

# ASCE Illinois Section News

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## ASCE

American Society  
of Civil Engineers



## ASCE Illinois Section

# News

Vol. 44, No. 7  
September 2003

## Wacker Drive

Wacker Drive is a double-deck viaduct structure bounded by the Chicago River on the north and skyscrapers on the south. Time and an ever-growing city have taken their toll on this major downtown artery that was originally constructed in 1926. Thanks to the cooperative efforts of the City of Chicago, State of Illinois, Federal Highway Authority, numerous engineering firms, and several contractors, the Drive was 'revived.' As with all major public works projects, many technical, logistical, and potentially disruptive challenges had to be overcome.

During construction, a high priority was to minimize affects on commuters and business related traffic. No small feat when one considers the volume and sources of pedestrian, vehicular, and train traffic into the Loop.

Major disruptions were not an acceptable option. Several aspects of the job had to be planned and coordinated to very restrictive specifications. Construction staging was divided into sections so that intersections could be completed in discrete segments. This allowed for simultaneous completion of multiple intersections without stopping traffic flow across the river via the remaining open intersections of Wacker Drive. Additionally, temporary walkways and pedestrian bridges were installed to accommodate the 60,000 pedestrians that use Wacker Drive every day. Building managers affected by the various phases of the construction work were consulted during weekly meetings to resolve logistical issues. Project scope could not significantly impede daily business deliveries to and from the buildings along the drive. Lower level access to loading docks was required around the clock throughout the entire construction period.

Another example of strict time constraints was the replacement of the Wells Street CTA bridge that crosses over Wacker Drive. The bridge was replaced to alleviate the need for support columns in the center of Upper and Lower Wacker Drive. The unique challenge of replacing this structure was not only the design, but also the assembly and installation processes that were required. The replacement bridge was assembled on-site just east of the old structure. During a 52-hour weekend shutdown period, the existing bridge was completely removed, the new 400-ton, 120' long truss was rolled in, tracks and signal equipment installed, and opened to

train traffic on Monday morning with two hours to spare.

In addition to all of the macro issues, site-specific matters also contained some rather important obstacles. When the contract was first bid, scheduling time did not allow for the use of a pre-cast concrete deck, as indicated on the plans, without compromising the project's aggressive deadlines. Walsh performed a value engineering study and worked with the City to develop a cast-in-place, post-tensioned concrete deck design that saved the project over one million dollars and helped keep the overall project on schedule.

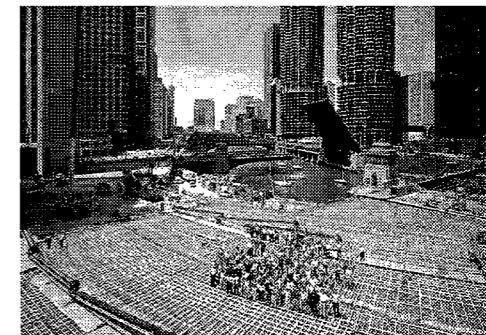


Photo by Gary Taber

The high performance concrete mix design that was used for the viaduct was formulated and tested by Wiss, Janney, Elstner Associates, Inc., in conjunction with the University of Illinois at

Chicago. Concrete suppliers bidding for the job were screened via a city prequalification plan, which required submitting samples of the recommended mix design or a sample based on established criteria. The HPC mix design was created with durability in mind rather than strength. In order to reach the 75-year structure design life desired by the City of Chicago, the concrete was designed with a low permeability rate to help keep damaging chlorides out of the concrete. A 2 1/4" latex concrete overlay will also serve as a "sacrificial" wearing surface that can be replaced without having to compromise the post tensioned structural slab.

One of the main goals of the Wacker Drive redesign was to increase the existing 12'-6" vertical clearance on the lower level of Wacker Drive. This inadequate clearance often resulted in traffic congestion due to trucks not being able to navigate through the lower level. Increasing the clearance was not a simple task considering that buildings were immediately adjacent to the viaduct along the entire south side. Upper level sidewalks and lower level loading docks had to match the existing grades of the buildings. The designers chose a post tensioned design that reduced the structural slab thickness from 24" to 15". This, along with slight adjustments to the lower level pavement grade, resulted in the new 13'-9" clearance.

