

The Transportation Times

ASHE DELAWARE VALLEY SECTION

2012-13 EDITION #1

A Message from President Bruce Masi



Yesterday morning, I awoke to an early morning temperature of 57 degrees. It has been quite some time since the overnight low has dipped below the 60's. Ah, another seasonal change is upon us.

Like the seasons of nature, ASHE has seasons also. Shortly, we will be having our first dinner meeting of the 2012-13 season, and already your Board of Directors and Section Officers have been hard at work for the Delaware Valley Section. We formed two new committees this year, namely a Young Member Committee and a Student Chapter Committee. Both of these Committees will look toward providing new and future engineers with the benefits that the rest of us enjoy as members of the American Society of Highway Engineers, but in a more targeted fashion. Additionally, we will be bringing in "new blood" into our organization and better ensuring our continuation for years to come.

Speaking of which, I have a request (actually it's a challenge). I feel that there is no reason why we cannot win the Gene Smith Award from ASHE National. This award is given out, at the National Conference each June, to the Section that has secured the most new members. We actually were presented with the award at the 2011 National Conference, and I believe that we have a committed-enough membership that we can secure this honor again. Typically, the winning Section has secured about 30 new members; thus, I am asking all of us collectively to bring in at least 35 new members between now and April 1, 2013. Since we have 350+ members on the books, this should not be that problematic of a challenge. So please ask your colleagues to join us.

The Board of Directors met in late June for our annual organization meeting. We established the committee members as well as appointed the Committee Chairs. I am happy to report that we have the most (non-Board member)

committee volunteers, in the past 8 years. (Nice job, guys!) These committees take care of everything from nominating officers for the upcoming year, determining the engineering students who will be our 2012-13 scholarship winners, evaluating and selecting the Projects of the Year, setting up and running the dinner meetings, as well as much, much more. There is A LOT of work that a small group of people do for our members, and I'm certain that you'll join me in thanking each and every one of them. Especially since all of their time is uncompensated, because we are a volunteer organization.

As always, we will be providing presentations at our dinner meetings and the Technical Sessions, so that our members can secure the professional development hours (PDH's) which are required under Pennsylvania law, as well as New Jersey and a number of other states.

Well, it being the weekend as I am writing this, I have much yard work to accomplish today. But, I am looking forward to seeing all of you at the September 19th Dinner meeting. May you and your family enjoy a festive, happy, and healthy rest of summer.

*Your devoted President,
Bruce P. Masi, P.E.*

2012-13 Meeting Dates – Mark Your Calendars!

In order to help you plan your attendance at our Section's meetings for the coming season, here is the schedule of meeting dates. We will be keeping our meetings on a third-Wednesday pattern, with one exception as noted below.

After the September 19 meeting, others will be as follows:

October 17, 2012
November 7, 2012 (NOTE – first Wednesday)
January 18, 2013 (annual joint meeting with ASCE)
February 20, 2013
March 20, 2013
April 17, 2013

Meeting topics have not yet been finalized but will be announced in each monthly meeting announcement flyer.

We are also planning Technical Sessions, to follow the success of those conducted and well-received last season. As always, if you have any thoughts on topics or would like to present a session, please pass this along and the Board will explore it.

ASHE Mission Statement

Provide a forum for members and partners of the highway industry to promote a safe, efficient and sustainable highway system through education, innovation and fellowship

**Delaware Valley Section
Officers and Board of
Directors – 2012-13 Season**

Bruce Masi, President
Gannett Fleming Inc.
Stephanie Butler, First Vice President
McMahon Associates Inc.
Bob Wright, Second Vice President
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Board of Directors
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Pete Berthold
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Carlos Garcia
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Don Stark
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Rob Prophet, Regional Director
Traffic Planning & Design Inc.

Dick Prentice, Past President (ASHE National)
McMahon Associates Inc.

With this slate, our Section has successfully filled the vacant Board positions designated for contractor and government/agency representation for the first time in several years. Thanks to all who have volunteered to be part of our Section's governance.

Dues Invoice in Your Hands

Your invoice for ASHE dues for the 2012-13 season were mailed in mid-July. We appreciate your prompt payment so you can remain in good standing with ASHE and our Section. **We thank you for your continued support.**

Please also provide your up-to-date contact information on the sheet that accompanies the invoice so that our files may have your current address, e-mail, mailing preference, and whether you would prefer to receive hard copy of Section announcements and THE TRANSPORTATION TIMES.

