Another bridge collapsed. What did you expect?

This time it was Interstate 5 in Washington State. Built in 1955 at the very beginning of the Interstate Highway system, it was functionally obsolete, scoring 57 out of 100. It's a relatively small bridge, and fortunately, like the collapse of the bridge over I-70 at Washington PA, no one was killed. Functionally Obsolete (FO) means that it has substandard features (for example, narrow road widths shoulders, height restrictions, possible flooding, and weight limits, etc.).

Washington State has 7,840 bridges, of which approximately 5% are functionally obsolete, like this one. Washington also has 1,693 bridges that are structurally deficient (21.6%).

By comparison, according to a Federal Highway Administration December 2012 database, Pennsylvania has 22,669 bridges of which 5,540 are structurally deficient (24.4%), and 4,370 are functionally obsolete bridges (19.3%).

Federal funding revenues that we pay to maintain our highways have not been adjusted for inflation since 1993. Conversely, costs to build and maintain our roads and bridges have risen by 91% since then.

State funding revenues that we pay to maintain all our roads and bridges in Pennsylvania have not been adjusted for inflation since the partial adjustment in 1997. Costs to build and maintain our roads and bridges have risen by 63% since then.

Governor Corbett’s blue-ribbon panel, the TFAC, released a report in 2011 showing that we need $3.5 billion more each year than we now collect to adequately maintain our roads and bridges. Governor Corbett in early 2013 proposed a plan to gradually increase funding to $1.8 billion over a 5-year period. The PA Senate then proposed SB 1 to increase funding to $2.5 billion, which is expected to go to the House of Representatives in June, 2013.

Our cost after all these years to pay for repairs and updates to avoid being the victim of the next collapse has been estimated as that of half a donut per day. Let your elected officials know you support their efforts to fund your safety.

Most lawmakers are up for re-election next year. Their phone numbers are provided on page 4.
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A New Home for the Benedictine Sisters

The Benedictine Sisters of Pittsburgh, an order of Catholic nuns dedicated to service and worship, are building a new convent in Richland Township to provide improved accessibility for their aging members, greater energy efficiency and a better layout than their old, multi-story facility on Perrysville Avenue.

The new 27,000 SF, one-story facility contains living quarters, an activities room, a cafeteria, offices and a worship center designed to better serve the Sisters’ needs. The convent is located on a steeply-sloped, 11.8 acre hilltop property that required significant planning to fit the new building and facilities, including a geothermal heating and cooling system, within useable area.

“Raudenbush Engineering, Inc. really had to work to locate the building, parking, three different stormwater retention systems, rain garden, and geothermal wells all within the site,” said Mike Tarle, Director of Design/Build for Massaro Corporation, the project’s general contractor.

Raudenbush, the civil engineering firm on the project, completed a topographic survey that provided the basis for their designers to complete the site layout and grading plans for the building, parking areas, and stormwater management facilities.

The stormwater management system included two infiltration tanks, a raingarden and a level spreader to handle the increased flow from the new building, parking lot and access drive.

“Raudenbush really helped Massaro navigate the confusing array of applications and approvals from the DEP, PennDOT, and utility companies,” says Tarle. Construction activities disturbed approximately 7 acres and required numerous permits. Raudenbush guided the project through the municipal approval process; obtained an NPDES permit, which included submission and review of the stormwater management and erosion and sedimentation control plans; prepared a HOP application for the driveway to access the adjacent state route; provided coordination for the connection to public utilities; and completed a PA DEP planning module—including coordination and notification of the treatment, collection and conveyance operators, the Allegheny Valley Joint Sewer Authority, Deer Creek Drainage Basin Authority, and Richland Township Municipal Authority.

For more information, contact Matt Monus, P.E., LEED® GA, at Raudenbush Engineering, 412-788-6789, MattMonus@RaudEng.com
Contact Your Elected Policy Makers and have coffee with them.

