



ASCE

ILLINOIS SECTION

NEWSLETTER

Vol. 36 No. 6

American Society of Civil Engineers

April 1995

1995 Awards Program Call for Nominations

The American Society of Civil Engineers (ASCE), founded in 1852, is the oldest and one of the most prestigious national engineering societies in the United States. ASCE is dedicated to the advancement of the science and profession of engineering to enhance the welfare of mankind. The Illinois Section, in keeping with the objectives of the ASCE, is soliciting nominations for its 1995 Awards Program to be held in October 1995. The Awards Program is held yearly to recognize local engineers and engineering firms who have been committed to the advancement of civil engineering and have contributed to a general improvement in the quality of life. Illinois Section Award recipients will represent the Section by becoming candidates for the 1996 ASCE National Awards Program.

Nominations are being sought for the following awards:

1. Outstanding Civil Engineering Achievement
2. Civil Engineer of the Year
3. Young Engineer of the Year
4. Government Civil Engineer of the Year
5. Citizen Engineer Award
6. Public Involvement Award
7. Employer Recognition Program for Exemplary Support of Government Civil Engineers in ASCE Activities
8. Employer Recognition Program for Exemplary Support of Private Civil Engineers in ASCE Activities

Persons wishing to submit a nomination should contact the Awards Committee Chair, Richard A. Walther, at 708/272-7400 (FAX 708/291-4813) for an application form. *Nomination forms must be submitted in order to be considered for any of the awards.*

The nominations for all awards are due by *Aug. 1, 1995* and should be sent to Mr. Walther at Wiss, Janney, Elstner Associates, Inc., 350 Pflingsten Rd., Northbrook, IL 60062.

The Outstanding Civil Engineering Achievement

Recognition of projects that represent outstanding contributions to civil engineering progress and to society. The project must be complete as defined in the 1993 ASCE Official Register, p. 384. The following criteria will be given special weight in making the selection: contributions to the well being of people and communities; resourcefulness in the planning and solution of design

"Recognize local engineers and engineering firms who have been committed to the advancement of civil engineering and to a general improvement in the quality of life."

problems; the pioneering use of materials and methods; innovations in construction; consideration of impact on the environment; unusual aspects of a project or aesthetic values; and its contribution to the "quality of life." Small projects as well as large projects will be considered.

Civil Engineer of the Year

Recognition of outstanding professional contributions to society of exemplary professional conduct in a specific outstanding instance; established reputation for professional service; objective and lasting achievement in improving the conditions under which professional engi-

neers serve in public and private practice; significant contribution toward improvement of employment conditions among civil engineers; significant contribution toward improving the professional aspects of civil engineering education; and/or professional guidance of qualified young persons who would seek civil engineering as a career. The criteria for the award are described on p. 383 of the 1993 ASCE Official Register (Edmund Friedman Professional Recognition Award).

Young Civil Engineer of the Year

This award will be presented to a civil engineer, preferably registered, who is employed in the private sector and was 32 years of age or less on Feb. 1, 1995. The candidate will be judged to have attained significant professional achievement by the degree to which the candidate has shown service to the advancement of the profession, evidence of technical competence, high character and integrity, contribution to public service, and other evidence of merit that has advanced the Society's objectives. The criteria and description of the award are on p. 394 of the 1993 ASCE Official Register (Edmund Friedman Recognition Award).

Government Civil Engineer of the Year

This award will be presented to a distinguished civil engineer, preferably registered, employed in public service who is a citizen of the United States, and who has sustained outstanding civil engineering performance in the public sector, shown evidence of high character and professional integrity, and has been employed in public service as a civil

(continued on page 2)

Transportation Division to Present Lifetime Achievement Award

The Transportation Division will present its Lifetime Achievement Award to an individual who has demonstrated outstanding civil engineering performance in the planning, design, and/or construction of transportation improvements and who has committed his or her career to the advancement of the transportation engineering profession.

The award will be presented to a

nominated candidate who has attained significant professional achievement as judged on the following criteria:

- service to the advancement of transportation engineering;
- evidence of technical competence, high character and professional integrity;
- professional development of younger engineers;
- contributions to public service;

- quality of service to ASCE; and
- other evidence of merit that may have advanced transportation engineering.

The award will be presented at the May meeting of the Transportation Division.

