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ASCE Illinois Section

News

Vol. 64, No.2
Summer 2023

Putting the Team in B.I.M.

Written by Joshua Starzyk, P.E.

Looking through history and seeing project plans going from dozens of pages to hundreds over the years, it is clear civil engineers have acquired a thirst for data. Thanks to rapid advances in technology, we have gone from hand-drafting works of art and rifling through metal filing cabinets, to clicking a mouse to analyze and develop sophisticated 3D models bursting with information. This rapid development has generated lots of excitement in the civil engineering industry as modern software promises to allow users of all experience levels to be able to leverage these advancements. It has also become clear that engineers can no longer keep adding sheets to cram more and more information on. Agencies have begun to do away the old 2D plan representations of a project in favor of complete 3D models that can be handed off to stakeholders to maintain across the design, construction, and usable life of the project. Building Information Modeling, better known as B.I.M., is a process that is used to analyze and design these 3D project models. On many fronts the excitement over these new industry tools is justified, however with all this information and new processes being used by multiple people across different organizations simultaneously, things can quickly

become overwhelming. As surprising as it may be, new software tends to be more fickle and complicated than marketed by the developers. Despite these growing pains, successful projects will be delivered so long as a well-trained, collaborative Team is willing to actively participate in the B.I.M process.

Instruction is the first key to completing a successful project with B.I.M.. It should go without saying but having EVERY member of the Team (whether it be direct coworkers or subconsultants, project managers or interns) should be trained in at least the introductory level of your projects' 3D modeling software BEFORE the project starts. Having a few experienced users on the project is going to be helpful, however there is no 'I' in Team and it takes an entire Team to manage the 'I' in B.I.M.. Technical team members have the tough job of developing and organizing this immense amount of information, while managerial roles will get the pleasure of sifting through it all for accuracy and quality. Open collaboration between roles will help keep expectations in-line with reality as familiarity with the new concepts is gained.

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President's Notes

Sandra Homola, P.E., CFM



Welcome to June and the beginning of summer. This is always an exciting time in Illinois. While summer brings the start of construction season, all of the work we see going on reminds us that important infrastructure improvements are underway.

In the past 3 months, the Illinois Section (IS) has been busy with professional events, student outreach activities, and advocacy efforts. Our President-Elect / Student Scholarship Dinner took place on April 26th, and it was a huge success. ASCE President-Elect Marcia Geldert-Murphey attended and gave an inspiring speech to the group. We also acknowledged our mentorship program participants and awarded scholarships to 12 deserving students totaling over \$15,000. Congratulations to all of the scholarship winners!



On the advocacy front, the IS participated in the 2023 ASCE Legislative Fly-In on March 1-3 in Washington, D.C. We were able to meet with our Illinois Senators and many of our Congressional Representatives to discuss the continued need for infrastructure funding and improvements.

We also participated in the 2023 Legislative Lobby Day in Springfield, IL on April 14th where we spoke with our state legislators about infrastructure concerns.



As we move into summer, we are busy planning many events. Our Diversity and Inclusion Committee will be hosting their annual fundraising event at Topgolf Schaumburg on June 15th. This event will raise money to support the ASCE D&IC Scholarship that sends minority high school students to the Notre Dame Introduction to Engineering program.

We are also well into the planning for our IS Annual Awards Dinner set for October 5th at the SwissHotel in Chicago. We are currently seeking award nominations for outstanding civil engineers and engineering projects. Please see www.isasce.org/awards for information and instructions on how to submit a nomination.

Planning also continues for the 2023 Convention, set to take place October 18-21 at the Hilton Chicago. The Local Planning Subcommittee is working with Society representatives to help plan local content including technical tours and presentations, a community service project, and social events. If you are interested in joining the sub-committee or helping out in any way, please contact me at sandra.homola@exp.com.

Thank you for reading, and I look forward to seeing you at an upcoming ASCE event.

ASCE Illinois Section News

ILLINOIS SECTION NEWSLETTER

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Yours sincerely,

Sandra Homola, P.E., CFM
ASCE Illinois Section President
2022-2023

IDOT's Transition Towards A Web Based Documentation System for Construction

Written by Michael Kowalski, P.E.

If you have been involved on a Phase III IDOT project in the last 30 years, chances are you have worked extensively with the Illinois Construction Record System (ICORS) and the Material Integrated System for Testing Information and Communication (MISTIC) for project documentation,

longer accept ICORS documentation to be used on projects. ICORS has been replaced with a new web-based program called Construction Materials Management System (CMMS). ICORS was an off-line program that could only be utilized by one computer per project and was not directly linked by the web

Construction, Jon Schumacher. Authorization approvals, in particular, have been significantly faster". The ICORS process would require a paper copy of the Authorization to be generated by the Resident Engineer and driven to the District Office for approval by the Area Construction Supervisor and Bureau Chief of Construction. The entire process in the district could take, on average, 3-4 weeks to finalize, longer if there were any issues. CMMS has eliminated the need for paper copies as the authorizations can be electronically reviewed and approved within one week of being created in CMMS. These time savings will speed up construction and assist in preventing delays.

The screenshot shows the iPDWeb interface. At the top, there's a header with the iPDWeb logo, a 'Menu' button, and a 'Welcome Mic' message. Below the header is a 'Dashboard' section. The main content area is titled 'Contracts' and features a search bar with 'New Filter', 'Edit Filter', and 'Search' buttons. Below the search bar is a table with columns: Contract Number, Contract Name, EST, and CMS. The table lists five contracts with their details and status. Below the contracts table is a 'Recent Activity' section with a table showing contract number, name, log text, and log date.

