



President's Letter

Recently I got to review the application for the SENH scholarship and was mildly intrigued and nostalgic. The candidates for the scholarship were asked to provide a brief statement (500 words or less) presenting their interest in structural engineering. I thought about what I would have answered if asked that question almost 30 years ago.

In my case there were two precipitating circumstances that landed me as a structural engineer. First, like many of you, I was good at math and science. As such, in high school I was told that a good career choice was engineering. It sounded like something I could make a living at, so I figured why not. Secondly, I only knew one engineer at the time. Well, technically he was a student at Lehigh University studying structural engineering. I thought the world of him and if he was good enough for him it was good enough for me. So structural engineering it was to be. Short and sweet, but I do not think that response would have won any scholarships for me.

While at Carnegie-Mellon University I did not focus on structural engineering courses. My concrete and steel design course (yes they were both taught together in a one semester course) never got to steel

design. My independent study course and senior project were on air pollution. What I did learn at CMU was how to problem solve. The series of courses taught were called 'Analysis, Synthesis, and Evaluation'. Often we were given problems for which there was no known solution, told to do our research and propose a solution in a week. My courses were challenging, but would not have gotten me a structural engineering scholarship.

My course work almost prevented me from getting my first structural engineering job. I was lucky to have a reference from the Dean of Engineering, whom I had gotten to know through my involvement as President of CMU's Student Chapter of the Society of Women Engineers. The Dean's referral is what got me in the door at Stone & Webster Engineering & Construction upon my graduation. And with that I learned the value of being involved in professional organizations and in networking.

Extra-curricular activities are a big factor in the selection of both the Engineer and Young Engineer of the Year and in the awarding of the recent SENH scholarships. In his speech, while accepting the Young Engineer of the Year Award at the Engineers Week Banquet, SENH member Sean

James encouraged all engineers to get involved in their professional engineering societies. And I say HERE HERE!

NH Department of Transportation Commissioner Carol Murray, who was being honored as the Engineer of the Year at the banquet, shared that in 9th Grade she was told that engineering was not an option for women. Luckily, her father convinced her (and the school) otherwise. Thankfully, as a female growing up in the 70's in southwestern Pennsylvania, no one thought to tell me that that this career was not an option.

There is one regret....had anyone told me how much writing I would have to do in my engineering career I think I would have become a mathematician. And here I am, writing extra articles for the newsletter because I really would like it to be more than informative and just a little more interesting. Writing is pure torture for me, but if I can do it so can you. Please consider sharing your thoughts. Profile your own career or that of a colleague or of a mentor or favorite professor. You can answer the scholarship question or pick your own topic.

Inside this issue:

President's Letter	1
January Meeting Minutes & Attendance List	4-6
March Meeting Announcement	7
Upcoming Meetings and Conferences	8
UNH News - SEE WHO WON THE SENH SCHOLARSHIPS!	9

Special Points of Interest/ Reminders:

- *March Meeting—Building Information Modeling and Revit Structure.*
- *NEW—Member information and profiles—SEE PAGE 3.*
- *SCHOLARSHIP AWARDS—Page 9*

March Meeting

SENH Professional Development Committee has scheduled our next meeting for the start of Spring on **Wednesday March 21st at the Puritan Backroom Restaurant and Function Center in Manchester** with Nicolas Mangon from Autodesk coming to speak to SENH on **Building Information Modeling (BIM) and Revit Structure** with a demonstration of Revit software by Tony Chiaravalloti, Revit Structure Specialist, MicroCAD, Inc.

May is the “General Membership Meeting”

The **May meeting** has not been finalized, but it will be about **Truss Bracing**. It will be informative given the new 2006 edition of the *BCSI Guide to Good Practice for Handling, Installing, Restraining & Bracing of Metal Plate Connected Wood Trusses* which better defines the role of the truss designer and the building designer when it comes to truss bracing. This replaces the BCSI 1-03 booklet with portions of the new editions reflecting language directly from the 2006 IBC and IRC.

