

THE TRANSPORTATION TIMES

AMERICAN SOCIETY OF HIGHWAY ENGINEERS, DELAWARE VALLEY SECTION

2022-23 EDITION #1



Meeting Schedule

Dinner Meetings

- September 21
- October 19
- November 9
- January 18
- February 15
- March 15
- April 19

Please see the article on Dinner Meetings on page 3 for more information on our planned program.

Technical Sessions

Technical Sessions will be scheduled throughout the season and will be conducted virtually. See page 3 for more information on this.

President's Message

Welcome to the ASHE 2022-2023 season! I hope that our membership is well and enjoying the summer. Thank you to our returning members and welcome to those new members that have recently joined. I look forward to meeting you at future meetings. I would also like to thank Corey Hull for his great work as President this past season.

In April of 2022 we returned to our first in-person meeting. This was our first in person meeting in over 2 years! It was amazing to see familiar faces, catch up with friends, and see all the project of the year submissions. The current plan is to continue in-person meetings for the 2022-2023 season.

Your 2022-2023 ASHE Delaware Valley Board of Directors have been working hard preparing for in-person meetings, Tech Sessions, and other events we offer throughout the year. Helping to plan this upcoming year are the newest Board of Directors – Kim Waters, Juli Wolfe, Don Gusic and Sean Pence. All four have been involved with committees, and we are happy to welcome them to the Board.

Speaking of committees, we have over 25 members this year volunteering their time to lead and assist with these committees. If you would like to help us as part of a committee, we have a list of them and their chairs on page 2. Being a part of a committee is a great way to get involved and connect with your fellow members. Please reach out to me or the chair directly if you would like more information.

I would also like to take this moment to announce two new awards that ASHE Delaware Valley will be presenting to the membership at our April 2023 dinner meeting: Member of the Year and Young Member of the Year. Stay tuned for more details and the selection criteria.

I look forward to serving as President this year. See you all in September!

Sincerely,

Nathan Parrish, PE
President, ASHE Delaware Valley Section



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Section Membership/Dues Renewal Update

We are proud to report that we currently have **344** Section members, making our Section one of the largest in the national ASHE organization. Thanks to those of you who continue to support our Section.

Membership renewals were sent in June. If you haven't already done so, please plan to renew promptly to maintain your membership. As you may be aware, dues must be paid by October for you to avoid being removed from our membership rolls.

After August 1, an additional \$10 has been tacked onto the renewal invoice as a "late fee".

**2022-23 Delaware Valley
Section Officers and
Board of Directors**

President

Nate Parrish
HNTB

First Vice President

Isaac Kessler
Remington & Vernick Engineers

Second Vice President

Amber Midgley
AECOM

Treasurer

Steve DiSciullo
Michael Baker International

Secretary

Kevin Rice
HNTB

Immediate Past President

Corey Hull*
JMT

Board of Directors

Term expires 2023

Don Gusic
CDM Smith

Mariah Kerr
Traffic Planning & Design

Matt Ward
TranSystems

Steve Windle
McMahon Associates

* Past Section President

Our Section Officers and Directors for the current season are listed here. Please thank these individuals for their volunteer service in the administration and operation of our Section.

