

GUEST ARTICLE



Our Failing Infrastructure and What You Can Do About It

by Harvey R. Gobas, PE, M. ASCE,
Region 9 Governor-At-Large

"Starting today, we must pick ourselves up, dust ourselves off, and begin again the work of remaking America. For everywhere we look, there is work to be done. The state of our economy calls for action: bold and swift. And we will act not only to create new jobs, but to lay a new foundation for growth. We will build roads and bridges, the electric grids and digital lines that feed our commerce and bind us together. We will restore science to its rightful place and wield technology's wonders to raise health care's quality and lower its costs. We will harness the sun and the winds and the soil to fuel our cars and run our factories. And we will transform our schools and colleges and universities to meet the demands of a new age. All this we can do. All this we will do."

— President Barack Obama, Inaugural Address, January 20, 2009

"You see the traffic along I-95 in Miami. You see the crumbling roads and bridges, the aging water and sewer pipes, the faltering electrical grids that cost us billions in blackouts, repairs, and travel delays. It's gotten so bad that the American Society of Civil Engineers gave our national infrastructure a "D." And it's no wonder – because we're spending less on our infrastructure than at any time in the modern era." Yes, our voice is being heard in Washington, D.C. as evidenced by this passage from a speech then Presidential candidate Barack Obama's inaugural speech in January 2009. In the 2005 ASCE Report Card, it was projected that an estimated \$1.6 trillion dollars would be needed over a five year period to raise that "D" grade to a "B."

The situation has only gotten worse in the ensuing years. On January 28, 2009, ASCE released its latest national Infrastructure Report Card rating 15 infrastructure categories and noting on its website (www.asce.org/reportcard/2009/index.html) "In 2009, all signs point to an infrastructure that is poorly maintained, unable to meet current and future demands, and in some cases, unsafe. Since the last Report Card in 2005, the grades have not improved. ASCE estimates the nation still stands at a "D" average. Deteriorating conditions and inflation have added hundreds of billions to the total cost of repairs and needed upgrades. ASCE's current estimate is \$2.2 trillion, up from \$1.6 trillion in 2005."

The recently released 2009 Infrastructure Report Card assigned failing grades in 11 of 15 categories. These are grades that no student would be proud to bring home to his or her parents so why should we as a nation accept such failure? Aviation, Dams, Drinking Water, Energy, Hazardous Waste, Inland Waterways, Levees, Roads, Schools, Transit and Wastewater all received grades of D+, D or D-. Only Bridges, Parks, Rail and Solid Waste received passing grades, none of which were higher than a single C+ (Solid Waste). More information on each of these grades can be found on the ASCE Report Card website and in this issue of your newsletter.

continued on page 5

VOL_XLIX NO_3

In This Issue page

GUEST ARTICLE	1
EDITORIAL	2
ASCE-MENTORING PROGRAM	2
SUPPORT THE MLAB 2009	2
ASCE NATIONAL NEWS	3
2009 REPORT CARD	4
ANNOUNCEMENTS	6-8
EMPLOYMENT OPPORTUNITIES	9
PROFESSIONAL DIRECTORY	10-11

Reminder:

Copy deadline for the April 2009 issue is March 1, 2009; copy deadline for May 2009 issue is April 1, 2009.



EDITORIAL

After The Stimulus Package, What's Next?

The recession has hit a lot of us and with the stimulus package now signed we must assess how we as a nation would now proceed. On the infrastructure front, there is a lot to be done. This issue of our newsletter reinforces what you have already heard in the news or have seen the reality of in your own neighborhoods.

We reprint in this issue the recently released ASCE Report Card on America's Infrastructure. The Report Card is an assessment of our nation's status in 15 categories of infrastructure. In 2009, all signs point to an infrastructure that is poorly maintained, unable to meet current and future demands, and in some cases, unsafe. Unfortunately, it appears that since the last Report Card in 2005, the grades have not improved. ASCE estimates the nation still stands at a D average.

But all is not lost. Armed with this information, we are confident that engineers throughout the nation, but specifically here in the Los Angeles Region, would look at this as a very ripe opportunity to move for action. Region 9 Governor-At-Large Harvey Gobas outlines several things that you can do NOW to make a difference. Are you up for the challenge?

