



Tacoma/Olympia Section
Civil Engineer
THE NEWSLETTER

OCT. 2007

*Chambers Creek
Bay Project &
Induction of
New Officers*

TUESDAY, Oct. 16th

**St. Martin's University
Worthington Hall
Lacey, WA
off I-5 Exit 109**

Cost: \$25* cash or check
*students \$15

Welcome: 5:30pm
Dinner: 6:00pm
Program: 6:30pm

Menu:

*Broiled Salmon in
Herb-Butter Sauce or
Pacific Rim Grilled w/Mango,
Pineapple & Roasted
Pepper Salsa
Garden Salad
Rolls & Butter
Pasta/Rice or Fruit Platters
Vegetable Side
Starch Side
Ice Tea, Hot Tea, Coffee, Decaf
Cheese Cakes &
Mini Bundt Cakes
Fruit Tartlets & Parfaits*

**Please RSVP by noon,
Friday, Oct. 12th
Contact Kay Hoke at
khoke@cityoftacoma.org
or 253.591.5760**

*Please note the section does
not have the ability to accept
credit cards.
Cash or Checks, please.*

Chambers Creek Bay Project

A hope and vision, now open to the public

**Speaker: Mr. Joe Scorcio, P.E., Assistant Director, Pierce County Department of
Public Works and Utilities Pierce County, Washington**

Once a gravel mining pit and concrete plant facility The *Chambers Creek Bay Properties* are located in Pierce County in the City of University Place. The county purchased the property located along the Puget Sound waterfront over twenty years ago with the hope and vision of turning it into something that its citizens could enjoy. This past summer that vision was realized in a wonderful and gorgeous Golf Course, along with a magnificent walking trail open to the public.

Speaker

Mr. Joe Scorcio, P.E., Assistant Director, Pierce County Department of Public Works and Utilities Pierce County, Washington

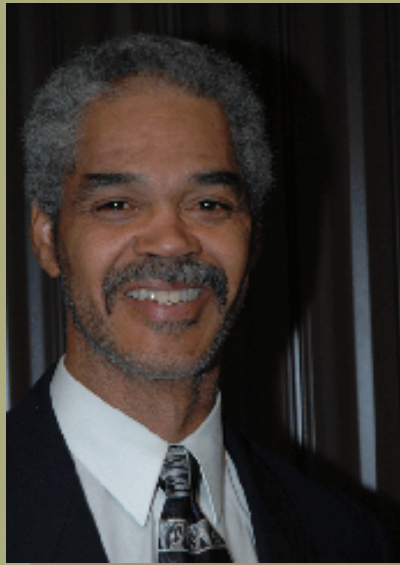
Mr. Scorcio has been a Pierce County employee for 23 years and for the last 17 years he has managed and developed the County's award winning *Chambers Creek Properties* project. He oversees the Public Works and Utilities Department's communication and public outreach programs, and strategic planning, performance measurement and accountability programs.

Mr. Scorcio is responsible for a wide range of special projects involving the county's sanitary sewer, water and stormwater and solid waste utilities, and transportation services. He is a Member of American Institute of Certified Planners and Board Member of the National Association of County Planners.

In this presentation Mr. Scorcio will tell us the history of the Chambers Creek Bay Project, how it was developed, the civil engineering issues that were related, the planning stages and the future plans for this site. ■

*“Engineers Make the Difference...
They Provide the Quality of Life!”*

President's Corner with Michael Hale



Michael Hale P.E. has worked for the City of Tacoma Public Works Department for the past 12 years. He is Assistant Division Manager of the Construction Division.

Well summer is over and fall is here. Hopefully, we are welcoming the fall, as it brings its beautiful change of colors and mild season for us to enjoy. I certainly am looking forward to it.

Induction of Officers

At our Section Meeting this month we will be making a change in our Section Officers. Our new Section Officers for the 2007-2008 term will be inducted to their respective positions. They are:

- President - Bernard Hargrave
- President-Elect - Jason Moline
- Secretary - Don Davis
- Treasurer - Gus Fant
- Director - Bruce McDonald
- YM Chair - Brook Maples

Larry Bennett, the Region 8 Governor for Alaska, Seattle and Tacoma/Olympia Sections, is coming from Alaska to induct them into their positions.

It is a huge commitment to serve as a Section Officer, and be willing to devote the time and effort to doing the things that help to make our Section function and to meet the needs and concerns of our members. Their willingness to serve is greatly appreciated.

