President’s Message

by Oscar Serrano, P.E., President

It has been another busy month at the Section. I spent some time traveling in Mexico this past month and it was interesting to observe the infrastructure. One definitely needs to be awake when driving on the roads to avoid the potholes. Freeways for the most part are in decent condition if you can afford to pay the high priced tolls. Water, well we all know the stories. Don’t drink the tap water. Air quality, especially in the larger cities, is horrible. But boy are their beaches beautiful, A+! As you travel during the holiday season take a look at the infrastructure. Wherever you go you will probably see the signs of our Nation’s aging infrastructure. It is our responsibility as engineers to uphold our profession and better our environment. We also need to continue to inform our leaders about the lack of funding for infrastructure projects.

In the monthly President’s Message column, I will try to touch on each of the four objectives I have set for the Section this year.

Maintain a Strong Workforce: One of the many pleasures I’ve found in my career as a Civil Engineer is when I drive by a project I’ve designed or worked on and said to someone “I worked on that.” What would be even better would be to say to someone that it was an award winning project!

A great way to recognize your team is to apply for the 2010 ASCE Outstanding Engineering Project Award. There are many categories to choose from; just take a look at the website: http://www.asce-sacto.org/Sacramento_Section/Documents/Project_Awards.htm. The January 7th deadline to apply is fast approaching. I encourage you all to apply for project awards as this is a great opportunity to recognize your project team and their work.

Increase Member Involvement: Did you know that there are four branches within the Sacramento Section. They are the Central Valley, Capital, Feather River and the Shasta Branches. Check out an upcoming Branch meeting near you. The Central Valley Branch holds their meetings in the Stockton/Modesto area. The Capital Branch holds their meetings in Sacramento at their new location at the Radisson. The Feather River Branch holds their meetings in the Chico/Marysville area.

The Shasta Branch is currently looking for someone to revitalize the branch and kick start the branch. If you know of someone or a group of individuals that would be good candidates or interested in leading the effort please let us know.

Increase ASCE Legislative Presence:

Elections have come and gone. The voters approved several propositions and rejected several others including Prop 23 that would have suspended air pollution control laws. There was no water bond to vote on this year. For that, voters will have to wait until 2012. Time will tell if the new regime will have an impact on California’s infrastructure.

Increase Interaction with Students and Younger Members:

The YMF holiday dinner is fast approaching. This is a great event and a great opportunity for young engineers within the Section to network.

Funding letters for universities are rolling in. If you too are in a giving mood this season and would like to donate to one of the ASCE student chapters in our section please let us know and we can put you in contact with the student chapter presidents.

Happy holidays and I am looking forward to seeing you all in the New Year.

Please let us know what you think:
sacramentosectiongsd@ermail.asce.org

Thank you,
Oscar
The Engineerogram, P.O. Box 1492, Lincoln, CA 95648-1441
(916) 961-2723 (phone and fax) • e-mail: asce@asce-sacto.org • Web site: www.asce-sacto.org

The Engineerogram is the official publication of the Sacramento Section of the American Society of Civil Engineers and made available to ASCE members paying local dues to the Section. It is published regularly at the beginning of the month. To contribute articles, mail, fax, or e-mail to ASCE/Sacramento Section Executive Secretary, Vivian Mevorah, at asce@asce-sacto.org. Deadline for articles is on the 20th of the month prior to the issue.

Advertising Rates: Full Page $250 - A page is 7 1/2” x 9 1/2”
Half Page $130 - 1/2 page (either horizontal 7 1/2 x 4 3/4; or vertical 3 3/4 x 9 1/2)
Quarter Page $75 - 3 3/4 x 4 1/4
Professional Card $150 for a full year - 2 1/2 x 1 1/2 (reduced down from 2 x 3 1/2); OR
$175 for a full year for 2 x 3 1/2 size business card

Classified Ad in Newsletter or Website $50/100 words - no logo

(To our contributing writers: The Engineerogram reserves the right to make revisions, correct spelling and grammatical errors, to prioritize information and to summarize content. Articles may be shortened as editorial requirements dictate. Questions regarding this policy may be directed to the President of the Sacramento Section. Thank you for your understanding. Editors.)

