

The A.S.H.E.

SCANNER

VOLUME XX No. 4

THE AMERICAN SOCIETY OF HIGHWAY ENGINEERS

MARCH 1985

PRESIDENT'S MESSAGE

At our recent Board Meeting a couple of items were of interest to all of us. Let me take this opportunity to explain these items as all of you may not see the minutes of the meeting.

First, the problem of Life Membership I hope has been resolved; again, hopefully to everyone's satisfaction. After receiving a number of replies from the Sections, the following was passed and adopted. Beginning with 1985, dues will remain the same, \$9, but there will be an assessment of \$1 to cover the costs of maintaining Life Membership. This money will be put in a special account to be used only to cover the cost of Life Memberships. We had projected this cost to jump considerably between now and 1989. This was the reason for addressing the issue early this year. If, as we enter the era of expected large growth, we find that the expectations are not coming true, the Board may reduce or eliminate the assessment completely, but this will probably not happen until 1989 at the earliest.

The other item that is surely of interest is the scanner. In an effort to upgrade the content, we have asked all Directors to have their Section appoint a Technical Committee Chairman. This person's responsibility will be to supply to the Technical Committee of National items of technical information which can be used in scanner publications. I ask that each of you help us in this endeavor and submit articles and information to your respective committee chairman and that they review and forward to the National Chairman. Our National Committee is Matthew McTish, Chairman and Roland Messinger, member. These two men have put forth a great deal of effort to come up with the recommendation above. My thanks to both for a job well done; although just beginning. †

Charles E. Luff

Interest expressed for expanded technical services

A considerable amount of interest has been expressed for expanding the technical services that our Society provides for its members. In response to this, President Luff has directed the ASHE Technical Committee (ASHE-TC) to become more actively involved in pursuing the stated goals of our Society to search out the most advanced ideas and the latest data available on the techniques and methods being used or studied in the design, construction and maintenance of our roads and highways and to disseminate this information to our members.

After studying this assignment and the ways and means of best using available resources, the Technical Committee has recommended that we utilize our "in-house" talent by sharing the knowledge that we and others have gained in design, construction and the use of materials. To accomplish this in the coming year, we are asking each Section to request their Technical Committee Chairperson to advise ASHE-TC of innovative

and alternative solutions to new and old problems which have been studied or tried in their area and to describe their successes and/or deficiencies. ASHE-TC will publish this information in the Scanner, giving credit to those who are willing to share the information. Comments will be invited from others on the same subjects and also published in the Scanner. In addition, other agencies involved in highway research projects will be contacted and requested to furnish information for publication in the Scanner.

Please take time to get to know the Technical Committee Chairperson in your Section and to share with him and all of us design or construction information which will help our Society to attain its goal of designing, building and maintaining better and safer highways and advancing the general welfare of the highway industry.

M.J. McTish, P.E., Chairman
ASHE-TC

Altoona

Larry Billoto
Gary L. Wisor, P.E., Public Relations

The January meeting was held at the Creekside Inn near Leamersville. Tom Abraham spoke on the topic "In-place Cold Recycling."

Tom presented slides and detailed the process elements and potential advantages. The process is summarized as follows: A milling machine pushes a tanker which holds a liquid emulsified asphalt or asphalt cement. As the material is milled,

it is pulverized to produce a random sizing. The liquid asphalt as well as water are added at the cutting head. The process allows for a complete pick-up of material. A paver follows the milling machine. Finish rolling is usually provided by a rubber tire roller. The desired road metal is applied directly over this recycled base.

Tom indicated that while this process is particularly suited for low ADT roadways, there are several advantages. While in progress, traffic is always maintained. Seven to ten thousand square yards per day is a realistic production rate. Fuel cost comparisons for a similar product

continued on next page

TECHNICAL BRIEFS

Noise Analysis For I-78

The Pennsylvania Department of Transportation, Engineering District 5-0, is presently conducting a comprehensive noise analysis of a fourteen mile segment of Interstate 78 in Lehigh County. The specific purpose of this study is to quantify the total future highway noise impact of the project in order to develop feasible and effective noise mitigation measures. The technical noise analysis work is being done under a contractual arrangement with Yule, Jordan Associates, Camp Hill, Pennsylvania, in conjunction with Vanderbilt University, Nashville, Tennessee. This study has three basic phases, an ambient monitor phase, a highway noise prediction phase and a noise barrier evaluation phase. Community involvement has been and will continue to be an integral component of all these phases.

The ambient noise monitoring phase is essentially completed. Sixty peak hour, 42 off-peak and 12 twenty-four hour measurements have been completed. We are planning to monitor 20 additional sites for peak hour measurements and four additional sites for 24 hour measurements.

A major component of this study has been the development and implementation of a manageable and effective community involvement program. One objective of this program was to provide the general public an understanding of the fundamentals of highway noise. It was important to have an informed populace because we knew that this would help to foster spirited and intelligent dialogue between the concerned residents and the Department.

A videotape was the educational mechanism utilized at the community meeting. Approximately 300 citizens attended the meeting and there was a general consensus that the videotape did an excellent job of boiling down the technical aspects of noise to a level easily understood by the layman.

The results of the first round of meetings indicated that many residents are annoyed by highway noise and favor noise abatement measures. The public indicated a preference for concrete and earth as materials for barriers from a visual standpoint.

A second round of neighborhood meetings will focus on those directly affected by the proposed noise barriers. The ses-

sions will respond to public comments about specific types of noise barriers, including materials, textures and colors.

Preliminary results indicate that the project will require approximately 40,000 linear feet of noise abatement measures. Earthen mounds will be incorporated in those locations where we have the opportunities to acquire the additional right of way. For the most part, it appears that some type of noise abatement wall will be the appropriate noise mitigation measure. Both reflective and absorptive walls will be needed. An intensive research effort is currently underway by the District Office to learn about different and innovative absorptive walls which have been used on other highways in various parts of the country. Also, we are investigating the feasibility of utilizing a vegetative barrier on a suburban portion of the project.

