

# ASCE

American Society  
of Civil Engineers



ASCE Illinois Section

# News

Vol. 42, No. 11  
December 2001

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**Advertise in the  
Illinois Section  
Newsletter  
and reach  
almost 2,000  
Civil Engineers in  
the Chicago Area.**

Call the editor,  
Lisa Harbert,  
at (312) 819-9776  
ext. 308 for details.

## The Chicago Shoreline Protection Project

Chicago residents know that the nearly thirty miles of Lake Michigan shore line is a playground for millions of visitors that frequent the Lake daily. It is here that we come to stage our summer activities, cool off from the sizzling summer heat or just to sit and enjoy the beauty of nature against the background of a world class urban setting. What is often forgotten is that Lake Michigan is a significant body of water capable of producing enormous winter storms causing significant flood damage to nearby property.

Much of Chicago's shoreline is made up of fill, an average of 1500 feet wide into the lake. As the shoreline was created, the once gentle profile was transformed into an abrupt edge. The new geometry allowed for greater wave heights to be supported by the deeper water at the shore's edge. This, in effect, increased the magnitude of storms which can cause damage.

Early in the 20th Century, Chicagoans recognized the importance and privilege of living near a body of water which provided vital transportation of goods and a steady supply of potable water. It also became apparent that the shoreline must be protected and enhanced for it to remain an amenity for the citizens and visitors of Chicago.

The original manmade shoreline protection structures are made of stones in a step formation, built between 1910 and 1931. The structures, known as revetments, consisted of woodpile cribs driven into the lake bed, filled with stones and then capped with limestone blocks in the shape of steps. In the 1950s, after many years of service, the wood piles began deteriorating. As a

result, the fill was lost and the revetments began to erode, threatening the integrity of precious resources, such as parks, Lake Shore Drive and other public facilities.

In 1964, the year when Chicago recorded the all-time lowest water levels on Lake Michigan, the wood piles became exposed. Exposure to air caused the piles to rot, further increasing the erosion process. As can be seen by any visitor to the shoreline, the deteriorated structures no longer provide adequate protection from flooding of Lake Shore Drive, a Federal highway adjacent to the shoreline, and other public facilities. This threat of damage to Lake Shore Drive prompted the U.S. Congress in 1974 to direct the U.S. Army Corps of Engineers to investigate these and related erosion problems along the entire Illinois Lake Michigan shoreline.

The threat of damage to Lake Shore Drive prompted the U.S. Congress in 1974 to direct the U.S. Army Corps of Engineers to investigate these and related erosion problems along the entire Illinois Lake Michigan shoreline... The final Feasibility Report was presented by the U.S. Army Corps of Engineers to the U.S. Congress in 1994. The report recommended that reconstruction of the shoreline be approved and funded in part by the Federal government.

The City of Chicago and the Chicago Park District worked with the Chicago District U.S. Army Corps of Engineers on a Feasibility Study, which was used to determine if Federal assistance should be provided to protect Lake Shore Drive and the shores of Lake Michigan from future storm damage and erosion. The final Feasibility Report was presented by the U.S. Army Corps of Engineers to the U.S. Congress in 1994. The report recommended that reconstruction of the shoreline be approved and funded in part by the Federal government.

From this report, the eight most critically damaged miles of the shoreline were designated for reconstruction. These areas include portions of the shoreline

*(continued on page 4)*

# President's Notes

Cleighton D. Smith



I would like to focus this month's address on the importance of public involvement.

Towards the end of October, the Chicago Tribune ran a headline article in their Metro section entitled, "Big Projects Lose Luster for Voters". This article, based on interviews with a little over 800 registered voters, leads us to believe that lawmakers should not support future funding for Illinois FIRST or O'Hare expansion. Many of you may have read it, got upset, discussed it in the office, and then went on with your day.

Fortunately, two of our past presidents did a little bit more. John O'Holleran and Dave Kendall called and urged that we, the Illinois Section of ASCE, representing 3,000 local civil engineers, write a strong rebuttal to the Chicago Tribune over this article.

