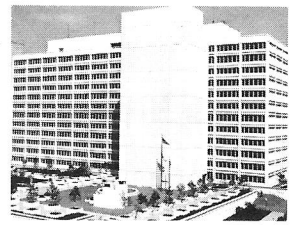


# Highway News



Vol. 11 No. 8

Pennsylvania Department of Highways

September, 1969

## Community Involvement

PDH took another major step forward Aug. 12 in cooperative highway planning by conducting an Environmental Seminar in Harrisburg. It was PDH's fifth in a series of seminars, but the first involving Federal and other State government departments.

Those agencies participating included the U.S. Dept. of Transportation, Gov.'s advisory Committee on Natural Resources and Beauty, Historical and Museum Commission, Dept. of Forests & Waters, Dept. of Mines and Mineral Industries, Dept. of Health, and Fish and Game Commissions.

Each representative presented their agency's views as to future highway planning. One participant said the seminar was "one of the greatest and most encouraging." Secretary Bartlett, in opening the seminar, said:

"This is another in a series of seminars conducted by the Department to ensure that our professional and technical management is fully apprised and aware of the constantly changing conditions involving land use and highway transportation planning.

"Moreover, we believe that a progressive, people-oriented governmental agency can best serve Pennsylvania by being responsive to the expressed concerns and aspirations of our society.

"What we recognize, however, is that we are not choosing between a highway and the environment in our work, for each must supplement the other....

"However, we must constantly search for broader understanding and give greater recognition to the total planning of our road system....

"Only in this way can we best serve the ever-increasing mobility requirements of Pennsylvania, yet preserve and enhance the qualities that have made our state the place in which we wish to raise our families.

"During the Scranton Administration strong agreements were reached between the Department and Fish and Game Commissions to protect our natural resources. And, in fact, they have been strengthened during the Shafer Administration....

"The Department is most sensitive to its responsibilities. Our objectives are clear. This Administration has always placed community involvement first, and has singled out the need for respecting and enhancing our natural resources....

"In summary, then, our job is to fully consider what I refer to as the three Es—*economy, engineering and environment*. This is the challenge to each of us to use our intuitive judgement and clear thinking to do the right planning in the implementation of our vital highway improvement program for Pennsylvania."

## Pregmon Is PDH Award Nominee

Richard J. Pregmon, Plans Unit engineer in the Scranton District, has been selected as PDH's nominee for the Commonwealth Trainee Award for Achievement.

A graduate of Drexel Institute of Technology, Pregmon compiled a total of 484 days of qualified engineering experience with the District Four Construction Unit as a Cooperative Student.

During his senior year he presented a Slip-Form Paving Seminar at Drexel, which was selected as the most outstanding in competition with 52 fellow engi-

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## 29 YEARS WITHOUT DAY OF SICK LEAVE

More than a quarter of a century of employment without missing a single day because of illness is a mark of dedication, pride and good health.

From District 6-0 comes the report that Bill Pengelly of Montgomery County won a recent monthly Dedicated Employee Award.

From his employment in 1939 to 1968 he had not taken off one day for sickness. That's approximately 29 years, or 1,508 weeks, or 10,585 days. Are there any similar, or greater employment feats?

## PDH REPORT

# \$456,226,926 In Contract Lettings Is A New High

PDH closed the fiscal year ending June 30 with a new high in contract lettings of \$456,226,926. This is subject to some downward revision depending on contract awards. There are now \$1,426,619,248 of active construction contracts underway which is the highest of any state in the nation.

The Bureau of Maintenance initiated a study in York County to develop a comprehensive Maintenance Management System which will apply principles of planning, programming and budgeting to our highway maintenance operations.

The delivery of two new skid trucks to the Research Laboratory gives the Department the capability of increasing the research effort to provide skid resistance pavement through research, capability of testing the complete system to determine the coefficient of friction and prompter measurement of suspected slippery pavements.

The efforts of the Department to upgrade the qualifications and knowledge of employees is reflected in the six-month figures of training whereby 505,000 student hours were spent in 61 different courses. The subject matter runs from Telephone Courtesy in which

*continued on Page 4*

## HIGHWAYS FOR BETTER LIVING

NATIONAL HIGHWAY WEEK SEPT. 21-27, 1969

Teamwork. Enthusiasm. Pride. That's what it takes to make any organization, business or promotional campaign a success.