If anyone has any questions or needs information on any aspects of this project, please feel free to contact Robert J. Keller, PennDOT, Dist. 5-0, 1713 Lehigh St. Allentown, PA; (215) 821-4152. †

2nd ANNUAL INTERNATIONAL BRIDGE CONFERENCE

The 2nd Annual International Bridge Conference and Exhibition will take place June 17, 18 and 19, 1985, at the Pittsburgh Hilton Hotel in Pittsburgh, Pennsylvania. Sponsored by the Engineers' Society of Western Pennsylvania, the 1985 Conference theme is: "Innovation in Bridge Rehabilitation: Techniques and Policies." Its purpose is to explore new and current methods of saving bridges through all aspects of rehabilitation, from planning and policy to maintenance.

Eight technical sessions include: Key-note Session, Design Techniques for Rehabilitation, Bridge Component Rehabilitation, Inspection and Programming, Non-destructive Test Methods, Coating and Overlays, Analytical and Field Evaluations, and Bidding and Construction.

The Conference also hosts an exhibition of bridge-related products and techniques comprised of companies involved in a variety of bridge-related occupations from construction, materials and coatings to planning and rehabilitation.

The IBC features accredited educational seminars in the following areas: Computer Automated Project Field Office--I279/I579 Expressway Work; CADD in the Contemporary Design Office; Training of Bridge Safety Inspectors; and Inspection Techniques for Bridges.

Co-sponsors for the Conference are: American Society of Civil Engineers

American Society of Highway Engineers
American Concrete Institute
American Consulting Engineers Council
Steel Structures Painting Council
American Institute of Timber Construction

American Institute of Steel Construction
American Road and Transportation Builders Association

Association for Bridge Construction and Design

Constructors Association of Western Pennsylvania

Prestressed Concrete Institute
Transportation Research Board

Further program details can be obtained by writing:

Mary Jean Edgar

Executive Director

International Bridge Conference

c/o Engineers' Society of Western PA

William Penn Hotel

530 William Penn Place

Pittsburgh, PA 15219

or by calling 412-261-0710.

ALTOONA SECTION

by means of the cold process versus hot are about \$0.50/ton and \$4.00/ton, respectively. No longitudinal joints are visible.

The above process was allowed by the Federal Aviation Administration for use at Greater Pittsburgh Airport in conjunction with 7" of hot mix. The estimated savings was 38%.

Bill Gohn was the 50/50 drawing winner. Russ Miller won the free dinner. Certificates and pins were presented to John Smollen, Bob Naus, Bob Fleagle, and Bill Tovalski. The Section was the sponsor for the meeting. †

New Members

CENTRAL OHIO SECTION

Ronald May P.E. Orient Oh. Sr. Contr.

Malcolm MacLean P.E. Columbus, Oh, Sr. Consult.

Charles Meredith, Columbus, Oh. Sr. Prod.

Scott Seeley, Columbus, Oh. Assoc. DOT

ALTOONA SECTION

John Smolen Jr. Johnstown, Pa. Sr. DOT

James Taualsky, Johnstown, Pa. Sr. DOT

Paul Sauers III, Johnstown, Pa. Assoc. Consultant

Cuyahoga Valley

Patrick M. Welsh, Public Relations

On November 7, 1984, the Cuyahoga Valley, Central Ohio and Western Reserve sections of Ohio sponsored a cocktail hour (cash bar) prior to the annual fish fry at the Ohio Transportation Engineer Conference in Columbus. Each section was well represented and many individuals worked hard passing out applications and discussing the purpose of ASHE. The response to this was quite positive, but a lot of work must be undertaken to form the potential sections.

A new section dinner was organized by Frank Fischer, Tom Criswell, Dick Overmeyer and Mike Suich in the greater Cleveland area to promote a new section. As a result of this informative dinner, the Cleveland area will hold its first meeting on February 7, 1985 to appoint officers and to select its chapter name. They currently have approximately 35 members processed.

The October meeting was held at Russ Lee's in North Canton. Section President, Frank Fischer, introduced Mr. Clark Street, Executive Vice President of the Ohio Contractors Association, as our speaker for the evening. Mr. Street gave an interesting talk of ODOT's 1984 program and on what is ahead for 1985. ODOT had utilized all of its available federal funding for fiscal year 1984 and an additional \$12 million from other states not able to obligate all their funds. ODOT sold 906 projects totaling \$561.2 million in construction contracts for fiscal year 1984. Mr. Street projected fiscal year 1985 to be slightly increased.

