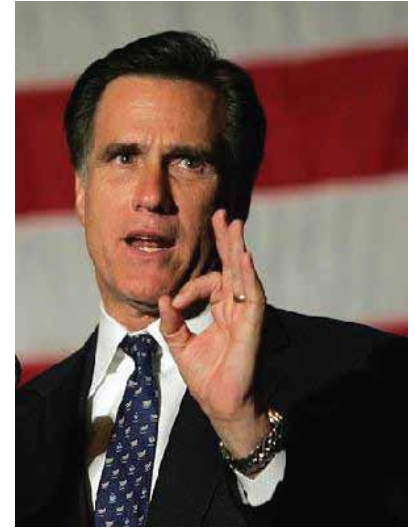




So What?

Although the Executive Branch in American Government, whether the President or a Governor, does have the power of the veto, and law-making bodies strive to craft public policy that the Chief Executive will sign, stewardship of our commonly owned assets falls to the Legislative Branch.



Public policy and funding of public works occurs in the Legislative bodies. The Executive Branch executes the policy made by the Legislative Branch with the money appropriated by the Legislative Branch.

The really important positions are in the Legislative bodies of the Commonwealth and the United States.

The revenue to operate, maintain, and replace as necessary our locks and dams on our navigable waterways that support the regional economy has not been adjusted for inflation since **1986** despite pleas to do so by those that pay. During that time the construction cost index has risen **220%**! The Western Pennsylvania Congressmen who have introduced, sponsored, co-sponsored, or otherwise secured passage of legislation to adjust revenue to correct this critical problem are: _____

The revenue to operate, maintain, replace as necessary, and upgrade the highway and surface transportation system on a national level has not been adjusted for inflation in **20 years**. During that time the construction cost index has risen **188%**! The Western Pennsylvania Congressmen who have introduced, sponsored, co-sponsored, or otherwise secured passage of legislation to adjust revenue to correct this critical problem are: _____

The revenue to operate, maintain, replace as necessary, and upgrade the highway and surface transportation system on a Pennsylvania level has not been adjusted for inflation in **15 years**. During that time the construction cost index has risen **161%**! The Western Pennsylvania General Assembly members who have introduced, sponsored, co-sponsored, or otherwise secured passage of legislation to adjust revenue to correct this critical problem are: _____



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We have about 211,000 lane miles of interstate highways.

Pennsylvania has almost 254,000 lane miles of roads.

Add the buildings, the national defense assets, the ports, airports, locks and dams, and on, and on.

Each of us has entrusted our commonly owned assets to the Congress members and State representatives we elect.

Have they honored the trust you placed in them? The candidates for the positions are listed on page 4. Find yours.



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For over 25 years, AASHTO, FHWA, and NCHRP researched and demonstrated the use of FRP composites for bridge construction. With a national focus on rebuilding American transportation infrastructure as well as rehabilitation and maintenance of existing bridge inventory, it's not surprising to see an increase of FRP composite technology in more new and existing bridge projects. Although the use of FRP composites is not new technology, State Departments of Transportation are finding use of FRP composites in bridge construction to be both cost effective and efficient.

HRV Conformance Verification Associates, Inc. located in Robinson Township worked closely with the Maine Department of Transportation and Harbor Technologies in providing Quality Assurance oversight during fabrication of the Hybrid Composite Beams for the Knickerbocker Bridge in Maine. It is the longest fiber-reinforced bridge ever constructed. When the Department of Transportation chose to replace the 535 foot long timber Knickerbocker Bridge built in 1930, they were presented with the challenge of finding a material that could withstand the harsh marine environment of the bridge site. The initial recommended solution was to replace the bridge using precast concrete box beams. However, it was determined that hybrid composite beams designed and manufactured by Harbor Technologies presented an ideal alternative. The alternative design was comprised of lightweight **hybrid-composite beams (HCB)** which use corrosion-resistant fiber reinforced polymer shells filled with a cast in place concrete arch and steel tendons. The beam shells are one-tenth the weight of cement concrete allowing transport of multiple beams on a single flat bed and then the use of a backhoe to set the FRP beams. The Knickerbocker Bridge framing plan consisted of two 60 foot end spans and six 70 foot interior spans making up the 8 span bridge at an overall 540 foot total length. With corrosion and long term durability being key factors of the design in the salt water environment, the FRP shell allowed for long term corrosion resistance and consequent increased life span. Practical application extends beyond marine environments and into climate zones where freeze/thaw cycles and use of road salt accelerate deterioration of steel and concrete bridge and transportation infrastructure.

