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**ASCE Illinois Section**

# News

Vol. 54, No.3  
Fall 2013

## The Chicago River: Past, Present, and Future

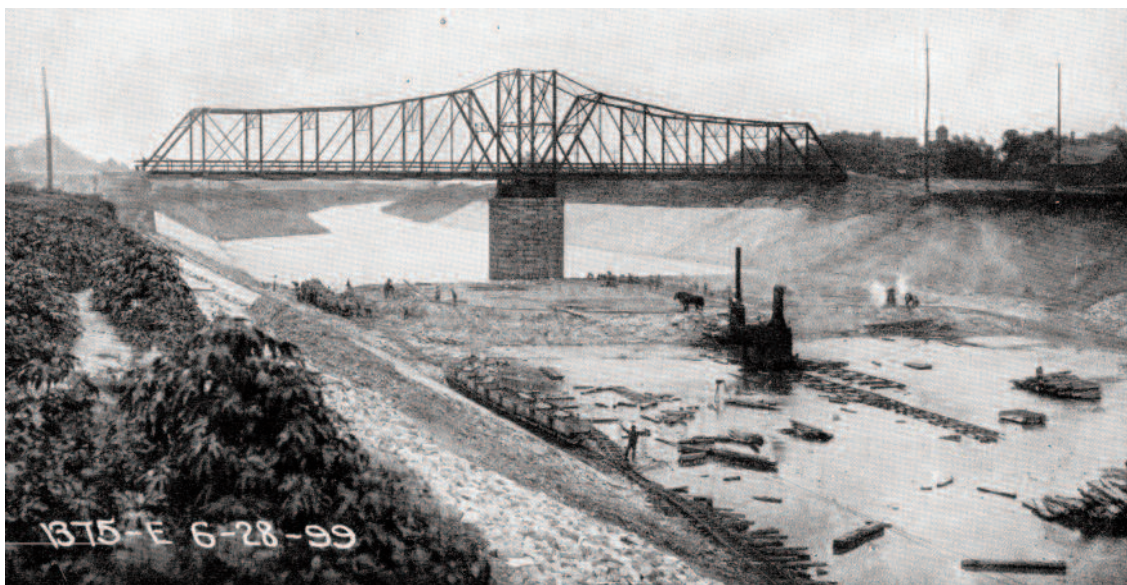
*By Sandra Homola, P.E., CFM*

During the 19th Century, the City of Chicago grew from a small town to a large metropolis of nearly 1.7 million people, and the Chicago River became a convenient dumping site for sewage and pollution from the factories, slaughterhouses and rail yards that had helped Chicago grow. During this time, the river flowed into Lake Michigan, the main potable water source for the region. Fear of contaminating drinking water led the water intake stations to be built far out in the lake. However, polluted water still made its way into the lake and cholera and typhoid outbreaks were common, especially during large storm events.

On August 2, 1885, more than six inches of rain fell in Chicago during a two day period. This storm overwhelmed the city's sewer systems and flushed large amounts of polluted water into the river and into Lake Michigan far beyond the city's water intake stations. The resulting outbreaks of waterborne diseases killed 12 percent of the city's population.

As outbreaks continued to occur, the state legislature took action in 1889 and created the Sanitary District of Chicago (now known as the Metropolitan Water Reclamation District of Greater Chicago (MWRDGC)) to protect Chicago's water supply. Their first and most

*(continued on page 9)*



Construction of the Sanitary and Ship Canal. Wikipedia/F.E. Compton and Company, 1914

## President's Notes

Lou Arrigoni, P.E.



Last month, ASCE held their annual Region 3 Assembly in Chicago. This yearly assembly brings together the Sections and Branches from the Region 3 States including North Dakota, Minnesota, Wisconsin, Michigan, Ohio and Illinois. This year, in addition to the great information that got shared between Sections, Branches and National, a healthy

A four-year undergraduate degree will not be sufficient to prepare licensed professional engineers to advance their technical excellence and professional leadership in order to continue to protect the public and improve its quality of life.

debate took place over one of ASCE's three initiatives—Raise the Bar.

Of ASCE's three strategic initiatives—raise the grade on infrastructure, achieve a more sustainable natural and built environment, and raise the bar for future entry into professional engineering practice—the Raise the Bar Initiative has been under discussion as to how we can achieve this as a profession.

The premise of Raise the Bar is a four-year undergraduate degree will not be sufficient to prepare licensed professional engineers to advance their technical excellence and professional leadership in order to continue to protect the public and improve its quality of life.

