula. The ensuing performance was something to behold as Bob Figurel, "Wink" Weikal and Gene

Continued on Page 22.

FRANKLIN SECTION

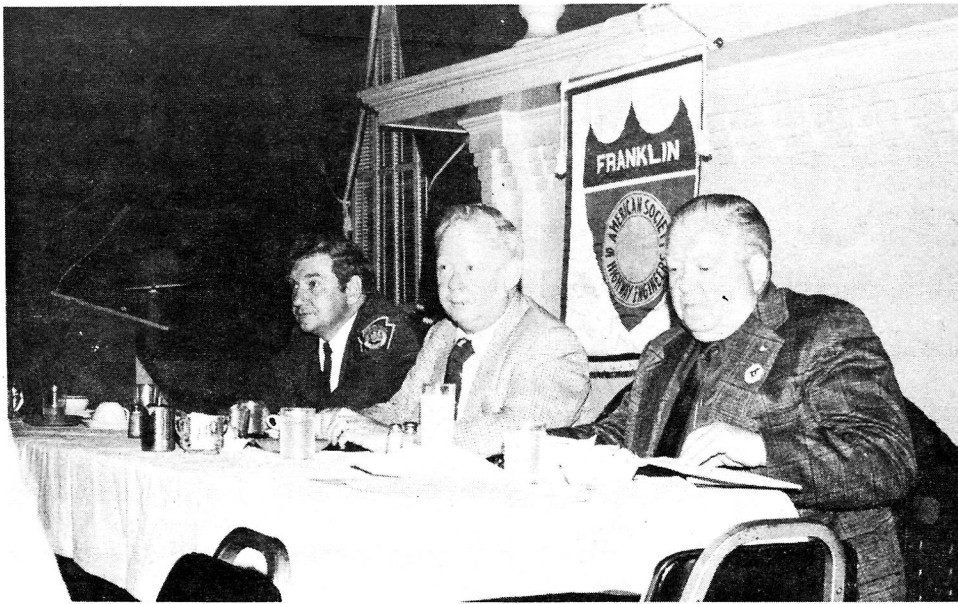
The concentration is intent. Need we say more as, seated left to right, Karl Rice, Dick Rovoos, Al Osborne, Jack Baker, and Al Foscus watch the next card at the January 21 Franklin Section gathering.



The cooks who cooked the spaghetti for the January 21 gathering also had to serve it, as someone must have popped a goodie. Left to right, Roy Sherman, Karl Rice, Don Halt, Gene Smith, and Arnold Wright. Bob Gerwick stands in the background.

The left side of the head table at the February meeting shows, left to right, Don Leggett, who delivered the Invocation; William Jones, P.E., Secretary; Bob Bretz and Dick Fox, P.E., Board Members; and President Gene Smith, P.E.

