



ASCE Illinois Section

News

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Fall 2021

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The Environmental Legacy of Manufactured Gas Plants

Written by Jerome McGovern

Environmental remediation is necessary to deal with the pollution of land and water that occurred prior to the passage of federal and state laws that regulate how wastes generated as the by-product of manufacturing and industrial activities were to be properly disposed of. Northeast Illinois, because of its extensive history of industrial activity since the 1850's, has many locations where environmental remediation is necessary to comply with current laws and regulations. This article will provide a brief glimpse of how remediation was handled at a Manufactured Gas Plant site in Chicago, one which occurred under the direction of the United States Environmental Protection Agency (USEPA).

Manufactured Gas Plant Remediation

As urban areas developed in the United States, the predominate method of providing heat for a home and for cooking was by burning wood. The common method of lighting a home or business

was with candles or whale oil lamps (kerosene is not available until the 1850's). Beginning in the 1830's, a more attractive and convenient way was the use of manufactured gas. By heating coal in a special

Environmental remediation is necessary to deal with the pollution of land and water that occurred prior to the passage of federal and state laws that regulate how wastes generated as the by-product of manufacturing and industrial activities were to be properly disposed of.

process, gas could be created at the gasworks plant and stored in above-ground tanks called gas holders. This gas would be sold to customers for lighting, heating (continued on page 7)

President's Notes

Brian L. Pawula, P.E., PMP



September marks another summer passed, a hopeful summer of re-opening that has recently begun to reverse. Hopefully, you were able to sneak in a long-overdue vacation like me.

September also marks my last of four President's Notes. Thanks to our Executive Secretary, Institutes, Committees, and Board for a fun year. It was a virtual blast! Below, I offer gratitude and recognition to the Executive Board.

- Megan McDonald, your willingness to share Past President know-how was invaluable.
- Andy Walton, your leadership on the in-person August 7th Summer Picnic was amazing given the small window.
- Sandy Homola, your writing did the Section and the City proud in ASCE's national [Civil Engineering magazine](#).
- Matt Huffman, your teamwork on Board Meeting preparation made the first 100%-virtual year a great success.

In March, I described a first-time partnership with ACEC on student outreach videos targeting high school students. The video has now been finalized, and can be found at the following link: <https://www.acecil.org/acec-students/>.

Good news student members! The [steel bridge competition](#) will make its triumphant return for the 2021-2022 school year. ASCE and the American Institute of Steel Construction have re-united.

The Younger Member Group entered the "Together Apart Video Contest" to demonstrate how they kept the community together and engaged, despite the physical restrictions and social uncertainty. [Their video](#) won the \$5,000 grand prize, and they are now deciding where to donate the prize!

The "reverse" I mentioned in my opening brings about some bad news for the Section. The in-person "comeback" Annual Dinner scheduled for October 14th has been cancelled. This is the right decision for so many reasons even though it was difficult to make.

On the bright side, this cancellation does come with some good news. The Section will still recognize the 11 deserving award winners (7 people and 4 projects). We ask for your patience as we strategize.

Nationally, ASCE has two new initiatives that Section members may want to pay attention to.

- Gov't Engineers Council: There is a desire to grow membership on the public side by overcoming the different hurdles they face.
- Life Members Task Comm: A short survey is being distributed to Life Members. Our Section may already be a step ahead with our Legends Program.

On behalf of the Illinois Section, thank you for reading and stay safe. It was an honor to be the 2021 Illinois Section President!

ASCE Illinois Section News

ILLINOIS SECTION NEWSLETTER

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Bridging to The Future: 3D Deliverables

Written by Chris Knipp, PE

Three-dimensional (3D) bridge modeling is not a new concept, but with developments over the past decade, the approach is soon going to take center stage within the industry as it will become a primary deliverable. This is due to state and federal transportation agencies making it a priority to investigate the feasibility of planless deliverables in 3D and develop national standards for the practice.