For more ASCE activities if you wish to be active in a committee, career opportunities, complete text for the legislative activities, go to the Sacramento Section web site at www.asce-sacto.org, or contact a current officer. To MAKE CHANGES OR RENEW YOUR MEMBERSHIP, go to website: www.asce.org. For MEMBERSHIP APPLICATIONS, please e-mail to memapp@asce.org.
Is Your Membership Information Current?

by Fareed Pittalwala, Past-President

Please ensure that your membership information is up to date with ASCE’s national database, as our local system is dependent on your information being current. It’s a quick and easy fix that you can accomplish in less than five minutes by going to: http://tinyurl.com/yhl6pvd.

### Feather River Branch Meeting

If you have suggestions or recommendations for a meeting topic or location, please contact Amie McAllister at amie.steel@gmail.com or Shane Cummings at sdcummings@handk.net. We are looking to increase our membership participation in our monthly meetings and regular community outreach activities, so please drop us some suggestions.

### Capital Branch Meeting

For more information about the Capital Branch meetings, please contact Thor Larsen at thor.larsen@edcgov.us, 916-973-0356.

### Central Valley Branch Meeting

For more information about the Central Valley Branch meetings, please contact Anthony Mazzei at amazzei@condorearth.com.

### Shasta Branch

The Sacramento Section is currently looking for volunteers who would like to take a leadership position within ASCE and re-invigorate the Shasta Branch. For more information, contact Section President Oscar Serrano at oserrano@colusa-nsn.gov or Region 9 Governor Fareed Pittalwala at fpittalwala@rbf.com.

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### MASTER CALENDAR

<table>
<thead>
<tr>
<th>Date(s) (Times)</th>
<th>Event</th>
<th>Location</th>
<th>Information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2010 December</strong></td>
<td>Capital Branch Meeting, Page 3</td>
<td>Radisson Hotel - Crocodiles Lounge, 500 Leisure Lane, Sacramento, CA</td>
<td>Thor Larsen, 916-973-0356 <a href="mailto:thor.larsen@edcgov.us">thor.larsen@edcgov.us</a></td>
</tr>
<tr>
<td></td>
<td>Central Valley Branch Meeting, Page 3</td>
<td>Marie Calendar's, 2628 W. March Lane, Stockton</td>
<td>Anthony Mazzei, <a href="mailto:amazzei@condorearth.com">amazzei@condorearth.com</a></td>
</tr>
<tr>
<td></td>
<td>Feather River Branch Meeting, Page 3</td>
<td>El Zarape Restaurant (530-755-2888), 1005 Stafford Way, Yuba City, CA</td>
<td>Amie McAllister – 530.228.6003; <a href="mailto:amie.steel@gmail.com">amie.steel@gmail.com</a></td>
</tr>
<tr>
<td></td>
<td>Wednesday, 8th 6:30 pm</td>
<td>Sacramento Valley Professional Chapter of Engineers Without Borders Meeting</td>
<td>RBF Consulting, 4540 Duckhorn Drive, Suite 202, Sacramento</td>
</tr>
<tr>
<td></td>
<td>9th - 10th</td>
<td>Pipe Selection for Municipal Facilities</td>
<td>Doubletree Hotel, 2001 Point West Way, Sacramento, CA</td>
</tr>
<tr>
<td></td>
<td>Monday, 20th 6:00 pm</td>
<td>Sacramento Section Board Meeting</td>
<td>Quincy Engineering, 3247 Ramos Circle, Sacramento</td>
</tr>
<tr>
<td><strong>2011 January</strong></td>
<td>Thursday, 6th 6:00 pm</td>
<td>YMF Résumé Workshop</td>
<td>UC Davis, Room TBD</td>
</tr>
<tr>
<td></td>
<td>Saturday, 22nd 6:15 am</td>
<td>YMF Ski Trip</td>
<td>Sugar Bowl (pick up in Sacramento) Location TBD</td>
</tr>
<tr>
<td><strong>February</strong></td>
<td>Tuesday, 15th</td>
<td>Sacramento Chapter of EWRI Hosting the Second Annual Symposium</td>
<td>Hyatt Regency, Downtown Sacramento, CA</td>
</tr>
<tr>
<td></td>
<td>Saturday, 26th</td>
<td>Engineers Day at the Mall</td>
<td>Sunrise Mall</td>
</tr>
</tbody>
</table>

Conferences Section Meetings Branch Meetings
Region 9 Events Outreach Events Student Events

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For more information about the Central Valley Branch meetings, please contact Anthony Mazzei at amazzei@condorearth.com.
You May be Able to Record Successive Mechanic’s Liens

The law requires that a lawsuit to foreclose a mechanic’s lien must be filed within 90 days of the date that the lien is recorded. If no lawsuit is filed, the lien becomes void and unenforceable. The presence of the old lien, however, typically causes problems with the title of the property and must be removed if the problems are to be avoided. There are court procedures by which old liens can be removed but these can involve time and expense. The most efficient means to deal with the situation is to release the old lien and to record a new lien if it is still possible. It is critical, however, that the new lien be recorded before the expiration of the original lien recording period.