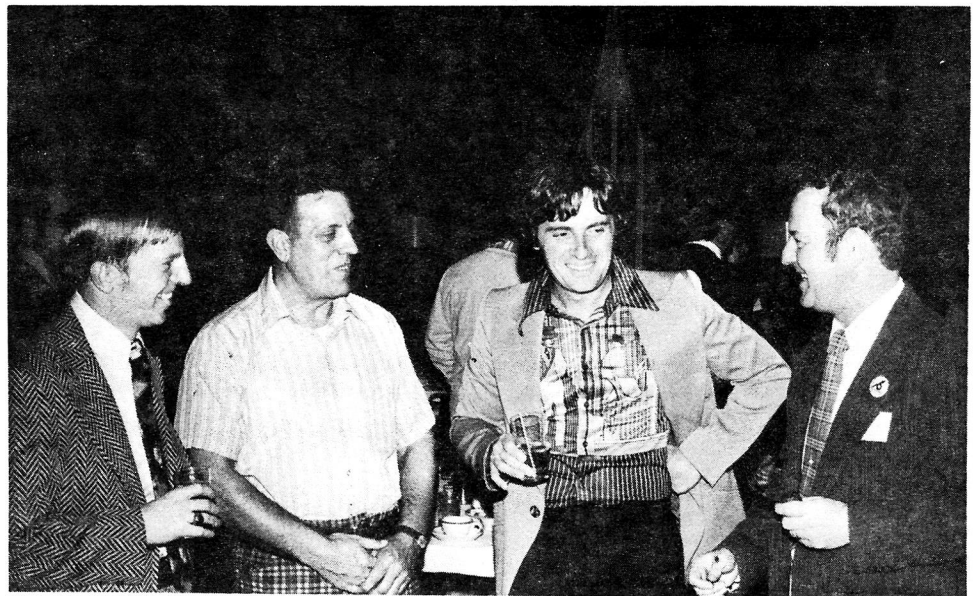




FRANKLIN SECTION

The right side of the head table at the February meeting shows, left to right, Lorrain Yocum, Area Enforcement Officer, Pennsylvania Game Commission, main speaker at the meeting; Senator Richard C. Frame, R, 26th District; and Arnold Wright, Section Treasurer.

I don't think they believe you, Bill, as Bill Jones, P.E., Franklin Section Secretary, right, 'tells one' to (left to right) Tom Hixs, guest, Al Osborne, P.E. and Jack Baker, P.E.



Our own Frank "Hutch" Hutchinson "caught-in-the-act" of winding off one of his favorites to Harold Saink, Warren Company PennDOT Superintendent, left, and William "Deb" Anderson, Assistant Superintendent, Warren Company, right.

FRANKLIN SECTION

President Gene Smith presents membership certificate and pin to Carmen Ambrosia, host of the meeting.



Mike Suich, left, and Franklin Section President Gene Smith discuss highway problems with State Senator W. Thomas Andrews, R, 21st District.

"Wink" Weikal goes "all out" when his turn arrived.





FRANKLIN SECTION

Bob Figurel does his "thing" with the hula dancers.

This is the way you do it, as coached by Al Kolani, or is it?



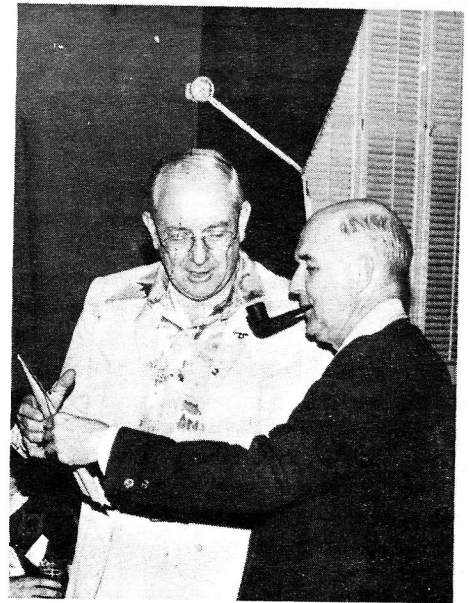
The hula dancers looked much better without the men in the picture.

FRANKLIN SECTION



Senator Richard C. Frame, R, 25th District telling "how it is" with PennDOT funding.

"Perry" Wood, right, tells President Gene Smith about the kill.



President
Roy E. Cleveland
(Cleveland Bros. Equipment Co.)



OFFICERS

1976

-

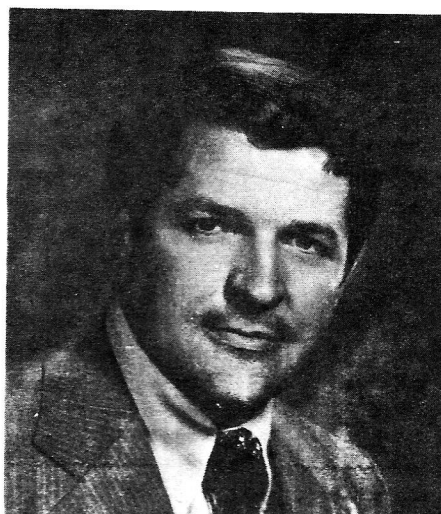
1977



Treasurer
Albert R. Stallknecht
(Rummel, Klepper & Kahl)



Eastern Vice President
Victor W. Anckaitis
(Consulting Engineer)



Central Vice President
Donald L. Detwiler
(New Enterprise Stone & Lime Co.)