Three-dimensional (3D) bridge modeling is not a new concept, but with developments over the past decade, the approach is soon going to take center stage within the industry as it will become a primary deliverable.

This is primarily being done through the Transportation Pooled Fund Program Study titled “Building Information Modeling (BIM) for Bridges and Structures” which includes the collaboration and efforts from more than 20 states (including the Illinois, Iowa, Wisconsin, Minnesota, and Indiana DOTs), the Federal Highway Administration, and AASHTO. The goals of the study are to establish standards, guidelines, and manuals to facilitate the use of Industry Foundation Classes (IFC, ISO 16739-1:2018).

In short, IFCs specify a standard data schema and an exchange file format structure. By using the IFC standard, an engineer can take a snapshot in time of a 3D model in a software, that digitally describes the built environment and can then seamlessly exchange that information with other softwares and disciplines. The main benefit of the standard IFC exchange is that the data from the 3D model can be used for multiple purposes (clash detection, structural analysis, interdisciplinary coordination, etc.). The IFC standard is meant to be vendor neutral and software agnostic, meaning that the data can be exchanged across any software platforms that follow the standard. By delivering a detailed and attributed 3D model that follows the IFC standard, it provides the opportunity for more seamless communication between the client, engineer (civil, structural, roadway, etc.), fabricator, contractor, and inspector.

In addition, pilot programs are being carried out to assess the planless delivery concept, including projects for the Iowa DOT (I-80 to

The Industry Foundation Classes (IFC) standard allows for seamless communication between the client, engineer, fabricator, contractor, and inspector.

I-380 Interchange) and Illinois Tollway (Reagan Memorial Tollway at IL Route 47), with signed and sealed 3D deliverables. These projects will provide the agencies, contractors, and engineers with valuable insight into the benefits of the 3D deliverable workflow and will also highlight potential areas of improvement.

Pilot programs are being carried out to assess the planless delivery concept, including projects for the Iowa DOT (I-80 to I-380 Interchange) and Illinois Tollway (Reagan Memorial Tollway at IL Route 47), with signed and sealed 3D deliverables.

With appropriate use, planless delivery and the IFC standards will lead to the potential for increases in efficiency in design and construction. This will also cut down on the amount of field changes, utility conflicts, and requests for information by having a detailed common 3D model that can be used for coordination. This benefits all parties involved, including, most importantly, the end-user.

Author Bio: Chris Knipp, PE is a Bridge Engineer at Jacobs in Chicago and currently serves as Treasurer for the IS-ASCE Structural Engineering Institute (SEI)

Data Science in Geotechnical Engineering

Written by Jason Buenker, PhD, PE

Data science is no longer recent vintage. Industries ranging from baseball to securities have been transformed and largely governed by Big Data for more than a decade. If a little late to the party, we geotechnical engineers must be forgiven for embracing this transformational new power with the alacrity of kids go-

Data science and analytical tools have slowly chipped away at the engrained geotechnical processes and steadily made them better, cleaner, and more efficient.

ing back to school. After all, wrangling huge datasets has rarely been a problem for geotechnical engineers. More frequently, we confront a paucity of data and expend significant time and money to extract sparse bits of discrete subsurface information from broad areas. Boreholes drilled at 200-foot centers and sampled at 5-foot intervals hardly qualify as a Big Data problem. Uncertainty-ridden and in need of heavy geological interpretation is more like it.

None of this stopped data science or its analytical tools from slowly chipping away at our engrained geotechnical processes and steadily making them better, cleaner, and more efficient. The entry points were numerical modeling and ground motion studies, two

geotechnical fields that consistently require engineers to confront medium to large datasets. In the geotechnical consulting firm where I work, we used Visual Basic for years to process numerical output or seismic data. Everything revolved around spreadsheets with slowness, version control issues, and limited functionality being the norm. The transition to Python eliminated these issues, providing a natural base to do everything in one spot and doubling to tripling productivity on a given project. We now have a uniform library of common functions that can be user-installed and accessed by engineers in seconds. We previously maintained 10 to 20 separate spreadsheets to achieve less functionality, each sheet with its own quirks and strange mannerisms that had to be navigated and implemented by engineers to perform analyses.

