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# News

Vol. 56, No.3  
Fall 2015

## The Urban Flooding Awareness Act

*By Mark Phipps, P.E., CFM and Matt Moffitt, P.E., CFM*

With the Urban Flooding Awareness Act becoming effective on August 3, 2014, the Illinois General Assembly tasked the Illinois Department of Natural Resources with preparing a report on urban

management policies at various levels of government, and strategies (including funding assistance) to minimize the damage from urban flooding.

The report recognizes that the vast majority of urban flooding damage claims are not located within the mapped floodplain areas. These damages continue to gain attention as over \$2 billion in documented damages were reported between 2007 and 2014. Factors contributing to urban flooding are both complex and numerous. Specific causes are fairly unique to each location. However, there are still common underlying issues that affect the majority of our urban flooding area: aged (continued on page 8)



flooding in Illinois. This report was published on June 30, 2015 with the collaboration of many local and state agencies, as well as local communities and stormwater professionals. It addresses the prevalence and cost of past floods in urban areas, trends in precipitation over time, technology available for evaluating the potential for flooding, current stormwater



## President's Notes

Mike MacKinnon, P.E.



We have had a busy summer. The Illinois Section sent several members to Minneapolis to participate in the Region 3 Assembly. The Region 3 Assembly will be returning to Chicago in 2016. We also had our 21<sup>st</sup> annual golf outing at White Pines Golf Club in Bensenville. The event was well attended, and we raised \$2,500 to fund our minority affairs committee.

The Illinois Section is ramping up to kickoff our Centennial Celebration. The festivities begin in October with a scavenger hunt and our Annual Dinner at the Adler Planetarium. The Annual Dinner will recognize several outstanding engineering projects and individuals in the engineering profession. Seating is limited to the first 375 registrants, so please be sure to register early. ABC Meteorologist Phil Schwarz will be this year's emcee. We are still accepting sponsorships for the dinner. This is a great opportunity to catch up with old friends and meet new ones.

In early January, the Illinois Section will be hosting a "winterfest" party to continue our Centennial Celebration, with a location in the Rosemont area.

Our goal is to bring together all of our institute's holiday parties into one mega event. Also in mid-January, we will be hosting the Region 3, 6 & 7 Younger Member Council and Multi-Regional Leadership Conference.

In summer 2016, our Centennial events will include an engineering boat cruise (similar to the architecture boat cruises), a family oriented baseball outing, and we will wrap everything up at our Annual Dinner in 2016.

IIT is hosting the Great Lakes Student Conference in April 2016. Several colleges across the Midwest compete in concrete canoe and steel bridge design, surveying, environmental design, and other events. Should you be interested in being a judge or assisting in any other way, please let me know.

We look forward to seeing everyone at the Centennial Celebration events. Please visit our website at [www.isasce.org](http://www.isasce.org) for more information on these events.

ASCE Illinois Section

# News

## ILLINOIS SECTION NEWSLETTER

E-Mailed to all ASCE-IS dues-paying members  
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Section - Region 3

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# Repairing the Centennial Bridge: Lessons Learned, Rock Island, IL

By Scott Benson, P.E. and Justin Pattison

**T**he Centennial Bridge is a 29-span, 3,850-foot-long steel and concrete structure that carries four lanes of US 67 (Centennial



Highway) between Rock Island, IL and Davenport, IA, over the Mississippi River, local roadways, and freight train tracks. The distinctive design includes five tied arch spans with lengths between 394 feet and 538 feet. The bridge was rehabilitated in 2005, but since then, several other areas experienced significant deterioration and required additional repairs. The noted deficiencies ranged from spalling concrete to heavy section loss of structural members. The current rehabilitation project began in early 2014, with anticipated completion in late 2015.

Though the project spans between Illinois and Iowa, the Illinois Department of Transportation (IDOT) owns the bridge and is facilitating the current repair project. In 2012, IDOT contracted with STV for design and in 2014 awarded the construction contract to General Constructors Inc. The

total estimated construction cost is \$3.4 million.

## Unique Repair Details

Given the age (constructed in 1940) and complexity of the structure, the bridge has several unique details to note, such as pin and link connections and the approach to the main span transfer beam.

Use of a pin and link connection simplifies the structural analysis, but introduces a fracture-critical detail to the structure. As shown in Figure 1, the connections are comprised of upper and lower beams, pins and links. The upper beam supports the lower (hanging) beam through the links

supported by a pier. The original design placed some of the pin and link connections at points where the beam alignment changed. This resulted in pins being bored at a skew in multiple directions. As one can imagine, fabrication of such a detail is difficult enough in a shop, let alone completing this task in the field.