ASCE's path on how to get there includes an education fulfilled by an accredited undergraduate degree in civil engineering, a master's degree or approximately 30 credits of graduate or upper level course work, in addition to appropriate pre-licensure experience.

At the Region 3 Assembly, a discussion included a “pro” perspective from ASCE National Past President **Blaine Leonard** and a “con” perspective from Region 3 Director **John Fraenhoffer**.

Highlights during the discussions included:

- Only one branch and no sections within Region 3 endorsed the current Raise the Bar strategy as it stands today.
- The Region 3 membership does not want the Raise the Bar effort to be totally abandoned. There is a feeling that there may be a better approach to implementing the initiative.
- There was a concern by membership that ASCE has been able to obtain an endorsement from only NSPE—and considers the lack of endorsements and partnerships as a critical weakness.
- The Illinois Section voiced doubts that 30 hours of additional education alone will “raise the bar” and emphasized the importance of a quality internship accompanied by continuing education that directly supports mature professional engineering practice.
- Region 3 membership expressed a strong interest in a re-engineered strategy that strengthens all three legs of the licensure stool—education, internship, and examination—that encourages other engineering societies to partner, and that gains the broad support of substantially all ASCE members.

Out of this discussion, a resolution was passed and forwarded to ASCE National's Board of Direction expressing the Region's concerns. If you wish to express your views on Raise the Bar, please email me at [larrigoni@terraengineering.com](mailto:larrigoni@terraengineering.com).

Because we have reduced our newsletter publishing to once a quarter, this will be my last opportunity as president of the Illinois Section to say, “thank you”. Thank you to all of the volunteers who give their time and talent freely to making ASCE an organization that engineers

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## ASCE Illinois Section News

**ILLINOIS SECTION NEWSLETTER**  
Mailed to all ASCE-IS dues-paying members  
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Illinois Section – Region 3

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# 130th/Torrence Project

By Diane Campione, P.E., S.E.

History was made last summer as crews rolled in a massive piece of the 130th Street and Torrence Avenue project on Chicago's south side: a 394-foot-long, 4.75-million-pound steel railroad truss span. The new truss is a key component of the 130th Street and Torrence Avenue reconfiguration, an extremely complex, \$101 million effort by the Chicago Department of Transportation (CDOT) as part of the Building a New Chicago infrastructure program. Full project completion is expected in 2016, but the design, construction and roll-in of the steel railroad truss span has already garnered significant attention.

Value Engineering was used to explore all possible approaches and methods for the assembly and erection of the CSS&SB truss span. Of the twenty five (25) ideas generated during the VE session conducted with the City

**394-foot-long, 4.75-million-pound steel truss railroad bridge rolled into place using Self-Propelled Mobile Transporter technology.**

of Chicago, two (2) alternatives were developed and further evaluated: Alternative 1—Off-Site Assembly with Roll-in, and Alternative 2—Build in Place. Results of the performance and acceptance evaluation analysis demonstrated that the Off-Site Assembly with Roll-in Alternative (#1) would best address all stakeholders' needs by minimizing impacts to the motoring public, the NS freight operations and NICTD/CSS&SB commuter operations and by simplifying the assembly and erection of the truss while adding value to the project.



*With individually controlled axles that can rotate 360-degrees, the self-propelled modular transporter moved the 4.75-million-pound structure into place in just a matter of hours.*

**Uninterrupted rail service at project site due to off-site bridge construction and roll-in during project area construction.**



*This massive truss structure was built in a staging area on site to minimize disruptions to the NS freight operations, maintain CSS&SB/NICTD operations and improve safety and quality during construction, resulting in a more cost-effective project.*

The truss staging area's location just south and west of the final truss location, away from the roadway and railroad, gave the contractor much more flexibility in terms of construction operations and schedule. As a result, the project team's focus remained solely on the assembly of the truss rather than accommodating the needs of the rail and motorist traffic that would have otherwise been impacted.

