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ASCE Illinois Section

News

Vol. 67, No.2
Summer 2026

Climate Resilience in Infrastructure Design: Engineering for the Future

Written by Maryam Yaso

Civil infrastructure has long been designed using historical environmental data, assuming that future conditions will closely resemble the past. However, increasing climate variability is challenging this approach. Changes in precipitation, temperature extremes, and the frequency of severe weather events are placing new demands on infrastructure systems that were not originally designed for such conditions.

As a result, engineers must now incorporate resilience into their designs to ensure infrastructure can perform reliably under both current and future conditions. This shift requires a balance between traditional engineering principles and forward-looking design strategies.

Impacts of Climate on Infrastructure

Climate-related factors affect infrastructure performance in several critical ways. Increased rainfall intensity can overwhelm drainage systems and lead to

flooding, while higher temperatures contribute to material expansion and long-term deterioration. In colder climates, more frequent freeze-thaw cycles accelerate cracking in concrete and reduce structural durability.

Extreme weather events present an even greater challenge by exceeding design assumptions and increasing the risk of system failure. These impacts highlight the need for engineers to consider not only average conditions but also the potential for extreme scenarios.

Resilient Design Strategies

To address these challenges, engineers are adopting design approaches that improve adaptability and long-term performance. Updated design criteria increasingly incorporate projected environmental conditions rather than relying solely on historical data. In addition, engineers are implementing adaptive design strategies, (Continued on page [12](#))

President's Notes

Monica Crinion, P.E.



Summer is here! Construction is in full swing, design and planning jobs never rest, the kids are out of school, family vacations are planned – so now is the time to take a breather (and break) from professional commitments outside of work, right? Quite the opposite! Summer brings excitement and energy and is the perfect time to lean into ASCE Illinois Section engagement to find your niche in this welcoming organization filled with so many opportunities for technical, professional, and social connection.

So how can you get involved with the section without overcommitting? First off, stay current by reading our eblasts and upcoming events on the <https://isasce.org/> homepage. Secondly, reach out to our [leadership](#) and ask how you can get involved. Any of the cur-

rent board and committee members would be happy to connect and discuss ways to contribute to our section or institutes. I'll share a few upcoming ways members can participate.

Looking for technical development? Though many of our institutes take a break from regular meetings in the summer, there are still some lunch and dinner meetings planned. Our newest committee, COPRI, has a virtual presentation on the Chicago Park District Shoreline Conditions Assessment over the lunch hour on July 7th. Contact [Mark Wagstaff](#) or [Siena Van Horne](#) for more information. And our group of volunteers is still hard at work preparing the Illinois Infrastructure Report Card for release in 2027. Reach out to our report card chairs [Kris Salvatera](#), [Matt Kirby](#) or [Pat Lach](#) if you are curious about how you can support the effort.

For professional expansion – please consider nominating a project or individual for an ASCE Illinois Section award! You've put in the hard work planning, designing and constructing some amazing infrastructure across Chicagoland area, so let's recognize those achievements. The application process is simple, and it's a great way to further connect consultants and agencies to highlight our efforts of marked improvements in the communities we serve. The [award nominations](#) are open through July 17th so jump to it!

Chicago summer weather calls for outdoor socializing. Reach out to an old colleague or your ASCE-IL Mentorship Program protégé or

ASCE Illinois Section News

IS-ASCE NEWSLETTER

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

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mentor and invite them to join you at our upcoming IL-Section ASCE Golf Outing at Ruffled Feathers Golf Club on August 25th.
(Continued on page 7)

COPRI:

Chicago Park District Shoreline Conditions Assessment

Join us for a virtual presentation on the Chicago Park District Shoreline Conditions Assessment.

DATE:
Tuesday, July 7, 2026

TIME:
12-1pm

REGISTER:
Contact Mark Wagstaff or Siena Van Horne for more information.

Mark Wagstaff
mark.wagstaff@smithgroup.com

Siena Van Horne
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From Data to Decisions: Leveraging Data Analytics to Improve Construction Project Delivery

Written by Edgar Alvarado, PE

Daily reports, production quantities, schedules, equipment logs, material deliveries, safety observations, inspection records, and cost reports generate enormous amounts of information throughout a project's lifecycle. Historically, much of this information has been collected to satisfy contractual requirements and document project performance. Today, however, construction organizations are increasingly recognizing that these datasets can be used for far more than recordkeeping. Data analytics—the process of collecting, organizing, and analyzing information to identify trends and support decision-making—is emerging as a valuable tool for construction professionals. By transforming raw project data into actionable insights, owners, engineers, and contractors can improve project performance, reduce risk, and make more informed decisions throughout construction. As infrastructure investments continue

The construction industry has always been data rich.

across Illinois, the ability to effectively utilize project data may become a key differentiator for successful project delivery.

Most construction projects generate thousands of data points every week. Schedules track activity durations and milestones, cost reports monitor budget performance, and field personnel document production quantities, labor hours, equipment utilization, and weather conditions. Traditionally, these datasets have existed in separate systems and have been reviewed independently. Data analytics allows this information to be integrated and evaluated collectively, helping project teams identify patterns, understand root causes, and address issues before they become significant problems.

Many organizations already use dashboards and project management software to summarize project information. Analytics, however, goes beyond reporting current conditions. It seeks to answer questions about changing productivity levels, critical path risks, recurring quality issues, equipment utilization, and trends that may indicate future cost growth.