Candidates may be nominated by any member of ASCE's Illinois Section on or before April 7, 1995. The nomination shall include documentation sufficient to evaluate the candidate based upon the award criteria.

Nominations should be submitted to: ASCE Transportation Division, c/o UBM Engineering, Inc., 212 W. Van Buren St., Suite 950, Chicago, IL 60607, Attention: Michael Sutton.

The Executive Committee will evaluate all nominees and determine the issuance of the award.

1995 Awards Program Call for Nominations

(continued from page 1)

engineer for a minimum of 15 years, five of which have been at the senior administrative level. For a description of the national award, see p. 388 of the 1993 ASCE Official Register (Civil Government Award).

Young Government Civil Engineer of the Year

This award will be presented to a civil engineer, preferably registered, employed in public service between five and 10 years; who was 32 years of age or less on Dec. 31, 1994; who is a citizen of the U.S.; has shown excellent performance that has demonstrated leadership potential in the public sector; and gives evidence of high character and professional integrity. The description of the National Award is included on p. 380 of the 1993 ASCE Official Register.

Citizen Engineer Award

This award will be presented to a member who has made volunteer efforts that better our world in such areas as local or national legislation, education at all levels, non-profit volunteer organizations, community activities, etc. The nominees will be evaluated on the positive impact and overall contribution as a result of their effort, number of people involved or reached by their effort, and level of effort.

Public Involvement Award

This award will be presented to an ASCE Illinois Section member group (two or more individuals) which has made volunteer efforts that better our world in such areas as local or national legislation, education at all levels, non-profit volunteer organizations, community activities, etc. The nominees will be evaluated on the

positive impact and overall contributions as a result of their effort, number of people involved or reached by their effort, originality, and level of effort.

Government Employer Recognition Award

This award will be presented to a government employer which encourages its engineers to actively participate in ASCE. Special recognition will go to those organizations that exhibit exemplary support as evidenced by: providing a model for involvement through agency-wide participation in local, regional and national ASCE activities; allowing engineers time off to attend ASCE meetings and seminars; supporting and encouraging technical and professional growth; encouraging engineers to prepare articles for publication in ASCE professional and technical journals; and assisting in the payment of Society dues.

Private Employer Recognition Award

This award will be presented to an employer in the private sector that encourages its engineers to actively participate in ASCE. Special recognition will go to those organizations that exhibit exemplary support as evidenced by: providing a model for involvement through agency-wide participation in local, regional and national ASCE activities; allowing engineers time off to attend ASCE meetings and seminars; supporting and encouraging technical and professional growth; encouraging engineers to prepare articles for publication in ASCE professional and technical journals; encourage participation in ASCE by younger members; and assisting in the payment of Society dues.

Editor's Note

The Editor wishes to express sincere appreciation to Mrs. Roberta Yassin for her continuous help in the preparation of this newsletter.

ILLINOIS SECTION NEWSLETTER

Mailed to all ASCE-IS dues-paying members

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Illinois Section — Zone III — District 8

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**Submission deadline
for the May Newsletter
is April 7, 1995**

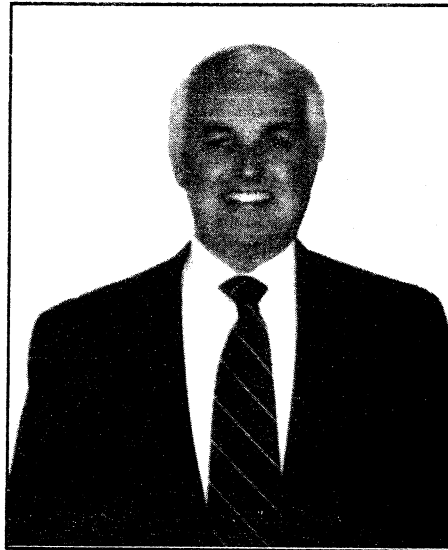
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PRESIDENT'S NOTES

