

ASCE

American Society
of Civil Engineers



News

ASCE Illinois Section

Vol. 43, No. 9
November 2002

TUNNEL AND RESERVOIR PLAN (TARP)

Tunnel and Reservoir Plan (TARP)

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Robert Gorski,
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In the mid-1960s the storm sewers of Chicago had reached their capacity. Ordinary rainfalls would flood the basements of thousands each year. The problem had escalated to the point that the City would release polluted water from the combined sewers into the local waterways. The worsening combined sewer overflow (CSO) severely polluted area waterways resulting in river back flows to Lake Michigan, closing beaches. Chicago was then left with a lack of adequate flood-water outlet with the continuing growth of urbanization. Thus the City of Chicago began searching for a comprehensive solution to its massive CSO pollution and flooding problems.

After numerous studies by many agencies the Metropolitan Water Reclamation District of Greater Chicago (MWRDGC) proposed the Tunnel and Reservoir Plan (TARP or "Deep Tunnel"). TARP was a composition of the best elements of over 50 alternatives examined. TARP was selected as the solution that was cost-effectively fulfilling State and Federal CSO water quality requirements and meeting the water management goals of MWRDGC: Protect Lake Michigan from river back flow pollution; alleviate inland waterway pollution; and provide an outlet for floodwaters to reduce basement sewage backups.

TARP consisted of 52 cities and villages including the City of Chicago serving nearly 3.5 million people. The 375 square miles of combined sewer was nearly half of MWRD 872 square miles of combined sewer area.

The District officially adopted the project in 1972. TARP was broken up into two phases of construction, which began in 1975. Phase I consisted of 109.2 miles of deep tunnels ranging from 9 to 33 feet in diameter and from 150 to more than 300 feet in depth with over 250 drop shafts and was primarily for pollution control. The nation's first comprehensive CSO control plan for a large urban area included three pump stations; over 600 surface connecting flow

control structures; and 2.4 billion gallon total tunnel CSO storage capacity.

TARP Phase II/CUP consists of reservoirs primarily for flood control for the Chicagoland combined sewer area, but will considerably enhance pollution control benefits being provided under Phase I. Consisting of three large reservoirs the Phase II plan is called the Chicagoland Underflow Plan (CUP) and is being designed and constructed by the U.S. Army Corps of Engineers. The three reservoirs will consist of more than 15.65 billion gallons of storage. The 350 million gallon O'Hare Reservoir was placed in operation in 1998. The Thornton Reservoir will be constructed in two stages and will have a capacity of 4.8 billion gallons, and the McCook Reservoir will provide 10.5 billion gallons of storage.



Photo: Metropolitan Water Reclamation District

TARP has resulted in visible improvements to the waterways and led to booming increases in riverside land values and development including hotels, office/condominium buildings restaurants, riverwalk, canoe launches and marinas, and has stimulated vigorous recreational uses of the Chicago River.

The same underground tunneling technology that is mining the Deep Tunnel helped dig the "Chunnel", under the English Channel, between England and France. The 33.5 foot diameter "mole" (the tunnel boring machine) shaves off pieces of limestone and soil that then can exit the machine on a conveyor belt, which runs back through the tunnel and up to the surface.

TARP Phase I and Phase II/CUP is estimated to cost \$3.06 billion. Over \$1.6 billion (1985 estimate) in treatment plant expansion savings and \$692 million in new interceptor and local relief sewer savings are realized from the detention storage which reduces peak flows and optimizes the existing sewer and treatment capacity.

President's Notes

John Zimmerman

As I embark on this year-long trek, I am truly honored to be President of the Illinois Section. Having accepted the gavel from Cleighton Smith, I'm starting to realize the responsibilities of the office. The next time you see Cleighton or have a chance to talk with him, say "Thank-you." Cleighton has served our organization well during his tenure. Whereas the duties of president may not constitute a full-time job, there are daily items that need attending to. Cleighton was there every day.