The determination of the expiration of the lien recording period can be complicated and depends on a number of factors. The completion of the project and whether or not a notice of completion was recorded affects the lien recording period. Another scenario occurs where the project was never completed but construction ceased. A notice of cessation may or may not have been recorded. Still another consideration is your status in relation to the project. Your lien recording time will depend on whether you were an original contractor, subcontractor, or material supplier.

A California case addressed the issue of recording of successive liens. In the case, a lien claimant had recorded a mechanic’s lien but did not file a lawsuit to foreclose the lien within the required 90 day period following the recording of the lien. After a dispute arose over the presence of the old lien, the lien claimant recorded a release of lien that stated, in substance, that the old lien was released and discharged. There was nothing in the recorded release that stated that the obligation on which the lien had been based was ever satisfied.

The party opposing the lien claimant argued that the recording of the release of the old lien acted to release all lien rights that the claimant had in the property and that the lien claimant could not later record another lien. The appellate court disagreed with that contention.

The court held that the claimants lien rights could only be released where the release stated that the claim had been fully satisfied. The lien rights could be lost, however, where the claimant’s right to a lien, upon which the claim of lien was based, was extinguished.

Whenever an old lien is released so that a new lien can be recorded, special care should be taken to assure that the wording of the lien release does not cause the loss of any still effective lien rights.

The author’s discussion of legal ramifications of the particular case(s) are provided only for educational purposes and should not be relied on as legal advice. If you have a specific legal problem, please consult with your attorney.
This month’s outstanding project:
**Sustainable Infrastructure, Nkokonjeru, Uganda**

It’s been a year since Engineers Without Borders at the University of California Davis (EWB-Davis) last contributed to *The Engineerogram* and what a busy year it has been! In addition to continuing our work in rural Uganda, we are excited to open a new program in Bolivia. Our first assessment trip to Bolivia took place in the second week of October 2010 and our efforts to address water supply issues there will be the subject of a future *Engineerogram* entry. This year, our group once again made the trek from Davis to Uganda for the better part of June 2010, with a traveling group of seven, including...
It is my pleasure and honor to be writing this article to you as the newly elected Governor for Region 9, representing the greater Sacramento Region, and the State of California. I look forward to serving on the Board of Governors for the next three years, and helping enhance our professional standing while serving the needs of our membership.

The new ASCE year has started with a lot of action for me, both at the local and national level. I recently visited ASCE’s headquarters in Reston, Virginia, where I was introduced to the operations of the ASCE Society and the amazing ASCE staff that makes our organization the well-oiled machine that it is. Gaining this insight into the operations of ASCE enables me to serve our local membership better by providing a conduit to the plethora of services that ASCE offers. There are too many to list in this article, but...
ASCE Region 9 Update - Continued from Page 6

I encourage you to contact me at any time if you have any questions regarding how ASCE can help you in any of several areas, including career development, continuing education, student outreach, codes and standards, certification and licensure, and political advocacy.

While visiting the Reston office, I also took advantage of an opportunity to visit ASCE’s government relations headquarters in Washington D.C. This office, located right across the street from the United States Capitol building, is staffed by our diligent and motivated government relations crew. They have been instrumental in setting the standard for motivating the thousands of ASCE members across the country into involvement in public policy. I have for several years now been writing about the virtue of civil engineers having a greater voice in public policy, and have been proud to stand by my colleagues as we continue to have a greater and greater impact on legislation regarding infrastructure.

