

ASCE

American Society
of Civil Engineers



ASCE Illinois Section

News

Vol. 48, No. 5
May/June 2007

INSIDE:

President's Notes

2

Vibrations from Pile Driving

4

News & Secretary Report

9

Section Activities

10

**Advertise in the
Illinois Section
Newsletter
and reach
Civil Engineers in
the Chicago Area.**

Call Lara Sup,
Director of
Advertising,
at (615) 662-9463
for details.

The Use of Micropiles at the Chicago Lock Control House

By Brian J. Malone, PhD, PE, SE – CTE, Chicago, IL

The construction of a new control house for the Chicago Lock is nearing completion. This new building will replace the existing lock control buildings that were constructed along with the original lock. Construction of the Chicago Lock was completed in 1938 by the Metropolitan Water Reclamation District of Greater Chicago (formerly the Metropolitan Sanitary District of Chicago). The U.S. Army Corps of Engineers took over the operation and maintenance of the lock in 1984. Located at the mouth of the Chicago River in downtown Chicago, the lock is adjacent to Navy Pier, a major tourist attraction. Two major goals of the project were to provide Army Corps staff unobstructed views of the lock chamber and approaches as well as to modernize the electrical lock control equipment.

Designed by CTE for the US Army Corps of Engineers, Chicago District, the new Chicago Lock Control House is located on the existing north lock wall and will support operations and maintenance of the Chicago Lock. The new structure is a one-story building with a central 2-story tower. The main feature of the structure is the upper level control room which allows for maximum visibility of the lock chamber and the approaches (See Figure 1).



Figure 1. Conceptual Sketch of Chicago Lock Control House

The ground floor is an eight inch thick reinforced concrete one-way slab supported by floor beams located above the lock wall, supported by micropiles. First floor framing consists of structural steel moment frames and non-load bearing concrete walls. The lower level roof is composed of non-composite metal deck topped with lightweight insulating concrete. The control room is supported by a reinforced concrete slab and beam floor which sits on a 25 foot tall concrete stair tower. The framing for the control room consists of structural steel moment frames with cantilevered girders and beams on all four sides (See Figure 2).

A unique feature of the building is the use of micropiles to address the structural

(continued on page 6)

President's Notes

Joe Johnson, P.E., M. ASCE



During his visit to Chicago this past March ASCE President-Elect David Mongan took time to meet with local representatives from the Illinois Section, several area consulting firms, and several key government agencies. While the discussions covered a range of topics, we spent much of our time trying to answer the question, "What can we

do to promote greater support of ASCE participation by the organizations that employ civil engineers?"

At present, the degree to which organizations support their engineer employees' involvement in ASCE varies widely. Some pay membership dues, provide time to attend events, and actively promote the involvement of their staff in ASCE. However, an increasing number of firms and agencies are limiting their support for staff involvement in professional organizations, especially those organizations that may not be perceived as providing extensive opportunities for client interaction and business development. In this type of environment, it is critical for ASCE and its members to clearly communicate to business and agency leaders the value that the organization offers at both the local and national level.

So, what is the value that ASCE offers its members and their employers? I believe that a great portion of ASCE's

"What can we do to promote greater support of ASCE participation by the organizations that employ civil engineers?"

value lies in the opportunities and resources that it provides its members. Consulting engineering companies and government entities and agencies depend upon the skills, experience, and judgment of their engineer employees. ASCE is an organization that is focused on the individual engineer, and the development of each engineer to strengthen the profession as a whole. We must do a better job of explaining to senior managers and executives how important ASCE is to the development and retention of their valued technical staff. At the same time, we must continue to look for ways that ASCE can collaborate with other professional organizations

ASCE Illinois Section News

ILLINOIS SECTION NEWSLETTER

Mailed to all ASCE-IS dues-paying members
American Society of Civil Engineers
Illinois Section - Zone III - District 8

Editor - Darren Olson

Christopher B. Burke Engineering, Ltd.
9575 W. Higgins Road, Ste. 600
Rosemont, IL 60018 (847) 823-0500