For those of you not at the Annual meeting or the National ASCE Conference in Houston last October, I want to relay to you a portion of a very moving speech from William Ratliff, Lieutenant Governor

of Texas, Civil Engineer and ASCE member. Ratliff told us that as far as public opinion goes, perception is reality. He said, "We as civil engineers cannot sit in the background on issues that involve us whether they're issues relating to civil engineering or our personal lives. Those organizations and individuals who insert themselves into conflicts are the ones who shape policy. It doesn't matter whether or not it's a local issue or a national one." He continued, "If civil engineers don't make a conscious effort to get involved in their community's and on issues relating to public policy, the perception of the public will

be one that says that we civil engineers like being with numbers more than we like being with people."

There's probably not a day that goes by where the average citizen looks at a local or national problem with the thought that they could solve the issue with their approach. We as engineers, with our analytical minds and problem solving approaches are no different. However, when a situation presents itself, 95% of us sit on the sidelines. We don't act. We don't play a role in a resolution. Mostly, we gripe about the outcome. It's not an indictment, it's human nature. The problem is, it doesn't get us anywhere. I've been a member of ASCE for nearly twenty years. There hasn't been a year where we as an organization were not concerned about the status of our professional standing in the community. We all cringe when we as a group are referred to as technicians and number-crunchers. Unfortunately, we are what we accept.

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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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Jack R. Janney

During his almost 50-year career as a structural engineer, Jack R. Janney gained national and international recognition for his numerous contributions to forensic structural engineering. His involvement and dedication to this field of practice is well known in the construction industry.

Having returned from the Pacific Theater of Operations after World War II where he served as a Navy pilot, Mr. Janney enrolled at the University of Colorado. He received a Bachelor of Science in Architectural Engineering in 1948 and a Master of Science in Structural Engineering in 1950.

He left Colorado to come to Skokie, Illinois where he worked at Portland Cement Association (PCA). One of his early accomplishments includes a key involvement with the Illinois toll highway system. In 1955, when the system was being planned, it was decided to explore the use of precast/prestressed concrete. Precast/prestressed concrete was a relatively new concept at that time and Mr. Janney was one of very few structural engineers in Illinois with any practical exposure to it. His knowledge and experience with this material while employed at PCA proved invaluable during the highway's early construction years.

In 1956 Mr. Janney founded the firm of Janney and Associates, which became Wiss, Janney, Elstner and Associates (WJE) in 1959. He was its Chief Executive Officer. The firm was formed to provide the highest possible quality of professional services to structural



and civil engineers, architects, the general construction industry, users and owners of building facilities, and building officials in areas of existing and advanced technical knowledge pertaining to the performance of buildings and practical application of that knowledge.

Mr. Janney specialized in the use of instrumented three-dimensional scale models of structures (building, bridges, floor systems, etc.) to study their behavior under various loading conditions in the laboratory. In this he broke new ground.

Mr. Janney was and remains a leader in forensic engineering and received the ASCE highest award for forensic engineering. He was involved in the investigation of over 400 structural collapses and over 3,000 cases of suspected distress to buildings, highway bridges and other industrial and municipal structures. These investigations involved common build-

ing materials including concrete, steel, aluminum, masonry, glass and gypsum. He is highly regarded by his peers. In 1967 the Engineering News Record cited him for his work on full-scale tests to failure of several buildings at the close of the New York World's Fair, and again in 1982 for the innovative ideas employed for the testing and rehabilitation of Soldier Field in Chicago. He was named Civil Engineer of the Year by the American Society of Civil Engineers (ASCE) in 1979 and was made honorary member. The University of Colorado named him the distinguished alumnus of the year in 1985. In 1999 the Engineering News Record, as part of their 125th anniversary, selected Mr. Janney as one of the "125 Top People of the Past 125 Years" in the construction industry.