There is no doubt that recent involvement from ASCE membership and staff has made an impact on decision making at local, state and national levels. From the release of the Infrastructure Report Card, the ever-expanding Key Contact Program, and various other grassroots efforts, ASCE’s voice is being heard at the highest levels. Recent initiatives at local and national levels have pushed for increased infrastructure spending, and it has also been a hot topic among many political campaigns across the country. Candidates have included plans for reviving public infrastructure in their campaigns, including funding key projects, while others call for the formation of a National Infrastructure Reinvestment Bank or leveraging private investments to help fund public improvements. I urge you, as practicing professionals, to stay informed about these proposals and to join ASCE’s efforts to educate our elected officials on the need to upgrade our aging infrastructure. During my term as Governor and as a member of our newly formed Government Relations Committee, I will be looking to enhance and expand our efforts in legislative action. Our political leaders are anxiously looking for good technical information and advice, and this is the time for the civil engineering community to bring our expertise to the forefront.

This has been quite a year for civil engineers in our nation and our state, and we have seen our profession thrust to the forefront of politics and public interest. I’ve seen my colleagues step up to the challenge time and time again, putting forth our collective expertise, shifting public policy and gaining the trust of our fellow citizens as professionals and experts. I am proud to be among you and look forward to our collective continued success in these efforts. As always, I encourage you to participate in our legislative actions here in our state’s capitol. With that, I wish you all happy holidays and look forward to a great 2011.

History and Heritage

Story by John D. Galloway, Hon. M. ASCE, Consulting Engineer, Berkeley, CA, reprinted from Civil Engineering, October and November, 1941

On September 9, 2010, officers, members, and guests of the Sacramento Section of ASCE gathered at the Holiday Inn, Capitol Plaza, for our annual Installation and Awards Dinner. Many of the Sacramento Section’s awards are named after civil engineers from this area’s history, now deceased, that the Section has chosen to honor for their notable contributions to the profession, this Society, our community, the country, and the world. Each month, in this column, we will profile one of these remarkable engineers.

Part I. Concept of Conquest

Those who today enjoy the luxury of air-conditioned transcontinental railroad service little realize the hardships of the early builders who made this service possible. Among the epic of the West is the story of the building of the Central Pacific line, still in active use. One man, Theodore Judah, envisioned the great possibilities of this route, and “Civil Engineering” is here privileged to present the story of his life, in line with its policy of publicizing major engineering accomplishments and personalities. Mr. Galloway here sets forth Judah’s apprenticeship years in the East and the West, his dream of the Sierra crossing, and his realization of its formidable difficulties. The story of his final triumph against odds of physical and human nature will be told in a later issue.

On the green lawn in front of the Station Building of the Southern Pacific Railroad, in the City of Sacramento, the capital of California, may be seen one of the few monuments erected in America to the memory of an engineer. Most fittingly, the monument is made up of the massive granite boulders from the high Sierras, the snowy summits of which may be seen on a clear day from the capital city. It bears in enduring bronze the medallion of the engineer, together with a brief statement of his services in organizing and locating the Central Pacific system. This monument was erected to preserve the memory of one of the most gifted engineers of the previous century, Theodore Dahone Judah. But one other American railroad engineer seems to have been thus honored—John F. Stevens, whose statue stands on the Marias Pass where the Great Northern Railroad crosses the summit of the Rocky Mountains. On the abandoned line of the Union Pacific

Continued on Page 8
over the Rocky Mountains, at the Sherman summit, over 8,000 ft. above sea level, a huge granite pyramid has long stood recording the services of Oakes and Oliver Ames, the Boston financiers who made the railroad possible. The monument should have been dedicated to Grenville M. Dodge, the great chief engineer who located the line through Sherman Pass.

Almost two-thirds of a century elapsed after Judah left the scene of his labors in the mountains of California before his name was perpetuated by the memorial. The trains of the great railroad have passed and repassed over the line he located countless times since his death, and they bid fair to do so as far into the future as one may see. Yet few recall his name or services.

It is a pleasure to turn back to the middle of the nineteenth century, when a pioneer society allowed the engineer great freedom of initiative and accomplishment. The work of Judah and of the other able men who projected and carried out the building of the Union and Central Pacific railroads in the decades of 1850 and 1860 was done as the culminating effort in the movement of the American people from the Atlantic to the Pacific. That movement took place because able men were allowed to come to the front and lead in the great enterprise. It is altogether fitting to remind the present generation of one in the long line of brilliant engineers who built the railroads of the country. The list of such men is an honorable one and deserves to be recorded for the benefit and inspiration of those who come after.

Inscription Appearing on Judah Memorial


This memorial project was initiated and carried through by W. H. Kirkbride, Chief Engineer of the Southern Pacific Company.