It took four months to assemble and paint the truss bridge off-site. Once complete, the 43-foot-wide, 67-foot-high truss span was ready to make its 800-ft. journey. It took four Self-Propelled Mobile Transporters (SPMTs) two hours to move the truss span from the

*(continued on page 4)*

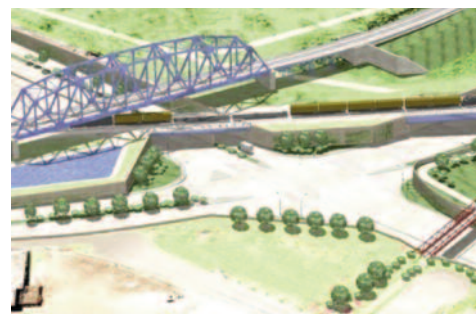
## 130th/Torrence Project

(continued from page 3)

roadway pavement edge to its permanent location and another two hours to align and set the bearings in their final locations.

During final design, value engineering studies also ensured that the final truss configuration met the client and stakeholders' needs while accommodating site constraints and maintaining an acceptable construction schedule.

Various considerations taken into account included meeting the horizontal and vertical clearances from both the existing and proposed NS tracks, addressing the impacts of the existing CSS&SB track geometry on the railroad clearance diagram, modifying truss geometry to improve efficiency of the truss assembly and erection while making sure its aesthetics blended with



*A project rendering created during the design process illustrates the complexity of the overall project.*



*The completed structure is a 394-foot-long arched chord truss that is 43 feet wide and 67 feet tall.*



*The new Chicago, South Shore & South Bend Railroad bridge is now in full working order with construction of the grade separation continuing underneath.*

the surrounding area and fabrication costs were kept at an acceptable level.

Through the use of SPMT technology, this signature project component now makes a striking silhouette as construction continues at the project site below. The truss bridge shines as the project area's crowning jewel and is already benefiting commuters. "By creating the grade separation, certainly we are hoping it will attract new businesses and industries to the area, because the vehicle and truck traffic will flow much more smoothly, uninterrupted by the 52 daily trains," said Soliman Khudeira, project director for CDOT. Overall, the new reconfiguration will consist of a three-tiered grade separation, including a total of six new bridges (railroad (3), roadway (1) and pedestrian/bicyclist bridges (2)); a mixed-use path; over 9000 linear feet of retaining walls; a new drainage system (including underground detention chamber and pump station); street lighting; traffic signals; roadway pavement; extensive landscaping; and more.

### ASCE

*Diane Campione, PE, SE, is the project manager for the 130th and Torrence project and serves as a senior project manager with Alfred Benesch & Company, where she has worked for over 30 years.*



# Practical Application of EnvISIon 2.0

By ASCE Illinois Section Sustainability Committee

The *EnvISIon* 2.0 project rating system encourages all civil projects to be planned and designed using sustainable infrastructure techniques that help us meet the changing conditions of our challenging environment. Aging infrastructure, increased resource demands and environmental impacts now require a new approach to engineering. The *EnvISIon* rating system was developed as an assessment tool that guides an integrated design process from its inception to the completion of construction. The purpose of the *EnvISIon* rating system is to assess a project's performance and pathway contribution, by not only answering the question, "Are we doing the project right?" but also asking, "Are we doing the right project?"

In 2012, the Illinois ASCE Sustainability Committee used *EnvISIon* to analyze a recently designed project to better understand the tool and its practical application. For the trial, members of the committee rated *Green Streets Phase II*, a project located in Carbon Cliff, Illinois that was designed by

**Aging infrastructure,  
increased resource demands  
and environmental impacts  
now require a new  
approach to engineering.**

Conservation Design Forum (CDF). CDF had helped the Village apply for and receive an IEPA Section 319 Nonpoint Source Pollution grant which was the impetus for the project.

Carbon Cliff, Illinois is located near the Quad Cities and has a deteriorating storm water system of swales, ditches, culverts, and storm sewers that needs right-sizing to convey runoff without flooding or detriment to the environment. CDF was initially hired by the Village to prepare a conceptual design report that evaluated the idea of converting a series of existing streets from traditional to permeable pavement. The report included project goals and design standards, a conceptual design plan, a hydrologic analysis, and cost estimates.

After the conceptual phase, the Village moved forward with the design of the first and second phases of *Green Streets*, which are now constructed and have proven to alleviate runoff issues.