This profession needs to heed the wakeup call that is being made by a number of fellow engineers. The issue is simply our abdication of authority and responsibility to other groups. I have been gratified to hear several speakers discuss issues that I have groused about, but assumed were just the result of my dark view. Gene Fasullo, Director of Engineering and Chief Engineer of the Port Authority of New York and New Jersey, spoke at the Atlanta convention and, more recently, at the local CECI meeting. Cherri Langenfeld, Director of the Department of Energy's Chicago office, was the keynote speaker at the recent Illinois Engineers Week luncheon. Both described engineers as eminently qualified to provide cost-effective infrastructure and services. Both lamented eloquently of the lack of engineering leadership and input on many issues. Both questioned why we engineers don't get off our duffs and change the situation. Mr. Fasullo contends that we deserve our lot in life because we disempowered ourselves by letting others make policy for us just because they told us to. Now we are working for and answering to the people who told us we shouldn't make the decisions. He sees the pervasive trend of engineering being viewed as a commodity to be specified and purchased continuing to get worse before WE make it better.

How much control are we willing to tolerate in the hands of the bureaucrats, whether they be MBAs, purchasing agents, personnel (or must I say human resources?) managers, or any other of the host of bean counters that seem to be over-running society and the workplace? Have we come to accept these individuals as having a legitimate point of view on engineering matters because it is easier, more politically correct, or just the way things are? Or, do we capitulate because we know in our own minds that the problem was caused by us and that we are the problem? As a professional organization, we like to honor projects with recognition and awards. Some of them have been excellent choices that were based on sound engineering practice and provided extremely cost-effective



solutions to meet the needs of the public. Some, although meeting a public need, were distinguished more by massive cost than anything extraordinarily clever. We have also gone so far as to give awards to bureaucracies that show little respect for their constituencies, contract for engineering services as commodities, and, in my view, offer little

to the profession except a large budget to dole out. We remained silent when basic engineering was overlooked and simple construction oversight was neglected, ultimately costing hundreds of millions of other people's dollars because a few thousand dollar fix was not performed in a timely manner. In my view, these and other breaches of the public's trust occurred and are accepted because our engineering community has preferred to embrace the status quo and ignore ethical issues. We don't want to chance being branded as whistle-blowers by demanding a professional opinion to be heard. We are quick to accept any one of the standard excuses thrown out by the system. Ironically, we probably expect the medical profession to speak up in the event of a threat to public health is present. We may even go so far as to expect the lawyers to speak up if our freedoms are threatened. Why do we expect better from others, but remain silent on issues that are under our purview? Is it because doctors and lawyers aren't as afraid of being dropped from the "bid" list?

Bill Babcock

FEQ Short Course, Users Group Meeting

The Environmental Engineering & Water Resources Division and the DuPage County Department of Environmental Concerns are jointly sponsoring a four-day training course in the application of the Full Equation Dynamic (FEQ) unsteady flow hydraulic model. The course instructor will be Dr. Delbert Franz of Linsley-Kraeger Associates. Please see the enclosed flyer for registration information.

Date: May 15-18, 1995
Time: 8 a.m. to 5 p.m.
Place: 720 W. Butterfield Rd.
Lombard, IL
Cost: \$700 (includes software, manual and lunch each day)

The EE&WR Division and the DuPage County of Environmental Concerns also are co-sponsoring an FEQ users group meeting. The half-day meeting will include presentations by Dr. Franz on the new features of FEQ and how the staff at the Department of Environmental Concerns uses the program in storm-water management.

Date: May 19, 1995
Time: 8:30 a.m.
Place: To be announced
Cost: \$20 (includes lunch)

Engineering Quip

A recently promoted environmental engineer went to buy a new car. He checked out a sleek, sporty coupe in the dealer's showroom that was billed as the *American Power Show Special*.

The salesperson said, "It is fully equipped and 100% fuel efficient. In addition, the car has no solar cells, no batteries and no fuel tank."

The prospective buyer asked to look inside the trunk. Upon opening it, the salesperson added, "Here is where you have options depending on your driving habits. We can factory-install a 500-mile, 1,000-mile or 1,500-mile extension cord and reel!"

