

The A.S.H.E. SCANNER

VOLUME XVII, No. 4

THE AMERICAN SOCIETY OF HIGHWAY ENGINEERS

APRIL - 1981



PRESIDENT'S MESSAGE

GENE G.
SMITH

As my term of office draws to a close and I begin to write this last President's message, I can only express my sincere appreciation and gratitude for having been afforded the opportunity of serving as your National President.

I appreciate very much the courtesy and enthusiasm of each of you that I was fortunate enough to meet and talk to when I attended your home section meeting. I am only sorry that I did not get to meet each and every member.

A special thanks goes out to each member of the National Board of Directors, they have been superb. For the information of each of you back at the local level, the Directors that you selected to represent each of your sections on the Board have done exactly that. Each has been loyal in attending meetings, entered into full participation with the issues and and served devotedly on committee assignments. It has been a pleasure to work with such a fine group. May you continue to consider the importance of this position and select directors equal in all respects to present board members.

I have attempted to keep you abreast of all accomplishments and issues of importance, and this message should be no exception. With the interest that has been generated in our Society through recent moves to expand, the National Committee for Constitution and By-Laws was expanded to nine directors and held a special meeting to deal with proposed changes that will open the door to nationwide expansion. The Committee will present the recommended changes at the April 10 Board of Directors meeting. With the scheduling of this issue of the Scanner, the action taken by the Board will not be published, but it is expected that the establishment of regional or state level organizations will be recommended.

In a nutshell, each section would send a director to a state organization which will operate similar to the present National Board. If adopted, this would mean each section should be considering a person for state director. This would be a different director than the present National Director. The present National Board would be phased out through attrition over the next three years and the three states now involved should be considering organizing during the next year.

This is all food for thought and you will be notified if, how and when changes will take place. I feel we have laid the ground work for a larger and more aggressive Society and wish the new officers

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National Convention May 14-17

This year the convention has gone west to the Franklin Section, your hosts for four days of dancing, dining, technical workshops, golfing and much more. Plan to attend all the events, beginning with the Ice Breaker Party on Thursday evening. Send in your "Events Registration" and "Room Reservation Request" today and anticipate the enjoyable time you will have at the convention, May 14-17, 1981.

ENGINEERS DOING LAND SURVEYING!!

One year has passed since we amended the Engineers and Surveyors Registration Act. You are reminded that under the current law Engineers CANNOT use their "Engineers Seal" to seal land surveys.

The law allows all PE's holding a valid PE license prior to 2-13-80 to obtain a Land Surveyors License without taking an exam until 2-13-82.

This SEPARATE license may be obtained by filing an application with the State Registration Board and paying a \$50.00 fee. The application must be accompanied by a resume detailing your surveying education and experience.

To date (1/23) 826 Professional Land Surveyor licenses have been issued under the new law.

HAVE YOU APPLIED FOR YOURS?

MAJOR MEMBERSHIP DRIVE (Section Standings)

Group No. 1 (200 or more)		Group No. 2 (100-199)		Group No. 3 (0-99)	
Delaware Valley	10	Charleston W.V.	10	N.E. Penn	10
Franklin	33	S.W. Penn	4	Cuyahoga Valley	4
Harrisburg	9	East Penn	7	Western Reserve	0
Pittsburgh	11	Altoona	2	Clearfield	0
	—	Williamsport	3		—
	63		26		14
Greatest number of members increase over 50 receives \$500.00.		Greatest number of members increase over 30 receives \$300.00.		Greatest number of members increase over 20 receives \$200.00.	



PRESIDENT'S MESSAGE

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and directors God speed in achieving these goals.

The Franklin Section is finalizing plans for a super 1981 Convention, hope to see you all at the Sheraton Inn Shenango May 14 through 17.

NORTHEAST PENN SECTION

Gerald J. Ceccoli, R.S., Public Relations

The Northeast Penn Section held its January meeting at the Scranton Elks Lodge, Scranton-Pocono Highway. Mr. Joseph Notartomas, program chairman, introduced Mr. Thomas J. Collins, Jr. Pennsylvania Department of Transportation District 4-0, Engineer, as the guest speaker for the evening. Mr. Collins' topic of discussion, "Penn DOT's Budget and Future Construction", provided a wealth of information for all in attendance and pointed out the necessity of a revised gasoline taxing program as the means of supplying the Department its much needed revenue.

February 14 was the date of the Section's annual Valentine Dinner Dance. This year's dance was hosted by the Section President Mr. James Lewis and his charming wife Jean Ann at the Aldermont Lounge in Scranton. Special and most welcomed guests at the affair this year were the National President and his wife, Mr. and Mrs. Gene Smith. A cocktail hour and a delicious dinner of lobster tail or steak was followed by liquid refreshments and an evening of good music provided by the Third Edition.

The Section moved to Danilo's Restaurant in Taylor, Pa. for the March meeting. A good turnout of members was on hand to welcome Mrs. Cynthia Sutts, an employee of the Pennsylvania Power and Light Co., present as her topic, "Energy, Susquehanna and You", a brief presentation of the statistics and benefits of the nuclear power plant being constructed at Berwick, Pa.

NORTHEAST PENN SECTION

Members and guests at NE Penns Annual Valentine Dinner Dance.

NE Penns Valentine Dinner Dance. Section Pres. James Lewis, National Pres. Gene Smith.

NE Penn guest speaker Thomas J. Collins Jr. District 4-0 Engineer, receiving certificate of appreciation from President James Lewis at January meeting.



EAST PENN SECTION

Bart Snyder, Public Relations

The regular dinner meeting of the section was held on February 10, 1981, at Trainer's Restaurant in Lehighton. Forty members and guests attended and enjoyed a tasty meal of capon and beef. Bill Boykas, assistant District Engineer, Construction, of PennDOT, the program chairman for the evening, introduced Mr. William C. Berg, Eastern Regional Engineer for the Portland Cement Association. His subject for the evening was concrete and the 3 R Program — Resurfacing, Restoration and Rehabilitation. Mr. Berg's very interesting and informative presentation included a talk and slide demonstration of the use and application of concrete in all facets of the 3 R Program.

Thirty-seven members and guests attended the regular dinner meeting held March 10, 1981, at Apple Manor Inn, located on Route 309 near Schnecksville. Jack Wachter, program chairman for the evening, arranged a very interesting program presented by Mr. Barry Dunn, of Interstate Asphalt Co., and incidentally one of our Section members. Mr. Dunn's subject was Pavement Recycling. A series of slides and his talk on the methods employed on the project thoroughly demonstrated each facet of the operation. His firm was the low bidder on this experimental PennDOT six mile job, located in District 6, and basically involved the milling off of approximately 2½ inches of the existing bituminous surface course, reclaiming and repaving the roadway with this material. A one and one half inch ID-2 bituminous wearing course overlay completed the paving operation of this project.

The Section was honored at this meeting with the presence of Mr. Gene G.

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EAST PENN SECTION

Bill Boykas, right, assistant District Engineer, Construction, of PennDOT, presenting a token of appreciation to Mr. William C. Berg, Eastern Regional Engineer for the Portland Cement Association, after his program presentation at the East Penn Section dinner meeting on February 10, 1981.

Jack Wachter, left, of the James Morrissey Construction Co., presenting a token of appreciation to Mr. Barry Dunn, of Interstate Asphalt Co., after his program presentation at the East Penn Section dinner meeting on March 10, 1981.

Mr. Harry Bisco, right, president of East Penn Section, greeting national president Mr. Gene Smith at the regular dinner meeting of the Section on March 10, 1981.



ALTOONA SECTION

Donald J. Snively, Public Relations

The Altoona Section held its January meeting at the Creekside Inn near Hollidaysburg.

The program, sponsored by Maximon Machine Company, was presented by State Representative Richard A. Geist, R-Altoona.

Representative Geist discussed the status of the SWAP gas tax proposal and the difficulties its supporters are encountering in passing the bill to provide stable funding for the Pennsylvania Department of Transportation.

He explained that SWAP has become a political football and the funding battle has pitted east against west and highways against mass transit.

Geist said SWAP is unpopular because it is difficult to explain to constituents

and many legislators feel their home districts will not benefit from the change.

He recommended notifying legislators by letter and personal contact of the need to provide stable funding for PennDOT.