Contract Number	Contract Name	EST	CMS
61F15	REPLACE THE BRIDGE CARRYING DANNE ROAD OVER A BRANCH OF PLUM CREEK, LOCATED 0.70 MILE EAST OF KLEMMER ROAD.	✓	✓
61G84	REPLACE THE BRIDGE CARRYING CLAVEY ROAD OVER SKOKIE DITCH, AND THE RECONSTRUCTION OF THE ROADWAY FROM EAST OF US 41 TO GREEN BAY ROAD IN HIGHLAND.	✓	✓
61G85	PAVEMENT RECONSTRUCTION, RESURFACING, CURB & GUTTER REPLACEMENT, SIDEWALK REPLACEMENT, STORM SEWER, TRAFFIC SIGNAL IMPROVEMENTS AND PAVEMENT MARKINGS ON CLAVEY ROAD, FROM 0.4 MILES EAST OF US 41 TO GREEN BAY ROAD IN HIGHLAND PARK.	✓	✓
61H28	REPLACE THE BRIDGE CARRYING CENTRAL AVENUE OVER AN UNNAMED RAVINE, 0.1 MILE WEST OF LAKE MICHIGAN IN HIGHLAND PARK.	✓	✓
61H33	REPLACE THE BRIDGE CARRYING PARK AVENUE WEST OVER A DITCH OF THE SKOKIE RIVER IN HIGHLAND PARK.	✓	✓

Contract Number	Contract Name	Log Text	Log Date
46535	FINALED - Repair thermo, plastic, urethane and polyurea pavement marking lines. Remove existing markings on work order basis in D9.-Various Co.- K. Allen	Project Number 46535 has been changed to 0.	7/19/2022 11:18:30 AM

materials and closeout. Since 1991, IDOT has successfully utilized these programs to complete construction projects. However, with time comes change and IDOT is working towards improving their processes with the use of technology and innovation.

The Summer of 2023 will officially mark the end of an era. Starting May 1st 2023, IDOT will no

to any other parties involved with the project. IDOT looks to involve more members of the Phase III teams through CMMS. The web-based system allows access to different users and parties within the same project to work within the system simultaneously. **"CMMS has vastly improved the turnaround time of different portions of our documentation process"** says District 1 Bureau Chief of

IDOT's next step towards improvement lies within the materials sector. MISTIC will no longer be a desktop based system and will be implemented into CMMS. **The implementation of MISTIC into a web-based system will allow IDOT Materials to access a project's material certification as it is uploaded throughout the project.** Reviewing and approving material's during the project rather than at the end of the project through electronic RFA submittals will speed up the close out process. (Continued on page 9)

Welcome to Project Management: Skills and Advice for Transitioning Into Leadership Roles in Engineering

Written by Kaela Worman, P.E.

As young engineers learn and grow in their roles, many find themselves faced with a daunting array of new responsibilities. The transition into project engineering and project management can be a particularly challenging point in an engineer's career. Trying to juggle managing and assigning tasks, more emails, coordination, and meetings, and learning to work with budgets and schedules, all in addition to still being responsible for some production work, can be challenging to balance.

Luckily, many accomplished engineers in the industry are more than willing to guide younger engineers in navigating this transition. When asking seasoned project managers and engineers for advice on succeeding in this transition, I found the wisdom shared often has common threads: time management, prioritization, delegation, and clear communication.

With so many new responsibilities, it is crucial to manage your time effectively. Set clear priorities for each day and utilize your calendar to keep track of it all. Some find that as their calendars get fuller,

they benefit from booking meetings with themselves to hold space in their calendar to focus on their priorities. Even just one hour in the day when your team members know you will be occupied, but are available to answer questions afterward, can make a big difference. Block off time on your calendar for specific tasks, such as checking emails, attending meetings, and working on budget and schedule management.

When juggling multiple responsibilities, it is easy to get distracted. Stay focused on your goals and resist the urge to be caught up in minor details. Prioritize when a task list gets long, and inboxes get full. This means knowing not every email needs to be answered right away, and your day may not include inbox zero. By weeding out time-sensitive matters and emails, you can file things accordingly and get to the rest later in a time block set aside for responding to emails. Developing a purposeful inbox organization system is crucial in not letting things slip through the cracks.

As a project engineer or project manager, you will have to learn to

delegate tasks to your team members effectively. Do not be afraid to ask for help from your team, and trust them to get the job done. Some engineers in this transition shy away from delegation because it can be challenging to lead younger engineers through new tasks. A learned balance is crucial for doing this successfully; teaching and leading team members can demand a lot of time and attention. Take a little extra time to emphasize their understanding of the project and the why behind the work instead of piecing off small tasks with no context. This helps greater understanding in the future and offers some cohesion from task to task.

When delegating, provide clear and thorough comments when you review the work that you have delegated. Know that giving comments to someone is not intended to look down on them but is an important tool in helping them learn and grow. In that same vein, if the comments you give would take you much less time to correct than the younger engineer, you should still allow them to make their own revisions, so they are able to see (Continued on page 10)

Region 3 Update

Written by John Lazzara, P.E.

ASCE is a top tier technical engineering organization led by a strong leadership team at both the national Society level as well as our local IL Section level. While it's easy to recognize and interact with our local leaders on a regular basis, the national structure may not be as clear. In addition to the Society's three Presidential Officers, the Board of Direction is comprised of 15 Society Directors. These Society Directors include one Director for each of the ten Regions, three Technical Region Directors, and two At-Large Directors. Ken Mika is the Region 3 Director based in Wisconsin covering six states in the upper Midwest plus several areas of Canada. The IL Section is also fortunate to have another Director in our immediate geographic area. Karen Kabbes is a Technical Region Director residing in the Chicago area with a

long history of leadership in the Environmental and Water Resources Technical Group as well as the IL Section. She continues to stay active with the IL Section and frequently attends many of the local ASCE events.