Joint Section Meeting

Our annual Joint Section Meeting with the SEAW last month was very successful. About fifty people attended and the presentation by Tim Moore on the New Tacoma Narrows Bridge was great. It was also great to see and talk to our fellow ASCE friends from SEAW. That's one advantage of belonging to a group such as ASCE. That is—having the opportunity come out and interact with friends and colleagues who are involved in engineering projects and activities such as you are; to share ideas; to get answers to questions; to be informed of the things happening around you—the advantages are many.

ASCE Region 8

ASCE Region 8 held its fall meeting in Boise, Idaho, September 26 thru 29th. Twelve Sections from 9 states were represented. Many items were discussed; one was how the ASCE Sections could help make members feel that belonging to the ASCE is meaningful and worthwhile. There were many comments, but the overall consensus was that we make sure members are getting something from the ASCE, such as informational and interesting programs and support in helping them develop and grow in their engineering profession.

Response to memo

Earlier this month, a memo was sent to members asking what topics you would like to see at Section Meetings. We received many responses. Thank you for taking the time to do so. The Board will be using this infor-

mation to help plan our programs for the upcoming year. The Board wants to hear from you, its members, about the things that you feel our Section could be doing to make it more of value to you.

We also hope to see our Section become more active in things happening in our communities. Activities such as the Engineering Student Chapter at St. Martin's University, Engineers Week, Public Works Week, issues pertaining to civil engineering matters in our respective areas—the list is endless. To members interested in forming Section Committees for these various activities, the Board is waiting to hear from you.

Good Bye

This will be my last President's Message to you. I am glad to have served as your Section President this past year. It was a great experience. The best part was getting to meet and talk to you during the year. On behalf of the outgoing Board Members and myself, I want to say *thank you* for your support this past year. Please continue your support to the incoming Board. And, please come to our Section Meeting this month and be a part of their induction and also to meet with our Region 8 Governor, Larry Bennett, coming all the way from Alaska. As always, I encourage you to invite a friend or colleague to come to our Section meetings and to consider becoming an ASCE Member.

Thank You

Michael Hale
2006-2007 Tac/Oly Section President

See Your AD Here!

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Contact:

Michael Hale...253.591.5766
mhale@cityoftacoma.org

SECTION CALENDAR and ENGINEERING RESOURCES



Section Calendar

Tacoma/Olympia ASCE Section Meetings/Activities

October 16, 2007 – Joe Scorcio, P.E. Deputy Public Works Director. Pierce County, - **Chambers Creek Bay New Golf Course Facilities**; St. Martins University, Lacey, WA. 5:30pm; **Induction of new Section Officers**; Larry Bennett (Alaska) – Region 8 Governor to be present

November 13, 2007 - Brian Polagye, PhD – Candidate, University Of Washington; **Puget Sound Tidal Energy Studies In Tacoma Narrows and Snohomish County Areas**; Tacoma, Lunch Meeting

December 12, 2006 – **Joint Meeting with Seattle ASCE Section**; Randy Giles, P.E. Project Engineer; **I-90 Snoqualmie Pass East Project**; Seattle Section Host – Location TBD; Evening meeting.

*DATE/TIMES/LOCATIONS ARE TO BE ANNOUNCED/VERIFIED

Tacoma/Olympia ASCE Board Meetings:

Local Board Meetings are open and generally held the first Monday of the month at 5:30pm. Locations vary. Please check the WEB site, this calendar, or contact the president for confirmation.

Monday October 15th, 5:30pm ,
Red Lobster, Tacoma off I 5 at 72nd

Younger Member Forum Activities And Update

September Younger Member Newsletter-
www.asce.org/inside/cym_pubs.cfm

Events And Activities

ASCE 2007 Annual Conference; November 1 thru 3; Orlando, Florida

MESA Career Day; Pacific Lutheran University(PLU)- Parkland, Wa; January 17, 2008; 9:00am -1:00pm) Volunteers and Companies needed

ASCE 2008 Region 8/9 Leadership Conference And Western Region Younger Member Council (WRYMC) ; February 8 – 9; Las Vegas, NV