Term expires 2024

Elaine Elbich*
Pennsylvania Department of Transportation

Alexa Egan Harper*
Gannett Fleming

Bob O'Neil
NTM Engineering

Kimberly Waters
JMT

Term expires 2025

Peter Berthold*
Pennsylvania Department of Transportation

Bruce Masi*
Gannett Fleming

Sean Pence
Traffic Planning & Design

Juli Wolfe
RETTEW

Regional Director

John Caperilla*
McTish, Kunkel & Associates

Section Executive

Bob Wright*
McMahon Associates

**Section Committees/
Chairs**

Adopt-A-Highway

Amber Midgley

**ASHE/PennDOT
Breakfast Meeting**

Alexa Egan Harper

Auditing

Rob Prophet

Dinner Meetings

Isaac Kessler
Steve Windle

Environmental

Bob O'Neill
Juli Wolfe

50/50

Sean Pence

Golf

Don Gusic

Hotel

Bob Wright

Membership

Mariah Kerr

Newsletter

Bob Wright

Nominating

Isaac Kessler

Program

Isaac Kessler
Kim Waters

Project of the Year

Matt Ward

Public Relations

Corey Hull

Scholarships

Bruce Masi

Social/Society Relations

Elaine Elbich

Student Chapters

Mariah Kerr

Technical Papers

Bruce Masi

Technical Sessions

Ben Deatrich
Kevin Rice

Website

Pete Berthold

Young Members

Sean Pence

If you have an interest in being part of any Committee, please contact Section President Nate Parrish (information is provided on page 10).

Please note that some committees have co-chairs to assist in the often-complicated tasks they must handle.



This season's slate was sworn in at our Annual Meeting in April. Almost all of the 2022-23 Officers and Board are shown in the photo above. From left - Bob Wright, Matt Ward, Mariah Kerr, Don Gusic, Kevin Rice, Corey Hull, Steve DiSciullo, Nate Parrish, Alexa Egan Harper, Bob O'Neill, Pete Berthold, Elaine Elbich, Bruce Masi, Sean Pence, Juli Wolfe, John Caperilla.

We would like to recognize and thank outgoing Board Members **Dave High, Sarah McInnes, Mike Mogan and John Quirus** for their dedication and service. We welcome those new to the Board this season, **Don Gusic, Sean Pence, Kimberly Waters and Juli Wolfe**.

We are fortunate to have seven (!) Past Section Presidents in Board-level service, as noted above, and appreciate having this depth of experience and knowledge to help us run our Section.

DVSP Program Sponsorship - About to Begin Year XVIII*...!

Our Section started the Delaware Valley Section Patron (DVSP) Program in the 2005-06 season to allow supporting firms to be recognized. As you may be aware, the proceeds of the DVSP are entirely dedicated to our Section’s Scholarship Fund. For a \$200 fee for the season, sponsoring firms are cited for their support with their logos displayed on our website and in each edition of THE TRANSPORTATION TIMES. This also provides a “hot link” to access the firm’s website directly from ours.

We had 29 firms make this commitment last season, and they are represented by their logos, shown on page 5 as well as on our website. (And we already have a new sponsor committed for the 2022-23 season!) **Many thanks to those of you who have participated in this program and helped support our Section!**

If you are not already a DVSP and would like to join or find out more about the program, please contact Bob Wright (information provided on page 8). We will be starting Season 18* (sounds a little more impressive with Roman numerals...) of DVSP starting with the next edition of THE TRANSPORTATION TIMES and will be contacting all current sponsors about renewal in September.

DVSP benefits (\$200 for the season)

Logo and Hotlink on Section Website (delvalley.ashe.pro)

Logo in THE TRANSPORTATION TIMES

Dinner Meetings - Yes, the Rumors Are True, We Are Back in Person!

We managed to be able to conduct an entire season of meetings in 2020-21 despite the restrictions and guidance in effect for in-person large groups and gatherings, and did the same for ALMOST the entire 2021-22 season. We were able to pull off our last meeting in April, our Annual Meeting, as an in-person event, and are happy to report that just over 110 attendees came out and took part in this long-awaited event.

We intend to return to our “normal” (or whatever passes for normal in these very different times) routine with in-person dinner meetings starting on September 21 and continuing through the 2022-23 season with the hopes that there will be no further restrictions or limitations that will affect this schedule. As we know, there are no guarantees, and if things change we will certainly keep everyone abreast and up to date, and our past experience is that the situation is ever-changing and evolving. The meeting flyers will have the most up-to-date information on each meeting for your planning purposes.

We anticipate a good program of meeting topics for this season and will continue to provide professional development credit (PDH) as appropriate.

Technical Sessions will continue to be virtual events for this season (more information is provided at right).