IDOT's routine inspections typically found section loss in the web plates around the pins of each the upper and lower beams. Due to the amount of section loss, it was determined the best repair solution was to replace the web plates in their entirety. This repair required the contractor to temporarily support the lower (continued on page 10)



**Figure 1: Repaired Pin and Link Joint with Temporary Shoring Shown**  
(As viewed from below)

# Celebrating the Illinois Section's Civil Engineering Heritage

By Olga Belstar

The Centennial Anniversary logo celebrates the many and varied civil engineering achievements within the ASCE Illinois Section – iconic sky scrapers, a landmark system of waterworks and bridges, the world's busiest airport, the nation's main railroad and road transportation hub, and one of the nation's biggest mass transit systems. The Illinois

## Unveiling the ASCE Illinois Section Centennial Anniversary Logo



## The Logo for the Illinois Section Centennial Anniversary

Section Centennial is an opportunity to come together and recognize the legendary feats of our local civil engineering industry, while envisioning a future that will build upon that

legend. To that end, many social and educational events are being planned for the Section's Centennial and will be announced through Section e-blasts and newsletters in the next few months. In addition, a webpage will be established to provide members and the general public a resource on the civil engineering heritage within the ASCE Illinois Section boundaries. This will be launched at the start of the Centennial Anniversary in October 2015.

## Celebrating the Illinois Section's Civil Engineering Heritage

As a warm-up for all the fun activities to come, the Centennial Anniversary Committee is teaming with the Younger Member Group to hold a social event – the Centennial Scavenger Hunt for Chicago's Municipal Device on Thursday, October 8<sup>th</sup>, 2015. The Device is a Y-shaped city identification symbol that was inspired by the confluence of the three branches of the Chicago River, a location historically significant in the early development of Chicago,

## Scavenger Hunt for Chicago's Municipal Device

featuring the city's first ferry and the first bridges across the Chicago River. The Municipal Device can be seen on many buildings in Chicago, on city owned vehicles, as well as on our Centennial Anniversary Logo! The Centennial Scavenger Hunt will feature two teams meeting downtown and following pre-planned paths by foot and limited rides on public transportation. The teams will collect photos of as many instances of the Municipal Device as they can find; each photo must include at least three team members. The teams will meet at a downtown bar to show off their findings. The teams will be judged on the number of Devices spotted as well as the quality and creativity of the photos. The winning team will receive a free round of drinks. All ASCE members are invited to join the Centennial Scavenger Hunt, which will be advertised in the YMG and IS-ASCE calendars.

*Olga Belstar is a Tunnel Engineer at Hatch Mott MacDonald, a consulting engineering firm.*



The Municipal Device featured in the Chicago Theatre marquee

# American Society of Civil Engineers—Illinois Section 99th Annual Dinner Meeting & Centennial Celebration Kickoff

## ADLER PLANETARIUM

Wednesday, October 21, 2015

This year's emcee is  
ABC Meteorologist Phil Schwarz



Cocktail Hour at 6:00 PM  
Dinner and Awards at 7:00 PM

### **Register before October 1st for Early Bird Discounts!!**

General Dinner Ticket \$95 (\$125, October 1st) - Tables of 10 are available/

Students and Government \$50 (\$80, October 1st)

Register online at: <https://www.123signup.com/register?id=ptsnh>

Or look for the link on the Section's website at [www.isasce.org](http://www.isasce.org)

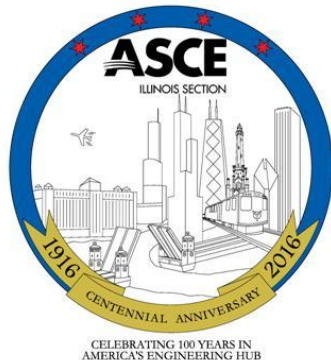
Special awards will be presented to outstanding engineers and projects that have made a difference in Illinois. Please come out and join your professional peers and consider inviting some aspiring future engineers!

### **Various sponsorship opportunities are available.**

**Copper \$250 Bronze \$500 Silver \$750 Gold \$1,000**

Please click [here](#) to view the sponsorship flyer.