Dave drafted the letter and I made some minor editorial changes to it. Since we are not sure if the Tribune will print it, I have included the complete text. Here it is:

"As President of the Illinois Section of the American Society of Civil Engineers, which has a membership of over 3,000, I feel obligated to reply to your headline article: "Big Projects Lose Luster for Voters," which appeared in the October 29, 2001 Chicago Tribune.

"This well-written article summarizes the public's concerns relating to the post September 11 economy, as expressed by a poll conducted in late October. The reported results indicate "a sharply divided constituency when it comes to embarking or continuing on major government public works projects in the climate of economic uncertainty intensified by last month's terrorist attacks".

"Specifically referenced in the article is the Illinois FIRST and O'Hare expansion programs.

"As a civil engineer in a leadership role where I represent many others, I believe I am in an unique position to respond to the article and remind the public, as represented in the poll, to not lose sight of the future because of the emotions of today.

"We all want to see our tax funds used wisely in times of plenty as well as in times of uncertainty. It's only fair and wise to evaluate, and if

necessary, reevaluate public works projects, to make certain that they meet the needs of the people of Illinois.

"At the same time, let's not forget that the Illinois FIRST and O'Hare expansion programs were created because there was, and still is, a need for these improvements.

"The article referenced the Hillside Strangler as an example of an Illinois FIRST project. For years the need for that highway improvement was clear but the construction funds were not in sight. Tens of thousands of people were delayed on a daily basis. The economic impact to our region caused by the traffic congestion was immeasurable. The improvement is now under construction and we are all paying for it directly through Illinois FIRST.

"The American Society of Civil Engineers published in March of this year, a "Report Card" on the nation's infrastructure. This effort was made by our national organization to bring attention to the fact that the infrastructure of our nation, the highways, bridges, airports and water and sewerage systems of our nation are not being maintained and replaced as needed for public safety and reliability.

"As civil engineers, we understand the needs and feel it is our responsibility to bring these facts to the attention of the public. The consequences of the neglect sadly become all too obvious. Bridges have deteriorated, highways have become unacceptably congested, and the environment we live in becomes degraded because of economic decisions to delay infrastructure improvements.

(continued on page 8)

## ASCE Illinois Section

# News

### 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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Michael Cook x6121

Submission deadline for the January Newsletter is December 10, 2001

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# Jet Grout Columns to Control Foundation Settlement

*Gerald Ratner Athletics Center, The University of Chicago, Chicago, Illinois*

Raymond J. Franz, P.E. and Kyle E. Camper, P.E.

The Gerald Ratner Athletics Center at The University of Chicago comprises, among other things, the Olympic-sized Myers-McLoraine Pool, a competition gymnasium, health club facilities, and a University of Chicago Hall of Fame. The signature feature of the Center is the roof - a flattened S-curve, which appears to float in the air, suspended by cables attached to five masts that peak 100 to 120 feet from the ground.

The masts, inclined at 10 degrees from vertical, are constructed of concrete-filled, steel tube sections. Each mast supports several stranded steel cables. As with any suspension structure, displacements of the mast could significantly affect cable length and tension and unfavorably redistribute loads through the superstructure. Consequently, control of foundation settlement is key to the success of this project.

A shallow foundation system was initially selected for the structure. However, consolida-

tion settlement of stiff silty clay, underlying a medium dense sand layer, was computed to lead to total settlement in excess of the project requirements for the masts. Several foundation alternatives, including drilled shafts, were evaluated. Ultimately, ground improvement, consisting of triple-tube jet grouting, was selected by the design team to reduce the compressibility of the silty clay, increase the stiffness of the sand deposit and maintain the viability of the shallow foundation system. To the authors' knowledge, this project is the first application of jet grout technology for foundation support in the City of Chicago.

The triple-tube jet grouting procedures selected by TCDI/Hayward Baker utilized cutting jets of high-pressure air and water to erode the soil along with a jet injecting neat cement grout to create Soilcrete® columns in both silty clay and fine sand.

Close monitoring and control of the rotation and extraction rate of the jet grout rods, as well as the injection pressure and flows, led to construction of consistent Soilcrete columns. Treated lengths ranged from approximately 18 feet to 30 feet. Test columns were exposed and probed and determined to be approximately 3 1/2 feet diameter in the clay and 4 feet in diameter in the sand.