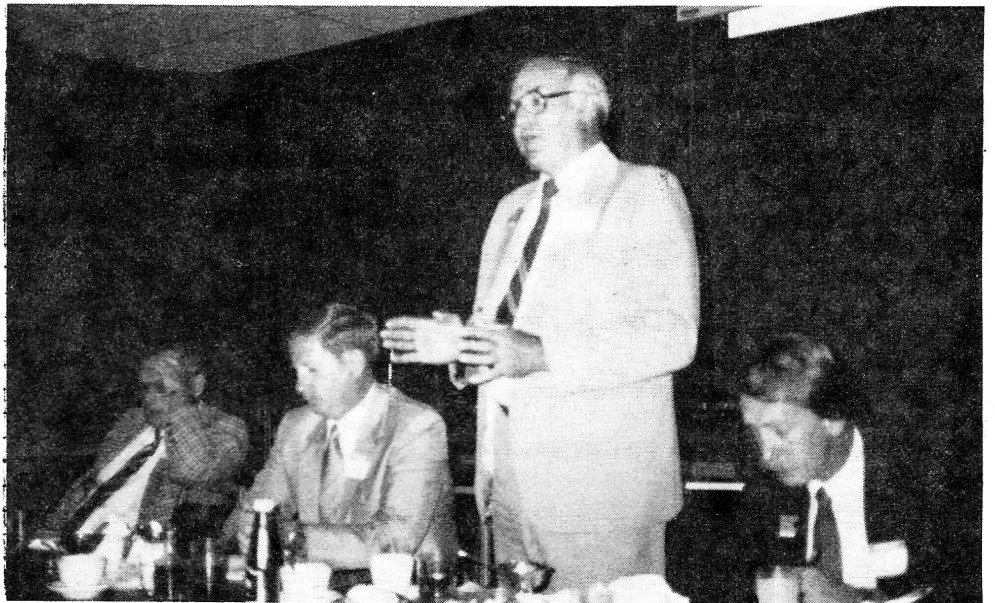
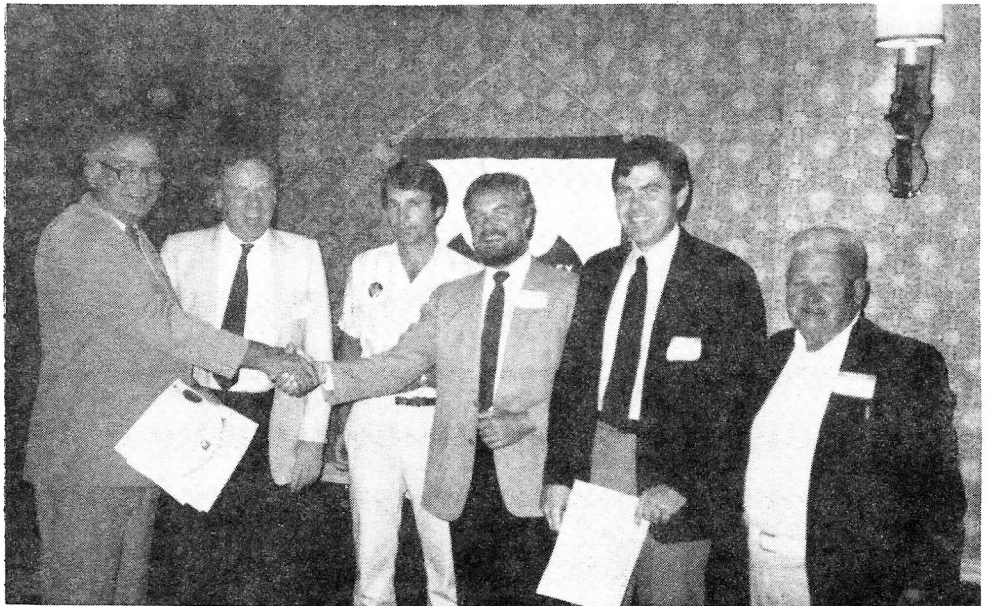
Mr. Street also complimented ODOT on their ability to administer and manage the 1984 program with such a reduction
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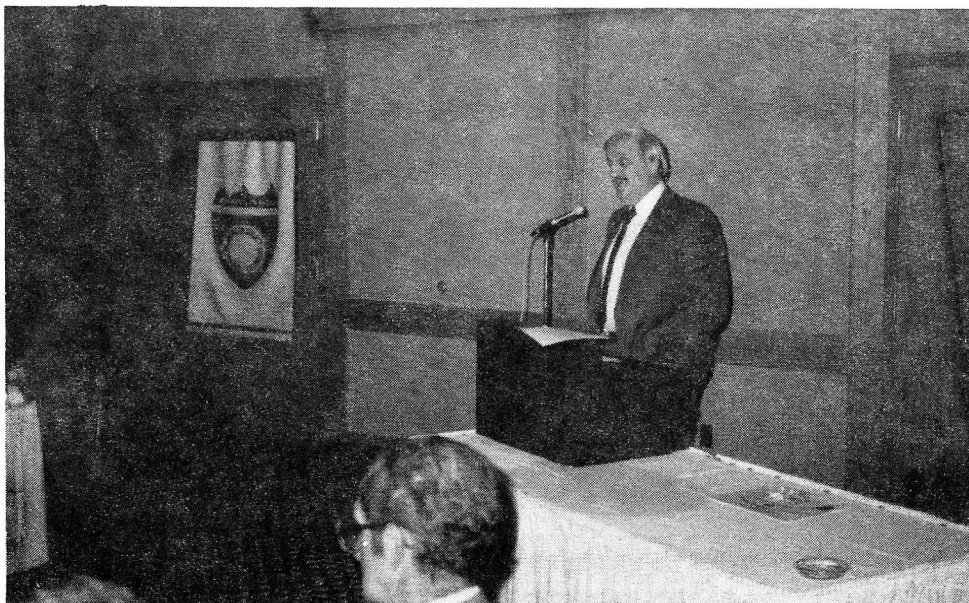
CUYAHOGA VALLEY

Frank Fischer, Section President, presenting certificates and pins to new members at October meeting. (l. to r.) George Hadden, Wayne Corp, Dave Lepisto, Larry Fulton and Keith Nesbith.

Frank Fischer, Section President, urging members to campaign for the support of I.C.E. legislation. (l. to r.) D. Burk, Capt. Smith, Commander of N.E. Ohio State Highway Patrol, Frank Fischer, Pat Welsh.

Cuyahoga Valley and Western Reserve joint officers picnic at Section President, Frank Fischer's, house.





CUYAHOGA VALLEY SECTION

of personnel on the district and central office levels. He explained that ODOT has many employees with 20 years of service that have left or are in the process of leaving resulting in a tremendous void of experienced personnel.