Philadelphia Engineering Foundation Golf Tournament

The 13th Annual Philadelphia Engineering Foundation (formerly Delaware Valley Engineers Week) Golf Tournament will be held on Monday, October 1 at Blue Bell Country Club. If you would like to participate as a golfer and/or a sponsor, please view the brochure on the Engineers' Club of Philadelphia website, www.engrclub.org. And, if you enjoyed the Blue Bell course at our Section's outing in July, here's another chance to play at this otherwise-private club

Infrastructure Day Recap

On May 8, engineers from across our state assembled in Harrisburg for Infrastructure Day (formerly known as Legislative Affairs Day). This year marked the sixth time this event was conducted, with the focus on transportation funding and related issues. The attendees met with numerous legislators and staff and urged the Pennsylvania General Assembly to support these issues.

The event was a joint effort among the American Council of Engineering Companies (ACEC), the Pennsylvania Society of Professional Engineers (PSPE), the American Society of Civil Engineers (ASCE), the Engineers' Club of Philadelphia, and ASHE. Our Section was represented among the participants.

Thanks to those who were able to attend and support this important event. We look forward to continued such interfaces with elected representatives in the future, as we continue to "hammer home" the importance of transportation funding and mobility.

So You Want To Be On A Section Committee...?

Our Section Committees and Committee chairs are listed below. If you have an interest in being part of any Committee, please contact Section President Bruce Masi or Second Vice President/Editor Bob Wright (contact information is provided on page 8):

<i>ASHE/PennDOT Breakfast Meeting</i>	Carlos Garcia
<i>Audit</i>	Bruce Masi
<i>Dinner Meetings</i>	Mark Kinnee
<i>50/50</i>	Dick Prentice
<i>Golf</i>	Rob Prophet
<i>Hotel</i>	Phil Mandato
<i>Membership</i>	Bruce Masi
<i>Newsletter</i>	Bob Wright
<i>Nominating</i>	Stephanie Butler
<i>Program</i>	Rob Prophet
<i>Project of the Year</i>	Bill Laird
<i>Public Relations</i>	Don Steele
<i>Scholarships</i>	Sarah McInnes
<i>Student Chapters</i>	John Caparella
<i>Technical Papers</i>	Curt Shugars
<i>Technical Sessions</i>	Jack Mitchell
<i>Website</i>	Rob Prophet
<i>Young Members</i>	Mike Pote

Delaware Valley Section Patron (D.V.S.P.) Program – Embarking on Season 8

***** Five-Year Participants *****



The Section started the D.V.S.P. Program in the 2005-06 season to allow supporting firms to be recognized. We are proud to note that 15 firms participated in the Program last season (listed above).

Many thanks to those of you who have signed up and helped support the Section’s many activities. As you may be aware, the proceeds of the D.V.S.P. go directly to support the Section’s Scholarship Fund.

We will be starting the program again for the current year shortly. The cost for the “basic” level of support (\$100) will remain as it has been since the start of the program. As we started last season, we are once again offering a “website” level, which, for \$150, will allow your logo to be placed on our website as well as in THE TRANSPORTATION TIMES, with a hyperlink directly to your website. More details will be provided in our solicitations for sponsorship renewal.

Last season’s sponsors will be contacted shortly to determine if they are interested in continuing as D.V.S.P.’s for 2012-13. If you are not in this Program and would like to join, please contact Section President Bruce Masi or Second Vice President/Editor of THE TRANSPORTATION TIMES Bob Wright (contact information is given on page 8).

Our Section Turned 45 in January



The Delaware Valley Section was formed in 1966 with a total of 69 members. Our Section’s Charter was approved by ASHE National on January 25, 1967, as the tenth Section in the then-fledgling ASHE organization.

The ASHE organization was founded in 1956, with the Harrisburg Section holding Charter #1.

Professional Development Requirements Update

As you may be aware, professional engineers, land surveyors and geologists in Pennsylvania are required to obtain continued professional development (CPD) credit to renew their licenses. PE's, PLS's and PG's will need to have 24 hours of professional development that is related to their practice during a licensure period (two years). A similar requirement was effected for New Jersey PE's in 2011.

Our Section's meeting program and Technical Sessions will be able to count toward your continuing education

requirement and a verification program is in place to help you obtain and track your PDH's.