Samples of Soilcrete were recovered from the treated columns for confirmatory testing. 28-day unconfined compressive strengths of the recovered samples were tested by Engineering Consulting Services and ranged typically from 610 to 1,300 psi. Based on the results of the testing program, the design strength and modulus values were achieved and settlements under the maximum service loads are expected to be less than 1/2 inch. Jet grouting has proven to be an innovative and cost effective solution for this project.



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### Infrastructure Management

Northwestern University is pleased to call your attention to our expanded curriculum in Infrastructure Management within our well-established Master of Project Management (MPM) degree program. The intent of the Infrastructure Management specialization is to prepare technically qualified individuals for responsible senior management roles in infrastructure planning, design, construction, and operations entities - both public and private. A custom tailored series of twelve quarter-courses will be established for each individual with due consideration for his/her engineering or science background, current position, and future objectives. This curriculum offers the flexibility to explore traditional infrastructure-specific topics, as well as management courses such as project scheduling, construction management, environmental impact evaluation, engineering law, and dispute resolution. The program is personally supervised by Adjunct Professor David Schulz, who has served for about 20 years in senior infrastructure related positions at the local and regional government levels and is currently Director of the Infrastructure Technology Institute. The program can be arranged to accommodate both full-time and part-time students; most classes are offered in the late afternoon or evening on the Evanston campus and are taught by practicing professionals who bring a wealth of real-world experience to the course offerings. The MPM program currently has about 50 students, approximately half of whom are part-time. Please contact Professor David Schulz at [dschulz@northwestern.edu](mailto:dschulz@northwestern.edu) or the MPM Program Director, Professor Raymond J. Krizek, at [rjkrizek@northwestern.edu](mailto:rjkrizek@northwestern.edu) for further information or to schedule an appointment to discuss this unique opportunity for career advancement.

For additional information regarding this program, visit our WWW site at <http://mpm.northwestern.edu/>.

**CTL, (Construction Technology Laboratories, Inc.) is growing!**  
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- graduate degree required.
- 15 years experience, or equivalent, 10 in structural engineering and 5 in project management
- proven leadership and marketing skills
- experience in contract and project management
- excellent communication and people skills
- requires approx. 25% travel.

The right individual will be responsible for planning, delegating and executing programs. Will direct staff engineers, technicians and support staff to provide client solutions related to design qualification testing, product development testing, field load testing, product certification testing and consulting assignments. Will attract consulting work based on reputation and direct marketing efforts.

**MANAGER-MATERIALS SCIENCE & ENGINEERING**

Challenging position to manage all functions of department. Will direct scientists and engineers to solve specific problems related to cement and concrete production and utilization. Will attract consulting work based on reputation and direct marketing efforts. This individual will have sufficient knowledge of industry needs to plan, secure funding for, and direct major consulting and development programs. Requires:

- technical, academic and applied knowledge in the field of cementitious materials and/or concrete technology.
- fifteen years experience in construction industry or in project and business management with specific emphasis in consulting or service sectors to the cement/concrete industries.
- proven leadership and marketing skills.
- experience in contract and project management.
- excellent communication and people skills.
- advanced degree (or equivalent experience) in science or engineering
- requires approx 25% travel

**STRUCTURAL ANALYTICAL ENGINEER**

Unique opportunity for an individual with a M.S. in structural engineering; two years design experience, and working knowledge of the use of structural analysis software. The position involves investigation of the behavior of structures experiencing distress and/or deterioration, including sophisticated structural analyses, evaluation of candidate methods of remediating structural deficiencies, design of structural repairs, and construction observations during installation of repairs. This is a responsible, challenging position requiring a high degree of diligence, a desire to expand one's technical expertise beyond traditional design engineering, and a desire for generating excellent work products. The successful candidate will assist senior staff in performing structural evaluation projects, including proposals, reports and presentations. Approx 25% travel.