Consider a multi-year highway reconstruction project involving pavement replacement, drainage improvements, utility coordination, and maintenance of traffic



operations. Throughout construction, the contractor collects information including labor hours, equipment utilization, installed

By identifying relationships between project variables, teams can gain a deeper understanding of performance and improve decision-making.

quantities, material deliveries, weather conditions, inspection results, and schedule updates. Suppose project managers observe that earthwork production is consistently falling below planned rates. Initial assumptions may focus on labor productivity or equipment performance. However, analysis of production data reveals that excavation productivity decreases whenever trucking cycle times exceed a specific threshold. Further investigation shows that temporary traffic (Continued on page 13)

What Conferences Offer Early Career Engineers

Written by Jeremy Metz, PE

In the early years of an engineering career, growth happens quickly but not always evenly. It's easy to view conferences as an optional luxury but in a profession built on continuous learning, the engineers who grow the fastest are the ones who step outside their day-to-day routine. Conferences offer an opportunity to explore environments of ideas, experiences, and connections that can significantly accelerate an early-career trajectory.

Conferences provide a rare opportunity to step outside your normal project environment and see how other engineers are solving similar problems. Presentations and panels provide the opportunity to hear real-world lessons, challenges, and solutions from leaders in the industry.

Bring real-world ideas back to your projects.

try. This technical and strategy focused knowledge can be taken back to the office and be applied to ongoing and upcoming projects. Small takeaways such as clear communication on design intent, learned from someone else's experience, can lead to meaningful improvements in how to approach your own work.

While technical knowledge is important, the long-term value of conferences often lies in the people you meet and the skills you develop. Conferences offer the opportunity to build a network of peers and mentors that can provide

Build a network and confidence that supports you.

perspectives you wouldn't find within your own organization. At the same time, conferences naturally push you to step outside your comfort zone, forcing introductions, asking questions, and engaging in discussions. These moments strengthen communication skills and build the confidence needed to take on larger roles in your career.

A less obvious but impactful outcome of attending conferences is the sense of perspective and motivation that's brought back with you. It's easy to get focused on your day-to-day responsibilities, but conferences remind you of the bigger picture of what's happening across the industry.

and where you fit within. That exposure often leads to new opportunities, whether it's getting involved in organizations like ASCE, pursuing a new area of interest, or taking on greater responsibility at work. Over time, these experiences help you feel empowered and intentional about the direction of your career.

From an employer standpoint, allowing and trusting early career professionals to interact with the broader industry on behalf of your organization is a sign of trust and value. It demonstrates an investment to the individual and the long-term strength of the team. Young engineers returning from conferences with new ideas, expanded networks, and increased confidence benefit the entire organization.

(Continued on page 9)



Colorado River Basin Drought

Written by Jerome F McGovern

Why is there an article about a drought in the western states in the Illinois Section newsletter? Because civil engineers have operated under the assumption that water will always be plentiful and inexpensive and what is happening in the western states shows that climate change is upending that assumption.

All regions are subject to droughts, but since the year 2000 the western United States has been primarily in a drought condition. There have been a few good winters with average or above average snowpack, but those years have not led to the full replenishment of the reservoirs in the Upper and Lower Colorado River Basins. The warmer average temperatures that have created more intense rainstorms in the Midwest have led to less snowfall in the higher elevations west of the Rocky Mountains, reducing the

snowpack that provides most of the water tributary to the Colorado River. The drought has also been exacerbated by greater demand for water as the metropolitan areas of Denver and Phoenix experience a land development boom.

Growing demand for a diminishing amount of water.

The winter of 2025-2026 has been one of the warmest and driest on record for the western states.

Many ski areas did not open or closed early due to lack of snowfall. The snowpack in the higher elevations is critically low. The principal source of water for the Colorado River is the melting and runoff of the snowpack during the spring and early summer. That means there will be a minimal amount of spring runoff into the Colorado River resulting in even

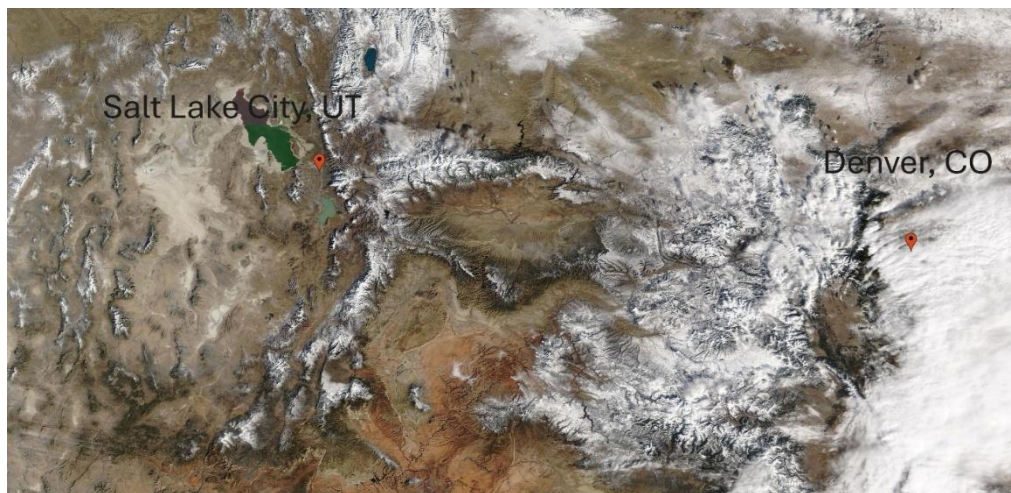
lower water surface elevations in the reservoir system of the Upper and Lower Basins with a possible impact on the ability of Glen Canyon Dam to generate hydroelectric power.