Once the walls were breached, data science rapidly expanded into everyday geotechnical life. In my firm, we extended existing scripts to routine geotechnical analyses, expanding our analysis capabilities by orders of magnitude. A client recently asked me to evaluate the axial capacity of a driven steel pile. They requested two piles be analyzed and wondered if the additional analysis time/cost would be worth the effort, since the design was preliminary and the design team was still making decisions. My response, “Why stop at two?”

Once the code is written, I can analyze 5, 10, 20, or more piles in roughly the same time that I can analyze two. This information provided valuable decision-making data to civil/structural team, allowing them a full-spectrum view into the geotechnical alternatives at an early stage in the project lifecycle. Here the ability to leverage data

In a world that leans toward geotech-as-commodity, we must continually look for innovative ways to repackage our recommendations and present geotechnical engineering with fresh perspective. Data science is as good a place to start as any.

science processes changes the paradigm, where the scarcest resource is no longer always time. The emphasis is instead on good ideas and how to evaluate and present them.

But is all this really needed? Terzaghi and Peck didn't use data science to build the Chicago Subway. We've cranked out almost 100 years of geotechnical engineering largely using the slide rule and a few TI-89s. Why take the plunge now? For starters, kids these days (continued on page 6)

2021 Sustainability in Infrastructure Investments

Written by Craig Sieben and Kirsten Mawhinney, PE

Shortly after assuming office, President Biden issued an Executive Order (EO 14008, *Tackling the Climate Crisis at Home and Abroad*) prompting energy and climate initiatives across a variety of sectors – including the

on Earth Day 2021. Long before the current administration’s focus on energy and climate, ASCE has been dedicated to researching climate change and its effects on the safety, health and welfare of the public. In 2011, the ASCE Com-

carbon intensity of its buildings and transportation infrastructure.

Argonne National Labs worked with AECOM to conceptualize a set of high priority assignments to align and embed sustainability objectives more effectively into ongoing infrastructure investments. The first step involved development of a “Smart Labs Roadmap” to review all sustainability and infrastructure efforts and to craft a plan to implement strategic infrastructure investments on over 5 million square feet of their site. A



Figure 1 Argonne National Laboratory

Source: U.S. Department of Energy, <https://www.energy.gov/eere/water/national-labs-and-water-power>, 09-02-2021

energy, transportation and construction industries. Following up on this Executive Order, the Biden Administration released the 2030 Green house Gas Pollution Reduction Target, which was formalized

Long before the Biden administration’s focus on energy and climate, ASCE has been dedicated to researching climate change and its effects on the safety, health and welfare of the public.

mittee on Adaptation to a Changing Climate was formed to support public initiatives for climate change effects on civil engineering infrastructure.

The Biden administration’s focus in the area of carbon reduction is spurring entities across the country to take another look at their short- and long-term infrastructure and transportation plans. In nearby DuPage County, the Argonne National Laboratory is planning to significantly reduce greenhouse gas usage, increase carbon and pollution-free electricity use, improve energy efficiency and reduce

The Biden administration’s focus in the area of carbon reduction is spurring entities (such as Argonne National Laboratory) across the country to take another look at their short- and long-term infrastructure plans.

significant benefit and challenge for the Argonne/AECOM project team is to comprehensively examine strategies that can help achieve decarbonization and sustainability objectives while achieving the labs mission requirements.

Author Bios: Craig Sieben is the Power & Energy Director at AECOM. Kirsten Mawhinney, PE, is the Civil Department Manager at AECOM and the Chair of the IS-ASCE Sustainability Committee.

Chicagoland Professional Engineers Without Borders Chapter Update

Written by Elizabeth Jensen, PE

The Chapter will resume in-person meetings later this month. International travel is also now allowed. The Chapter is also interested in taking on more projects and hit the ground running again!