Since his retirement from WJE in 1980 most of his efforts have been on behalf of attorneys representing owners, insurance companies, contractors, architects, engineers, and others involved in building problems and construction disputes.

Mr. Janney is a member of numerous technical societies and institutes in the structural engineering/construction industry. He has served on the Board of Directors for several of these societies and has served as a member or chairman of many technical committees, particularly those dealing with concrete, structural models, full-scale testing, and performance of structures.

—A. Longinow
Affiliated Consultant WJE

WANTED: CIVIL ENGINEERS

*Federal Emergency
Management Agency
(FEMA)
Region V, Chicago*

Get in on the ground floor of the Federal Government's aggressive program for floodplain map modernization! The Federal Emergency Management Agency (FEMA), Region V, Chicago, has two civil engineer staff vacancies. The positions are principally involved with managing the floodplain study process for the National Flood Insurance Program.

Qualifications for these position are posted on the FEMA website (www.fema.gov). In addition to submitting a resume or federal job application showing how qualification requirements are met, the incumbent must submit written response to a group of rating criteria detailed in the official job announcement. These include a Selective Placement Factor which requires knowledge of or experience in surface water hydrology, open channel hydraulics and related computer programs used in hazard mapping.

These positions are posted as a GS 9/11/12 career ladder. As posted, the salary range is \$44,783 to \$74,413. Applications are to be post-marked no later than November 22, 2002 and should be mailed to the address specified in the announcement. Questions may be referred to Terry Reuss Fell, Chief, Hazard Identification and Risk Assessment Branch, at (312) 408-5539, or Ken Hinterlong, Senior Civil Engineer, at 408-5529.

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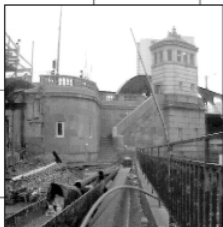


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President's Message

(continued from page 2)

Our organization can help change this perception. But it's up to us to seal the deal by getting involved in the things that matter to us most. I have a 'discussion' with a neighbor every April and November. He tells me that voting is useless because the candidates don't meet his standards. I tell him that if he doesn't vote, even if only to put in a write-in candidate he's got no right to complain. The same thing applies to us. Bill Ratliff wasn't necessarily telling us to get more involved in ASCE. He was telling us to get involved period. If we don't get involved in our communities or in issues that concern us, AS ENGINEERS, then our professional standing will never change. We will only have ourselves to blame.

There hasn't been a year where we as an organization were not concerned about the status of our professional standing in the community. We all cringe when we as a group are referred to as technicians and number-crunchers.

Unfortunately, we are what we accept.

When you look at the AMA and the ABA, don't assume that those organizations are successful because of their media savvy executive boards. These groups have active memberships that insert themselves into situations and trumpet themselves when a resolution is reached. Their members are sought out for interviews, for editorials and for public speaking engagements. They are always available to give advice to legislators on matters relating to their expertise. They get their message out and in doing so, they help set public policy. Being involved in public policy is crucial to improving our professional standing in the community. There are members of ASCE who dedicate many hours to advancing our profession. They are few—we as a group however, are many more. By dedicating a few hours a month to your local community, you advance our profession as well as your own professional standing.

My personal goal for this year is to get ASCE more integrated into our local public agencies. The local and state agencies have always been active participants in our technical group programs. There is no reason why ASCE can't be an active partner with these agencies when they need to contact our members and vice-versa. A group of our members and myself met recently with Joseph Zurad and his staff at the MWRDGC. Earlier this year, the MWRDGC contacted us regarding problems they were having with deficient permit applications. I formed a committee of Illinois Section members who are land development engineers and municipal engineers and met with them. The problems were identified and we are in the process of developing a seminar for all of our members. I was glad that the MWRDGC thought to come to ASCE for assistance and hope they and other agencies will do the same in the future.

I look forward to interacting with you during the course of the coming year. Please don't hesitate to contact me regarding our fine organization.