Compared to conventional concrete and steel simple span alternatives, HCB combines strength and stiffness of conventional designs into a lightweight and cost-effective package for major infrastructure projects with a sustainable advantage. As a result of the success of the Knickerbocker project, additional HCB bridges are being used in construction, including multi-span bridges and longer spans on the order of 120 feet. Given consideration for economies of scale and further advances in fabrication automation, it is possible with HCB to construct sustainable structures using FRP composite technology. The University of Maine's Advanced Structures and Composites Center is also recognized for its research and development of the Bridge-in-a-Backpack system. The system is a lightweight, corrosion resistant system for short to medium span bridge construction which uses FRP composite arch tubes that act as formwork and reinforcement for cast-in-place concrete. More of these sustainable bridges have been built.

In addition to the Maine bridge, HRV Inc. is currently supplying Quality Oversight for 3 FRP bridges of the Missouri Department of Transportation. These projects have been funded through FHWA's Innovative Bridge Research and Construction and Innovative Bridge Research and Deployment programs to advance the FRP composite technology to rebuild America's transportation infrastructure.

For more information, contact **David DiMaria**, (412) 788-2522, ddmaria@hrvinc.com, a Project Manager, **HRV Conformance Verification Associates, Inc.**



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Building a New Pittsburgh

On September 21, 2012, Pittsburgh City Councilman **Bill Peduto** addressed the Construction Legislative Council, of which the Pittsburgh Section of ASCE is one of 14 members. Key points of his remarks follow:

Pittsburgh's East End has experienced an **economic boom** in the past decade. While every other Council district saw a decline in population, Council District 8, Oakland-Shadyside-East Liberty Bloomfield-Squirrel Hill-Point Breeze-Friendship, increased 10%.

The educational-medical industry, tech startups, and smart, community-based long term planning has been the key to this area's growth and must be maintained to successfully build a New Pittsburgh.

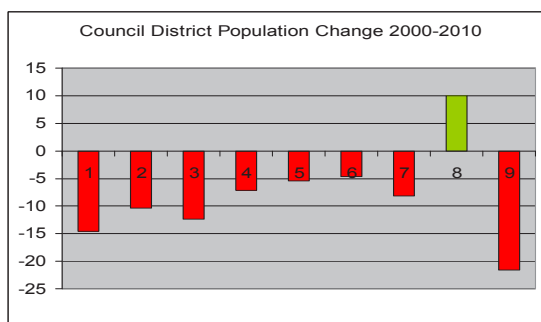
Since Councilman Peduto took office 11 years ago, over \$2 billion in new development occurred in his district. Continuing to work hard to keep Pittsburgh on this positive path, in the East End, over \$1 billion in proposed development will occur in the next few years:

- A \$400 million investment in education and technology is underway through Carnegie Mellon University's 10-year master plan and construction of a Nanotech center
- University of Pittsburgh is investing \$140 million in a new dorm and improved School of Public Health
- UPMC Shadyside's 10-year, \$200 million master plan illustrates a continued commitment to the medical industry
- \$110 million Bakery Square 2.0 project
- \$15 million LA Fitness
- \$12 million ALDI grocery store
- \$22 million hotel at the old Don Allen car dealership
- \$31 million Oakland office tower
- \$5 million worth of apartments on Centre and Craig

These are only some of the projects in progress, and a strong community process was critical to their success. Each of these projects required continued communication between the Councilman's office, contractors, engineers, labor, lawmakers, and constituents, removing barriers to good development. New incentives and expedited permitting for certified green projects, streamlining the cumbersome building permit process to reduce backups and delays through an electronic permit application form and centralizing permitting in one office, are expected to extend the success to other Council Districts.

The 'New Pittsburgh' emerging includes billions of dollars of economic growth, tens of thousands of jobs, millions in additional wage and property tax revenue for the city, a growing population, a multi-modal transportation system, and increased property values. To bring that vision to life it is essential to attract new residents, balance growth with neighborhood livability, and foster a community process that spurs development.

For more information, contact Councilman **William Peduto** at (412) 255-2133. or visit www.billpeduto.com. Councilman Peduto represents the neighborhoods of Bloomfield, Oakland, Shadyside, Squirrel Hill, East Liberty, and Point Breeze.



Pittsburgh hopes to extend the economic vitality of District 8 city-wide.

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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 "**

November 1, 2012, Thursday, Board of Directors Meeting

1. 7:30 AM,
2. ESWP Boardroom

November 3, 2012, Saturday, Geotechnical Institute

1. Applications of **Geotechnical Instrumentation**
2. 7:30 AM, - 5:30 pm
3. 4 Points Sheraton – Pittsburgh Airport, 1 Industry Lane, Pittsburgh PA
4. \$175 Geo-I members, \$195 non-members, \$90 students
5. 8 Professional Development Hours (PDHs)

November 8-9, 2012, Thursday and Friday, EWRI

1. **Pumping Systems** Design
2. 7:30 AM, - 5:30 pm
3. Sheraton Station Square, Pittsburgh PA
4. \$1,295 ASCE members*, \$1,525 non-members*
5. 1.2 Continuing Education Units (CEUs)



November 8, 2012, Thursday, Structural Engineering Institute (SEI)

1. Joint Dinner Meeting with Association of Bridge Construction and Design (ABCD)
2. **'Rather Unique View of Some New and Historic Bridges in Switzerland and France'**
3. 5:30 pm
4. \$35 SEI members, \$45 non-members, \$10 students. No-shows are billed.
5. Cefalo's, Carnegie PA
6. Contact Linda Kaplan, **412-922-5575**, or lkaplan@gfnet.com by November 5.



