Next Link of Southern Beltway to Jump Start Southwest Pennsylvania

The first part of the next link in the Southern Beltway, to extend Interstate 576 from Route 22 to Interstate 79, can now begin, to link the Southwestern PA economic epicenter at Washington, PA with Pittsburgh International Airport.

Senators Tim Solobay and Matt Smith supported Act 89, for long overdue Transportation Funding, that makes funds now available for the bridge over Route 22.

The Pennsylvania Turnpike Commission (PTC) has awarded two contracts to firms for work related to the Southern Beltway project between Route 22 and Interstate 79.

The 12-mile, tolled expressway will extend from the southern end of the existing, six-mile Southern Beltway section, the Findlay Connector, which opened in October 2006.

It will start at Route 22 in northern Washington County, proceed into Allegheny County near McDonald and tie into I-79 at the Washington-Allegheny County border.

Not only will travel time between Washington PA and PIT be reduced from ¾ of an hour to less than ½ hour, but also Parkway West traffic congestion can be avoided, improving the reliability of airport service.

This project will reduce traffic headaches and it will create numerous construction jobs and open over 4,000 acres of land for economic development. But more importantly, it will provide a direct connection between the major economic activity blossoming from the intersections of Interstates 70 and 79 to the International airport. This link will rebuild the attractiveness for national and international corporations to locate in Southwestern PA and rebuild traffic at PIT that followed the corporate headquarters exodus from the region over the past two decades.

The first construction contract is for the major bridge to carry the Southern Beltway over Route 22 and serve as part of the interchange linking U.S. Route 22 and the Beltway.

The entire link, shown in magenta, is expected to be completed by 2019.

The Southern Beltway will improve east-west mobility, freight movement and transit connections; stimulate local development; and link the economically distressed Monongahela River Valley (Mon Valley) and other areas of the region that are in a state of redevelopment and new growth with the Pittsburgh International Airport. The Southern Beltway will enable people and goods to move through the region safely and efficiently; increase accessibility to areas; and improve access to provide markets to enhance the economic vitality of the region. It will provide transportation mobility and safety improvements, and facilitate future development plans in the corridor. It will improve access for employment, industry, truck traffic, emergency services, and future growth areas by providing a modern transportation facility that enhances transportation continuity locally and regionally.
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ASCE’s Committee on Critical Infrastructure (CCI) and ASCE’s Pittsburgh Section are pleased to sponsor the disaster management training workshop, Post-Disaster Safety Evaluations, in cooperation with California Office of Emergency Services (CalOES) and Applied Technology Council (ATC).

This training workshop is will review the procedures used for post-disaster evaluation of buildings and help you develop the necessary skill to properly assess damaged buildings and infrastructure following a major disaster. Taught by Structural Engineers with recent hands-on experience, you will learn current methods for performing post-disaster safety evaluations and will practice building evaluation triage on real-life examples of damaged building from recent earthquakes, wind storms, and floods in the United States and Pacific RIM countries.

Post-disaster Safety Evaluation of buildings (ATC-20/45) is the de facto standard for safety evaluations of buildings and infrastructures throughout the United States and the Pacific Rim. This training is critical for our country’s disaster preparedness and resilience. Trained volunteer engineers and inspectors are needed in the aftermath of large-scale disasters to evaluate the safety of building and critical infrastructure. Civil and Structural Engineers play a key role in the disaster response and recovery for our nations communities.

The training workshop materials are based on ATC-20: Procedures for Post-Earthquake Safety Evaluation of Buildings, and ATC-45: Safety Evaluation of Buildings After Wind Storms and Floods. These materials were developed to evaluate the safety of damaged buildings and infrastructure after earthquakes, winds, and floods.

The procedures are written specifically for architects, engineers, building officials, contractors and others in the building industry who would be called upon to make on-the-spot safety evaluations regarding the continued use, entry, operation, and/or occupancy of damaged buildings and infrastructure.

The workshop will be held at Civil and Environmental Consultants, Inc offices at 333 Baldwin Rd, 15205 on March 8, 2014. Cost for attendance is $115 for ASCE Members, and $165 for Non-members. 6 PDH’s will be earned for attendance and licensed PE’s will be eligible to be registered as California Office of Emergency Services Safety Assessment Program Evaluators. Online registration will be available, follow links from the ASCE Pittsburgh Section website.