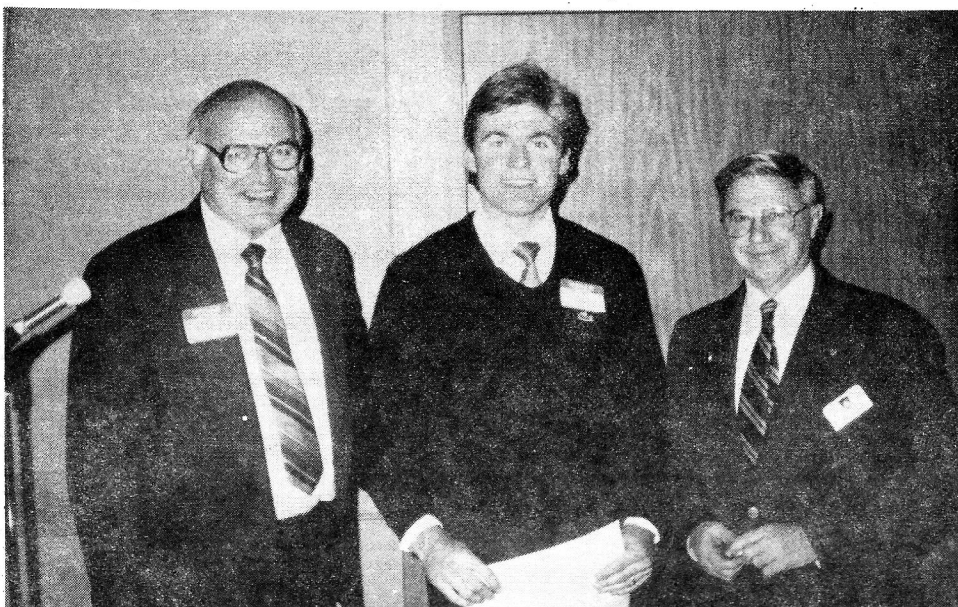
Ninety-eight people attended the Cuyahoga Valley and Western Reserve joint meeting held at the Holiday Inn in Kent Ohio on November 27, 1984. Section President Frank Fischer introduced Mr. Warren J. Smith, Director of Transportation as our featured speaker for this meeting. Mr. Smith informed us that ODOT is projecting 1,000 projects to be sold in fiscal year 1985 totaling approximately \$650 million. He explained that the majority of the monies will be in the area of rehabilitating our current system and a lesser amount will be aimed towards new construction.

The Director discussed management issues within ODOT and their approach to solve their current lack of personnel because of numerous retirements. They are trying to handle their productivity productivity problem by means other than hiring new personnel. One approach is implementing a computerization program for inventory and pavement management to be in full operation within 3-5 years. Major improvement in their CAD (computer-aided design) system in central and district offices will be a priority this year. He projected the department should have over 400 PC's operating within two years.

CUYAHOGA VALLEY

Director Warren J. Smith at November joint meeting with Western Reserve.

Section Presidents Frank Fischer and Fred Appel present Dick Lutz certificate and pin during Joint November Meeting.



LOAD EXCEEDS LOAD LIMITS BY 359,000 LBS.

A truck driver from Wisconsin paid a \$10,944.00 fine in Medina, Ohio recently for driving a truck and load more than 350,000 lbs. over the state-imposed limit of 80,000 lb.s

The shipment originated in the Youngstown area to be delivered to an unknown location in Indiana. The load appeared to be a stamping press measuring 15 feet tall and wider than a standard load. It required a flat-bed trailer as long as two semi-tractors.

The rig had 64 tires and required a second truck to assist on steeper grades.

The truck is still impounded till arrangements are completed to transport the load by rail.



New Members

CUYAHOGA VALLEY SECTION

E. Allen Brubaker, P.E., Akron, Oh. Sr. - Municipal

David Marguard, P.E., Akron, Oh., Sr. Municipal

Anthony Pamer, Marshallville, Oh Assoc-DOT

Eugene Esser, P.E., Bedford, Oh. Sr. - Consultant

Richard France, Massillon, Oh.*Sr. DOT

Steven Soyster, P.E., Akron, Oh. Sr. Con-

sultant

Timothy Williams, Canton, Oh., Sr. Contr

DELAWARE VALLEY SECTION

Victor Chaker, P.E. Reading, Pa. Sr. Consultant

Ronald Motar, King of Prussia, Pa. Sr. Consultant

Regina O'Neill, Havertown, Pa. Assoc. Consultant

Matthew Teyssier, Riverton, NJ Assoc. Sales



Delaware Valley

Steve Lester, Public Relations

Section President Frank Vibbert welcomed over 100 members and guests to the January meeting of the Delaware Valley Section at the Valley Forge Holiday Inn on January 16.

Paul McConnell, Chairman of the 1985 National Convention, gave an enthusiastic report on the status of the convention preparations. Pre-convention activities are proceeding ahead of schedule and the outcome should be a top-notch convention. The convention is scheduled for May 16 through 19, 1985, at the Stouffer's Valley Forge Hotel. Detailed information will be sent to all ASHE members in the very near future.

The topic of the evening's presentation was the restoration of the historic Perkiomen Bridge in Collegeville, Montgomery County. This six-span stone arch carrying U.S. Route 422 over the Perkiomen Creek was originally constructed in 1799, and is one of the oldest bridges in continuous use in the United States.

The first of two speakers was Peter Ressler, P.E., of STV/Sanders and Thomas, design consultants for the project. Pete showed details developed during the design phase for structural investigation and for restoring the bridge within very close specifications. Some of the constraints included: maintaining or improving the aesthetic value, and maintaining traffic in both directions on the bridge.

The contractor charged with carrying out these tasks was Crossing Construction Co., Inc. William Telep managed the project for Crossing, and he was the second speaker of the evening. Bill showed slides of the project during the actual construction and explained how they executed the work in spite of many constraints, including several torrential floods of the Perkiomen Creek. His pictures of the finished work on the bridge were testament to the effort put forth in both design and construction of this important bridge restoration.

The Delaware Valley Section's President, Frank Vibbert, welcomed over 140 members and guests to the November 28th dinner meeting.

Hank J. Kelly representing Kiewit Eastern Company, presented a spectacular program on the \$436 million Fort McHenry Tunnel in Baltimore, Maryland. Mr. Kelly's two tray slide presentation



provided a comprehensive explanation of this monumental undertaking. †

DELAWARE VALLEY

Frank Vibbert, President of the Delaware Valley Section, is seen thanking Hank J. Kelly for his excellent slide presentation on the Fort McHenry Tunnel.