### Pennsylvania Senate District

<table>
<thead>
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<th>Phone Number</th>
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<tr>
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<td>(412) 621-3006</td>
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<tr>
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<td>(724) 600-7002</td>
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<tr>
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- **Robert Casey (D)**: (412) 803-7370
- **Pat Toomey (R)**: (412) 803-3501

### United States Congress

- **PA 3**: Mike Kelly (R) (724) 282-2557
- **PA 5**: Glenn Thompson (814) 827-3985
- **PA 9**: Bill Shuster (R) (724) 463-0516
- **PA 12**: Keith Rothfus (R) (202) 225-9837
- **PA 14**: Mike Doyle (D) (412) 390-1499
- **PA 18**: Tim Murphy (R) (412) 344-5583

### Pennsylvania House District

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Port of Pittsburgh Commission Report:  
“The Time to Avert a Failure is NOW”

“Failure to Fix Part 1” – Inability to recapitalize our waterway assets

Work to complete the Mon River improvements at Elizabeth and Charleroi has nearly come to a complete stop. Congress has added no significant new money to the project in the past five years. Originally scheduled to be completed in 2004, it may now have to wait to 2031 or more. There is no doubt that the Corps needs more money. As currently structured, funding for the Inland Waterway Trust Fund, is inadequate to address the ballooning cost of just one project, Olmsted. Therefore, projects like the Lower Mon, priority number 2, will be delayed for a very long time. The Inland Waterway User Board has worked with Corps staff to develop a 20 Year Capital Development Plan that called for higher User Fees along with more federal investment, but it, or something like it, needs to be approved by Congress and the President, or we will lose the battle to modernize this system.

“Failure to Fix Part 2” – The on-going maintenance problem

Lacking funds to modernize and, more importantly, lacking adequate funds to maintain the existing system, General Peabody, USACE - Mississippi River Division, told the Inland Waterway Conference attendees in Louisville that “if we do not get serious about listening to each other, this system will fail”. He said that if nothing positive happens, we will “fail to fix”.

Is Hope on the Way? Senator Casey introduces RIVER Act

U.S. Senator Bob Casey (D-PA), introduced the RIVER Act, Reinvesting In Vital Economic Rivers and Waterways Act of 2013. “This legislation is about increasing investments in our waterways and reforming the current process to reduce waste and limit cost overruns,” said the Senator. The bill intends to make our waterways more effective and efficient, to increase the federal government’s funding of the region’s waterways and to increase overall investment through the creation of an additional revenue stream financed by users. The bill also contains to waterways project management reforms to reduce cost overruns.

Key features of the River Act include:

- Process reforms to help ensure that cost and project schedules are met;
- Development of a 20 Year Capital Plan;
- A rise in commercial towing user fees from 20 cents to 29 cents/gallon; and
- An increase in waterway investments to enable timely project completions.

Chairman Shuster introduces WRDA as priority #1

- U.S. Rep. Bill Shuster, whose district now includes important parts of the Monongahela River and recently named Chairman of the House Transportation and Infrastructure Committee, has said his #1 priority is passage of a “Water Resources and Development Act” (WRDA). WRDA is the vehicle that authorizes the lock and dam projects. It could be the vehicle to fix the funding stream for our waterway infrastructure. A House resolution “Waterways Are Vital for Economy, Energy, Efficiency and Environment” (WAVE-4) has been introduced in the House this session. WAVE-4 could be a House companion bill to the Senate RIVER Act. However the provisions of WAVE-4 must become incorporated into the WRDA bill.

What to do:

- Get background on the issues at http://waterwayscouncil.org/
- Complete the form to contact your Senators and Congressman
- Copy lockspgh@gmail.com, so we can record how much you care.

For more information, contact James McCarville, Executive Director, Port of Pittsburgh Commission, (412) 201-7335, jim@port.pittsburgh.pa.us
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 **.

May 14, 2013  Tuesday, Last day before the Primary Absentee Ballot Application shall be received in the office of the County Board of Elections at any time prior to 5:00 pm

May 14, 2013  Tuesday, Construction Legislative Day in Harrisburg with PSPE.