For more information contact Greg Rumbaugh at Gregory.Rumbaugh@gmail.com

A good plan today is better than a great plan tomorrow. — George S. Patton
Continuing Education Made Easy

Part 3:

Continuing Education Information for Pennsylvania Professional Engineers

Sam Shamsi, PE, F.ASCE

This is a multi-part series of short articles on Continuing Education. Parts 1 and 2 published in December 2013 and January 2014 issues focused on continuing education basics and requirements for Pennsylvania professional engineers. In this third part, we provide additional information for Pennsylvania professional engineers. The entire series can also be accessed from the Continuing Education page of the Pittsburgh Section Web site: http://www.asce-pgh.org/continuingeducation

Pennsylvania Continuing Education Credits

According to State Board of Professional Engineers, Land Surveyors and Geologists Board’s Web site shown above, units of other types of credit shall be converted to PDH units as follows (Pennsylvania State Board, 2013):

1. One college or unit semester hour shall equal 45 PDH units.
2. One college or unit quarter hours shall equal 30 PDH units.
3. One continuing education unit shall equal ten PDH units.
4. One hour of professional development in course work, seminars or professional, technical presentations made at meetings, employer-sponsored courses, conventions or conferences shall equal one PDH unit.
5. Each published paper, article or book shall equal 10 PDH units.
6. Each patent obtained shall equal 10 PDH units.

Teaching any of the activities listed in 1 to 4 above shall equal double the amount of PDH units provided for in those activities. Teaching credit shall be awarded for teaching a course or seminar but shall not be awarded to full-time faculty members in the performance of their duties at their employing institutions.

State Board of Professional Engineers, Land Surveyors and Geologists

Elizabeth A. Catania, PE, President

State Professional Engineers, Land Surveyors and Geologists Board Directions

IMPORTANT INFORMATION FOR CANDIDATES FOR THE FUNDAMENTALS OF ENGINEERING AND THE FUNDAMENTALS OF SURVEYING EXAMINATIONS

FE, FS MOVING TO COMPUTER-BASED TESTING:

Effective January 2014 the NCEES Fundamentals of Engineering (FE) and Fundamentals of Surveying (FS) exams will no longer be offered in paper and pencil format. The FE and FS examinations will transition to computer based testing after the final paper and pencil administration of the FE and FS exams in October 2013.

The exams will be offered in four two-month testing windows with exams available in January-February, April-May, July-August and October-November. Candidates will be permitted to take the FE and FS exams one time during each testing window, limited to three times in a 12 month period. Registration for the exams opens in November 2013.
Pennsylvania Continuing Education Exemption

A licensee may be exempt from the continuing education requirements for any of the following reasons:

1. A licensee serving on temporary active duty in the armed forces of the United States for a period of time exceeding 120 consecutive days in a year shall be exempt from obtaining the professional development hours required during that year.

2. A licensee experiencing physical disability, illness or other extenuating circumstances as reviewed and approved by the board may be exempt. Supporting documentation must be furnished to the board.

3. An individual applying for initial licensure and registration shall be exempt for the licensure period immediately following initial licensure and registration.

ASCE facilitates the advancement of technology, encourages and provides tools for lifelong learning, promotes professionalism and the profession, and influences public policy. Gregory E. DiLoreto, P.E., P.L.S., D.WRE, F.ASCE, ASCE President

Frequently Asked Questions

Q. What courses are qualified?
   A. Yes. The Registration Board makes the final determination of whether or not a course qualifies. It is relatively safe to say that any course that relates to a licensee’s practice of engineering will qualify. Courses on marketing, office management, general business courses or practice building are specifically excluded and will not qualify. In other words, the licensee is responsible to take courses that relate to his or her respective engineering practice. In the event that a course is questionable, the Registration Board has final authority. Courses in ethics and law do qualify.

Q. Can the Pennsylvania State Registration Board challenge my determination that a course relates to my professional practice?
   A. Yes. The Registration Board makes the final determination of whether or not a course qualifies.