Several Chicago area consultants contributed to the success of this \$200 million mega project. Alfred Benesch

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Dinner

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Robert Gorski,  
at (312) 697-7255  
for details.

## President's Notes (continued from page 2)

objective to those of us in the Illinois Section is to increase our overall share.

The reauthorization should address the growing nationwide needs for reconstructing the Interstate system. The needs are escalating in all states as the Interstate System ages and its reconstruction, especially in urban areas, is very expensive. This growing national problem requires focused attention, and additional federal funding should be incorporated into the reauthorization. There are other aspects of the reauthorization that local government organizations are pushing in the areas of rural road safety, air quality standards and other mass transit issues. Congress would be wise to consider those as well.

The reauthorization of TEA-21 is an issue that all civil engineers should fully support. Our members should contact their legislators via mail and tell them so.

## Wacker Drive (continued from page 1)

& Company served as the construction manager, responsible for overall project cost control, schedule analysis, shop drawing review, and submit tracking. Resident Engineers duties were performed by Consoer, Townsend & Envirodyne Engineers, Inc. and T.Y. Lin International. The project designers at Earth Tech Inc., McDonough Associates Inc., and Teng & Associates were available for consultation throughout the construction phase and proved to be an asset to the construction management team.

—Lisa A. Harbert, P.E. and Kevin J. Fitzpatrick, P.E.  
Alfred Benesch & Company

## Calendar of Events

2003

Sept. 3	Minority Affairs Committee Meeting
Sept. 8	ASCE Illinois Section Board Meeting
Sept. 9	EEWR Meeting
Sept. 10	Transportation Group Executive Committee Meeting
Sept. 11	IL-TIE Luncheon Meeting
Sept. 18	Urban Planning and Development Group Meeting
Sept. 18	Younger Member Group Meeting
Sept. 19	Transportation Group Luncheon featuring Timothy J Martin
Sept. 20-21	Wright plane replica flight from the lawn of the Museum of Science and Industry as part of Aviation Week and to celebrate the 100th anniversary of the first flight at Kitty Hawk. Contact 630/577-1934.
Sept. 23	Structural Group Meeting
Sept. 24	Chicagoland Engineering Forum luncheon Contact WSE

PLEASE VISIT ISASCE.ORG FOR MORE INFORMATION  
REGARDING ILLINOIS SECTION ACTIVITIES AND EVENTS

## President's Notes

John Zimmermann



September is a time for most of us to get back to the business of our lives. Summer is drawing to a close with all of its sports activities, vacations, cookouts and easy times winding down with it. The majority of the good weather is behind us now and there just aren't as many options for outdoor activities in the fall and winter as there are in spring and summer. Most kids are back in school and just about all of us are in the midst of getting a handle on what's expected of them in the coming year.

Civil Engineers often find themselves extremely busy in the summer construction months. But

by this time of the year, the majority of construction conflicts are behind us; projects are now all about scheduled completion. Most of us start looking to the end of the year and the year to come. It is time to start positioning yourself and your firm for future work and to review those elements that will affect a positive outcome.

September brings our legislatures back to their place of business to continue working for their constituents. Some of this work will be new legislation, but much of it is unfinished business. It wasn't too long ago that this column talked about how the Illinois State Assembly works in each session. The Illinois State Assembly works like most legislative bodies. Legislation is typically introduced in the first part of the session. The session goes into recess, in the case of Illinois - the summer months, and then returns to address any legislation that was vetoed or unfinished. The United States Congress works in a similar fashion. For those civil engineers in the transportation sector, there is some unfinished business in the current session of congress that concerns you.