Joseph P. Puchalski and Wallace A. Rutecki the 1985 Convention Ad Book Committee are seen planning the fund raiser for the annual convention.

New Members

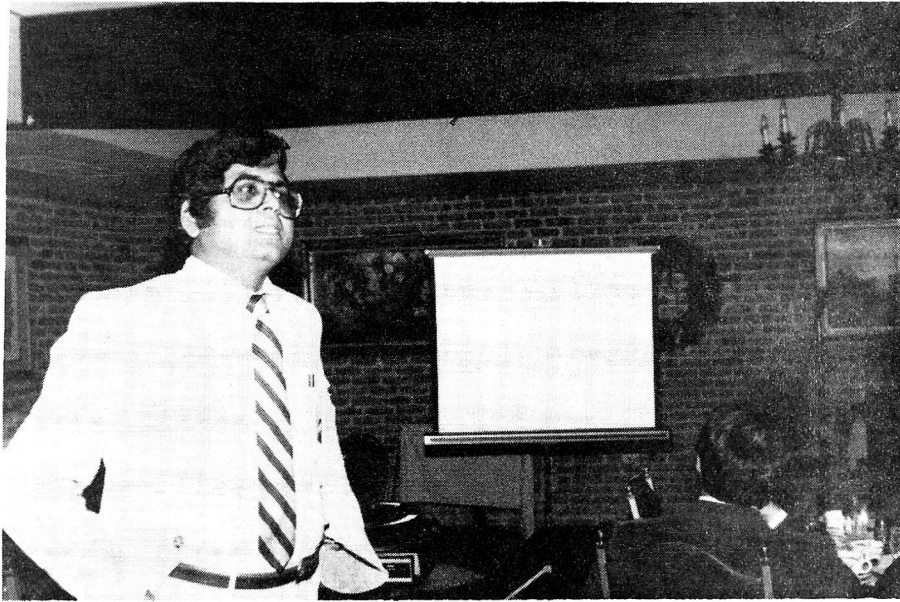
HARRISBURG SECTION

Jeffrey Lawrence, Mechanicsburg, Pa.
Assoc - Consult.

LAKE ERIE SECTION (Formerly Cleveland)

Charles Dulic, P.E., Shaker, Oh, Sr. Consultant
Donald Elewski, P.E., Seven Hills, Oh, Sr. Consultant
Howard Hoehn, West Lake, Oh, Sr. Consul.
Robert Jones, Chagrin, Oh, Sr. Products
Robert Kelly, Cleveland, Oh, Sr. Consul.
Arun Shah, P.E., Cleveland, Oh, Sr. Consultant
Donald Syenson, Bay Village, Oh. Sr. Consultant
Frank Orlando, Wickliffe, Oh, Member Consultant
Robin Nemeth, N. Royalton, Oh, Assoc. Consultant





Harrisburg

In Memorium

ROBERT E. MARTZALL

recently passed away after a lingering illness. We who knew him, will always remember his dedication to whatever position he filled. As one of ASHE's Presidents during our formative years (1970-71), he guided us caringly forward.

We thank the Lord for having known him. We pray to the Lord to accept the return of his gift to us.



Brian McCoola, P.E., Public Relations

Late Fall and mid Winter activities of the Harrisburg Section saw increased participation by section members, and many old and new faces.

Three section dinner meeting programs featured varying technical and topical subjects.

On November 5th, Mr. William Kileen, Sales Engineer for the Acrow Corporation of Carlstadt, New Jersey presented an informative and illustrated program on the design and usage of Panel (Bailey) Bridges. Short duration, economical response was detailed in multiple project applications.

In December, Dr. Umakanet Dash o



In December, Dr. Umakant Dash of PennDOT's Bureau of Construction and Materials outlined Department construction and testing experience on Tied-Back Pile Retaining Walls. Recent PennDOT tie-back applications were shown on large scale roadway projects in Pittsburgh area.

HARRISBURG SECTION

Dr. Umakant Dash of PennDOT presents a program on Tie-back Walls at the December dinner meeting of the Harrisburg Section.

Vic Macomber, Chairman of the "Member of the Year Award" outlines evaluation criteria for the Harrisburg Section's 4th Annual Award to be presented in May.

Greg Lebo, recent new member of the Harrisburg Section receives his ASHE pin from Section President Ben Rocuskie at the December dinner meeting.

HARRISBURG SECTION

On the 7th of January, Mr. Eugene M. Fritz of Krutulis - Fritz Associates was the featured guest of the local section. Mr. Fritz presented a timely overview of state insurance requirements for the Pa. Motor Vehicle Responsibility Act of 1984. The speaker detailed changes in Pennsylvania's motor vehicle insurance laws, and explained the many new available options and their effect on motorist insurance coverage.

The Harrisburg Section proudly acknowledges a recent transportation commendation locally.

Local ASHE member Thomas D. Larson, P.E., Pennsylvania Secretary of Transportation, recently received the prestigious 1984 Man of the Year Award of the Pa. Highway Information Association. The award was presented at PHIA's annual Harrisburg area meeting held October 23, 1984.