National Highway Week will be September 21-27, and PDH will be making an extra special effort to tell and show the Pennsylvania Highway Story, 1969.

No full-scale "Open House" program is planned this year, but there will be project tours, groundbreakings, road openings among other events highlighting a massive highway improvement program that includes more than \$1.4 billion in active construction.

Pennsylvania is among the nation's highway leaders, so we have a lot to talk about and show.



## Touch Of Glamour At 8-0

A lady geologist and a fair employment representative not only add a touch of glamour to the Harrisburg District staff, but they also are among the first women with PDH in their respective fields. District Engineer O.D. Ferrari welcomes new employees Mrs. Milena F. Bucek (center), Soils Engineer II, and Mrs. M. Frances Jackson. Mrs. Bucek graduated with honors from Charles University, Prague, Czechoslovakia.



## Management Notes

By John Harhigh  
Director  
Bureau of Personnel

### General Pay Increase

Gov. Shafer's announcement of a hard sought after general pay increase for Commonwealth employes includes a "no change" in the anniversary date.

An extra 10 percent has been included in all Department employe checks, except those who received a five percent increase in July. These employes will receive an additional five percent increase, effective August 1, with the restoration of their original anniversary dates.

This general increase, which was strongly supported by Secretary Bartlett, is a welcome addition to many benefits recently provided for Commonwealth employes. These benefits included increased amount of Commonwealth contributions toward medical-hospital insurance, group life insurance at reduced rates, improved retirement rates and public liability insurance.

In addition, Department employes have received benefits from comprehensive training and safety programs;

—A reduction in the work week for our field organizations from 40 to 37½ hours, which in effect provided a higher pay rate for regular and overtime hours worked;

—Eligibility for up to \$4 subsistence reimbursement for two or more hours of unscheduled consecutive overtime;

—Salary status and benefits for maintenance employes; and

—Intensive job surveys to maintain equitable internal pay relationships and improve career and advancement opportunities.

Further benefits include time and a half for overtime, and regular cost of living adjustments. Also, better methods of salary administration are now under consideration.

Coupled with the satisfaction of working for an organization that is showing continued progress in its goal, "First In Highways," and "First In Highway Safety," these benefits continue to improve the stature of the Department as an employer.

### Retirements

Robert S. Kepner, of Clearfield, Clearfield District Consultant Liaison Engineer with 43 years of service, July 7.

Charles W. Ruder, of Allentown, Equipment Operator II (5-3), with 41 years of service, July 1.

Walter A. Bruch, of Norristown, Highway Design Engineer III (6-0), with 32 years of service, July 30.

John J. Dombrowski, of Plymouth, Construction Inspector II (4-0), with 30 years of service, July 3.

Howard Slick, of Lewistown, Highway Maintenance Worker (2-7), with 21 years of service, July 23.

Thomas A. Simonson, of

Snydertown, Stock Clerk II (3-4), with 18 years of service, July 16.

Paul R. Musselman, of Mt. Bethel, Real Estate Specialist I (3-0) with 11 years of service, May 6.

George G. Biesecker, of Harrisburg, Clerk IV Highway Planning Statistics, with 13 years of service, July 30.

Willis J. Coblentz, of Ellwood City, Equipment Operator II (11-2), with 12 years of dedicated service, June 27.

Berton M. Norvell, of Williamsport, Auto Mechanic II (3-2), with 11 years of service, June 11.

Angelo Moran, of West Manayunk, Maintenance Worker (6-4), with 13 years of service, May 27.

William Taylor, of Bedford, Construction Inspector I (9-0),



Ten Philadelphia residents have completed a 10-week course in drafting in a program initiated by PDH in conjunction with the Opportunities Industrialization Center. They currently are employed at the St. David's District Office, and at the Philadelphia Interstate Office. Members of the class (standing) are Clemintina McKeever, Charles Wing, Bruce Fleming, Mamady Doumbouya, Melvin Rembert, Anthony Gastearl, Thrumman Jones Jr., Arlene Hendricks, Charles Brown, and Alma Hunt. Seated are Donald Harty, North Branch manager of OIC, Jerome Carter, training supervisor of OIC, and Harold A. Humbert, Deputy District Engineer, (6-0). Standing right front is Robert Lane, Coordinator of the program for (6-0).