We are pleased to note that five DVSP participants - **AECOM, McCormick Taylor, McMahon, TPD and Urban Engineers** - have been sponsors for all 17 years of the Program. Thank you for your long-time support!

Technical Sessions

Technical Sessions will be scheduled once again this season and will continue to be virtual and vary between 12 Noon and 4 PM start times. This format was well-received and worked successfully last season. We are proud to report that a total of 9 sessions were conducted between August 2021 and June 2022 and over 800 PDH’s were awarded to participants.

Roughly \$2200 was realized from attendance fees from non-ASHE members and this will be folded into the Section budget to help defray other costs and expenses.

Young Members Committee Happenings - 10 Years Young !

The Committee is proud to note that it is celebrating its tenth anniversary as a Section Committee this season! It seems like just yesterday that the founding members got things started with several social events and happy hours and this has grown to include other activities such as the Adopt-A-Highway effort and the bowling outing. Speaking of which, each of these was conducted this spring.

Our **Adopt-A-Highway** semi-annual cleanup happened on April 30 with a contingent of helpers from both the Younger Member Forum of ASCE Philadelphia as well as our Committee. This covers the section of Bethlehem Pike in Ambler/Fort Washington. The fall component of this cleanup activity will likely be scheduled in October.

Our **bowling/social event** was held at Our Town Alley in East Norriton on June 8, after a couple of years’ “sabbatical”, with roughly 20 participants enjoying the competition and the networking along with drinks and finger foods. The scores were impressive (that’s our story and we’re sticking to it, and we did not keep the scoresheets (for good reason...)), but we’ll keep the day jobs and defer going on the pro bowling tour, at least for now.

Please watch for more information on planned and upcoming activities in event flyers which will be available in e-mail blasts and communications as well as on the tables at our Dinner Meetings.



Members in Transportation/Transition

Windle Recognized by GVFTMA

The Greater Valley Forge Transportation Management Association cited three dozen local young professionals in its Top TDM Professionals Under 40 awards, which were presented at the TMA's meeting in May. The awards cover a variety of transportation-related fields and firms. Section Board member **Steve Windle** of McMahon was among those cited. We congratulate Steve on this recognition!

Brandt, Medora, Windisch Recognized by ASCE

As part of its annual Section Awards Program, the Philadelphia Section of the American Society of Civil Engineers (ASCE) cited three members of our Section for honors. These awards were made at ASCE's annual Spring Social, which was conducted virtually on May 5 with a follow-up in-person networking event on May 19:

Jennifer Peirce Brandt, Peirce Engineering - Geotechnical Engineer of the Year

Christopher (CJ) Medora, WSP, - Community Outreach and Service Award

Harold Windisch, PennDOT - Government Service Award

We congratulate Jen, CJ and Harold on this recognition!

Elghawy Installed as ASCE Philadelphia President

Also at the noted ASCE event, Section member **Moe Elghawy** of Traffic Planning & Design was sworn in as President of the Philadelphia Section for 2022-23. Moe is active in the ASHE East Penn Section as well, where he serves as a Board member.

Sponsors in Transportation/Transition

McMahon Acquired by Bowman

Bowman Consulting Group Ltd. has acquired McMahon Associates in an action that was finalized in early May. Founded in 1976 and headquartered in Fort Washington, PA, McMahon is a company that specializes in delivery of a full range of innovative transportation planning and engineering services to private and public sector clients. Its focus is on projects oriented to roads, bridges, traffic, parking, traffic signals, ITS elements, community transportation, and public transit.

"For over 45 years, McMahon has specialized in delivering forward-looking transportation, planning, engineering and technology solutions to our clients", said Joseph DeSantis, President and CEO of McMahon. "Our success is the result of the commitment and dedication of our employees, many of whom have been with the firm for most of their professional careers. Bowman is a well-established and culturally compatible firm with services that are complementary to ours. By joining up with Bowman we gain access to new resources and technologies that allow for an even greater investment in the delivery of innovative transportation solutions to our clients while continuing to offer the same personal attention and trusted relationships our clients have come to expect from us."