After familiarizing ourselves with *Green Streets* and the *EnvISIon Guidance Manual*, the project was evaluated using the *EnvISIon* rating tool, which can be found on the Institute for Sustainable Infrastructure's (ISI) website ([sustainableinfrastructure.org](http://sustainableinfrastructure.org)). The rating tool was very user-friendly and the guidance manual extremely helpful throughout the rating process. *EnvISIon* divides a project evaluation into five different categories: Quality of Life, Leadership, Resource Allocation, Natural World, and Climate and Risk. In our evaluation, we rated the *Green Streets* project twice; first as it was designed and second as if the *EnvISIon* rating system was implemented at the project's inception. We did this to better understand how *EnvISIon* could have improved the project with a holistic approach that considered all aspects

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Pre-Construction Roadway Section

Photo by Conservation Design Forum



Post-Construction Roadway Section

Photo by Conservation Design Forum

## Practical Application of EnvISlon 2.0

(continued from page 5)

of green infrastructure. For example, our second evaluation considered the inherent benefits of using local materials, heat island reduction, water reuse and quality, ecosystem improvements, pedestrian and residential quality of life, and the construction carbon footprint, to name a few. We asked the following two questions when re-evaluating the project:

- Which objectives could have scored higher with nominal additional design effort or cost?
- Which sections could have scored higher by implementing the criteria for *EnvISlon* at the onset of the project?

After our second evaluation, it was clear that Quality of Life, Leadership, Resource Allocation, and Climate and Risk categories all could have scored higher with nominal additional design effort or cost and all of the categories could have scored higher by implementing the criteria for *EnvISlon* at the onset of the project. The results of the two different ratings are as follows:

The *EnvISlon* rating system revealed that it is necessary to include the engineer and other disciplines earlier in the process so that all aspects of green infrastructure are considered. Doing so breaks down silos, integrates the team, and streamlines not only the project at hand but also future projects throughout the community. As is typical with a new rating system, our review raised some questions and generated comments which have since been forwarded to the ISI for its consideration as the rating system evolves.

In conclusion, *EnvISlon* is an invaluable tool for the new approach to all civil projects. It facilitates out-of-the-box thinking and creative solutions for overcoming challenges such as cost

Project as Designed	Project with EnvISlon at Onset
Quality of Life = 58%	Quality of Life = 100%+
Leadership = 60%	Leadership = 100%+
Resource Allocation = 28%	Resource Allocation = 74%
Natural World = 70%	Natural World = 89%
Climate = 12%	Climate = 51%
<b>Overall Project = 47%</b>	<b>Overall Project = 86%</b>

+ bonus points are allotted for meeting certain criteria

constraints and meeting new regulatory requirements. *EnvISlon* bolsters multi-generational and life-cycle analyses and it improves public participation, perception and acceptance which can typically

be the lynch-pins for civil projects. Finally, *EnvISlon* embraces a proactive rather than a reactive approach to things such as the effects of climate change and the wiser use of limited resources.

**ASCE**

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# Development Program in Guatemala Upgrading Rural School's Infrastructure

By A. J. Voth

**A**sociación Ak' Tenamit is a community development project in Eastern Guatemala that provides culturally appropriate education (grades 7-12) and vocational training for young women and men from approximately fifty different rural communities. Sixty percent of the students are from local Q'eqchi (indigenous Mayan) villages in the Department of Izabal and the remaining forty percent come from all other departments across Guatemala. Facing several significant infrastructure issues, Asociación members realized they had reached the limits of their technical expertise and identified needs that could be met by Engineers Without Borders-USA (EWB-USA) so they reached out to the Chicagoland Professional Chapter (CPC) to request their help.

The CPC project team, which includes expertise in water, environmental, and power engineering, traveled to Ak' Tenamit in May of 2012 for an initial site assessment. During this trip they investigated sanitation and water sources, tested water quality, and obtained data for mapping the school grounds - all with the participation of Asociación Ak' Tenamit staff and students. They discovered dry composting latrines which are few in number compared to the population, and are unpopular due to overuse and problems associated with an abundance of rainfall. They also noted six flush toilets installed a couple years ago which discharge to the ground very near the local river. The community draws their drinking water from groundwater wells which are in close connection with this river. From investigating this condition the team learned about the local karst geology, a formation related to under-

They also noted six flush toilets which discharge to the ground very near the local river. The community draws their drinking water from groundwater wells which are in close connection with this river.

ground drainage through soluble rock layers, which may be allowing waste from the toilets to percolate to the river as well as into the community's source of drinking water.

The Asociación Ak' Tenamit school is an isolated compound in the middle of the jungle, accessed only by boat, so the CPC team also investigated the school's power system. The school's power is



provided by a combination of diesel generators and solar arrays. Paying particular attention to the solar arrays, the team noted adverse effects on the computer lab as being among the school's energy problems.