In 1998, President Clinton signed the Transportation Equity Act for the 21st Century (TEA-21) into law. The law ostensibly gave local governments more control over how their transportation dollars were spent and provided additional tax vehicles for that purpose. The basis for the law was a sound one. Local governments own about 75% of the nearly 4 million mile highway and roadway network. Local governments own over half of the nearly 600,000 bridges in the country. They also own and operate 90 percent of all the transit systems. TEA-21 is currently up for reauthorization. There is a bill being generated in the Highway, Transit and Pipelines subcommittee to re-authorize TEA-21 with a 6-year, \$375 billion dollar plan.

However, in a time when the Federal and most state governments are under fire due to burgeoning budget deficits (See Gray Davis vs. Arnold Schwarzenegger/Gary Coleman, et al), the plan is coming under fire as another attempt to raise taxes by using the term 'user fee'. The proposed reauthorization reallocates ethanol funds, increases the current user fee, and indexes the user fee to inflation. Lastly, the proposed reauthorization plan calls for a distribution of additional principal and interest (Full Utilization) that has accrued in the Highway Trust Fund over the years.

There is a group of conservatives in Congress that are fighting the re-authorization. Normally, I am with these dissenters when it comes to movements raising taxes. However, one of the most effective ways our government helps move the economy along is to invest in the country's transportation infrastructure. If the economy is growing at an above average pace, tax revenues follow suit. The reauthorization of TEA-21, as proposed, will give local government some of the tools they need to address their transportation concerns such as the elimination of certain planning and funding roadblocks. There are also allocations for safety and security issues.

Perhaps most importantly, the reauthorization should result in Illinois' overall share of highway funding being well above the TEA-21 guarantee of 3.38 percent. Regardless of changes to the distribution formulas for individual highway program categories, such as Interstate Maintenance and Bridges, the critical

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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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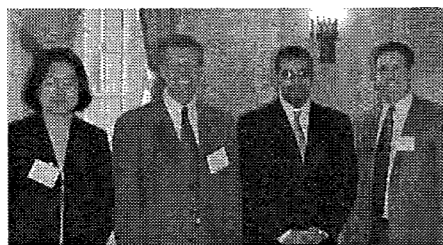
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#### ASCE National Information

Phone: 1-800-548-ASCE  
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Zone III Administrator  
Michael Cook x6121

Submission deadline for the October  
Newsletter is September 10, 2003



IL-ASCE Transportation Group Luncheon on July 16 with Johnny Marcos, Assistant Program Manager for the Chicago Skyway. Pictured L to R are: Joan Zhong - Treasurer, Robert Gorski - Secretary, Programs Chair, Johnny Marcos, Peter Johnston - Chair



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## Section Activities

### Geotechnical Group

For information regarding the Geotechnical Group please contact Group Chair Dhooli Raj, Case Foundation, 1325 W Lake Street, Roselle, IL 60172, (630) 529-2911, draj@casefoundation.com

### Environmental Engineering & Water Resources Group

#### Monthly Group Meeting

Date: Tuesday, July 8, 2003

Time: 5:30 p.m.

Place: Christopher B. Burke Engineering, Ltd.  
9575 West Higgins Road  
Rosemont, Illinois

For information regarding the EE&WR Group please contact Group Chair Andrew Deitchman, P.E., Engineering Enterprises, Inc., 52 Wheeler Road, Sugar Grove, IL 60554, 630-466-9350, ADeitchman@eeiweb.com

### Minority Affairs Group

The Minority Affairs Committee is open to all members interested in supporting minorities in the civil engineering profession.

For more information contact Tim Scully  
Granzeier/ ARCADIS 312-263-6703,  
TGranzeier@arcadis-us.com

### Structural Group

#### Monthly Group Meeting

Speaker: Barry S. Kravitz  
HDR Engineering, Inc.

Topic: Chicago Avenue Pumping Station  
Roof Deck Rehabilitation Project

Date: Tuesday, September 23, 2003

Time: 5:30 pm - Cocktails  
6:00 pm - Dinner  
7:00 pm - Presentation

Location: Como Restaurant  
695 North Milwaukee Avenue  
Chicago

Cost: \$35/\$20 Students

RSVP: Barb Pries at Barb@isasce.org.  
By: Thursday, September 18, 2003

For information regarding the Structural Group please contact Group Chair Michael O'Connor, P.E., Alfred Benesch & Company, 205 N. Michigan Ave., Suite 2400, Chicago, IL 60601, (312) 565-0450, moconnor@benesch.com

### Transportation Group

#### September Luncheon Program

Speaker: Timothy J. Martin  
Secretary  
Illinois Department of  
Transportation

Date: Friday, September 19, 2003

Time: 11:30 to 1:30

Location: Chicago Athletic Association  
12 S. Michigan Ave.