May is also the General Membership Meeting. The Board of Director terms of Steve Johnson, Alex Azodi, and Robert Busby will expire in May. Steve and Alex have both served two 2-year terms and Bob has been on the Board for more than one full term as a result of filling the remainder of Roger Gayer's term.

For the openings, the Board of Directors nominates Steve Johnson, Alex Azodi, and Robert Busby to refill these

positions. **According to Article VII, Section I, other nominations signed by three (3) or more members may also be submitted and are welcomed. These must received by the Board of Directors by March 31, 2007.**

Legislation Update

SENH presented written testimony to the House of Representatives Executive Departments and Administration (ED&A) Committee Hearing on February 8, 2007 regarding **House Bill HB 170 which proposes to change the membership of professional and regulatory boards so that more than one-half of the membership is comprised of persons not completely familiar with the profession.** The current Joint Board of Licensure and Certification includes four members of the engineering profession appointed by the Governor who have demonstrated through education and experience that they are ethically and technically prepared for this position. The proposed changes to the board would create a majority of public members who could not be expected to possess the same knowledge, involvement and understanding of the customs, practices or codes of conduct of the profession about which they might be called upon to make critical judgments affecting professionals or the general public.

Alex Azodi, PE appeared at the hearing on behalf of SENH. He reported that with no one in the hearing room in favor and at least 16 organizations wishing to speak in opposition, the chairwoman acknowledged that she understood the overwhelming sentiment of the public and requested for the interest of time that only people who had not submitted written testimony speak. As such Alex, like everyone else, accepted the chairwoman's request. The opposition was so overwhelming, that in the words of the chairwoman "we get the drift!"

SENH will continue to watch bills of interest including, but not limited to:

House Bill HB 166 changes the definition of “bridge” as requested by NHDOT. The DOT said it reflects current practice in regard to bridges and will help the state's bridges qualify for federal disaster aid in the future. This bill was adopted by the House on February 21, 2007.

House Bill HB 593 changes penalties for violations of licensing requirements for certain regulated professions including engineers and would codify violations as a misdemeanor if committed by a person and a felony if committed by a company. Next hearing at ED&A on March 8, 2007 at 10:30 AM.

Senate Bill SB 62 states that "Any person who violates a provision of the state building code shall be guilty of a misdemeanor." SB 62 has had committee hearings and not yet made recommendations. The hearing in the Public and Municipal Affairs Committee occurred February 13, 2007.

Can you name the newsletter—Update

Congratulations go out to Sean James for coming up with “Granite Columns” the new SENH newsletter name. Thanks to all who submitted ideas. Sean will receive a “free pass” to the next SENH meeting that he attends.

Member Information and Profiles

This section of the newsletter will have member profiles and allow members to contribute content of interest to the structural engineering community. It can be personal or it can be technical. Your President will get you started with her stream of consciousness writing elsewhere in the newsletter. If you have a project success story that you want to highlight share it. If you have a personnel hiring or promotion announcement, let us know.

SENH is proud to welcome the following new members:

Members:

- ◇ Stephen Boyington, P.E. , Parsons , Brinckerhoff, Quade & Douglas, Inc.
- ◇ Tony J. Chiaravalloti, MicroCAD Training and Consulting
- ◇ Geoffrey Conway, P.E., Foley Buhl Roberts & Associates, Inc.

Associate Members:

- ◇ Rebekah Briggs, Parsons , Brinckerhoff, Quade & Douglas, Inc.
- ◇ Jessica Belangerm, Steel Elements Inc.
- ◇ Forest Fyrberg, Steel Elements Inc.
- ◇ Charles Gillen, Steel Elements Inc.

Student Members:

- ◇ Walter, L. Durack, University of New Hampshire
- ◇ Michael McGurl, University of New Hampshire
- ◇ Craig Spara, University of New Hampshire
- ◇ Joseph Sperry, University of New Hampshire



New Hampshire's Young
Engineer of the Year
Sean T. James, P.E., SEBC

Sean T. James Named NH Young Engineer of the Year

Sean T. James, P.E., SECB was honored as the 2007 NH Young Engineer of the Year by the NH Joint Engineering Societies at the Engineers Week Banquet on February 22. The Board of Directors of the Structural Engineers of New Hampshire (SENH) was pleased to nominate him for this award. Sean has been an active member of SENH since 1996, serving on the Website Committee in 1998. He is now the SENH liaison to the University of Maine for researching minimum Basic Education Requirements for structural engineering coursework as part of the

National Council of Structural Engineering Association (NCSEA) survey.