Bob Camillone

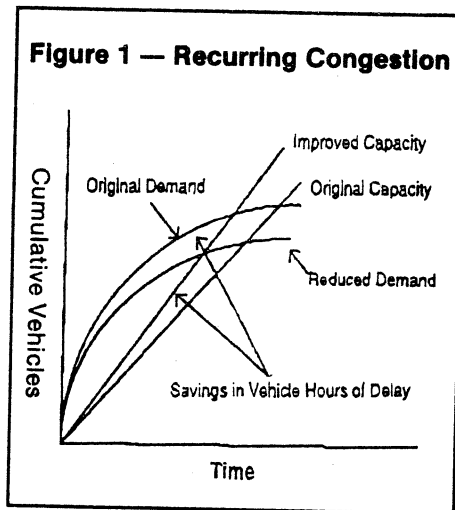
Advanced Traffic Management Systems

How many hours do you waste sitting in your car? How much money is lost due to traffic delays? How much damage is done to the environment due to traffic congestion? Each year, traffic congestion costs motorists billions of dollars and, as any commuter can tell you, a great deal of frustration. The public recognizes that highways are extremely costly to build in densely developed areas when you consider high land values, unusual topography, or major obstacles. Therefore, you can either accept poor traffic operation systems or you can attempt to improve these systems in ways other than widening or construction of new freeways. Advanced Traffic Management Systems (ATMS) can help relieve congestion.

There are two types of congestion: recurring congestion (see figure 1) and non-recurring congestion (see figure 2). Recurring congestion occurs because the increased demand of traffic flows exceeds the capacity of the roadway on a regular basis. An example of recurring congestion happens daily during the week and is commonly referred to as "rush hour." The stop-and-go type of driving during congestion periods will bring on a loss of capacity. This will only increase congestion. Congestion will not only cause travel delays, but will increase driver tension, which in turn will reduce safety. There are two ways in which to alleviate recurring congestion. They are reducing traffic demand or increasing capacity.

Encouragement of public transportation and high occupancy vehicle lanes can help to alleviate recurring congestion by reducing traffic demand. Ramp metering is another method that can alleviate recurring congestion. By controlling access to the freeway, capacity on the freeway may be better controlled.

Disruptions in traffic that cause non-recurring congestion are typically caused by one of the following incidents: vehicle accidents, stalled vehicles in travel lanes, vehicles stopped on the shoulders, construction/maintenance, spilled material, adverse weather conditions, special events that generate heavy volumes (i.e., concert, sporting event, etc.), and "gaper's" delay caused by motorists observing out-of-the-



ordinary events (car breakdown on the shoulder, accident on the other side of the median, etc.). As most incidents are unforeseeable, it is difficult to reduce the number of incidents that occur. However, we can shorten the time it takes to respond to and clear an incident.

Incident-related congestion results in millions of hours of delay to motorists. The California Department of Transportation reports that 50% of all delays on the freeway system are due to incidents. This has been calculated to cost over one million dollars a day. When an incident takes place and a vehicle is stopped or a lane is blocked, substantial delays can occur. If traffic on a freeway is stopped for any reason, even momentarily, it cannot recover at the same rate as the capacity of the freeway. If the traffic demand exceeds the rate at which cars can depart from the head of a standing queue, the queue will increase in length rather than be dissipated, even after the blocked lane is cleared.

Vehicles stopped on the shoulders or out-of-the-ordinary events will result in motorists slowing down to observe the event. This will decrease capacity and can dramatically increase congestion. This may also lead to accidents that will further aggravate congestion as drivers are not attentive to driving conditions.

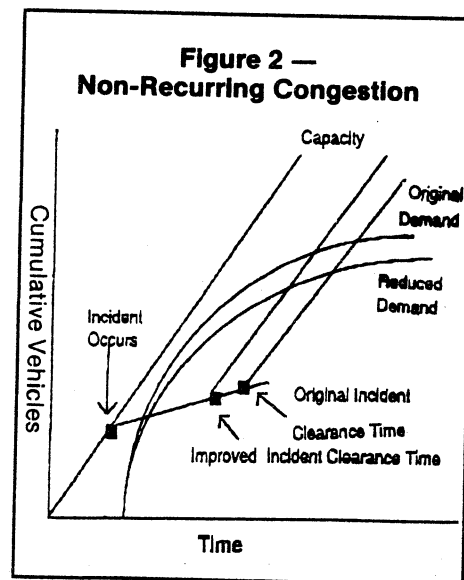
Increased response times can be provided via automatic incident detection. Each isolated minor incident may only result in a small delay, but when the large number of minor incidents is noted, the total delays caused becomes a major problem.

The quicker an incident is discovered, the quicker a response can be initiated. Advanced incident detection can immediately alert the proper authorities to an incident, and the appropriate response can then be implemented. Reducing the response times to an incident will restore the original capacity to the freeway.