Prior to the dinner meeting, Maximon Machine sponsored a plant tour of their facility in Altoona.

Maximon has been servicing heavy industry since 1932, specializing in custom machine work, fabrications, and mechanical repairs for the construction, mining and processing, steel mills, manufacturing, utilities and transportation industries.

The firm services leading producers throughout Pennsylvania, Eastern Ohio, Western Maryland, Northern West Virginia, as well as several foreign countries.

The company also services all makes and models of dozers, loaders, cranes, power shovels, back hoes, and draglines

and they stock replacement parts for these machines.

Several Section members were honored at the January meeting. M. Wade Good, Robert S. Over, and Francis A. Parrish were presented lifetime ASHE memberships for their years of service to the highway industry.

The Section held its February meeting at Penn Gables near Ebensburg to support and explain SWAP to the legislators from the Section's six county area.

State legislators from the six counties were invited to hear a panel of Section members, who are also their constituents, explain the area's transportation needs and what stable funding for PennDOT will mean to their districts.

While fifteen legislators were invited, only Representative Geist and aides from Senators Robert C. Jubelirer, R-Blair, and Mark Singel, D-Cambria, attended.

However, Jack Stefanko, Altoona Section President, feels the meeting was a success. Stefanko said the apathy demonstrated by the majority of the legislators points out to the transportation industry the difficulty it will have making the need for stable funding known and understood.

The members of the discussion panel included representatives from a local consulting engineering firm, a local material supplier and contractor, and the PennDOT District 9 Engineer. The panel's main theme was, without stable funding for PennDOT, their business and the local economy would be directly impacted.

R. Jeffrey Kimball, a professional engineer and vice-president of L. Robert Kimball and Associates, discussed how PennDOT's funding problems affect the consulting engineers.

He pointed out it is obvious that if PennDOT has sufficient funds to construct multi-lane roads like Traffic Routes 22 and 220, it will provide employment for consulting engineers to design the project.

However, Kimball explained, it is not so obvious that if PennDOT does not have stable funding to provide a good transportation system for the area, his firm probably cannot continue to attract sufficient engineering work from the private sector to maintain his company's current level

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ALTOONA SECTION

Panel Members from meeting to discuss stable funding for PennDOT. (l. to r.) Jim Barnicle; John Young, panel moderator; Jack Matthews and Jeff Kimball.

New Life Members (l. to r.) Bob Over, Wade Good and Francis Parrish.



ALTOONA SECTION

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of employment. A large percentage of his business involves engineering work related to expanding existing area businesses or possible new businesses, and a key point his clients look at in making decisions to improve their facilities is the transportation system and how it will serve their needs.

James R. Barnicle, a professional engineer and geologist with New Enterprise Stone & Lime Company, Inc., explained that the area unemployment rate could be substantially improved if PennDOT is provided with sufficient funds to match the federal funds available to construct and improve the transportation system.

Barnicle believes 15,000 local construction related jobs would be generated over the next four years if the state could match the \$200 million federal dollars expected to be available to the area. He said some of these jobs would be in his own material supply and construction industry, but many would be in related areas such as equipment and fuels supply.

Jack Matthews, PennDOT District 9 Engineer, explained what has happened to his department's funding base.

He said PennDOT's revenues from the present gasoline tax have been steadily declining, even though the cents per gallon tax has been periodically increased, because Pennsylvanians are using significantly less gasoline. At the same time, materials and construction costs have increased, with inflation in the construction industry running between twenty and thirty percent per year. The double punch of inflation and declining revenues has caused instability in PennDOT's funding and has meant PennDOT has had to delay needed improvements until funds are available.

The Section's March meeting was combined with the Altoona Engineering Society; the Blair County Chapter, Pennsylvania Society of Professional Engineers and the Mid-Pennsylvania Chapter, Society of Manufacturing Engineers.

The meeting, held at the Altoona Shera-

ton Motor Inn, featured Jack Devine, Manager of Recovery Engineering Unit No. 2, Three Mile Island, as the speaker.

Devine discussed the technical problems involved with the clean-up of the TMI generating station.

However, he emphasized that the technical problems are often overshadowed by problems presented by citizens groups, the news media, and regulatory agencies.

He indicated that the non-technical problems have slowed the clean-up process and that in the two years since the TMI accident, only about six months worth of clean-up has been done.

Devine stressed that one of his major concerns is with the media's tendency to sensationalize reports concerning the accident and clean-up. He feels this causes needless anxiety for the residents near

TMI.

He also feels it is imperative that the clean-up be completed and TMI No. 2 be put back into service because the future of the nuclear power generation industry is at stake.

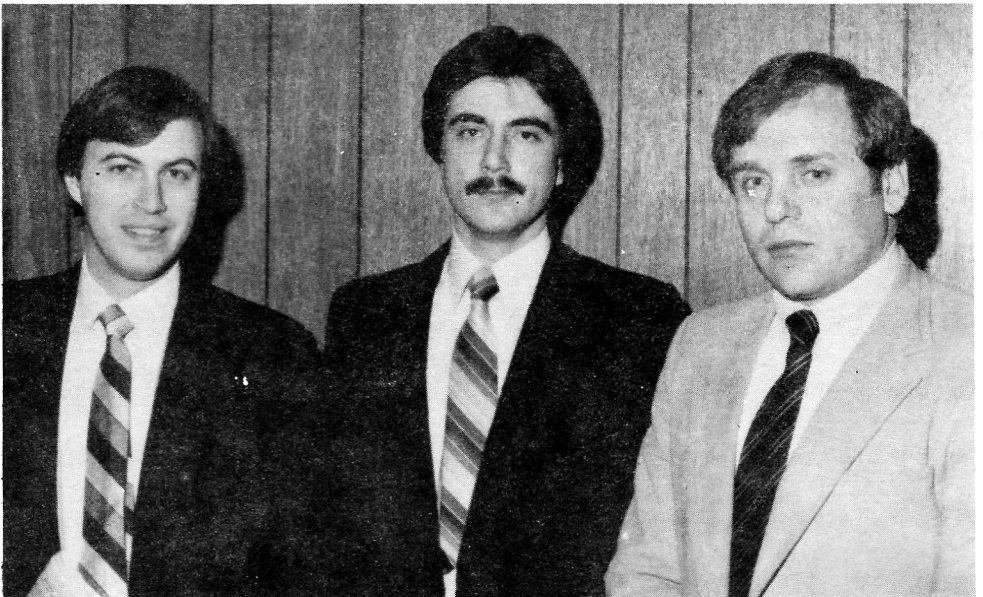
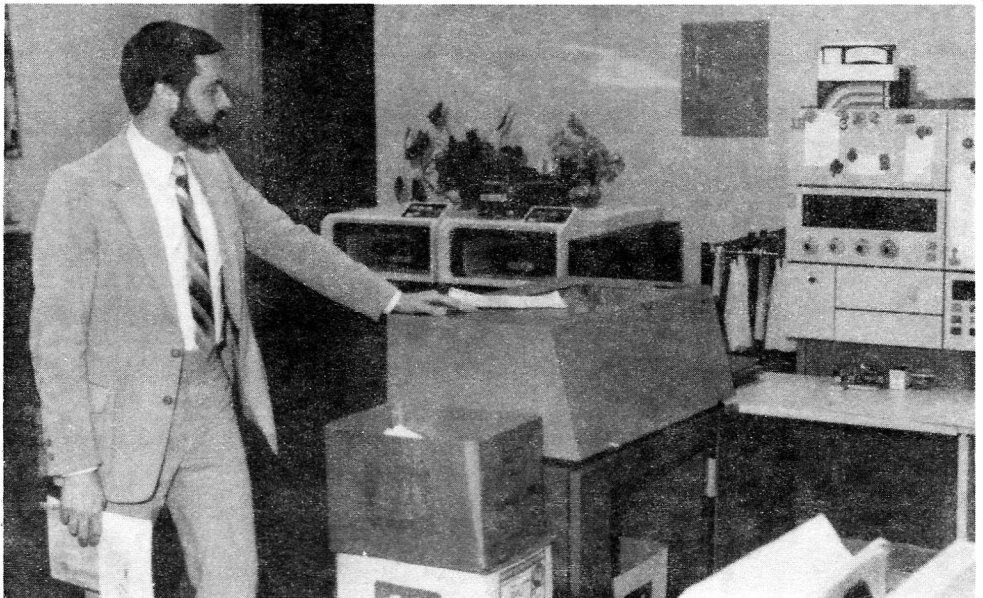
HARRISBURG SECTION

Brian McCoola, P.E., Public Relations

A variety of Section activities highlighted the late winter-early spring ASHE calendar in the Harrisburg area.