Clint J. Keifer

Clint J. Keifer was born on a small farm near Mansfield, Ohio on July 19, 1920. The Keifer family moved into town when he was seven years old. After finishing high school, he worked in his father's Texaco Service Station. (Meanwhile, Nazi Germany under Adolph Hitler's control, invaded Poland and World War-II began.) Keifer joined the U.S. Army on October 28, 1939 and served six years, the last two of which was on Saipan, Mariana Islands, in the Pacific.

After his discharge from the service in January 1946, he was employed in the "New" Sewer Planning Division, Department of Water and Sewers, City of Chicago. Over the next two decades, this Division designed and prepared contract documents for about 400 million dollars worth of new large outlet sewer systems throughout the city. After taking the examination for Professional Engineer, Keifer became Engineer of Hydraulics and then Chief Sewer Engineer.

The City of Chicago reorganized to place all design engineering under the new Bureau of Engineering in the Department of Public Works. Keifer was appointed Chief Water and Sewer Design Engineer and supervised new design work on the two large filtration plants, eleven water pumping stations and the water tunnel system, in addition to the sewer design. He also had the Mechanical, Electrical and Computer Sections under his supervision.

The massive construction of large outlet sewers reduced the basement flooding during storm periods, but resulted in another problem. The Sanitary and Ship Canal which was designed to handle 10,000 cfs (See Rudolph Hering Article) was becoming overloaded, causing more frequent back-flow into Lake Michigan.

In 1970 top officials of the State, County, City, and MSDGC established the Flood Control Coordinating Committee (FCCC), a technical advisory committee (TAC) and provided funding for development of the "Flood and Pollution Control Plan for the Chicagoland area". Mr. Keifer was appointed Director of that study. After more than two years of intensive investigation of some 50 alternative, the "Chicago Underflow Plan" (CUP) was recommended and approved by the FCCC in August 1972. During this study Keifer supervised the



development of over 30 computer program models for quantitative and qualitative analysis of combined sewer overflow which determined the tunnel size and storage volume required to reach the established goals.

Mr. Keifer resigned from the City in 1973, after 28 years of service, to take the position as President of an engineering firm, later called Keifer Engineering (KE). This firm continued to work on the CUP studies providing the U.S. Corps of Engineers with the massive input data used in the initial design and computer operations. KE was hired to prepare preliminary plans for the Calumet Section of TARP (renamed as the MSDGC portion of CUP). KE was retained to prepare contract plans for many sections of TARP System.

Keifer Engineering also prepared numerous studies, reports and attended hearings for the Division of Water Resources, Illinois Department of Transportation, who was assigned the responsibility of allocating Lake Michigan water to communities in Northern Illinois. Keifer recommended a change of "Lake Diversion Accounting Procedure" to better utilize lake water for its various uses. The State of Illinois petitioned the other Great Lake States to approve this "Accounting Changes" and led to the U.S. Supreme Court setting new hearings. Keifer testified at these hearings. Although the suggested new accounting procedure was not accepted, an agreement was made to increase the averaging period of Lake Diversion from 5 years to 40 years. This had the effect of allowing the State of Illinois to allocate more lake water to the communities.

In 1991, the MWRD hired Keifer to develop a real-time computer program that would be located in the Waterway Control Center, and would assist the engineers in operating the system during heavy storm periods. This soft-

ware called "KIMREAL4" became very large, with 25,492 lines of "C" language code.

It took the rainfall at 15-minute intervals from the MWRD's 23 gauges, calculated the runoff, flow through the sewers, perform dynamic flood routing in the TARP tunnels and the Waterway systems, and backwaters to determine basement flooding depths. It then cycled through this routine 12 times for each 15-minute period, with rainfall cell movement, to give a three-hour forecast. Twenty-seven colored graphic displays and charts can be selected: rainfall distribution, waterway and TARP water levels, basement flooding depth, soil moisture, gate openings at Lockport, etc.