The Region 3 Director and Governors conduct monthly coordination calls and recently worked with student chapters on the Eastern and Western Great Lakes Student Symposiums. Over the past 9 months we created a Region 3 Strategic Plan that will set expectations for Region 3 leaders and help guide future initiatives. The Region 3 website will also include a new feature for a Member Highlight. The next in-person Region 3 sponsored event will be the upcoming 2023 ASCE Region 3 Assembly in Fargo, North Dakota on August 25th-26th. This year ASCE

President-Elect Marsia Geldert-Murphey will be providing an outlook on the State of the Society before she takes over the reigns as President at the 2023 ASCE Convention held here in Chicago on October 18th-21st. The Region 3 Assembly will draw members from Sections and Branches across the Region and is an opportunity for you to grow your network of professionals. Consider making plans to join us in North Dakota and discuss leadership topics while enjoying the amazing scenery.

Author Bio: John Lazzara is an ASCE Region 3 Governor and serves as the Transportation Market Leader for Stanley Consultants focused on professional transportation engineering services.

Putting the Team in B.I.M.

(Continued from page 1)

Formalizing B.I.M. logs for your Technical Team should be an early priority. Logs will help align the Team with design expectations but perhaps more importantly, will ensure any newcomers to the project can easily become familiar with the intricacies of it. There are many B.I.M. related logs that are beneficial to track and maintain along the life of a project. Naming Logs will ensure consistency across the Team and allow for a quick reference to the many interdisciplinary design elements such as alignments, profiles and corridors that

will need to be referenced across it. Additionally, splitting the information models into smaller sections will help control information by keeping file sizes and processing times down while having the added benefit of allowing multiple users to work simultaneously on modeling. Where you break these sections is project specific, but bridges, intersections, travel direction, and waterways are all good examples of section limits. The span of these sections will depend on the data density of an area, so urban projects will tend to be

broken into smaller sections than rural ones. As a side note, if you are not already developing design criteria logs for various project disciplines, do so. Corridors as well as cross-sectional templates (sometimes referred to as assemblies) are modeling elements that can accumulate a mess of constraints and parametric features whose functions are not readily apparent. Detailed logs of how these elements operate are especially helpful as time ticks away on a project and staff begins to rotate. (Continued on Page 8)

IL Section of ASCE 2023 Awards: Time for Nominations

Written by Tina Revzin, P.E., S.E. & Saki Handa, P.E., ENV SP

It's time to nominate your peers, projects, firms, and agencies for their contributions to civil engineering, our communities, and the American Society of Civil Engineers. The Illinois Section of ASCE award winners will be acknowledged during our Annual Awards Dinner taking place on October 5, 2023 at the Swisshotel.



HOW TO NOMINATE?

Information on award requirements, nomination forms, and complete nomination instructions can be found on our website www.isasce.org/awards. Nominations for the 2023 awards are **due by June 21, 2023**. Please submit a pdf of the nomination packet electronically to illinoissection@isasce.org or the original nomination(s) to Sarah Harbaugh, IS-ASCE, 35W749 Bluff Drive, St. Charles, IL, 60175.

Any questions can be emailed to Tina Revzin at trevzin@transys-tems.com.



CDOT wins an Outstanding Civil Engineering Achievement Award

Help the Illinois Section of ASCE to identify and recognize qualified individuals, projects, firms, and agencies for their contributions to civil engineering, our communities, and our Society.

IL Section Award recipients are eligible to be nominated by the Section to become candidates for the ASCE National Awards Program.

WHAT ARE THE AWARD CATEGORIES?

- Outstanding Civil Engineering Achievement Award

(Four Project Size Categories Available)

- Sustainability in Civil Engineering Achievement Award
- Construction Engineering Person of the Year
- Civil Engineer of the Year
- Young Civil Engineer of the Year
- Government Civil Engineer of the Year
- Young Government Civil Engineer of the Year
- Citizen Engineer of the Year
- Public Involvement Award
- Public Sector Employer Recognition Award
- Private Sector Employer Recognition Award

(Continued on page 11)

Illinois Tollway Communicates Early and Often with Utility Owners to Make Utility Relocations Go Smoothly

Written by John Lussow

Utility relocations are often highly complex, time-consuming and require extensive coordination among multiple utility companies, local governments, property owners and the public. Beneath the surface of any major highway may be lines for electricity, natural gas, water, sewer and telecommunications running close together below or alongside the pavement.

Every highway construction project requires transportation agency planners and engineers to communicate early and often with utility companies like ComEd, Nicor, Comcast and AT&T, among others. It's important to understand the timelines and other requirements for each utility and get the utilities and other stakeholders closely involved every step of the way. This will help eliminate delays, unanticipated costs and impacts outside the scope of the improvement project.

The Illinois Tollway keeps utility relocations top of mind in advancing major transportation infrastructure projects as part of its 15-year, \$14 billion *Move Illinois* capital program. The Tollway works to

accurately identify all potential utility conflicts in the early planning stages of every Tollway project to avoid disruption of utility services to customers and to keep projects on schedule and workers safe before the first shovel of dirt is turned.