May 21, 2013  Tuesday, Municipal (Local and County) Primary Election Day
Did you vote?  Did you make a difference?
Are you satisfied with the results?

June 20, 2013  Thursday, Strategic Planning Meeting
1. ESWP
2. 3:00 pm to ?
3. Dinner provided
Each institute and YMF shall report at this meeting the recommendations for meeting civil engineering needs of the public and clients for the next 5 years and beyond

July, 2 - 4, 2013, Tue-Thur, Younger Members SOCIAL – Anything that Floats

September 26, 2013  Thursday, Kick-Off meeting  SAVE THE DATE
1. Location TBD
2. 5:30 pm to 9:30 pm
3. Five-star Dinner provided
4. Speaker TBD

July, 2014  Safe Shale Oil & Gas Extraction Technology Conference, Pittsburgh
1. David Lawrence Convention Center (tentative)
2. 3 days
3. Kemal Niksic, P.E., Chairman
4. This conference is to share the technology to provide the protection and remediation to develop public confidence in the safety to the public and environment necessary to avoid adverse effects as occurred with past natural resource extraction and build public confidence so that the economic benefits can be achieved without health and environmental damage.

Word Teasers:
What is the difference between 'systemic' and 'systematic'? Are they synonyms? Or do they have totally different meanings?

What is the difference between 'use' and 'utilize'? Are they synonyms? Or do they have totally different meanings?

What does the suffix '-ology' mean?

Which is correct: 'I wish I was . . .', or 'I wish I were . . .'  Why?

Why would one use 'In order to do something . . .' in place of 'To do something . . .'?  Why?

Which would be better: 'Because of . . .' or 'Due to the fact that . . .'?
What is a TMDL?

It’s going to cost us a lot of money. What is it?
TMDL is the Total Maximum Daily Load that can be imposed on a stream, river, or other water body when it fails to support its designated uses.

In the words of the federal regulations: A Total Maximum Daily Load (TMDL) is the amount of pollutant loading that a waterbody can assimilate and meet our water quality standards. (Section 303(d) of the Federal Clean Water Act (40 CFR §130.7(a))).

Bill Brown, Chief of the TMDL Development Section in the Division of Watershed Protection of the PADEP put it this way at a recent meeting of the Pittsburgh EWRI:

The TMDL process is a planning tool to develop pollution reduction goals that will improve impaired waters to meet water quality standards.

Compare this to the total maximum load that can be applied to a bridge:

**Waterbody:**
- LA = Load Allocation (non-point sources; restoration activities)
- WLA = Waste Load Allocations (point sources; incorporated into NPDES permits to discharge to the waterbody)
- MOS = margin of safety (uncertainty)

**Bridge:**
- Dead Load – the ‘background’ weight of the structure
- Live Load – the weight of the objects moving across the bridge and their impact that varies with their speed.
- FOS – factor of safety allowed for unknowns, such as overweight vehicles, deterioration of the structure, human error, etc.

To protect the human food chain in the Chesapeake Bay, we have seen stringent standards applied to the Susquehanna River that drains to it, so that fish and shellfish thrive and are safe to eat. Since the Ohio River basin is home to fish and wildlife along with dozens of drinking water sources, and portions have been designated as impaired, TMDLs could apply there soon also.

So, since it will cost us so much money to unload our waterways, just how do they come up with these limitations that we will have to pay to meet?

The PADEP conducts an Aquatic Life Use Survey, much like one would survey the ground and underlying soil conditions before designing and building a bridge.

Civil Engineers and scientists conducting an Aquatic Life Use Survey.

Look for more information from Bill Brown’s explanation in upcoming newsletter issues.

For more information, contact Bill Brown, at PADEP, 717-783-2951, willbrown@state.pa.us
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.

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Disclaimer: The American Society of Civil Engineers and the Pittsburgh Section are not responsible for any statement made or opinion expressed in this publication. Editorials represent the official policy of the Pittsburgh Section.

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