On February 2, two local attorneys presented a program which focused on legal liability in highway design and construction. Edward C. First, Sr., legal counsel for The Associated Pennsylvania Constructors, and Robert W. Cunliffe, of The Pennsylvania Department of Trans-

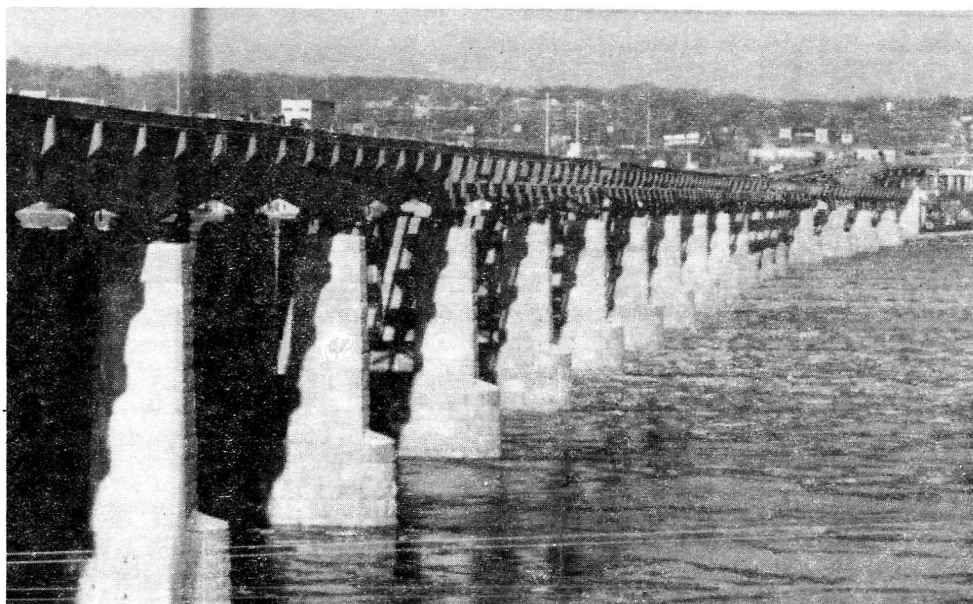
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ALTOONA SECTION

Steve Lytle, Maximon Machine Company, explaining the firm's computer center during Section's January field trip.

(l. to r.) Jim Stein, Aide for State Senator Robert Jubelirer; Greg Youra, Aide for State Senator Mark Singel; and State Representative Rick Geist - attend Section's February meeting with legislators.



HARRISBURG SECTION

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portation, discussed contractor liability, elimination of Sovereign Immunity, and litigation brought by the traveling public. Fifty Section members were on hand for the informative discussion.

Three weeks later, the local section joined with 16 other engineering and technical groups for Central Pennsylvania's Annual Engineers Week Dinner held at the Harrisburg Marriot Inn on February 26.

David O. Kelly, an Atlanta, Georgia Engineering and Management Consultant, delivered the featured address entitled "Construction Program Management."

Prior to the talk, Donald B. Stabler of Harrisburg was presented a plaque and honored by the Pennsylvania Society of Professional Engineers as "Engineer of the Year." Stabler, a Lehigh University alumnus, is also a member of Harrisburg ASHE.

March 7 saw a highly successful ASHE Dinner-Dance take place at the Penn Harris Motor Inn. Some 40 couples were on hand for an entertaining and enjoyable evening expertly arranged by Bill Lindemann, Event Chairman.

Upcoming section activities are to feature a panel discussion on "Statistical Specifications for Highway Construction" April 6th, and a popular season-ending picnic May 8.

The Harrisburg Section also reports upcoming plans to publish a new updated Section Directory listing addresses and information for its nearly 300 members. Publication is expected sometime this summer.

HARRISBURG SECTION

As reported in the December issue of the SCANNER, work progresses on Harrisburg's I-83 South Bridge widening project. This February 1981 photo shows structural steel already erected across the one mile wide Susquehanna. Project completion is expected in 1983.

Meanwhile on the river's West Shore, work crews perform structural work on girders spanning a major Conrail mainline. Four lanes of traffic which total 65,000 vehicles a day are being maintained while construction progresses.

"5 O'clock Mania" — Commuters rush to use a newly built interchange and overpass at I-83 and 13th Street in Harrisburg. Work is part of the area's largest active highway project, the \$65.9 million South Bridge widening. Construction is being handled by three Central Pa. firms under a joint venture. They are Hempt Bros. Inc. of Camp Hill, G.A. & F.C. Wagman of York, and High Street Structures of Lancaster.

PITTSBURGH SECTION

Paul Yeckley, Public Relations

The Pittsburgh Section held a Valentines Day couples dinner dance on Friday, February 13, 1981 at the Parkway Terrace Restaurant. There was a buffet dinner, which satisfied everyone's appetite, drinks to calm everyone's nerves and disc jockey music to provide some exercise. We had a good turnout and from all indications; everyone enjoyed the evening.

A special note of congratulations is extended to John F. DeRoss as he was honored by the Pittsburgh Section of the Pennsylvania Society of Professional Engineers as the recipient of the prestigious L. W. Hornfleck Award for meritorious service to the local chapter.

Congratulations to G. Michael Tiani is also in order for his nomination to the Board of Directors of the National Society of Highway Engineers.

Even though there are only 3 official meetings left before the summer break, we will close out with a full schedule.

The topic of both the March and April meetings will be "Pittsburgh" First, our March meeting will cover Pittsburgh - an American Industrial City followed by the meeting concerning Pittsburgh and the construction activities of the proposed Light Rail Transit System. These subjects should be both interesting and informative to all of us. May, of course, is the final meeting--"THE SMOKER".

Our membership drive has done well this year, but lets keep pushing to do even better.

We would like to express our sympathy to the family of Elmer Gressley who died on February 25, 1981.



QUOTE FOR THE MONTH

The worst tempered people I've ever met were people who knew they were wrong.

PITTSBURGH SECTION

Enjoying the Valentine Day affair (l. to r.) Bill Becker, Shirley Becker, Ray Wiehagen, Marie Wiehagen, Marion Zeckley and Marty Minarick.

Valentines Day Dinner Dance - some of the members and guests enjoying the refreshments.

Valentines Day Dance - dancing was enjoyed by everyone.

Valentines Day Dance - dancing was enjoyed by everyone.



CUYAHOGA VALLEY SECTION

John Hiller, Public Relations

The Cuyahoga Valley Section of ASHE held their January 20, 1981 meeting in conjunction with the Western Reserve Section of Ohio at the Holiday Inn, Akron/Kent I-76 and S.R. 43, Kent, OH.

This monthly meeting (buffet style) was especially well attended and was made more obvious by our 50/50 drawing which had our section president Gene Begue (who presided over the meeting between the joint sections) winner of \$21.00 of the \$42.00 collected. The invocation was delivered by Bill Hagenlocher, and on this evening his prayer held special significance since our 52 hostages being held in Iran could be returned, much consideration was being given to their immediate release after 444 days of captivity. Subsequently, our hostages were released the next day to a hero's welcome both abroad and here in America.

The guest speaker for the evening was Mr. Wayne Lander, Bridge Engineer, Federal Highway Administration, Columbus, OH who gave a very interesting slide illustrated presentation "The Bridge Rehabilitation and Replacement Program". He discussed funding and some suggestion for the possible direction of transportation programs under the Reagan Administration. We discovered that this joint meeting served the two sections as a fine opportunity to get better acquainted and to further the common ASHE interests.

The Cuyahoga Valley Section held their "Membership Night" on February 24, 1981, at Anth's Restaurant on Manchester Rd. (Rt. 93 & Rt. 619).