Assistant Editor - Leo Morand

Gewalt Hamilton Associates, Inc.
850 Forest Edge Drive, Vernon Hills, IL 60061
(847) 478-9700

Director of Advertising - Lara Sup

Christopher B. Burke Engineering, Ltd.
9575 W. Higgins Road, Ste. 600
Rosemont, IL 60018 (847) 823-0500

Pres. Joe Johnson. (312) 831-3821

Pres.-Elect P. Kay Whitlock . . (312) 823-0500

Sec. Robert Gorski (773) 380-7936

Treas. Wade Moore (312) 831-3821

Please update your information at
www.asce.org/myprofile or
call 1-800-548-2723

Web Site: <http://www.isasce.org>

ASCE National Information

Phone: 1-800-548-ASCE
Web Site: www.asce.org
Zone III Administrator
Michael Cook x6121

**Submission deadline for the
Newsletter is the 10th of the month.**

Looking for exceptional engineering service?



CE DESIGN, LTD. has an experienced, professional staff that provides surveying and complete engineering services to help you plan and complete your project on time and on budget.

We are a growing, mid-sized firm with an extensive portfolio of clients in the Public Agency and Municipality, School District, Communication, Residential, Commercial/ Industrial and Self Storage business sectors.

When you plan your next project, you should expect the best. Call us.



CE DESIGN, LTD.

ENGINEERS / SURVEYORS

info@cedesignltd.com • www.cedesignltd.com
1875-D Rohlwing Road, Rolling Meadows, IL 60008 Tel. 847-392-3570

(ACEC, NSPE, etc.) to help address the issues that face consulting firms and engineering agencies.

I certainly don't have easy answers for addressing this challenge. However, I would like to suggest several ideas in the hope that they might prompt a broader discussion on this issue.

- Monitor the calendars and announcements from ASCE regarding presentations, workshops, conferences or courses. Identify specific events that provide information or interactions that are directly relevant to your organization and its staff. Make sure that your employer understands the value that ASCE

continuing education opportunities represent for you and your colleagues.

- Promote ASCE as an important source of technical and professional information among your engineering colleagues. Large businesses and agencies are unlikely to offer much support for a professional organization if the individual members of that profession don't show how they value the organization.
- Lastly, take advantage of opportunities that ASCE offers for recognition of important projects or individuals through the annual awards program. Convey to managers the value that recognition of a project or key staff person brings to an organization.

As an individual engineer, I value the opportunities and support that ASCE has provided to me throughout my career.

As an individual engineer, I value the opportunities and support that ASCE has provided to me throughout my career. I expect that many of you feel the same way. Let's work together to make sure that our firms and agencies understand how important ASCE is to the continued strength and development of civil engineers in our community and beyond.



Expand Your Horizons
Unleash Your Potential
Define Your Future

EEI Engineering Enterprises, Inc.
Civil Engineers
and Land Surveyors

Challenge yourself in one of these exciting careers:

- ▶ Project Engineer/Civil
- ▶ Project Engineer/Environmental
- ▶ Project Engineer/Transportation
- ▶ Project Engineer/Water Resources

Submit resumes to: humanresources@eeiweb.com and mention seeing ad 1002.

Corporate Office
52 Wheeler Road
Sugar Grove, IL 60554

Branch Office
44W110 US Rte. 20
Hampshire, IL 60140

www.eeiweb.com

Vibrations from Pile Driving

by the Geotechnical Group

The most common forms of earth retention systems and deep foundations involve driven piles. The basic types are sheet piles or soldier beams and lagging for earth retention; and H beams, pipe piles, precast prestressed concrete piles and wood piles for deep foundations. Concrete piles are rare in the Midwest – more often found in the southeastern US or West Coast.

It is possible that vibrations from pile driving can have an effect on sensitive adjacent structures. While this concern is frequently used by opportunistic salesman to advance more expensive products, it still is prudent to consider the effects or potential effects of vibrations.

Vibrations can be of concern in situations with adjacent structures constructed on weak subsoils without basements or deep foundations. The vibration of the structure is usually not the problem. Rather the vibrations can densify the underlying soil, which causes settlement of the structure. Another common concern is sensitive equipment such as television broadcasting equipment or MRI facilities.