After graduating with BSCE and MSCE degrees from the University of Maine in 1995, Sean started his career at with Hoyle Tanner Associates (HTA). While there he has steadily gained experience and responsibility progressing from a Project Engineer to his current position of Project Manager and Associate of the firm. Sean's expertise is in the area of bridge and structural engineering, with a specific expertise in the historic covered bridge rehabilitation design. He

has written and presented three (3) papers on the subject and won the NCSEA 2002 National Timber Bridge Award of Merit for the Slate Covered Bridge, Swanzey, NH.

Sean is currently an MBA candidate at Southern NH University and is active in his community where he currently serves on the Town of Candia Planning Board as an alternate member. He has served in this capacity for approximately two (2) years, and although not required to, he attends most of the meetings, plan reviews and site walks.

SENH January 24th Meeting Minutes

Business Portion of the Meeting

1. The meeting was called to order by President Linda McNair-Perry, PE, at 7:15 pm, after the social time and dinner.
2. Treasurer Report: Jim Karmozyn announced that 161 members had paid dues last year. The SENH checkbook balance is approximately \$1,100 more than last year at this same time.
3. New Members Approved: Geoffrey Conway, PE, Stephen Boyington, PE; New Associate Members Approved: Tony Chiaravalloti, Richard Porter; New Student Member Approved: Craig Spara
4. SENH member Sean James, PE of HTA was selected as Young Engineer of the Year and will be honored at the NH Week Banquet at the Center of NH on February 22nd.
5. At that dinner SENH will be presenting 2 scholarships to UNH juniors focusing on Structural Engineering.
6. SENH will be at the February 28th UNH Engineering Career Fair. Contact Alex Azodi for more information.
7. SENH March Meeting: Building Information Modeling (BIM) and Autodesk's software package Revit Structure Tentatively at The Back Room Conference Center in Manchester.
8. Upcoming Events (non-SENH) were mentioned – see the web site for more info:
9. Deb Coon – SENH Administrative Assistant – did a super job with the new newsletter format. We will be looking for some material for a future “members section”. Deb also has some reminders:
 - A. PLEASE return your name tags.
 - B. PLEASE understand that there is an RSVP date on the meeting announcements for reason.
 - C. PLEASE suggest a name for the newspaper!
10. Emile Troupe spoke of AISCs interest in providing a breakfast meeting rather than a dinner meeting. Based on a show of hands it appeared that the members were supportive of a breakfast meeting.
11. Robert Durfee, PE, the SENH NCSEA Rep., requested additional volunteers to help with the NCSEA posters for high schools and to help NCSEA with their campaign to get the schools to reply to their adequate Structural Engineering curriculum survey.
12. Keith Donington, PE, of the PDC introduced the speakers:

Technical Presentation: *Mark Richardson, PE, NH Department of Transportation, “Update and Current Topics at NHDOT”*

The AASHTO Load and Resistance Factor Design Specifications (LRFD) are required by NHDOT Bridge Design, as well as FHWA, on all future bridge projects with limited exceptions. The updated DOT Bridge Manual should be finished by the end of September 2007, not in July as originally planned.

Much has been learned from the rapid bridge deck replacement in the Lakes Region (Route 3 Mosquito Bridge over Lake Winnisquam) using full depth partial width prestressed post-tensioned deck panels. This is the first and only kind of this project to date in New Hampshire. The project evaluated materials and methods and although there were some problems with curing a small section of grout in the post-tensioning ducts, the overall project was very successful. Rapid construction can often reduce much of the traffic control, which can be quite expensive, and thereby saves money by getting the job done more quickly. Another advantage is that it reduces the associated

safety hazards of traffic control. In this case, the bridge was wide enough to maintain two-way traffic during phased construction.