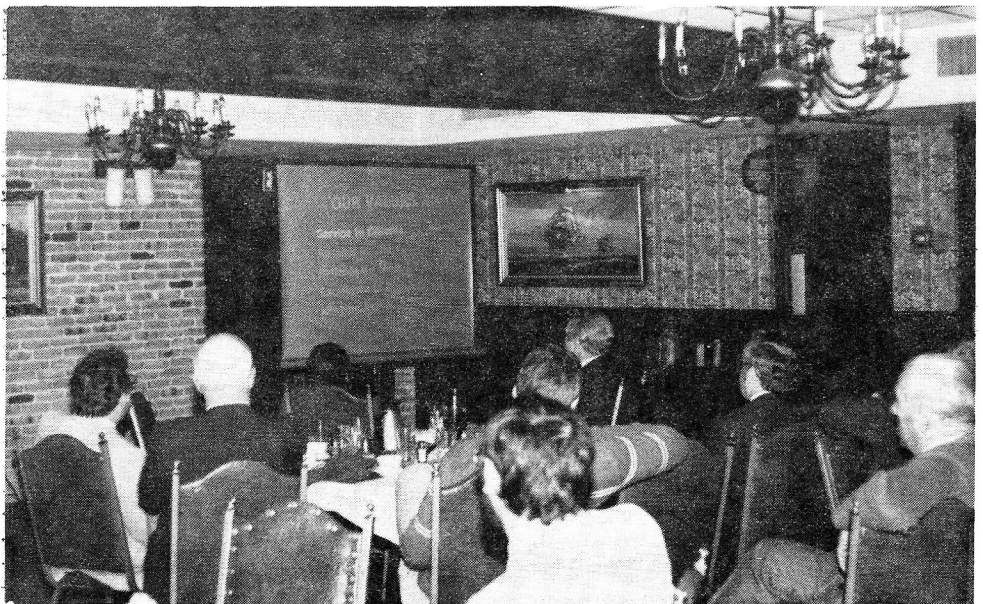
Secretary Larson was recognized for his outstanding managerial effort in molding PennDOT into an agency that is among the nation's leaders in building and maintaining highways.

Previous recipients of the PHIA award are former U.S. Transportation Secretary Drew Lewis and U.S. Congressman Bud Shuster.

HARRISBURG SECTION

"Service to Citizens" is stressed during illustrated slide exhibit presented by David C. Sims, PennDOT Deputy Secretary for Highway Administration.

David C. Sims outlines a comprehensive transportation program for PennDOT at a February 4, 1985 ASHE session in Harrisburg.



SIMS ADDRESSES HARRISBURG GATHERING

by Brian McCoola, P.E.

David C. Sims, PennDOT Deputy Secretary for Highway Administration emphasized service, efficiency, and innovation during a February 4th ASHE gathering of 70 members and guests in Harrisburg.

The 30 minute talk, which featured a series of illustrated slides and was designed to focus on the overall service product of PennDOT, put forward an upbeat message for both the transportation industry and the state as a whole.

"Change is vital to any organization if it is to stay responsive to the needs of our modern society. Service is the bottom line for PennDOT," Sims said.

He outlined important Department initiatives such as CADD (Computer Aided Drafting and Design), the Billion Dollar Bridge Program, Improved Programming and Construction Scheduling, Quality Assurance Efforts, and an intensified Maintenance Program in all 67 counties.

The diversified nature of the PennDOT organization was stressed, including important areas outside of highways and bridges. Motor Vehicles and Licensing, Safety Administration, and Local & Area Transportation were cited as three visible service areas.

Significant service figures mentioned by Sims included the 26 million mail transactions handled yearly by the Motor Vehicle and License Bureau, and the over 600 million dollars distributed annually

by Local and Areas Transportation.

Sims also focused on capital improvements, including recent work to airports and port facilities. "Many of the investments now being made will serve the transit, aviation and goods movement needs well into the next century," Sims remarked. Work in Harrisburg and Philadelphia was specifically cited.

The area of truck weight enforcement and permitting was said to bear important on future transportation management. The Department's Special Permits Section issues 150,000 permits per year to provide safe routes for oversize and overweight trucks. Sims commented that the truck size problem will continue as trucks get larger and continue to use many of the

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North East Penn

Bart Snyder, Public Relations

The January meeting of the East Penn Section was held at Walp's Restaurant in Allentown on January 8, 1985.

The program for the evening was confined to business and the annual Holiday Cheer Drawing.

Fifteen members and guests attended the regular dinner meeting of the Section held at the Terrace Restaurant in Walnutport, Pa., on February 12, 1985.

The program for the evening was presented by Mr. William Keiser, area manager for Hilti Fastening Systems, who gave a very interesting and informative talk and demonstration of their Epoxy Anchoring System. The Hilti Fastening System is the leader in the field of fastening technology.

As the Epoxy Anchoring System applies to Highway construction features, in lieu of grouting, the bars or bolts can be installed in a matter of minutes, permanently. Examples cited were the erection of Highway Light Standards, Parapet Railings, Dowelling, and Bridge Signs on Structures.

EAST PENN

Richard Cole, right, presenting a token of appreciation to Mr. William Keiser, area manager for Hilti Fasteners, at the regular dinner meeting of the East Penn Section, Feb. 12, 1985.

SIMS

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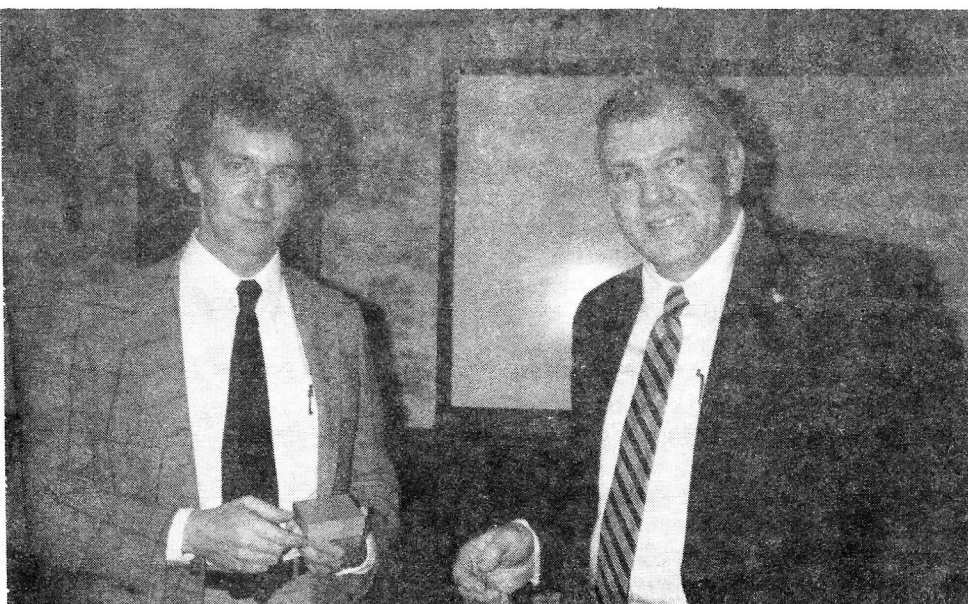
smaller roads in the Commonwealth. "Citizens expect us to meet this challenge with tight enforcement and constant improvement," he said.