It is oftentimes more cost effective to augment or underpin faulty adjacent foundations or repair cosmetic cracking than to replace the foundation or earth retention system of the new structure. More commonly, no remediation measures need be taken. The best answer is to conduct a thorough preconstruction survey and then establish construction control including vibration monitoring and surveying. The contractor needs to start as far away from the adjacent structure as possible to establish procedures. Watching for adjacent movement is



necessary in any case, so this does not increase cost. A simple, effective vibration monitoring system is inexpensive.

For example, the central plant addition to the southwest side of the Field Museum in Chicago was proposed with a very expensive deep foundation system due to vibration concerns. The proposed expensive system was replaced with driven piles and vibration monitoring. Contingency plans were in place in case movements or vibrations became excessive. This is an outstanding example of a sensitive structure with valid reasons to be cautious: not only the fossils and artifacts, but an MRI immediately adjacent to the deep foundation and 30 foot deep excavation. The MRI was not required to be in operation at the time of construction, but was subject to vibrations potentially altering its calibration – an expensive proposition. While special techniques were at the ready to drill piles or hydraulically push sheeting, it turned out that none of the more expensive options were necessary. While this saved the client over a million dollars on this job, the principles can be applied on much smaller jobs to great effect.

The two primary means of driving piles are by the use of impact hammers or vibratory hammers.



Vibratory hammers are mainly used for sheet pile installation, rarely for deep foundations. Impact hammers are diesel, hydraulic, air, or drop hammers. Vibratory hammers are almost exclusively hydraulic, although a few electric remain. As a general rule, if the effect of vibrations on adjacent structures is of concern, impact hammers are selected over vibrators.

While not commonly available, there are special vibrators designed to minimize damaging vibrations. This is accomplished in two related ways: using high frequency (say over 2000 vpm) and controllable eccentric moment. It is well known that the effect of vibrations on adjacent structures is related to their frequency, not just their amplitude. High frequency vibrations attenuate faster, i.e. they don't travel through the soil effectively. Lower frequency vibrations undergo less damping and also tend to be closer to the natural frequency of


small structures (1-3 story). In fact the worst vibrations occur when the vibrator is started or stopped, as the frequency moves to or from zero. Having a variable eccentric moment allows the vibrator to get to a high frequency before beginning to vibrate. Control of the vibration level not only allows the delay of initiation, but can optimize the peak particle velocity to allow the pile to be installed with the minimum disturbance. In addition to the more advanced hammer design, these vibratory hammers require very large power packs to achieve the high frequency. Thus they are significantly more expensive than traditional vibrators.

There is a related technique mentioned previously that is now available – hydraulically pressed piles. This has the obvious advantage of being vibrationless. While this technique has been available for many years (pioneered in the Chicago area by Thatcher over 10 years ago), it is becoming more readily available through advances in equipment. The equipment is still far from common, but pressing sheeting has become more cost effective than in the past. The most significant limitation involves penetrating hard/dense soils.

In summary, vibrations from pile driving can be managed when necessary with some combination of engineering judgment, instrumentation/monitoring, and proper selection of construction equipment to suit the job. As always, the best results are achieved when good engineers get together with high quality contractors to balance risk with cost. **ASCE**



Illinois Section ASCE members Kay Whitlock and Robert Goski met with Illinois Senators Dick Durbin and Barack Obama in March during the ASCE fly-in visit to Washington D.C. Pictured are (Left to Right): Senator Dick Durbin, P. Kay Whitlock, Robert Gorski, Sanjeev Kumar (SIU), Colleen Quinn, Senator Barack Obama



COWHEY GUDMUNDSON LEDER, LTD.

Integrating complex engineering solutions
with preservation of the land's natural beauty.