The DOT encourages the use of precast bridge members and is developing precast bridge component standard sheets. These may be incorporated in bridge replacement projects for consideration as a Contractor's option during the bid and construction of the project. High Performance steel and concrete use is also encouraged. There does not seem to be much price difference from ordinary steel or concrete, although the cost of these materials has increased significantly in the past two to three years, thereby increasing total construction costs.

Memorial Bridge in Portsmouth is another major bridge rehabilitation project of note. This is a vertical lift bridge constructed in the 1920s. The goal is to rehabilitate the mechanical, electrical, and structural systems of the bridge. This involves complete replacement of the lift

span with a new span that is historically accurate in appearance. The municipally owned bridge over Scott Avenue on the New Hampshire approach is being completely replaced at the same time.

Municipal Bridge Program: The flood events of October 2005 and May 2006 have resulted in the applications for state bridge aid received by the Department. Many projects originally in line for these funds have been bumped so that these funds could be applied to the flood damaged bridges. Some towns are taking the option to advance construct their bridge projects, i.e., pay the complete cost now at present construction costs and be reimbursed through state bridge aid funds when they are programmed. This tactic avoids any increase in project cost due to the accrued inflationary costs of construction. Damaged bridges are still a big concern to all municipalities. Coordination and communication has been good between public and private enterprises.

Continued on next page

Continued from Page 4

There is growing concern in the engineering community (AASHTO) that the Federal Highway Trust Fund will run out of money as early as 2009. It has been projected that without corrective action to ensure continued funding, significant reductions in federal funds are inevitable for all states, perhaps as much as 25% of all federal highway funds. For NH, this could mean a reduction by as much as \$25M to \$30M could be rescinded. However, it should be noted that these are estimates only, and that expenditure authorizations have not yet been proposed.

There continues to be an issue with overloads traveling on NH highways. Through specific federal authorization NH was allowed to increase the maximum allowable load ratings on I-89 and I-93 from 80,000 to 100,000 lbs. NHDOT had a study done regarding impact of this weight limit increase. The results indicate that there was minimal overall impact to interstate system. More weight means fewer trucks needed to transport the same amount of product, which results in a minimal net impact on the bridges and pavement systems. However, there are concerns with the mechanical safety and integrity of the vehicles carrying these loads, which should be addressed by the trucking industry associations.

NHDOT is also responding to the lawsuit regarding the I-93 expansion, which essentially challenges the need for the project. The environmental group that has brought suit maintains that widening of the interstate is not needed and that light rail should be actively pursued. The Department's proposed widening provides a corridor for possible future construction of a light rail system, but it is not part of the current project. NHDOT is responding as appropriate to this legal challenge by providing supporting documentation as the suit proceeds through the legal process. A decision on this issue may be given in the next several months.

Technical Presentation: *Bryan L. Busch, PE, CME Associates, Inc., E. Hartford, CT. "I-195 Reconstruction Project – Pre-assembly and Shipping of the New Providence River Bridge"*

The Providence River Bridge is located at the heart of the capital on Interstate 195. The new replacement bridge was designed by the Maguire Group. Due to the substandard nature of the existing I-195, RIDOT approved a new alignment. Many factors provided serious obstacles to the erection of the new bridge, including an under water sewage tunnel and a hurricane barrier. National Eastern Fabricator supplied the steel. Northeast Steel was the erector. Other contractors on the project include the construction engineers, Ziemann Engineering, LLC, the transport hauler, MAMMOET, the general contractor, Cardi Corp., and CME associates. Both MAMMOET and CME Associates worked directly for Cardi Corp. CME was responsible for securing the bridge for transportation.

The original contract plans called for steel erection over water on site. Cardi's approach was to erect the entire superstructure at the Davisville Pier (Old Quonset Point Base), transfer the entire structure to barges, and ship the structure 12 miles to the bridge site. It took two days to ship the main span in one piece. The steel erection proceeded in tandem with the construction of the substructure. The 400-ft span 160-ft wide steel tied arch bridge is an example of rapid bridge construction. It is hoped to have the new bridge open by the year 2010.