The Tollway has successfully completed some highly challenging utility relocations in the past 12 years as part of *Move Illinois*. Highlights include:

- Relocated approximately 4,500 feet of Wood River Pipeline's 14-inch pipeline that crosses the Des Plaines River, Illinois and Michigan Canal and the Chicago Sanitary and Ship Canal on the east side of Mile Long Bridge on the Central Tri-State Tollway (I-294).
- Relocated numerous Northwest Suburban Municipal Joint Action Water Agency (NSMJAWA) facilities including two hot taps on a 90-inch concrete watermain while the line was under up to 165 psi of operating pressure and fully in service, as there is not a redundancy in this delivery system. The pipeline serves half a

million customers in the northwest suburbs of Chicago as part of the Jane Addams Memorial Tollway (I-90) Rebuilding and Widening Project, which was completed in 2016.

- Rebuilt bridges and ramps adjacent to and on top of portions of 16 miles of two high-pressure natural gas transmission facilities that feed most of the suburban Chicago area. This was also as part of the I-90 Rebuilding and Widening Project. The work included 14 relocations performed on those high-pressure gas transmission mains.

One utility relocation success story is the Tollway's introduction of joint utility ducts as part of the ongoing I-294 and I-490 Tollway projects, as well as the completed Illinois Route 390 Tollway Project.

Joint utility ducts were built at 87th Street, Cork Avenue, 79th Street, Flagg Creek, Butterfield Road and Crescent Avenue as part of the I-294 Project. They were added at County Line Road, the Canadian Pacific Rail Yard, Franklin Avenue, Grand Avenue, Touhy (Continued on page 12)

Putting the Team in B.I.M.

(Continued from page 5)

While keeping these external logs for your models is great, care should be taken when working in the modeling software itself to intentionally name and describe the various elements being developed. All this documentation may sound tedious and likely will not be immediately appreciated by the Team, but appreciation for it usually comes around the scramble of the first big submittal. And as submittal day comes into view, managers will need to start their review. For the untrained, panic will soon set in as navigating this new B.I.M. environment can be a daunting task even with time on your side. For the trained reviewer however, assuring a quality submittal has never been easier. If traditional 2D plans are needed, the preparation and annotation process has been heavily updated with automation features. While automation is great, it comes with great responsibility. Automated plan development can be tricky to set up as how the software is ‘magically’ creating this information is not always straight forward. Even once figured out and set-up, it is easy to get complacent with the automated updates and assume everything is operating as intended when it is not. Be sure to continuously spot check automated features to ensure no hiccups are occurring.

Being able to visualize the entire project at once is a major draw to the 3D modeling and B.I.M. world, so not surprisingly there is a host of tools available to view and analyze your models. Gone are the days of designers hiding problems between cross sections as the project

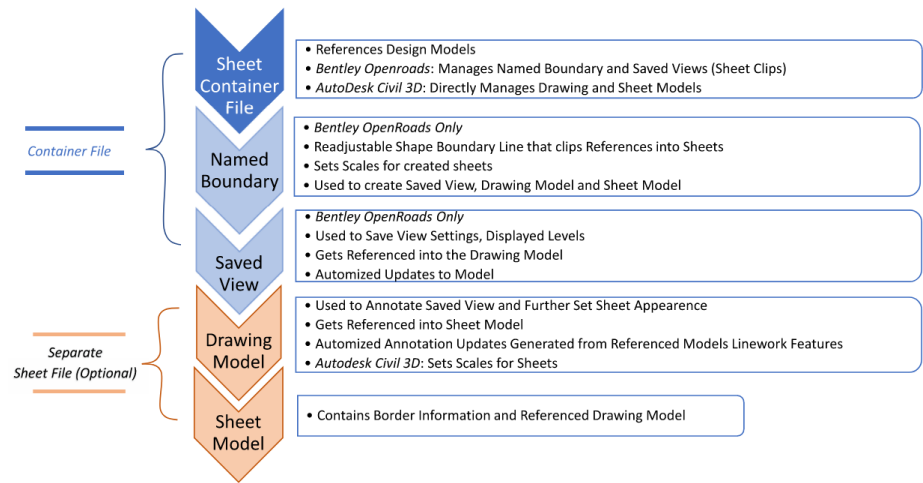


Figure 1 Automated Plan Preparation Hierarchy

is laid bare in its entirety for everyone to comb through. Color coded slope gradients, 3D clash detection spheres, and dynamic annotations allow you to immediately see potential conflicts as you walk through the job site on your com-

extensive libraries of reports that can be generated to get design information in a text-based format that can easily be reviewed.

Now that the project has been reviewed and submitted, it must be

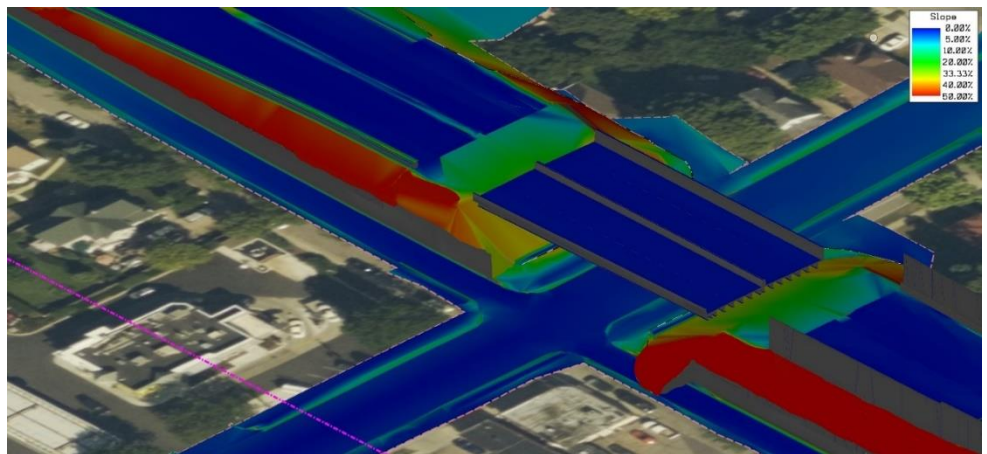


Figure 2 Visualizing Bridge Grading Slopes in Bentley OpenRoads

puter like you are actually there. Comments to specific project elements can still be made in a 3D environment and often can be used with collaboration tools to provide alerts to the Team that comments have been added. In addition to the visualization tools, there are