The claim of Theodore Judah for a place in the record rests on a number of counts—on qualities and accomplishments not ordinarily found in engineers, especially not in a single person. As a young man engaged in railroad work, he was a dreamer who envisioned the great project of a railroad crossing deserts and mountains to connect the East and West. As a promoter he was subjected to the slurs and backbiting of his contemporaries—the crowd ever unwilling to recognize a great man among them and resisting his efforts to “lead them a little from the ruck of things.” He projected a railroad across a great range of granite mountains, snow covered in winter and so high and difficult that their conquest had never before been considered or attempted. He departed from established procedure in locating the line on a ridge of the mountains and not in a canyon following a river. As an organizer he formed the railroad company and enlisted the services and abilities of other men who carried out the project long after he was dead. Finally, as a clear exponent of the project, Judah was able to convince the wrangling men of the nation’s Congress that here at last, after years of talking, was a feasible project.

Before he died, the work he had dreamed of was well on its way to realization. The general route of the road had been determined, the necessary laws passed, the financial problems partly solved, the rails laid on a short stretch of the line—and trains were running! An untimely illness ended his career, but his clear vision in locating the western end of the first transcontinental railroad entitles him to lasting recognition. No one has challenged his work; many have voiced approval and no essential changes have been made in the line that he located. Other transcontinental railroads have been built, but to the builders of the first one, in the face of the unprecedented difficulties that confronted them, must go the greater credit that is theirs.

Theodore Dehorne Judah was born at Bridgeport, CT, on March 4, 1826. When he died in New York on November 2, 1863, he lacked four months of being thirty-eight years of age. Into those brief years he packed more than a normal lifetime of accomplishment. His father, an Episcopal clergyman, had three sons. Besides Theodore, there were Henry M. Judah, who became a brigadier general in the Civil War, and Charles D. Judah, who went to California in 1849 and became a member of the law firm of Hackett and Judah.

While Theodore was a boy, the family moved to Troy, NY. There was some thought of entering the youth in the Navy, but he was attracted to engineering and was sent instead to Rensselaer Polytechnic Institute, from which he graduated. Out of school, his first work was on the Troy and Schenectady Railroad, and he continued in railroad work until his death, the only exception being his position as construction engineer on a section of the Erie Canal between Jordan and Seneca, NY. His railroad work included service on the New Haven, Hartford and Springfield Railroad, the Connecticut River Railway, and the Buffalo and New York Railway, now a part of the Erie system. He also located and built the Niagara Gorge Railroad, then considered a difficult piece of construction. At one time he supervised the construction of a bridge at Vergennes, VT.

At Greenfield, MA, Judah met Anna Ferona Pierce, the daughter of a local merchant, and married her on May 10, 1947. That young lady, like many other engineer’s wife, followed her wandering husband to the distant and unknown land of California. After his death she wrote a description of his work and defended him against the unjust slanders which the enemies of his project directed against him to serve their own interests.

In 1852 a group of Californians, among them the young Capt. William Tecumseh Sherman, were projecting a railroad eastward from Sacramento towards the foothills of the Sierra Nevada and also northward along the range in order to secure the trade of the mining regions in the mountains beyond. The president of the road, on the recommendation of Governor Horatio Seymour of New York and his
are drained by the Truckee River. This stream flows northward, then turns east, and after passing through the eastern range of the Sierra Nevada, the Truckee meadows, and the Virginia range, turns another right angle to flow northwestward into Pyramid Lake. Thus the Truckee River furnished a route eastward except for a barrier of some fifty miles between it and the Humboldt River, the only stream of Nevada that finds its way through the basin ranges of that state. To reach the Truckee River by a direct route from the west, it was necessary to cross the Sierra Nevada through a pass at an elevation of at least 7,000 ft.

Emigrant trails from the East had led down the Humboldt and across the Sierra Nevada either by Carson Pass at the headwaters of the Carson River (El. 8,650 ft) or across several passes at the headwaters of the Truckee River. The route was well known and the passes used were largely determined by the destination of the traveler. However, it will be recognized that a railroad must be built with practicable grades, a factor that, as a rule, was not of such great importance in the wagon travel of that day.

