



ASCE

ILLINOIS SECTION

NEWSLETTER

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ILLINOIS SECTION NEWSLETTER

Mailed to all ASCE-IS dues-paying members

American Society of Civil Engineers
Illinois Section — Zone III — District 8

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**Submission deadline
for the April Newsletter
is March 8, 1996**

The Lake Michigan Diversion

As Chicago grew from a frontier settlement to a metropolis, runoff and waste also grew. The early water supply for Chicago settlers was well water. Unfortunately, the sanitary system was outhouses. The large number and proximity of both caused pollution of the wells. With increasing taste and disease problems, Chicago began to use Lake Michigan water for drinking water. As the settlement became village became town became city, more people, paved roads and increasing industry generated more runoff and more sewage. Sewers discharging into the Chicago River replaced roadside ditches and outhouses. Sewage flowed directly into the river instead of seeping from outhouses or pooling in ditches. The polluted water was flushed far out into the lake during large storms. This rush of sewage would contaminate the water supplied from the lake. In 1854, an epidemic killed 5% of the city's population. In 1885, another epidemic killed 12% (90,000 people) of the city. The death toll of 1891 through 1895 was almost 127,000 people. In 1887, the Drainage and Water Supply Commission called for diversion of polluted Chicago River water to the Illinois River through a canal built for that purpose. This solution was cheaper than land farm sewage disposal or extending sewage discharge further from the water intakes.

The first method of diverting the sewage from the lake was unintentional. The Illinois and Michigan Canal was built in 1848 for barge traffic between Chicago and the Illinois River. To maintain water levels in the canal, water from the South Branch of the Chicago River was pumped into the canal. The

canal and pumping system were enlarged over the years to improve navigation and divert more of the polluted water. Between 1892 and 1900, the Sanitary District of Chicago (now the Metropolitan Water Reclamation District of Greater Chicago — MWRDGC) built the Chicago Sanitary and Ship Canal as suggested by the Drainage and Water Supply Commission. This larger canal was designed for sewage diversion and hydropower. The opening of this canal allowed enough water to flow to the Illinois River such that Lake Michigan water was pulled into the Chicago River, the famous reversing of the river. The new canal did not carry barge traffic to avoid competing with the Illinois and Michigan Canal. In 1910, the North Shore Channel opened to flush water from the lake through the North Branch of the Chicago River. In 1920, the Calumet Sag Canal connected the Calumet River with the Chicago Sanitary and Ship Canal to flush lake water through the industrialized area. By this time, the Illinois and Michigan Canal had closed and barge traffic used the newer canals. As the canal system grew, the Secretary of War issued a series of permits allowing up to 4,167 cfs to be diverted from Lake Michigan.

From the beginning, controversies arose over the diversion. States and municipalities along the Illinois and Mississippi Rivers did not want Chicago's sewage. Before the widespread use of water supply and sewage treatment, the mantra was "the solution to pollution is dilution." Chicago did not treat the waste nor did downstream cities treat their drinking water. The state law author-

(Continued on Page 4)

The Metric System, Another View

In late December, there was a letter to the editor of the *Chicago Tribune* denouncing America's impending move from the United States system of measurement to System International (SI) or the metric system. The author apparently is somewhat resistant to change. In his attack of the metric system, he questions how the metric construction of a road or bridge in this country makes us competitive abroad. The author also mentioned that the metric system was created by an inaccurate measurement of the earth's diameter by the French. These points miss the mark. Which of you reading this piece went to bed last night thinking, "I'm so glad Congress tacked on the metric system to the Omnibus Trade Act of 1988, because until now I have been floundering in a state of inadequate design and inefficiency . . . ?" No one is holding their breath for a "yes" answer to this question. Should today's engineer be measured by his or her own abilities or by his or her system of measurement? Apparently, Congress thinks the latter is more important.