utilized and maintained by the clients and contractors who aren't always well versed in complex engineering software. Enter Digital Twins. Digital Twins are a concept that has taken on a lot of varying definitions over the years which (Continued on page 9)

Putting the Team in B.I.M.

(Continued from 8)

generally boil down to: the routine aggregation of models and data into a singular, federated environment that represents a physical object that can be prototyped to predict various outcomes. Even more basic, it is another model in another software that require additional resources and training to maintain. Though this seems redundant to the rest of the BIM process, it serves as an efficient end-user tool that allows one to respond quickly and accurately to project design and construction while maintaining the model as a legal document.

I hope this rant has not overwhelmed you to the point where you want to turn and run as far away from the Building Information Modeling process as fast you can. Instead, I wish you would turn and approach the B.I.M. process with intent. Just understand B.I.M. is not a cookie-cutter set of guidelines that can be assigned to every project. Understand it will take time and effort to figure out the intricacies of the process. Understand that different people will have different expectations of this new process. Understand that it

takes the entire Team to submit a successful B.I.M. project.

Author Bio: Joshua Starzyk, P.E. is a Senior Transportation Engineer with Gannett Fleming who has been utilizing B.I.M. on projects around the Midwest since his Career started 8 years ago. He serves as an Outreach and Scholarship Board Member for the IS-ASCE Transportation and Development Institute.

IDOT's Transition Towards A Web Based Documentation System for Construction

(Continued from 3)

The information required for the materials module of CMMS will not change from the current program, therefore userface and controls will be familiar, however it will be integrated directly with the various project pay items associated with the individual contracts within CMMS. IDOT is working on a plan to roll out and train the industry on the new module throughout the 2023 construction season.

Along with the first two systems replaced by CMMS, IDOT has been exploring and implementing other improvements within their system. BCM (Bureau of Construction - Contract Management System) will be rolled into CMMS this June. Authorizations and Pay

Estimates are currently electronically approved in the district and then printed and driven to Springfield where they are typed into BCM. **This current process takes 10-12 weeks for Authorizations to be posted, after BCM is integrated into CMMS, this process will be reduced to 2-3 weeks, allowing authorizations to be paid out significantly quicker.** This will be a major improvement for both the contractor industry and IDOT. The current process has roughly three full time employees inputting the authorization and pay estimate data in Springfield, once rolled into CMMS, these employees will now have time to assist on other matters within the Department, creating a domino effect on other approvals and processes.

IDOT has also been working on several other ways to utilize web-based platforms. These will benefit material submittals, DBE tracking, payrolls and even material tickets. The Traffic Operations Construction Submittals Application (TOCS) will now be utilized as a central database to submit all electrical catalog cuts for review and approval from IDOT. Creating a centralized location for all electrical catalog cuts and submittal reviews will assist in organization and approval times. In November of 2022, IDOT began using the LCP Tracker website. Just like TOCs, LCP Tracker creates a hub for all reviews and approval of certified payroll and DBE reports. The LCP Tracker will provide the (Continued on page 10)

IDOT's Transition Towards A Web Based Documentation System for Construction

(Continued from 9)

ability for the contractor to enter all DBE documentation via the web instead of manual prints, this will allow for an easier and quicker project closeout process.

For any Engineers who have experienced the painstaking process of properly documenting material tickets throughout a project, the new E-Ticket innovation is a light at the end of the tunnel. This new process will send out a notification to all necessary parties when each truck gets loaded with a specific material, arrives on the job site, and is unloaded. At the end of each day, the engineer or inspector will receive a summary of all the loads of the specified material brought to the site that day. This summary will be able to be uploaded to CMMS and used for material acceptance. The goal is to eliminate

the need for physical tickets, preventing issues with documentation and organization. This will, again, increase the speed of the closeout process. IDOT is currently utilizing the E Ticket process on several pilot projects in District 1 and have been seeing great results. They anticipate rolling it out in District 1 on more projects over the upcoming years eventually making it a usable tool on all IDOT contracts.

The transition to a web-based system, through all the efforts mentioned, will provide an easier project documentation process and ultimately increase the speed of project closeout. IDOT will continue to research and implement innovative ideas into their program moving forward to increase efficiency, accuracy and organization while reducing the physical effort of all

parties involved. **“The Department is continuously working to streamline the overall contract administration process,” says Jon Schumacher “and CMMS has been integral to those efforts. We are looking forward to identifying that next innovation that will provide further efficiencies to benefit all contract administration stakeholders.”**

Author Bio: Michael Kowalski, P.E. is a Senior Resident Engineer and Project Manager at Ciorba Group with approximately 11 years of experience in construction engineering and management. He currently serves as the Chair of the IS-ASCE Construction Institute.

Welcome to Project Management: Skills and Advice for Transitioning into Leadership Roles in Engineering

(Continued from page 4)

and learn from their mistakes. This will save time in the end since the younger engineer will be better able to avoid the same mistakes in the future.