The nature of this project changed the rules of how bridges could be

erected. New equipment had to be developed for large scale transport. Self propelled pneumatic multi axle programmable trailers were utilized to move the 2750 ton structure from the pier to the barges. The trailers proved extremely maneuverable. The Quonset Pier had to be analyzed for the construction load. The haulers used 132 axles which consisted of 1056 tires. Each axle could support 34 tons. It took 3 hours to move the structure from the pier to the barges. The barges were unique and hard to obtain.

To prevent too much stress on the structure, it was essential to keep the bearing points level. To that end, the barges had to maintain an even keel when loaded. Initially the barges were tied off with cables at all corners and winched tight to the loading docks. The barges were initially filled with water and equipped with high speed pumps. As the bridge was loaded on to the barges, water was pumped from one end to the other end of the barge to maintain balance.

Several factors had to be considered when transporting the 400 ft tied arch. The span differed from conventional arch bridges in that diagonal cables were used in lieu of vertical cables. The box arches used were not prismatic. The arch used moment connections from the box beams to the floor beams. Temporary bracing was required for transport. The analysis involved picking up the structure at alternative pick

points and looked at the stiffness behavior. Any shoring of the structure had to be easily removed after it was placed at the site. The computer model indicated that putting temporary vertical struts 100 ft from the ends would not require stiffening of the original arch structure. The required braces must avoid impeding any installation procedure or connecting structure. The temporary braces caused stress reversals on both tension and compression members of the arch.

In moving the structure, wind had to be considered. The original plan analyzed the stresses due to a 30 mph wind. Later it was learned that in August, hurricane speed winds must be considered. The structure could survive a maximum 75 mph wind if marine loads were not considered, so they agreed that a transport would occur only in favorable weather conditions. A Naval architect helped with CME with the marine loads. The waves could have displaced the barges one foot in elevation from each other, and CME could not strengthen the bridge enough to accommodate this displacement. Fortunately the transporters could compensate for the anticipated marine loads.

In conclusion, it is feasible to pre-fabricate a steel bridge off site and transfer it to the site over water; thus avoiding temporary erection headaches and allowing simultaneous construction of the superstructure and substructure.

2.0 PDHs for the technical presentation were earned by attendees.

Respectfully submitted by Robert S. Busby, P.E., Secretary, SENH

Attendance List

Pre-Assembly of the new Providence River Bridge (2 PDH's Assigned) Grappone Conference Center, Concord, NH January 24, 2007