WEMA, Kenya Program

Scope: The team finished building a well for the Wema Children's Centre and Highway Academy in March of 2017 through the Engineering Service Corp (EWB's short term program) and while there the team identified other water related community needs. The community applied for EWB's long term program and was approved in late 2017. The original project scope was to increase water capacity, expand distribution system, and install solar power, but in June of 2018 storms had destroyed the school's existing latrines. They

have requested that EWB prioritize rebuilding the bathroom facilities first.

Update: The team was able to remotely implement the bathroom and solar projects. The team has started the design process for the water distribution project with anticipated implementation in 2022. The team is in need of volunteers, designers, and fundraising.

Tzaput, Guatemala Program

Scope: Sector Tzaput is a rural community within the Municipality of Sololá, Guatemala. Most of its inhabitants belong to the Kaqchiquel Group and speak the language with the same name. Sector Tzaput has 120 families. This community needs their broken well pump replaced and requires upgrades to their water distribution system. The project scope is to

upgrade pumps for existing community wells.

Update: The project team has finished the design phase and is in the process of purchasing supplies locally for the pump and water distribution upgrades. The team is actively looking for volunteers and fundraisers.

Hartford AG Water Program

Scope: Water and sewer design and permitting for a new church facility in Hartford, IL. This program is through the CEC (Community Engineering Corps) partnership, which assists underserved local communities in need of technical/engineering assistance.

Update: Completed topographic survey and anticipate completing the grading plan by the end of the month.

Data Science in Geotechnical Engineering

(continued from page 4)

are really good at it. New graduates have years of experience plotting data in R and doing their homework in Jupyter notebooks. I finished graduate school circa 2010 having learned a fleetingly small amount of Matlab and firmly resolved to forget the little I knew. Only a second brush with

academia woke me up, introducing the wonders of Python when I'd thoroughly tapped out on capabilities in Excel. New hires to my firm don't have this problem. They've used data analytics languages from Day 1 and are faster with a notebook editor than a spreadsheet. This is natural, as most of the

problems they confronted in class were easier to analyze with lines of code than formulas in cells. Current state-of-the-art methodologies in geotechnical engineering incorporate probability, risk, and rarely depend on linear empirical relationships. Have you ever run a (continued on page 9)

The Environmental Legacy of Manufactured Gas Plants

(continued from page 1)



Northwestern Gas Light and Coke Company, Blue Island, IL 1912. The gas holder is the tall cylinder on the left. The gas holder had a floating cover that rose and fell as the volume of gas increased or decreased. Coal storage is on the right behind the fence. This picture was taken by MWRD as part of the route survey for the Cal Sag Channel. MWRD photo.

and cooking through the utility's distribution system of underground gas mains. An estimated 3,000 to 5,000 Manufactured Gas Plants (MGP) were constructed in the United States from 1830 to 1920. Many were small operations that were later consolidated under the umbrella of a utility company that served a large geographic area. Peoples Gas, Light and Coke Company (Peoples Gas) is one such utility.

The manufacture and purification of the gas resulted in by-products such as creosote, coal tars, lampblack, light oils and other hydrocarbon products. Some of the by-products could be recycled into other industrial products but excess by-products were stored on site in above ground and below ground storage tanks. Originally

MGPs were constructed on the outskirts of urban areas, usually near a river or canal because large amounts of water were needed to purify the manufactured gas. Over time, as urban areas grew, the MGPs became engulfed in the urban area.

MGPs were in operation in the United States from the 1830's until the 1950's. They were eventually supplanted by the construction of natural gas pipelines from the oil fields of Texas to major urban areas in the Midwest and then to the northeast United States. When the MGPs were removed from service, large amounts of by-products were left in underground tanks that eventually leaked into the ground.