During his lengthy career Mr. Keifer has published numerous papers regarding the study of hydrology, urban runoff and the Chicago TARP System. In 1961 he was the recipient of the "Rudolph Hering Medal" issued by the American Society of Civil Engineers for the paper entitled "Hydrology of Urban Runoff"

Mr. Keifer has been called one of the "Fathers" of the TARP system. At the interview Mr. Keifer said, "It has been a pleasure to be involved in many large Chicago area projects; however it takes "movers" at the head of government to bring these projects to fruition".



Congressman William O. Lipinski speaking at the October 18th Transportation Group Luncheon.

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for job postings.**

Section Activities

Younger Member Group

Music & Dance Theater Chicago—Athena Medero of Thornton Tomasetti Engineers and Mary O'Toole of Hammond Beeby Rupert Ainge Architects Inc. will talk about the design of this new building.

Date: November 14, 2002
Place: Alfred Benesch & Company
205 N. Michigan Ave., 23rd floor
Chicago, IL
Time: 5:30 p.m.
Cost: \$12/\$6 students

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

If you would like to receive monthly e-mails from the Younger Member Group, please e-mail Brian Willham at bwillham@hdrinc.com.

Urban Planning & Development Group

Group meetings are generally held every third Thursday of the month.

Please contact our Secretary/Treasurer with questions: Michael T. Ungeran – Advanced Drainage Systems, Inc – 815.730.0503.

Our next scheduled meeting is:

Date: Thursday, November 21, 2002
Time: 7:30 AM
Place: Denny's Restaurant, Oakbrook Terrace, Illinois

Structural Group

Presents

Millennium Parking Garage Repairs

Mr. Peter Milligan, *Project Engineer with Fyfe Company*, will discuss the repairs that were necessary to fix the columns for the Millennium Parking Garage in Chicago, Illinois.

Date: Wednesday, November 13, 2002
Time: 5:30 p.m. - Social
6:00 p.m. - Dinner
7:00 p.m. - Program
Place: Como
695 N. Milwaukee
Chicago, Illinois 60622
Cost: \$35.00 / \$25.00 (Students)
RSVP: Barb Pries at (312) 263-1606
by Friday November 8, 2002

Environmental Engineering & Water Resources Group

The EE&WR group has rescheduled the Introductory FEQ course to November 5-8, 2002 in Rosemont, Illinois. The cost of the course is \$850 with a \$50 discount for ASCE members. For further information, please contact David Edwards at

dedwards@louisberger.com. He can also be reached by phone at 312-630-8200.

November Meeting Date: November 12, 2002

Place: Christopher B. Burke
Engineering, Ltd.
9575 W. Higgins Road
Rosemont, IL

Time: 5:30 p.m.

For information regarding the EE&WR Group please contact Andrew Deitchman, Chair at 847-228-0707.


Transportation Group

November Meeting

Speaker: Charles Tokarski
DuPage County Division of Transportation
County Engineer

Place: Chicago Athletic Association
12 S. Michigan Ave.

(continued on next page)



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Section Activities

(continued from page 6)

Date: Thursday November 21, 2002

Time: 11:30 to 1:30

December Meeting

Speaker: Representative Mark S. Kirk
Member of the U.S. House
Transportation and
Infrastructure Committee

Place: Chicago Athletic Association
12 S. Michigan Ave.

Date: Wednesday, December 18, 2002

Time: 11:30 to 1:30

For reservations contact Robert Gorski, Programs Chair IL-ASCE Transportation Group, at robert_gorski@urscorp.com or 312 697-7255.

Also, you are invited to join the Transportation Group Executive Committee. Our meetings are held on the second Wednesday of every month beginning at 5:30. The November 13th meeting will be at Graef, Anhalt & Schloemer (GAS and Associates), 8501 West Higgins Road, Suite 280, Chicago. For information regarding the Transportation Group please contact Pete Johnston, Chair at 773-399-0112.