CIVIL ENGINEERING	LAND SURVEYING	WATER RESOURCES
MUNICIPAL ENGINEERING	FORESTRY SERVICES	WETLAND SERVICES
INSTITUTIONAL DESIGN	CONSTRUCTION SERVICES	RECREATIONAL DESIGN

300 Park Boulevard Suite 205
Itasca, Illinois 60143
630.250.9595 /main 630.250.9644 /fax

212 West Kinzie Fifth Floor
Chicago, Illinois 60610
312.755.9595 /main 312.755.0520 /fax

www.cgl-ltd.com

The Use of Micropiles at the Chicago Lock Control House

(continued from page 1)



Figure 2. Lock House during Construction

challenges created by the location of the new Lock Control House. The long and narrow shape of the proposed building (240 feet long x 25 feet wide) was driven by the existing north lock wall geometry. The existing 40 foot wide and 600 foot long lock wall is a cellular sheet pile cofferdam filled with gravel. The steel sheets are topped with reinforced concrete cap beams. Maintaining the integrity of the existing lock wall without adding significant load was a major concern of the Corps and the primary reason behind the use of micropiles. Small diameter drilled-in micropiles were selected as the foundation alternate, because it was assumed that installation would cause fewer disturbances to the fill material within the existing lock wall than would driving of H-piles. Additionally, the micropile installation reduced vibration on the existing cofferdam which could have caused damage. Micropiles were located within the open cells of the existing cofferdam lock wall. Columns, however, were located according to the building layout and did not coincide with the location of the supporting micropiles.

In order to minimize the lateral pressure imparted from the building to the

fill within the existing lock wall, the micropiles were installed at a batter. The magnitude and direction of batter varied in order to avoid conflicts with the existing steel sheeting and concrete cap beams. Based on investigations by the Corps geotechnical engineer, the steel sheets that comprise the cellular cofferdams of the existing lock wall extend to an elevation of -55 feet Chicago City Datum (C.C.D).

Borings taken in the vicinity of the Chicago Harbor Lock in the 1930s indicate the elevation of limestone bedrock at -90 to -95 feet C.C.D. The micropiles were designed to be anchored in bedrock. Other borings taken through each lock wall (North and South) noted the presence of occasional cobbles up to 20 inches in diameter in the cofferdam fill. The possibility of hitting cobbles during pile driving operations supported the use of drilling in micropiles.

The Lock House is supported by a group of 28 battered micropiles drilled and anchored into rock. Micropile design criteria include a design vertical load of 100 tons and a design lateral load of 5 tons. The resulting micropiles used in the construction were 7.75" diameter pipe casing with 0.610" thick walls. The casing was made from API 5CT N-80 grade steel with a minimum yield strength of 80 ksi. In order to meet the lateral design criteria, a 3.5" diameter Grade 75 all-threaded rebar was added with the entire length of the casing. The casing was filled with a 5000 psi grout, and the lower 1'-0" of micropile was socketed into sound limestone bedrock.

The Chicago Building Code requires a comprehensive load test for pile



Figure 3. Micropile Load Test Setup

design loads greater than 40 tons. Based on conversations with micropile contractors, it was more economical to conduct a load test on a 100 ton pile than to increase the number of piles in order to reduce the design capacity to the 40 ton limit. A photo of the load test setup can be seen in Figure 3.

As mentioned above, the ground floor is a one-way slab supported by a grid of beams elevated slightly above the existing lock wall surface. These beams are supported by the micropiles that are located within the open cofferdam cells (See Figure 4). The column loads are transferred thru the periphery beams to the micropiles since the columns are not located directly above the



Figure 4. Installed Micropile within Cofferdam Cell

micropiles. Lateral wind loads are distributed to all micropiles through the rigid floor diaphragm. The ground floor beams were kept shallow (2'-0" maximum depth) to minimize the total height of the building so that the new building would not overwhelm the existing buildings.

Construction is expected to be completed in the summer of 2007. The new building will meet the major goals of improving the visibility from the control room and modernizing the electrical lock control equipment. The new Chicago Lock Control House will ensure that the Chicago Harbor Lock continues to serve as the gateway to one of the nation's busiest commercial and recreational waterways. **ASCE**

EXCEEDING EXPECTATIONS EVERYDAY

- Transportation
- Water Systems
- Wastewater Systems
- Traffic Signals and Lighting
- Stormwater Management
- Subdivisions / Site Development
- Field and Construction Services
- GIS / Mapping / Database
- Specialty Services

CAREER OPPORTUNITIES

Robinson Engineering, Ltd. is a rapidly growing family oriented company. We offer strong career opportunities for motivated, goal-oriented experienced professionals seeking high levels of responsibility, diversification of work, and a casual workplace atmosphere.