Rebuilding America does not stop there. We also challenge you to help build our future generation by supporting other activities targeted to our young and upcoming engineers. Let's support our Metro Los Angeles Branch Regional Bridge Building Competition by becoming one of the sponsors. You are also encouraged to participate in the "only Mentorship Committee" in all of ASCE. The contact information of Neil Nichian, local organizer of the Committee, is included in the accompanying article. On the National Level, you can also become an "eCareerMentor" by signing up at www.asce.org/mentoring. Additional information is included on page 3.

Participate in ASCE Branch, Local, and National activities. If you have not already done so, it is time to join us.

Enjoy this issue of your newsletter!

- Dr. Cris B. Liban, P.E.

ASCE's 2009 Member-Get-A-Member Drive Depends on You!

ASCE-Mentoring Program Without Border

The San Bernardino-Riverside ASCE Branch, which started the only "Mentorship Committee" in all ASCE on September 20, 2007 is considering to help out to organize a free day-long Mentoring Workshop for the entire LA-Section including the 6 Branches, in Downtown LA. Recently, two protégés who have moved to Orange County from the San Bernardino area continued their mentoring regardless of where their Branch is located. Subsequently, they proved that there is no Border for Mentoring. Neil Nilchian, PE, Chairman of the Mentorship Committee program for the San Bernardino-Riverside Branch, stated "It is a very worthy program which deserves a chance to be tested in our other Branches, at least as, a Pilot Program. Our experienced members should take this opportunity to give back to the profession and make a difference for our younger members in many positive ways, especially during the current economic downturn when it is hard for our younger members to begin or maintain a steady professional career." Members who live in either of the six Branches can participate as mentors, protégés and/or volunteers to organize this very worthy event. Please contact Neil at nnilchia@rctlma.org to sign up and find out more.

Support the MLAB 2009 Regional Bridge Building Competition

By Julie Moya

The City of Los Angeles' Department of Public Works Bureau of Engineering (BOE) and the American Society of Civil Engineers Metropolitan Los Angeles Branch (ASCE) are sponsoring the eighth annual High School Technical Competitions for about 12 high schools in Los Angeles.

We are now planning our 2009 Regional Bridge Building Competition and we are planning to accompany the top two finishing students from the regional competition to attend the International Bridge Building Competition in Bellingham, Washington. Both competitions are under direction of the Illinois Institute of Technology.

Prior to the day of the regional bridge competition, volunteers from BOE and ASCE visit their assigned high-schools multiple times to teach the students to assemble strong and light-weight model-bridges using wood kits. On the day of the competition, the students bring their bridges to compete against other schools during an afternoon competition. The competitions are designed to be fun and educational—applying principles of math, science, and engineering to generate interest in technical careers. The competitions also promote teamwork, leadership, self-confidence, and practical application of learned knowledge.

We are asking for your financial support of this program to cover the costs for students' kits, equipment, prizes, refreshments, travel, and college scholarship money. This year's expenses and scholarships are estimated to total about \$10,000. With generous support from local companies, we will continue to provide students with challenges to help them take on technical and leadership roles in the future.

continued on page 6

Declared Nominees for President-Elect and Election Guidelines

Pursuant to ASCE Rules of Policy and Procedure, the following individuals, listed in alphabetical order, have submitted a letter of intent to seek the nomination for the office of President-elect as defined in the Society's Bylaws.

Kathy J. Caldwell, P.E., M.ASCE
Moustafa A. Gouda, P.E., F.ASCE
Garland P. Rose, Jr., P.E., D.WRE, F.ASCE

The Board approved significant revisions to the election procedures during their November 2008 meeting. Many of the changes affect the activities that may be undertaken by the Organizational Entities (Regions, Section, Branches, Committees, Institutes, etc.).

The objective of Society's election process is to provide a fair and impartial framework by which each Nominee receives equal opportunity for promotion of their qualifications for Society-level office to the voting membership.

All activities associated with the Society's election shall be conducted with due regard for the high character and dignity of the Society and the profession, and shall conform to the standards represented by the Code of Ethics.

The process is designed to respect each member's needs and time. It is the intent of the process to inform the electorate while also shielding members from unwanted intrusions and limiting expenses for Nominees.

The Society manages the Society-level election process. Election questions and conflicts should be referred to the Society Secretary through Patricia Jones for resolution. In the case of violations to stated election procedures, the Society Secretary may refer the violation to the Executive Committee or Committee on Professional Conduct, as appropriate. Organizational Entities who violate the Society's election process may be sanctioned by the Society.