The Colorado River Basin begins in western Colorado and extends all the way to the Gulf of California in Mexico. It is comprised of an area of 246,000 square miles in seven U. S. states (Wyoming, Colorado, Utah, New Mexico, Arizona, Nevada and California) and Mexico. It supplies water to 30 in-

The primary source of water is snowpack from the upper elevations.

igenous tribal nations. It supplies water for agricultural irrigation to over 5 million acres of land including the Imperial and Coachella Valleys in southern California. It provides potable water to approximately 40 million people including the urban areas of Los Angeles, San Diego, Denver, Colorado Springs, Provo, Albuquerque, Las Vegas and Phoenix. Ironically, the only two cities that are actually in the basin are Las Vegas and Phoenix.

(Continued on page 9)



Lack of snowpack, March 2026, Source - NASA Worldview

IL Section of ASCE 2026 Annual Awards: Nominations are Open!

Written by Hugh Regan, P.E and Dan Lowery P.E.

The Illinois Section of ASCE is happy to announce that the nomination period for the annual awards is open. It's time to recognize your peers, projects, firms and agencies for their contributions to civil engineering and ASCE. The annual awards dinner is scheduled for October 1st at the Doubletree by Hilton Hotel Chicago – Magnificent Mile.

How to Nominate

The awards nomination forms can be found on the Section's website at <https://isasce.org/resources-2/awards/>. The nomination forms include description of the award, criteria that nominees will be measured against, and submittal requirements for the application. Nominations for the awards are due by July 17th. The nominations should be in PDF form and

submitted electronically to illinoissection@isasce.org. Any questions about the awards or nomination process can be sent to Dan Lowery at dlowery@gftinc.com.

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
- Government Civil Engineer of the Year
- Young Civil Engineer of the Year
- Young Government Civil Engineer of the Year
- Citizen Engineer of the Year
- Government Agency Employer Recognition Award
- Private Sector Employer Recognition Award

For Additional information and to view the 2025 Award winners and Awards Dinner program, please visit IS-ASCE's website at <https://isasce.org/>.

Author Bio: Hugh Regan, P.E. is a Transportation Section Manager at HNTB Corporation in Chicago, IL. He currently serves on the IS-ASCE Board as a Director to 2027 and Co-Chair of the 2026 Awards Dinner Committee.

Daniel Lowery, P.E. is an Assistant Vice President and Senior Resident Engineer at GFT. He currently serves on the IS-ASCE Board as a Director to 2026 and was Co-Chair of the 2025 Awards Dinner Committee.



2025 Government Civil Engineer of the Year—Jeffery Allen, P.E.

A vertical poster for the ASCE Illinois Section 2026 Annual Awards Dinner. At the top is the ASCE logo with 'ILLINOIS SECTION' underneath. Below that is the text 'SAVE THE DATE!' in large, bold, blue letters. Underneath is '2026 ANNUAL AWARDS DINNER' in bold, blue letters, followed by 'Celebrating Excellence in Civil Engineering' in smaller text. There are three circular icons: a calendar for 'DATE OCTOBER 1, 2026', a clock for 'TIME DETAILS TO FOLLOW', and a location pin for 'LOCATION DOUBLETREE BY HILTON HOTEL CHICAGO - MAGNIFICENT MILE'. At the bottom, it says 'Join us for an evening of networking, dining, and celebration as we honor our 2026 award recipients.' and 'Formal invitation to follow.' The background features a stylized blue and white graphic of the Chicago skyline.

June 2026 Newsletter – Region 3 Update

Written by Megan McDonald, PE, LEED AP

To begin, I want to extend a big thank you to John Lazara for his time as Region 3 Governor (Illinois) for the last six years. Thank you for all your hard work and dedication to ASCE and the Illinois Section. I look forward to seeing you at future ASCE and Illinois Section events. I am very excited to have

been elected and to start my first term as Region 3 Governor (Illinois). I look forward to working with the ASCE Sections and Branches within Illinois and Region 3. Other new Region 3 leadership includes Jason Staebell who will begin his first term for Minnesota.

Save the date!! This year, the Region 3 Assembly will be in Milwaukee, Wisconsin on September 25 and 26, 2026. More details to come, but we look forward to seeing representatives from across Region 3 to connect and share ideas.

We are also excited to announce that Region 3 has gotten its own [LinkedIn page](#)! Please take a moment to login, follow us, and make sure to tag us for ASCE events! We want to see all the great work the Illinois Section (and all of Region 3) is doing to engage with our members and encourage our students.

Author Bio: Megan McDonald is an ASCE Region 3 Governor and serves as the Illinois Planning LBL Leader for WSP focused on transportation planning and environmental studies.



Save the Date

ASCE Region 3 Assembly
Milwaukee, Wisconsin
September 25 & 26, 2026



President's Notes

(Continued from page 2)

With a scramble format, all levels of golf abilities are welcome, or sign up to attend the post round dinner and socializing. Proceeds from the event will support our local ASCE Student Chapters at UIC, IIT and Northwestern.

I'm also pleased to share in this newsletter that we have some fantastic IS members up for [nomina-](#)

[tion](#) to our next Illinois Section Board that will be sworn in at the Annual Awards Dinner on October 1, 2026.

It's not a secret how these individuals end up recommended for board leadership – they have a history of attendance and volunteering for institute and section events. So, I encourage all

Illinois Section members to come join an event this summer and see if you can build connections and a community that may lead YOU to a future on the Illinois Section board.

By Monica Crinion, P.E.