Visit our website at www.reltd.com to view all our job listings.

**For more information contact
ROBINSON ENGINEERING, LTD.
at (708) 331-6700**

RE ROBINSON ENGINEERING
Consulting Engineers



SEC Group, Inc.

OPPORTUNITY

SEC Group, Inc. is always seeking qualified & experienced Civil Engineers to join our award winning firm. For over 25 years, SEC has continued to grow and provide tremendous opportunity to staff.

We offer:

- Career Growth
- Competitive Salary/Benefits
- Commitment to Quality & Service
- Family-oriented Environment

Chicago, IL McHenry, IL New Lenox, IL Yorkville, IL

Water Resources Engineers

5-10+ Years Experience

Strong Knowledge of Hydraulic & Hydrologic Modeling

Permitting experience in Northeastern Illinois preferred

Bachelor's Degree in Related Field Required

P.E. License Preferred

Visit Our Website For More Information
www.secgroupinc.com

Environmental Risk Assessment Seminar

The IL-ASCE Environmental Engineering and Water Resources Group and ASTM are sponsoring a 2-day seminar on Risk-Based Corrective Action for Chemical Releases

The risk-based corrective action (RBCA) process provides the methods and procedures for calculating risk and exposure associated with impacted soil and groundwater. ASTM's RBCA equations are the basis for the environmental risk assessment rules for several states, including Illinois' Tiered Approach to Corrective Action Objectives (TACO). This course includes technical policy decisions, developing a site conceptual model, screening level development, and a review of the relationship between site assessment, risk assessment, and corrective action activities within the RBCA framework.

The course is designed to provide environmental engineers, scientists, and other professionals with an understanding of the general risk procedures as well as the specifics of the toxicology and exposure mechanisms (i.e. fate and transport) implicit in determining environmental risk.

This course will be presented by an ASTM-certified instructor and will include both RBCA and TACO risk assessment topics, including recent revisions to the TACO rules.

July 11 and 12, 2007

35 East Wacker Drive

21st Floor

Chicago, IL 60601

Registration: 8:30 a.m.

Professional Development Hours certificates will be provided (14 PDH).

Course includes two days of instruction from approximately 8:30 am to 5:00 pm.

Cost: \$380 – ASCE members

\$400 – non-members

Contact Tim Scully Granzeier at 312-263-6703 ext. 4109 for more information.

.....
Registration Form

Send Registration and Payment by

July 3, 2007 to:

Tim Scully Granzeier

ARCADIS

35 East Wacker Dr.

Ste. 1000

Chicago, IL 60601

Name: _____

Address: _____

Phone: _____

E-mail: _____

FAX: _____

ASCE member: \$380

Non-ASCE member: \$300

ASCE member? (yes / no)

Make checks payable to: IL-ASCE EE&WR

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.

■ Treasurer's Report

▲ Treasurer Moore distributed the Treasurer's Monthly Report and Income Statement as of March 31, 2007. The Monthly Report was approved as presented to the Board. Receivables were discussed; currently there is \$15,475 in total A/R, an increase of \$3225 from last month.

■ 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:

▲ Geotechnical Group: Chair Wysocky presented a written report outlining previous, current and next month's activities for the group.

▲ Structural Group: Director Becq-Giraudon presented a written report outlining previous, current and next month's activities for the group. A good turn out was noted for the March program that conflicted with the President elect dinner.

▲ Environmental Engineering & Water Resources Group: Chair Baldauf presented a written report outlining previous, current and next month's activities for the group.

▲ Urban Planning & Development Group: Chair Bono presented a written report outlining previous, current and next month's activities for the group, the Sustainability program is scheduled for April 12th.