For reservations contact Robert T. Gorski,  
Programs Chair at  
robert\_gorski@urscorp.com or 312 697 7255

For information regarding the Transportation Group please contact Group Chair Peter Johnston, P.E., Graef Anhalt Schloemer & Assoc, 8501 W Higgins Rd., Suite 280, Chicago, IL 60631, (773) 399-0112, Peter.Johnston@GASAL.com

### Urban Planning & Development Group

#### Monthly Group Meeting

The Urban Planning and Development Group meets monthly in the morning of the 3rd Thursday of the month. The Group meets at the Oakbrook Denny's Restaurant at the northwest corner of Midwest Road and 22nd Street. The Group next meets at 7:30 am on September 18, 2003. It is also preparing Fall '03 and Spring '04 seminars.

The Urban Planning and Development Group are examining other ways to provide tools and information to the membership.

For questions about the Urban Planning and Development Group activities, contact its Chairman, Glenn Clayton, Illinois Concrete Pipe Assoc., 5 South 710 Steeple Run Dr, Naperville, IL 60540, (630) 357-9327, icpamd@aol.com or the Group Secretary, Stan Walczynski, at 630/ 513-7918 or swalczynski@lightfirst.com.

### Younger Member Group

#### Monthly Group Meeting

Topic: YMG Planning Meeting

Date: Thursday, September 18, 2003

Time: 5:30 p.m.

Location: 205 N. Michigan Ave  
Suite 2400  
Chicago, IL

Cost: Free-we will provide the pizza if you provide the ideas for next year's meetings

For questions and reservations, please contact Mark Bendok at (312) 565-0450, x446 or mbendok@benesch.com.

For information about the Younger Member Group activities, contact Group Chair Jack Franke, P.E. jsj\_franke@ameritech.net

## Licensed Civil Engineer - Professional growth opportunity!

Loop architecture/engineering firm looking for Illinois licensed P.E. for civil design and project management. Ideal candidate will have 5 - 10 years experience in the design of roadway pavements, drainage and underground utilities. Design work also includes site civil design for architectural design projects. "Hands-on" production position. CAD skills helpful. Salary commensurate with experience and ability. Excellent benefits and 401k plan. Reply by mail or fax to:

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Attention: Clifford Nordling, Fax: 312-444-9205,  
205 W. Wacker Dr. Suite 1200, Chicago, IL 60606.  
Phone calls not accepted. EOE

## Director to 2005

**Kay Whitlock, P.E.**, Vice President, Christopher B. Burke Engineering, Ltd. (CBBEL), Rosemont, IL has over 32 years experience in the areas of water and natural resource planning and engineering, federal, state and local funding of water projects, and legislation for project authorizations and appropriations. She has managed development and implementation of watershed plans, stormwater management plans and regulations both regionally and locally. Ms. Whitlock has implemented a number of flood protection projects from initial concept through funding, construction and operations and maintenance. She has extensive experience at the state and local level in bringing successful projects to fruition with funding through local, State, US Army Corps of Engineers and Natural Resource Conservation Service. Before joining CBBEL, Ms. Whitlock served as Assistant General Manager and Flood Control Manager of the Santa Clara Valley Water District in San Jose, California. Ms. Whitlock holds a BS degree in Agricultural Engineering and an MA degree in Environments and People from the University of Illinois and is a graduate of the Management Training Institute at the University of Mississippi.