26th Annual Golf Outing - Another Success !

Our Golf Committee was able to schedule our 26th Annual Section Outing much more easily than last year's, with, fortunately, no postponements or rescheduling this time. Thus, a group of 111 individuals who are either golfers or who own a set of clubs descended upon Bella Vista Golf Course in Gilbertsville on a warm June 13 for some golf as well as networking with colleagues, peers and friends. Play followed a scramble format, with the proceeds to benefit our **Donna Prentice Memorial Section Scholarship Fund**. We especially appreciate the generosity of our sponsoring firms (listed on page 10).

The winning team had to be decided with a tie-breaker as three (!) squads came in 9 under par. Based on the tie-breaker rules, the winners were as follows:

*First place, **Jacobs*** - Tom Cornell, Chis Naab, Ensarmu Shino, Jay Sim

*Second place, **Alfred Benesch*** - Chris Bentz, George Horas, Al Tomaselli, Michael Wunderler

*Honorable mention, **Stantec*** - Jerry Fry, Doug George, Greg Lebo, Craig Suhoskey

Individual prizes were also cited and awarded - these are listed on page 10.

Thanks to the Golf Outing Committee and Chair **Mike Mogan**, as well as the volunteers on hand, for another successful event. We look forward to our 27th Annual Outing next year. And, of course, thanks to all who sponsored and participated to make the Outing a success once again!





Delaware Valley Section Patrons (DVSP) 2021-22 Thanks for your support!



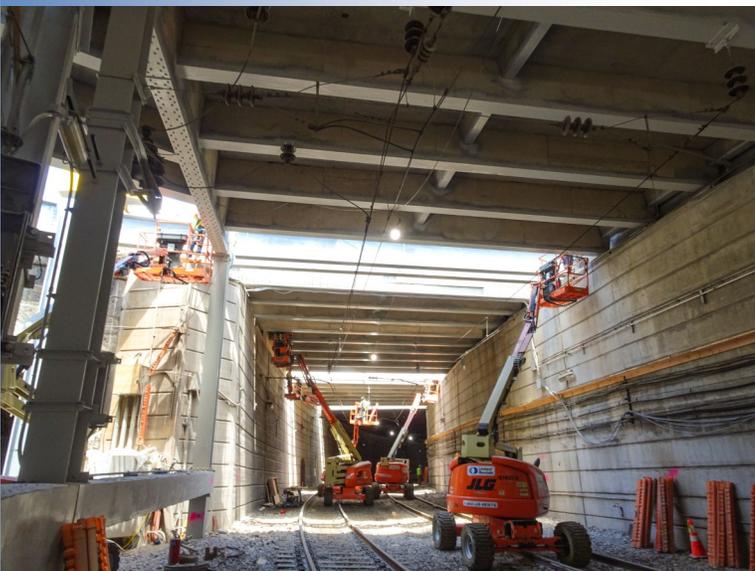
2021 Projects of the Year

Our Section recognized two efforts as part of our Project of the Year competition last season. As has been done in the past, the process was broken into two categories based on construction cost (under \$20 million and \$20 million and over).

Summaries of our award-winning projects are provided here. For additional information, please see the ASHE Scanner, available online at ashe.pro/scanner.html.

Project of the Year – Under \$20 million SR 3028, John F. Kennedy Boulevard Bridge over SEPTA

The Kennedy Boulevard bridge is a PennDOT-owned structure on the segment of this roadway that connects 30th Street to Market Street in the City of Philadelphia, providing a vital road network connection to nearby universities and 30th Street Station. The main scope of work included joint replacement, concrete deck repairs, and critical steel restoration to eliminate the existing 15-ton load posting.