On the western slope of the Sierra Nevada the rivers have a steep pitch near the granite summits, and have incised deep canyons into the original plane of the mountains. For this reason, the usual method of locating a railroad along and up a river channel could not be followed. A line so located would be deep in a canyon when it reached the main mass of the mountains and would have to climb out on impossible grades, in order to cross the range. Tunnels might be a solution, but at the time under review they were out of the question.

It was indeed a formidable task that faced Judah as he came to tackle his greatest work, in conquering the western end of the transcontinental line. He had the vision of a great accomplishment; he had the training and experience to cope with difficult engineering problems; he had the will and the indomitable energy to prosecute the venture. What he could hardly anticipate—for the traveler, perhaps—were the obstacles of personality, of human cupidity, that were to loom even larger in their effect than the mountain barriers themselves. The account of his success forms a separate story.

### Engineers Day at the Mall

You are invited to join us in celebrating 2011 Engineers Week. “Engineers Day at the Mall” will be held at Sunrise Mall on Saturday, February 26, 2011. Fun free hands-on educational activities will be provided. Bring your families, friends, students and teachers; all are welcome to come.

For more information, please contact Joyce Copelan at 530-908-8372 or jcopelan95694@yahoo.com.
ASCE Sacramento Section 2010 Outstanding Engineering Project Award Entry Criteria

The Sacramento Section Outstanding Civil Engineering Project Award is presented by the Sacramento Section of ASCE to a project that demonstrates the greatest engineering skills and represents the greatest contribution to civil engineering progress and to society. In addition to the Outstanding Project of the Year award, additional subcategory awards will be given to projects of significance for their particular category of civil engineering. The sub-categories are listed on the Entry Form and below. Given to the project rather than to an individual, the Award(s) honor the outstanding work of the many engineers who have contributed to the project.

Rules:
1. The project must be predominantly civil engineering work.
2. The project must be located in the Sacramento Section area.
3. The project must meet one of the following eligibility criteria:
   - Bridges, tunnels, waterways, structures, roads: eligible when carrying traffic.
   - Water supply, flood control facilities: eligible when ready to take the full design head of water.
   - Power dams: eligible when the major civil-engineered construction is completed.
   - Fuel power plants, heating or cooling facilities: eligible when power goes on-line.
   - Buildings and structures: eligible when ready for use.
   - Airports and other similar large developments: eligible when initial phase is 75% operational.
   - Water supply, waste disposal: the entire project is eligible when its initial phase is 50% operational.
   - Military projects (such as bases, launching units and harbor facilities): eligible for their engineering aspects.
   - Urban development or recreation facilities: When open for public use.
   - Natural resources restorations: When restoration is complete

The judging committee will determine the eligibility of projects not categorized above.

Judging Criteria:
1. Contribution to the well-being of people and communities.
2. Resourcefulness in planning and solving design challenges.
3. Pioneering in use of materials and methods.
4. Innovations in construction.
5. Impact on physical environment.
6. Beneficial as well as adverse effects of the project, including aesthetic value.

Entry Format:
The award entry should be in the form of a newsletter article, similar to the Outstanding Projects and Leaders column in The Engineerogram. The entry should inform the reader about the project and emphasize the appropriate items listed in the judging criteria above as well as any significant features of the project. Photos, images, and/or drawings of significance should be included with appropriate and informative captions.

Nominations:
1. Nominations may be submitted by any ASCE - Sacramento Section member.
2. Nomination materials must be received by January 7, 2011, for projects meeting eligibility in 2010.
3. Five (5) copies of the nomination must be submitted and accompanied by the Entry Form.
4. A non-winning project from an earlier year may be renominated if it meets the eligibility rules.
5. Send Project Award to Fareed Pittalwala, 4540 Duckhorn Drive, Suite 202, Sacramento, CA 95834-2597.
6. e-mail of electronic files can also be sent to: fpittalwala@rbf.com

Nominations will be judged by a panel comprised of Awards Committee (made up of past presidents or other section officers) of the Sacramento Section. A plaque for permanent display will be given to the project owner and a certificate to the designer by the Section in an award presentation ceremony as part of Engineers Week in February. For further information, contact the ASCE office at 916-961-2723 or asc sac@asce-sacto.org.