Name	Organization	Name	Organization
Alex Azodi, P.E.	<i>Omega Structural Engineers</i>	Sean James, P.E., SECB	<i>Hoyle, Tanner & Assoc., Inc.</i>
Paul M. Becht, P.E.	<i>H. L. Turner Group</i>	Steve W. Johnson, P.E.	<i>Vanasse Hangen Brustlin, Inc.</i>
Josif Bicja	<i>Hoyle, Tanner & Assoc., Inc.</i>	James Karmozyn, P.E.	<i>H.E. Bergeron Engineering</i>
Steve Boyington	<i>Parsons, Brinckerhoff, Quade & Douglas, Inc.</i>	Thomas T. Kendrick, P.E.	<i>Parsons Transportation Group</i>
Becky Briggs	<i>Parsons, Brinckerhoff, Quade & Douglas, Inc.</i>	Paul Kirby, P.E.	<i>Louis Berger Group</i>
Jay H. Brown, P.E.	<i>Structural Systems, Inc.</i>	Stephen Kiss, P.E.	<i>SAK Engineering</i>
Tim Bryant	<i>Vanasse Hangen Brustlin, Inc.</i>	Matthew J. LaBrecque, P.E.	<i>Pro Con, Inc.</i>
Robert S. Busby, P.E.	<i>Kalwall Corporation</i>	Aaron M. LaChance	<i>Vollmer Associates</i>
Bryan Busch, P.E.	<i>CME Associates, Inc.</i>	Andy Lawrence	<i>H. L. Turner Group</i>
John Byatt, P.E.	<i>CLD, Inc.</i>	Johnathan M. Longchamp, P.E.	<i>Daigle Engineers, Inc.</i>
Tony J. Chiaravalloti	<i>MicroCAD Training and Consulting</i>	Josh Lund, P.E.	<i>Vollmer Associates</i>
Normand G. Cote, P.E., SECB	<i>NGC Structural, LLC</i>	David A. Macolini, P.E.	<i>JSN Associates, Inc.</i>
Chris Cucco	<i>Maguire Group</i>	Richard Martin	<i>WR Grace & Co.</i>
Edward F. Decelle	<i>Structural Systems, Inc.</i>	Donald F. Mayo, P.E.	<i>Donald F. Mayo, P.E., Inc.</i>
G. Keith Donington, P.E.	<i>Parsons, Brinckerhoff, Quade & Douglas, Inc.</i>	Mark McLeod	<i>H. L. Turner Group</i>
Kathy J. Dougherty, P.E.	---	Linda McNair-Perry, P.E.	<i>GV Engineering, LLC</i>
Robert H. Durfee, P.E.	<i>Dubois & King, Inc.</i>	John T. Poisson, III	<i>Hoyle, Tanner & Assoc., Inc.</i>
Fred Emanuel, P.E.	<i>Emanuel Engineering, Inc.</i>	Mark Richardson	<i>NHDOT</i>
Roger W. Gayer, P.E.	<i>Structures Unlimited, Inc.</i>	Arthur W. Rose, P.E.	<i>Arthur W. Rose, P.E., PLLC</i>
Derek J. Gilbert, P.E.	<i>Oak Point Associates</i>	Timothy L. Schaal, P.E.	<i>Schaal Engineering, P.C.</i>
Charles Gillen	<i>Steel Elements</i>	Patty Steere	<i>Maguire Group</i>
Paul Goldberg, P.E.	<i>Pro Con, Inc.</i>	Miles P. Stetson	<i>University of New Hampshire</i>
Carl L. Goldknopf, P.E.	<i>GV Engineering, LLC</i>	John G. Stockton, P.E.	<i>Louis Berger Group</i>
Martin Gorham, P.E.	<i>JSN Associates, Inc.</i>	Emile Troup	---
Timothy L. Grant, P.E.	<i>Provan & Lorber, Inc.</i>	Eric Truebe	<i>Lakeside Engineering, Inc.</i>
Sally Gunn	<i>Vanasse Hangen Brustlin, Inc.</i>	Johnathan B. Truebe, P.E.	<i>Lakeside Engineering, Inc.</i>
Robert S. Hartford, P.E.	<i>Kalwall Corporation</i>	Edward Weingartner, P.E.	<i>Hoyle, Tanner & Assoc., Inc.</i>
Tim Hogdon	<i>H. L. Turner Group</i>		

SENH MARCH MEETING ANNOUNCEMENT

NEXT MEETING: Wednesday March 21, 2007

PRESENTATION: “**Building Information Modeling and Revit Structure**”,

Nicolas Mangon, Senior Product Manager Revit Structure, Autodesk, Inc. With a demonstration of Revit Structure by Tony Chiaravalloti, Revit Structure Specialist, MicroCAD, Inc.

PLACE: **Puritan Backroom Restaurant and Function Center**, Daniel Webster Highway, Manchester, NH.

Phone 666-9893

DIRECTIONS: I-93 to Exit 9S in Manchester (Routes 3 and 28), Daniel Webster Highway. Restaurant is on the left 1.5 miles south of the interchange. Function Center shares parking lot with the restaurant. Conference Suite B at the Function Center.

AGENDA:
5:30 pm-6:30 pm Social Hour
6:30 pm-7:15 pm Dinner
7:15 pm-7:30 pm Business Meeting
7:30 pm-9:15 pm Presentation

DINNER: Cornucopia Buffet; Ham, Lasagna, Chicken Tenders.