PennDOT District 6-0, in conjunction with SEPTA, began this rehabilitation effort in 2020. The bridge was constructed in 1955 and is mainly a two-span structure comprised of a combination of non-composite concrete-encased rolled steel I-beams and built-up girders with exposed bottom flanges. All spans have a concrete deck that is continuous over the interior support. The span lengths vary by location and the beams are primarily oriented perpendicular to the direction of traffic, which is 90 degrees from normal. The substructure consists of a reinforced concrete abutment cap on top of a stone masonry wall on the west, a reinforced concrete cantilever abutment on shallow concrete foundation on the east, and a steel pier bent comprised of rolled steel columns with an upper steel diaphragm and lower concrete/steel composite railroad collision strut which is all supported on a shallow concrete foundation. The structure included a series of steel columns that were experiencing advanced corrosion and section loss. The stringers along the joint also had advanced section loss and deterioration.

This project included the rehabilitation of the interconnected tunnel structure, which is approximately 400' long, supporting Kennedy Boulevard over SEPTA. The tunnel is primarily beneath 32nd Street and serves over 180 SEPTA Regional Rail trains on three lines, with two tracks and overhead electric catenary lines for train power. This challenging assignment required balancing the needs and desires of PennDOT, the City, local businesses, SEPTA, multiple public and private agencies, universities, vehicular/bicycle/pedestrian commuters, and the local residents with respect to traffic, schedule, and budget, all while extending the remaining useful life of the structure by at least 30 years. This project included all the work that affects the SEPTA tunnel and was included in a SEPTA sponsored project for these improvements. A future PennDOT project will complete additional streetscaping work at street level.

While the existing columns at the joints were replaced due to severe deterioration, with 100% section loss in some areas, it was not feasible to replace every column. The columns that remained between joints had section loss primarily below the existing collision strut, attributable to moisture in the tunnel. The track-level drainage causing the issues was retrofitted to route the water away from the columns. Ultra-high performance concrete (UHPC) encasement was specified for strengthening and protecting the steel columns given the constrained construction duration, the first time this was used in North America. UHPC would provide additional compressive and buckling resistance for the steel columns to compensate for the section loss, especially where there was no steel plating, and also protects against future corrosion of the column bases in the moist tunnel environment.

UHPC was specified to be used for the deck closure pours and the pier bent column repairs, with a minimum compressive strength of 12 ksi in 12 hours. In order to achieve this, accelerated heat curing before significant loading of the deck and columns was allowed. Due to COVID-19, the 12-hour curing requirement was waived during construction, resulting in the use of conventional concrete for the deck closure pours. UHPC was mixed in batches of six cubic yards with a ready-mix truck on top of the deck. All batches exceeded a 28-day compressive strength of 22 ksi and an average 56-day strength of 26 ksi.

Through coordination with SEPTA, it was agreed to schedule a three-week rail outage with a combination of substitute busing and alternate service patterns for the other affected lines, the most efficient and least disruptive to SEPTA's passengers.

As part of the traffic control for the project, a temporary bus loop was designed for the contractor to construct on the 30th Street Station side of Kennedy Boulevard. This allowed the bus stops to remain in their usual locations and allowed the bus traffic to quickly turn around with minimal impact from construction.

Project Cost - \$15,600,000
Owners - PennDOT (bridge),
Southeastern Pennsylvania
Transportation
Authority (SEPTA) (tunnel)
Designer - Alfred Benesch
Contractor - AP Construction
Construction Manager -
PennDOT District 6-0

Project of the Year – \$20 million/over Scudder Falls Bridge

The Delaware River Joint Toll Bridge Commission (DRJTBC) proposed improvements to the I-295 (formerly I-95) Scudder Falls Bridge over the Delaware River and the adjoining I-295 mainline to alleviate traffic congestion and improve operational and safety conditions. The bridge, constructed in 1959, carries I-295 between Bucks County and Mercer County. As part of this effort, improvements have been implemented for a 4.4-mile section of I-295 extending from the PA 332 (Newtown-Yardley Road) Interchange in Pennsylvania (Exit 8) to the Bear Tavern Road (County Route 579) Interchange in New Jersey (Exit 75). The project area includes the I-295/Scudder Falls Bridge, the Taylorsville Road Interchange (Exit 10), and the NJ Route 29 Interchange (Exit 76). These existing interchanges will continue to accommodate all movements and be upgraded to meet the current transportation needs.