Geotechnical Group

Open Cell Sheet Pile Bulkheads

Dennis Nottingham, P.E., *Peratrovich, Nottingham & Drage, Inc.*

Open cell sheet pile bulkheads were recognized in 1998 with the prestigious "NOVA" award as a significant engineering innovation of the century. Resurrection and improvement via testing of two old ideas including flat sheet piles and soil resistance resulted in an efficient, extremely strong, yet economical structure. Over 100 of these structures with face heights up to 60 feet have been built over the last 20 years and have been subject to seismic, ice and large live loads with good success in Alaska and the Lower 48.

Date: Tuesday, November 12, 2002

Time: 5:30 p.m. - Cocktails
6:30 p.m. - Dinner
8:00 p.m. - Presentation

Place: Athena Restaurant
212 South Halsted
Chicago, Illinois (312-655-0000)

Cost: \$30.00 with reservations
\$20.00 Education/Government Employees (with reservations)
\$15.00 for students (with reservations)
\$35.00 at the door OR if you call after RSVP date
(Make checks payable to "ASCE Geotechnical Group")

RSVP: Via e-mail or phone by Friday, November 8, 2002
Dhooli Rah (DRaj@Casefoundation.com or
630-924-3146)

Dean Meyers Memorial Fund Established

Dean Meyers' was a recent victim of the DC area sniper and was a fellow employee in our Manassas VA office and an ASCE member. The Dewberry Companies



wishes to honor Dean Meyers' memory by establishing the Dean Meyers Memorial Fund at the Penn State College of Engineering. Dean attended and graduated from Penn State's College of Engineering and then worked as an engineer for just over 20 years. Through this memorial fund we hope to continue Dean's legacy of generosity to others.

The memorial fund could grow into an endowed scholarship fund if accumulated gifts to the Dean Meyers Memorial Fund reach \$50,000 within a five-year period. Achieving endowed scholarship status would be an added honor to Dean.

I am very pleased to announce that The Dewberry Companies owners have graciously agreed to contribute at least \$5,000 and to match all contributions to the Dean Meyers Memorial Fund up to \$25,000.

All contributions are welcome. Contributors need not be Dewberry employees. I have received inquiries from many outside the company who have expressed a desire to contribute moneys in Dean's memory. You may have been contacted as well. If so, please share this information with all those who may be interested in contributing to the Dean Meyers Memorial Fund.

Contributions should be mailed to:

Richard G. Swails
Director of Development
College of Engineering
101 Hammond Building
University Park, PA 16802

Checks should be made payable to: Penn State University. In your cover letter that you send with your check please indicate that you are contributing to the Dean Meyers Memorial Fund. Also, include this same information on the memo line located in the bottom left hand corner on the face of the check.

Brenda Brown, Corporate Marketing will serve as the Dewberry point-of-contact for any questions. She can be reached at 703/849-0385.

— Cleighton Smith, Past President

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 is welcome and can be sent to the Section office at the address shown on Page 2.

■ *Treasurer's Report*

▲ The September Income Statement, General Ledger Trial Balance, and Aged Receivables was discussed and approved. For the end of fiscal year 2001-2002, a net income of nearly \$9,600 was realized. \$2500 was sent to the ASCE Foundation.

■ *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 Structural Group's September meeting was Retaining Walls for the Illinois Department of Transportation. Around 120 people attended the meeting. The November meeting is still to be determined.

▲ The Environmental Engineering and Water Resources Group held their last monthly meeting on Sept. 11. The HEC-HMS two-day course was held the first week of October and had 15 attendees. The FEQ seminar will be postponed until early November. The Group will purchase a table at the Annual Dinner. The next monthly meeting is Nov. 12.

▲ The Urban Planning & Development Group held their September Group meeting on Sept. 19 at Denny's in Oakbrook Terrace. The group held their Municipality/Infrastructure Grants and Funding Seminar on October 1 and had 42 attendees. The Group finalized their scholarship application. The next meeting is scheduled for Oct. 17.