**STRUCTURAL EVALUATION ENGINEERS**

Perform investigation of existing structures and architectural systems, analyses, repair design, and construction services. Requires strong interest in structural evaluation work, computer skills, and excellent written and verbal communication skills. Requires MS civil engineering/structures, 3+ years experience in structural design, rehabilitation and materials specifications. Approx 30% travel. Physical requirements include working from scaffolding and swing stages.

**NONDESTRUCTIVE TEST ENGINEER**

Perform NDT programs to evaluate structural condition and construction materials. Must be able to develop a working knowledge and technical understanding of various stress wave methods, vibration analysis, and other NDT testing and instrumentation methods. Will develop testing procedures, both hardware and software. The ideal candidate has an MSCE with strong materials science emphasis and 2 years industrial/field experience in NDT applications. Approx 30+% travel.

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 email: [edoyle@ctlgroup.com](mailto:edoyle@ctlgroup.com) fax: 847-965-0859



# The Chicago Shoreline Protection Project *(continued from page 1)*

from Montrose Avenue on the north side of Chicago, to 57th Street on the south, and also the South Water Purification Plant at 79th Street.

In 1996, under the Water Resources Development Act, the U.S. Congress authorized federal funds for the Chicago Shoreline Protection Project, estimated to cost \$301 million. The U.S. Army Corps of Engineers, as the Federal Sponsor, will contribute an estimated \$171.7 million. The City of Chicago and the Chicago Park District, the Local Sponsors, will contribute approximately \$129.3 million. Of this amount, approximately one third, or \$42 million, will be contributed by the State of Illinois through the Department of Natural Resources.

Through Mayor Richard M. Daley's involvement and leadership, this ambitious undertaking will be completed by 2005, a full five years ahead of the original schedule. The agreement between the Federal Sponsor and the Local Sponsors, was the first agreement that allowed local government agencies to work alongside the U.S. Army Corps of Engineers. This unique agreement allows for the project to be done faster and more economically.

The areas to be reconstructed are divided into small segments, in order to avoid impacting large portions of the lakefront with construction at any one time. The contracts for some of these segments (design and construction) are administered by the U.S. Army Corps of Engineers, either through in-house staff or outside private consultants, and the others are administered by the City of Chicago and the Chicago Park District, through private consulting firms. At every stage of the design and construction of each segment, the three agencies work together to ensure the success of the project.

One of the highest priorities of the Chicago Shoreline Protection Project involves the enhancement of public access to the lakefront. The new revetments are being designed to provide universal access to each level of the revetment for all residents and visitors to the lakefront. Another major priority of the project is to preserve the look of the 'step stone' formation of the revetments, a look unique to Chicago. The modern materials used to achieve this are steel, in the form of steel sheet piles and H-piles, and concrete, used to shape the 'step stone' formation of the structures. The result is a structure which preserves the historic look of the shoreline, while at the same time providing a structure which maintains safe access to the shoreline, with a minimum service life of 50 years—a requirement of any Federally funded project. With the properly implemented operations and maintenance program required by the U.S. Army Corps of Engineers, it is estimated that the new revetments will realistically last closer to one hundred years.

The reconstruction does not consist exclusively of step stone revetments. Areas such as the shoreline near Fullerton Avenue, 39th Street, and the Morgan Shoal—a region of high bedrock—near 47th Street, provide opportunities not only to protect the existing shoreline, but to enhance and diversify amenities. Examples of the variety of completed structures can be seen at Belmont Harbor Peninsula, between McCormick Place and 33rd Street (including significant improvements to 31st Street Beach), and the segment between 51st and 54th Streets.

Plans are also underway to address the remaining portions of the shoreline not presently included in the current Chicago Shoreline Protection Project. When finally completed, the new shoreline of Chicago will complement the already unparalleled amenities existing on Chicago's lakefront.

For more information on the Shoreline Protection Project visit our Web Site at: [www.cityofchicago.org/Environment/html/Shoreline.html](http://www.cityofchicago.org/Environment/html/Shoreline.html)

## Section Activities

### Younger Member Group

#### December Holiday Party

The Younger Member Group and the Transportation Group cordially invite you to attend our holiday party on Tuesday, December 11 at the Rock Bottom Brewery. There will be free food and lots of cheer. A cash bar will be available. The fun starts at 5:30 p.m. Everyone is invited, so bring a guest. Reservations are not required, but recommended. Please bring a toy to be donated to Toys for Tots.