Love Canal and the Creation of Superfund - The environmental disaster at Love Canal outside of

Niagara Falls in upstate New York would bring much needed attention to the problem of abandoned chemical waste sites and their potential to create health hazards. Love Canal was a residential development that was constructed adjacent to a partially completed canal. In the 1940's a chemical company bought the uncompleted canal and used it to dispose of 21,000 tons of toxic industrial wastes and chemicals in steel drums. At least 12 of the disposed chemicals were known to be carcinogens. Later a public school was constructed over the capped disposal site. Over time the waste began to seep into the basements of homes and, due to a high water table, wastes began to rise to grade and pool on the ground. During the 1970's people who lived in Love Canal believed that the toxic waste was responsible for their health issues and the prevalence of birth defects in the community. Additional information about Love Canal can be found here:

<https://archive.epa.gov/epa/aboutepa/love-canal-tragedy.html>

In response to the pollution of Love Canal and other sites, the United States Congress passed the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) commonly known as Superfund. The idea behind Superfund was to create a source of money or trust fund dedicated to cleaning up abandoned industrial sites where pollutants contaminated the ground and water at a level where (continued on page 8)

The Environmental Legacy of Manufactured Gas Plants

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they were a health hazard to the adjacent population. Sites where the owners could be identified and were still in business were legally responsible to pay for the clean-up cost. While there are many MGP sites throughout the United States, the administrative method of clean up varied. Those sites that were still owned by the utility company or its successor were legally responsible to pay for the cleanup of the site and not eligible for Superfund funding. MGPs that were not part of Superfund were relegated to the individual states to handle the cleanup. Many of the MGPs in northeast Illinois were remediated under the regulation of the Illinois EPA. The process of environmental remediation is a very complex issue from an engineering and legal point of view. The USEPA and the Illinois EPA both have websites that offer information and guidance about the process and the status of sites that are being remediated and their status. The USEPA site is here:

<https://www.epa.gov/superfund>

The Illinois EPA site is here:

<https://www2.illinois.gov/epa/topics/cleanup-programs/Pages/default.aspx>

Crawford Station - One site that has been recently cleaned-up is the former Peoples Gas Crawford Station MGP located at 3500 S Pulaski Road in Chicago. Crawford Station began in 1920 as a by-product coke plant constructed by Koppers Company. The production of manufactured gas results in the creation of coke which is a coal by-

product that burns hotter and cleaner than coal and was used by the steel industry for its open hearth furnaces. In 1928 Peoples Gas bought out Koppers and used the plant to produce manufactured gas for its distribution to consumers. Beginning in the 1950's the plant was used to produce additional gas during periods of high demand to supplement the natural gas received by pipeline. In 1965 the plant was decommissioned and the above ground structures were scrapped. The below ground structures were abandoned in place.

Crawford Station is a Superfund Alternative site and the clean-up is administered by the USEPA. In

An estimated 3,000 to 5,000 Manufactured Gas Plants (MGP) were constructed in the United States from 1830 to 1920. They were eventually supplanted by the construction of natural gas pipelines.

this case the Potentially Responsible Party (PRP) is Peoples Gas which is still in business and financially able to pay for the remediation. The work is covered by an Administrative Settlement Agreement and Order for Consent for Removal Action, which is a legal agreement between USEPA and Peoples Gas for the remediation of the site. In situations where a PRP cannot be found or is not financially viable, the site would be added to the National Priorities List making it eligible for federal funding for long-term remediation.

The Crawford Station site is approximately 260 acres in size with Peoples Gas still owning 107 acres. The remainder of the property was sold by Peoples Gas to a real estate company in 1966.

Previous site investigations confirmed the presence of coal tar and tar-like material in both surface and subsurface soil down to approximately 20 feet below grade. Coal tar is a by-product of the manufactured gas process when coal is heated. The result is a thick, dark liquid that can be refined to produce industrial chemicals and synthetic dyes. Coal tar is a known carcinogen that can result in cancers of the skin such as melanoma. Soil samples indicated the presence of Polynuclear Aromatic Hydrocarbons (PAHs), Volatile Organic Compounds (VOCs) and heavy metals such as arsenic and lead.