Informing the public with real-time information about traffic delays or incidents will aid in decreasing congestion and driver tension by changing driver expectations. For example, if a motorist is aware of an upcoming delay, he may choose to get off the freeway and use a different route, or he may remain on the freeway with the expectation of being delayed. By use of changeable message signs, motorists can be informed of delays on the freeway at any moment. Changeable message signs may also suggest alternate routes when traffic conditions in the surrounding area are also known. The suggestion of an alternate route may help to alleviate congestion by decreasing the demand of traffic on the freeway.

At one time, widening or building new freeways was one solution to congested freeways. Today, that alternative is expensive and, the already heavily developed urban areas, not always feasible. Since we cannot always build new freeways, ATMS offer a viable, cost-effective application to technology to mitigate the time spent in traffic.

Linda Saltiel
Associate Member Forum



Continuing Education/Professional Development

A number of states now require that an engineering professional license remain in force contingent on a specified level of continuing education. In line with this, the ASCE Board of Direction created a task committee in April 1993 with a two-fold purpose.

1. Develop recommendations for an appropriate level of professional development for civil engineers that can be furnished as a model to states which have or may want to implement professional development requirements as a condition for registration renewal.

2. Propose a program requiring members to obtain minimum levels of professional development hours each year in order to renew their membership.

The basis of such a program is the Fundamental Canon 7 of the ASCE Code of Ethics, which states: "Engineers shall continue their professional development throughout their careers, and shall provide opportunities for the professional development of those engineers under their supervision." The purpose of the program would be to assure the public that ASCE members are professionals who stay up to date with today's rapid pace of technological change.

The task committee reviewed programs in place in other professions and the National Council for Engineering Examiners and Surveyors Model Guidelines on the subject and presented a draft report to the Board of Direction in April 1994. An article describing the proposed program in

detail was published in the September 1994 issue of the ASCE News under the title "ASCE's Proposed Program for Continuing Professional Development."

The program as proposed by ASCE is membership oriented, i.e., each ASCE member will be expected to meet the continuing professional development requirements stipulated by ASCE. For example, an associate member will be required to obtain 10 professional development hours (PDH) per year, a member 20 PDH per year, and a Fellow 30 PDH per year. A PDH is a contact hour of instruction or presentation at an approved activity which may be a seminar, a short course, etc. Failure to acquire the requisite number of PDHs will result in nagging reminder notices, followed by transfer to a membership grade for which one has the requisite number of PDHs, and finally transfer to an Affiliate status if the aforementioned aggravation does not produce the prescribed results. Being summarily drummed out of ASCE is not considered at this time, for obvious reasons.

We, in the Illinois Section of ASCE, are professionals. As chair of the Continuing Education Committee of one, I review numerous requests for continuing education units every year, and I am thus aware of how active our section is in making sure that we abide by the Fundamental Canon 7 of the ASCE Code of Ethics without any pressure except that which comes from within ourselves. However, pressure will come. In the

not-to-distant future, I am certain that the State of Illinois will require continuing education as part of the license renewal process. We can count on this. It is, therefore, not clear to me why both ASCE and the State of Illinois should have the option to apply pressure to us. However, we as a professional body may have a say as to what form this process should take. I therefore ask for two actions on your part:

First, I recommend that you fill out and send to ASCE your comments on their professional development recommendations and format. Look up the September 1994 issue of ASCE News to become familiar with what ASCE has in mind. Fill out the form below and send it in. Since no names are required, use the traditional Chicago approach, i.e., vote early and vote often. ASCE would like your comments by May 1, 1995.

Second, I am of the opinion that the Illinois Section ASCE should put together a viable professional development plan that may be adopted by the State of Illinois. Let us not wait until some agency forces us to abide by a process which we, as professionals, had not a part in developing or contributing to. Your comments on this would be greatly appreciated.

*A. Longinow, Chair
Continuing Education Committee
Illinois Section ASCE*

Questionnaire: It's Time to Stand Up and Be Counted on Continuing Professional Development

All ASCE members are urged to complete and return this questionnaire.