National Engineers Week; 3rd Week - February, 2008

<http://sections.asce.org/tacoly/tacoly.htm>

TRANSPEED Courses

For a complete list of courses, visit the website at <http://www.engr.washington.edu/epp/Transpeed/index.html> for specific course descriptions and dates. Click on the specific course link to view the course outline. or contact:

Julie Smith

Engineering Professional Programs

Phone: 206-543-5539

Toll-Free: 1-866-791-1275

2007 Professional Development Short Courses

For a complete description of the course and registration information visit our website <http://www.engr.washington.edu> or call us at: Engineering Professional Programs, University of Washington, phone: 206.543.5539 (fax) 206-543-2352 or (toll free) 1.866.791.1275

Stephanie Strom, Program Mgr:

ssstrom@u.washington.edu

(direct) 206-685-9682

Stacy Williamson, Prog. Coord.

stacyw@u.washington.edu

(direct) 206-543-5743

Continuing Ed

For scheduled seminars in your geographic area are available on ASCE's website at www.asce.org/conted/seminars.

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 in your newsletters and on your websites.

If you have questions or need assistance, please contact:

Kelly Jarvis, Continuing Education Registrar at kjarvis@asce.org or

Michael Cook at mcook@asce.org.

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Contact:

Michael Hale... 253.591.5766

mhale@cityoftacoma.org



Tacoma/Olympia Section Board 2007 - 2008

<http://sections.asce.org/tacoly/html/board.htm>

President

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mhale@cityoftacoma.org

President-Elect

Bernie Hargrave
Bernard.L.Hargrave.Jr@nws02.usace.army.mil

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wesjones@sitts-hill-engineers.com

Treasurer

Morris J. "Gus" Fant... 253.922.2332
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Director

Vince McClure... (360) 438-4323
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Director (2-year)

Mustafa Mohamedali... 360.705.7589
MohameM@wsdot.wa.gov

Region 8 Governor * new

Larry Bennett...

Younger Member Chair

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For address changes/corrections, notify the Editor or the WEBmaster.



We're on the web!

<http://sections.asce.org/tacoly/tacoly.htm>



I35 West Bridge Collapse

Talking Points

8/07

General

- The collapse of the I 35 West bridge in Minneapolis during rush hour on Wednesday, August 1, 2007 was a terrible tragedy, and our thoughts and prayers go out to all of those who are suffering as a result.
- According to the Federal Highway Administration, the bridge—which opened in 1967—was a steel arch deck truss 1907 feet in length (structure length; 458 ft length of max. span), 108 feet wide (8 traffic lanes) and 64 feet above water. As of 2004, it carried approximately 141,000 cars a day.
- Bridge failures are relatively uncommon. It is important for the public to know that just because this bridge failed does not mean that all bridges with a structurally deficient rating are unsafe.

Investigation

- Until the NTSB team has had a chance to gather and review the multitude of evidence there are still too many unanswered questions for us to begin speculating on what caused this collapse. Without adequate background information, speculation on the cause of the collapse would be irresponsible.
- In the past 50 years the engineering profession has advanced greatly. Sadly, much of that new knowledge has come from learning from our mistakes. The best thing we can do now is to learn from this terrible tragedy, whatever its cause, and use that information to make sure something like this doesn't happen again.

Inspection Program/Federal Highway

- Under Federal Highway Administration regulations, all bridges must be inspected every two years. The National Bridge Inspection Standards (NBIS), in place since the early 1970s, requires safety inspections for bridges in excess of approximately 20 feet in total length on public roads. If a bridge is deemed structurally deficient or functionally obsolete, its inspections may become more frequent in order to closely monitor possible problems.
- Structurally deficient bridge: deteriorated conditions of significant bridge elements and reduced load-carrying capacity. While not necessarily unsafe, these bridges may have speed or weight restrictions.
- Functionally obsolete bridge: a function of the geometrics [i.e. lane width, lack of a shoulder, truck clearance heights] of the bridge not meeting current design standards.
- When a bridge is labeled deficient it does not imply that it is unsafe or likely to collapse. It means the bridge must be monitored, inspected and maintained.

- Deficient bridges can be left open to traffic during maintenance and repair without posing a threat to our safety.
- If a bridge's inspection rating is low enough to pose an immediate threat to public safety, it is closed for repairs or traffic is somehow restricted.