Please contact the Section's Executive Secretary, Sarah Harbaugh, with any questions or special dietary requests at [illinoissection@isasce.org](mailto:illinoissection@isasce.org)



# Transportation Funding: We Need to Demand Better

By Patrick Lach, P.E., Brittney Kohler & Becky Moylan

In a recurring theme of our Nation's Congress, the authorization for the federal highway and transit program was set to expire on July 31, 2015 with the Highway Trust Fund (HTF) looming towards insolvency. The HTF is America's bank account for transportation and is funded through the federal gas tax. The funding provides states with their share of federal funding to assist with state transportation projects. Many of our members have most likely worked on projects that have this allocation as a key source of funding for the construction of roads, bridges, and rail. It is expected that the HTF will allocate approximately \$44 billion towards transportation projects throughout the nation. Without this funding, many states, including Illinois, will have to reduce the number of construction projects and payments on existing projects will slow down tremendously.

There was a glimmer of hope as our Nation's Congress progressed towards the deadline. During the two months prior, the Senate made good use of its time to craft a multi-year surface transportation bill with an increase in funding. As is often the way for Congress, it still came down to the wire. For the weeks prior to the deadline, the U.S. Senate had been in a mad dash to complete its work on a multi-year surface transportation bill before the looming July 31

legislative deadline hit. In a 65-34 vote, the Senate delivered to the House for consideration a six-year, \$350 billion road, bridge and transit policy bill that provides three years of dedicated funding and boosts current investment levels. The only problem? The House was not in session to take it up and pass it before the Friday deadline.

However, the House passed and sent to the Senate a three-month program extension just as House members left town for August recess, which meant the Senate had no option but to pass the three-month extension in order to avoid a program shutdown on July 31. So in the end the Senate was successful in doing its work, but was unable to get their effort signed into law by the July 31 deadline because the House left town early and refused to take it up.

With the help of ASCE members over the last month, the Senate was successful in passing its bipartisan multi-year surface transportation bill. When Congress returns in September, ASCE will focus on the House where leaders will be under pressure to produce their own multi-year bill and resolve the differences with the Senate's legislation by the new deadline of October 29, 2015. "In the next three months, ASCE urges the House and Senate to work through

their policy differences and continue the legacy of the Highway Trust Fund," said Tom Smith, ASCE's executive director. "This short-term extension needs to be the last and we believe it can be, so long as Congress moves the nation forward by working together in a bipartisan way to finish their work on improving America's surface transportation infrastructure."

Of note the Senate bill:

- Provides six years of policy reforms and contract authority for highways and transit programs, thus ending the cycle of short-term, multi-month program extensions;
  - Provides three years of dedicated revenue to the Highway Trust Fund (HTF) so states can deliver more long-term projects;
  - Increases funding levels for both highway, transit and passenger rail programs in order to reduce our nation's maintenance and construction backlog;
  - Provides for a new national dedicated freight program to improve goods movement;
  - Contains bipartisan permitting reforms that would set deadlines for project decisions, increase transparency and reduce litigation delays; and
- (continued on page 13)

# Sustainability Committee Professional Development

By Kirsten Mawhinney, P.E., Stan Walczynski, P.E., Karen Kabbes P.E., D.WRE, ENV SP & Gary Paradoski, P.E.

On May 8<sup>th</sup>, 2015 nearly 100 people attended the 5<sup>th</sup> Annual Sustainability Workshop, a collaborative event with ACEC-Illinois, APWA Chicago Metro Chapter, and the APA Illinois Chapter. Thanks to our partners as well as our sponsors (Spancrete, Lafarge, and CBBEL) for their help in organizing this event.

**The web-based valuation tool [AutoCASE®](#) was introduced for producing risk-adjusted, dollar-based metrics for infrastructure projects with sustainable design features**

The workshop featured a powerhouse panel and interactive discussion about Sustainable Water Infrastructure. Panelists delved into the triple-bottom-line of social, environmental, and financial benefits from sustainable water planning, wastewater treatment, and green infrastructure. The web-based valuation tool [AutoCASE®](#) was introduced for producing risk-adjusted, dollar-based metrics for infrastructure projects with sustainable design features (Impact Infrastructure, 2015). The ASCE *Vision for Sustainability* session provided the opportunity for attendees to

give direct feedback to the ASCE national Committee on Sustainability regarding their fears and excitement for the future of our professions relative to sustainability. Also, 2014 Sustainability Award winners were honored from each organization.

