



items

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PRESIDENT'S MESSAGE

Over the past couple of years, the Board of Directors of the Illinois Section has been struggling with "How do we keep our dues from going up while maintaining or even improving the services we provide to the Section?"

The most logical way was to become "High Tech". This took several directions.

- The first was to create a web site for the Section www.ilite.org. This allowed us not only to post messages but also link our site to other sites such as International ITE. Further, it gave us the opportunity to sell advertising space to corporate sponsors and create links to their web sites.
- The next step was to use the web site to distribute our monthly newsletter, the ITEMS. This enabled us to save money on printing and postage. It also allows us to speed up the delivery process because you will not have to wait for the mail.
- We are now in the process of putting our membership directory on a floppy disc that will be mailed to the section members. This also saves money on printing and mailing. In the future, this may also be available via the Internet once we deal with the security issues that are necessary.
- In the future, we hope to use the Internet to cast our election ballots.

So that we may realize the full benefits of what the web site and the Internet can offer our Section, we must ask for your help. We ask that those of you that have not yet provided us with your E-mail address, please do so. It doesn't matter if you want to use your personal or your business E-mail address.

If you'll look on the last page of this newsletter, all of your board members have their E-mail address listed. This allows us to communicate with each other quickly. You will be able to do the same and receive other Section information quickly.

Setting up and maintaining the Web site is a time consuming process. My thanks go to **Dan Drake** who originally set up the web site and to **YoungJae Ju** who maintains it. Please help their effort be more successful by sending us your E-mail address.

Your President

Rolf P. Kilian
Metro Transportation Group, Inc.
Phone: (630) 213-1000
E-mail: RPK@MetroTransportation.com

ITE - Illinois Section Joint Luncheon with Women's Transportation Seminar (WTS)

Please Join Us at Maggiano's!

Date: Thursday, April 20, 2000

Time: Reception at 11:30 A.M.
Luncheon promptly at Noon

Topic: Wacker Drive Reconstruction

Location: Maggiano's
516 N. Clark Street
Chicago, Illinois

Reservations: Please call Joel Christell or Joe Emry at (630) 773-3900 on or before April 18, 2000.

Cost: \$25 per person
(\$12 for students)

Next Month: Illinois Section Luncheon

Topic: To Be Announced

Maggiano's in downtown Chicago
on Thursday, May 18, 2000.

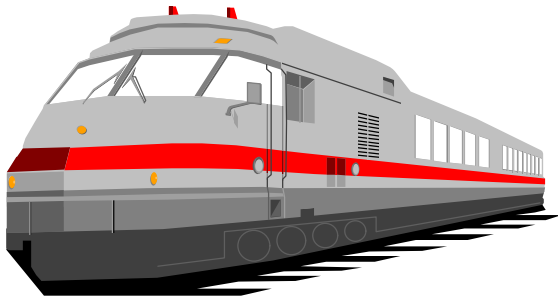


WEBSITE OF THE MONTH

This month's website of the month focuses on high speed rail and The Midwest Rail Initiative. The goal of this initiative sponsored by Amtrak, the Federal Railroad Administration and the transportation agencies of nine Midwest states (Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio, Nebraska, and Wisconsin) to develop a 3,000-mile regional passenger rail system throughout the Midwest and hubbed on Chicago. Included in the site are the Midwest Rail Update newsletter, an executive summary, and a final report of the Strategic Assessment and Business Plan.

For information on The Midwest Rail Initiative, please check out the following website:

<http://www.dot.state.wi.us/dtim/bop/mwrail.html>



CALL FOR VOLUNTEERS!

Volunteers are needed to staff the Hospitality Booth at the ITE 2000 Annual Meeting to be held August 5-9, 2000 in Nashville, Tennessee. The purpose of this booth is to provide attendees with information about the 2001 Annual Meeting, which will be held in Chicago. We are looking for people who are planning to attend the meeting in Nashville and are willing to spend a few hours handing out information on Chicago. The more volunteers we get, the fewer hours anyone has to work. So, if you will be attending and can help out, give either **Dawn Marincic** (847-467-1415) or **Kathy Meyerkord** (630-773-3900) a call as soon as possible.

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THE HISTORY OF TRANSPORTATION

This is the first in a series of articles on the history of transportation. Through these articles, we will trace the origins of transportation principles from early civilization to the present day. It is hoped that, by looking through the past, we can gain a better understanding of the position of the modern transportation engineer in the larger world.

The first topic of this series will look back to perhaps the greatest accomplishment by some of the world's most productive engineers: the road system of the Romans.

In the ancient world, all roads did indeed lead to Rome. Stretching from modern-day Scotland down to Egypt and across to the Straits of Gibraltar, the infrastructure of the Romans carried the goods, services, and influence of the empire. At the peak of its construction under the emperor Diocletian, the road system contained 372 separate roads totaling over 53,000 miles. These roads would mark the reign of the emperors who commissioned them with their usefulness, grandeur, and longevity.

Once a route was chosen by the emperor, a legion of the Roman army, directed by one of the original civil engineers, a military engineer (*architectus*), would go about constructing a path suitable for inclusion into the Roman road system. This Roman *architectus* was expected to be "...a man of letters, a skillful draftsman, mathematician, one familiar with history, philosophy, music..."