### PDH IS NATIONAL APPALACHIAN 'LEADER'

PDH is the leader in the Appalachian Highway Program.

The report for the period ending June 30 showed PDH with 422 of its 489.9 corridor mileage in the work stage. This included 9.8 miles completed, 48.1 miles under construction, 178 miles in engineering and right-of-way, and 195.9 miles in location studies underway or completed.

Kentucky, with 581.5 miles of Appalachian highway, had 374.4 miles of work in progress. Total Appalachia mileage is 2,957.

with 10 years of service, July 16. Patrick DeNaples, of Dunmore, Welder (4-2), with 30 years of service, July 7.

Paul N. Myers, of Columbia RD 1, Equipment Operator II (8-7), with 13 years of service, July 10.

Russell J. Barefoot, Ebensburg R2, Highway Foreman (9-3), with 14 years of service, June 18.

Stewart W. O'Brien, Carlisle, Equipment Operator II (8-2), with 16 years of service, July 11.

Arthur L. Montgomery, of Sarver, Highway Foreman (10-2) with 14½ years of service, May 14.

Levi M. Meyers, of Coraopolis, Maintenance Worker (11-1) with 19½ years of service, May 14.

Isaac D. Cory, of Wyalusing, Maintenance Worker (4-1) with 20 years of service, May 9.

### HERO Activities

Highway Employe Recreation Association (HERO) has completed its Fall and Winter schedule of activities. They are:

Sept. 9—Mixed Bowling League at Colonial Lanes.

Sept. 13—Fall Dance at Steelton VFW.

Dec. 18—Christmas Party.

### Sorry About That!

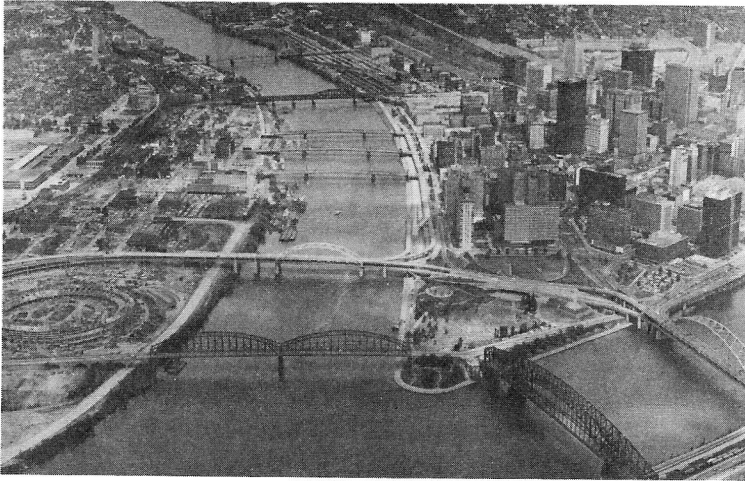
In last month's issue of Highway News we erroneously reported that the Lehigh River separates the cities of Allentown and Bethlehem. Where the two cities meet the boundary is marked by a street, Club Avenue.