Throughout the workshop, attendees actively participated and engaged with the panelists and presenters. At the conclusion, attendees were asked to provide their feedback and input for next year's event. [What did we learn from the 2015 workshop attendees?](#)



of respondents would **recommend this workshop to a colleague!**

All 4 sessions were ranked **4 or higher** (out of 5) by **80%** or more respondents.

Respondents are most interested in learning about sustainability as it relates to the topics of **energy, landscape, transportation, waste, and water.**

**SO WHAT DOES THAT MEAN FOR YOU?** To help you grow as leaders in meeting client and agency needs of the future, the ASCE Illinois Section Sustainability Committee is available to serve as a resource for

honing your sustainable planning and design skills. Our goal is to become an information portal

## **SO WHAT DOES THAT MEAN FOR YOU?**

whereby you can find existing sustainability initiatives and apply them locally, using methods that are established and widely accepted.

One of the well-established tools at your disposal is [ENVISION™](#), the sustainable infrastructure project rating system created by the Institute for Sustainable Infrastructure (ISI). ISI is a non-profit organization founded by ASCE, APWA and ACEC to develop and maintain a sustainable rating system specifically for civil infrastructure. ENVISION™ provides a holistic framework for evaluating and rating community,

**You are invited to join over 3,500 individuals nationally who have already become ENV SP certified sustainability professionals.**

environmental and economic benefits of all types and sizes of infrastructure projects (ISI, 2015). To learn more, check out [www.sustainableinfrastructure.org](http://www.sustainableinfrastructure.org)

(continued on page 8)

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## Sustainability Committee Professional Development

(continued from page 7)

You are invited to join over 3,500 individuals nationally who have already become ENV SP certified sustainability professionals. The ASCE Illinois Section Sustainability Committee is hosting an [ENVISION SP Credential Training Workshop on January 14, 2016](#). This live, interactive workshop can be attended in lieu of the 6 hour online webinar training course currently available on the ISI website. The workshop will both prepare you to take the ENV SP credential exam and provide much greater interaction and exchange than the online webinars. It will be led by an ISI certified

ENVISION™ trainer. To register, click [here](#).

For more information, comments and questions about the Sustainability Committee and our upcoming events, please contact Gary Paradoski (847-239-4512 or [gparadoski@aquavitaegroup.com](mailto:gparadoski@aquavitaegroup.com)).

*Kirsten Mawhinney, P.E. is a transportation engineer at AECOM who specializes in planning and environmental studies for highways, transit, and freight projects.*

*Stan Walczynski, P.E., a contract Project Manager for USG Corp.,*

*manages capital development and execution projects.*

*Karen Kabbes, P.E., D. WRE, ENV SP is a well known local floodplain and storm water engineer, former ISI board member, and current ISI trainer who chaired the ASCE national subcommittee that oversaw the creation of ENVISION™ and personally prepared some of its credits.*

*Gary Paradoski, P.E. is President of Aqua Vitae, a design firm focused on natural resources, green infrastructure, and bio-engineering projects.*

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## The Urban Flooding Awareness Act

(continued from page 1)

and undersized storm sewer systems, combined sewer systems, increased impervious areas, and climate change.

The report includes recommendations to reduce urban flooding and it assigns responsibility for each recommendation to one of the following levels of government:

the Illinois General Assembly, the Illinois Congressional Delegation, local units of government, and State Government.

One of the more noteworthy responsibilities recommended for the Illinois General Assembly is to grant authority for County and home rule municipalities to generate revenue from fees, to

plan, implement and maintain stormwater management/drainage programs, masterplans, and ordinances. The Illinois State Water Survey should update the existing rainfall frequency distribution information using the additional rainfall gauge data that are available, with routine updates every 15 years.

(continued on page 10)





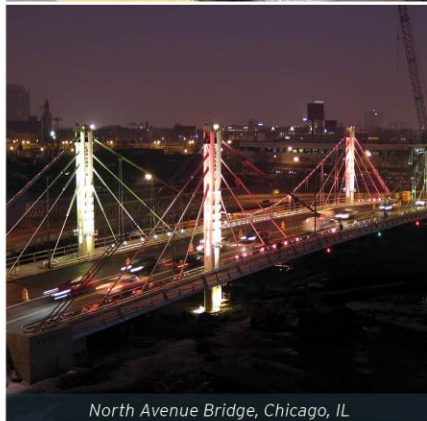
Metra Bridge, Signal and Track Design, Chicago, IL