Additional Categories: Small Project (under $5.0 million) Structural Water/Wastewater
Environmental Geotechnical Architectural
Transportation and Development Sustainability Bridge
2010 ASCE Outstanding Engineering Project Award
Entry Form

General Information:

Please complete the following information *and submit 5 copies with a letter explaining the project and stating why you feel this project should receive this award.*

Entries Due: January 7, 2011

Please send this information to:

Fareed Pittalwala
ASCE Sacramento Section
4540 Duckhorn Drive, Suite 202
Sacramento, CA 95834-2597
e-mail: fpittalwala@rbf.com

Entries should meet the entry criteria stated for this award, will not be returned, and will become the property of ASCE, Sacramento Section.

Project Information:

Project name (exactly as it should appear on a plaque):
Project location (city, state):
Completion date:
Enter up to three (3) categories to be considered for in addition to Project of the Year:

Small Project ___ Structural ___ Water/Wastewater ___ Environmental ___
Geotechnical ___ Architectural ___ Transportation ___ Sustainability ___ Bridge ___

Entrant Information:

ASCE Member: ___Yes ___No
Sacramento Section Member: _____ Yes _____ No
Submitted by: ____________________________________________________________
Title: ___________________________________________________________________
Employer: __________________________________________________________________
Address: __________________________________________________________________
City: ___________________ State ________ Zip _______________
Phone ____________________ Fax ______________________
Signature________________________ Date __________________

Project Owner Information:

Project owner (attach addendum for more names) ______________________________________

Contact Person: __________________________________________________________________
Address: ___________________________________________________________________
City: ___________________ State ________ Zip _______________
Phone ____________________ Fax ______________________
Greg DiLoreto, P.E., P.L.S., F.ASCE has submitted his declaration to pursue the office of President-elect. Please find below Mr. DiLoreto’s Vision Statement.

**Vision Statement:**
As a member of the American Society of Civil Engineers for 35 years I have enjoyed the opportunity ASCE has provided me to assist in the advancement of our profession. Based on a long list of activities in ASCE, it has always been my hope that I have contributed some small part to ensuring the continuation and success of the civil engineering profession. It is with that thought that I am firmly committed to continuing these endeavors and provide an opportunity for those members that follow to contribute to ASCE.

. . .To that end my vision is to continue the work of my predecessors in three key areas:

**Infrastructure:**
I have spent 17 years of my career as a city engineer and public works director, and for the last 11 years as a CEO of a publicly owned water utility. For those 28 years I have been the owner of the infrastructure, which has consisted of water pipes, reservoirs and water treatment plants, sanitary sewer lines and wastewater treatment plants, streets, parks, and storm and surface water facilities. As the owner I have observed firsthand the requirements for adequate funding to maintain our infrastructure. I am proud to say that I have been successful in working with elected officials in ensuring that adequate funds are available. Locally, elected officials have adopted necessary rate increases every time I have recommended they were needed. . . .

**Sustainability:**
The Tualatin Valley Water District, of which I am the Chief Executive Officer, is considered to be a leader in this area. Our headquarters building was one of the first in Oregon to achieve LEED certification. TVWD has received a number of awards for our efforts to incorporate sustainability into the operations of the utility. Our commitment to sustainability has been cited by job applicants as one of the most important reasons that they are considering a position with TVWD.

. . . Are we operating our companies in a sustainable manner? What assistance can ASCE provide its members that can be shared with the companies they work for?

**Raising the Bar:** Every civil engineer knows that learning does not stop with a college degree. ASCE has been discussing the issue of the required engineering knowledge in its Raising the Bar policy for over ten years. . . . As education requirements for a bachelor’s degree decrease and as infrastructure projects become more technically advanced, will the engineers of tomorrow be adequately prepared? To that end, ASCE has continued to refine its minimum education policy, with the goal of protecting the health, safety and welfare of the public we serve. I support our efforts in this regard.

Finally, we must remember that ASCE is a member-driven organization. We must work with our members to meet their needs. We must also remember that our membership demographics are changing, reflecting the change in demographics in the US. . . .

As demonstrated by my over 30 years of service to ASCE, I have a passion for this organization, and I intend to continue that passion of service as the President-elect and President of ASCE.
ASCE SKI TRIP
SACRAMENTO SECTION • CAPITOL BRANCH
SACRAMENTO YMF • TRUCKEE MEADOWS YMF

Price includes: Lift ticket, $12 lunch voucher, & transportation (pizza served on return trip)
Rentals & lessons are extra

SUGAR BOWL

RSVP with Elias Karam via email at elias.karam@jacobs.com
Payments must be received by January 6th, 2011 to secure your spot

Sat, Jan 22nd, 2011
$90 per person

Skiing
9:30AM - 4:30PM

ASCE SACRAMENTO SECTION
Younger Member Forum
WELCOME YOUR 2011 OFFICERS!
At October’s Business Meeting, new officers and committee chairs were elected to serve for the 2011 year at YMF! The crew kicked off the year at the Officer’s Retreat on Saturday, November 6. We’re all looking forward to a fun-filled year. Here are your 2011 officers—come out and join us at our upcoming events and get to know your officers!