Q. Is there a list of approved courses?
   A. There is no process that allows for preapproval of courses or providers in Pennsylvania so no pre-approved course list exists. Any provider offering “Pennsylvania preapproved” courses for engineers should be viewed skeptically. New York State does require courses to be pre-approved.

References and Resources


In the Next issue, we will explore continuing education requirements for other states and certifications (e.g., OH, WV, DEP, AAEE, EWRI, etc.).

For more information, contact Continuing Education Committee Chair Sam Shamsi, at sam.shamsi@gmail.com
Government Relations Update

Pittsburgh Section members are aware that the Pennsylvania legislature passed Act 89 in November 2013, the most comprehensive state transportation legislation in decades. This measure will increase the number of construction jobs in the near future and in the long term. It is a step in securing the economic competitiveness of the state for years to come. It is estimated that this legislation will create 50,000 new jobs and retain 12,000 positions for contractors, engineers, and suppliers. Dedicated public transportation funds will attract and retain urban employers and strengthen the state’s attractiveness to young talent. PennDOT has established a website to show the impact of its Decade of Investment (www.dotdecade.pa.gov). It is important to inform the public that this vote invests in Pennsylvania’s future. We encourage every Section member to personally thank your elected representatives who showed the leadership in passing this bill.

What’s in store for 2014 and beyond? ASCE encourages our federal legislators to fund infrastructure to support America’s economic vitality and global competitiveness.

Several items of unfinished construction legislation are pending as the 113th Congress begins its new session:

**FY 2014 "Omnibus" Appropriations Bill**

Congress recently approved a $1.1 trillion appropriations bill for 12 federal agencies for Fiscal Year 2014. The bill is the result of an agreement between the heads of the House and Senate Appropriations Committees and funds the federal government through September 30, 2014, and averted another government shutdown.

ASCE priorities in infrastructure and science areas fared reasonably well, especially considering the continued focus on reducing federal spending overall. A summary of several items in the budget arranged by department and agency below:

- **Environmental Protection Agency**
  - The Environmental Protection Agency (EPA) would receive $8.2 billion, a reduction of $143 million from the FY 2013 spending level. The bill provides $2.35 billion for the Clean Water Act and Safe Drinking Water Act State Revolving Loan Fund (SRF) programs. It allocates $1.45 billion to the Clean Water SRF and $906 million to the Drinking Water SRF. The Superfund account for the cleanup of hazardous waste sites would receive $1.088 billion.

- **U.S. Army Corps of Engineers**
  - The bill provides $5.5 billion for the Civil Works program’s main components, an increase of $487 million (10 percent) over the FY 2013 level. The Corps budget also includes $1.656 billion for the construction of civil works projects and $307 million for the Mississippi River and Tributaries projects.

- **Transportation**
  - Appropriates $40.256 billion from the Highway Trust Fund for the federal-aid highway program. This is the full amount authorized in MAP-21.
  - Directs the Government Accountability Office (GAO) to complete a bridge-safety study within 18 months to determine how states regulate oversize vehicle loads on their bridges.
  - Directs the Federal Highway Administration to complete a study within one year of federal and state requirements for marking bridge heights.
  - Provides $600 million for the TIGER program, the Transportation Department’s competitive infrastructure grant program.
  - Appropriates $3.35 billion from the Airport and Airway Trust Fund to fund improvements to airport infrastructure, and
- Appropriates $340 million for the National Railroad Passenger Corporation (Amtrak). It prohibits Amtrak from giving rail passengers discounts of more than 50 percent off the regular fare unless the lost revenue from the discounts was repaid by the states. The Federal Transit Administration would receive $8.595 billion for transit formula grants.

**Water Resources Development Act**

WRDA would be the first water-resources measure passed since 2007. House and Senate negotiators were unable to work out the final sticking points of WRDA legislation before lawmakers left for the holiday break in December. It is hopeful this will be completed in the first quarter of 2014 so improvements can be made to the inland waterways critical to the SW PA economy.