Necessity is the mother of all inventions. There is not a single industry in this country that has not

been driven by necessity and subsequent invention. In areas specifically relating to the design and construction industry, the horse and wagon and the featherquill have been replaced by hydraulic machinery and Pentium processor. In all the years of increased efficiency and invention, why was the metric system left behind? There are direct cost benefit comparisons you can make between the featherquill and the Pentium processor. What are the cost benefits of metric road and bridge construction as compared to what we are doing now? This country has led the world by giving people the freedom to improve their way of life. Continuing advancements are made daily by demanding constant improvement of process and increasing efficiency. If the metric system were to play a part in this constant improvement, it would have already done so as it has in the medical and scientific fields.

Because the metric system has not been allowed to evolve into our way of doing things, there will be reactions to its sudden implementation. Local municipalities that have complied with preparing metric contract documents for their state and

federal funded road and infrastructure projects will have to keep two sets of records, the second in the U.S. system, to provide consistency with the records they have in existence now. The other option is to completely change their record-keeping system to that of SI, which would require changing all zoning and subdivision ordinances, as well as their GPS mapping systems. This changeover will be a breeding ground for conversion errors. The cost of this burdensome conversion is difficult to quantify, but rest assured, it will be significant. Engineers will spend more time overseeing the changeover and explaining budget overruns to the elected officials than they will doing the job they were hired for.

The metric system is not going to make better engineers. It is not going to create stronger, more durable materials. It is we as individuals who are responsible for these improvements. If we do not make the lawmakers aware of the possible impacts of their legislation, we are the only ones to blame.

Urban Planning and Development Group

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PRESIDENT'S NOTES

The comments elicited by the membership survey we conducted last summer were wide ranging. As you can imagine, the civil engineering community doesn't always agree. For example, some of you believe that the Illinois Section Newsletter is excellent in its current form. Others believe that we should include more technical articles. While still others would like more non-technical articles on topics such as financial planning. The Board realizes that the Illinois Section cannot be all things to all people, but we will continue to strive to provide value to our membership. The remainder of these notes addresses specific comments from the survey.

The following comment touches on a topic that I feel very strongly about:

- I suggest that the Illinois Section get an e-mail address. It will be more efficient to respond to issues, etc. Even these questionnaires could be put on the e-mail system.

The Board agrees that it is essential for the Illinois Section to enter the electronic age. As you may know, ASCE National now has a web page on the Internet. Here at the local level we are considering several ways to improve our methods of communication. Possibilities include an e-mail address, a web page and a bulletin board. In addition to questionnaires, we can provide a schedule of events, the membership directory and other ASCE documents. We will keep you informed of our progress in this area via the newsletter.

Many of the comments were aimed, and I mean AIMED, at ASCE National. The following are a representative sample:

- Reduce the National staff by 50%.
- The membership dues have been raised more than the rate of inflation lately. Do you get any money back from ASCE National?
- I get three or four mailings a week from ASCE, and it is RIDICULOUS! But for a sense of professional loyalty, I would drop my membership.

In my previous President's Notes, I outlined some of the steps that the Illinois Section Board is taking to ensure that we are providing value to our membership. ASCE National is



doing the same. They have just published "The American Society of Civil Engineers — ASCE 2000 — Working Drawings for the 21st Century." This document contains a strategic plan

and outlines a strategy and an action plan for obtaining each strategic objective. Suffice it to say that the entire organization is being evaluated from head to toe. It is true that we haven't always seen eye to eye with National, but I'm happy to report that under the direction of the new Executive Director, James Davis, they are much more accessible and receptive to our needs and concerns.

Finally, if you think you get a lot of mail from National, "you ain't seen nothing." As President of the Illinois Section, it seems as if I get three or four mailings a day! I will send a letter to Mr. Davis expressing our concern over the number of mailings sent to members. I will request that ASCE allow members the right to choose whether they will receive the myriad of mailings regarding our member benefits and other non-educational mailings. If this doesn't get a response, we will try to pass a resolution at the next District 8 meeting.