Illinois Tollway Program Manager, IL



I-190 Collector-Distributor Roadway, Chicago, IL



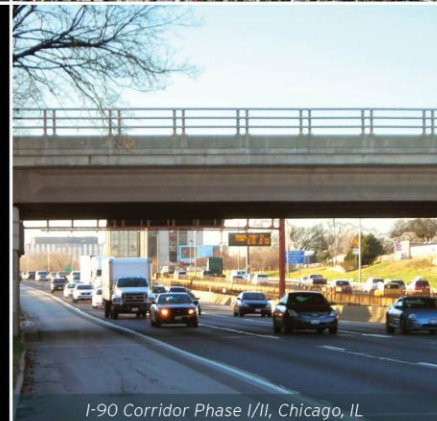
North Avenue Bridge, Chicago, IL

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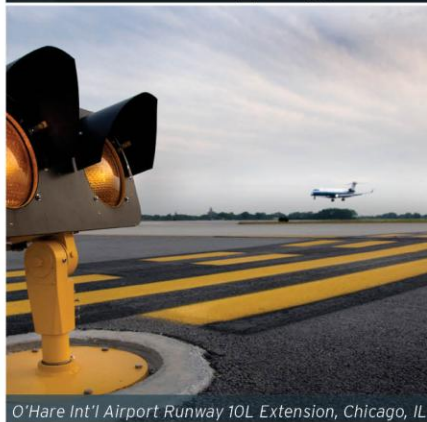
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CDOT Bridge Inspection Program, Chicago, IL

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# The Urban Flooding Awareness Act

(continued from page 8)

The Illinois General Assembly should provide funding for:

- A state agency to develop an awareness campaign about the risks associated with urban flooding and options available for flood reduction and recovery; including an educational flyer developed to provide to home buyers at closing;
- The Illinois Department of Natural Resources to buy out both floodplain and urban flood prone repetitive flood loss properties statewide to reduce flood damages and create open space parcels, with deed restrictions in perpetuity; and
- Grants or revolving loan opportunities to communities to support implementation of local cost sharing mitigation programs for residents impacted by urban flooding, to evaluate stormwater system capacity and flood risk, and to encourage stormwater management planning.

Noteworthy responsibilities recommended for Local

Government include consideration of real-time monitoring of combined storm sewer systems. When technology allows, they should update the monitoring with a reverse 911 system to alert property owners of imminent flooding. Overland stormwater conveyance areas should be established in new development areas, and these flow paths should be maintained and regulated.

## **This report will guide our legislatures' decisions on how to address recurring flood damage outside the floodplain**

Noteworthy responsibilities recommended for the State of Illinois are green infrastructure options be incorporated in state funded capital improvement projects when practical. The Illinois Department of Natural Resources and Illinois State Water Survey should develop a state model local stormwater ordinance. The state should focus on working in conjunction with other agencies towards collaborative funding options and outreach and education efforts.

While this legislation, and

resultant report, do not create any immediate changes, it does assist in laying the foundation for new updates to our industry. The comprehensive recommendations included within this report offer additional tools for our state legislature to better understand the non-floodplain flooding issues experienced by many regions of Illinois. Hopefully, and with our encouragement, our legislatures will act on many of these recommendations and provide new tools and funding opportunities for stormwater mitigation in our communities. For more information, please review the full report at:

[https://www.dnr.illinois.gov/WaterResources/Documents/Final\\_UF\\_AA\\_Report.pdf](https://www.dnr.illinois.gov/WaterResources/Documents/Final_UF_AA_Report.pdf)

*Mark Phipps P.E., CFM is the Water Resources Department Manager in the Crystal Lake office of Baxter & Woodman.*

*Matt Moffitt P.E., CFM is a Water Resources Project Manager in the Chicago office of Baxter & Woodman and serves on the board of ASCE EWRI Chicago Chapter.*

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# Repairing the Centennial Bridge: Lessons Learned

(continued from page 3)

beams, disassemble the pin and links, and disconnect diaphragms and web stiffeners so the web plates could be fully removed and replaced.

Most of the work was to be performed under a full bridge closure and the contractor performed as much prep work as possible to meet the construction

deadline. This meant many of the replacement plates were to be prefabricated. Unfortunately, once the existing plates were removed, (continued on page 12)

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# Repairing the Centennial Bridge: Lessons Learned

(continued from page 10)

the replacement plates did not match dimensionally and required alterations.