The improvements within the project limits included the replacement of these bridges:

- Scudder Falls Bridge - I-295 mainline over the Delaware River/River Road (PA 32)/NJ 29 southbound
- Taylorsville Road Bridge - I-295 over Taylorsville Road (SR 2071)
- PA Canal Bridge - I-295 over the Delaware Canal Towpath
- Approach Bridge— I-295 over NJ 29 northbound/NJ Canal/NJ 175

Additionally, two new bridges were constructed as part of the improved I-295/NJ 29 interchange (Exit 76) - Ramp C (NJ 29 entrance to I-295 northbound) and Ramp G (I-295 southbound exit to NJ 29).

The project involved replacement of the existing four-lane bridge, which was functionally obsolete, with a twin-span structure carrying six lanes of through traffic (three in each direction), two auxiliary northbound lanes for entry/exit travel, and one auxiliary southbound lane for entry/exit travel. The work also included complete reconstruction of the deficient NJ 29 interchange on the New Jersey side and reconfiguration of the Taylorsville Road interchange in Lower Makefield Township (Pennsylvania) to improve the safety and efficiency of the interchanges. Two new roundabouts were constructed at the NJ 29 interchange, with the design in accordance with Federal Highway Administration guidelines. Roadway upgrades included the widening of approximately 2 miles of I-295 on both approaches of the bridge. The effort included evaluation of existing guide rail and design of the appropriate roadside protection for the proposed improvements.

The scope of work included drainage upgrades and other improvements along the approach highway between the NJ 29 interchange and Bear Tavern Road in New Jersey and widening of the Pennsylvania approach highway between the PA 332 exit and the Scudder Falls Bridge by adding a lane in each direction. A bicycle/pedestrian shared use walkway was provided to connect the recreational canal paths on both sides of the river. The proposed inside shoulders were sized to allow for future mass transit service. The work included a new all electronic tolling (AET) collection system in the southbound direction, consisting of high-speed E-ZPass tag readers and video cameras to identify license plates for purposes of collecting tolls by mail from motorists who do not have E-ZPass. Noise-abatement walls were also designed along the approach roadways leading to and from the bridge.

An intelligent transportation system (ITS) equipment building was designed for the installation of the AET equipment and to provide shelter for the DRJTBC bridge monitors. The building was sized to house the proposed AET system equipment with consideration for possible future needs. Equipment housed in the building included lane controller cabinets, E-ZPass reader equipment cabinets, and electrical, HVAC, generator control/monitoring, and network cabinets. The Commission previously used a leased fiber optic system for connectivity among its various toll collection facilities. Space was included in the toll equipment building for other leased communications systems for T1 connectivity, such as video surveillance systems, and for vendor demarcation and their associated equipment.

A stand-by generator was provided to support the AET equipment and associated building systems in the event of power failure or for building maintenance needs. The generator and automatic transfer switch is located adjacent to the toll equipment building in a secure, weatherproof enclosure. Annunciation for remote alarm monitoring was provided. The distribution system for the generator included an uninterruptible power supply (UPS) system to eliminate disruption in AET system service.



Project Cost - \$534,000,000
Owner - Delaware River Joint Toll Bridge Commission
Designer - Michael Baker International
Contractor - Trumbull Construction
Construction Manager - Hill International

Projects of the Year (continued)

The Project of the Year Committee reviewed a total of **nine** submissions for the competition. In addition to the two winning entries, other projects considered were the following:

\$20 million/over

- [American Street Improvements \(Philadelphia\)](#)

Under \$20 million:

- [Allens Lane \(SR 4003\) Bridge over SEPTA Chestnut Hill West Line \(Philadelphia\)](#)
- [Chemical Road Emergency Sinkhole Repair \(Plymouth Township\)](#)
- [Cowpath/Orvilla Roads Intersection Improvements \(Hatfield Township\)](#)
- [South Sandy Flash Road Repaving, Ridley Creek State Park \(Delaware County\)](#)
- [Sandy Run Road Interim Access Project \(Whitpain Township\)](#)
- [SR 73 Offsite Stormwater Management Mitigation Project \(Whitpain Township\)](#)

Thanks to all firms that submitted for this program.