The team also conducted a baseline community health assessment, which enabled them to develop stronger personal relationships with community members. The Chicagoland Professional Chapter has learned from experience

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## Development Program in Guatemala Upgrading Rural School's Infrastructure

(continued from page 7)

that these relationships are one of the most important factors to the success of any EWB-USA project because when the community trusts the guidance of the EWB-USA team members they are more likely to buy into the project while the team is involved, and to maintain any improvements after the team has pulled out of the area. The health assessment also contributed to the team's corollary goal of involving local students in their projects, so the students can pass on what they learn and make it an integral part of their school's vocational curriculum.

In March and April of 2013, the team revisited Ak' Tenamit to install a rainwater harvesting system in the lavatories near the boy's and girl's dormitories. They also further assessed sanitation and energy issues and concluded that sanitation is the most significant challenge facing the community and school. Current systems are undersized for the population and proper maintenance is difficult. Therefore in

In the first quarter of 2014 the team will travel back to the community to install a new toilet system that utilizes an anaerobic baffled reactor (ABR) and is properly sized for the population.

In the first quarter of 2014 the team will travel back to the community to install a new toilet system that utilizes an anaerobic baffled reactor (ABR) and is properly sized for the population. An ABR is basically an improved septic tank which uses a series of baffles to increase contact time between wastewater and active biomass (sludge), resulting in improved treatment. This implementation trip will require expertise from the team's sanitation group as well as their water and energy groups. The goal is to provide not only the

additional water required for the ABR, but also the current water needs for the campus via the addition of a photovoltaic (PV) solar array. The PV array will act as the primary power system to drive the water pumps and the current fossil fuel-driven pumps will be relegated to backup status, which will concurrently resolve the sanitation issues and minimize the costs required to meet the water needs of the campus. This implementation trip will mark a significant advance in the CPC team's long-term partnership with Asociación Ak' Tenamit and will provide a marked improvement in the community's infrastructure. **ASCE**

*A. J. Voth is a member of the Chicagoland Professionals Chapter of Engineers Without Borders-USA and is currently the program lead for the Ak' Tenamit Program. He has contributed his resources to several successful EWB-USA projects throughout Mexico and Central America in the years he's been involved with the organization.*





## The Chicago River: Past, Present, and Future

(continued from page 1)

famous project was to build a system of three canals between 1892 and 1922 that would reverse the flow of the Chicago River, diverting sewage and pollution away from the Lake Michigan toward the Mississippi River. The Sanitary and Ship Canal was the first portion of the project to be completed in 1900, measuring 28-mile long, 24-foot deep, and 160-foot wide. The North Shore Channel and the Cal-Sag Channel soon followed. The entire project cost over \$70 million, was the largest municipal earth-moving project ever completed, and is still considered one of the greatest engineering achievements of all time. With the pollution and waste now flowing away from the lake, the city's water supply was made safe and the city flourished.

Now Asian Carp, an invasive species which has already overrun wildlife in other waterways, is threatening to enter the Great Lakes. In addition to the Asian Carp, the US Army Corps of Engineers has identified 39 other invasive species that could move between the Great Lakes and Mississippi River basins and threaten the ecological balance of both systems. With Asian Carp already taking over the Mississippi River basin, these threats have spurred serious talk of re-reversing the river again to restore its flow into the lake and disconnect the two basins.

This proposal has been put forward separately by multiple organizations including the National Resources Defense Council, the Great Lakes Commission, the Great Lakes and St. Lawrence Cities Initiative, and by Chicago architect Jeanne Gang. The idea gathered little support several years ago when it was first proposed. However, in the past year, Asian Carp have traveled to within 25 miles of



Asian bighead carp at the Shedd Aquarium.

M. Spencer Green/AP/File

Lake Michigan, where they are currently being held at bay with electric barriers. This discovery has caused the idea to gain support from lawmakers, surrounding states and scientists who believe it's the only way to avoid a dangerous transfer of invasive species between the two basins.

The U.S. Army Corps of Engineers is currently researching ways to stop invasive species from moving between the two watersheds. Their recommendations are planned to be released in 2015.

One proposal, the most debated in recent years, is to block the three channels, causing the river to be at a higher elevation than the lake, and forcing the river to re-reverse and flow toward Lake Michigan once again. However, there are several issues that would significantly complicate this proposal.