Western Vice President
Max M. Snyder
(Beckwith Machinery Co.)

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.

The American Society
 of Highway Engineers
 Box 14-B1, Star Route
 Jim Thorpe, Pa. 18229
 RETURN REQUESTED

U.S. POSTAGE PAID

NON-PROFIT ORG.



DILLSBURG, PA.

PERMIT No. 1.

Secretary's Corner

In reviewing the information sent to me for the May 1976 issue of The Scanner, I find the Public Relations Chairmen of some Sections are lax in their duties. It is impossible for me to publish any news regarding their Sections if nothing is forthcoming from them.

Very shortly I will be sending copies, in triplicate, of the financial statement form to each Section President. When you receive them, have your Treasurer complete this to reflect the financial condition of your Section for the fiscal year ending May 31, 1976. Return two copies (original and carbon) to me, properly signed, retaining the third copy for your files.

This information must be in my hands NO LATER THAN July 31, 1976 so that I may prepare the consolidated report for I.R.S. Your cooperation in this matter is of vital importance.

It is rumored that Bart Snyder and Mike Todd, East Penn Section, will maintain a Hospitality Room during the 14th Annual Convention at Bedford Springs Hotel. You should be welcome any time.

A reminder for the Public Relations Chairmen - The Scanner is published in September, December, February and May and I should receive all information no later than the 15th of the month pre-

ceding publication date.

The response of the balloting for changes to the Constitution and By-Laws has been very poor, with some Sections not bothering to send their ballots in to the National Secretary. Please see that you vote on these important issues.

See you at the Convention. †

FRANKLIN SECTION

Continued from Page 16.

Smith were escorted to the stage and to the accompaniment of "whining" Hawaiian Guitars were put through the basic "bumps" and "grinds" of an all out hula dance.

Following the "show" President Gene Smith proceeded with the business meeting presenting membership certificates and pins to Carmen Ambrosia, Henry Mastren, both of Ambrosia Coal and Construction Company, and Ed Eppinger of PennDOT.

At this time, President Smith introduced Mr. Robert Clementson, Director of Engineering Sales for the Drainage Products Division of Republic Steel Corporation, Youngstown, Ohio. Mr. Clementson presented a slide presentation on the universal acceptance and use of corrugated metal pipe and metal plate pipe arches including a detailed description into the use of "super spans", their reinforced long span structures. The presentation included detailed sketches into the type of material to use as well as

construction methods to implement proper placement and backfill.

The presentation also covered many of the various applications that can be adapted to the use of this type of structure. Mr. Clementson also introduced Mr. Richard Cwynar, Area Sales Representative, for his company.

Following the program, Mr. Smith presented Mr. Clementson with a certificate of appreciation for his part in our program.

The closing item of business was the 50/50 drawing and in addition to his "winning" the chance on stage with the hula dancer, Bob Figurel was the 50/50 winner of \$25.50.

NEW MEMBERS

Samuel A. Saeli, Franklin, PennDOT
 James A. Nelles, Oil City, City of Oil City
 Public Works
 Bruce M. Foster, Sharon, Contractor
 Fred E. Stephan, Fredonia, Contractor
 Michael J. Drewnowski, Franklin, PennDOT. †



PHIA GOALS

-To get recognition as being THE statewide voice of transportation.

-PHIA's direction will be toward achieving better highways in particular and balanced, integrated transportation for Pennsylvania.