### PHILADELPHIA

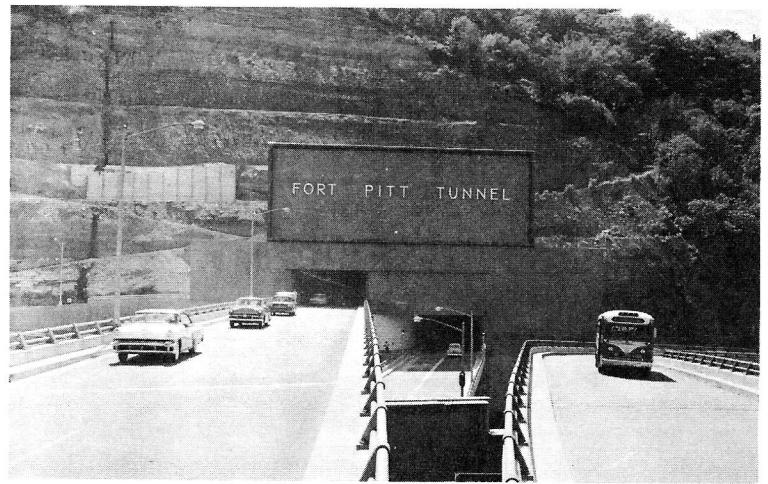
Walter Bruch, District Plans Engineer for the past 17 years, retired July 31 with 32 years of service. More than 250 friends attended a testimonial dinner July 23 in Norristown where Bruch has resided during the past 21 years.

### UNIONTOWN

Attorney Ira B. Coldren Jr., chairman of the Fayette County Development Council's Highways Committee has been 'promoted' to the rank of General by Secretary Bartlett. Both are West Point graduates. Coldren was cited for his excellent job as chairman of the Highways Committee.



Pittsburgh's three rivers and Point Park are the center of one of the nation's major industrial areas. At left is the Three Rivers Stadium under construction.



The Highway Department's only tunnels on its 43,646-mile system are located in the Pittsburgh district. Fort Pitt tunnels near Point Park carry I-79 and US 30-22 traffic.

## PITTSBURGH DISTRICT

# 'Industrial Capitol' With 1,833 Miles Of Roads

*(This is the last in a series of articles featuring PDH's 11 engineering districts).*

Allegheny and Beaver counties (District 11-0) are two of the most diversified and complex industrial counties in Pennsylvania.

Together they comprise the nation's capitol of such industries as steel, glass, aluminum, iron and coal.

The District, under the leadership of Acting District Engineer Fred P. DePasquale, on July 1 embarked on a six-year, \$679 million Highway Commission approved highway improvement program.



DePASQUALE

During the past fiscal highway expenditures in the two counties exceeded \$72 million. There are 1,215 miles of state maintained highways in Allegheny County and 618 in Beaver County.

District offices are located at 875 Greentree Road, Pittsburgh. There are 627 employees in the district office and 900 in the field.

To satisfy the tremendous transportation demand generated by heavy industry and the work force of two million people of the metropolitan Pittsburgh area, these counties utilize rivers, rails, air and highways. There are four major rivers handling millions of tons of raw materials.

A very elaborate railroad network also assists in the transportation of raw materials and the distribution of finished products. The Greater Pittsburgh Airport, soon to become an inter-

national airport, is a major link in air travel throughout the world.

### Intricate Road System

The District also maintains one of the most intricate highways system in the world. All of these modes of transportation are very closely aligned, both in physical location and in their interdependence on one another.

Utilities play a major support role to the industrial development in the district. They transport power, gas, water, petroleum products and communication into the region.

As a result of this close alignment of modes of transporting people, goods and services, the District staff is placed in the role of a Department of Transportation even before it is officially adopted by the Commonwealth.

The District presently is using its engineering talents to develop and construct an action plan for mass transportation for the metropolitan area in the form of the Parkway East, the South Hills Parkway and Park and ride endeavors. These systems involve exclusive bus expressways and parking facilities, a precedent in the state.

Adding to the woes of the District is that it has some of the roughest terrain in the state. Its hills have necessitated the construction of three highway tun-

nels adjacent to the "Golden Triangle," the central business district of Pittsburgh, and its rivers result in the need of numerous costly structures.