First, commercial shipping companies that use the waterways to transport

goods have shown strong opposition to the idea. Cutting of the waterway connection could cost them billions a year by forcing them to use more expensive train and truck transport. It could also cause negative impacts on local transportation networks and the environment, as rail and truck transport are sited as producing more pollutants per ton than barge transport.

A second concern is flooding. Reversing the river would direct additional water toward the lake, requiring the city to spend billions expanding the deep tunnel system, a network of reservoirs and pipes that collect and store stormwater runoff and prevent flooding.

Third is the concern over water quality which is the reason the river was reversed in the first place. Currently, only a percentage of the wastewater discharged from MWRDGC's sewage treatment plants to the river is disinfected to kill harmful pathogens, and it

(continued on page 10)

## The Chicago River: Past, Present, and Future

(continued from page 9)

would be years and billions of dollars before the city would be able to implement systems that would make the water safe to mingle with the city's drinking water supply.

Other options being proposed to stop the transfer of invasive species include creation of a dead zone by injecting oxygen-eating microorganisms into sections of the waterways so aquatic life could not survive long enough to move between basins. Another idea is to build a two-way shipping lock with a strong electric current within the lock chamber to kill organisms or fish. The Corps of Engineers will be considering all of these options as well as more effective electric barriers, chemicals,

and biological controls in their forthcoming 2015 recommendations.

All of the proposed solutions could take years and billions of dollars to successfully implement, but it is clear that something needs to be done. And the sentiment is growing around Chicago and the Great Lakes that this could provide an opportunity to reconsider and address the issues of invasive species, stormwater storage, and pollution at the same time. **ASCE**

*Sandra Homola is the Water Resources Manager at exp US Services, Inc. where she focuses primarily on hydrologic and hydraulic analyses and stormwater management.*

### References

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As the next step to complement its well-established and very successful Master of Project Management Program, Northwestern University has developed a new Certificate/MS Program in Executive Management for Design and Construction (EMDC). This program transcends the tactical skills needed to manage projects and emphasizes the more strategic competency and insights required to lead an organization. It is designed for individuals with 10 or more years of progressive experience who are on a track to advance into senior leadership positions in architectural, engineering, or construction firms.

Students may choose to complete a certificate or a master of science degree. The EMDC certificate program consists of six courses that meet 9 a.m.–noon and 1–4 p.m. every other Friday and Saturday for 15 weekends, from late September through May. Courses are taught by faculty with a minimum of 20 years' experience in the design and construction industries. Students wishing to continue beyond the certificate to obtain an MS degree must take six additional courses that will be chosen with each student's individual needs and goals in mind, resulting in a customized master's degree. As such, the program provides a fast-track, highly customized learning opportunity for individuals eager to enhance their career portfolios and move into senior management roles. No other executive development program offers the same level of customized curriculum and intense focus on the design and construction industries.

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# August Message from the Region Director

By John Fraenhoffer, Region 3 Director

The Section and Branch Representatives attending the Region 3 Assembly in Chicago debated the National Strategic Initiative, “Raise the Bar”. All had the advantage of the National Raise the Bar Committee Chair, **Blaine Leonard**, in attendance for a presentation and Q&A session. The following are my observations of the proceedings:

1. Only one branch and no sections within Region 3 endorsed the current RTB strategy.
2. When given the opportunity to recommend that ASCE cease all efforts for statutory change, the membership declined.
3. There was solidarity in the concern that ASCE has been unable to obtain

endorsements from other national engineering societies save NSPE. The membership considers the lack of endorsements and partnerships as a critical weakness.

4. The Illinois Section, our largest section in Region 3, crafted a significant portion of the debated resolution. The Section Leaders have doubts that 30 hours of additional education alone will “raise the bar” and emphasize the importance of a quality internship accompanied by continuing education that directly supports internship and mature professional engineering practice.

5. There was a hope and strong interest for a re-engineered strategy that strengthens all three legs of the licensure stool, education, internship, and

examination, that encourages other engineering societies to partner, and that gains the broad support of substantially all ASCE members.

I then respectfully requested on behalf of the membership of ASCE Region 3 that the ASCE Executive Committee combined presidential appointees engage in a strategic planning effort during the Over Presidency to critically examine the “Raise the Bar” strategy and to make recommendations to the Board of Direction for strengthening the strategy, generating partners, gaining membership support, and securing a success rate. **ASCE**



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## President's Notes

(continued from page 2)

look to when they need information or to connect with the engineering community. I want to thank the Illinois Section Board for giving of their time and especially Past President **Bill Cussen** who has provided me with valuable advice and opinion when asked.