John Carrato

1996 ASCE Structures Congress

This year, the national convention of structural engineers will take place in Chicago on April 15-18 at the Chicago Marriott Downtown Hotel. This congress includes specialty conferences by the Council of Tall Buildings & Urban Habitat and the Structural Stability Research Council, both of which are co-sponsors of the Congress. In addition, the ASCE Committee on Concrete & Masonry Structures and the ASCE Committee on Analysis & Computation are holding symposia as part of this congress. Specialty conferences that will take place as part of this congress are the following:

- Council on Tall Buildings & Urban Habitat;
- Structural Stability Research Council;
- ASCE Committee on Concrete & Masonry Structures;
- ASCE Committee on Analysis & Computation;
- Tall Building Structures — A World View;
- 5th International Colloquium on Stability of Metal Structures;
- Worldwide Advances in Structural Concrete; and

- 12th Conference on Analysis & Computation.

In addition to the specialty conferences, there are technical sessions on bridges, special structures, steel, timber, wind, seismic, codes, serviceability, fire, control systems, instrumentation and monitoring, etc. In all there are 100 technical sessions covering a broad range of structural engineering topics.

Another unique feature of this congress is a series of state-of-the-art technical presentations of such topics as design for physical security, welding technology, object-oriented programming, professional liability, and design of aluminum structures.

Finally, a special forum is planned for a detailed presentation on the proposed Institute of Structural Engineering. All structural engineers attending the Structures Congress are invited to attend the forum to hear how the Institute will operate the existing technical and standards activities in structural engineering.

All Chicago-based structural engineers are invited to attend this important congress.

For more information, call 1-800-548-ASCE.

The Lake Michigan Diversion

(Continued from Page 1)

izing the canal required minimum flow in the canal proportional to the population of Chicago. The federal government, acting to protect Chicago Harbor navigation from dangerous currents, set a maximum flow in the canal. Of course the two limits conflicted. Canada and the Great Lakes states of Michigan, Minnesota, New York, Ohio, Pennsylvania and Wisconsin protested the diversion, claiming the diversion lowered the Great Lakes water levels and reduced hydropower in their jurisdictions. Through the years, positions have occasionally switched. During drought years, downstream states have requested a greater diversion to increase navigation depth on the Mississippi River. During periods of high lake levels, Great Lakes interests have wanted a larger diversion to lower the lake levels.

Beginning in 1913, a series of U.S. Supreme Court suits were filed to limit the diversion. The Supreme Court issued a decree in 1930 that began to reduce the water diverted from Lake Michigan for navigation, dilution and hydropower. Over the course of 8.5 years, the diversion decreased from 8,500 cfs (the actual diversion though in violation of federal permits) to 1,500 cfs. Water supply was not included in this limit.

During this time, the Sanitary District built the sewage treatment plants needed to replace the dilution water. The Sanitary District had begun research in sewage treatment in the 1910's when the permits limited the amount of water for dilution and industrial wastes proved problematic. Part of the Sanitary District's effort to conform to the decree was to build the Chicago Lock. With the lock in place, the canal system is held below lake level to prevent polluted river water from flowing into the lake except during large storms. To increase the flood storage in the canal before a storm, the system is further lowered.

In 1967, in response to a suit by some of the Great Lakes states, the Supreme Court issued a decree that raised the limit to 3,200 cfs but included water supply within the limit. To comply with this decree, the Sanitary District devised a plan that includes some of the more unique

construction in the country. The nationally recognized SEPA waterfalls were built to add oxygen to the canal water to reduce the need for lake water. The Deep Tunnels under Chicago's rivers and canals reduce both the pollution and runoff reaching the canal system. The tunnels intercept combined sewer overflows before they reach the river. The overflows are then held until the treatment plants have the capacity to treat the water before discharge. With smaller overflows, the canal system is not drawn down as far in anticipation of storms. When storms do no refill the canal system (which must maintain federally mandated navigation depths), lake water is released into the canal. Smaller drawdowns mean less water will be needed to refill the canal, reducing the diversion requirements. Intercepting combined sewer overflows also reduces the demand for high oxygen lake water needed to maintain water quality in the canal system.