And thanks to **Bruce Masi** and the Technical Papers Committee for their help in putting this information together, as well as **Matt Ward** and the Project of the Year Committee for their work in evaluation of the submissions and selection of the awarded projects.

Donna Prentice Memorial Scholarship Competitions - Awards Made!

Our Section's Scholarship Program has been benefitting local college students since 1972. We have had one of the largest such efforts among ASHE Sections nationally over the years. Many recipients have gone on to positions in the industry, both locally and out of the area, and a number have become members of ASHE.

Last season, a total of \$12,000 in awards was distributed among 7 students. The review of submissions was slightly delayed this year, and the Scholarship Committee was able to recognize 7 students with a total amount of \$12,000 once again being made available for this. The recipients, listed at right, were invited to attend our April Section Meeting to be duly recognized and presented with their awards, and five of them were able to attend.

We are proud to be able to support our local students and help them in their educational pursuits. The Program has benefited numerous local college students over the years, and was renamed in honor of the late **Donna Prentice**, wife of long-time Section member Rich Prentice, in 2003.

Our 26th Annual Golf Outing, conducted in June, helps fund these awards. We thank those of you who participated in and sponsored the Golf Outing. (Please see the separate article on this year's Outing and its results.)

SCHOLARSHIP RECIPIENTS

Justin Chai, Swarthmore College

Bridget Courtney, Drexel University

Christopher Faunce, Drexel University

Andrew Kline, Villanova University

Ethan Maharas, Villanova University

Emily Pingelski, Villanova University

Ryan Prophet, TBD



Our DVSP Program also supports our scholarships, thus we thank all who contribute to this as well. These efforts help to make our Scholarship Program a success every year.

Those recipients who were able to attend our April Section Meeting and be recognized are shown in the photo at left. And thanks to our Scholarship Committee, chaired by **Sarah McInnes**, for another good effort helping future engineers pursue their career goals!

Photo, from left: Ryan Prophet, Christopher Faunce, Sarah McInnes, Bridget Courtney, Andrew Kline, Ethan Maharas

Environmentally Speaking...

Our Environmental Committee provides this regular feature in THE TRANSPORTATION TIMES on items of interest from the environmental side for our awareness and information. Thanks to the Committee for its help in providing this. Two (!) Items of interest this edition!

Waste not, want not...

Jeff Obrecht of **RK&K** offers the following write-up regarding PADEP Guidance on soil concentration levels of Vanadium and the impact on PennDOT's Management of Fill Policy...Enjoy!

In late February 2022, PADEP released Document 258-2182-774, "Utilizing Published Data in Performing a Background Demonstration and Equivalent Site Evaluation for Naturally Occurring Vanadium", as a guidance companion to the Management of Fill Policy (MoFP). This document presents PADEP's use of USGS published soil chemistry to statistically determine a vanadium statewide regional background concentration in soil as an alternative to collection and analyses of individual donor/receiving sites background demonstration when the soil's vanadium concentration exceeded the Act 2 risk-based residential Medium Specific Concentration (MSC) of 15 mg/kg. The publishing of this document establishes that for fill otherwise not affected by an anthropogenic release of vanadium (demonstrated through environmental due diligence), the PADEP-accepted statewide representative background concentration of vanadium is 129 mg/kg.

While this is considered an interim effort as PADEP is assessing a higher vanadium risk-based residential MSC to be published early 2023, for PennDOT, PA Turnpike or private-sector parties contemplating exporting fill, this represents a significant cost savings. The current Act 2 residential vanadium MSC of 15 mg/kg frequently resulted in classification of otherwise clean fill as a residual waste. The acknowledgement and publishing of this PADEP update greatly facilitates the export and appropriate reuse of clean fill from construction projects.