▲ Transportation Group: Secretary Gorski presented a written report outlining previous, current and next month's activities for the group.

▲ Younger Member Group: Chair Smith presented a written report outlining previous, current and next month's activities for the group. It was noted that the "Happy Hours" usually have about 15 attendees.

■ Committee Reports

▲ Communications Committee: President Johnson delivered the report. Secretary Gorski discussed the website, the committee plans on presenting a DRAFT website to the board in May.

▲ Minority Affairs Committee: Chair Granzeier presented a written report outlining previous, current and next month's activities for the group. The golf outing was emphasized to the technical group to participate again. Please contact Robert.gorski@hdrinc.com for more information or visit the website at <http://www.isasce.org/web/ads/2007-03/2007%20Golf%20Sponsorship.pdf>

▲ Public Affairs Committee: Chair Ungeran discussed the following:

- Letters and books to send to the General Assembly – working with President Johnson and Barb Pries
- ASCE National has backed off creating a Political Action Committee (PAC), not being as aggressive.
- A meeting with ISPE is scheduled for April 16th at an event with Rep Dale Risinger. Past President Wittmer, President Johnson, President elect Whitlock and Chair Ungeran will attend.
- Plans to set up a legislative breakfast in February 2008 with ACEC and AIA.

▲ Membership Committee: Chair King discussed the articles in the newsletter and is planning a web based survey for members to determine what they are looking for out of their membership.

■ Old Business

▲ Activity Report: IIT ASCE Student Chapter – Haiti Outreach. Student Chapter President Mark Rokita thanked the board for its support of the chapter and presented a PowerPoint presentation with the highlights of the outreach, to view please visit the website <http://www.isasce.org/web/index.htm>

▲ Activity Report: NU ASCE Student Chapter – San Francisco. Megan Mann, Executive Director of the Northwestern University student chapter of ASCE 2006-2007, thanked the board for its support of the chapter and presented a PowerPoint presentation with the

highlights of the trip, to view please visit the website <http://www.isasce.org/web/index.htm>. The presentation shows the activities that the students, professors, and research engineers participated in on the spring break trip to San Francisco. The activities include a tour of the new San Francisco-Oakland Bay Bridge (under construction), the Cable Car Museum, and the US Army Corps of Engineers hydraulic model of the bay.

▲ 2007 President-Elect Dinner – President Elect Whitlock reported that the dinner was a successful event and that President elect David Morgan was impressed with section and the number of scholarships awarded.

▲ 2007 Government Affairs Fly-in – President elect Whitlock, Secretary Gorski and Past President Wittmer attended. IS Annual dinner-October 24th at Grand Ballroom Navy Pier.

▲ 2007 Special Projects Follow-up

- Joint Engineering Facility – Director Ungeran will present at the May board meeting
- Section Outreach beyond Chicago – President Johnson is coordinating with a colleague in Rockford to determine interest in that area.
- Part-time Public Relations Effort – Director Walczynski will present at the May board meeting

■ New Business

▲ Website Update Template - Secretary Gorski discussed the website, the committee plans on presenting a DRAFT website to the board in May.

▲ City of the Future Activity – President Johnson discussed this activity that he participated in as a judge and six teams participated in. A lot of effort was made by the teams and President Johnson would like to invite the teams to make their presentations to a larger audience. President Johnson made a motion to support travel for the teams in a amount no more than \$1000, President elect Whitlock seconded the motion, the board voted in favor and the motion carried. President Johnson will follow up with the groups to determine interest.

**By Robert Gorski, Secretary/Abdul Khan,
Past President**
Robert.gorski@hdrinc.com

Section Activities

Transportation Group

Executive Committee

Date: Tuesday, May 1
Time: 5:30 pm
Place: HDR
8550 W. Bryn Mawr Ave., Ste 900
RSVP: Bryan Luke, bluke@cbbel.com
(847) 823-0500

Seminar

Topic: IDOT Phase I Process Overview, Drainage Location and Environmental Studies
Date: May 1-3
Time: 8:00 am–4:30 pm
Place: IDOT Region 1 Office
201 West Center Court, Schaumburg
PDH: 18 PDH
Cost: \$500 ASCE Member
\$525 non-ASCE Member
For registration forms see Seminars, Lectures & Conferences section of www.isasce.org/web/adsAndJobs.htm
RSVP: Smita Shah, sshah@spaantech.com