To protect the environment and prevent a threat to public health and welfare the site needed to be remediated. Creation of a work plan to remove contaminated material from the site and disposal at an acceptable landfill included the development of a health and safety plan approved by the USEPA to be implemented during remediation activities, a Quality Assurance/Quality Control plan to check the progress of the work, and monitoring of air quality during excavation.

The remediation strategy was to excavate contaminated soil material and transport it to a landfill for hazardous waste. During the excavation (continued on page 9)

The Environmental Legacy of Manufactured Gas Plants

(continued from page 8)

vation operation hydrocarbon odors are released (similar to the odor of hot-mixed asphalt) and are mitigated by use of a foam spray on the soil or by mixing with wood chips. Some areas at Crawford were excavated to a depth of 26 feet which required shoring and bracing of the excavation. The removal of soil was complicated by the necessity to remove subsurface foundations, pipes and equipment that was abandoned in place when the plant was taken out of service. Not all of the contaminated soil had to be removed. The intent is to remove any health and

environmental hazard. Some areas of contaminated soil can be capped with clay. The degree of remediation will vary with the intended use of the property after remediation is completed.

Photos of the work in progress are posted on the USEPA website can be viewed here:

<https://semspub.epa.gov/work/05/946509.pdf>

As groundwater was encountered it was pumped to a portable waste water treatment plant and filtered before it was discharged to a

MWRD interceptor sewer that happens to pass under the site. A permit from the MWRD was required before the treated groundwater could be discharge to the sewer.

After remediation was completed, Peoples Gas constructed a Central Shop Facility on the property, which opened in the spring of 2020.

Author Bio: Jerome McGovern is a retired Principal Civil Engineer for the Metropolitan Water Reclamation District of Greater Chicago (MWRD).

Data Science in Geotechnical Engineering

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probability density function or an FFT in Excel? I have and it was ugly. Further, is it likely tomorrow's new Simplified Geotechnical Method to Evaluate Something will be simpler than today? I think unlikely. Probably best to use tools capable of adding complexity, rather than make do with programs already strained to the limit on existing methods.

This is all largely to say that data science is a nascent field in geotechnical engineering. There is currently sporadic application but plenty of growth potential. My intent here is to focus briefly on possibilities, with an emphasis on how geotechnical engineers can add value to their projects, help their client design teams, and find a more rewarding way to do their work. It also might even be fun. In a world that leans toward geotech-

as-commodity, we must continually look for innovative ways to repackage our recommendations and present geotechnical engineering with fresh perspective. Data science is as good a place to start as any.

Author Bio: Jason Buenker, PhD, PE is a senior engineer with Shannon & Wilson. He lives and works in Chicago

To inform Illinois Section members of the discussions at monthly Board meetings, the Section Secretary contributes this article to the newsletter covering June 2021, July 2021, August 21 and September 2021. No Illinois Section Board meeting was held in July 2021. Due to COVID-19 all Illinois Section Board meetings are being held via MS Teams. Any questions or comments on the Board activities are welcome by contacting Matt Huffman at mhuffman@cbbel.com.

■ **Treasurer’s Report**

▲ A treasurer’s report was presented and approved at the June 2021, August 2021, and September 2021 meetings. The May 2021, June 2021, August 2021, and September 2021 Board Meeting minutes were approved.

■ **Highlights from Illinois Section Activities and Institute/Group Reports.**

▲ **ASCE Society Convention** – The 2021 ASCE Convention will be held virtually from October 6th through October 9th. The 2022 Convention will be held in Anaheim, California (October 24-27, 2022). The ASCE 2023 Convention will be in Chicago, Illinois (October 23-27, 2023). Please refer the following webpage for information regarding the upcoming ASCE Convention: <https://convention.asce.org/>

▲ **2022 Illinois ASCE Infrastructure Report Card Update** – The IL Section has established its 2022

Illinois Report Card Committee and will be chaired by Past Illinois Section President, Patrick Lach. The Report Card sub-committees have been formed and have begun updating the Illinois Infrastructure Report Card. The 2022 Illinois Infrastructure Report Card is targeted to be released in April 2022.