It appears that Delaware is also working on a program to require continuing education for continued licensure, but this may not be implemented until 2014. We will keep you up to date on developments that happen here. Once we are able to review the requirements, we will be able to determine how our program can satisfy them.

Project of the Year Awards Presented in April

The Section cited two projects as part of our Project of the Year competition for 2011. A total of nine projects – six in the “small” category and three in the “large” group - were submitted for consideration in this competition. At the outset, the “small” and “large” definitions were not set, to see the number of submissions before making a dollar-value cutoff, but, as it turned out, the groupings used in previous years (dividing projects into under/over \$10 million construction cost) were utilized by the Project of the Year Committee. The candidate projects submitted were the following:

Under \$10 Million entries

High Street over Manatawny Creek Bridge
 El Centro deOro Streetscape Improvements
 Upper Black Eddy - Milford Toll-Supported Bridge
 SR 4005 over Skippack Creek
 SR 2001 over Northeast Extension (PATPK)
 SR 0001 over Chester Creek

Over \$10 Million entries

Gustine Lake Interchange
 South Street Bridge Reconstruction
 Chester City Access Improvements to Commodore Barry Bridge

As has been the case in the last few years, the list of projects submitted was quite impressive, and the decisions were certainly tough ones. Despite this, the Committee was able to select two winners.

We are proud to present information and background on the selected projects and project teams below. Awards were presented to the project teams at the Section's April 2012 meeting.

Winner Under \$10 Million:	Upper Black Eddy - Milford Toll-Supported Bridge Rehabilitation Bucks County, Bridgeton Township, Pennsylvania Hunterdon County, Milford Borough, New Jersey
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Project Team

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| <ul style="list-style-type: none"> • Owner – Delaware River Joint Toll Bridge Commission • Designer – Erdman Anthony | <ul style="list-style-type: none"> • Contractor – Road-Con • Inspection Agency – JMT |
|--|--|

This project involved the rehabilitation of an existing 675-foot long, three-span Warren truss bridge over the Delaware River that connects Upper Black Eddy, Bridgeton Township, Pennsylvania to Milford Borough, Hunterdon County, New Jersey. The Upper Black Eddy-Milford Toll-Supported Bridge was constructed in 1933 utilizing stone masonry abutments and piers from a previous bridge that was originally built in 1842. The bridge is owned and maintained by the Delaware River Joint Toll Bridge Commission (DRJTBC). The Bridge is the only non-load posted crossing of the Delaware River between I-78 (20 miles to the north) and US 202 (25 miles to the south). The Bridge is also a “toll-free” facility that is maintained through tolls collected at other DRJTBC river crossings.

The goal of the project, as defined by the DRJTBC, was to rehabilitate the Bridge to preclude the need for major repairs and long-term closures for a minimum of 15 years. The

project was designed by Erdman Anthony and constructed by Road-Con, Inc, with CM/CI services provide by Johnson, Mirmiran & Thompson (JMT). AECOM provided project management support for the DRJTBC.

Having never undergone a comprehensive rehabilitation in its 75-year life, the Bridge was showing signs of deterioration, including moderate corrosion of the truss members, heavy corrosion and vertical heaving of sections of the concrete filled inverted T-beam deck, significant corrosion and section loss in some members of the floor system, and cracking and spalling of the pier and abutment bridge seats and backwalls. The rehabilitation included blast cleaning and repainting of the truss, complete replacement of the floor system, installation of a new bridge deck and sidewalk, installation of new bearings, masonry repairs, bridge seat and backwall reconstruction, placement of rip rap in the river around the piers, and upgrades to the lighting system. The 20-foot clear

roadway width between the existing trusses was maintained in the rehabilitation. Design of the project began in 2008. Construction began in January 2011 and the bridge was open to traffic by Memorial Day 2011.

Located in communities that rely heavily on tourism to support their economy, the public's interest played an important role in the rehabilitation. Construction for this rehabilitation was originally proposed to begin in early 2010 utilizing staged construction and part-time bridge closures. With construction scheduled to start during the national economic recession, the residents and business owners voiced their concerns of how the rehabilitation would impact their livelihood if the bridge were under construction during their peak tourism months. The effects of three major floods in the past five years and a series of other transportation projects that diverted traffic away from the area had already put a burden on the local economy. During the planning process of the project, the DRJTBC conducted stakeholder meetings and open-houses with the communities on both sides of the Delaware River. Project aspects such as staging, schedule, and construction techniques were discussed during the meetings and residents were able to voice their opinions before the DRJTBC made any final decisions.