**Surface Transportation Authorization**

The current surface-transportation law, MAP-21, expires Sept. 30, 2014. The House Transportation and Infrastructure Committee began holding reauthorization hearings on January 14. Titled "Building the Foundation for Surface Transportation Reauthorization," the hearing was the first of many this year addressing the successor to MAP-21 and the looming insolvency of the Highway Trust Fund.

House Transportation and Infrastructure Committee Chairman Bill Shuster (R-Pa.) stated his goal is to have a bill on the chamber's floor by the August recess. 2014 is a critical year for U.S. surface transportation. The country faces two issues:

1. the expiration of the federal transportation bill, and
2. the impending insolvency of the Highway Trust Fund.

The Highway Trust Fund spends over $48 billion annually to repair and modernize roads, bridges, and transit systems in every state across the country. This revenue comes from a motor fuels user fee that has not been increased since 1993. Simply put, we are trying to fund a 2014 transportation system using 1993 dollars. Given this untenable situation, when the Highway Trust Fund finally becomes insolvent at the end of the year, highway and transit programs will sustain a cut of at least 92% if Congress fails to act. Pennsylvania enacted Act 89 which only funds approximately half of the surface transportation needs identified in the TFAC report. The federal surface-transportation law reauthorization is part of the crucial second half of the funding formula that Pennsylvanians need to be economically competitive.

The final item to be aware of is the upcoming release of the ASCE Pennsylvania Infrastructure Report Card in March. ASCE members across the state have been busy finalizing the report card and every Section member will be encouraged to share it with elected officials and most importantly, the public to whom they report.

For more information, contact Construction Legislative Council Chair Greg Scott, P.E., of Buchart-Horn, Inc., at GScott@BH-BA.com 412) 567-2235

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**Civil Engineering and Survey/Laser Scanning Positions Available**

R. A. Smith National in Pittsburgh is seeking a civil engineering project manager with 6 plus years site design experience. Requirements include a BSCE; PE registration in PA (additional state registrations preferred); AutoCAD Civil 3D proficiency; and a strong knowledge of hydrology and earthwork principles. Also seeking a survey/laser scanning project manager with 5-10 years experience with a degree in land surveying or related field; PLS registration in PA with additional state registrations a plus; and thorough knowledge of scanning principles, data collection procedures, AutoCAD, and scanning software. Interested candidates should apply online at rasmithnational.com or send an email to darline.hoffins@rasmithnational.com.
Meet THE NEW ENEMY

A more invasive—and yes, smeller—nuisance pest akin to the stink bug is headed our way! Smaller and rounder than its better-known cousin, the kudzu bug (*Megacopta cribraria*) is wreaking havoc on soybean crops and homeowners in the south. And at the rate these fast-moving critters are traveling, Carnegie Museum bug expert John Rawlins estimates they’ll reach Pennsylvania by next fall.

The olive-green and brown speckled pests get their name from what they eat: the fast-growing kudzu vine, commonly called “the vine that ate the south” because of its fast, predatory growth. Kudzu bugs originated from East Asia, first surfaced in the United States in Georgia in 2009, and to date have made their way as far north as Maryland. But contrary to what’s been widely reported, Rawlins says the bugs can’t bite; however, when crushed they leave behind a nasty stain, a foul odor, and may even cause an allergic reaction that leads to skin irritation. “They’re likely going to be worse as far as getting into homes through cracks and crannies,” says Rawlins. The best prevention: seal your home properly.

HE’S BACK!

More than a year after he disappeared from the corner of Seventh Street and Fort Duquesne Boulevard in Pittsburgh’s Cultural District, *Arch*, the Transformer-like sculpture created by Los Angeles-based artist Glenn Kaino, has joined Carnegie Museum of Natural History’s *T. rex* and Andy Warhol’s cow wallpaper to greet the masses at the Greater Pittsburgh International Airport.

*Arch* was commissioned in 2008 as part of The Heinz Endowments’ arts initiative celebrating Pittsburgh’s 250th birthday. The 20-foot steel-and-fiberglass sculpture includes design elements that resemble the girders and brackets of Pittsburgh’s bridges—a perfect symbol for a city that boasts 446 of them.

Smokey Robinson with Amy Hendrix, collections manager for vertebrate paleontology, and the department’s post-doctoral research fellow, Anusha Ramdarshan.