I also want to say thanks to the Technical Groups and Institute Chapters that organize the seminars, lunches and conferences that are so vital to our profession in keeping all of us up to date on the latest technologies, procedures and techniques.

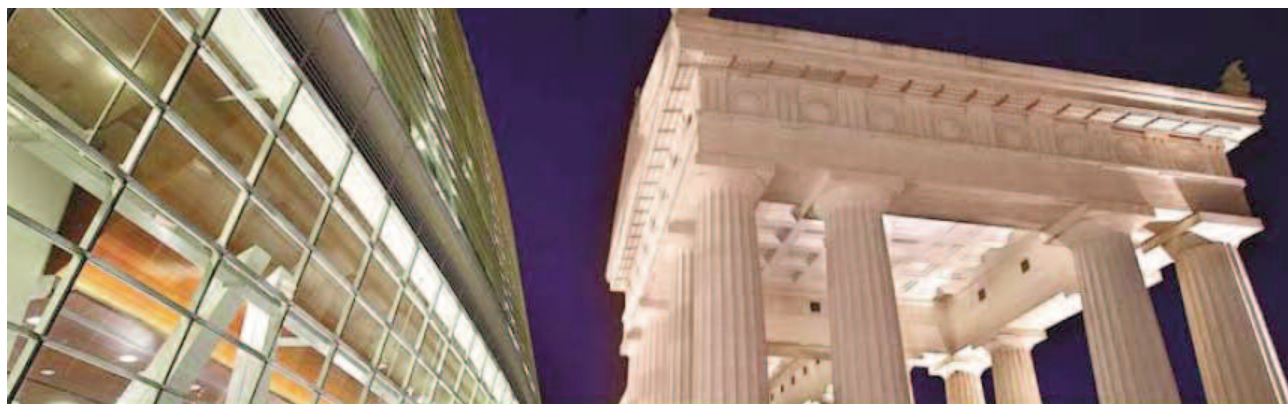
And finally, a big thanks to you, our members. Without your support the

Section would not be able to fund the student scholarships, the Annual Dinner, the President-Elect Dinner, or any of the other tasks that have been undertaken by the Board.

Lastly, October 16th is the Illinois Section Annual Dinner being held at Soldier Field. It promises to be an exciting event with **Tom Waddle** as emcee. Pre-dinner tours are available and you will have an opportunity to mingle with colleagues amidst the historic colonnades of Soldier Field. Please make your reservations now to attend. **ASCE**

And finally, a big thanks  
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## AMERICAN SOCIETY OF CIVIL ENGINEERS - ILLINOIS SECTION 97TH ANNUAL DINNER MEETING

- ASCE Illinois Section awards will be presented and new Life Members will be honored
- Meet speaker and emcee Tom Waddle, former Chicago Bears wide receiver
- Various sponsorship opportunities including company logos on the Ribbon Boards and Video Boards inside the stadium.
- Optional stadium tours will include the Visitor Locker Room, Press Boxes, Skyline Suites and more!
- For sponsorship information, please contact Victor Van Santen at [victor.vansanten@hdrinc.com](mailto:victor.vansanten@hdrinc.com)



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## Section Activities

### Geo-Institute

#### *Dinner Meeting*

**Date:** Wednesday, September 11  
**Time:** 5:30pm-7:30pm  
**Place:** The Parthenon Restaurant  
314 South Halsted,  
Chicago, Illinois (312-726-2407)  
**Topic:** Technical approach associated with the design and construction of the braced excavation, as well as the many challenges encountered working in a congested, campus setting, near sensitive university buildings, personnel, and students.  
**Cost:** \$40 with reservation  
\$30 government/education  
\$20 students (with reservations)  
\$45 at the door or after RSVP date  
*(make checks payable to "ASCE Geotechnical Group")*  
**RSVP:** Monday, September 9, 2013  
Email: [asceilgeotech@gmail.com](mailto:asceilgeotech@gmail.com)  
Alan Levine (224-619-4307)  
Dhooli Raj (312-236-5119)  
Patrick Lydon (630-339-4322)