ASCE Illinois Section President,
2025-2026

2026-2027 ASCE Illinois Section Board Ballot Announcement

Written by Monica Crinion, P.E., ASCE Illinois Section President 2025-2026

Per the [Illinois Section By-laws](#), each spring, a Nominating Committee is formed to identify and select nominees for open positions on the [Illinois Section Board](#). The open board positions include the President-Elect (1-year term with automatic transition to President), either Secretary or Treasurer (alternating 2-year terms), and three Directors (2-year term). Institute/Group Chairs are determined by the individual Institutes/Groups and are not subject to the IS Bylaws.

In accordance with the IS Bylaws, the IS Board approved the below nominees at a special meeting held on June 22, 2026 and is now sharing with the Illinois Section at-large a minimum of three (3) months in advance of the Annual meeting scheduled for October 1, 2026. I am pleased to announce the following officer nominees for FY26-27:

- President- Elect: Tom Borges
- Secretary: Tina Revzin
- Director to 2028: Katherine Au
- Director to 2028: Gary Gifford
- Director to 2028: Thierno Kane

A petition period is now initiated for IS members to run for any of the above noted open board posi-

tions. The petition process is as follows:

1. Petitions to file additional nominations shall be submitted to the Secretary, Tom Borges, at tborges@bloomcos.com, no later than July 15, 2026, and shall be signed by no less than 15 active and dues paying IS members. Petition validity is subject to review by the Board of Directors.

Nomination and Petition forms can be found on the IS website at:

<https://isasce.org/about/governance-and-guiding-documents/>

2. Should there be no valid petitions filed for additional nominations, the Board of Directors shall declare the nominees for the non-contested offices elected.

3. Should there be valid petitions filed for additional nominations, a ballot bearing the names of those nominated for open, contested officer positions shall be provided to all active and dues paying IS members of record not less than 30 days prior to the Annual meeting. The targeted ballot date is August 31, 2026.

4. The polls will close on September 21, 2026 at 12:00pm on the tenth (10th) day preceding the Annual Meeting. The ballots shall be counted, and the candidate receiving the largest number of votes

shall be declared elected. In the case of a tie, the Nominating Committee shall elect the office from among the tied nominees.

5. All elected officers and new Institute/Group Chairs will be sworn in as representatives on the Illinois Section Board at the Annual Meeting on October 1, 2026.

Please feel free to contact me with questions via email at monica.crinion@aecom.com.



The poster for the ASCE Illinois Section 2nd Annual Golf Outing 2026 features the ASCE logo at the top, followed by the text "ILLINOIS SECTION" and "2ND ANNUAL GOLF OUTING 2026". Below this, it specifies the date "TUESDAY, AUGUST 25TH 2026" and the location "RUFFLED FEATHERS GOLF CLUB, 1 Pete Dye Dr, Lemont, IL 60439". The main image shows a scenic view of a golf course with a large green island in the middle of a lake. To the right of the image is a golden goose trophy. Below the image, a list of inclusions is provided: "4 PERSON SCRAMBLE", "18 HOLES + GOLF CART", "DINNER & DRINKS", "INDUSTRY CONNECTIONS", and "COVETED 'GOLDEN GOOSE' TROPHY!". A yellow banner below the list says "SPONSORSHIP OPPORTUNITIES!". At the bottom left is a QR code, and at the bottom right is a yellow banner that says "REGISTER TODAY" with the text "PROCEEDS TO HELP FUND ANNUAL IS-ASCE STUDENT SCHOLARSHIPS!" below it.

Colorado River Basin Drought

(Continued from page 5)

The other cities have long-standing agreements to divert Colorado River water.

The Colorado River Compact

As the west began to develop, farmers in California's Imperial Valley constructed a canal in 1901 from the Colorado River to their fields to provide water for irrigation. Disputes began to arise between states in the Colorado River Basin about who was entitled to water and how much. After being prodded by the federal government, the western states that comprise the Colorado River Basin agreed to what is known as the Colorado River Compact.

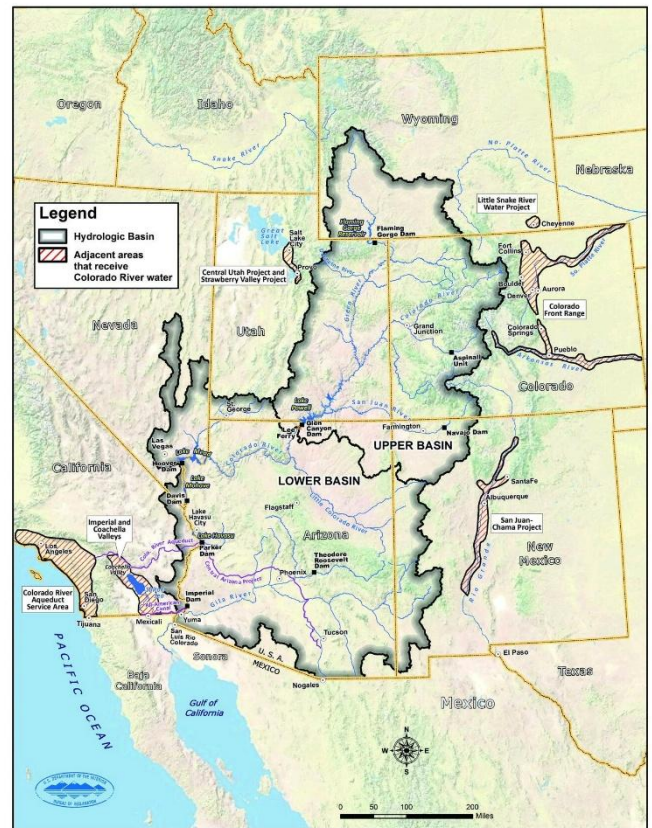
The Colorado River Compact of 1922 apportioned water supplies between the river's Upper and Lower Basins divided at Lee Ferry, Arizona. The compact allocated 7.5 million acre feet (MAF) of water annually to each basin, with an additional 1.5 MAF in annual flows to Mexico. This was based upon the assumption that the Colorado River would generate 17 MAF of water on average. Over the last 20 years the average has been closer to 12 MAF. Consumptive use plus other water losses such as evaporation typically exceeds the basin's flows. This imbalance plus the extended drought has severely stressed the Colorado River. The original compact has expired and interim agreements have been in place with a deadline of 2026 for a new agreement. Since 2020 the Bureau of Reclamation has reduced water deliveries in Arizona, Nevada and

Mexico based on the extended drought and falling Lake Mead storage levels. The original compact favored California and that has been a point of contention amongst the other states. Attempts to reach a new agreement have not been successful.