Please feel free to contact Patricia Jones, Director, Board Operations, with any questions you may have regarding the election. You may reach Patty at 703-295-6101 or via e-mail at pjones@asce.org.

Limited Time Offer for Members Who Become Mentors

As civil engineers, we know our learning is never complete. ASCE Career Mentoring programs offer rich opportunities to learn and inspire professionals of all ages and in all fields with a desire to discover.

For a limited time, when you sign-up to be an eCareerMentor you can receive ASCE's webinar-on-CD entitled *Mentoring: Implementing a Program* in your Organization at a significantly reduced price.

Member Price: \$75, Non-Member Price: \$125, eCareerMentor Mentor Price: \$20.00

Visit www.asce.org/mentoring to learn how you can participate in ASCE Mentoring Programs.

Participate in ASCE's Salary Survey

ASCE members have the opportunity to become one of the more than 20,000 engineers who have participated in the Engineering Income and Salary Survey. Member participation is essential to the Survey's continued success because it ensures the compensation database continues offering official and robust civil engineering data across the country.

Participating members receive a free report with the current salary information for their engineering grade and region. Plus, ASCE members can download a copy of the updated ASCE Guidelines for Engineering Grades at no cost.

You can enter your salary data or use the online Salary Survey by visiting www.asce.org/salaries.

2009 OPAL Leaders Announced

ASCE is proud to announce the five leaders selected to receive the 2009 Outstanding Projects and Leaders (OPAL) Awards.

- Alabama Section member, David J. Nash, P.E., F.ASCE will receive the award for Government
- Thomas D. Furman, Jr., P.E., BCEE, M.ASCE, of the Boston Society of C.E. Section has been selected to receive the award for Management.
- New Jersey Section member, John F. Donohoe, M.ASCE will receive the award for Construction
- Jeremy Isenberg, Ph.D., P.E., Hon.M.ASCE, NAE is a member of the San Francisco Section and will receive the award for Design
- The award for Education will be presented to J. Michael Duncan, Ph.D., P.E., Dist.M.ASCE, NAE, of the Virginia Section.

These leaders will be honored at the OPAL Gala on April 23 in Arlington, VA.

An Opportunity to Serve at the National Level

The Board of Governors of the Structural Engineering Institute is comprised of nine individuals, two of whom are elected by the local Structural Technical Groups (STG) and SEI Chapters of the ASCE Sections and Branches. The Local Activities Division (LAD) of SEI is unique in that the local groups develop their own process to determine one nominee, and decide how they will place their one vote in the election.

A call for nominations and nomination form has been sent to all local SEI Chapter and STG Chairs with the ballot period from May 4 - June 1. Please consider a potential candidate who would be an active addition to the SEI Board from your SEI Chapter or STG, and submit your nomination by April 24, 2009.

The elected representative will convey the needs of the local groups to the SEI Board of Governors and be a conduit for BOG initiatives back to the local groups. The term is four years, October 1, 2009 - September 30, 2013.

For further information, contact Suzanne Fisher at sfisher@asce.org.

2009 Report Card for America's Infrastructure

The Report Card is an assessment by professional engineers of the nation's status in 15 categories of infrastructure. In 2009, all signs point to an infrastructure that is poorly maintained, unable to meet current and future demands, and in some cases, unsafe. Since the last Report Card in 2005, the grades have not improved. ASCE estimates the nation still stands at a D average. Deteriorating conditions and inflation have added hundreds of billions to the total cost of repairs and needed upgrades. ASCE's current estimate is \$2.2 trillion, up from \$1.6 trillion in 2005.

A healthy infrastructure is the backbone of a healthy economy. In these challenging times, infrastructure is essential to reviving the nation's fortunes, and in maintaining our high quality of life.

2009 Grades

Aviation	D
Bridges	C
Dams	D
Drinking Water	D-
Energy	D+
Hazardous Waste	D
Inland Waterways	D-
Levees	D-
Public Parks & Recreation	C-
Rail	C-
Roads	D-
School	D
Solid Waste	C+
Transit	D
Wastewater	D-

Raising the Grades:

5 Key Solutions

America's Infrastructure G.P.A. = **D**

Total Investment Needs = \$2.2 **Trillion**, (estimated 5 year need)

A = Exceptional

B = Good

C = Mediocre

D = Poor

F = Failing

Report Card 2009 Grades Details

Aviation **D**

Despite surging oil prices, volatile credit markets, and a lagging economy, the Federal Aviation Administration predicts a three percent annual growth in air travel. These travelers are faced with increasing delays and inadequate conditions as a result of the long overdue need to modernize the outdated air traffic control system and the failure to enact a federal aviation program.