Communication is key when managing a team or project. Be clear about expectations, deadlines, and goals, and provide regular feedback to your team members. Make sure everyone is on the same page and understands their roles and responsibilities. Utilizing tools like

coordination meetings or Microsoft Planner can help to document and define expectations. Being in a role that is more client-facing can be challenging at first, but this communication is just as crucial as intra-team communication. Skills like presenting and maintaining composure when put on the spot are significant here. This gets easier with time and exposure; however, if it is something that you struggle with a lot, outside help—such as joining a Toastmasters

club—can make a huge difference.

My first manager often emphasized the importance of continually developing and honing technical writing as a skill and this advice rings truer every day. Technical writing is an important part of many an engineer's day-to-day. Lessons like having consistency in abbreviations throughout a memorandum and learning where to put
(Continued on page 11)

Welcome to Project Management: Skills and Advice for Transitioning into Leadership Roles in Engineering

(Continued from 10)

dashes and when to spell out a number when discussing a 12-foot two-way left-turn lane strengthen your credibility and decreases the chance for miscommunication. Besides this, clear technical writing will help you in maintaining solid documentation, which is imperative to successful project management.

Managing multiple responsibilities can be stressful but remember that

the discomfort means you are learning and growing. Learn to embrace this. You should not expect yourself to know everything right away, so give yourself grace if you make mistakes, and consider the lessons learned. Do not be afraid to reach out to your mentors for guidance and allow yourself to ask for help when you need it. Despite any growing pains as you acclimate to a new role and new responsibilities, your mindset is key. Being

present and engaged will allow you to enjoy the ride, see the lessons learned in your personal growth, and celebrate your wins, too.

Author Bio: Kaela Worman, PE is a Project Manager at Milhouse Engineering and Construction, Inc.

IL Section of ASCE 2023 Awards: Time for Nominations

(Continued from page 6)

For additional information and a look at past winners, please go to the IS-ASCE's website – www.isasce.org/awards. The 2022 Awards Program can be view here as an [e-book](#).

Nominations for the 2023 awards are due by June 21, 2023.

Author Bios: Tina Revzin, PE, SE is a structural engineer and Assistant Vice President at TranSystems. She serves as a Director of the IS-ASCE to 2023 and the Awards Committee Chair.

Saki Handa, PE, ENV SP is a senior optimization engineer at Optimatics. She serves as a Director of the IS-ASCE to 2024 and the Awards Committee Co-Chair.



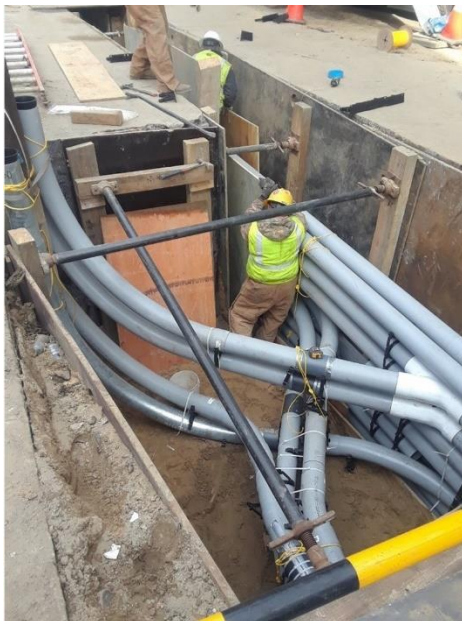
Illinois Tollway wins an Outstanding Civil Engineering Achievement Award.

Illinois Tollway Communicates Early and Often with Utility Owners to Make Utility Relocations Go Smoothly

(Continued from page 13)

Avenue and York Road as part of the I-490 Tollway Project. They were also built at Arlington Heights Road and Illinois Route 53 early in the *Move Illinois* Program along the Illinois Route 390 Tollway.

ComEd agreed to take the lead on the civil portion of the joint ducts working closely with various other utilities including AT&T, Comcast, CenturyLink, Verizon, Windstream, UPN, Crown Castle, Zayo and others.



Joint utility ducts provide a single, compact and cohesive conduit network that's shared by all the utilities, making utility relocations more efficient, cost-effective and safer for workers while making it easier to replace lines in the future. Cables are housed within PVC conduits that are then encased in concrete to protect the cables from

extreme weather, corrosion, and breakage from accidental damage from contractors. The schedule impacts of four or five utilities all needing to install their own facility within that limited footprint cannot be ignored.

The Tollway's use of joint ducts required extensive cooperation and coordination among the various utility companies and local municipalities. Rather than each utility doing its own relocation, all utilities share a single facility that houses all utilities with all entrances and exits to the duct package clearly defined. In addition, ownership of the individual ducts is assigned to each utility for any necessary maintenance and repairs going forward.

The Tollway's communications early and often with utility companies allowed the innovative use of joint utility ducts to be introduced in the early planning stages of the I-294, I-490 Tollway and Illinois Route 390 Tollway projects.

Author Bios: Jason Lussow is the Executive Project Manager for Fiber, Permits and Utilities, Illinois Tollway.

Steve Jandick, P.E. project engineer at V3 Companies, contributed to this article.

Summer 2023

To inform Illinois Section members of the discussions at monthly Board meetings, the Section Secretary contributes this article to the newsletter covering April 2023, May 2023, and June 2023. The Illinois Section Board Meetings offer in-person and virtual attendance options. Access to historical IS Board Meeting Minutes, Constitution, and Bylaws can be found on ASCE Collaborate at <https://collaborate.asce.org/home>. Any questions or comments on the Board activities are welcome by contacting Secretary Monica Crinion at monica.crinion@aecom.com.