“Since all of my years traveling around the world, I didn’t know what Pittsburgh had to offer. It’s fantastic.”

- R&B legend Smokey Robinson this September, after a private tour of Carnegie Museum of Natural History’s collections given by museum scientists. He visited along with museum board member Bob Buzzei of S/NY Mellon.

Soup’s on

Carnegie Science Center’s aluminum foundry—the country’s only working metal foundry inside a science museum—is fired up for the return of *Aluminum Soup*, a Works Theater show chock-full of red-hot science, including a demonstration of how “frozen” aluminum, fresh out of its mold, is still hot enough to turn water into steam.

With the help of overhead mirrors and cameras, visitors can watch each step of the process and even feel the heat of the molten aluminum—fired to more than 1,000 degrees—as it’s pulled out of the furnace. Previously reserved only for special events, the foundry gives history buffs the opportunity to learn how aluminum was first used and how Pittsburgh played a big role in its mass production.
Always Follow Standard Procedures to Save Money

As pilots, who have flown hundreds of times do, ALWAYS follow standard procedures when executing a project. Cockpit shortcuts can be fatal to a pilot and passengers. Shortcuts on your project can be fatal to your project and your client’s budget, not to mention your liability.

The Standard Form Of Agreement Between Owner And Engineer For Professional Services sets forth a standard procedure:

1. Study and Report Phase – clearly identify what is necessary to solve the problem, and get the Owner’s approval before proceeding and spending larger amounts on design. This step is important. It is the smallest amount of dollars but the most value per dollar. If this step is wrong, all the expensive work that follows is wrong.

2. Preliminary Design, figure out how to execute the scope defined in the previous phase, and get the Owner’s approval before proceeding and spending larger amounts on final design.

3. Final Design, add the detailed drawings and specifications, clearly describing what is wanted from the contractor, check and double check, and get the Owner’s approval before proceeding and spending most of the project money on construction.

**DO NOT SKIP STEPS.** Sometimes small projects tempt Owners or Designers to skip steps, to save time. But the time between steps need not be long, even only a day, but both Owner and Engineer must agree on the level of detail, safety, and risk to be shared by the Owner, Engineer, and Contractor.

The procedures are found in the standard documents prepared by the mullet-disciplinary Engineers Joint Contract Documents Committee. EJCDC documents also include the Standard Form Of Agreement Between Owner And Contractor. This document is often used, with modifications as applicable to a project, providing clear definitions of work and also how to avoid or resolve disputes to reduce or avoid dispute resolution expenses, and to share risk in a manner that makes project dollars go farther. Learn more at www.ejcdc.org.

We chuckle at the well-known cartoons. Avoid them applying to you: be sure to use the industry standard procedures.
Pittsburgh Section Opportunities to Learn and Network

Maintain technical proficiency and current knowledge, and learn what other members, companies, organizations, and lawmakers are doing. **Mark your calendars now.**

Member prices extend to non-member spouses or one guest of member, except as noted by ‘*’.

**February 3, 2014, Monday, STEM Career Symposium**
1. Allegheny Intermediate Unit, Waterfront
2. Contact Leanne McConnell, lfm5023@gmail.com

**February 7, 2014, Friday, EWRI luncheon – Water Quality Impacts from Leaking Sewers**
1. ESWP
2. $20
3. Contact Jonathan Shimko, (412)-829-3609, Jonathan.Shimko@tetratech.com

**February 22, 2014, Saturday, Engineers Week Awards Banquet**
1. Guest Speaker: Brian O’Neill, Pittsburgh Post-Gazette columnist
2. Contact Pat Sullivan, 412-249-1574, psullivan@cecinc.com
3. Register on line at www.asce-pgh.org
4. ESWP
5. 6:00 pm.
6. $55 for members

**February 27, 2014, Thursday, G-I dinner with Pittsburgh Geological Society**
1. Team-building fun!
2. CMU University Center Gym
3. 10:00 AM
4. $10/ person, $60/team
5. To register, email Lous.Gualtieri@cdrmaguire.com