In the late 1970's, Illinois and the other states went to the Supreme Court for modification of the 1967 decree. The 1980 decree allowed Illinois more flexibility to meet the requirements of the earlier decree. The average diversion is still 3,200 cfs, but Illinois now has a 40-year period to meet that average. Also, the state was given a sort of bank account in the form of 2,000 cfs-years worth of water. If Illinois exceeds the 3,200 cfs limit in one year, the exceedence for that year is subtracted from the 2,000. For example, if the diversion for one year is 3,250 cfs, the exceedence is 50 cfs-years. In response to concerns of the States of Illinois and Wisconsin about groundwater mining, Illinois was now directed to extend Lake Michigan water supply to suburbs using groundwater. The Water Resources Development Act of 1986 also prohibited the diversion of any Great Lakes water without the consent of all Great Lakes governors.

Currently, the diversion accounting requires coordination between various state and federal agencies. The allocation of diverted water is set by the State of Illinois Department of Natural Resources. Water supply and sewage treatment, canal operation and the direct diversions are

controlled by MWRDGC. Hydro-meteorology collection is performed by the U.S. Geological Survey, Illinois State Water Survey, and the National Weather Service. The accounting is calculated by the U.S. Army Corps of Engineers Chicago District. The Corps of Engineers uses a continuous period hydrology model to calculate runoff from the Lake Michigan and Des Plaines River watersheds. The runoff is then routed through a model of the Chicago sewer systems, Deep Tunnels, and treatment plants to determine how much water went where. Under the Supreme Court decrees, Illinois is responsible for the water pumped for water supply, diverted directly into the canal, and runoff that, without the reversal of the Chicago River, would flow to the lake. The state is not responsible for water entering the canal that is Indiana water supply, groundwater, or runoff from the Des Plaines River watershed. The amount of water diverted is the flow through the canal, plus the runoff or water supply not discharged to the canal less the water entering the canal for which the state is not responsible.

Transportation Group Lifetime Achievement Award Nominations

The Transportation Group is seeking nominations for its Lifetime Achievement Award. This award will be presented to an individual who has demonstrated outstanding civil engineering performance in planning, design, and/or construction of transportation improvements. This person must also have committed his/her career to the advancement of the transportation engineering profession.

Complete nomination packages may be submitted until April 5, 1996. The package should include a cover letter, a resume of the nominee, and any other pertinent information that documents the qualifications of the nominee. For more information, please contact Ms. Angela Wilkins at Knight Architects Engineers and Planners, 549 W. Randolph St., Chicago, IL 60606; phone (312) 346-2300, fax (312) 346-1085.

ACI Seeks Nominations for 1996 Henry Crown Award

Nominations for the 1996 Henry Crown Award are being requested by the Crown Award Committee of the Illinois Chapter, American Concrete Institute. This prestigious award is to honor a distinguished member of the local community who has made an outstanding contribution to the cement and concrete industry. Since 1986, the Crown Award has been presented annually at the ACI-Illinois Chapter Annual Dinner. Previous recipients for this honor were Edward S. Hoffman (1986), Walter H. Flood (1987), Eugene A. Dubin (1988), Harry Stavrides (1989), Paul Klieger (1990), Walter E. Kunze (1991), Armand Gustaferrero (1992), John Hanson (1993), Daniel Jenny (1994) and, most recently, Jaime Moreno (1995).

The Crown Award Committee will select a recipient based on the following criteria:

- Exemplary professional conduct in a specific outstanding instance.
- An established reputation for professional service.
- Objective and lasting achievement in improving the conditions under

which the concrete industry is served in public and/or private practice.

- Significant contributions toward improving employment conditions in the industry.
- Significant contribution toward improving the professional aspects of education within the industry.
- Professional guidance of qualified young persons who would seek a career in the industry, and professional development of young professional stages of their career.
- Other evidence of merit which, in

the judgement of the award committee, shall have advanced the professional objectives of the American Concrete Institute — Illinois Chapter.