November 14, 2012, Wednesday, ACE (Architecture, Construction, Engineering) Mentor Program

1. Traffic Design Engineering **Student Outreach** session
2. ESWP.
3. 4 – 6 pm

November 28, 2012, Wednesday, Architectural Engineering Institute (AEI)

1. Dr. Ali Memari, PE, PhD, Director, The Pennsylvania Housing Research Center (PHRC)
2. 5:30 pm
3. \$35
4. Penn Brewery, Eisenhalle Room, Pittsburgh PA

November 30, 2012, Friday, Construction Legislative Council,

1. Master Builders Association building
2. Robert Johnson, Deputy Director of Governor **Corbett's** SWPA Office
3. 10:00 am

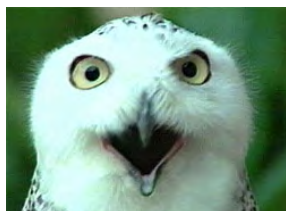


December 6, 2012, Thursday, Board of Directors Meeting

3. 7:30 AM,
4. ESWP Boardroom

December 6, 2012, Thursday, December Dinner

1. Sponsored by Younger Member Forum (YMF)
2. **'Engineer Your Own Success'**, Anthony Fasano, P.E.
3. 6:00 pm, \$55 ASCE Pittsburgh Section members, \$65 non-members, \$35 student. \$26 book included
4. Bring unwrapped toy for Brashear Association Toy Drive
5. National **Aviary**, Pittsburgh PA



December 12, 2013, Wednesday, ACE Mentor Program

1. Structural Engineering **Student Outreach** session
2. ESWP.
3. 4 – 6 pm



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Young Members Give Back to the Community

The Pittsburgh's Younger Members 'gave back' generously to our community last month.

First, in conjunction with the Carnegie Mellon University (CMU) Student Chapter young Civil Engineers volunteered their time to support the Pittsburgh **Walk to Defeat ALS** (Lou Gehrig's disease), held at the Pittsburgh Zoo & Aquarium, on September 8, 2012.

The volunteers set-up and organized the food and beverage stations for the participants in the walk, and helped to decorate the central meeting tent, hanging various quilts made from past Pittsburgh Walk to Defeat ALS events.

Despite the rainy weather, once set-up was complete, all the volunteers joined the other participants in the walk through the zoo to support a worthwhile cause. Do you know someone with ALS?

Second, YMF enthusiastically participated in **CANstruction Pittsburgh** for the first time this year. This unique design-build competition brings together design professionals to create large sculptures out of canned food, all of which was bought with donations, was then in turn donated to local food banks at the end of the competition. This year's competition included seven entries. The YMF teamed with the Greater Pittsburgh Carpenter's Union on our entry "**Picnic in CANSburgh**" featuring a 6' tall bottle of wine, large picnic basket and cheese plate all on a red and white checked blanket. The structure won the award for "Structural



Picnic in CANSburgh

Ingenuity" at the awards gala. The design used just over 900 cans which were donated to the Brashear Association to be distributed to local needy families. All in all, participants who were involved with CANstruction felt it to be a fun and charitable event that helped an important local cause.

Third, back by popular demand, YMF volunteers conducted an **Interviewing Skills Workshop** on September 24, 2012 at CMU. Twenty practitioners passed their experience onto 30 students from both CMU and Pitt. After introductions from **Linda Kaplan**, of **Gannett-Fleming**, coordinator, and

colleague **Matthew Pierce** delivered a presentation on conducting a successful interview. Following the presentation, practitioners conducted one-on-one mock interviews with the students. The students praised the event as it provided useful skills for future interviews.

Ranny Zhao, CMU Student Chapter President, noted, "The interview workshop, and various other ASCE YMF networking events, have made me feel more confident and comfortable about myself while talking to the professionals." Alexander McHugh, a CMU Student noted, "I was able increase my interview experience twofold with more immediate feedback and with less pressure than a real interview. I was able to "test" out some question responses - with varying degrees of success- in a friendly environment, and I never knew what interviewers thought about my answers to their questions until now." The students thank the practitioners who donated their time and knowledge to a younger generation of engineers.

For more information on YMF, contact, **Angela Mayer**, at (412) 469-9331 or amayer@kuresources.com. Angela is a staff engineer at **KU Resources** and Vice President of the ASCE Pittsburgh Section's YMF.

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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.

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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