Bridges **C**

More than 26%, or one in four, of the nation's bridges are either structurally deficient or functionally obsolete. While some progress has been made in recent years to reduce the number of deficient and obsolete bridges in rural areas, the number in urban areas is rising. A \$17 billion annual investment is needed to substantially improve current bridge conditions. Currently, only \$10.5 billion is spent annually on the construction and maintenance of bridges.

Dams **D**

As dams age and downstream development increases, the number of deficient dams has risen to more than 4,000, including 1,819 high hazard potential dams. Over the past six years, for every deficient, high hazard potential dam repaired, nearly two more were declared deficient. There are more than 85,000 dams in the U.S., and the average age is just over 51 years old.

Drinking Water **D-**

America's drinking water systems face an annual shortfall of at least \$11 billion to replace aging facilities that are near the end of their useful life and to comply with existing and future federal water regulations. This does not account for growth in the demand for drinking water over the next 20 years. Leaking pipes lose an estimated seven billion gallons of clean drinking water a day.

Energy **D+**

Progress has been made in grid reinforcement since 2005 and substantial investment in generation, transmission and distribution is expected over the next two decades. Demand for electricity has grown by 25% since 1990. Public and government opposition and difficulty in the permitting processes are restricting much needed modernization. Projected electric utility investment needs could be as much as \$1.5 trillion by 2030.

Hazardous Waste **D**

Redevelopment of brownfields sites over the past five years generated an estimated 191,338 new jobs and \$408 million annually in extra revenues for localities. In 2008, however, there were 188 U.S. cities with brownfields sites awaiting cleanup and redevelopment. Additionally, federal funding for "Superfund" cleanup of the nation's worst toxic waste sites has declined steadily, dropping to \$1.08 billion in 2008, its lowest level since 1986.

Levees **D-**

More than 85% of the nation's estimated 100,000 miles of levees are locally owned and maintained. The reliability of many of these levees is unknown. Many are over 50 years old and were originally built to protect crops from flooding. With an increase in development behind these levees, the risk to public health and safety from failure has increased. Rough estimates put the cost at more than \$100 billion to repair and rehabilitate the nation's levees.

Inland Waterways **D-**

The average tow barge can carry the equivalent of 870 tractor trailer loads. Of the 257 locks still in use on the nation's inland waterways, 30 were built in the 1800s and another 92 are more than 60 years old. The average age of all federally owned or operated locks is nearly 60 years, well past their planned design life of 50 years. The cost to replace the present system of locks is estimated at more than \$125 billion.

Public Parks & Recreation **C-**

Parks, beaches, and other recreational facilities contribute \$730 billion per year to the U.S. economy, support nearly 6.5 million jobs, and contribute to cleaner air and water and higher property values. Despite record spending on parks at the state and local level, the acreage of parkland per resident in urban areas is declining. While significant investments are being made in the National Park Service for its 2016 centennial, the agency's facilities still face a \$7 billion maintenance backlog.

continued on page 5

2009 Report Card for America's Infrastructure

continued from page 4

Rail C-

A freight train is three times as fuel efficient as a truck, and traveling via passenger rail uses 20 percent less energy per mile than traveling by car. However, growth and changes in demand patterns create bottlenecks which are already constraining traffic in critical areas. Freight and passenger rail generally share the same network, and a significant potential increase in passenger rail demand will add to the freight railroad capacity challenges. More than \$200 billion is needed through 2035 to accommodate anticipated growth.

Roads D-

Americans spend 4.2 billion hours a year stuck in traffic at a cost to the economy of \$78.2 billion, or \$710 per motorist. Poor road conditions cost motorists \$67 billion a year in repairs and operating costs, and cost 14,000 Americans their lives. One-third of America's major roads are in poor or mediocre condition and 36% of major urban highways are congested. The current spending level of \$70.3 billion per year for highway capital improvements is well below the estimated \$186 billion needed annually to substantially improve the nation's highways.