1. Are you in favor of mandatory continuing professional development as a requirement for continued ASCE membership?

Yes No

2. What is your membership grade in ASCE?

Affiliate Associate member
 Fellow Member Honorary Member
 Student

3. What is your professional registration status?

P.E. E.I.T. Neither

4. Would you continue your membership if ASCE adopts a mandatory continuing-professional-development program?

Yes No

5. Provide your comments (please use an additional piece of paper, if needed, to record your comments).

Mail or fax your completed questionnaire to:

ASCE Professional Activities
345 E. 47th St.
New York, NY 10017-2398
Fax 212/980-4681

Strength In Numbers

Everybody wins when you help strengthen ASCE by sponsoring at least one new member. The reason why is simple: more members will mean more visibility, more opportunity for advancement and networking, and more high quality services and discounts.

We'll even send you complimentary gifts when you sign up one or more new members. And we'll fly the top recruiter **FREE** to our 1995 Annual Convention in San Diego.

To help us build a better Society and a better future for civil engineers, call Membership Development at **800-548-2723 (ASCE)**, ext. 7090 or 7227.



1994/1995 Member Get A Member Drive

READERS' VIEWS

Editor's Note: The Editor wishes to express thanks to Mr. Allan L. Rae for his interest in the ASCE Newsletter and his very informative comments on the March feature article.

Regarding the front-page article in the March issue of your publication, I think the following information might be of interest to your readers.

A verbal presentation on this report was made on Friday, March 10, in Springfield, at the IAWA annual mini-conference.

Also, the U.S. EPA is sponsoring a workshop on Separate Sanitary Sewer Overflow on April 24-26 in Washington, D.C.

One item not included in the conclusions of the report is that POTW's (agencies) do not have the authority to enter onto private property to do the construction; many of the locations of inflow/infiltration are located on private property on the sewer lines coming from the residence or commercial property to the collection system lateral in the street right-of-way.

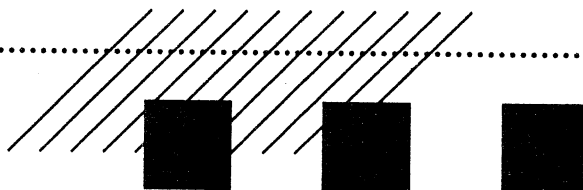
Also, in late February of this year, the Illinois Association of Wastewater Agencies (IAWA) submitted to the Illinois EPA a report on data gathered from IAWA members on wet weather separate sanitary sewer overflows (SSSOs) to be transmitted to the U.S. EPA as part of a grant-funded data collection effort.

Conclusions of that report were:

- all POTW's have wet weather separate sanitary sewer overflows;
- basement flooding is a wet weather SSSO in Illinois;
- there is a difference between a bypass and an overflow;
- frequency of wet weather SSSO events are not the same for each overflow location;
- equal amounts of rainfall don't produce the same wet weather SSSO event;
- rainfall total volume, intensity or durations are not sufficient parameters to predict wet weather SSSO events;
- wet weather SSSOs are not significant to the design or operation of pump stations;

- treatment of overflows on the collection system of separate sanitary sewers has not been tried as it has been on combined sewers;
- preventative maintenance programs exist on all separate sanitary sewer systems;
- overflows cannot be eliminated by reducing inflow/infiltration;
- building improvements (enhancements) on sewer systems is very site-specific without disrupting residents or businesses;
- measuring water quality impacts is not the responsibility of POTWs from a legal viewpoint;
- measuring water quality impacts of basement flooding is not the responsibility of the collection system's agencies;
- agencies have policies regarding setting priorities on sewer system rehabilitation;
- cost-effectiveness of repairs are determined on a location-by-location basis;
- vandalism is a cause of SSSOs;
- installation of other underground utilities, like the new fiber optic cables, will cause blockages and lead to wet weather (and dry weather) SSSO events. A.L.R.

UIC The University of Illinois
at Chicago



Off-Campus Graduate Engineering Programs

accommodating working adults with evening classes at Chicago suburban locations

The University of Illinois at Chicago (UIC) is one of the top graduate research universities in the country. It annually awards approximately 200 PhD and 1,300 master's degrees. UIC is committed to serving the educational needs of the entire metropolitan area. The Off-Campus Graduate Engineering Program accommodates working adults with evening classes at suburban locations. Classes, offered one evening per week, are particularly suited to working students. Locations include Oakbrook, Schaumburg, Palatine, and Rockford. Reasonable cost has long been the standard for Illinois residents at state-supported universities such as UIC.