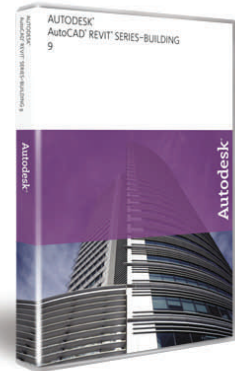
COST: Member: \$40.00 Non-Member: \$45.00 Full Time Student: \$10.00

RSVP: by Friday, March 16, 2007

Please send check payable to “Structural Engineers of New Hampshire” with list of attendees to:

SENH
P.O. Box 226
Manchester, NH 03105-0226
Contact: Deb Coon, Administrative Assistant, (603) 669-5555

NOTE: 2.0 PDHs have been assigned for attendance to this program. Attendees are responsible for ensuring their check-in on the attendance list upon arrival at the meeting.



Additional Meetings & Conferences

The **American Council of Engineering Companies of NH (ACEC-NH) Monthly Breakfast Series** will address issues that are relevant to the growth and well being of the engineering profession, including economic trends, legislation, financing, technology, education and workforce issues. Registrations begin at 7 AM at the Puritan Backroom on March 13. The speaker will be Kevin Dillon, Airport Director, **Manchester Boston Regional Airport**. Contact ACEC-NH Executive Director, Alex Koutroubas, (603) 225-7397 for more information.

**ACT NOW! RSVP is
FEBRUARY 28, 2007.**

The New **Hampshire Building Officials (NHBOA)** has invited SENH members to their 2 day conference that will feature a **Review of the 2006 IBC and the 2006 IRC**, highlighting significant changes from the 2003-2006 codes on March 14th & 15th at The Inns and Spa at Mill Falls in Meredith, NH. The instructors will be from the International Code Council (ICC). The programs include: seminars, course materials, breakfast, refreshment breaks, lunch, dinner optional (Wednesday only). Go to the SENH website for the [NHBOA brochure](#) and contact information.

The Educational Partnership of Central New Hampshire will hold a **Construction Technology Forum: New and Emerging Trends** from 11:30-3:00 on March 16th, 2007 at New Hampshire Community Technical College – Manchester. The focus of the forum is learning about the impact of New and Emerging Trends (NETS) on the skills workers need to be successful in an increasingly sophisticated field and making recommendations as to how they can be integrated into the curriculum of New Hampshire's Career and Technical Education centers. Pre-registration is required. There is no cost and lunch is included. See SENH

website for links to the [EPCNH announcement](#).

PlanNH has an April 5th **Sustainable Design Workshop: Thinking LEED and Building Green** hosted by Dartmouth College are Centera Village Marriott, Lebanon, NH. Details to follow at [www.plannh.com](#)

Structural Masonry Design Seminar is being offered from 8 AM to 1 PM on April 5th at the Crowne Plaza in Nashua, NH by **New England Concrete Masonry Association**. 3 PDHs earned. Cost is \$99 which includes Continental Breakfast and free software.

NHDOT/ACEC-NH 8th Annual Technology Transfer will be on April 17 at the Grappone Center in Concord. See the SENH website for the tri-fold brochure and registration form.

FIRST COME - FIRST SERVE

SENH Vice President Alex Azodi has **two complimentary certificates for the 2007 North American Steel Construction Conference**. The certificates cover the full registration for the conference which offers more than 60 technical sessions, short courses, and keynote speeches and is an educational event for structural engineers, fabricators, erectors, and detailers. In addition to an extensive trade show featuring latest products and services, sessions generally offer practical information and the latest design and construction techniques. It is an opportunity to learn the latest techniques and developments in the world of steel. There are usually around 3000 attendees. This year it will be in **New Orleans on April 18 to 21**, although one need not attend all days.

It is likely that all sessions qualify for PDH credit in all states, but you should check that before traveling all that way. This will be the fifth year that

Alex has attended this conference so if you are looking for more insight, contact him after checking out the website [www.aisc.org/nascc](#).

American Concrete Institute has seminars coming to Boston including **Anchorage to Concrete** on May 3, 2007 and **Troubleshooting Concrete Forming and Shoring** on June 13, 2007.

Save the date for this year's **WPI Annual Steel Design Conference**. Check the SENH website of an outline of the topic and speaker. **Steel Fabricators of New England (SFNE)** will provide more info and registration forms in April.

Date: May 24th, 2007

Topic: Seismic Braced Frames

Speaker: Rafael Sabelli, S.E.