### SEI-IL

#### *Dinner Meeting*

**Date:** Wednesday, October 9  
**Time:** 5:30pm-7:30pm  
**Place:** Pazzo's  
311 South Wacker Drive  
Chicago, IL 60606  
**Topic:** Structural Innovation:  
Combining Classic Theories  
with New Technologies  
**Cost:** \$45 with reservation  
\$30 government/education  
\$20 full time students  
\$50 at the door or after RSVP date  
*(make checks payable to "ASCE Structural Group")*  
**PDH:** 1.0 Hour  
**RSVP:** Nathan Holmer by  
Friday, October 4, 2013  
Email: [asce.il.struct@gmail.com](mailto:asce.il.struct@gmail.com)

### Illinois Section - ASCE

#### *2013 Annual Dinner*

**Date:** Wednesday, October 16  
**Time:** 4:30pm - Tours  
5:30pm - Cocktails and Appetizers  
6:30pm - Dinner & Awards  
Presentation  
**Place:** Soldier Field  
1410 Museum Campus Drive  
Chicago, IL 60605  
**Register:** <https://www.123signup.com/register?id=byzgn>

### EWRI

#### *EPA-SWMM Course*

**Date:** February 2014  
**Place:** CMAP (tentatively)  
**Questions:** Brian Olson at  
[bolson@heyassoc.com](mailto:bolson@heyassoc.com)

**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)



## Illinois Section News & Secretary Report

AUGUST 2013

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

### ■ Treasurer's Report

▲ A treasurer's report was not presented at the August Meeting due to accounting software issues. Treasurer Mike Mackinnon will present both the July and August treasurer's report at the September Meeting for review and approval.

### ■ Group Reports

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

### ■ New Business

▲ President-Elect Patrick Lach announced the passing of Section Member Don Eckmann. He was an active and supportive member of the Section for many years and was sponsor to many of the Section's events at the Union League Club and Sangamon Club.

▲ Region 3 Director John Fraenhoffer provided a report on the State of the Region. He noted that the Region 3 Assembly will be held August 16-17 in Chicago. The main discussion topic will be the region wide resolution on "Raise the Bar." He hopes to gain from these discussions member feedback on the necessity for continuing education and

expectations on PE requirements. Director Fraenhoffer is also building a relationship with World Business Chicago – Mayor's Infrastructure Trust to form a joint collaborative committee for a Chicago Focused Report Card. He requested that the Illinois Section Report Committee track Chicago data separately.

▲ Dr. Zongzhi Li presented on the Illinois Institute of Technology 2013 Pre-Transportation Engineering Program in support of funding from the Section. The PRETRANS program is designed to motivate and encourage multicultural high-school students to gain exposure to civil/transportation engineering through lectures, field trips and lab experiments. Section Board approved a donation of \$1,500 through the Minority Affairs Committee.

▲ The Section Board has been receiving inquiries on how members living outside of the Chicago-land area can participate in the Section Meetings. Director Huffman will develop and send out a survey to Section Members to help determine interest. The Section Board will investigate resulting options.

▲ T&DI Chair Brian Pawula provided an updated report on a T&DI support request to the Section on the behalf of the Getting America to Work Coalition. The Coalition supports funding opportunities for all types of infrastructure. T&DI will provide their support. No resource or funding commitment is required by the Section. Item tabled for September meeting for further investigation.

▲ T&DI Chair Brian Pawula inquired about the possibility of presenting an award or recognition at the Section Dinner for deceased ASCE Illinois Section that have significantly supported the Section. T&DI have an individual in

mind. The Board supports the idea. Director Nurre will collaborate with T&DI and the awards committee to work into program.

▲ Past Presidents Christopher King and Bill Cussen have drafted a comment letter in response to the public notice release of the Cook County Watershed Management Ordinance. Responses are due back to the Metropolitan Water Reclamation District of Greater Chicago August 9th.

▲ Presidents and Governors Forum will be held this coming September 22nd and 23rd at ASCE World Headquarters in Reston, Virginia.

### ■ Old Business

▲ The APWA 2013 National Congress is being held in Chicago this coming August 2013. The Section is donating \$2,500 per a resolution approved during the May Board Meeting.

The Illinois Section Board Meetings are held every first Monday of every month with the exception to holidays. Due to Labor Day weekend, the next board meeting is scheduled for Monday, September 9, 2013 at 5:30pm at MWH Americas, Inc., 175 West Jackson Blvd, 19th Floor. We will return to our normal meeting schedule in October with monthly meetings to be held on October 7, November 4, and December 2 for the remainder of 2013.

By Thera A. Baldauf  
[thera.a.baldauf@mwhglobal.com](mailto:thera.a.baldauf@mwhglobal.com)