## Director to 2005

**Glenn Clayton** has been the Marketing Director for the Illinois Concrete Pipe Association for the last five years. Prior to that, he spent 14 years with engineering consulting firms working in Geotechnical and Materials Engineering. Glenn is a graduate of the University of Wisconsin-Madison with a Bachelor of Science degree in Applied Math, Engineering and Physics and is a licensed Professional Engineer in Illinois. Glenn's professional society affiliations include: American Society of Civil Engineers; American Society For Testing and Materials; American Public Works Association; and National Society of Professional Engineers. Glenn enjoys being with his family, playing the piano, stamp collecting, refinishing furniture, biking, and hiking and camping in the mountains.

## Director to 2005

**Wade Moore** is a Senior Hydraulic Engineer for MWH (formerly Harza Engineering) where he has worked for the last 18 years. Mr. Moore is responsible for the design and layout of the hydraulic features of tunnels, pipelines, hydroelectric and water supply projects, irrigation and drainage structures and urban drainage systems. He specializes in the application of computer modeling techniques to the analysis of open channel and closed conduit flow in both natural and man-made systems including tunnels and pipelines. He is currently Chairman of the ASCE Hydraulic Structures Technical Committee, through 2004.

## Air Deposition of Contaminants in the Great Lakes *(continued from page 3)*

Great Lakes. Soot carbon was measured in sectioned core samples collected from each of the sites and soot accumulations were used to create a historical record of past soot carbon deposition. As expected, increased soot concentrations were observed at sites that were located closer to larger metropolitan and industrial areas. In fact, Lake Michigan soot accumulation was highly correlated to recent PAH accumulation suggesting that atmospheric deposition of soot carbon is a viable pathway for hydrophobic organic contaminants to the Great Lakes, specifically PAHs.

Findings such as these are important in determining the fate and transport of organic contaminants and provoke the realization that a seemingly pristine vast resource may not be that way for long. This work was supported as part of the research project entitled "Chronology of PBDE Air Deposition in the Great Lakes from Sedimentary Records" funded by the Great Lakes Air Deposition Program division of the United States Environmental Protection Agency.

-Dave Buckley

## Air Deposition of Contaminants in the Great Lakes

The Laurentian Great Lakes serve as a large resource for freshwater transportation and recreation and constitute a significant portion of the surface water found in the United States and Canada. Understanding the sources and loadings of toxic contaminants is vital to the quality and preservation of this valuable resource. The history of the Great Lakes region since the industrial revolution can be described as an intense progression of exploitation of a vast natural resource.

In the early 1900's, industrialization and the growth of the petrochemical industry led the way for the introduction of semi-volatile organic compounds (SVOCs), such as polychlorinated biphenyls (PCBs) to the Great Lakes system. The extensive use of fertilizers and pesticides such as toxaphene, (a broad-spectrum chlorinated compound) and dichloro-diphenyl-trichloroethane (DDT) has inundated the lakes with high nutrient levels and concentrations of toxic contaminants. The combustion of fossil fuels has led to high loadings of cancerous polycyclic aromatic hydrocarbons (PAHs) to the system, specifically

ly around large metropolitan and industrial areas where there is intense fossil fuel combustion in close proximity to the lakes (i.e., southern Lake Michigan).

In the late 1960s, pollution research was stimulated by growing public concern about the deterioration of water quality in the Great Lakes and the surrounding ecosystem. The presence of SVOCs in air, water, sediment, and fish has demonstrated that SVOCs exist virtually everywhere. Another key finding was that one of the most important SVOC inputs to the Great Lakes is the atmosphere. Because the lakes have such a large surface area (94,000 sq. mi. overall), they are greatly influenced by atmospheric inputs of contaminants through deposition and gas phase transfer at the water surface. As a result, researchers have become concerned with atmospheric concentrations of SVOCs and the role the atmosphere plays in the deposition of toxic contaminants. Long-range transport combined with dry particle deposition has become established as an important pathway for increased loadings of hydrophobic organic contaminants (HOCs) to the lakes.