The Bureau of Reclamation

The Bureau of Reclamation is part of the U. S. Department of Interior and is tasked with the purpose of managing water resources in the western states. As the American west began to be settled by non-indigenous people, water was a contentious issue and states and landowners lobbied the federal government to play a larger role in developing water resources in the west. At that time any water that was not diverted to a beneficial use such as agriculture, grazing, mining, and urban development was considered wasted water. Consideration of environmental impacts was ignored.

The Bureau of Reclamation manages much of the basin's water supplies through a complex network of dams, reservoirs, tunnels and conveyance canals. The most famous Bureau of Reclamation project on the Colorado River is the construction of Boulder Dam



The Colorado River Basin, Source - United States Department of the Interior, Bureau of Reclamation

(completed in 1936 it is now known as Hoover Dam) and the creation of the Lake Mead Reservoir upstream of the dam. Built during the Great Depression partly as economic stimulus it provided water and electric power to the southwest United States, including a small town in Nevada called Las Vegas (population 8,000). Initially the project was considered a great success and led to additional dam and reservoir construction in the Colorado River Basin. An important ancillary of the Boulder Dam project was the construction

(Continued on page 10)

Colorado River Basin Drought

(Continued from page 9)

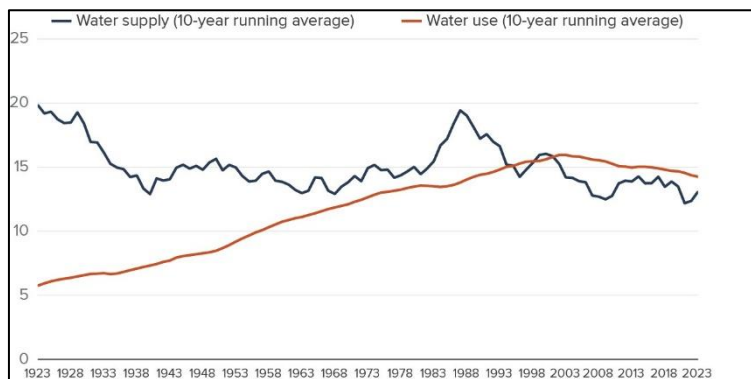
of the Imperial dam north of Yuma, Arizona and the All-American Canal that diverts 3 MAF of water to the Imperial Valley in southern California and provides irrigation for food crops and potable water for nine cities in the valley. This replaced the original diversion canal to the Imperial Valley. If you buy fresh vegetables in the winter, it is likely that they will come from the Imperial Valley. Another 1 MAF of water is diverted to the Los Angeles metro area through the Colorado River Aqueduct which opened in 1941. All together southern California receives over one fourth of the total theoretical flow of the Colorado River. Since the year 2000, it is closer to one third of river's flow.

The second most famous project in the Colorado River Basin was the construction of the Glen Canyon Dam (completed in 1963) and the creation of the Lake Powell Reservoir upstream of the dam. It provided water and electric power to cities in the Upper Colorado River Basin. The water held in Lake Powell could also be used to supplement water in the Lower Colo-

rado River Basin during periods of low flow.

The purpose of the two large reservoirs, Lake Mead and Lake Powell, is to provide sufficient storage of water to compensate for dry years and provide sufficient head to power the turbines that generate electricity. The current prediction, based upon the sparse snowfall of 2025-26 winter, is that Lake Powell may not have enough water this fall to generate electricity at Glen Canyon Dam.

Despite the implementation of conservation measures, the demand for additional water from the Colorado River still outpaces the water supply that is available. Since 2000, the demand has exceeded supply by approximately 1 MAF per year with the difference made up of groundwater and the water in Lake Mead and Lake Powell. The shortage of water has had a detrimental effect on fish populations and wildlife along the river. Delta wetlands in Mexico have dried up as the river is reduced to a trickle when it reaches the Sea of California.



Colorado River Supply versus Demand, Source – Public Policy Institute of California

The Bureau of Reclamation can make arbitrary cuts in water allocations as it sees fit but would prefer that the seven states come to an

agreement on their own. The signa-

How to distribute water among the western states.

tory states have attempted to negotiate a new agreement and as of the date of publication that has not occurred. The Upper Basin states of Colorado, Wyoming, Utah and New Mexico want to retain their allotment of 7.5 MAF to allow for continued development in Northeast Colorado and in Utah. Historically the Upper Basin has never used all of the 7.5 MAF that it was allotted with the surplus being diverted to the Lower Basin states. The Lower Basin states of California, Nevada and Arizona want to keep their 7.5 MAF and would like additional water to allow for more development in the Phoenix and Tucson metropolitan areas. Under the current flow rate of 12 MAF this could only happen if the Upper Basin agreed to take less than its 7.5 MAF, which would limit new development.