The program was a panel discussion presented by the various utilities: East Ohio Gas Co. (Art Dopslaf), Ohio Edison (Charles Stegal), Ohio Bell Telephone Co. (Gerry Wuchter), Ohio Power (Dick Kreiter) and Warner Amex (David George). Bill Hooker, our panel moderator of the evening, lead the panel in an informative discussion with a question and answer period towards the end of the program. This discussion became quite vociferous at some points when contractors present discussed problems with the utility companies, but our amiable moderator had complete control and quickly restored the meeting to tranquility again, with everyone present, both guests and members, agreeing that this was a very enjoyable, informative evening.

As mentioned above, this was our "Membership Night", brought about thru our successful raffle held in November, 1980, in which 300 tickets were sold at



\$1.00 apiece. This enabled our section to have our active members invite any prospective new members, and our sections treasury absorbed the dinner cost. Also very apropos, was the arrival of the ASHE National President, Mr. Gene Smith, who discussed the slogan we have adopted for this year "Sign one for 81".

Our section has set up a display for "Engineer's Week" which this year is celebrated from February 22nd thru 28th, 1981, and according to John Hiller, Public Relations Committee Chairman, we are presenting our section name, displaying our shield and banner plus a decorative panel, donated by the Harco Corp, and highway projects, donated by

W. G. Ruhlin. This exhibition is being held at the Rolling Acres Mall, Akron, Ohio.

Also mentioned was the coming 1981 ASHE National Convention, May 14, 15, 16, & 17, held at Sheraton Inn, Shenango, Exit 1 on I-80, sponsored by the Franklin Section.

CUYAHOGA VALLEY SECTION

November 25, 1980 meeting - on left Thomas Criswell, P.E., right Charles Luff in charge of raffle.

L. to r. John Hiller, Dick Kreiter, Gene Begue, Guest - Mr. William B. Eline, Chairman American Road & Transportation Bldrs. Assoc., Bill Hooker, Charles Luff, Debi Hutchings.

FRANKLIN SECTION

J. S. Klosinski, Public Relations

The Catholic War Vets Club on Atlantic Ave., Franklin, Pa., was the site of the Annual Spaghetti Dinner, held Wednesday January 21, 1981.

Host for the event was Jack Baker. The kitchen was again supervised by the very capable "Hart Brothers and Friends" and as usual the attendance was very good.

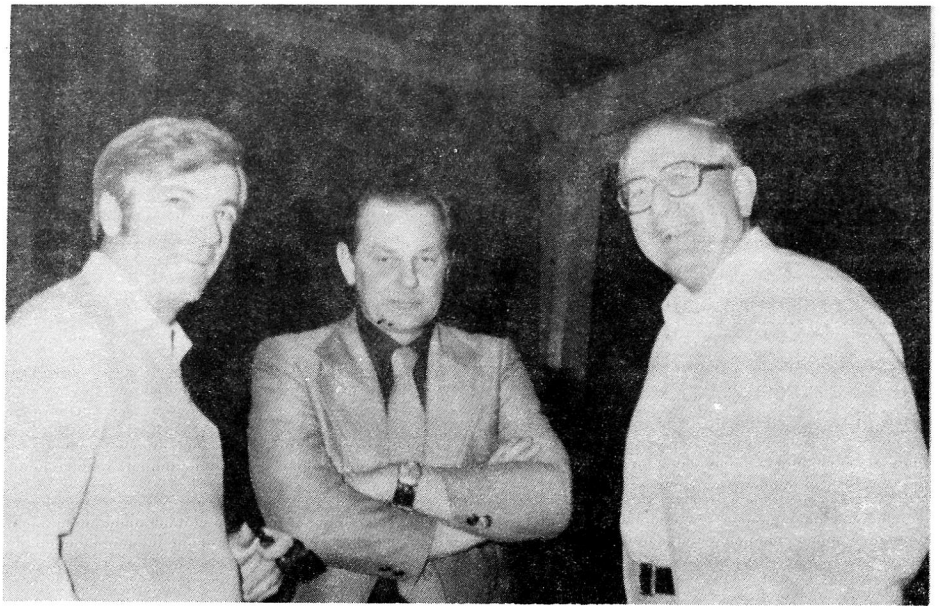
The program for the evening, in addition to the sumptuous cuisine and other enjoyable diversions, consisted of a presentation by Mr. Emil Janc, District Manager for C.M.I. Corp. who spoke and exhibited slides of pavement milling and recycling, both of construction and maintenance projects.

The Franklin section's Annual Venison Dinner was held at the Franklin Club on Liberty St. in Franklin, Pa. on Wednesday February 18th.

This meeting presided over by section Pres. Michael J. Suich was billed as "The" most important meeting ever held by the Franklin Section.

The featured guest and speaker was Dr. Thomas Larson, Secretary of Transportation for Pennsylvania, who was introduced by program host, James Moulthrop, PennDOT's State Materials Engineer. Jim has roots in the Franklin Chapter and has frequently managed to arrange his busy appointment schedules over the years to be in this part of Pennsylvania during the February venison dinner meeting time. He arranged for the Secretary to be present for the venison dinner meeting. No doubt Jim lured the Secretary by brag-

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FRANKLIN SECTION

Shown l. to r. - Walter Gibb, PennDOT Regional Equip. Supervisor; Emil Janc, District Manager, C.M.I. Corp. who presented the pavement milling program and our National Pres. Gene G. Smith, P.E., who seldom misses the Franklin Section January meetings.

Shown are some of the members being served and also helping themselves. At the head of the line are Arnie Bish, Lynn Kyler and Lee Collins.

At the podium, Secretary Larson outlining the details of SWAP and the future of the industry. At the head of the table, l. to r. are L. W. Petulla, P.E., District Engr. 1-0; B.J. Smith AAA Director and member of Transportation Advisory Committee; Hon. Roy Wilt, State Representative (candidate for State Senate); M. J. Suich, P.E., Franklin Section Pres.; J. Moulthrop, P.E., Director Bureau of Materials, Testing and Research and Gene G. Smith, P.E., ASHE National President.



FRANKLIN SECTION

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ging up the venison, which really is outstanding. A big thanks is in order to the members who contributed some of their legal kills.

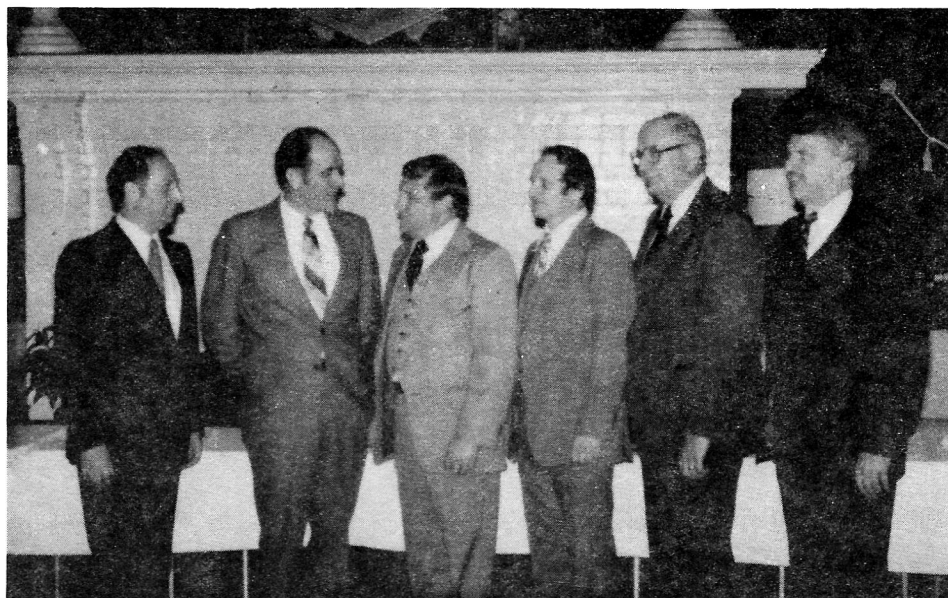
Showing slides and speaking mostly on transportation finances, the Secretary presented the details of the SWAP concept of highway funding.

The Franklin section is continuing its efforts to work up a highly successful National Convention and to also win the membership sign-up contest.