The engineering faculty of more than 120 talented individuals are committed to insuring that students who earn their degrees from UIC are well prepared to succeed in the field of engineering. The faculty are active researchers, attracting substantial funding support each year. As teachers, mentors, and advisors, they are generous with their knowledge and receptive to individual student needs.

Fall 1995 Chicago Suburban Course Offerings

CME 502	Advanced Traffic Control Strategies	EECS 572	Distributed Software Engineering
EECS 412	Introduction to Filter Synthesis	ME 422	Heating, Ventilation, and Air Conditioning
EECS 450	Automatic Control I	ME 408	Intermediate Vibration Therapy
EECS 476	Programming Language Design	ME 522	Convective Heat Transfer

For more information, contact Coordinator, Off-Campus Engineering Programs (M/C 160), 851 South Morgan Street, Room 818, Chicago, Illinois 60607-7050.

Phone (312) 996-2311 Fax: (312) 413-7950 E-mail: cmk-ob@uicvm.uic.edu

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SECTION ACTIVITIES

Structural Division

(continued from page 8)

the May meeting. The date of this meeting has been set for June 7, 1995. The location of the meeting will be announced in the next issue of the newsletter.

Student Scholarship

The Structural Division will be awarding its annual scholarship this year in the amount of \$1,000. Full-time junior or senior students attending either the University of Illinois at Chicago, Northwestern University, or the Illinois Institute of Technology are eligible. Applications are due May 1, 1995 and may be obtained at the student's local ASCE Chapter or by contacting Jeff Smetters at (312) 648-1700.

Spring Suburban Dinner Meeting

Your Illinois Section will be hosting the Spring Suburban Dinner Meeting on Tuesday, April 25th at Sharko's in Villa Park. The featured speaker will be Mr. Gayle Franzen. Elected as DuPage County Chairman in 1994, Mr. Franzen previously served as the Chairman of the Regional Transportation Authority and Executive Director of the Illinois State Toll Highway Authority. Mr. Franzen will discuss "Construction Initiatives for 1995." Social hour begins at 5:30 p.m., with dinner served at 6:30 p.m. Cost is \$25, or \$12 for students. Call Barb Pries at (312) 263-1606 for reservations, and stay tuned next month for more details of this event.

Chief of Traffic Programs & Planning

The DuPage County Division of Transportation is seeking a dynamic individual to join our Management Team. Responsibilities include directing various activities related to highway traffic engineering, right-of-way acquisition and transportation planning. This individual will report to the County Engineer and make recommendations for traffic flow improvements on the County Highway System. Will work closely with other government agencies and have considerable skill in directing and coordinating the work of professional and technical staff. The ideal candidate will possess an engineering degree with a core curriculum in civil engineering or transportation engineering and eight years of experience in the traffic engineering or transportation planning field; or an equivalent combination of training and experience. Candidate will have obtained (or be able to obtain within six months) a P.E. license in Illinois. Excellent benefit package offered. Submit resume, including salary history and social security number, to: DuPage County, 421 N. County Farm Rd., Wheaton, IL 60187; FAX (708) 682-6990.



American Society of Civil Engineers

MISSION

The mission of the American Society of Civil Engineers is to enhance the quality of life worldwide by advancing professional knowledge and improving the practice of Civil Engineering in service to humanity by:

- developing and promoting standards of excellence.
- providing lifelong education for civil engineers.
- serving members' needs to meet the challenges at the frontiers of developing technology and societal change.

SECTION ACTIVITIES

Geotechnical Division

Geotechnical Division meetings are held every second Tuesday of the month.

Time: 5:30 p.m. — social
6:30 p.m. — dinner
7:30 p.m. — presentation

Place: Como Inn
546 N. Milwaukee, Chicago

Cost: \$25 with reservations, \$30 at the door, \$5 for students with reservations, \$10 for faculty with reservations

RSVP: Eileen at (708) 634-8580 by noon on the Friday preceding the meeting

April Dinner Meeting

The April meeting will feature guest speaker Richard Finno, Professor of Civil Engineering at Northwestern University in Evanston. He will present "Hydrocompression Settlements and Effects on Segmental Liner Performance at Twin Subway Tunnels," a case history of an on-going tunnel project in California. Two adjacent tunnels are being constructed through heterogeneous subsurface conditions. The temporary lining consists of expandable pre-cast concrete segments. Large settlements occurred when the first tunnel was installed through an area consisting of loose granular materials, and settlements continued during construction of the second adjacent tunnel to the point where structural integrity of the first tunnel was threatened. Dr. Finno will discuss the causes of the settlement, and remedial measures taken.