Seminar

Topic: IDOT Specifications/Special Provisions and Plan Notes
Date: May 30-31
Time: 8:00 am–4:30 pm
Place: IDOT Region 1 Office
201 West Center Court, Schaumburg
PDH: 12 PDH
Cost: \$300 ASCE Member
\$325 non-ASCE Member
For registration forms see Seminars, Lectures & Conferences section of www.isasce.org/web/adsAndJobs.htm
RSVP: Smita Shah, sshah@spaantech.com

Executive Committee

Date: Tuesday, June 5
Time: 5:30 pm
Place: CH2M Hill
8501 W. Higgins Rd, Ste 300
RSVP: Bryan Luke, bluke@cbbel.com
(847) 823-0500

Seminar

Topic: IDOT Finance Program
Date: June 5-6
Time: 8:00 am–4:30 pm
Place: IDOT Region 1 Office
201 West Center Court, Schaumburg

PDH: 12 PDH
Cost: \$300 ASCE Member
\$325 non-ASCE Member
For registration forms see Seminars, Lectures & Conferences section of www.isasce.org/web/adsAndJobs.htm
RSVP: Smita Shah, sshah@spaantech.com

Seminar

Topic: IDOT Plan Format and Composition
Date: June 20-21
Time: 8:00 am–4:30 pm
Place: IDOT Region 1 Office
201 West Center Court
Schaumburg
PDH: 12 PDH
Cost: \$300 ASCE Member
\$325 non-ASCE Member
For registration forms see Seminars, Lectures & Conferences section of www.isasce.org/web/adsAndJobs.htm
RSVP: Smita Shah, sshah@spaantech.com

Luncheon Program- ITE Joint Luncheon

Speaker: Randy Blankenhorn; Exec. Director Chicago Metropolitan Agency for Planning (CMAP)
Topic: CMAP - Update on the consolidation of CATS and NIPC
Date: Thursday, June 21
Time: 11:30 am–1:30 pm
Place: Maggiano's Restaurant
240 Oakbrook Center, Oak Brook
PDH: 0.5 PDH
Cost: \$40 (\$15-students)
RSVP: Jason Gregor
jgregor@cityofchicago.org

Seminar

Topic: IDOT Agreements/Summary of Quantities/Letting Process
Date: June 27-28
Time: 8:00 am–4:30 pm
Place: IDOT Region 1 Office
201 West Center Court
Schaumburg
PDH: 12 PDH
Cost: \$300 ASCE Member
\$325 non-ASCE Member
For registration forms see Seminars, Lectures & Conferences section of www.isasce.org/web/adsAndJobs.htm
RSVP: Smita Shah, sshah@spaantech.com

Minority Affairs Committee

Monthly Meeting

Date: Tuesday, May 1
Time: 5:30 pm
Place: 35 East Wacker Dr., Ste 1000
Chicago, IL 60601
Contact Tim Scully Granzeier for more information: 312-263-6703 (ext 4109) or Tim.Scully-Granzeier@arcadis-us.com.

Environmental Engineering & Water Resources Group

Seminar

Topic: Advanced HEC-RAS Hydraulic Modeling
Date: May 2-4
Time: 8:00 am–4:00 pm
Place: Illinois Dept. of Transportation
201 Center Court
Schaumburg, IL 60196
Lower Level Classroom

Monthly Group Meeting

Date: Tuesday, May 8
Time: 5:30 pm
Place: MWH
175 W Jackson Boulevard, Ste 1900
Chicago, IL 60604
312-831-3000
Use the elevator banks on the Van Buren side of the building.