▲ **Annual Dinner** – In consultation with the Executive Committee and Annual Dinner Committee, it was decided to cancel the in-person Annual Dinner this coming October. The Annual Dinner Committee prepared a financial analysis to assess potential loss under various attendance levels. Canceling the contract with the Hyatt, at a cost of \$10,000, provides least financial loss. President Pawula provided additional thoughts on canceling the Annual Dinner for 2021. There were no objections raised by the IS Board.

▲ **IL Section Bylaws** – The revised IS Bylaws passed unanimously (required 2/3’s vote of active members present). The meeting was advertised in separate e-blasts to notify the active membership that the Bylaws were being revised and voted on prior to the IS Board Meeting, as documented in the prior IS Board Meeting minutes. The Bylaws are effective June 7, 2021. General Membership was notified in subsequent IS e-blasts.

▲ **Incoming IS Board Members** – Following the IS Constitution and Bylaws, a nomination committee was formed to make recommendations for the three director to 2023

positions (Irsilia Colletti, Steve Randolph and Tina Revzin) and treasurer position (Tom Janicke), and were approved by the IS Board. The recommended Directors to 2023 were advertised to IS Membership and no candidate petitions were received. The petition period for the IS Treasurer position is open until September 30th. The nominated IS Board Members will be installed in October 2021 at an installation event to be held virtually due to the cancelation of the in-person Annual Dinner.

▲ **Outstanding Young Civil Engineer in the Public Sector** – Illinois Section Member and Communications Chair, Katie Bell, has been awarded the Outstanding Young Civil Engineer in the Public Sector at the CRYMAC conference.

▲ **Together Apart Video Contest for Younger Members** – The YMG was awarded \$5,000 prize from ASCE HQ for the Together Apart Video Contest for Younger Members. The YMG composed a video demonstrating how they have stayed connected to their membership during the COVID 19 pandemic.

▲ **Summer Social Event** – A summer social event was held on August 7th at Busse Woods. The event was free to all IS members and their guests and 44 members signed up to attend with 46 adult/children guests. A catered lunch was provided along with numerous activities for adults and (continued on page 11).

Secretary Report

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children. The event utilized appropriated funds in the 2021 Budget.

Highlights from the Illinois Section Institutes & Groups

▲ **Construction Institute (CI)** – The CI was a presenting sponsor of the 3rd Annual USCMA Tech Day on August 5th and held a virtual presentation pertaining CTA RPM Construction Progress on August 25th. For more information or if interested in joining this institute, please contact CI Chair Justin Weisberg at jweisberg@rsplaw.com.

▲ **Environmental & Water Resources Institute (EWRI)** – The EWRI presented at the EWRI Congress on June 8th with a virtual presentation/tour of the Chicago Riverwalk and Green Infrastructure. A summer social was held on July 13th at Parlor Pizza. Please contact EWRI Chair Steve Randolph with any questions or for information about EWRI activities at srandolph@hornershifrin.com.

▲ **Geo-Institute (GI)** – The GI hosted a board meeting in early July with the incoming GI Board and to plan 2021/22 technical programs. Please contact GI Chair James P. Hambleton with any questions or for information about GI activities at jphambleton@northwestern.edu.

▲ **Structural Engineering Institute (SEI)** – The SEI hosted virtual webinar on June 23rd titled *PT Spliced Prestress Girders* and held a field trip on July 9th to Steel Fabricator at Industrial Steel Construction. Lecture Series planning meetings were held in August with the sessions starting in September. Please contact SEI Chair Irsilia Colletti with any questions or for information about SEI activities at icolletti@hntb.com.