Nominations are due no later than March 31, 1996 and must be made in writing accompanied by the supporting documentation upon which the Award Committee shall judge the individual. Questions should be directed to Mr. David Imse at (708) 571-4321. Address the petitions to: The Crown Award Committee, ACI Illinois Chapter, P.O. Box 2405, Chicago, IL 60690.

Invest in ASCE

There's no better investment you can make than to sponsor a colleague in ASCE's 1995/1996 Membership Drive. Why? Because *we all profit.*

You will profit when you earn *ASCE Money* which can be used towards dues, seminars, publications, or conferences. And, as ASCE grows, it will become an even stronger advocate for the interests of civil engineers everywhere.

To invest in ASCE and help build a better future for civil engineers, call Membership Development at 800-548-2723 (ASCE).



Correction

In the February newsletter, the specialty conference organized by WRPM technical group was announced to take place during June 6-11, 1996 instead of June 6-11, 1998 due to a printing error. We would like to correct the year of the conference as "1998." We apologize for the mistake. *Editor*

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Illinois Section ASCE to Modify Constitution

By order of the ASCE Illinois Section Board of Directors, an Ad-hoc Committee has been organized to review our Section Constitution. Revisions to the Section Constitution are being sought in order to bring the constitution into line with the current operating environment of the Illinois Section. The issues to be considered for revision include gender reference, ambiguous language, amendment procedures, and the method of electing officers, which is in conflict with the existing By-Laws and the traditional operating procedures of the Section.

One of the most interesting issues facing the Ad-hoc Committee will be how such proposed amendments might be incorporated into the constitution. The current constitution permits amendments provided such amendments are accepted by not less than two-thirds of the members voting and further provided that the total number of voters shall be not less than a majority of the active

membership. Given the present demographics and size of the Illinois Section, we do not envision sufficient response from our membership to effect a constitutional amendment. Therefore, in cooperation with the ASCE Zone III Committee on Sections and District Council, the Illinois Section has elected to forego the amendment process and administratively adopt any constitutional amendments proposed by the Ad-hoc Committee and ratified by the Illinois Section Board of Directors. In doing so, the ASCE Zone III Committee on Sections and District Council recommends that the active membership be notified of the Section's intentions and given ample time to participate in the process or respond either positively or negatively to the amendments proposed. Other sections have faced similar situations and have used this approach, with the support of the ASCE Board of Directors, to solve the problem.

This article will be the first of several to appear in the Section Newsletter explaining the activities of the Ad-hoc Committee and the Illinois Section Board of Directors related to the issue of constitutional amendments. As we initiate the preliminary steps toward an amended constitution, the Illinois Section Board of Directors invites you to participate on the Ad-hoc Committee. If you are interested in expressing your views to the Ad-hoc Committee, you are welcome to attend one of the committee's meetings. If unable to attend one of the meetings, your comments can be mailed or faxed to the Illinois Section office at 203 N. Wabash Ave., Room 1000, Chicago, IL 60601; fax (312) 372-5673. If you have any other questions or are planning to attend a meeting of the Ad-hoc Committee, please contact Richard Walther at (708) 272-7400.

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For further information, contact:

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Steel Industry Leaders Converging in Phoenix

The American Institute of Steel Construction, Inc. (AISC) recently announced its 1996 National Steel Construction Conference is March 27-29, 1996 at the Phoenix Civil Plaza, Phoenix, Arizona.

Offering more than 30 technical sessions from basic nuts-and-bolts designing, fabricating and erecting structural steel to every aspect of the construction process — concept to completion — this annual steel construction conference attracts more than 1,000 professionals involved in structural engineering, engineering

management, steel fabrication and construction management.

The conference also features an extensive trade show, with more than 75 exhibitors displaying new and established products and services, including computer technology, shop machinery and fastening systems.