▲ The Transportation Group had their last group meeting on Sept. 18 with the speaker being Wally Kos, P.E. – Superintendent of the Cook County Highway Department. The next planning meetings is scheduled for Oct. 9 and Nov. 13 at 5:30 p.m. The Group is helping to publish a Synchro/Sim Traffic seminar being held on October 16-18. ASCE members receive a discount. Next months meeting will be October 18 and the speaker will be Representative William O. Lipinski, member of the U.S. House Transportation and Infrastructure Committee.

▲ The Younger Member Group held their last dinner meeting on Sept. 11 with Dr. Steven Schultz of Writing at Work presenting on technical writing. The annual planning meeting was held on Sept. 19.

(continued on next page)



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In addition to construction management and construction estimating courses, specialized courses include business development in the construction industry, construction contracts and dispute resolution, program management, e-business in construction, international construction, and strategies in project development. Supporting courses include finance, accounting, cost control, total quality management, scheduling, negotiation, leadership and organizational behavior, technical entrepreneurship, strategic management, engineering law, and communication.

The program is sufficiently flexible to accommodate both full-time and part-time students; most classes are offered in the late afternoon (4 to 6) or evening (6:30 to 9:30) 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. To receive additional information regarding this program or to schedule an appointment, contact the Program Director, Professor Raymond J. Krizek, at 847-491-4040 or rjkrizek@northwestern.edu or visit our WWW site at <http://mpm.northwestern.edu/>

News & Secretary Report

(continued from page 8)

■ Committee Reports

▲ Communications Committee Chair Harbert reported that the deadline for the November newsletter is October 10. The October newsletter just went out. The newsletter goes out to 2042 members that include 490 life members. Bob Gorski is taking over as Newsletter Editor and all articles should be sent to him.

■ Old Business

▲ The 150th Anniversary Committee will be taking advanced orders for the book at the Annual Dinner. A proposed recognition dinner may occur in January.

▲ The Minority Affairs committee reported that 31 people attended the golf outing on Sept. 10 at Gleneagles Country Club. Approximately \$425 was made. Tim Dickson will help with the golf outing next year. An announcement of next year's golf outing will hopefully be made at the Annual Dinner.

▲ The Awards Committee is still waiting for some more information. A committee meeting needs to be scheduled soon to discuss the awards for next year. The committee will then bring a recommendation to the Board.

▲ The District 8 Council Meeting was held on Sept. 28 and was hosted by the Wisconsin Section. District Director Textor presented the new Governance Proposal. President-Elect Jackson discussed Policy 465. The Illinois Section 150th Anniversary plans are way ahead of any of the other Sections.

▲ The Annual Report for the Illinois Section will be due to National at the end of November. All Groups need to fill out the form passed out stating their Group's banking account balance. These should be submitted as soon as possible.

▲ One hundred fifty people have signed up for the Annual Awards Dinner. Life members have been contacted and eleven have responded. Letters were sent out to firms inviting them to the dinner and for becoming a sponsor last week.

■ New Business

▲ President Smith will fill out the SPAG forms for the new fiscal year.

▲ The Central Illinois Section still has commemorative license plates available. They donated plate #150 to ASCE National for their wall. Info can be found on our website.

▲ President Smith has received a lot of information on the many different awards that ASCE has available. The technical groups should review these awards to see if they have anyone that could be nominated.

▲ The 2003 ASCE Workshop for Section and Branch Leaders is scheduled for Feb. 7-9, 2003 at the Marriott in Dallas. Registrations need to be submitted by Oct. 23.

▲ Secretary Wittmer discussed the 2003 Future City Competition. Schools are being recruited and the Board was asked to help recruit schools or find volunteer engineers to serve as mentors or judges. The competition date is Saturday, Jan. 25, 2003 at U.I.C. A brochure was distributed with additional information.