Rock Bottom Brewery is located on the corner of State Street and Grand Avenue in Chicago.

Please call Lisa Harbert at 312-819-9776 ext. 308 or Lharbert@benesch.com for reservations.

We are planning a ski trip for the middle of December with the student chapter of ASCE at UIC. Call Mark Bendok for more information 312-819-9776 ext. 446.

If you would like to receive monthly e-mails from the Younger Member Group, please e-mail Mark Bendok at mbendok@benesch.com .

### Urban Planning & Development Group

NO MEETING FOR DECEMBER!

Our next group meeting will be on January 17<sup>th</sup> 2002. Group meetings are generally held every third Thursday of the month.

Our next scheduled meeting is:

**Date:** Thursday, January 17<sup>th</sup> 2002  
**Time:** 7:30 a.m.  
**Place:** Denny's Restaurant  
Oakbrook Terrace, Illinois

### Structural Group

The Executive Committee of the Structural Group would like to invite all structural engineers to join them for their annual holiday dinner/social. This will be an informal get-together to share experiences and celebrate the holiday season.

**Date:** Wednesday, December 12, 2001  
**Time:** 5:30 p.m. Social  
6:00 p.m. Dinner  
**Place:** Mart Anthony's  
155 N. Aberdeen  
(Corner of Aberdeen and  
Randolph)  
Chicago, Illinois  
**Cost:** \$35

**RSVP:** Barb Pries at (312) 263-1606  
by Friday, December 7, 2001

### Environmental Engineering & Water Resources Group

Our December 18 meeting will be held at Greek Islands in Chicago. Our January meeting will be held on our normal night, the second Tuesday of the month, January 8, at the office of Christopher B. Burke Engineering, Ltd. in Rosemont.

We always welcome new people and ideas. If you would like to contribute to the ASCE programming in environmental or water resources engineering and would like more information, contact Darren Olson (847) 823-0500.

Future training this year will likely include best management practices, a HEC-HMS seminar, a HSPF course, MT-1/MT-2 training, and a wetlands dinner seminar.

**December Meeting Date:** December 18, 2001 (Tuesday)  
at Greek Islands

**January Meeting Date:** January 8, 2002 (Tuesday) at Christopher B. Burke Engineering, Ltd.

**Time:** 5:30 p.m.

For more information, contact Darren Olson at (847) 823-0500.

### Transportation Group

#### December Holiday Party

The Transportation Group and the Younger Member Group cordially invite you to attend our holiday party on Tuesday, December 11 at the Rock Bottom Brewery. There will be free food and lots of cheer. A cash bar will be available. The fun starts at 5:30 p.m. Everyone is invited, so bring a guest. Reservations are not required, but recommended. Please bring a toy to be donated to Toys for Tots.

Rock Bottom Brewery is located on the corner of State Street and Grand Avenue in Chicago.

Please call Lisa Harbert at 312-819-9776 ext. 308 or Lharbert@benesch.com for reservations.

### Geotechnical Group

The next meeting will be on December 11, 2001. Social at 5:30 pm, dinner at 6:30 pm, presentation at 7:30 pm. Speaker and location to be announced via e-mail. If anyone is interested in getting on our e-mail list, please send your name and professional information (including e-mail address) to Dhooli Raj at Case Foundation Company (draj@casefoundation.com).

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# Illinois Section News & Secretary Report

N O V E M B E R 2 0 0 1

In an effort to inform Illinois Section members of the discussions at the monthly Board meetings, the Section Secretary contributes this monthly article to the newsletter. Any questions or comments on the Board activities are welcome and can be sent to the Section office at the address shown on Page 2.

## ■ *Treasurers Report*

▲ A revised 2001 year-end report was distributed. The October Income Statement, General Ledger Trial Balance, and Aged Receivables was discussed and approved. There was a drop in Section dues of \$3000. This year's budget needs to be created and included into the newsletter.