For program and registration information, contact the NSCC '96 Hotline at 1-800-787-0052. Or contact AISC Headquarters, One E. Wacker Dr., Suite 3100, Chicago, IL 60601-2001; phone (312) 670-5417;

fax (312) 670-5403.

The American Institute of Steel Construction is the national trade association representing and serving the fabricated structural steel industry since 1921. The conference is open to the public.

Project Management Institute Plans Meetings

The Project Management Institute, Midwest Chapter, consists of nearly 500 members from the Chicago/Milwaukee area and is dedicated to building professionalism in project management. Dinner meetings with speaker presentations are held the second Wednesday of each month. For more information: in Milwaukee area call (414) 931-2822 or in Chicago area call (312) 946-2810. Upcoming meetings include:

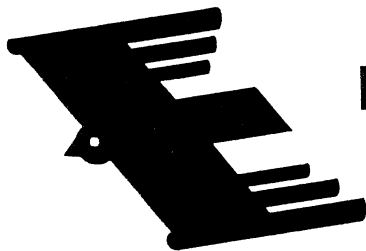
March 13 — Como Inn, Chicago,

"The McCormick Place Expansion Project."

April 10 — John Ernst Cafe, Milwaukee, "The New Paradigm for IS Development: Effort Management."

May 8 — Como Inn, Chicago, "D.O.E. Project Management and Certification Process."

June 12 — John Ernst Cafe, Milwaukee, "Changes to Organizational Structure Driven by Competition: Sequential to Simultaneous Work Flow."



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SECTION ACTIVITIES

Management Group

For information on the Management Group and its activities, contact Fred Parkinson at (312) 782-8150.

AdComm Meeting

This next AdComm meeting will be immediately after the March Luncheon Meeting. See below for details.

Management Express Luncheon

PBQD specialist Mark Schultz will discuss *Project Management Software*, including features and usage of the most popular types.

Date: Thursday, March 28, 1996

Time: 11:30 a.m. social
12:00 p.m. lunch
12:30 p.m. speaker

Place: Chicago Bar Association
321 S. Plymouth Ct.
(Jackson and Dearborn)
Chicago, IL

Cost: \$12 — pay in dining room

RSVP: Fred Parkinson at (312) 782-8150

Management Related Seminars

Please refer to our December, 1995 article for information on these locally presented engineering process topics.

"*Total Quality Project Management*," (3/13); "*Quality By Design*," (3/14); "*Communicating Quality*," (3/15); "*Total-Quality Produce Development*," (3/18); and "*FMFA Failure Mode, Effect and Criticality Analysis*," (3/20-21).

Niche Marketing by Barry Koren

STEP 2: CUSTOMIZE YOUR SERVICES. Proceed as though serving a chosen niche were your only business. Fine-tune it by focusing on your client. Probe to discover which service helps that client's root problem or desire. Find out which competitors you have to beat. Change your service or price. Keep improving or customizing your offering until you and the client see maximized joint value for the chosen service.

SECTION ACTIVITIES

Structural Group

March Dinner Meeting

Mr. Kesti Susinskas, Engineer of Design for the Illinois State Toll Highway Authority, will discuss project management and design challenges faced during the development of I-355 South Extension structural designs. The I-355 South Extension extends the existing tollway from Interstate 55 to Interstate 80. The project includes 12 miles of roadway, seven interchanges, 34 bridges, and a 6,600-foot-long double-span bridge over the Des Plaines River Valley. The presentation will include a discussion of design alternatives that were considered and constraints on the design with special emphasis on the Des Plaines River Valley Bridge.

Date: March 28, 1996

Time: 5:30 p.m. gathering
6:00 p.m. dinner
7:00 p.m. program

Place: Sharko's
1 W. Roosevelt, Villa Park

Cost: \$25

RSVP: Barb Pries at (312) 263-1606
by March 26, 1996

Student Scholarship Award

The Structural Group will again be offering a Scholarship Award to promote the development of future Structural Engineers. The award will provide a \$1,000 financial assistance to a full-time junior or senior student studying at the University of Illinois at Chicago, Northwestern University, or Illinois Institute of Technology. For more information or to receive an application for the Scholarship Award, call John F. Vincent at (847) 965-7500.