Many non visible services such as improved management quality, quality assurance systems and a greater sense of accountability were mentioned as contributing to the Department's overall product.

As evidence, Sims noted that PennDOT was recently listed as the most efficient state agency in a recent published survey by the state legislature.

Several questions were entertained from the audience on topics ranging from truck size to future roadway funding.

Sims noted that 28 foot long twin trailers are trackable, safe, and have a demonstrated safety record. As an economic plus to truckers, currently 2% of the trucks on the road in Pa. are twins. the larger twin trailers, including sizes to



44 feet, are not currently permitted in Pennsylvania. These vehicle sizes would require costly and extensive roadway and ramp modification, even on some Interstate routes, Sims said.

Statewide funding of Interstate construction has reached a point where certain lettings are being held up pending congressional approval of an Interstate Cost Estimate. Sims noted there are important policy issues to be resolved and action is pending.

With respect to toll financing, Sims indicated a Governor's Toll Road Task Force is now completing detailed studies and that certain decisions remain to be made by the state legislature. He noted that certain roads in Pennsylvania appear to be good candidates for toll financing.

In conclusion Sims reinforced a positive message of service, commitment, and responsive government.

"At PennDOT our bottom line is in the black. At PennDOT we are making a difference."

New Members

EAST PENN SECTION

Richard Young, Bethlehem, Pa. Member Consultant

Gerald Fry, Allentown, Pa. Assoc. DOT

HARRISBURG SECTION

W. Paul Dailey Jr., R.S. Harrisburg, Pa. Senior - Dontr.

John Hunt, Palmyra, Pa. Assoc. DOT

Ronald Tatkovaki, Harrisburg, Pa. Sr.DOT

NORTH EAST PENN SECTION

Elwood Litvin, Throop, Pa. Assoc. DOT

PITTSBURGH SECTION

Howard Braun, P.E., Beaver, Pa. Sr.-Consultant

Deborah Gregorius, Pittsburgh, Pa. Assoc. Consultant

Ronald Todorowski, McDonald, Pa. Sr. DOT

WESTERN RESERVE SECTION

J. Robert Lyden, P.E. Youngstown, OH Senior-DOT

Janet Popovic, Youngstown, Oh. Assoc. other

Diego Vega, Youngstown, Oh. Assoc. other

Richard Zabik, P.E., Warren, Oh, Senior-Consult.

Mark Baun, Youngstown, Oh. Member-DOT



**American
Heart
Association**

Look for health on the menu

The typical American eats out once a day. How are your meals out prepared? The answer is important, especially if you are watching your weight.

You can eat away from home and

continued on next page

HARRISBURG SECTION

Mr. Gene Fritz, President of Krutulis-Fritz Associates, discusses changes in Pennsylvania's motor vehicle insurance requirements at a January dinner meeting in Camp Hill.

Over 50 members attend Harrisburg's January 7th dinner meeting at Hardings Restaurant.

Leonard Bellanca, Program Chairman and Vice President of the Harrisburg ASHE Section, cites David Sims at conclusion of a recent Harrisburg Program.

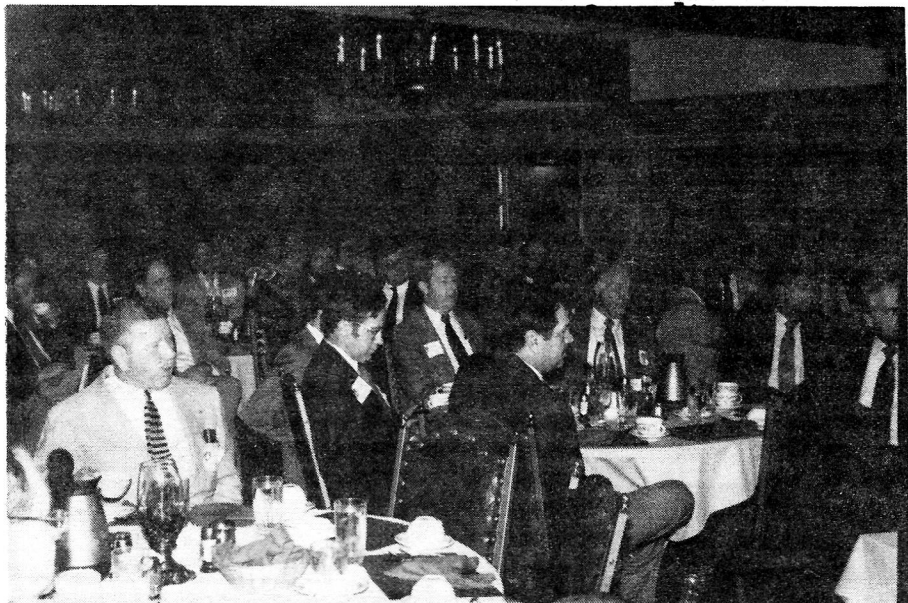
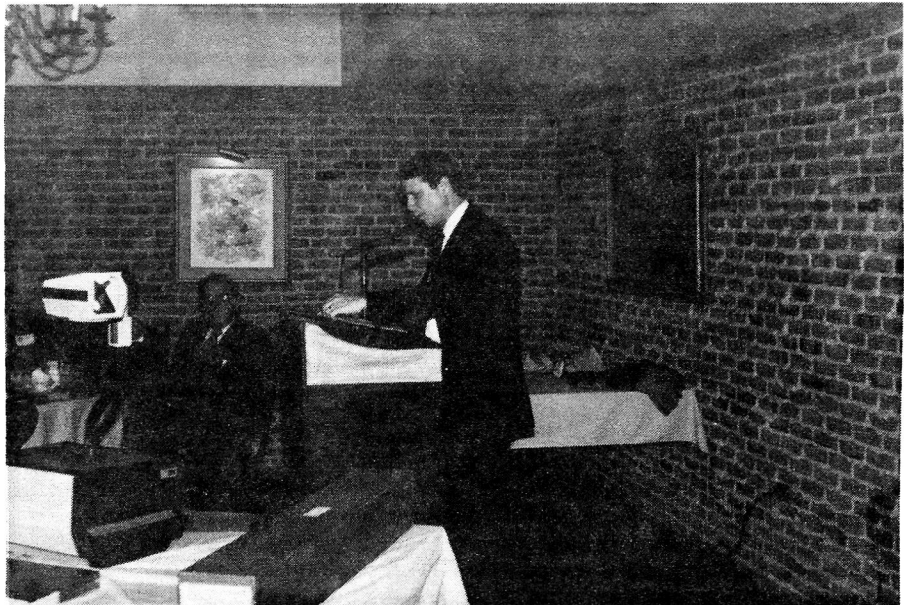
yet enjoy delicious meals that conform with the American Heart Association's dietary recommendations. One way to do it is to watch for the AHA name on restaurant menus. You can find meal options approved by AHA in a growing number of restaurants (Sizzler Family Steakhouse and the Hungry Tiger, for example), hotels (Marriott, Fairmont and Sheraton) and even on airplanes (American Airlines).