## **...the replacement plates did not match dimensionally and required alterations.**

Additionally, the complexity of the detail, as shown in the original design shop drawings, required multi-directional boring, which is difficult to do in the field. Fortunately, the contractor was able to devise a work plan that matches the detail requirements of the pin bore while still meeting the tight tolerances required for the pin bushings.

One other unique detail about the Centennial Bridge is how the approach spans transitioned to the main truss spans. The approach girders were supported at the main span by a transfer beam, which was supported on two steel column supports. The columns allowed for expansion of the approach span. To add more complexity, the approach spans are on a curved alignment, so not only did the transfer beam move longitudinally, but laterally as well.

Noted deficiencies for the transfer beams included section loss on the top and bottom flanges of the beam as well as on the support columns and anchor bolts. This was another ideal candidate for a full replacement. The transfer

beam and support columns were detailed to be replaced in-kind.

## **...a larger issue was how to install the replacement transfer beam.**

Though movement was a concern in this area, a larger issue was how to install the replacement transfer beam. As shown in Figure 2, there is little room between the end floorbeam of the main truss span and the transfer beam of the approach span. The original thought was that the contractor could install the transfer beam from above through the opening in the deck at the finger joint that

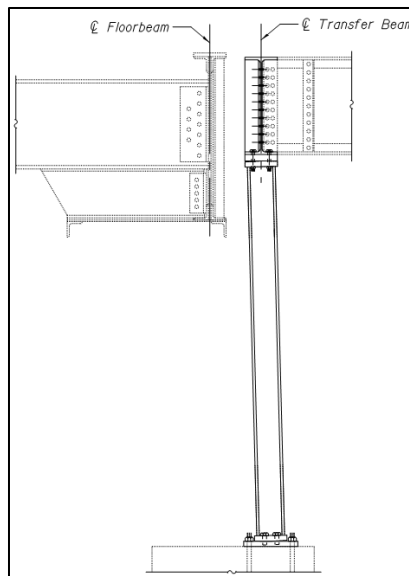


Figure 2: Transfer Beam Detail

was being removed. Replacement from below was also considered however, this would not be practical as there were connection plates for the truss in conflict with the beam and the contractor would

be required to rotate the beam into place.

In a collaborative effort between IDOT, STV and the contractor, it was decided to have a portion of the approach span girders removed, increasing the room available to the contractor to install the new transfer beam from the deck. This method required a re-design of the connection between the transfer beam and the approach span beams.

## **Lessons Learned**

The takeaways from the two issues the contractor encountered in the field are

1. Obtain proper dimensional records thru as-built drawings
2. Have a detailed construction procedure for unique repairs.

In the case of the pin and link connections, original shop drawings existed and were used to supply the contractor with repair plate dimensions in the contract plans. As found in the field, however, the actual plate sizes varied from the record shop drawings and alterations were required. Although some dimensions were accessible during inspection, many could not be verified until the connection was disassembled. Field issues like the one encountered on this project illustrate the importance of having as-built record drawings.

In regards to the transfer beam replacement, the designers (continued on page 13)

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## Repairing the Centennial Bridge: Lessons Learned

(continued from page 12)

determined that the removal and installation of the transfer beam was possible. However, after a field visit during construction and a consultation with the contractor, it turned out to not be a practical solution. Since this process proved to be more complicated than either the designers or contractor anticipated, having a detailed construction procedure

shown on the plans may have helped the contractor understand the designer's intent and if they needed to make any modifications to their own construction plan.

*Scott Benson, P.E. is a structural engineer at STV Incorporated with 25 years of experience in bridge design and repair.*

*Justin Pattison is a structural engineering specialist at STV Incorporated with three years of bridge-related design experience.*

*Special thanks to the IDOT Bridge Office and District 2 for allowing us to write this article.*

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## Transportation Funding: We Need to Demand Better

(continued from page 6)

- Contains a federal pilot program for future user-fee revenue generating systems like those currently being tested in some states regarding vehicle miles traveled (VMT).

While the summer legislative battle is over and victory was confined to the U.S. Senate, transportation advocates will maintain the pressure on the U.S. House over the August break to ensure that they act when Congress is back in session in September.

We as civil engineers ultimately serve the public and its works – it is up to us to make sure that people understand the importance of infrastructure and the need for reliable funding. We tend to work in our offices and on job sites and few of us dare to step forward into the public spotlight whether it is meeting with your legislators, writing letters to the editors or participating in community and

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public forums. Now is the time to let your politicians who are representing its citizens that infrastructure is the backbone to our nation and playing political games with the funding and integral nature of our nation's infrastructure is going to have dire consequences that impact everyone.