Geotechnical Group

Geotechnical Group meetings are held **every second Tuesday of the month**, September through May.

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, \$10 for students with reservations, \$15 for faculty with reservations.

RSVP: Monica Krepfl at (312) 353-6400 ext. 3016 by noon on the Thursday preceding the meeting.

In Progress — 1996

Geotechnical Lecture Series

The Geotechnical Group sponsors a lecture series every two years, jointly sponsored by the Illinois Institute of Technology (IIT). The topic for the 1996 Geotechnical Lecture Series is "Current Topics in Tunneling." The lectures will be held from 6:30 to 9:00 p.m. on Tuesday evenings at Kent College of Law, IIT, 565 W. Adams St. (one block west of Union Station), Chicago, Illinois. The cost is still \$125. Full-fee registrants will receive a copy of the symposium proceedings. Single session attendance is \$40 and does not include a copy of the proceedings. Proceeds from this series will fund the annual Geotechnical Group scholarship. The dates, speakers and topics are as follows:

February 27 — G. Wayne Clough, Georgia Tech University, "Innovative Tunnel Projects in San Francisco."

March 12 — Bryan Sweeney, Haley & Aldrich, Cambridge, MA, "Boston Central Artery Project."

March 26 — Wally Baker, Geobase, Inc., Crofton, MD, "Land Subsidence and Grouting for Tunnel Project in London, England."

April 16 — Jim Gould, Muesser-Rutledge, New York City, "Tunnel Disputes in Washington, D.C. and Los Angeles."

Please note: There will be no dinner meetings in March or April due to the 1996 Lecture Series.

May Dinner Meeting

The May dinner meeting will feature guest speaker and former Geotechnical Group Chair Steve Scherer with TCDI, Inc. speaking about Orchestra Hall renovations.

Transportation Group

March Luncheon Meeting

Mr. David R. Mosena, City of Chicago, Commissioner of Aviation, will present an overview of the city's current airport programs and future direction.

Date: Wednesday, March 20, 1996

Time: 11:30 a.m. social, cash bar
Noon luncheon

12:30 p.m. program
Place: Union League Club
65 W. Jackson (at Federal)
Crystal Room — 5th floor
Cost: \$25 plus cash bar
RSVP: Jack Tone at (312) 782-8150/Fax (312) 782-1684
or Dean Kiesling at (312) 946-7121/Fax (312) 946-7199
by Friday, March 15, 1996

Associate Member Forum

March Meeting

Jim Buckler of Meridian Engineers and Planners, Inc. will present this year's Eminent Conceptor Award given by CECI, "Weekend Replacement of Mass Transit Bridges." Through an innovative design and careful planning, a system was developed that facilitated the replacement of two Chicago Transit Authority viaducts with only a weekend of service disruption. The 25-minute roll-in of the 180-ton superstructures was the highlight of a planning and design process that produced a cost-effective and aesthetically pleasing solution to the viaduct improvement challenge.

Date: March 27, 1996

Time: 5:30 p.m.

Place: Alfred Benesch & Company
Boulevard Towers South
205 N. Michigan, Chicago

RSVP: Una Trivanovic at (312) 228-1122

Urban Planning & Development Group

Want your next project to run smoothly? Come visit our next meeting to help plan our roundtable discussion of important issues between civil engineers, developers and contractors. This month's guest speaker will talk about the development aspect of a project. Please contact John Zimmermann at (708) 823-1688 for further information, or just stop by for a "Grand Slam" breakfast.

Group Meetings

Group meetings are held every third Thursday of the month. The back room at Denny's restaurant has been reserved for the Group. Our next scheduled meeting is:

Date: March 21, 1996

Time: 8:15 a.m.

Place: Denny's Restaurant
Oakbrook Terrace, IL

**Section Activities
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