Executive Director: Kevin Gilton
President: Kristy Chapman
Vice President: Elizabeth Weeks
Secretary: Shauna England
Treasurer: Mike Konieczki
Education Director: Adam Randolph
Awards & Recognition Chair: Tyler Whaley
Community Outreach Chair: Kimberly Brown
Education Committee Chair: Guy Hopes (Co-Chair)
Golf Tournament Chair: James Pangburn
Government Affairs Chair: Rachel Radell
Historian: Joe Emond
Membership Chair: Megan Henderson
Newsletter Editor: Marie Silveira
Programs Chair: Elias Karam
Scholarship Committee Chair: Jiil Henrikson
Student Affairs Chair: Steven Soldati
Student Outreach Chair: Randi Hines

CANNED FOOD DRIVE - LAST DAYS!
There’s still time to donate to the YMF Canned Food Drive! Please contact Randi Hines (hinesr@saccounty.net) for donation locations. Containers will be picked up by December 5, so please hurry to make those last donations! A special thanks goes out to Blackburn Consulting and SACDOT for their support in the 2010 YMF Canned Food Drive. Congratulations go out to Kristy Chapman for winning the YMF decorating contest!

RÉSUMÉ WORKSHOP
A Résumé Workshop is coming up at UC Davis, and we need you! If anyone is interested in volunteering for Résumé Critique and Mock Interviews, please contact Greg at gregy@quincyeng.com for more information. The Résumé Workshop will be held on Thursday, January 6, 2011, 6 pm, at UC Davis (room to be determined). This is a great opportunity to help our future engineers!

SKI TRIP!!
Calling all Snow Busters and Bunnies! Mark your calendars for Saturday, January 22nd! YMF is renting a bus to Sugar Bowl Ski Resort for a fun-filled snow day!

- When: Saturday, January 22, 2011
- Time: Depart Sacramento 6:15 am
- Depart Sugar Bowl 4:30 pm
- Cost: $90 per person
- What’s included:
  - Lift Ticket
  - Lunch Voucher and Pizza in the bus on the way home

We’ll be at the Resort from 9:30 am to 4:00 pm, a full day of fun in the snow! Plus, you can sleep on the way up and back, since the driving is being done for you! The trip will also be a great opportunity to mingle with YMF’ers from Truckee Meadows and Central Valley! Contact Elias Karam at elias.karam@jacobs.com for more information and to RSVP. We hope you can join us on this fun filled trip!

NOVEMBER MIXER
Special thanks to Elias Karam for presenting the good, the bad, and the ugly of the design-build project he worked on at our November Mixer!

UPCOMING EVENTS
* Résumé Workshop, UC Davis (Room TBD), Thursday, January 6, 2011, 6:00 PM
* Ski Trip, Sugar Bowl (pick-up in Sacramento, Location TBD), Saturday, January 22, 2011, departs at 6:15 AM

For more information, visit www.sacymf.org
Two Days of Comprehensive Training

**LRFD & Seismic Design of Bridges**

**Day 1**
- LRFD Loads & Limit States
- Superstructure Analysis/Design
- Substructure Analysis/Design
- Seismic Analysis/Design
- Design of Shallow Foundations

**Day 2**
- Design of Deep Foundations
  - Pile Groups
  - Type I/II Shaft
- Seismic Foundation Design
  - Soil-Structure Interaction
  - Liquefaction & Lateral Spreading
  - Bridge Abutment

**Sponsored by**
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**Instructors**
Dr. Toorak Zokaie
Dr. Anoosh Shamsabadi
Dr. Amir Malek

**When**
Friday, January 21, 2011
Saturday, January 22, 2011

**Where**
California State University, Sacramento
Modoc Hall, Willow Suites

**To Register**
Call: (916) 278-6142
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or
Visit OWP’s website:
www.owp.csus.edu/registration

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