FRANKLIN SECTION

Speaking to the membership, Program Host and Chairman relates some details of his association and roots in the Franklin Section. Jim presided over some of the activities and introduced his guest and featured speaker, Hon. Dr. Thomas D. Larson. L. to r. in forefront are B.J. Smith, Sec. Larson, Rep. Roy Wilt and M. J. Suich partially visible on right.

L. to r. - L.W. Petulla, P.E., District Engr. 1-0; Hon. Dr. Thomas Larson, P.E., Sec. of Transportation in Pa.; Hon. Roy Wilt, State Rep. Mercer Co.; M.J. Suich, P.E., Franklin Sec. Pres.; Gene G. Smith, P.E., National Pres. ASHE; James Moulthrop, P.E., Director BMTA and program host.



OHIO VALLEY SECTION

On March 10, 1981, the Ohio Valley Section of ASHE held its organizational meeting for the purpose of electing new officers. The meeting was at Bella Via Restaurant in Elm Grove, West Virginia located at the intersection of U.S. 40 and Peter's Run Road.

The Charter Night Banquet will be held at Oglebay Park, Wheeling, WV on April 14, 1981 at 6:30 p.m. Key note speakers are Charles L. Miller, Commissioner of the West Virginia Department of Highways and Gene Smith, National President of ASHE. All charter members will receive their certificate, wallet I.D. cards, and the ASHE lapel pin.

The Ohio Valley Section will be supporting the proposed West Virginia \$750 million road bond issue. The Society recognizes the need to protect our highway investment. The mission of the transportation industry is to provide for the orderly movement of commerce, and equally important, is the protection of the highway system as an integral part of our National Military Posture. In essence, the transportation industry provides the system to move the people of the world,

and their goods, with predictability and control.

Dinamo, which is the waterway system for moving goods, shares equally in the society's concerns. We will be supporting this program with vigor.

On February 27, 1981, the members of the National By-Laws Committee met to discuss bylaws changes to accomodate our movement nationally. The meeting was held at the Holiday Inn at Brooksville, Pennsylvania. Those in attendance were Warren Miller, Chuck Luff, Tony Gaeta, Charlie Sincavage, Bob Yeager, Dan Naranch, Dixon Early and Gene Smith.

Gene Smith, National President, has supplied the section with bumper stickers. We are urging our members to put these stickers on their cars. Supporting our regional neighbors is part of our job. Good

luck Pennsylvania on your SWAP program.

NEW MEMBERS

Robert W. Whipp, P.E. WV Dept of Highways

William H. Iles, Pres. Ohio Valley Paving Corporation

CUYAHOGA VALLEY

NEW MEMBERS

John W. Patrick Jr., R.S., Tallmadge, Oh, Senior - Consultant

Chuck, Al Klyber, Springfield, Ill., Associate - Other

Peter F. Schwab, Salem, Oh., Member, Other

Pio B. Bolda, P.E., Chicago, Ill., Senior - D.O.T.

SOUTHWESTERN PA SECTION

Frank Petrarca, Public Relations

January's monthly meeting was held at Jimmy Paul's Restaurant on Old Rt. 119. Duquesne Slag arranged the social hour and the speaker for the evening, John Scales, prominent lawyer and former State Senator. John provided us with an insight to the growing problem of child abuse. We feasted on stuffed pork chops, fish and steak ala family style.

On February 18, 1981 we met back at the same restaurant, Jimmy's, for another gourmet treat of steak and ribs in ample amount done family style. This social hour and speaker was sponsored by John Gulisek Construction Co. Mr. Henry Scortino, Secretary Manager of Rostraver Township, spoke on the "Structure of Local Governments".

Handouts were made of SWAP stickers. The slate of nominations of officers for the coming year was read. Both month's attendance was better than expected.

SOUTHWESTERN PA SECTION

John Scales, lawyer, speaking to Southwestern Pa. group.

Joining the speaker for a shot by our photographer, Paul Miller, are: Frank Petrarca, Public Relations; John Scales, speaker; Bob Gablik, President; Gene Galiardi, 1st V. Pres.; Bill DiCenzo, Secretary.



DELAWARE VALLEY SECTION

A. J. MacLennan, P.E. Public Relations

The Holiday Inn in King of Prussia was the site of the Delaware Valley Section's monthly meeting on February 18, 1981.

Mr. Frank Kempf of Michael Baker Company, presented our group with a slide and film documentary on the Alaska Pipeline.

This 800 mile long facility extends from Prudhoe Bay in the North to Valdez in the South. Ultimately, it will have twelve pumping stations and a capacity to handle 2.5 million barrels of crude oil per month, approximately 12% of the national consumption. Currently, there are seven stations operating and this 48" welded steel pipeline carries 1.6 million barrels per month.

An interesting thing pointed out by Mr. Kempf, was the fact that since the crude comes out of the ground at 140 degrees F. and is maintained at that temperature during transmission, the pipe could not be placed below ground in the areas of "Perma-frost". In these locations, the pipe was installed above ground on verti-

cal support piles thereby eliminating potential differential settlement. By means of heat transfer units mounted on top of the VSP's, any existing heat is taken from the "Perma-frost" and transferred around the pipe conduit thereby keeping the VSP's static and reducing the cold temperature impact on the pipe and the crude oil.

Along with the many pipe bridges and labor force accommodations which, incidentally, included recreational facilities, a construction access roadway had to be constructed and maintained for this project.

Because of the need for construction materials, equipment, supplies, personnel and necessities, airstrips were designed and constructed along the pipeline for the delivery of these items.

On top of all these engineering and construction concerns, environmental considerations were of top priority according to Mr. Kempf. Special grass seeds were formulated to re-establish vegetation in those areas disturbed during construction. Mr. Kempf stated that final cost estimates would approach 6.5 billion dollars, but the benefits to be derived from this privately funded enterprise would be advantageous to all Americans.

So often we are strict about things that don't matter, and so insensitive to things that do! It is easy to accent the secondary, the trivial, the marginal, the transient, and overlook things of vital import and eternal worth.

EAST PENN SECTION

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Smith, National President of ASHE. Gene has been a very energetic and dedicated President, and has made a commitment to attend at least one meeting of each Section of our organization, and to date he only has two more to go.

NEW MEMBERS

Samuel Darrohn, City of Allentown
Harold Neff, City of Allentown
John Porter, PennDOT
Ray Tropp, Contractor
William Caserta
Louis Guerino, City of Allentown
Clarence Hood, Materials Supplier
Donald Hirst, City of Allentown
Neil Kern, City of Allentown
Paul Monberger, City of Allentown
Alex Panik, City of Bethlehem
Richard Rasch, City of Allentown

NORTH CENTRAL W. VIRGINIA

NEW MEMBERS

James F. Allen P.E., Clarksburg, WV, Sr. Contractor
Pasco K. Altovilla, Clarksburg, WV, Sr. - Dept. of Hgwy.
Howard C. Clayton, P.E., Clarksburg, WV Senior - Consultant
John J. Faroh, P.E., Bridgeport, WV Senior - Consultant
James S. Clancy, Bridgeport, WV, Senior - Dept. of Highways
Harry E. Hustead, Lumberport, WV, Sr. - Dept. of Highways
David A. Kraus, Alum Bridge, WV, Senior Dept. of Highways
Samuel Demine, Westover, WV, Senior - Dept. of Highways
Ray V. Linn, Fairmont, WV, Senior - Dept. of Highways
Frank J. Lopez, Clarksburg, WV, Senior - Dept. of Highways
John F. Dornblazer, Clarksburg, WV, Associate - Dept. of Highways
Melvin L. Mayes, Clarksburg, WV, Senior - Dept. of Highways
Robert E. Moore, Clarksburg, WV, Senior Utility
James W. Pulice, Worthington, WV, Senior Dept. of Highways
Robert L. Pyle, Morgantown, WV, Senior Dept. of Highways
James S. Quinn, Sr. Dept. of Highways
William J. Rotz, P.E., Clarksburg, WV, Sr. Consultant
Henry A. Thiasher, Clarksburg, WV, Sr. - Consultant
Ronald C. Smith Jr. P.E., Clarksburg, WV

Senior - Dept. of Highways
Frederick J. Vaglianti, Westover, WV, Sr. Dept. of Highways
Robert C. Wade, Morgantown, WV, Senior Dept. of Highways
Robert L. Wolfe, Morgantown, WV Senior, Dept. of Highways