Schools D

Spending on the nation's schools grew from \$17 billion in 1998 to a peak of \$29 billion in 2004. However, by 2007 spending fell to \$20.28 billion. No comprehensive, authoritative nationwide data on the condition of America's school buildings has been collected in a decade. The National Education Association's best estimate to bring the nation's schools into good repair is \$322 billion.

Solid Waste C+

In 2007, the U.S. produced 254 million tons of solid waste. More than a third was recycled or recovered, representing a seven percent increase since 2000. Per capita generation of waste has remained relatively constant over the last 20 years. Despite those successes, the increasing volume of electronic waste and lack of uniform regulations for disposal creates the potential for high levels of hazardous materials and heavy metals in the nation's landfills, posing a significant threat to public safety.

Transit D

Transit use increased 25% between 1995 and 2005, faster than any other mode of transportation. However, nearly half of American households do not have access to bus or rail transit, and only 25% have what they consider to be a "good option." The Federal Transit Administration estimates \$15.8 billion is needed annually to maintain conditions and \$21.6 billion is needed to improve to good conditions. In 2008, federal capital outlays for transit were only \$9.8 billion.

Wastewater D-

Aging systems discharge billions of gallons of untreated wastewater into U.S. surface waters each year. The Environmental Protection Agency estimates that the nation must invest \$390 billion over the next 20 years to update or replace existing systems and build new ones to meet increasing demand.

Our Failing Infrastructure and What You Can Do About It

continued from page 1

ASCE's Infrastructure Report Card website also notes "A healthy infrastructure is the backbone of a healthy economy. In these challenging times, infrastructure is essential to reviving the nation's fortunes, and in maintaining our high quality of life."

So what can you do to help promote wise investments in our infrastructure aimed at raising these grades and improving our overall quality of life? The following five key solutions are proposed on ASCE's website:

1. **Bold New National Infrastructure Leadership** – During the past century, the Federal government led the way in building some of our nation's greatest infrastructure systems from the New Deal programs to the Interstate Highway System and the Clean Water Act. Now is the time to promote a strong new national vision through bold leadership on the Federal level, supported by all levels of government and by the private sector. Without such a strong national vision, infrastructure will continue to deteriorate.
2. **Promote Sustainability and Resilience** – Infrastructure systems must be designed to protect the natural environment and withstand both natural and man-made hazards. This can be accomplished by using sustainable practices to ensure that future generations can use and enjoy what we build today, as we have benefited from past generations. Research and development should be funded at the federal level to develop more efficient methods and materials for building and maintaining the nation's infrastructure. Sustainable development will not only preserve the high quality of life and environment we enjoy today, but it will also improve conditions in the future.
3. **Develop Federal, State and Regional Infrastructure Plans** – Infrastructure investments at all levels must be prioritized and executed in accordance with well conceived plans that complement the national vision. Those plans should be based on broad national goals of economic growth and leadership, resource conservation, energy independence, and environmental stewardship.
4. **Address Life-Cycle Costs and On-Going Maintenance Needs** – All infrastructure investments should take into account both initial capital costs and all other costs, which can be reasonably anticipated during the life of the project. Life cycle analyses should account for operational, maintenance, environmental, and safety costs needed to keep the infrastructure functioning in a sustainable and resilient manner.
5. **Increase and Improve Infrastructure Investment from All Stakeholders** – All types of available financing should be explored prior to funding major infrastructure improvements. Innovative financing programs must be developed that not only make resources readily available, but also encourage the most effective and efficient use of those resources. Federal investments must be used to complement, encourage and leverage investments from State and local governments as well as the private sector. Additionally, where practical, infrastructure users must be willing to pay the appropriate price for such use.

Your Region 9 Board of Governors supports these five key solutions and encourages our Section and Branches to do so as well. With that in mind, let's all work toward helping make this plan a reality by heeding President Obama's words, "Starting today, we must pick ourselves up, dust ourselves off, and begin again the work of remaking

DISASTER TRAINING

Classes are being organized for volunteers under the auspices of the State of California, Office of Emergency Services (OES) to help in the event of a major disaster. Classes will be held in alternate ASCE Branch areas when there are sufficient requests. Qualified individuals are California Registered Civil, Structural, Geotechnical, Certified Engineering Geologists, or Architects. If you are interested in attending a class please contact the ASCE Disaster Preparedness Committee Chairman. The class lasts 5-6 hours and the cost is \$15. Classes are midweek and start at 9 or 10 AM.