How will this water shortage be resolved? The Secretary of the Interior is legally the water master for the Lower Basin and can impose an arbitrary allocation of water. The Upper Basin is a different situation since it is located in the headwaters of the Colorado River and cannot guarantee that there will be enough water for the Lower Basin.

(Continued on page 11)

What Conferences Off Early Career Engineers

(Continued from page 4)

For early-career engineers, the message is simple: take advantage of these opportunities when they're available. Conferences are not just events but catalysts for growth that can shape both your career and your contribution to the profession.

Author Bio: Jeremy Metz, P.E. is a transportation engineer at Crawford Murphy & Tilly Inc. with 8 years of industry experience. Jeremy currently serves as the Chair of the IS-ASCE Younger Member Group.

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Colorado River Basin Drought

(Continued from page 10)

The hope was the states could reach a consensual agreement but that does not appear likely. It will probably end up in front of the U. S. Supreme Court. Legal disputes between states are resolved by the U. S. Supreme Court and it may reduce every state's allotment of

water in the Colorado River Basin to be more reflective of the actual amount of water that can be expected from the Colorado River going forward.

Reference: Management of the Colorado River: Water Allocations,

Drought, and the Federal Role Congressional Research Service, 2026

<https://www.congress.gov/crs-product/R45546>

Author Bio: Jerome F. McGovern is a retired civil engineer who is active in EWRI of the Illinois Section of ASCE

ASCE | ILLINOIS SECTION

NOMINATE TODAY!

2026 ILLINOIS SECTION ASCE ANNUAL AWARDS

It's time to nominate your peers, projects, and firms for their contributions to civil engineering and our Society.



Nominations Due
July 17, 2026

Climate Resilience in Infrastructure Design: Engineering for the Future

(Continued from page 1)

component fails, and improved drainage systems capable of handling higher flows. Rather than simply increasing the size or strength of every element, these strategies focus on improving overall system performance and adaptability.

Risk-based design has also become an important tool, allowing engineers to evaluate potential failure scenarios and prioritize investments based on likelihood and impact. This approach helps optimize performance without unnecessarily increasing construction costs.

Applications in Practice

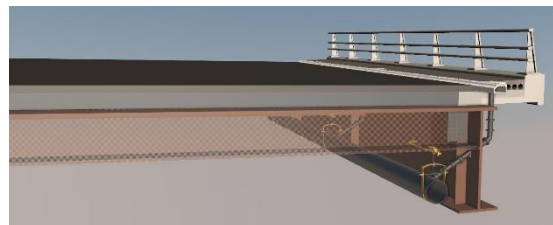
Resilience considerations are applied across multiple engineering disciplines. Structural systems must accommodate greater thermal movement and potential environmental loading changes, while transportation infrastructure must

be designed to reduce vulnerability to flooding and extreme temperatures. Drainage systems, in particular, are being redesigned to manage higher runoff volumes and improve reliability during storm events.

Climate resilience has become an essential component of infrastructure design. By incorporating forward-looking data and adaptable design strategies, engineers can create systems that better withstand changing environmental conditions. As the industry continues to evolve, integrating resilience into the design process will be critical to maintaining safe, reliable, and long-lasting infrastructure.

Resilient design focuses on adaptability, durability, and long-term performance

In the Chicago area, resilience considerations are increasingly being incorporated into transportation and infrastructure projects. Agencies such as the Illinois Department of Transportation (IDOT) and the Chicago Department of Transportation (CDOT) have begun updating drainage design criteria to account for higher rainfall intensities and more fre-



Drainage system redesign

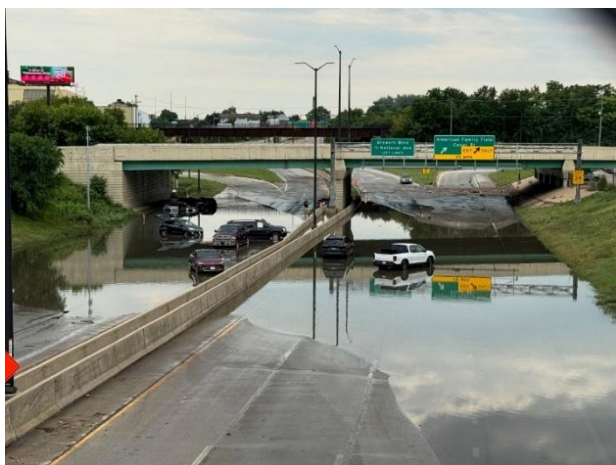
quent storm events. For example, the Jane Byrne Interchange has incorporated a Stormwater Detention System to withstand the in-

Early integration of resilience reduces long-term costs and improves system reliability.

creased capacity and additional redundancy to reduce the risk of flooding. As for the interchange, it has been designed to mitigate greater allowances for thermal movement and improved detailing of bearings and expansion joints to accommodate changing environmental conditions. These practical updates reflect how resilience concepts are being integrated into real-world projects without significantly increasing costs, while improving long-term performance and reliability.

Author Bio

Maryam Yaso is a civil engineer based in Chicago with experience in structural and transportation design. She is actively involved in professional organizations and is committed to advancing infrastructure performance through sound and resilient engineering practices.



Street Flooding in Milwaukee, WI

From Data to Decisions: Leveraging Data Analytics to Improve Construction Project Delivery

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control changes and haul route congestion are increasing truck travel times during certain phases of construction. Using this information, the contractor modifies haul routes, adjusts delivery schedules, and reallocates equipment resources. Production rates improve, reducing schedule pressure and minimizing the potential for delay claims.