**March 01, Saturday, Dodgeball**
1. Held at Civil & Environmental Consultants, 333 Baldwin Rd.
2. $115 for ASCE members. $165 for non-members
3. 6 Professional Development Hours credit

**March 8, 2014, Thursday.  Post-Disaster Engineering – all day seminar**
1. Co-sponsored by Sustainable Pittsburgh
2. Monetary awards for top presenters of research in a geotechnical field

**March 27, 2014, Thursday.  Annual Sustainability Conference – all day seminar**
1. Phipps Conservatory
2. Co-sponsored by Sustainable Pittsburgh

**April 23, Wednesday, 12th Annual Student Night**
1. Foster’s Restaurant, #10 Foster Plaza, Green Tree
2. Co-sponsored by Pittsburgh Geological Society and Assn. of Engineering Geologists

**May 16, 2014, Friday, EE for CEs – all day seminar**
1. Lawrence Convention Center
2. Share knowledge of how to enjoy the economic benefits and solve the problems to the environment and health

**July 21 - 23, SEEC (Shale Energy Engineering Conference)**
1. Lawrence Convention Center
2. Share knowledge of how to enjoy the economic benefits and solve the problems to the environment and health

Did you know, in addition to ASCE members, every elected and top appointed federal, state, and county policy maker in Western Pennsylvania, as well as news media reporters covering infrastructure, and affiliated construction legislative groups receives this newsletter?
POTENTIAL WATER QUALITY IMPACTS FROM LEAKING SEWERS:
A CASE STUDY FROM THE PITTSBURGH REGION

Presenter: Marion Divers, University of Pittsburgh

Identifying and budgeting the source of pollutant loadings on water bodies has become a crucial area of importance for engineers and scientists in recent years mainly in part to total maximum daily load regulations and combined sewer overflow consent orders. Non-point sources of pollutant loadings are routinely the most difficult to pinpoint due to the simple fact that the contributing source is not centrally located at an easily measurable location.

In the February 19, 2013 issue of Environmental Science and Technology, researchers from the University of Pittsburgh quantified arguably the most important and challenging unknowns in non-point source pollutant loading: nitrogen from aging and leaking sewers. Their research ultimately concluded that “up to 12 percent of all sewage produced by residents living in the Nine Mile Run watershed area leaks from the sewers and is transferred to the stream, negatively affecting stream water quality.”

Join us for what should be an eye-opening presentation and lively discussion regarding this important topic. Lunch buffet will be included as part of registration.

Date and Time:
Friday, February 7, 2014
11:00 a.m. - 1:00 p.m.

Registration: 11:00 a.m. - 11:30 a.m.
Lunch: 11:30 a.m. - 12:00 p.m.
Presentation: 12:00 p.m. followed by Q&A

Location: Engineer’s Society of Western Pennsylvania
337 Fourth Ave.,
Pittsburgh, PA 15222

Cost:
$20.00 - Members
$30.00 - Non-Members
$10.00 - Students

RSVP by February 4th with:
Tim Brett, EWRI Treasurer
tbrett@sse.com • 412-264-4400 Ext. 234
or online at www.asce-pgh.com

PHOTOS OF WATER QUALITY IMPAIRMENT WITHIN THE NINE MILE RUN CULVERTED SECTION
The Newsletter is published monthly except June, July and August. Electronic copies are delivered to all Pittsburgh Section members. Hard copies are mailed on request to the editor. Deadlines for all material is the first Friday of the month prior to publication.

To change your address and to update your membership information, go to the website www.asce.org and select “Update Your Membership” under the “Members Only” link, or call (800) 548-2723 and ask for the membership department. Also contact the editor so that the change(s) can be made to the local database. This will NOT update your ASCE Pittsburgh Section E-Newsletter subscription. Please update your E-Newsletter subscription at http://lists.asce.org/mailman/listinfo/ascepittsburghsection. To have the E-newsletter sent to another address you must unsubscribe the old address and subscribe with the new address.

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American Society of Civil Engineers
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The Newsletter is published monthly except June, July and August. Electronic copies are delivered to all Pittsburgh Section members. Hard copies are mailed on request to the editor. Deadlines for all material is the first Friday of the month prior to publication.

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