The course will focus on the design requirements in the AISC Seismic Provisions for Structural Steel Buildings. For those of you that are proficient with the 2002 AISC Seismic Provisions, the seminar will highlight the differences between the 2002 and 2005 editions, and the implications of these changes in your design.

The NH Joint Engineering Societies, which includes SENH, are planning the first Annual Joint Society Conference on **October 11** that will at the Yard Manchester, NH. The program is titled **"Dropping the Borders of Engineering"** and there is a tentative agenda that can be found on the SENH website. Corporate Sponsorships will be available. For more info e-mail [programs@nhspe.org](#). Registrations will begin in mid-August.



THE FIRST SENH SCHOLARSHIP WINNERS ARE ANNOUNCED

SENH is thrilled to announce that it has awarded its first scholarships to two (2) deserving UNH Juniors who, through their course selection, have designated structural engineering to be the focus of their education. **Mr. Michael McGurl of Arlington, MA** and **Mr. Joseph Sperry of Bedford, NH** were acknowledged for their scholastic and extra-curricular achievements. Both of these scholarship winners are working on the UNH Steel Bridge Competition, which you can learn more about by reading below.

In addition to receiving a \$500 scholarship towards their 2007-08 tuition, both young men are now student members of SENH for 2007 and will be invited free of charge to all SENH dinner meetings held in 2007. In addition, SENH invited these young men to attend the 2007 Engineers Week Banquet on February 22nd where their selection was announced and they were acknowledged with thunderous applause.

The Board thanks the Public Relations Committee for their expedited efforts in getting the scholarship application created, negotiating the terms with UNH, reviewing the applications very efficiently, and making what was a very difficult decision from among four deserving student applicants. In addition, we would like to thank Dr. Henry for working with us and the PR Committee to make this happen so quickly. The professors at UNH also did their part in getting the word out about this opportunity to the students.

UNH Engineering, Science and Technology Career and Internship Fair

On behalf of SENH, Alex Azodi and Linda McNair-Perry are attending the UNH Engineering, Science and Technology Career and Internship Fair on February 28th. Associate Dean Henry noted recently that the Job Fair has grown in the last several years to 92 participants this time. Many structural engineering firms will be among them. While there were not too many entry level jobs advertised on our website, as promised we did take the current job postings from our website to the Career Fair.

SENH is glad to be given the chance to interact with students, share with them our experience as structural engineers and discuss what our organization has to offer. As a result of the fall Job Fair and the recent promotion of the scholarship, we have gone from one to eleven student members in just a few short months.

UNH Students Compete in the ASCE/AISC Student Steel Bridge Competition

UNH Students are competing in the ASCE/AISC Student Steel Bridge Competition (SSBC) which is a student-driven project experience from conception and design through fabrication, erection and testing, culminating in a steel structure that meets specifications and optimizes performance and economy. The SSBC increases awareness of real-world issues and fosters effective team work and project management. Linda McNair-Perry had the privilege of judging a regional competition a few years back and will attest to the valuable learning experience that the students got from preparing their own bridge and from watching the others compete as well. More information can be had at <http://www.aisc.org/steelbridge.html>

UNH will compete against other universities at the regional competition held at UCONN in March. SENH has made a contribution to this effort. We are looking forward to an update from the students in our next newsletter.

If you would like to assist in any way, you can contact the UNH Civil Engineering Chairperson Dr. Jean Benoit at 862-1419. To assist with fundraising, write a check to 'UNH Civil Engineering' noting that the donation is for the steel bridge competition and send it to the UNH Civil Engineering Department, Attention: Asst. Dean Dr. Robert Henry, Kingsbury Hall Room W283, Durham NH, 03824.





**STRUCTURAL ENGINEERS OF NEW
HAMPSHIRE**

**P.O. BOX 226
MANCHESTER, NH 03105-0226**

WWW.SENH.ORG



Member of

Board of Directors

President	Linda McNair Perry, P.E.
Vice President	Alex Azodi, P.E.
Secretary	Robert S. Busby, P.E.
Treasurer	James Karmozyn, P.E.
Director at Large	Steve W. Johnson, P.E.