Taking the public's interests into consideration, the DRJTBC decided to postpone the bridge rehabilitation until 2011, one year later than originally planned. Furthermore, it was determined that construction during the winter months, using a complete bridge closure to expedite the construction schedule, would cause the least negative impact on the communities. The bridge shutdown was initiated on January 11, 2011 and the Commission made a commitment to have the bridge re-opened to traffic by Memorial Day, 2011. Since the Bridge is the only non-load restricted bridge over the Delaware River for an approximately 45-mile stretch, trucks were forced to take a 40-mile detour during construction while cars were able to use adjacent crossings with only a 12-mile inconvenience. Although there were several schedule impacts due to severe winter weather, such as snow, rain, high winds, and high river levels, the bridge was reopened on May 20, 2011, just prior to the Memorial

Day weekend. The four-month-long bridge shutdown came to a joyous end with an impromptu parade of vehicles crossing the reopened bridge on the evening of May 20.

Roadway noise from vehicles on the bridge was another concern raised by the public, specifically from proprietors of bed-and-breakfast inns located immediately adjacent to the bridge. In the original design concept for the rehabilitation, a steel open-grid bridge deck was recommended for its rapid installation (no time needed to cure deck concrete) and its cost. Using an open grid deck, the deck could be installed in sections using night-time or weekend bridge closures, and the bridge could be re-opened to traffic between construction stages. With the public's willingness to endure a full-time bridge closure to expedite construction, the design team opted to use a concrete half-filled steel grid bridge deck that was over-filled with a 1½" thick concrete wearing surface. To the satisfaction of the public, the solid surface of this deck type produces much less roadway noise as compared to vehicles traveling on an open-grid bridge deck. At the same time, this deck type better protects the steel floor system of the bridge from water and provides for a much smoother ride quality.

Aesthetics was also an important aspect in the design decisions associated with the bridge rehabilitation. The Bridge plays a significant role in the economy and culture of the region and is an iconic feature of the adjoining river communities. The design team strived to preserve and enhance the overall appearance of the bridge while at the same time upgrading details that improved safety for the traveling public, including pedestrians and bicyclists. The choice of lighting fixtures and sidewalk railings were two specific areas where aesthetics was considered. The style of both of these items was chosen to mimic the 1930's vintage of the existing bridge. In addition, the semi-gloss green paint (the actual color is antique bronze) used on the truss was chosen to match the color of the existing bridge.

The rehabilitation of the Bridge is part of the Commission's more than \$1 billion Capital Improvement Program that has been ongoing since 2001. The construction cost of the effort was \$7,824,948.81.

**Winner Over \$10 Million: Gustine Lake Interchange Project
Philadelphia County, Pennsylvania**

Project Team

- Owner – PennDOT District 6-0
- Designer – Michael Baker
- Contractor – Buckley and Company
- Inspection Agency – Urban Engineers

PennDOT's Gustine Lake Interchange project replaced four aging, structurally deficient bridges while incorporating roadway enhancements in a complex and compact urban interchange. This project is an excellent example of how innovation, smart transportation and stormwater management best practices can collectively come together to produce excellent results in a short construction period.

Built in the mid-1960's, the Gustine Lake Interchange (SR 8045 Section GUS) is a series of six structures carrying traffic from Philadelphia to the surrounding suburbs. The Gustine Lake Interchange is located at the confluence of City Avenue, Lincoln Drive, Kelly Drive and Ridge Avenue. With

five of the six grade-separated structures exceeding their design life, this project became a priority for District 6-0. Although originally scoped as a bridge replacement project for five bridges, coordination with the East Falls, Manayunk and Roxborough communities resulted in an enhancement of the entire interchange. Context-sensitive design was applied to create aesthetically pleasing structures as well as a gateway between urban communities. Bridge #3, carrying traffic from northbound City Avenue to Ridge Avenue, was replaced with a signalized intersection that eliminated the yield merge of these roadways, simplified driver decisions and improved the flow of traffic. A portion of the ramp was replaced with a bus lay-by lane addressing SEPTA's bus

staging needs for the nearby Wissahickon Transit Center. By eliminating the ramp that merged with Ridge Avenue, the former ramp proper created the opportunity for a linear bioretention basin, which served to improve water quality. To further help meet community goals, the Baker Team redesigned the intersection of Ridge Avenue and the Bridge #1 ramps by consolidating turns onto the ramp at a single decision point. The new configuration reduces driver confusion and conflict points. At this same intersection, the community's desire to calm traffic was addressed by improving and condensing the right turn lane and island from the ramp onto Ridge Avenue.