Similarly, schedule data may show that utility relocations repeatedly affect downstream roadway activities. By analyzing historical coordination data, the project team can quantify the average impact of utility delays and incorporate more realistic assumptions into future planning efforts. The value of data analytics is not simply identifying problems after they occur—it is uncovering relationships that may otherwise remain hidden and enabling corrective action before significant impacts develop.

Schedule and cost management remain among the most common applications of construction analytics.

By tracking planned versus actual production rates, project teams can identify underperforming activities early and adjust staffing, equipment assignments, sequencing, or work hours. Cost analytics can also identify emerging issues before they become budget over-

runs by continuously monitoring labor productivity, equipment utilization, material consumption, and subcontractor performance.

Owners benefit as well. Transportation agencies, municipalities, and infrastructure owners often manage multiple projects simultaneously. Data analytics can provide portfolio-level insights regarding production rates, common causes of change orders, schedule delays, seasonal impacts, and contractor performance trends. These insights can improve future cost estimates, scheduling assumptions, procurement strategies, and risk management practices.

Despite its benefits, implementation is not without challenges. Inconsistent reporting practices, incomplete records, and disconnected information systems can limit the value of analysis. Organizations must establish standardized processes for collecting and managing project data if they hope to generate meaningful insights. Equally important is recognizing that analytics should complement—not replace—professional judgment. Experienced engineers, project managers, and superintendents remain essential for interpreting results and making informed decisions.

As construction projects become increasingly complex, the ability to leverage project data effectively will continue to grow in importance. For Illinois' construction industry, data analytics offers a

practical pathway toward better project outcomes. Whether improving productivity on a highway reconstruction project, optimizing utility coordination, enhancing schedule performance, or supporting owner decision-making, data-driven approaches can help project teams identify opportunities, mitigate risks, and deliver infrastructure more efficiently.

The future of construction may not depend on collecting more data. Instead, success will increasingly depend on how effectively we use the data we already have.

Author Bio: Edgar Alvarado, P.E. is a construction engineer for Ciorba Group in Chicago, IL and the current Chair of the Illinois Section's Construction Institute (CI).

The graphic features the ASCE Illinois Section logo at the top left. Below it, the words 'JOB POSTINGS' are written in large, bold, blue letters. To the right of the text is a stylized illustration of a bridge. Below the main text, there is a call to action: 'Discover opportunities. Build your future.' followed by a circular icon containing a magnifying glass and the text 'Find your next opportunity today!'. A QR code is positioned to the right of this text. At the bottom, a blue banner contains the text 'CONNECT. LEARN. LEAD. | IS-ASCE.ORG'.

Illinois Section

Activities

COPRI: Chicago Park District Shoreline Conditions Assessment

Join us for a virtual presentation on the Chicago Park District Shoreline Conditions Assessment.

Date: Tuesday, July 7, 2026

Time: 12-1pm

Register: Contact [Mark Wagstaff](#) or [Siena Van Horne](#) for more information

2nd Annual IS-ASCE Golf Outing

Join us for our 2nd Annual IS-ASCE Golf Outing! We will have a limit of 108 golfers. However, there is an option to attend the dinner option at 3pm, which lets you be a part of the fun!

Date: Tuesday, August 25, 2026

Place: Ruffled Feathers Golf Club

Register: [Here](#)

2026 IS-ASCE Annual Awards Dinner

Nominations for the IS-ASCE has begun! Please have all submissions for awards due by June 26, 2026. And Save-the-Date for our Annual Awards Dinner!

Date: Thursday, October 1

Time: 5pm-10pm

Place: Doubletree by Hilton Hotel Chicago – Magnificent Mile



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Summer 2026

To inform Illinois Section members of the discussions at monthly board meetings, the Section Secretary contributes this article to the newsletter covering the months of March 2026 through May 2026. The Illinois Section typically offers both in-person and virtual attendance options for board meetings. Access to historical meeting minutes and governance documents, including the Constitution and Bylaws, can be found on ASCE Collaborate at <https://collaborate.asce.org/home> and on the Illinois Section website at <https://isasce.org/about/governance-and-guiding-documents>. Any questions or comments on Section activities are welcome by contacting Secretary Thomas Borges at tborges@bloomcos.com.

■ TREASURER'S REPORT & MEETING MINUTES

A Treasurer's Report was presented and approved at the March 2026 (covering both February and March 2006), April 2026 and May 2026 board meetings. The February 2026, March 2026 and April 2026 board meeting minutes were approved.

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

▲ **Legislative Fly-In** – The 2026 *Legislative Fly-In* was held between March 18th and March 20th in Washington, D.C. President Monica Crinion, Government Relations Chair Brian Castro, Darren Olsen, Pat Lach and Matt Kirby attended on behalf of the Illinois Section.

▲ **Legislative Drive-Down** – The 2026 *Legislative Drive Down* (TFIC Lobby Day) took place on March

25th in Springfield, with several IS members in attendance.

▲ **WGL Student Symposium** – The IIT, UIC, and Northwestern ASCE Student Chapters competed at the 2026 Western Great Lakes (WGL) Student Symposium which was co-hosted by the University of Minnesota – Twin Cities & the University of St. Thomas between April 16th and April 18th. There were 17 student chapters in attendance at the event which included 7 different competitions over the course of the weekend. A big congratulations to UIC for repeating their success of last year's competition by placing 1st in the surveying competition; they will travel to Fairmont State University in West Virginia in late June to compete at the society-wide finals.

▲ **2026 Student Scholarships & Spring Dinner** – The Spring President-Elect / Student Scholarship Dinner was held on Thursday, April 22nd at Maggiano's Little Italy in downtown Chicago, and featured Society President-Elect Carol Ellinger Haddock as the evening's special guest speaker. A total of 13 scholarships, amounting to nearly \$20,000, were awarded to undergraduate and graduate student members from IIT, UIC and Northwestern University. During the dinner, IS Member Brian Pawula (Region 3 Leader Training Committee) presented on the ongoing Route 66 Centennial celebration and the route's designation as an official ASCE Historic Civil Engineering Landmark.