■ Treasurer's Report & Meeting Minutes

▲ A treasurer's report was presented and approved at the April 2023, May 2023, and June 2023 meetings. The February 2023, March 2023, April 2023, and May 2023 Board Meeting minutes were approved.

■ Highlights from Illinois Section Activities and Institute/Group Reports.

▲ **2023 ASCE Society Convention** – The 2023 ASCE Convention will be held in Chicago from October 18 - 21, 2023 at the Hilton Chicago. Registration is now open at <https://convention.asce.org/>.

▲ **Legislative Lobby Day** – Three (3) IS members attended the Transportation For Illinois Coalition (TFIC) Legislative Lobby Day on April 19, 2023 in Springfield, IL.

During the day-long event, members heard from transportation leaders and advocates as well as met with legislative representatives to discuss state infrastructure needs.

▲ **President-Elect / Spring Dinner** – The Spring Dinner was held on April 26, 2023, at Maggiano's Little Italy (Chicago) with 90 attendees, including ASCE President-Elect Marsia Geldert-Murphy, fifteen (15) IS past presidents, eight (8) mentorship program participants, and eleven (11) scholarship winners. A total of twelve (12) scholarships were awarded to IS students from IIT, UIC, and Northwestern University.

▲ **2024 Section Dues** – The IS Board voted to maintain the Illinois Section dues at \$30 for FY2024.

▲ **Call for Awards Nominations** – The 2023 IS-ASCE Award nominations are open and will close on June 21, 2023. Award requirements, forms, and nomination instructions can be found at <https://www.isasce.org/awards/>.

▲ **ASCE National Election** – The IS Board welcomed ASCE Society President-Elect candidates Feniosky Peña-Mora and Brett Phillips to speak at the March and May board meetings, respectively. The national election concluded on June 1, 2023 and ASCE members are notified that Feniosky Peña-Mora is the President-Elect elect for 2024.

▲ IS-ASCE Officer Nominations

– The nominating process is underway for the FY23-24 IS Board positions, which include Treasurer and three (3) Director to 2025 positions. Per the IS Bylaws, a nominating committee has been formed to consider and select candidates for these IS Board positions. For more information about the Illinois Section Board nominations process, please refer to the Bylaws Article III (<https://www.isasce.org/about/governance-and-guiding-documents/>)

▲ Construction Institute (CI) –

The CI held their Board meeting on April 5, May 3, and June 7. A joint CI & GI dinner event was held on May 23 at Pazzo's for a presentation on the recently complete One Chicago project. ASCE has been requested to participate in the Industry Stakeholder review of IDOT's Innovative Project Delivery Manual. The CI will facilitate ASCE review comments of the draft manual. For more information or if interested in joining this institute, please contact CI Chair Michael Kowalski at mkowalski@ciorba.com.

▲ Environmental & Water Resources Institute (EWRI) –

The EWRI held their Board meetings on April 11, May 9, and June 13. A Chicago River Day Cleaning Volunteering Event was held on May 13. The EWRI Chicago Chapter was honored as the Outstanding Large Chapter award winner at the EWRI Congress held May 21-24 in Henderson, NV. Two (2) EWRI (Continued on page 14)

Secretary Report

(Continued from page 13)

board members attended to accept the award. Please contact EWRI Chair Joe Wilk with any questions or for information about EWRI activities at jwilk@cbbel.com.

▲ **Geo-Institute (GI)** – The GI held their Board meeting on May 12 and June 13. GI hosted a May 17 dinner meeting featuring a Deep Foundations Institute (DFI) presentation on *The Art and Science of Hole Digging*. Please contact GI Chair Andrés Matos with any questions or for information about GI activities at andres.matos@shanwil.com.

▲ **Structural Engineering Institute (SEI)** – The SEI held their Board meeting on May 9. On May 3, SEI hosted a 3D Bridge Modeling and Delivery Webinar presented by Michael Baker and IDOT. Planning is underway for the SEI-IL Fall Lecture Series to be hosted over three (3) nights in September and October and held at 150 N Riverside in downtown Chicago. Please contact SEI Chair Chris Knipp with any questions or for information about SEI activities at Christopher.Knipp@parsons.com.

▲ **Transportation & Development Institute (T&DI)** – The T&DI held their Board meetings

on April 11, May 9, and June 13. A luncheon was held on April 6 at Maggiano's in Oak Brook featuring keynote speaker Manar Nashif, Chief Engineering Officer at the Illinois Tollway. T&DI will send two members to the International Conference on Transportation and Development (ICTD) in Austin, TX held June 14-17. Please contact T&DI Chair Michal Miczek with any questions or for more information at michal.miczek@hdrinc.com.

▲ **Utility Engineering and Surveying Institute (UESI)** – The UESI held their Board meeting on April 10, May 8, and June 12. UESI held their inaugural event featuring Jai Kalayil, Deputy Commissioner, CDOT. Keynote speaker Kalayil is the Deputy Commission of CDOT Division of Infrastructure Management which includes 811 Chicago, the Office of Underground Coordination (OUC), public way permitting, and public way enforcement. The May 11 luncheon was co-hosted with T&DI. For more information or if interested in joining this institute, please contact UESI Chair Steve Rienks at s.rienks@AmericanSurvey.com.