Partially-combusted and/or pyrolyzed forms of organic material (which have been referred to as charcoal, elemental carbon, black carbon, and soot) are found in air, soil, sediment, crustal rocks, and waters around the Earth's surface. There are a variety of sources of soot carbon (SC) to the environment, which are predominately formed at high temperatures through the combustion of plants, woods, fossil fuels, and industrial substances such as cokes. Studies have shown soot particles to exhibit large exchangeable surface areas (>80 m<sup>2</sup>/g) with high organic carbon content (up to 90%) suggesting unique aerosol-gas phase partitioning capabilities among HOCs. Due to their porous nature and adsorption characteristics, it has been hypothesized that SC particles in the atmosphere have the ability to 'scavenge' for HOCs and thus pose environmental consequences in the uptake of materials from their surroundings like PAHs.

This hypothesis was tested during the summer of 2002 when a group of researchers from the University of Illinois at Chicago collected sediment cores from 14 locations throughout the

*(continued on page 6)*



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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](mailto:rjkrizek@northwestern.edu) or visit our WWW site at <http://mpm.northwestern.edu/>

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## 2003-2004 Officers

### President

**Donald G. Wittmer** is a Section Manager with HNTB Corporation in Chicago. He holds a Bachelor of Science in Civil Engineering degree from the University of Iowa. He is a registered professional engineer in Illinois, North Dakota and South Dakota.

Mr. Wittmer has over twelve years experience in transportation engineering in the following areas: parking facility planning and design, local road and interstate feasibility studies, interchange and intersection design studies, roadway widening and resurfacing projects, traffic signal analysis and design and construction management. Significant projects include the Interstate 190 Collector Distributor Roadway Study, 127th Street / Cicero Avenue at I-294, Fox Valley Freeway Study, and I-355 South Extension.

Mr. Wittmer has been a member of ASCE since 1987 and has served as Chair / Vice Chair / Treasurer of the Younger Member Group. He has served as ASCE's representative on the Chicagoland Engineers Week committee for six years and was the chair last year. He is currently finishing his second year as Secretary on the Board. He was the ASCE Committee Zone III Younger Member Council chair for 1996-1997 and was an ASCE Corresponding Member to the Committee on Young Members at the national ASCE level. He has also been a Trustee for the past four years with the Western Society of Engineers.

### President-Elect

**Thomas T. Burke, Jr.** is a registered professional engineer in Illinois and is the head of Water Resources Section III at Christopher B. Burke Engineering, Ltd. He holds a Bachelor of Science in Civil Engineering degree from Northwestern University and a Masters of Science in Civil Engineering and Doctor of Philosophy degree from Purdue University.

Mr. Burke has been an ASCE member since 1989 and has been involved with the Illinois Section for the last five years. He completed a two-year term on the Illinois Section Board and is in his second year as Treasurer. He was the chair and treasurer of the Environmental Engineering and Water Resources Group.

Mr. Burke's professional experience includes hydrologic and hydraulic analysis, feasibility studies, FEMA floodplain and floodway map revisions, stormwater master plans, and watershed studies. He serves as the drainage consultant to Lake County Surveyor's Office in Indiana and was responsible for writing the Kane County Stormwater Ordinance

Technical Manual. Mr. Burke serves on the Northbrook Stormwater Management Committee and has judged the Future City Competition. He has also taught at several hydrologic and hydraulic seminars over the past 6 years.

Mr. Burke received the Illinois Section Young Engineer of the Year Award in 2000 and received the 2001 Edmund Friedman Young Engineer Award from National

### Past President

**John J. Zimmermann** is a registered professional engineer in Illinois and 17 other states. He holds a Bachelor of Science Degree in Civil Engineering from Marquette University. He has participated in Illinois Section activities since 1991 in the Urban Planning and Development Group, serving as Chair in 1996. He has served as Chair of the Finance Committee from 1996 to 1998.

Mr. Zimmermann is President of Terra Consulting Group, Ltd. in Park Ridge, Illinois. He oversees the infrastructure development for his clients in the telecommunications industry to whom Terra Resources provides civil, structural and electrical engineering services. His company also provides land development engineering services for residential, commercial and industrial developments.