As if the maintenance of traffic for 100,000 motorists that use the interchange on a daily basis was not challenging enough, this project had a limited construction duration of 24 months based upon its American Recovery and Reinvestment Act funding. To meet the schedule constraints, multiple structures were constructed concurrently. Two of the bridges used detours that directed vehicles off the bridge and across a temporary signalized intersection with the crossing roadway underneath. Pedestrian detours were implemented throughout the interchange to address the pedestrian generators that included the Arthur Ashe Tennis Center, residential homes, the SEPTA Transit Center, and the Gustine Lake Community Center.

One of the most challenging aspects of this project was the maze of utilities beneath the interchange. Twenty-inch gas mains, PECO duct banks, and aerial facilities amongst other utilities are scattered throughout the interchange. With Bridge #1 located between the Philadelphia Water Department water intake and pump house, several critical drinking water supply lines ran underneath the bridge, including two 8-foot diameter brick pipes. As a result of advance planning, Baker enlisted the services of a subsurface utility company to identify and locate utilities throughout the interchange. Through thoughtful design and coordination with the Philadelphia Water Department, the

water lines underneath the existing abutment were avoided by replacing the existing 3-span bridge with a 2-span continuous bridge. The proposed abutment used micropile foundations to avoid interference with additional pipes in this area.

Other components of the project included aesthetically pleasing monopipe sign structures (one of the first statewide for PennDOT), six bioretention areas, interchange lighting system replacement, and ADA-compliant pedestrian accommodations.

This project contained innovative approaches, collaboration with stakeholders, and context-sensitive design that turned an urban interchange into a community's sustainable roadway. This was all accomplished within a compressed design and construction duration. From the structural design of the monopipe sign structures, to the geotechnical application of micropile foundations, to the stormwater best management practices, several design components of the Gustine Lake Interchange were some of the first constructed in the region. Innovative approaches were used to allow the foundations to avoid critical utilities and carry 100,000 vehicles during concurrent bridge reconstruction efforts.

This project is a good example of what can be accomplished when a design team has the right combination of expertise and experience, proactive management approach and collaborates with communities and utility companies.

This project took an existing urban interchange and created a friendly gateway into the surrounding neighborhoods. The design team was able to reduce the overall amount of impervious area and address stormwater quantity and quality through green infrastructure. Final design was completed in an accelerated one year period. Originally intended to have a construction duration of four years, through collaboration with the contractor, client, construction manager and design team, construction was completed in 23 months.

2011-12 Section President Don Stark congratulated the award recipients at our April meeting, when representatives of the owners, designers and construction companies accepted the awards. Bill Laird, Chair of the Section's Project of the Year Committee, expressed the Committee's pleasure with both the caliber and number of submissions.

The Section extends our thanks to all the award applicants for their participation, and we look forward to the recognition of projects within our area next year. We encourage project designers, constructors and inspectors to submit efforts for consideration when the 2012 competition opens in January. **Special thanks to the Project of the Year Committee for another job well done!**

Additionally, each of these projects will be featured at a upcoming Section meeting. The topic of our September meeting will be the Upper Black Eddy-Milford Toll-Supported Bridge Rehabilitation. We have tentatively scheduled the Gustine Lake Interchange Project as the topic of our January meeting.

Dinner Meetings/Technical Sessions Costs

Dinner Meeting prices for the 2012-13 season will be held at \$35 with advance reservations (by the reservation deadline) and \$45 for after the deadline/at the door, the same as the last two seasons, with the cost for public employees and students remaining at \$20. These costs remain low compared to those charged by other technical groups as we strive to negotiate the best deals we can with our provider to keep costs as low as we can.

Additionally, Technical Sessions, which had been free in the past, will remain free for Section members (another benefit of ASHE membership!). Non-members wishing to attend will be assessed a \$40 charge for each Technical Session.