Date: April 11, 1995

May Dinner Meeting

Tom Anderson, P.E., who manages the Cary, Illinois, office of the design-build firm of Schnabel Foundation Company, will present two case histories on earth retention and permanent tie-back retention systems.

Date: May 9, 1995

Management Division

For information on the division or its activities, contact Bob Iverson at (312) 454-1060.

Administration Committee Meeting

This month's meeting is just prior to the *Vendor Icebreaker Reception* at the *Management Specialty*

Conference.

Date: April 27, 1995
Time: 5:30 p.m.
Place: Westin O'Hare Hotel
6100 River Rd., Rosemont, IL

The American Power Conference

For 1995, *The Civil Works Sector* offers its complement of sessions with common topic interest to other represented engineering disciplines.

Date: April 18-20, 1995
Info: Ed Alsamsam at (312) 269-2055; Bob Porter at (312) 567-3202 has brochures and registrations.

Management Specialty Conference

ASCE National's 1995 event comes to the Westin O'Hare Hotel with "Managing in Competitive Environments." Sessions, vendor exhibits and social functions will focus on national and global engineering markets.

Date: April 27-28, 1995
Info: Glen Schirmer at (708) 491-1000; Cathy Tehan at (212) 705-7268 has brochures and registrations.

Six-Sentence Marketing Plan

STEP 3 — KNOW BENEFITS FOR PROSPECTS: Why should a prospect retain your firm rather than your competition? Your competition can be other firms, or it can be your prospects' lack of knowledge about the services you offer.

Check that these benefits are real to you and that they click in the minds of prospects that you call. For instance, this step reminds me that sending two or three representatives to blanket a conference may offer significant marketing advantage over an individual attendee.

Associate Member Forum

April Meeting

As the traffic problems in many major cities continue getting worse, traffic engineers are discovering new ways to relieve this congestion. Mr. Gordon Peasani of NET Corp. will discuss ideas on relieving traffic congestion at the 1996 Olympics.

Date: Thursday, April 20, 1995
Time: 5:30 p.m.
Place: Alfred Benesch & Company
205 N. Michigan, Suite 2300
Chicago

RSVP: Michael Trojian at (312) 565-0450

The Moving Up program schedule for March 17, 1995 has been rescheduled for April 21, 1995.

Environmental Engineering & Water Resources Division

April Business Meeting

EE&WR Division's monthly business meeting is open to anyone interested in the activities of the Division.

Date: April 11, 1995
Place: Lobby Level Conference Room, 111 N. Canal, Chicago

RSVP: Bill Nelson at (312) 938-0300

May Short Course

EE&WR will sponsor a four-day short course in May on the use of the FEQ hydrologic computer simulation program. See the flyer in this newsletter for details.

Transportation Division

April Luncheon Meeting

Mr. Tim Martin, Chief Highway Engineer for the Chicago Department of Transportation, will present an overview of the relocation of Lake Shore Drive at the April luncheon meeting of the Transportation Division. He will be discussing the role of the metropolitan Pier & Exposition Authority, how the final project will impact the city, and the unique process involved to complete the project. The initial stages of construction are scheduled to begin in July 1995.

Date: Tuesday, April 18, 1995
Time: 11:30 a.m. — cash bar
12:00 p.m. — lunch
Place: The Berghoff
17 W. Adams, Chicago

Cost: \$20 plus cash bar
RSVP: Jack Tone at (312) 782-8150 or Mike Dever at (312) 399-0112 by Friday, April 14

Structural Division

April

The lecture series entitled, *Structural Consequences of Natural Disasters*, co-sponsored by the Structural Division and the Department of Civil Engineering at IIT, continues with sessions on April 5 and April 19 at Kent College of Law. For more information, contact Richard Walther at (708) 272-7400.

May

The Structural Division Lifetime Achievement Award is presented at
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