## ■ *Group Reports*

Each Section Group reported on their past month's activities and future group meetings as noted in the Section Activities portion of the newsletter. Highlights of the Group's activities are as follows:

▲ The Geotechnical Group did not have a meeting last month. This month's meeting is scheduled for November 13 at Athena Restaurant in Chicago. The speaker will be Clyde Baker, Jr. and the topic is "Challenging Projects and Lessons Learned Drilled Foundations". The December meeting is scheduled for December 11.

▲ The Structural Group did not have a meeting last month. This month's meeting is scheduled for November 7 at Maggiano's Restaurant in Chicago. The speaker will be Charles Carter of AISC on AISC's Unified Steel Specification. The December meeting will be a Holiday Party. The January meeting is scheduled for January 16 and the topic is New Advances in Bridge Design.

▲ The Environmental Engineering and Water Resources Group held their Group meeting on October 9. An introductory FEQ course was held with 26 attendees. The Group is co-sponsoring a FEMA LOMR dinner seminar on November 14. The next two meetings sched-

uled are November 13 and December 18, 2001. The first will be held at Christopher B. Burke's office in Rosemont at 5:30 p.m. The second will be their Holiday Party at Greek Islands in Chicago.

▲ The Urban Planning & Development Group held their Group meeting on October 25. The Group finalized plans for their November 8 seminar. The next meeting is scheduled for November 15 at Denny's in Oak Brook Terrace. The Group is hosting a dinner meeting on Thursday, November 8 at Medinah Country Club. The topic will be requirements and procedures for establishing and tracking public infrastructure value and maintenance costs (GASB 34).

▲ The Transportation Group did not have a meeting last month. The next planning meetings are scheduled for November 13 and December 5 at 5:30 p.m. at Knight's office. A technical program on New Software Tools Used by the Lake County DOT is scheduled for November 14 at a Lake County location. The speaker will be Al Giertych, Assistant County Engineer for Lake County. The Group is help-

**PSI** Environmental  
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## Construction Services Engineer

PSI has an immediate opening in our Hillside, Illinois office for a degreed civil engineer with 2-5 years of project engineering experience. The ideal candidate will be familiar with construction materials testing and inspection operations, will have had experience interfacing with other engineers, contractors, developers, architects, and public officials, and is on track to obtain (or currently has) Illinois Professional Registration.

This engineer will also be responsible for assisting in the oversight a large staff of field and laboratory personnel, will assist in the management of a unique testing program for nuclear concrete, and should have excellent communication and organizational skills.

Please refer to our web site at [www.psiusa.com](http://www.psiusa.com) for details concerning the PSI organization.

Please send resume to Thomas S. Palansky, PE. 4421 Harrison Street, Hillside, Illinois. 708/449-0500; fax 708/449-0507. PSI is an equal opportunity employer. Salary commensurate with experience and capabilities.

ing to sponsor a Synchro and SimTraffic course November 7-9.

▲ The Younger Member Group did not have a meeting last month. This month's meeting is a presentation on the CTA's program at Alfred Benesch. The Holiday Party is scheduled for December 11 at Rock Bottom Brewery in Chicago. There will be free food and a cash bar. All attendees should bring a toy for donation to Toys for Tots.

#### ■ *Committee Reports*

▲ Communications Committee Chair Harbert reported that the deadline for the December newsletter is November 9 with the lead article from the YMG while the secondary article is by the Geotechnical Group. The deadline for the January newsletter is December 11 with the 150th Anniversary project and engineers as the articles. A sample of Group reports was emailed to all the chairs. The lead articles in 2002 will be the Top 10 projects and the secondary articles will be on the significant engineers of the Illinois Section.

#### ■ *Old Business*

▲ The 150th Anniversary Committee met to discuss the list of nominees for significant engineers in the Illinois Section. It was decided not to call them the Top 10 engineers but to call them significant engineers of the last 150 years. An email was sent earlier in the day to the Board with some background on the selected engineers. The top 10 projects were discussed with the Board and then each of the engineers was discussed. The projects and engineers will be featured in the ten issues of the 2002 newsletter. Each group will need to select a project and two of the engineers to write about. These selections should be made to Secretary Wittmer by Nov. 16. An article will need to be written for the newsletter and a longer article will need to be also written that can be included into the book that is planned for this project. The committee has also discussed having an awards / recognition dinner in late Spring to honor the projects and individuals.