The referenced document is available in PADEP e-library – search for document 258-2182-774:

<http://www.depgreenport.state.pa.us/elibrary/GetDocument?docId=4188314&DocName=UTILIZING%20PUBLISHED%20DATA%20IN%20PERFORMING%20A%20BACKGROUND%20DEMONSTRATION%20AND%20EQUIVALENT%20SITE%20EVALUATION%20FOR%20NATURALLY%20OCCURRING%20VANADIUM.PDF%20%20%3Cspan%20style%3D%22color%3Agreen%3B%22%3E%3Cspan%20style%3D%22color%3Ablue%3B%22%3E%3C%2Fspan%3E%20%3Cspan%20style%3D%22color%3Ablue%3B%22%3E%3C%2Fspan%3E>

Permit me to explain!

Colleen Meiswich of **AD Marble** provides a round-up of ACEC's efforts to improve Chapter 105 and 102 Permit Applications for Transportation Projects in PA.

ACEC/PA's Stakeholder Environmental Permit Task Force was formed in 2020 with the goal of improving the quality and content of Chapter 105 and 102 permit submissions for transportation projects. The Task Force is composed of representatives from various professional organizations including ACEC/PA, WTS Central PA Chapter, PAEP, SWEP, ASHE DelVal, ASHE East Penn, ASHE Harrisburg, and ASHE Pittsburgh.

There are four main goals the Task Force will address:

- Goal #1: Update PennDOT QA/QC forms for 105/102 submissions.
- Goal #2: Improve interdisciplinary (engineer/water resource/environmental) communication.
- Goal #3: Review the KEES system to identify opportunities to eliminate redundant areas asking for the same information.
- Goal #4: Develop procedures to address comments that are specific to individual PennDOT Districts/Conservation Districts.

To address Goal #2, a brochure was prepared to help in addressing the communication challenges associated with permit preparation. Permit preparation is a collaborative effort, and this brochure was developed to improve interdisciplinary communication. Everyone on a design team plays a role in communicating. We are responsible for knowing who needs various data, what data to provide, and when to provide the data. The brochure is located here:

<https://www.acecpa.org/page/EnvironmentalResources>.

There is also a QR Code on page 2 of the brochure so if people print it out to distribute it, they'll be able to snap a picture of the QR Code to take them to the webpage.

Lots of information in this issue, with many things happening over the past few months. 10 pages full of items - one of the largest editions we have had. Enjoy...!

Contact Us

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

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

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REMINDER

Deadline for copy/
information for the next
edition of THE
TRANSPORTATION TIMES

October 21

VISIT OUR WEBSITE!

Please visit
delvalley.ashe.pro
for all the Section's current
information you'll need to
keep up-to-date on things.

Reminder - Membership Applications Are Now Electronic!

If you know someone who is considering becoming an ASHE member, our Membership Application can be downloaded and completed, then submitted via e-mail, with payment available via PayPal. Please visit our website (delvalley.ashe.pro) and click on the **Membership** tab for more information and details on this.



We hope this will make the process of becoming a member of our Section more efficient. Please feel free to share this information with anyone you know who may be interested in joining our Section.

Golf Outing Sponsors/Prizes

Platinum
AECOM
Gannett Fleming
STV

Gold
HNTB
McMahon
Urban Engineers

Silver
Remington & Vernick Engineers

Unique
AI Engineers
Rybinski Engineering
Traffic Planning & Design

Hole Sponsors
Alfred Benesch
CDM Smith
Jacobs
JMT
Michael Baker International
Stantec
WSP

Individual prizes:

Closest to pin, women
Amber Reimnitz, Rybinski Engineering

Closest to pin, men
Mike Logan, Railroad Constructors

Longest drive, women
Amber Reimnitz, Rybinski Engineering

Longest drive, men
Kyle Snyder, Tri-County Regional Planning Commission

Putting competition
Michael Wunderler, Alfred Benesch

Congratulations to all of these winners and thanks to all Outing participants!

American Society of Highway Engineers — Mission Statement

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