▲ **Transportation & Development Institute (T&DI)** – The T&DI hosted a joint virtual webinar with YMG on June 9th with CDOT (Nathan Roseberry) pertaining the North Lake Shore Drive project. Please contact T&DI Chair Colleen Miller with any questions or for more information at comiller@gfnet.com.

▲ **Urban Planning & Development Group (UP&D)** – A UP&D Board meeting was held on August 19th at Chandlers Chop House. Please contact UP&D Pamela Whitfield with any questions or for more information at pwhitfield@gsg-consultants.com.

▲ **Younger Member Group (YMG)** – The YMG hosted a joint virtual webinar with T&DI on June 9th with CDOT pertaining the North Lake Shore Drive project, a lunch webinar on Designing a Resilient Infrastructure, and lunch webinar on the First Most Common Errors Made During a Bridge Inspection. Two field trips were held, one on June 25th at Concrete Pipe Welch Brothers and the other on September 24th at the Riverwalk (co-hosted with EWRI). The YMG participated in the CARA ‘Go Run Event on June 5th. YMG started planning the IS Holiday Party, which will be held virtually. For more information about YMG activities or if interested in joining this group, please contact YMG Chair Ben Ostermann at Benjamin.Ostermann@jacobs.com.

The Illinois Section Board Meetings are held the first Monday of the month, except for holidays. The next board meeting is scheduled for October 4, 2021 and will be held via video conference only due to the ongoing COVID-19 pandemic. If you are interested in attending these meetings, please contact President Brian Pawula at brianp@thomas-engineering.com.

By Matt Huffman, PE, ASCE Illinois Section Secretary 2020-2022, mhuffman@cbbel.com

Illinois Section

Activities

IL Section ASCE GI – 2021 Kick-off Happy Hour

Date: Tuesday, October 5

Time: 6:00 – 8:00pm

Place: Recess (838 W Kinzie St., Chicago, 60642)

Register/RSVP:

<https://www.eventbrite.com/e/geo-institute-2021-kick-off-happy-hour-tickets-177555542407>

Contact: asceilgeotech@gmail.com

IL Section ASCE SEI – 24th Biennial Lecture Series – Session 3

Date: Wednesday, October 6

Topics: SpeedCore and Steel-Concrete Composite Construction: The Best of Both Worlds & St. Regis Chicago - Frustrums on Chicago's Skyline

Time: 5 PM doors open, 5:30 - 8:00pm Presentations

Place: Union Station - Burlington Room, 225 S. Canal St., Chicago, IL 60606

Questions: Mark Converse asce.il.struct@gmail.com

For more information and the link(s) to register please view the [Event Flyer](#)

IL Section ASCE T&DI Board Meeting

Date: Wednesday, October 13

Time: 5:00 – 6:00pm

Due to the current COVID-19 situation, this meeting will be online via conference call.

Board meetings are open to all members, if you plan to attend, please inform T&DI Chair Colleen Miller, at comiller@gfnet.com.

IL Section ASCE EWRI – Storm-Store Training Webinar

Date: Thursday, October 14

Time: 12:00 – 1:00pm

Registration link:

<https://www.eventbrite.com/e/trading-stormwater-mwrds-pilot-project-stormstoretm-support-registration-176502693307?aff=ebdsoporgprofile>

Contact: Saki Handa (saki.handa@optimatics.com)

Designed for civil engineers, but free and open to the public, this event will showcase the pilot program and answer questions about what projects are a good fit. It will also describe the pro-bono support available through the StormStore partnership.

[Event Flyer](#)

L Section ASCE SEI – 24th Biennial Lecture Series – Session 4

Date: Wednesday, October 20

Topics: RiverEdge Park and Dublin Link Signature Pedestrian Bridges & Planning & Design of the Tri-State Tollway (I-294) Mile Long Bridge

Time: 5 PM doors open, 5:30 - 8:00pm Presentations

Place: Union Station - Burlington Room, 225 S. Canal St., Chicago, IL 60606

Questions: Mark Converse asce.il.struct@gmail.com

For more information and the link(s) to register please view the [Event Flyer](#)