PITTSBURGH

NEW MEMBERS

William R. Adams P.E., Pittsburgh, Pa., Senior - Other
Thomas E. Donatelli, Pittsburgh, Pa., Sr - Consultant
Sharon R. Dornetto, Pittsburgh, Pa., Member - Other
Philip F. Galiardi, P.E., Pittsburgh, Pa., Senior Consultant
Michael C. Rudman, Scott, Pa., Senior - Other
Frank C. Peternal, Library, Pa., Senior - Public Works
John C. Rhodes, McKees Rock, Pa., Sr - Sales
Charlotte Stetler, Pittsburgh, Pa., Member Equest.
Jay P. Hammerschmitt, Pittsburgh, Pa., Associate - Contractor

OHIO VALLEY

NEW MEMBERS

Jeffrey W. Beck, P.E., Moundsville, WV - Senior D.O.T.
Lora D. Bishop, Triadelphia, WV - Senior D.O.T.
Thomas A. Bryant II, P.E., Moundsville, WV, Senior - D.O.T.
Vincent M. Chiazza, Wheeling, WV., Senior D.O.T.
Wayne W. Kaufman, P.E., Moundsville, WV, Senior, D.O.T.
Frank W. Kline, Wheeling, WV, Senior - D.O.T.
Ralph E. Kyanko, Belmont, Ohio, Senior - Producer
Keith A. McGlumphy, Dallas, WV, Senior Producer
Gordon S. Peake, Glen Dale, WV, Senior D.O.T.
Robert G. Smith, Barnesville, Ohio, Senior - Contractor
Mr. Shirley E. Smith, Moundsville, WV, Senior - D.O.T.
Donald D. Stanley, Moundsville, WV, Senior - D.O.T.
Thomas G. Andreas, Wheeling, WV, Member - Contractor
Wesley C. Fisher, Wheeling, WV, Member - D.O.T.

Beverly L. Brownlee, Triadelphia, WV, Associate - D.O.T.
Ray H. Maxwell, Sisterville, WV - Associate - D.O.T.
William H. Iles, St. Clairsville, OH, Senior Contractor
Robert W. Whipp, Glen Dale, WV - Member - D.O.T.

FRANKLIN

NEW MEMBERS

Clarence S. Braine, Jackson Center, Pa., Senior - D.O.T.
George H. Campbell, Slippery Rock, Pa., Senior - Producer
Frank J. Constantino, Ft. Jefferson, NY. Senior - Producer
Tedman G. Farren, Grove City, Pa., Senior Producer
Robert M. Hurtt, New Willmington, Pa., Senior - D.O.T.
Karl D. Ishman, P.E., Seneca, Pa., Senior - D.O.T.
Donald P. Krueger, Meadville, Pa. - Senior D.O.T.
Glenn C. Eisenhuth, Titusville, Pa., member - D.O.T.
Richard J. Supel, Sharpsville, Pa. Associate - D.O.T.
Roger C. Burgeson, P.E., Erie, Pa. Senior - D.O.T.
William D. Sachse, Erie, Pa., member - D.O.T.
Robert C. Cmmert, Erie, Pa. Associate - Mat'ls.
David E. Wehr, Erie, Pa., Associate - Sales Rep.
Howard L. Caston Jr., Marionville, Pa. - Member - D.O.T.
Albert E. Kingston, Tionesta, Pa., Member - D.O.T.
Robert A. McClelland, Grand Valley, Pa., Member - D.O.T.
Shirley A. McEven, Cochran, Pa., Member - D.O.T.
Carol L. Shoup, Franklin, Pa., Member - D.O.T.
Amy L. Judson, Franklin, Pa., Associate - D.O.T.
Terrance D. Keefer, Warren, Pa., Associate D.O.T.
Douglas A. Robertson, Meadville, Pa., Associate - D.O.T.

"Maturity means being responsible..... recognizing one's capabilities.....knowing one's limitations.....being wise enough to accept assistance when it's needed.
Dick Shepherd, executive secretary, National Association of Mature People

EAST PENN**NEW MEMBERS**

Louis F. Guerino, Allentown, Pa., Senior Public Works
 Neal E. Kern, P.E., Allentown, Pa., Senior Public Works
 Paul Monberger, Allentown, Pa., Senior - Public Works
 Alex J. Panik, P.E., Allentown, Pa., Senior Public Works
 Donald R. Hirst, Allentown, Pa., Member Public Works
 Richard H. Rasch, Allentown, Pa., Member - Public Works

NORTH EAST PENN**NEW MEMBERS**

John E. Thompson, P.E., Kingston, Pa., Senior - Utilities
 Thomas J. Collins Jr., P.E., Clarks Summit Pa., Senior - D.O.T.
 Rollin R. Keisling, P.L.S., Lake Ariel, Pa., Senior - D.O.T.
 Rosemary L. Walsh, Scranton, Pa., Member - D.O.T.

SOUTHWESTERN PA.**NEW MEMBERS**

John R. Rutherford, Jarrettsville, Md., Sr. Highway Dept.
 Jeffrey L. Milton, Lynchburg, Va., Member - D.O.T.
 Gary B. Ewers, Baltimore, Md., Member - D.O.T.
 Danny R. Torrence, Rustburg, Va.

LOCAL FIRM RECEIVES PRIZE AWARD

Yule, Jordan & Associates, an engineering firm with offices located in Camp Hill and Philadelphia, has received the Prize Award in the Elevated Highways or Viaduct Bridge Category in the American Institute of Steel Construction 1980 Prize Bridge Competition.

The winner, the Caddell Bridge over the Cheat River in Kingwood, West Virginia was designed for the West Virginia Department of Highways.

This bridge replaces a 4-span truss structure, 15' wide and 618' long, constructed in 1906 as a railroad bridge to facilitate hauling logs from cuttings on the south side of the river to a sawmill and rail head on the north side. Subsequently, the bridge was converted to carry

one lane of highway traffic, resulting in a substandard traffic flow by today's standards. Three roads intersected at the south abutment, while at the north end a bad "S" curve and an at-grade railroad crossing curve existed. Approach grades on both sides of the river were from 6 to 9% for several miles.

The new bridge is sited about 200' upstream of the existing bridge and constructed at a higher level so as to span the railroad, an access road to the lumber yard on the north and a road paralleling the river on the south.

Various span arrangements with cost studies were made before arriving at the final 945' long bridge. The superstructure is comprised of one 3-span unit of 162' spans, all supporting a 30' roadway with safety parapets. Hammerhead piers founded on bedrock, along with pile-supported stub abutments, are used in the substructure.

All structural steel is ASTM A588 weathering steel, which requires little maintenance and, with its deep brown color, blends in with the natural beauty of the river valley.

OTHERS SAY.....

During most of the time Gov. Dick Thornburgh has been in Harrisburg, he has been crying wolf about the state's highway system, sounding warnings about what terrible things would happen if the state didn't increase highway revenues. Now the wolf is at the door.

The Pennsylvania Legislature has turned a deaf ear to the alarming warnings—unwilling to even talk about a tax increase in an election year. But recently Gov. Thornburgh called their bluff, announcing \$100 million cuts in PennDOT programs.

He is clearly hoping that the public, already fed up with the poor quality of Pa. highways, will demand that the Legislature fund the necessary improvements, even if it takes a tax increase to do it.

He announced the cuts because the state's "obsolete" tax on gasoline can't produce the revenue needed. Conservation has been almost counter-productive: as we save on fuel, we produce less revenue for highway construction and maintenance.

Gov. Thornburgh has proposed a "SWAP" alternative—a flat 5 cents per gallon plus a 6% sales tax. That would amount to about a penny more per gallon, but would also increase as the price of gasoline rises. Other states, such as New York, have converted to a percentage

tax to maintain revenue as consumption falls off, but the Pennsylvania Legislature has yawned at the cries of "Wolf!"

Some legislators insist that there must be reforms and cutbacks within PennDOT before they will approve any tax increases. We have the right also to insist on efficient use of our tax dollar from an agency that has often wasted them.

But PennDOT has been significantly improved, and \$15 million of the proposed \$100 million cuts is targeted for further personnel reductions and consolidations.

The situation affects us all and should not be politicized. Our highway system is in deplorable condition, as travelers from other states are quick to point out.