ASCE Report Card

- In 2005 the American Society of Civil Engineers assigned the nation's various infrastructure systems—roads, drinking water, airports, bridges, etc.—an overall grade of D in its Report Card for America's Infrastructure. [_www.asce.org/reportcard_](http://www.asce.org/reportcard) (<http://www.asce.org/reportcard>)
- The Report Card noted that we need to spend \$1.6 trillion dollars over the next five years
- No matter where you live in this country, failing infrastructure is impacting your life.
- In many areas, the roads, drinking water systems and dams are simply too old. Like everything, infrastructure has a lifespan. Good maintenance can extend that lifespan, but not forever; and bad maintenance can shorten it. Far too many of our transit systems, bridges and energy systems lack the funding needed for proper maintenance.
- In some parts of the country, like parts of southern Nevada, the population growth is so rapid the infrastructure can't keep pace with the increasing demand for things like clean drinking water and transportation.
- In places like California and the Gulf Coast, not only do you have to deal with failures due to aging systems and overburdened infrastructure due to population growth, but there's also the impact of natural disasters like earthquakes and hurricanes.
- With each passing day, the inability of our nation's aging infrastructure to meet the needs of our growing population further threatens our economy and environmental quality of life.

Bridges

- In 2005 the American Society of Civil Engineers assigned the nation's bridges a grade of C in its Report Card for America's Infrastructure.
- 26 percent of the nation's bridges are considered structurally deficient or functionally obsolete, a slight decrease since 2005.
- FHWA's strategic plan states that, by 2008, less than 25% of the nation's bridges should be classified as deficient. This still leaves 1 out of 4 bridges in the nation deficient.
- Maintaining the nation's bridges and other transportation-related infrastructure will take a significant increase in leadership.
- It is estimated to cost \$9.4 billion a year for 20 years to eliminate all bridge deficiencies.
- Individual State Information
- Additional state-by-state information and statistics can be found at [_http://www.asce.org/reportcard/2005/states.cfm_](http://www.asce.org/reportcard/2005/states.cfm) (<http://www.asce.org/reportcard/2005/states.cfm>)

Infrastructure as a Social Issue

- For the safety and security of our families, we can no longer afford to ignore the congested roads, unsafe bridges and dams, and overburdened energy systems we face every day. It doesn't have to be this way.
- Crumbling infrastructure has a direct impact on our personal and economic health.
- When there is a catastrophic failure that results in lost lives and property, the public understands and values the need for a strong and properly maintained infrastructure. Yet, our daily lives are also greatly affected by the state of our crumbling infrastructure.
- Recent studies have shown that our daily commute has increased nearly 200%. The result: parents spending more time commuting to their job and less time with their children.

The Solution

- Fixing America's infrastructure crisis will take real leadership. Lots of people are throwing their hats into the ring for the upcoming presidential election, and yet, despite this being such a vital issue to the safety of the American people and economy, no one is addressing our infrastructure issues. That has to change.
- Solutions to ease the increasing demands on our transportation system and improve highway conditions, capacity and safety are multifaceted. It does not always mean simply building more roads and bridges.
- America must change its transportation behavior. For instance, cities and communities should better plan to reduce dependence on personal vehicles for errands and work commutes, and businesses should encourage more flexible schedules and telecommuting.
- Time is working against our country's infrastructure. We have under-invested for decades, and we're getting hit with the hard reality that ignoring a problem doesn't make it go away.
- Establishing a comprehensive, long-term infrastructure development and maintenance plan must become a priority for our policy leaders. The Infrastructure Improvement Act, which passed the Senate last week, would create a commission to study the issue and make recommendations on priorities and funding.
- Aging infrastructure is not a partisan issue. Bridges are not Republican or Democrat. But addressing America's infrastructure issues will take a significant increase in political leadership.

Soundbites

A crumbling infrastructure cannot support a healthy economy.

We need to establish a comprehensive, long-term infrastructure plan, as opposed to our current "patch and pray" method.

We are relying on 19th Century infrastructure in the 21st Century and there is no plan to replace it.

Our national infrastructure is in crisis, which is endangering our nation's future prosperity.

Investing in our infrastructure would create jobs and stimulate the economy, and the investment would be lasting.

Time is working against our country's infrastructure.

Our crumbling infrastructure has a direct impact on our personal and economic health.

It doesn't matter if a dam fails because the cracks have never been repaired or if it fails at the hands of a terrorist. It will still have a devastating effect on the town downstream.

Capital is a scarce resource. However, we must invest now or pay more later. 