Prior to starting Terra Resources, Mr. Zimmermann was a project manager at CE Design, Ltd., in Rolling Meadows where he was responsible for managing land development, municipal and public works projects. Mr. Zimmermann and his wife Marcelaine have three children and reside in Park Ridge.

### Secretary

**Abdul M. Khan** has been an engineer for Parsons since 1973; he presently is a Senior Project Engineer. Mr. Khan received a Bachelor of Science Degree in Structural/Civil Engineering from Osmania University, India and Computer Science from Honeywell Institute.

Mr. Khan has been a member of ASCE for over 25 years and has been actively involved with the Illinois Section of ASCE since 1993 serving as Chair of the Structural Group in 1998, Director from 2000 to 2001 and Chair of the Planning Committee from 2002 to present.

He has over 30 years of experience as a Structural Engineer and Construction Manager in the design and construction of public transit, highway structures, tunnel and water engineering, as well as multi-story parking garages and utility protection structures. Mr. Khan has designed various Highway

Bridges for the Illinois D.O.T., Florida D.O.T., Georgia D.O.T., Nevada D.O.T. and Railroad Bridges for Burlington Northern Railroad. He was Project Structural Engineer, Construction Management for the Southwest Transit Group, a joint venture for a nine-mile transit line (C.T.A. Orange Line). Mr. Khan is involved in several bridge inspection programs for the Illinois Department of Transportation, Illinois State Toll Highway Authority, Tennessee D.O.T., Williamsburg Bridge for New York D.O.T., Detroit People Mover and People Mover for O'Hare Airport Transit System.

### Treasurer

**Joe Johnson** is a Principal Engineer with MWH (formerly Harza Engineering). He received his Bachelor's Degree in Civil Engineering from the University of Notre Dame, and a Master's Degree in Civil Engineering from the University of California, Davis. Since coming to Chicago in 1985, Joe has played a key role in a variety of water, wastewater and stormwater projects for municipal clients in the U.S. and overseas. Locally, he has served as Project Manager/Engineer for the last two updates of the Lake Michigan Allocation program managed by the Illinois Department of Natural Resources and performed more than three dozen studies involving the hydraulic analysis of water, wastewater or stormwater systems for municipal clients. His design experience includes water distribution and pumping facilities, wastewater and stormwater management systems and multi-purpose flood control facilities. During the past four years, Joe has also served as a member of the Northeastern Illinois Planning Commission's Water Supply Task Force and Regional Water Supply Steering Committee.

Joe has been an active participant in the Illinois Section of ASCE for more than 15 years. His recent involvement includes serving as a Director from 2000-2002 and as coordinator for the Section Golf Outing. Previously, he served as committee chair for both the Minority Affairs Committee (1996-2000) and the Student Affairs Committee (1992-1993), and as coordinator for the Section's involvement in pledge drives for WTTW - Channel 11 (1990-1992).

Joe lives in Elmwood Park, Illinois with his wife, Carolyn, and three children, Tom, Michael and Brian.

### Director to 2004

**Darren T. Olson, CFM**, is a Water Resources Engineer for Christopher B. Burke Engineering, Ltd. in Rosemont, Illinois. He holds a Bachelor of Science and Masters of Science degree in Civil Engineering from University of Illinois. Mr. Olson received a Masters in Business Administration at Northwestern University's Kellogg School of Management.

Mr. Olson has been active in the Illinois Section of ASCE for four years. He served as Secretary, Treasurer, Vice Chair and Chair of the Environmental Engineering and Water Resources Technical Group.

Mr. Olson's professional experience includes hydrologic and hydraulic analyses, stormwater permit submittals, flood control project design, dam safety analysis, feasibility studies, FEMA floodway map revisions, GIS floodplain mapping, stormwater master plans, and watershed studies.

### Director to 2004

**Timothy J. Dickson** is a Principal of Dickson-Senffner, Ltd., a structural engineering firm located in Chicago. He started the firm, along with partner James D. Senffner, in 2000 to provide structural design services for new facilities, as well as provide specialty services for forensic investigations for insurance property loss claims, expert witness testimony for construction defect litigation, and failure analysis of collapsed structures. They also provide condition assessment investigations of deteriorated structures.