In this new year, the Legislature has got to face up to the fact that the wolf is at the door. That means a close and objective look at our needs for highway construction and maintenance, and at PennDOT's administration of our tax dollars, and then an honest appraisal of the fairest tax plan to give us what we need for the best price.

Potholes, potholes, potholes...If we could fill them with political rhetoric, Pa. would have a satin-smooth ribbon of highways. Unfortunately, political rhetoric doesn't fill potholes. It merely deepens the problem.

There are several blames for Pa.'s so-called pothole crisis. One is something called debt service. Pa. taxpayers will shell out more than \$200 million this year to pay the mortgage on an interstate highway construction program that began nearly 20 years ago.

A second blame is a simple economic principle called diminishing returns. When you apply it to Pennsylvania's present 11-cents-a-gallon tax on gasoline, you run into the harsh reality that when people by less gas—as they are doing now—the state gets less tax revenue.

Another blame is called government inefficiency—or, the highway worker leaning on his shovel syndrom. Sure, Pa.'s

ing on his shovel syndrome. Sure, Pa.'s highway system has not operated and is still not operating at peak efficiency. But, to place most of the blame for the pothole problem in that one area only begs the question.

Yet, that has become the Legislature's favorite blame. Republican minorities in the House and Senate when Democrat Milton Shapp was governor said get rid of the inefficiency in PennDOT before you ask for more highway money. Democratic minorities in the House and Senate are

demanding the same thing of Gov. Dick Thornburgh.

Their partisan rhetoric brushes aside the irrefutable fact that highway construction, mortgage payments and price-induced gasoline conservation are the chief causes of Pa.'s present Motor License Fund financial dilemma.

It's a problem to be solved by action, not rhetoric. It will require open-to-compromise leadership from the governor's office, and a bipartisan willingness to respond on the part of the Legislature.

So the next time you bust a shock absorber or knock a wheel out of line in a pothole, write a letter. Better yet, write three letters—one to the governor, one to your state senator and a third to your state representative.

Maybe it will help shift the focus from a few highway workers leaning on their shovels to a lot of politicians sitting on their hands.

Highway Builder February 1981

THE DETERIORATION OF NEW YORK'S STRUCTURES

Transportation engineers have always been keenly interested in the condition of highway structures. At the bare minimum, these must be safe and serviceable—these are the qualities of immediate importance to the public. On a less obvious level, detailed knowledge about both the present condition and the way in which that condition is changing with time is needed to determine what maintenance work is required—and when it should be done.

Our Highway Maintenance Division is currently responsible for more than 7400 structures throughout the state. (Another 12,000 are the responsibility of local governments.) Though there are some pre-1900 structures still in use, most of the state's highway structures have been built since 1925, corresponding naturally enough to the growth of our highway system.

While there is no doubt that recent construction programs have been highly beneficial to the public, there are now many more structures to monitor and maintain. Department personnel anticipated this potential problem before it really emerged, and took appropriate action. The Structures Design and Construction Division developed -- and has had operational for nearly a decade -- computer systems for both detailed structural inventory data and condition inspection data. The Highway Maintenance Division has another information system operational for capturing maintenance data

that include all structural work. These computerized data files now make it possible to begin thorough analysis of our entire population of structures and to develop cost-efficient strategies for maintaining them in good condition. A research project now underway, called "Optimizing Maintenance Quantity Standards for Structures," will include this analysis.

Before the start of this project, we were able to examine a small part of the available data. That simple analysis provided a general picture of the condition of our structures and an indication of the cost implications. Each of our structures is inspected at least every other year; those in poor condition are inspected yearly. After detailed inspection of all individual elements of the structure, the inspector gives an overall condition rating for the structure as a whole. The condition rating is selected from a scale of 7 (new condition) to 1 (potentially hazardous). Those rated 4 or lower require extensive rehabilitation and may pose safety hazards. For these reasons, we feel that no structure should be allowed to deteriorate to a rating less than 5.

In addition to the condition rating, the inspector estimates the amount of work required to restore the structure. Using the maintenance data file to obtain unit costs for performing this work, we estimated the average cost of these needed repairs for each of the seven possible condition ratings.

How do our structures compare to these criteria? Twenty-three percent are now rated less than 5. Another 27% are at 5 now and in danger of deteriorating below that rating in the near future. When we sum all of the needed repairs reported in the latest inspection cycle, the estimated cost to do this work totaled \$323 million for the 6335 structures included in the analysis. This gives a gross average of \$51,000 per structure in needed repairs.

Unfortunately, that was the good news things aren't completely out of hand. The bad news is that conditions are deteriorating at an alarming rate. By analyzing successive inspection ratings, we found that the average deterioration rate of the condition of our structures is about 1/8th rating point per year -- in spite of all the maintenance, rehabilitation, and replacement work now being done. At this deterioration rate, 57% of our structures will be rated less than 5 by 1990. Another 24% will be at 5 and still declining.

What can we do to correct the problem? The obvious answer is more maintenance, rehabilitation, and replacement.

Analysis of the cost and condition data combined showed that repair needs are increasing by \$39 million per year. Thus, if we were to correct \$39 million worth of repair needs annually -- in addition to what we are already doing -- then our structures would remain in the same average condition. (This figure is based on 1980 maintenance unit costs, and will increase with inflation.) This would preserve our multi-billion-dollar investment in structures. How quickly action is taken -- and to what extent -- will determine the future condition of structures on our highway system.

Other approaches should also be pursued. We should try to identify the causes of structural deterioration and eliminate them as factors. Salt used for snow and ice control is a good example. We don't yet know how much of the structural deterioration currently being experienced is due to salt, but while we're finding out, other researchers are developing a non-corrosive alternative to salt. It will be more expensive, but perhaps when all the data are combined it will prove more economical in the long run.

NEW THRIE-BEAM TRAFFIC BARRIERS ARE TESTED

"Thrie-beam" corrugated steel rail -- essentially a W-beam with a third corrugation -- was tested as a single-rail upgrading for discontinuous bridge-rail panels, and, mounted on S 3x5.7 posts, as guiderail and double-faced median barrier. Tests were performed to determine rail deflection characteristics, structural adequacy, vehicle deceleration, and vehicle damage. Ten-gage thrie-beam was used for all tests, which are reported in Research Report 85 (Crash Tests of Light-Post Thrie-Beam Traffic Barriers). As a bridge-rail the new design is suitable for 6- mph, 25 degree impacts by 4500 lb. vehicles. As a guiderail or median barrier on lightweight posts, it appears to be suitable as a longitudinal barrier, based on tests with 2250- and 3500-lb vehicles. Proposed design deflections for the guiderails and median barriers are close to those for box-beams in the same application. Further testing of the latter two designs will yield broader definition of impact and redirection characteristics. Both of the thrie-beam barriers and the bridge-rail upgrading are being developed as Department standards for future construction.



GROOVING CONCRETE PAVEMENT FOR BETTER WET WEATHER FRICTION

New York State has required transverse metal-tine finishing of portland cement concrete pavements since 1974. This texture enhances friction properties by providing grooves that allow water to escape from beneath tires, thus reducing the chance of hydroplaning. Research Report 86 (Groove-Depth Requirements for Tine-Textured Rigid Pavements) discusses what minimum groove depths are needed to provide adequate friction over the entire design life of a pavement. It is based on measurements of texture depth and friction number, with both ribbed and smooth tires, made on 0- to 5-year old New York State pavements. Initial groove depth needs of 3/16 in. were calculated from two values estimated from the study data: 1) minimum depth (0.050 in.) to assure adequate friction with a minimally legal treaded tire (2/32 in.), and 2) mean groove wear rate (0.013 in./million vehicle passes). As an adjunct to the study, new pavements were checked for compliance with current specifications, and it was determined that with proper attention by construction personnel and the use of improved rake designs (now available), the required initial depth is attainable.

ONCE THE BEST, INTERSTATES FACE ROUGH ROAD AHEAD

The Interstate System -- designed to the highest standards and thought by many to be the best of our highways -- is falling apart in Pennsylvania.

With nearly 70 miles of the proposed Interstate System in the Keystone State still to be completed, existing sections of the network are already falling into disrepair, reports The Road Information Program (TRIP) of Washington, D.C.