### Five Interstate Routes

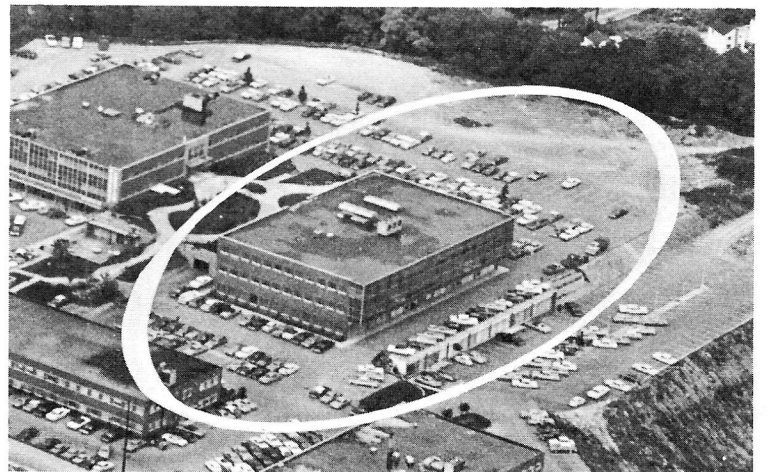
These items, coupled with some of the most expensive real estate costs in the state, have led to a long standing high degree of co-operativeness among the department, civic, industrial, and municipal leaders.

The District was one of the first to promote the design concept team as a tool of complete cooperation. Presently two design concept teams exist in the district. One for the controversial South Hills Expressway,

and the other for the proposed Oakland Crosstown, two very important links in the overall network.

The District also is unique in that five interstate routes have their focus here. They are I-479, I-279, I-79, I-76 and I-80S. Combining these important routes with the congestion of the city, the industrial activity and the rugged terrain result in very complex and costly highways and interchanges. One interchange between I-79 and I-279, recently advertised for bids, is expected to cost approximately \$16.5 million.

Keeping with the times in the Pittsburgh metropolitan highway system is a challenging and costly operation.



PDH headquarters (circle) for Allegheny and Beaver counties is located at 875 Greentree Road, Pittsburgh.

## L. (Bud) Lambert Retires; Anderson, Ickes Promoted

Lahman D. (Bud) Lambert, director of Municipal Services since 1963, retired August 27, ending 35 years of state government service, all with PDH.

"Bud Lambert's loyalty and cooperation are the priceless values that are unforgettable in a man's life," said Secretary Bartlett.

Harold E. Myers, assistant director during the past six years, succeeded Lambert as director.

Lambert, a registered professional engineer, had served as Franklin County maintenance superintendent and District 8-0 Maintenance Engineer.

Myers resides on Mechanicsburg R2 and is a native of York County. Lambert is a native of Gettysburg and lives in Camp Hill.

Bruce Anderson, 42, administrative officer for the Allentown District, was appointed a special assistant to Secretary Bartlett. He begins his new duties in Harrisburg Sept. 2.

Thomas C. Ickes, 29, was promoted to Assistant District Engineer-Design for the Clearfield District (August 28). A registered professional engineer with a Master's Degree in Civil Engineering, Ickes joined PDH in 1960 and in January, 1968 was selected as the first engineer to attend graduate school under a new educational leave policy.

In other personnel transactions:

Robert L. Pegues, 35, of Farrell, joined PDH Aug. 14 as Fair Employment Representative for the seven-county Franklin District.

Anthony P. DeAngelo, 28, of Clarks Summit, has been promoted to the position of Soils Engineer for the Scranton District.

### INDIANA

A new district paving record was set in July on the Route 422 Indiana Bypass when 5,332 feet of two-lane concrete highway was placed...20 district employes have joined together to form the "Keystone Investment Club"...Three members of the Youth Corps who worked in the district office during the summer were Loretta Anderson, Lucy Hosack and Dodge Embry.

#### Pregmon Nominee

*continued from Page 1*

neering students. He joined PDH on June 6, 1968 and completed the Intern Training Program on June 27, 1969.



LAMBERT



ICKES

## What's New!

PDH sent 56 of its planning and design engineers back to the classroom July 31 to review "Community Involvement in the Development of Transportation Networks."

\*\*\*

A five-week business, equipment operators training program, in which PDH participated was conducted at the Training Service Institute, Thompkinsville along I-81, Lackawanna County.

\*\*\*

In efforts to reduce or eliminate skidding on highways, PDH is cutting grooves in highways at four locations in a new test program.

\*\*\*

A 25-minute film in color on the building of the Keystone Shortway (I-80) is being produced by the Photo Unit of PDH'S Bureau of Public Information.

\*\*\*

Twenty four International Road Federation fellowship engineering students from 18 nations were guests of PDH June 26-27.