When Congress is back in session, we implore you to reach out to your Senator's to thank them for their support in working to find a way to keep the HTF solvent and authorize infrastructure

investment. In addition, we ask you to reach out to your Representative's to let them know that short-term funding extensions does not provide for long-term, reliable, and sustainable investment in our Nation's (and State's) infrastructure.

In addition, to facilitate your ability to easily contact your Senators and Representatives, ASCE has developed the [Save America's Infrastructure](#) app for your phone's and tablets. It allows you to easily contact your congressional representatives and keep track of the latest issues. I have personally used it several times in the last month to read up on the latest news and to contact my representatives in Congress.

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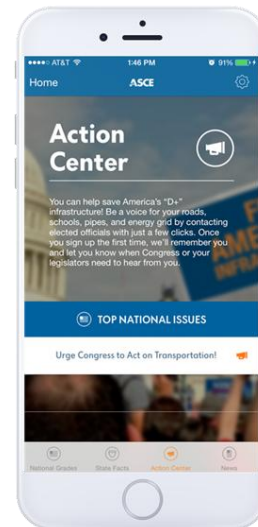
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# Transportation Funding: We Need to Demand Better

(continued from page 13)



**How many structurally deficient bridges are in your county?  
Download the app to find out.**



**"This short-term extension needs to be the last and we believe it can be, so long as Congress moves the nation forward by working together in a bipartisan way to finish their work on improving America's surface transportation infrastructure."**

**- Tom Smith,  
ASCE Executive Director**

## Thank you to these Senators for voting "yes" on a multi-year surface transportation bill.

Alexander (TN)	Daines (MT)	King (ME)	Schatz (HI)
Ayotte (NH)	Durbin (IL)	Kirk (IL)	Sessions (AL)
Baldwin (WI)	Enzi (WY)	Klobuchar (MN)	Shaheen (NH)
Barrasso (WY)	Ernst (IA)	Leahy (VT)	Stabenow (MI)
Bennet (CO)	Feinstein (CA)	Manchin (WV)	Sullivan (AK)
Blunt (MO)	Fischer (NE)	McCain (AZ)	Tester (MT)
Boozman (AR)	Franken (MN)	McCaskill (MO)	Thune (SD)
Boxer (CA)	Gardner (CO)	McConnell (KY)	Tillis (NC)
Burr (NC)	Grassley (IA)	Mikulski (MD)	Vitter (LA)
Cantwell (WA)	Hatch (UT)	Moran (KS)	Whitehouse (RI)
Capito (WV)	Heitkamp (ND)	Murkowski (AK)	Wicker (MS)
Cardin (MD)	Heller (NV)	Murray (WA)	
Cassidy (LA)	Hirono (HI)	Nelson (FL)	
Coats (IN)	Hoeven (ND)	Peters (MI)	
Cochran (MS)	Inhofe (OK)	Portman (OH)	
Collins (ME)	Isakson (GA)	Roberts (KS)	
Coons (DE)	Johnson (WI)	Rounds (SD)	
Cornyn (TX)	Kaine (VA)	Sanders (VT)	



Please take a moment to see how  
your Senator voted and thank  
him/her on their leadership.

*Patrick Lach, PE, Past-President  
Illinois Section ASCE*

*Brittney Kohler, Senior Manager,  
Infrastructure Initiatives, ASCE*

*Becky Moylan, Manager, State Public  
Relations, ASCE*

**September 2015**

In an effort to inform Illinois Section members of the discussions at the monthly Board meetings, the Section Secretary contributes this quarterly article to the newsletter. Any questions or comments on the Board activities are welcome by contacting John Lazzara, at [John.Lazzara@hdrinc.com](mailto:John.Lazzara@hdrinc.com).

### ■ **Treasurer's Report**

▲ A treasurer's report was presented at the June and August meetings. All reports were approved with no changes. The Board did not hold a July meeting.

### ■ **Group Reports**

Groups presented a written report outlining previous and current month's activities.

▲ **Annual Awards Dinner** – Planning for the 2015 Annual Awards Dinner is focusing on potential emcees for the event and reaching out to possible sponsors. Capacity will be limited at the venue so remember to order your tickets early.

▲ **Region 3 Assembly** – The Illinois Section had four members participate in the Region 3 Assembly in Minneapolis, Minnesota on August 14-15, 2015.