Monthly Group Meeting

Date: Tuesday, June 12
Time: 5:30 pm
Place: HDR Engineering, Inc.
8550 W. Bryn Mawr Ave, Suite 900
Chicago, IL 60631
773-867-7225

Urban Planning & Development Group

Monthly Meeting

Date: Thursday, May 10
Time: 6:00 pm
Place: Chandler's Chophouse
401 N. Roselle Road
Schaumburg, IL 60194
(847) 885-9009

Monthly Group Meeting

Date: Thursday, June 14
Time: 6:00 pm
Place: Chandler's Chophouse
401 N. Roselle Road
Schaumburg, IL 60194
(847) 885-9009

Younger Member Group

Monthly Happy Hour

Date: Thursday, May 10
Time: 5:30 pm
Place: TBA
RSVP: James Wonneberg
JWonneberg@ekmail.com
(312) 424-5446

Golf Outing

Date: Saturday, June 16
Time: 10:30 am
Place: Village Greens of Woodridge
RSVP: James Wonneberg
JWonneberg@ekmail.com
(312) 424-5446

YOUR DIRT IS OUR OBSESSION

GEOTECHNICAL
ENVIRONMENTAL
CONSTRUCTION
ENGINEERING



All of us at G2 share a single-minded obsession with unearthing every obstacle and opportunity on your site – from topsoil to bedrock. So leave the dirty work to us. It's what we live for.



G2

CONSULTING GROUP

Chicagoland: 847.353.8740
Troy, MI: 248.680.0400
Brighton, MI: 810.224.4330
www.g2consultinggroup.com

UNEARTHING POSSIBILITIES

Master of Project Management Program

A/E/C BUSINESS MANAGEMENT • CONSTRUCTION MANAGEMENT
ENVIRONMENTAL MANAGEMENT • INFRASTRUCTURE MANAGEMENT

Northwestern University's Master of Project Management (MPM) Program, which leads to a master of science degree from the McCormick School of Engineering and Applied Science, is designed to prepare technically qualified individuals for responsible management roles in the construction and operation of major engineering projects. The program's multidisciplinary approach combines essential components of civil engineering design with concepts of business management and behavioral science to develop graduates who are versatile, technically sophisticated, and prepared to direct complex projects.

The individually tailored 12-quarter-course program consists of managerial courses (finance, accounting, and engineering law), specialization courses in one of four areas (A/E/C business management, construction management, environmental management, or infrastructure management), and a few elective courses. Most specially designed MPM courses are taught by practicing professionals who offer a wealth of real-world experience to complement regular University courses. The program is flexible enough to accommodate both full- and part-time students, with most classes offered from 4 to 6 or 6:30 to 9:30 p.m. on weekdays. Of the program's 50 students, about half are part-time.

For more information about the MPM Program or to schedule an appointment, contact Professor Raymond J. Krizek, Program Director:
847-491-4040, rjkrizek@northwestern.edu
2145 Sheridan Road, Evanston, Illinois 60208-3109
<http://mpm.northwestern.edu>



NORTHWESTERN
UNIVERSITY

McCormick

Robert R. McCormick
School of Engineering
and Applied Science

ASCE Illinois Section News

645 N. Michigan Ave., Suite 540
Chicago, Illinois 60611

PRESORTED
FIRST CLASS MAIL
U.S. POSTAGE PAID
LOMBARD, IL
PERMIT NO. 28



2007

May 1	Minority Affairs Committee Monthly Meeting	June 5	Transportation Group Executive Committee Meeting:
May 1	Transportation Group Executive Committee Meeting	June 5-6	Transportation Group Seminar
May 1-3	Transportation Group Seminar	June 12	Environmental Engineering & Water Resources Group Monthly Meeting
May 2-4	Environmental Engineering & Water Resources Group Seminar	June 14	Urban Planning & Development Group Monthly Meeting
May 8	Environmental Engineering & Water Resources Group Monthly Meeting	June 16	Younger Member Group Golf Outing
May 10	Urban Planning & Development Group Monthly Meeting	June 20-21	Transportation Group Seminar
May 10	Younger Member Group Monthly Happy Hour	June 21	Transportation Group Joint Luncheon
May 24	Illinois Section Golf Outing	June 27-28	Transportation Group Seminar
May 30-31	Transportation Group Seminar	August 20	Younger Member Group Cubs Outing

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