\*\*\*

A two-week Traffic Safety Seminar at Penn State University in late July was attended by 30 PDH traffic engineers.

\*\*\*

PDH is a cooperating agency in Penn State's Pennsylvania Highway Transportation Conference and Workshop at University Park Sept. 10-12. PDH participants include Secretary Bartlett, Director of Maintenance Louis G. O'Brien, Safety Group Chief Edmund R. Ricker, and Advance Planning Director Jack Kinstlinger.

## PDH IS FIRST IN CONSTRUCTION

Pennsylvania has overtaken New York in the national highway construction race.

PDH now has \$1.4 billion worth of work in progress on 564 contracts, improving or constructing 1,219 miles of highways.

The August 7 issue of Engineering News-Record reported that New York and California followed closely behind Pennsylvania.

## Motorists Have 'Starting' Problems

So you think you are the only one who has car problems!

Automobile starting difficulties—including battery, starter and ignition system failures—were the major cause of motorists' calls for emergency assistance during 1968.

The American Automobile Association said that of the total 76,668,000 automotive breakdowns reported, 33,809,000 (44 per cent) involved trouble in getting the engine started.

Second major breakdown problem was flat tires—12,217,000, or 16 per cent.

Over three million motorists ran out of gas, and another 1.5 million locked themselves out of their cars, lost their car keys, or broke a key while attempting to unlock the car.

## 2,300 New Savings Bonds Subscribers

Pa.'s 1969 U.S. Savings Bonds Campaign resulted in the addition of 2,300 subscribers. Another 1,500 employees increased their subscribers.

The campaign was directed by Highways Secretary Bartlett.

The Executive Offices of PDH's Central Office was among 32 agencies, major offices or bureau to receive a Special Award for 100 percent employee participation.

#### Contract Lettings

*continued from Page 1*

2,975 persons attended to a Soils Seminar for 24 people.

Currently, salaried strength is 20,028. The increase from the figure last month can be attributed to the employment of approximately 200 college graduates to Engineering Technician, Government Career Trainee and Civil Engineering positions.

## OBITUARIES

Ruth Van Horn, 63, of Lewisburg, Clerk Typist I (3-0), June 19.

Russell D. Snook, 60, of McClure RD 2, Maintenance Worker (3-5), June 23.

Milie E. Capo, 57, of Beaver Falls, Construction Inspector II (11-0), July 6.

Harold Ward, 57, of Lock Haven, Engineers Assistant (2-0), June 12.

Francis D. Coots, 58, of Verona, Maintenance Worker (11-1), July 1.

Joseph Chiarelli, 56, of Jeanette, Maintenance Worker (12-5), June 29.

John Rennie, 52, of Rutledge, Maintenance Worker (6-3), June 18.

Taylor F. Orr, 65, of Elderton, Equipment Operator II (10-1), July 27.

Roy A. Lettich, 57, of Schuylkill Haven, Maintenance Worker (5-6), June 22.

Harry P. Kline, 46, of St. Clair, Engineering Assistant (5-0), July 17.

Jack D. Winters, 42, of Franklin, Equipment Operator I (1-5), June 7.

Clayton DeLill, 42, Coudersport R3, Highway Foreman (2-6), July 17.

Melvin Harer, 69, of Montoursville R1, Domestic Worker (3-2), July 17.

Victor Degutis, 64, of Scranton, Construction Inspector I (4-0), July 2.

## Highway Littering Costly Budget Item

Highway littering is a costly budget item.

In Lehigh County alone \$675 weekly goes to a foreman, four-man crew and operation of one truck for cleaning the Lehigh Valley Thruway and Bethlehem Spur.

Thousands of dollars are wasted weekly during the summer months by "wasteful" motorists. Are you one?

## Carbon County Hard Hit By Severe Rain Storms

Carbon County was one of the state's hardest hit by severe rain storms during late July and early August.

Jim Thorpe, the county seat, was the hardest hit. Damage in the county was estimated at approximately \$1 million.

Highway damage in Jim Thorpe was estimated at \$250,000. PDH reported damages between \$80,000 and \$100,000.