▲ **Younger Member Group (YMG)** – The YMG held Board

meetings on April 5, May 3, and June 7. On April 20, The YMG held a student outreach event with UIC and IIT where students and professionals networked over pizza and Chicago infrastructure trivia. The group is planning a LinkedIn Tips and Tricks Presentation in June or July that will be organized and hosted by YMG board members. For more information about YMG activities or if interested in joining this group, please contact YMG Chair Matt Gazdziak at matt.gazdziak@strand.com.

The Illinois Section Board Meetings are held the first Monday of the month, except for holidays. The next board meeting is scheduled for August 7, 2023 and will be in-person at EXP (205 N. Michigan Avenue). For any guests or Board Members that cannot attend in-person, a virtual option will be provided via MS Teams. If you are interested in attending these meetings, please contact President Sandra Homola at sandra.homola@exp.com.

By Monica Crinion, PE
ASCE Illinois Section Secretary
2022-2024
monica.crinion@aec.com

Illinois Section

Activities

ASCE International Conference on Transportation and Development (ICTD)

Date: Wednesday June 14 – Saturday, June 17

Place: Hilton Austin (500 East 4th Street, Austin TX 78701)

Registration: [Registration | ASCE International Conference on Transportation & Development \(asce-ictd.org\)](https://www.asce-ictd.org/Registration)

ASCE IL Section Diversity & Inclusion Topgolf Event

Date: Thursday, June 15

Time: 5:30-8:30PM

Place: Topgolf Schaumburg (2050 Progress Pkwy, Schaumburg, IL 60173)

Registration: <http://events.constantcontact.com/register/event?llr=5vbor5kab&oeidk=a07ejq53nod0f64df42>

Cost: \$85 (includes 2 drink tickets and appetizers for 3 hours of Topgolf)

Sponsor: \$200 (includes 2 event tickets and your firm's logo displayed on TVs, tables and social media blasts).

Proceeds go towards the ASCE Diversity & Inclusion Scholarship Fund.

[Event Flyer](#)

IL Section ASCE Award Nominations Dues

Date: Wednesday, June 21

Information on award requirements, nomination forms, and complete nomination instructions can be found on our website

www.isasce.org/awards. Nominations for all 2023 awards are due by **June 21, 2023**. Any questions can be emailed to Tina Revzin at trevzin@transystems.com.

IDOT CMGC/PDB/DB Manual Distribution and Industry Review - Comments Due

Date: Wednesday, June 21

ASCE IL Section has been working with IDOT on their roll out of the Innovative Project Delivery Manual. They have officially completed the draft of the manual and are looking for Industry Stakeholder Reviews.

Documents links included for your review:

- [IPD Manual & Guidelines](#)
- [Appendix 1 - Definitions & Acronyms](#)
- [Appendix 2 - CMGC Guidelines](#)
- [Appendix 3 - PDB Guidelines](#)
- [Appendix 4 - DB Guidelines](#)
- [Review Comment Form](#)

Specifically, IDOT is requesting feedback regarding:

- Issues or challenges with the identified procedures
- Questions regarding each stage/process
- Any guidance which requires clarification

A couple of notes:

- The Department will be proceeding with the Administrative Rules process shortly. The comments collected and shared with the Department for this Manual Review Period shall be focused solely on the content in the IPD Manual and Guidelines only. Other significant comments

shall be directed appropriately per the Administrative Rules process.

- This comment period is intended to capture comments that are significant in nature. No need to focus on spelling, grammar, formatting, or other minor issues. Rest assured those will be addressed at a later date.
- Please utilize the attached comment form and consolidate comments appropriately. We would like to conduct a follow-up meeting with your organization, perhaps specifically your leadership and any alternative project delivery subcommittee members, during this process to discuss any questions or concerns. Please provide a recommendation as to how and when you would like to do so.

Please provide your completed Review Comment Form to ASCE Construction Institute Chair-Michael Kowalski, PE (Mkowalski@ciorba.com) by Wednesday, June 21, 2023

ASCE IL Section EWRI Green Roof Tour and Talk

Date: Thursday, June 22

Time: 1:30 pm

Place: Plumbers Local 130 UA Training Center (1400 W Washington Blvd. Chicago, IL 60607)

There is no cost for the tour! Click on the link for a YouTube video of the construction of the Training Center:

<https://youtu.be/EVkhVivZCgM>

Please register by June 15, 2023, (Continued on Page 16)

Activities

(Continued from page 15)

by emailing
Saki.Handa@optimatics.com.

ASCE IL Section EWRI Social - SAVE THE DATE

Date: Tuesday, August 8
Place: Parlor Pizza Bar West
Loop (108 N Green St, Chicago,
IL 60607)

More information will be coming
soon.

SAVE THE DATE AND SPONSORSHIP OPPORTUNITY:

25TH Biennial Lecture Series Presented by ASCE-SEI Illinois Chapter

Dates: Wednesday, September 6,
September 27, and October 18
Time: 5:30 pm – 8:30 PM
Place: 150 North Riverside,
Downtown Chicago

Please save the date for the
25th Biennial Lecture Series, SEI-
IL's premier event, where we host
presentations on some of the best
local and national structural engi-
neering projects and topics. The


event will be held over three
nights in downtown Chicago, with
two presentations each night, fol-
lowed by panel discussions. More
information is coming soon. Reg-
istration to open in July. **Spon-
sorship opportunities are availa-
ble now at the link below.** Please
consider supporting this great
event:

[http://events.r20.constantcon-
tact.com/regis-
ter/event?oeidk=a07ejtmtmff6ffd
cf&llr=eqpze98ab](http://events.r20.constantcontact.com/register/event?oeidk=a07ejtmtmff6ffdcf&llr=eqpze98ab)


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