To register for the class, submit your name along with your telephone number, fax number, e-mail address, and zip code. You will be contacted when 10 or more individuals request a class. The maximum number in a class should not exceed 20.

If your Branch or Firm would like to offer the use of its facilities for a class, please register and provide the contact person, phone, fax, and e-mail. You will be contacted to make arrangements. The class should have at least 10 and not more than about 20.

Thank you for your support of the American Society of Civil Engineers.

Jack W. Rolston

Chair, Disaster Preparedness Committee, ASCE L.A. Section
818-345-9199 818-345-5283 fx
ascedisaster@earthlink.net

Support the MLAB 2009 Regional Bridge Building Competition

continued from page 2

Thank you again to the sponsors of the 2008 Regional competition:

Sponsors (\$900 and over)

Harris & Associates
Parsons Water & Infrastructure
American Society of Civil Engineers, State Public Affairs grant

Contributors (\$100 to \$500)

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Cadstar, Inc.
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Perkins & Will

For more information on this year's competition or making a donation, please contact Julia Moye, BOE High School Technical Contest Coordinator, at (213) 978-2074, or Julia.Moye@lacity.org.

ASCE Region 9 Spring/Summer 2009 Continuing Education Seminars

In our continuing effort to enhance communications between ASCE's Sections, Branches and ASCE National, Geographic Services is pleased to advise you of the following seminars scheduled in your geographic area from April through September 2009:

April 2-3, 2009 Sacramento, CA
Risk Assessment in Geotechnical Engineering (Geotechnical)

April 30- May 1, 2009 Sacramento, CA
Leadership Development for the Engineer (Management)

May 13-15, 2009 Sacramento, CA
HEC-RAS Computer Workshop (Hydraulics)

May 28-29, 2009 San Diego, CA
Soil and Rock Slope Stability (Geotechnical)

June 11-12, 2009 San Francisco, CA
Management Skills all Engineers Need to Know - with emphasis on effective communication techniques (Management)

June 18-19, 2009 San Diego, CA
Practical Hydrology of Rural and Urban Watersheds- NEW! (Hydraulics)

July 9-10, 2009 Sacramento, CA
Pumping Systems Design (Hydraulics)

July 16-17, 2009 San Francisco, CA
Treatment Plant Hydraulics for Civil Engineers (Hydraulics)

July 23-24, 2009 San Francisco, CA
Bridge Rehabilitation (Structural)

July 30-31, 2009 San Diego, CA
Low Impact Development Applications for Water Resource Management (Hydraulics/Environmental)

August 5-7, 2009 San Diego, CA
Design of Foundations for Dynamic Loads (Structural)

September 10-11, 2009 San Francisco, CA
Progressive Collapse Mitigation: Practical Analysis Methods and Proven Solutions (Structural)

September 14-15, 2009 San Francisco, CA
Introduction to Detention Pond Design – Parking Lots and Urban Drainage (Hydraulics/Environmental)

September 24-25, 2009 San Francisco, CA
Construction Cost Estimating for the Civil Engineers (Construction)

These in-depth, practice-oriented programs are produced by ASCE's Continuing Education Department and may be of interest to many ASCE members in your Sections and Branches. We would greatly appreciate if you would consider posting information on these seminars.

Detailed descriptions of the seminars (by title) are available on ASCE's website at www.asce.org/conted/seminars.

If you have questions or need assistance, please contact Kelly Jarvis, Continuing Education Registrar at kjarvis@asce.org or Micheal Cook at mcook@asce.org.

ASCE Seminar Orange County Branch Street Improvement Design Considerations



ASCE American Society
of Civil Engineers

**Friday, March 27, 2009
8AM to 12PM**

Presenters:

CITY OF IRVINE

Barry Greenstein, P.E.
Senior Civil Engineer, Public Works

Steve Sherwood, P.E.
Senior Civil Engineer, Public Works

Tran Tran
Assistant Civil Engineer, Public Works

RBF CONSULTING

Gary Miller, P.E.
Vice President, Transportation/Public Works

**Get your reservations in early!
SPACE IS LIMITED!**

The proceeds of the seminar will be donated to support the ASCE Student Chapters at CSULB, CSUF, and UCI, and to Student Scholarships.