Mr. Dickson has been a member of ASCE since 1985 and has served as an officer of the Illinois Section's Structural Group for the last five years. He has also been involved with the Structural Group's Biennial Lecture Series since 1997. In addition, he is a member of ASCE's Technical Council on Forensic Engineering, and he serves on the Publication Board of ASCE's Journal of Performance of Constructed Facilities.

He received his Bachelor of Science Degree in Civil Engineering in 1986 from Purdue University and earned a Master of Science Degree from the University of Illinois-Urbana in 1988. Prior to the formation of Dickson-Senffner, Ltd. he worked for Stuart K. Jacobson & Associates, Teng & Associates and Construction Technology Laboratories. As a co-op student at Purdue, he worked for Wiss Janney Elstner Associates. He is a Licensed Structural Engineer in Illinois and a Registered Professional Engineer in Illinois and Ohio. Mr. Dickson and his wife, Kristi, have two children and reside in Glenview.

### Director to 2004

**Lisa Harbert, P.E.**, is a Project Engineer in the Chicago Office of Alfred Benesch & Company. She received a Bachelor of Science degree in Civil Engineering with a Minor in Business from Bradley University in 1993. Lisa is a registered professional engineer in Illinois.

Ms. Harbert has over 7 years of experience in water resources and transportation engineering including hydraulic modeling, scour analysis, permitting, and roadway design.

Ms. Harbert has been active in the Younger Member Group and the Environmental Engineering and Water Resources Technical Group. She served as Secretary, Treasurer, Vice-Chairman, and Chairman for the Younger Member Group. She served as Communications Chair and Newsletter Editor for the past two years. Ms. Harbert is also Co-Coordinator of the local Future City Competition.

(continued on page 6)

## COWHEY GUDMUNDSON LEDER, LTD.

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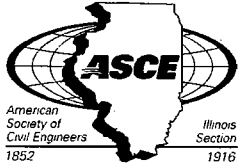
Qualified candidates will have a Bachelor's Degree in Engineering and a Professional Engineering license in Illinois. Candidates must have experience in natural resources services with emphasis in watershed analysis, drainage, flood control, floodplain and floodway type projects; significant experience in advanced level computer modeling and reporting utilizing current hydrologic and hydraulic software programs; experience in working with governmental agencies; and excellent communication skills to be able to work with clients and governmental agencies. Knowledge of AutoCAD 2002 preferred.

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**AMERICAN SOCIETY OF CIVIL ENGINEERS  
ILLINOIS SECTION**

# 87<sup>th</sup> Annual Awards Dinner

**WEDNESDAY, OCTOBER 15, 2003**

at the

## **HILTON CHICAGO GRAND BALLROOM**

720 South Michigan Avenue, Chicago, Illinois  
5:00 P.M. Cocktails 6:30 P.M. Dinner

Please Reserve:

_____	Tables of ten at \$800.00 per table	\$ _____
_____	Dinner Tickets at \$80.00 each (\$50.00 Government Employees, \$25.00 Students)	\$ _____
Tickets will be mailed or can be picked up at the door		
We would like to be a Sponsor. Enclosed is (\$250 Suggested)		\$ _____
TOTAL		\$ _____

Send to: Illinois Section ASCE  
203 N. Wabash Ave., Room 2010  
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Attn: Mrs. Barbara Pries

(Reservations need to be received no later than October 10, 2003)

Sponsors Only: Please print or type your company name below as you wish it to appear in the program. ASCE will furnish an easel for your company display board. Display boards should be brought to the hotel between 4:00 P.M and 5:00 P.M. on October 15, 2003. Please notify Mrs. Barbara Pries (312/263-1601) or [barb@isasce.org](mailto:barb@isasce.org) if you your company will have a display board.

Name \_\_\_\_\_ Date \_\_\_\_\_

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Self-parking is available at the Hilton Hotel via Wabash or Balbo Ave. Valet parking is available with the Doorman at standard rates.

Please notify Mrs. Barbara Pries if you would like a vegetarian dinner.