Designed to satisfy the nation's industrial and defense needs as well as those of an increasingly mobile American public, the Interstate System, especially in Pa., now has a growing list of its own needs.

Aside from the Pennsylvania Turnpike, which relies on toll revenues for its continued improvements and upgrading, there are just over 1,000 miles of Interstate open to the public in Pennsylvania.

And of that total, one-third needs help.

There are about 300 miles of Pa.'s non-toll Interstate System in need of re-

surfacing. Another 30 miles of the system have deteriorated to such a point as to be beyond resurfacing. These roads must be rebuilt -- at a cost four and one half times that of resurfacing.

Federal data show that the Interstate System has proven itself to be three times safer than any other highway system. It is also the most fuel-efficient of road networks due to its uninterrupted and normally smooth ride. In the face of rising gas prices -- 20% in the last six months in Pa. -- fuel efficiency takes on even greater significances.

Not only will the network continue to deteriorate but inflation will continue to eat a large piece of the state's highway fund-pie. In the last ten years, the cost of doing highway business has increased by 200% in Pa. And if \$3 must be spent today to buy what \$1 would have purchased in 1969, what will have to be spent over the next decade?

The Interstate in Pennsylvania will eventually stretch over 1,656 miles throughout the state. But it has already been under construction since the early 1950's. The first non-toll road part of the Interstate -- the stretch of I-376 through the Squirrel Hill Tunnel -- opened to Traffic in June 1953.

Just completing the "National System of Interstate and Defense Highways," as it was called in the federal enabling legislation, won't be the end of the state's or the nation's commitment to what has been referred to as "one of the true wonders of this age." It will only be the beginning.

DRIVING COSTS JUMP OVER BAD ROADS

The shortest distance between home and office or store may not be the least expensive in Pennsylvania. Poor road conditions in the state increase the cost of driving by as much as 66 percent.

Bad roads make each jump in the cost of gas at the pump, every replaced tire to the mechanics and every trip to the mechanic more aggravating to the drivers.

In 1977, reports TRIP, of Washington, D.C., these factors combined to inflate the cost to Pa. motorists of operating their vehicles by \$363 million, or about \$52 per driver. That was the premium paid for the "pleasure" of slowing, bouncing and weaving over bad roads or avoiding them all together.

The biggest chunk of the motorist's "hidden costs" -- 71% of the variable cost

of driving -- is in excess fuel consumption. And with decontrol of oil and uncertainties about the future of oil supplies, wasted fuel takes on even greater significance.

In the last six months, the price of a gallon of regular gas in Pa. has risen an average of 20%. Added to the cost of bad roads, the price hike translates to a real increase of 57% in gas costs to the driver.

And with Keystone State motorists driving about 10,300 miles each year at a cost of \$650, the nearly 40% of the state's main highways that are deficient contributes heavily to the extra cost. And not just in wasting gas.

Tire wear and vehicle maintenance are also victims of bad roads. In the \$52 each Pennsylvania driver loses to bad roads, \$37 is excess fuel, \$9 is oil burned or shocks worn and \$6 rubs off tires.

A decision to resurface and rebuild those deteriorated Pa. main roads would cost 45% less than is being wasted each year. TRIP estimates that a \$250 million-a-year, 10-year, road renewal program would cost each driver \$35 annually and cut vehicle operating costs for years.

The arithmetic is easy. If each Pa. motorist is currently spending \$52 involuntarily due to bad roads and it will cost each driver \$35 to fix those roads, the net savings is \$17 annually. That's money in the bank.

It is generally accepted that the Golden Rule, the brotherhood of man, the spirit of charity and goodwill to all mankind, are essential to the preservation of human dignity. The world has known these things but has not had the fortitude to use these truths and act upon them lest by doing so, our lives might be changed and be less advantageous for us. Instead of merely giving lip service to these truths, let's make a real effort to put them into action.

Short takes

He died in 1943 and continued as editor until 1945—*Fresno (Calif.) Bee*.

* * *

... among the administration's candidates for major surgery are the Social Security benefits paid to the college-student children of diseased workers ... —*Miami (Fla.) Herald*.

* * *

Police said the calf entered the home by breaking the back door's rear window.—*Casper (Wyo.) Star-Tribune*.

OFFICERS 1980 - 1981

Gene G. Smith, P.E. . . . President
 Charles J. Sincavage, P.E. 1st V. President
 J. Dixon Earley, P.E. . . 2nd V. President
 Robert E. Yeager, R.S. . . . Treasurer
 Terence D. Conner, P.E. . . Secretary
 George J. Parrs, P.E. Immed. Past President

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 David E. Baker
 Michael J. Suich, P.E.

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 Albert J. Bedard, Jr., P.E.
 Clarence F. Hood, P.E.
 William Allen, P.E.

1 Year { Duane L. Berry, P.E.
 Ronald E. Springman, P.E.
 Anthony J. Gaeta, P.E.
 Warren A. Miller

Address Corection Requested

Robert Sherr
 Box 14 B-1 Star Route
 Jim Thorpe, Pa. 18229



SECRETARY'S CORNER

Hopefully the Section secretaries are checking applications before they come to me. This past week I received an application with no address. This delays receipt of the Scanner and other mailings to the new member.

We are rapidly approaching the end of the 1980-81 fiscal year. In order for our society to be current with IRS the following information must be sent to me by the sections on the dates listed. If I do not receive the information as noted, the sections will have to notify IRS individually.

—Officers Roster for 1981-82 due June 15 1981.

—Financial statement due July 1, 1981 (2 copies)

Hopefully the above information will be submitted on time so that we can keep our records satisfactory with the IRS.

EDITOR'S COMMENTS

As noted in the December issue of the Scanner a new Section (Clarksburg Section, WV) was established. The Section name has been changed to North Central WV Section. Their Charter was presented to the Section on January 17, 1981. Mr. Jeffrey L. Newon, Secretary of the North Central WV Section, resides at 428 Lawman Ave., Bridgeport, WV 26330.

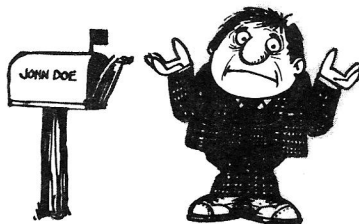
Another Section (Ohio Valley Section) will receive their Charter on April 14, 1981 and encompasses an area covering sections of Pa., W. Va. and Ohio. Mr. Daniel Naranch, Secretary of the Ohio Valley Section resides at R.D. 2, Box 93, Triadelphia

CHANGE OF ADDRESS?

Please Note . . .

Postage is one of our most expensive items. It costs 25¢ for each letter we get back with the wrong address. Please help us by sending us your change of address when you move.

Thank you.



WV 26059.

Your attention is called to the total membership of 1957 members as of 3-9-81. The previous high was 1959 members reported at the 18th Annual Convention May 15-19, 1980 held at Pocono Hershey White Haven, Pa. by the Secretary, Terence D. Conner, P.E.

To the P.R. Chairmen, keep up the good report. As this issue goes to press, I have received information from all but 4 Sections. This is a big improvement over the past issues of the Scanner.



HARRISBURG

NEW MEMBERS

Melvin Bittenbender, P.E., Camp Hill, Pa.
 Senior - Consultant

MEMBERSHIP

Altoona	132
Charleston	166
Clearfield	62
Cuyahoga Valley	85
Delaware Valley	224
East Penn	118
Franklin	232
Harrisburg	269
Ohio Valley	18
N. Central W. Virginia	38
N.E. Penn	85
Pittsburgh	211
S.W. Penn	132
Western Reserve	54
Williamsport	131
TOTAL	1957

Dept. of Hgwy. or Trans.	=	36%
Consultants	=	17%
Contractors	=	21%
Other	=	26%
Professional Status	=	31.5%

Fred S. Faber, Jr., P.E., Hershey, Pa., Sr. - Consultant

Joseph A. Filippine, P.E., Harrisburg, Pa., Senior - D.O.T.

Stephen L. Mutchler, Harrisburg, Pa., Member - D.O.T.

James G. Lee, Dillsburg, Pa., Senior - D.O.T.

Craig I. Muck, Harrisburg, Pa., Senior - D.O.T.

Ronald L. Roberts, Enola, Pa., Senior - Contractor