This 4-Hour seminar will cover:

- Street and Improvement Design Guidelines and Standards
- Street Improvement Plans Submittal Requirements
- Traffic Considerations for Street Design
- Lessons Learned During the Construction Phase

Understanding Key Considerations to Roadway Design

- Pre-Design Considerations
- Key Considerations During Design
- Finishing the Project

WHERE:

Conference Training Center, City of Irvine
One Civic Center Plaza, Irvine, CA 92623

COST:

\$100.00 per person with paid reservations by Mon., 3/23/09
\$110.00 per person after 3/23/09

STUDENTS \$20 WITH SCHOOL I.D.

Street Improvements Design Considerations
Friday, March 27, 2009

Make checks payable to ASCE, Orange County

Please fill in the following information below and **mail with check** to:

Raye Gould (rgould@psomas.com)

PSOMAS

3187 Red Hill Avenue, Ste. 250, Costa Mesa, CA 92626
(714) 751-7373 Phone · (714) 545-8883 Fax

Name: _____ E-Mail Address: _____
Affiliation: _____
Address: _____
Telephone: _____ Fax: _____
Title: _____ Years of Experience: _____
Type of Work you do: _____



10th Annual 2009 Streets & Technology Conference

Presented by: Southern California Chapter of American Public Works Association

Date: Wednesday, April 29, 2009

8:00 a.m. – 3:30 p.m.

Carson Community Center

801 East Carson Street

Carson, CA

Don't miss out on the latest developments in public infrastructure as it relates to design, operations, maintenance and funding. Again this year, outdoor equipment displays and a job fair where agencies, consultants, and contractors can display their job openings and also have job seekers post their resumes.

Our topics are as follows:

➤ Maintenance Technologies Graffiti Tracker and Illegal Dumping	➤ Pavement Technologies (Pervious Pavement, Preservation, Maintenance, Design, Management)
➤ ADA	➤ NPDES
➤ Plans, Specs, and Estimates (PS&E)	➤ Green Technology/LEEDS/Sustainability Design
➤ Pavement Reconstruction/Rehabilitation Life Cost Analysis	➤ Financing Your Infrastructure
➤ Right-of-way Encroachment/Acquisition and Utility Coordination	➤ Federal Funding & Local Assistance
➤ Infrastructure Technologies	<u>Fees</u> APWA Member Price \$145.00 Non-Member Price \$165.00 (Cost includes notebook and lunch)

Lunch Topic: Earthquake Scenarios
Margaret Vinci, Cal Tech

If you are interested in being an exhibitor,
please contact:
David Stuetzel at ((714) 665-4518 or email at
DStuetzel@hfinc.com.

For registration information, please go to
southerca.apwa.net
or contact Sylvia Robles at (714) 647-5674
(srobles@santa-ana.org).

KPFF CONSULTING ENGINEERS

KPFF Consulting Engineers seeks motivated and energetic structural engineers. 2+ yrs of structural design experience with steel, concrete, masonry and timber desired. B.S., M.S. degree; a P.E. license a plus. Excellent communication and teamwork skills are essential. Substantial growth opportunity for all levels, and the opportunity to work on a wide variety of interesting and challenging projects. Please contact, fax or email resume to the following:

For Los Angeles:

Ms. Krystle Tabangcura
KPFF Consulting Engineers
 6080 Center Drive, Ste 300
 Los Angeles, CA 90045
 Ph: 310- 665-1536
 Fx: 310-665-9070
 Email: ktabangcura@kpff-la.com

For Pasadena:

Ms. Tamara Kealty
KPFF Consulting Engineers
 301 N. Lake Avenue, Ste 550
 Pasadena, CA 91101
 Ph: 626-578-1121
 Fx: 626-578-9121
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- Software written/supported by *AUTHORS OF THE HYDROLOGY MANUALS*.
 - Software used throughout Southern California since 1980 by private and government agency engineers.
- Used to develop 55 City-Wide and County-Wide Master Plans of Drainage throughout California.

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Please send all copy to the Editor by the first of the month preceding publication.

Identification Statement

ASCE Newsletter, (ISSN 0273-6233) is published monthly by ASCE, Los Angeles Section, 1405 Warner Ave. Tustin, California 92780. Subscription price included in Section dues of \$45.

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