The goal of the AHA's "Eating Away from Home" program is to provide tasty and heart-healthy meals low in fat and cholesterol. The AHA selections on the menu are generally lower in calories too because of smaller portions and modified methods of preparation. For example, meats are lean and usually baked or broiled and vegetables are prepared without heavy sauces. In some parts of the United States, dining out guides produced by local AHA chapters list restaurants that routinely, or at your request, prepare food according to AHA's dietary guidelines.

If you don't know enough about a restaurant, call it in advance to ask about the food and whether special requests will be honored. Ask whether the restaurant will: (1) Serve margarine rather than butter, and skim rather than whole milk? (2) Prepare a dish using vegetable oil — corn, soy, sunflower, safflower — or margarine rather than butter? (3) Trim visible fat off meat and skin off poultry? (4) Prepare a dish without added salt or monosodium glutamate, MSG? (5) Serve fruit — fresh or in light syrup — for dessert? (6) Have a special seating area for non-smokers?

Once you're in the restaurant, be assertive. Remember that you are the patron. Don't be intimidated by the menu, atmosphere, waiter or waitress. If you wish to cut down on the size of your meal, choose appetizers as the main course, order a la carte or share food with a companion.

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OFFICERS 1984-1985

Charles E. Luff President
William H. Allen, P.E. 1st Vice President
G. Michael Tiani ... 2nd Vice President
Terence D. Conner, P.E. Secretary
Robert E. Yeager, R.S. Treasurer
Warren A. Miller

Immediate Past President

DIRECTORS

3 years · David E. Bower
Thomas G. Criswell, P.E.
Samuel H. Callisto, P.E.
David B. Jones, P.E.
Edward S. Nasuti, P.E.

2 years · David E. Baker
Matthew J. McTish, P.E.
Michael J. Suich

1 year · Albert J. Bedard, Jr., P.E.
Daniel K. Bittler, P.E.
Frank S. Lopez, Jr.
Daniel V. Naranch

Address Corection Requested

Robert M. Sherr
205 Banner Street
EMMAUS PA. 18049

U.S. POSTAGE PAID



PERMIT No. 1.

SECRETARY'S CORNER

By now every section secretary should know that my address is changed as follows:

Terence D. Conner
107 Spruce Way
Uniontown, PA 15401

We have been making some progress in keeping our mailing list current. With continued cooperation of the section officers and the advantage of computer listings, members should be receiving society mailings uninterrupted.

It may be a bit early but I am reminding section officers that the section officers roster for 1985-86 is due to me no later than June 15, 1985 and your financial statement is due no later than July 1, 1985.

Respectfully,
Terry Conner

Insist that food be served the way you want it — with dressings, gravies and sauces on the side, for example. Send the food back if they don't do it right.

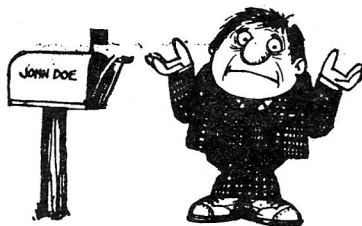
Help your heart! You can get a healthy meal if you know how. When reading the menu, look for items prepared without adding fat, such as those that are steamed, cooked in their own juice, broiled, roasted or poached. Avoid food cooked in butter sauce, cream sauce, cheese sauce, hollandaise or gravy. Also avoid food that's been sauteed, fried, braised, creamed, escalloped, basted, stewed, pickled or smoked.

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.



For Motorists

A new motor vehicle regulation may soon be saving thousands of lives in the United States.

The rule requires automobile manufacturers to install automatic protection devices in new cars. These include automatic safety belts, air bags or any new technologies that provide occupant protection in a 30 mile-per-hour crash test.

The automatic restraint law will go into effect in 1986,

MEMBERSHIP

Altoona	166
Central Ohio	75
Charleston	67
Clearfield	58
Cuyahoga Valley	105
Delaware Valley	331
East Penn	107
Franklin	241
Harrisburg	278
Lake Erie	28
N. Central W. V.	38
N.E. Penn	105
Ohio Valley	25
Pittsburgh	276
S. W. Penn	107
Western Reserve	73
Williamsport	118

TOTAL 2204

Professional Status	38%
DOT	35%
Consultant	23%
Contractor	23%
Other	19%

starting with ten percent of all vehicles made that year.

Wearing a safety belt continues to be vital. Studies show that safety belts cut the number of serious injuries received by 50 percent and fatalities by 60 to 70 percent.

Happiness is getting a bill you've already paid so you can write a nasty letter.