▲ Minority Affairs Committee member Johnson said that net proceeds from the Golf Outing were \$1300. Follow up needs to be done with the MWRDGC on any funding they intended to make. A committee meeting is scheduled for November 7, meetings are the 1st Wednesday of the month. There is a core group

of 5-6 people but they are always looking for new faces. See Director Johnson if interested.

▲ Past President Kendall will work on the 2002 submittal for the SPAG and Merit Awards that is due by the end of the month. These awards are from ASCE National as seed money for various activities by the Section.

▲ A report will be presented on the Annual Dinner meeting at the December Board meeting.

#### ■ *New Business*

▲ The 2006 National Conference will be held in Chicago. A committee needs to be formed.

▲ The Zone III Management Conference is scheduled for February 1 - 3, 2002 in Kansas City. The Section will send the three new Directors to the conference. The president-elect also plans to attend. The YMG intends to send

two people to the Younger Member Conference that takes place at the same time.

▲ A discussion occurred on the Annual Conference that was held in Houston. Attendees agreed that it was a good conference and that President Schwartz is a good speaker. The programs and sessions were informative.

▲ The Annual Report is due to National by the end of the month. The Secretary will be putting it together and will need some information from the Groups. The secretary will be in contact with the Groups.

▲ The new Zone III Vice President, Jerry Rogers from Houston, offered to give a short presentation on the 150th Anniversary. He could possibly attend the EE&CWR Group meeting or possibly be the main speaker at the Student Awards dinner in May.

—By Don Wittmer, Secretary

## Seeking Project Engineers and Staff Engineers

CE DESIGN, LTD., a fast growing professional design firm, is looking for engineers who are motivated and searching for an opportunity to grow their careers. We take pride in our fast response customer service and our commitment to on-time, on-budget project completion.

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## President's Message *(continued from page 2)*

"Although our economy may be sputtering at the moment, we civil engineers believe it will only give the American public a moment to reflect before the need for change and improvement puts pressure on our region again.

"We should be asking our leaders to make the right decisions, which are not always the easy decisions.

"The Illinois FIRST and O'Hare expansion programs are needed in the long term and we want to encourage everyone to realize that fact. Remember, Noah didn't wait till it was raining before beginning his ark construction project!

Cleighton D. Smith, P.E., C.F.M., President  
Illinois Section, American Society of Civil Engineers"

By the way, the reference to Noah was my idea. I felt that the article had a better chance of being published if we added a bit of humor!

However, the larger point, regardless of whether the Tribune runs this piece, is that all of us have a responsibility to stay involved and do what we can to let our elected officials know how we feel on issues which are important to us. Many of you helped immeasurably when Illinois FIRST was initially passed a few years ago.

There are many ways you can help. There is always the good old-fashioned letter to your Congressman (or Congresswoman). Also, nearly all elected officials have websites these days. Finally, ASCE headquarters has an excellent program called their "Key Contact" program. They have a staff in Washington who stay on top of key issues on Capitol Hill and let ASCE members know when to write to your elected officials and what to tell them. If you would like to know more, let me know.

In closing, make a commitment to "Get Involved!!"

## Calendar of Events

### 2001

Dec. 3	Illinois Section Board Meeting
Dec. 5	Minority Affairs Committee Meeting
Dec. 11	Younger Member/Transportation Group Holiday Party
Dec. 11	Geotechnical Group Dinner Meeting
Dec. 12	Structural Group Holiday Dinner/Social
Dec. 13	OSHA Steel Erection Standard Seminar
Dec. 14	OSHA Excavation Safety Seminar
Dec. 18	EE&WR Holiday Meeting

### 2002

Jan. 2	Minority Affairs Committee Meeting
Jan. 7	Illinois Section Board Meeting
Jan. 8	EE&WR Business Meeting
Jan. 17	UP&D Group Dinner Meeting
Feb. 1-3	ASCE Zone III Conference
Feb. 19	Washington Awards Dinner

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