▲ **Call for Awards Nominations** – The 2026 IS-ASCE Award nominations are open and will close on July 17th, 2026. There are 14 different award categories. Award re-

quirements, forms, and nomination instructions can be found at <https://www.isasce.org/awards/>.

▲ **IS-ASCE Officer Nominations** – The nominating process is underway for the FY 2026-2027 IS Board positions, which include President-Elect, Secretary, and three (3) Director to 2028 positions. Per the IS Bylaws, a nominating committee has been formed to consider and select candidates for these open officer 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)** – CI held their board meetings on March 10th, April 7th and May 5th. The institute hosted a speed networking night with IDOT and the Illinois Tollway on April 29th at The Farehouse O'Hare Plaza in Chicago, along with cohosting an info session geared towards internship-seeking students on April 30th at UIC with AAAEA. Please contact CI Chair Edgar Alvarado at ealvarado@ciorba.com for any questions or information related to CI activities.

▲ **Structural Engineering Institute (SEI)** – SEI held their monthly meetings on February 26th, March 26th, April 16th and May 14th. The institute presented on Acrow Bridges to its membership on April 21st. Please contact SEI Chair Dan Schriks at Dan.Schriks@meadhunt.com for any questions or information related to SEI activities.
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▲ **Environmental & Water Resources Institute (EWRI)** – EWRI held their board meetings on March 10th, April 14th and May 12th. The institute cohosted a presentation on Water System Resiliency with UESI on March 4th at V3 in Woodridge. On May 9th, the institute participated in the Friends of the Chicago River organization's *Chicago River Day* event at Irene Hernandez Picnic Grove; the event centered around a watershed-wide cleanup along the 156-mile Chicago-Calumet River system. Please contact EWRI Chair Andrew Barbeau at andrew.barbeau@kimley-horn.com for any questions or information related to EWRI activities.

▲ **Geo-Institute (GI)** – GI held their leadership meetings on February 24th, March 16th, April 2nd and April 17th. On February 24th and March 24th, the institute hosted dinner meetings at Pazzo's in Chicago with the topics of "400 N. Lakeshore Drive" and "NEORS Project Clean Lake – Planning, Design and Construction of CSO Tunnels", respectively. The Institute also held its annual day-long Lecture Series at UIC on May 1st. Please contact GI Chair Mark Abtahi at abtahim@bv.com for any questions or information related to GI activities.

▲ **Transportation & Development Institute (T&DI)** – T&DI held their board meetings on March 10th, April 14th and May 12th. On March 26th, the institute hosted a luncheon event at Maggiano's in Chicago featuring Craig Turner of CDOT. The institute then hosted a luncheon event at Maggiano's Oak Brook on April 23rd featuring Manah Nashif,

Chief Engineering Officer of the Illinois Tollway. On May 7th, together with UESI, the institute cohosted a luncheon presentation at Hugo's Frog Bar & Fish House in Chicago featuring the Northern Indiana Commuter Transportation District (NICTD). Please contact T&DI Chair Harsh Patel at hpa-tel@rmchin.com for any questions or information related to T&DI activities.

▲ **Utility Engineering and Surveying Institute (UESI)** – UESI held their board meetings on March 31st, April 20th and May 18th. The institute cohosted a presentation on Water System Resiliency with EWRI on March 4th at V3 in Woodridge, along with cohosting a luncheon presentation at Hugo's Frog Bar & Fish House in Chicago with T&DI on May 7th featuring a presentation by the Northern Indiana Commuter Transportation District (NICTD). Please contact UESI Chair Steven Jandick at sjandick@v3co.com for any questions or information related to UESI activities.

▲ **Younger Member Group (YMG)** – YMG held their board meetings on March 11th, April 8th and May 13th. The group hosted a trivia night at Jefferson Tap in Chicago on April 17th, followed by a March Madness-themed happy hour on March 26th and a Networking Training Night at Midwest Coast Brewing on April 21st. The group also volunteered at numerous events between February and May including MATH-COUNTS, CAC Engineering Fest, Girl Scouts STEM-a-Palooza Fest and Chicago River Day. Please contact YMG Chair Jeremy Metz at jmetz@cmtengr.com for any questions or information related to YMG activities.

▲ **Coasts, Oceans, Ports and Rivers Institute (COPRI) Committee** – The COPRI committee held committee meetings on April 7th and May 5th, which included technical presentations by Corn Belt Ports and Port of Stockton Berth 8. On March 3rd Sarah Peterson, Coastal Engineering and Community Resilience Specialist on Illinois-Indiana Sea Grant Programs, presented at Ramboll's Chicago office. Please contact COPRI Co-Chairs Mark Wagstaff (mark.wagstaff@smith-group.com) and Siena Van Horne (siena.vanhorne@stantec.com) if you are interested in becoming involved with this committee.

The Illinois Section Board Meetings are typically held the first Monday of the month, except for holidays. The board historically does not meet in July, and will next meet on August 3rd, 2026 at CBEL's Chicago office (625 W. Adams St., Suite 1775, Chicago, IL 60661). For any guests or board members that cannot attend in-person, a virtual option is typically provided via MS Teams. If you are interested in attending these meetings, please contact President Monica Crinion at monica.crinion@aec.com.

By Thomas Borges, P.E.
ASCE Illinois Section Secretary
2024-2026
tborges@bloomcos.com