CAREER OPPORTUNITIES SENIOR GEOTECH ENGINEERS

Engineers with MS or PhD CE and IL P.E. At least 10 years experience in building foundations, excavated reservoirs and earth retention structures as well as infrastructure improvements.

Top pay for qualified persons.

REGIONAL MARKETING DIRECTOR

Experienced business development person for Metro Chicago and Midwest Area. Qualified applicant will have strong client contacts in the area and aggressive approach to selling as well as a proven record of successful results oriented in geotech and environmental engineering and construction quality control inspection services sales. Base salary plus lucrative commissions and company car plus benefits listed below.

PROJECT CONSTRUCTION MATERIALS ENGINEERS

B.S.C.E. Minimum of 5 to 10 years experience with IL P.E. to manage Construction Materials Testing Projects. Top pay for right persons.

FIELD ENGINEERING & TECHNICIANS

0-5 years experience in the field testing of soils, asphalt and concrete and/or structural steel and construction inspection. IDOT Level I and II Certified preferred. Year round position with benefits listed below.

CIVIL, ARCHITECTURAL or STRUCTURAL ACAD DRAFTSPERSON

Minimum of 5 years experience (AutoCad Release 13 or 14) in computer aided drafting and design

SENIOR ENVIRONMENTAL ENGINEER

BSCE or MSCE with IL P.E. and with 5 to 10 years of progressive Special and Hazardous Waste experience on IEPA LUST and SRP projects as well as RCRA Sites.

Top pay for qualified person.

All the above positions have the following benefits: Paid vacation, 401K Pension Plan, Profit Sharing, Major Medical Hospitalization and Life Insurance and a Cash Bonus Incentive Plan.

Send Resume to: SEECO Consultants, Inc.
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Attn: C.W. Gray

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2003 National Engineers Week Future City Competition

WANTED: ENGINEER MENTORS, JUDGES & PLANNING COMMITTEE

The 2003 Future City Competition is in its 11th year and is being held in Chicago and at least twenty-six cities nationwide. This annual competition is held for 7th and 8th grade students to foster interest in engineering, math and science through hands on computer modeling, essay writing, oral presentation and model building of the students "Cities of the Future". Schools from Chicago and the suburbs annually participate in this event.

The mission of the National Engineers Week Future City Competition is to provide a fun and exciting educational engineering program for seventh- and eighth-grade students that combines a stimulating engineering challenge with a "hands-on" application to present their vision of a city of the future.

VOLUNTEERS are needed to help plan the competition, be an engineer mentor to a school or be a judge for the competition in January. Planners are needed to work with the schools, help sign up volunteers and help with mailings and press releases. Engineer mentors will work with the students in an advisory role. They will visit their school 4-8 times throughout the competition, answer questions and guide the students. Judges are needed for two Saturdays in January to score the students work. Information sessions will be held to assist the engineer mentors and judges in their responsibilities and to answer questions.

Please call Don Wittmer at (312) 930-9119 or email him at dwwittmer@hntb.com to sign up or to get more information. This is a great opportunity to influence and encourage the engineers of the future.

Calendar of Events

2002

Nov. 4	Illinois Section Board Meeting
Nov. 5-8	EE&WR FEQ Course
Nov. 12	EE&WR Group Business Meeting
Nov. 12-13	First North American Conference on the Design and Use of Self-Consolidating Concrete
Nov. 13	Transportation Group Business Meeting
Nov. 13	Structural Group Dinner Meeting, Millennium Park Garage Repairs
Nov. 14	YMG Dinner Meeting, Music & Dance Theater Chicago
Nov. 15	Deadline for Registering for P.E./E.I.
Nov. 21	Transportation Group Luncheon, Charles Tokarski, DPC DOT
Nov. 21	UP&DG Group Meeting
Dec. 2	Illinois Section Board Meeting
Dec. 11	Transportation Group Business Meeting
Dec. 18	Transportation Group Luncheon, Rep. Mark S. Kirk