Members in Transportation/Transition

Milliken Cited by ASCE Philadelphia



Section Past President Bob Milliken was cited by the Philadelphia Section of the American Society of Civil Engineers (ASCE) as the recipient of its Engineering Manager of the Year award for 2012. This award was presented to Bob at the Section's Annual Spring Social, which was held on May 18 at the WaterWorks Café in Center City Philadelphia.

Bob is President of Underground Services/Soft Dig in West Chester.

Section President Ann Tomalavage is pictured presenting the award plaque to Bob.

Congratulations to Bob on this well-deserved honor!

Golf – Another Successful Outing

Our 17th Annual Golf Outing was held on a beautiful but warm Monday, July 16 at Blue Bell Country Club. A scramble format was used once again to make things a little more interesting. Roughly 70 participants were there to enjoy a day of golf and support the Section Scholarship Program. Over \$4000 was raised for the Scholarship Fund, through the proceeds of the Outing, including a putting contest. We especially appreciate the generosity of our sponsoring firms as well:

Platinum

Ammann & Whitney
Gannett Fleming
HDR
Pennoni Associates
Powell Trachtman

Gold

Urban Engineers

Silver

Apex Environmental
Brudis & Associates
Traffic Planning & Design

This year's prize winners were:

Teams

- 1st place – Russell Buck, Peter Quinn, Kendall Eberhardt, Jay Sim (second year in a row that Jay is on the winning team!)
- 2nd place, decided by tie-breaker – Sam Knaster, Don Stark, Herman Lloyd *
- 3rd place – Fred Brehm, Steve Bardsley *

Prize Hole Winners

Eric Berg
Steve Bardsley
Ken McClain
Russell Buckley
Dave Thornerr
Steve Raposley

* indicates that not all team members/winners were able to be recognized. If you were among these winners and would like to be named, please let us know and we'll provide updated information in a future edition of THE TRANSPORTATION TIMES.

Thanks to the Golf Outing Committee and Chair Rob Prophet for another successful Outing and a nice-size contribution to the Section Scholarship Fund.

And, Speaking of the Donna Prentice Memorial Section Scholarship...

The application process for the Section Scholarship Program will open in September. More information will be provided on this in the next edition of THE TRANSPORTATION TIMES. Last season, a total of \$5100 in awards was made to seven candidates.

The Scholarship Program was started by the Section in 1972. Over the past 35-plus years, it has benefited numerous local college students, many of whom have gone on to become ASHE members after graduation. It was renamed in honor of the late **Donna Prentice**, wife of longtime Section member Dick Prentice, in 2003.

Welcome New Members

We have received a total of 29 applications for Section membership since the beginning of this year. Most of these are applications for new members joining ASHE, with a handful of others who already hold ASHE membership in other Sections submitting their requests to join our Section as well.

Last year, you may recall that our Section was the recipient of National ASHE's Gene Smith Award for 2011. This award is given annually to the Section with the largest numeric increase in membership. Between the April 2010 National Board Meeting and the April 2011 National Board Meeting, our Section added 30 members to achieve our current total of 365. We are hopeful that we can once again qualify for the Gene Smith Award this year. Section President Masi, in his President's Message (page 1), has asked all current Section members to help recruit new candidates for membership to help us achieve this distinction once again.

Other Honors/Awards Presented in April

In addition to the Project of the Year awards and the "changing of the guard" at the April meeting, other individuals were cited, as noted below. Congratulations to all!

Person of the Year - Elaine Elbich

Our 2011-12 Delaware Valley Section Person of the Year winner is Elaine Elbich, PE. Elaine is a Portfolio Manager with the Pennsylvania Department of Transportation Engineering District 6-0. She has graciously served our Section as a Board member, officer and Past President for almost two decades. We thank her for her many years of service and dedication to our Section and our industry.

Delaware Valley Science Fairs Award – Mitchell Young

Mitchell Young, a student at St. Aloysius Academy, won our Section's Award at the Delaware Valley Science Fairs in April for his project, "Red Light Running". Mitchell was able to attend the April meeting and display his winning project.

From the Editor...

THE TRANSPORTATION TIMES, the newsletter of the Delaware Valley Section, is published and distributed to our Section's members to advise and update all on current events and happenings in the Section.

If you have news items for future editions of THE TRANSPORTATION TIMES, please feel free to contact us.

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