▲ **Golf Outing** – The annual golf outing was held on August 20<sup>th</sup> with proceeds going towards the scholarship fund.

▲ **2016 MRLC Conference** – The Wills Tower has been secured as the

venue for the social activities being planned.

▲ **Membership** – Approximately 85% of the members have paid their 2015 dues which reflects a lot of recent interest in ASCE.

▲ **Student Outreach (Pre-College Outreach)** – The committee is re-grouping and looking for a co-chair.

▲ **Sustainability Committee** – The Sustainability Committee is developing a long-term strategy to increase awareness and outreach. They will be creating an information portal for industry resources and contacting active local agencies to identify opportunities to incorporate sustainable practices into their projects.

▲ **Annual Awards** – Nominations were requested for the Civil Engineering Achievement Awards and the selection committee reviewed the nominations with winners to be announced at the ASCE IL Section Annual Dinner in October.

▲ **Urban Planning & Development Group** – An effort is being made to re-start this group. If interested please contact President MacKinnon.

▲ **Minority Affairs Committee** – Four students were supported by scholarships from ASCE to attend an engineering camp at the University of Notre Dame.

▲ **100<sup>th</sup> Anniversary Committee** – The logo that was created and was approved by the Illinois Section. A

committee meeting was held prior to the Board Meeting. The Board members discussed potentially combining the Illinois Section with the various institutes and groups to plan a joint Winter Event this year.

▲ **Additional Notes** – E-room is no longer being supported and will be replaced this summer with a new system. Future Cities Competition is looking for engineering mentors. ASCE IL Section will be working closely with IDOT on potential strategies to enhance the project development process for infrastructure projects.

The Illinois Section Board Meetings are held every first Monday of every month with the exception of holidays. The next board meeting is scheduled for September 14, 2015 at 5:30pm at HNTB office located at 1 S. Wacker Drive, Suite 900, Chicago. Please note the new meeting location. Future meetings will be held on October 5, November 2, and December 7.

*By John Lazzara  
John.Lazzara@hdrinc.com*

## Illinois Section

## Activities

### ASCE IL Section EWRI

#### *Monthly Committee Meeting*

Date: Tuesday, September 8  
Time: 5:30 pm – 6:30 pm  
Host: Baxter & Woodman  
Place: 8430 West Bryn Mawr  
Avenue  
Suite 400  
Chicago, IL 60563

RSVP: [ewr.ilasce@gmail.com](mailto:ewr.ilasce@gmail.com)

### ASCE IL Section SEI

#### *September Dinner Meeting*

Date: Wednesday, September 30  
Time: 5:30pm Cocktails  
6:00pm Dinner  
Presentation following  
dinner

Topic: Design and Construction of  
the Jane Byrne (Circle)  
Interchange - Chicago, IL

Place: Elephant and Castle  
111 West Adams St.,  
Chicago, IL 60603

Cost: \$45 with reservation  
\$30 government/education  
with reservation  
\$20 for full time students  
with reservation  
\$5 fee - without/late RSVP  
(make checks payable to  
"ASCE Structural Group")

PDH: 1.0

RSVP: Kendra Bleers by September  
25, 2015 **Email:**  
[asce.il.struct@gmail.com](mailto:asce.il.struct@gmail.com)

[SEI Dinner Meeting Flyer](#)

### ASCE IL Section GI

#### *September Dinner Meeting*

Date: Wednesday, September 30  
Topic: Nicholson Construction  
Company - Innovation in  
Repairing the Wanapum  
Dam Spillway Crack  
Registration coming soon!

### ASCE IL Section Centennial Scavenger Hunt

(SAVE THE DATE)

Date: Thursday, October 8

### ASCE IL Section Annual Dinner

Date: Wednesday, October 21  
Time: 6:00 pm Cocktails  
7:00 pm Dinner

Place: Adler Planetarium

Emcee: ABC Meteorologist Phil  
Schwarz

[Annual Dinner Flyer](#)

### OTHER ACTIVITIES

#### ASCE Convention

Date: Starts October 11

Place: New York City, NY

[ASCE Convention](#)

#### Call for Mentors for the State of Illinois 2016 Future City® Competition

[Call for Mentor Flyer](#)

**For all Section, Group and  
Committee events, check out  
the Section website at:**

[www.isasce.org/web/  
section/calendar.html](http://www.isasce.org/web/section/calendar.html)