The exact alignment of a Roman road was not determined until after a field survey. Like modern roads, they were not straight lines throughout, but rather they would utilize a twisting course around the topography. When a waterway or steep grade was unavoidable, a bridge or tunnel would be included into the route.

Design of a Roman road would be the task of three people: the engineer, the surveyor (*agrimensor*), and the leveler (*librator*). Surveyor's poles would be set at either end of the course of a roadway section with a line or *rigor* tied between. The alignment of the *rigor* would be adjusted by the surveyor, and would be leveled through the use of a plumb. Right angles were acquired through the use of a *groma*, an instrument consisting of two small wooden cross beams held up by a swivel arm. Plumbs on the end of each beam would keep the *groma* level.

Once the alignment of a roadway was set, soldiers would dig out a ditch along the route until they reached

rock. The multi-layered roadway structure would begin with a manually compacted bed of rubble combined with sand. Next, a layer of less coarse aggregate was laid, followed by a second layer of gravel. The surface of the roadway was composed of larger, shaped rock. The stone would be placed onto the gravel and positioned with the others to form an interlocking pavement. The shaped stone would be prepared by masons to provide a smooth surface and adequate runoff. Roads constructed in this manner were solid, and required little maintenance. Each paved road was expected to last one hundred years before replacement was necessary.

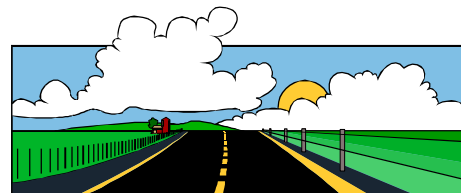
Aspects of the Roman infrastructure have been continued to the present day. Rest areas, road signs, and mileposts were all key elements of a Roman road. Even beyond the tangible aspects of the Romans legacy to transportation is the idea of a national roadway as a central artery for the operation of the country. All roads in the empire did not lead just to Rome, but found their source at the Golden Milestone (*Milarium Aureum*), a large bronze pillar in the capital considered to be the center of the empire. In this way, the road system of the Romans can be seen in a more modern sense, as a self-contained entity that both joins and supports civilization.

**Matthew Letourneau
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Bibliography:

The Roads that Led to Rome. Victor Von Hagen, The World Publishing Company, N.Y., 1967.

Roman Roads of Europe. N.H.H. Sitwell, St. Martin's Press, N.Y., 1981.





JENNY L. GROTE, PE
Candidate for ITE International Vice President

When I think back to my impression of ITE when I first joined 17 years ago, I saw a network of transportation professionals who were devoted to helping people improve their quality of life through mobility. They taught me that 'transportation' is one profession that touches nearly all lives and I, too, can have an impact by joining them in this dynamic field. Since then, many ITE members have inspired me and encouraged me to get involved in a very worthwhile organization. Thankfully, I followed their advice and today, after 14 years in leadership positions, I appear before you as a candidate for International Vice President.

PROFESSIONAL EXPERIENCE

I have been a **transportation engineer** for 17 years, spanning both the **public and private sectors**. Since 1985, I have been a traffic engineer for the City of Phoenix, Arizona in **transportation planning** and 14 years in **traffic operations**. I hold **professional engineering registration** in the State of Arizona.

SERVICE TO ITE

My many elected leadership positions with ITE include offices at the International, District, and Section levels. In December of 1999, I completed a three-year term as an **International Director** on the **International Board**, which has given me firsthand knowledge of the current issues. Prior to Director, I served in all offices on the District 6 Board of Direction, which represents the thirteen Western states, and was **District 6 President** in 1993-94. Before serving at the District level, I served at the Section level in all offices and was **Arizona Section President** in 1989-90. These leadership roles have prepared me to lead the organization into the next century.

In addition to elected positions, I am currently on the **Public Agency Council Executive Committee** and am a Member of the **Traffic Engineering Council**. I have chaired and participated in numerous ITE **committees**, authored and presented **technical papers**, and received **awards** for service to ITE and my employer.

MY VISION FOR ITE

As Vice President, I would make tangible improvements to an organization that already offers quality programs, products, and services to its members. Here are some ways we can make ITE membership even more valuable:

- ◆ **Ensure maximum value** for your ITE dues by packaging member benefits, patterned after the Affiliated Governmental Agency Membership Program.
- ◆ **Expand the network** of transportation professionals through partnerships with other similar organizations and invite related disciplines to participate.
- ◆ **Recognize volunteer efforts** as a valuable resource with a Volunteer of the Year award, certificates of appreciation and acknowledgements of service.
- ◆ **Encourage International participation** by sharing technical resources through web page discussion groups and developing electronic memberships.
- ◆ **Mentor and train younger members and student members** in leadership and management skills to meet tomorrow's transportation challenges.

Throughout my many years of service to ITE, I have been known as an **experienced leader** who sets a **standard of excellence** and leads by example. My premiere goal is to see ITE be the best it can be for the membership and be the '**organization of choice**' for transportation professionals around the world.

Please feel welcome to contact me any time with suggestions or comments.

Mail: Jenny L. Grote, P.E.
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**The Illinois Section
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HIGHLIGHTS

Diverse technical program, vendor exhibits, get acquainted party and lunches on the twenty-third floor overlooking Michigan Avenue (just one floor below the "Tip-Top-Tap")

Technical program includes presentations on:

- Millennium Park, an ambitious extension of Grant Park made possible by decking over operating commuter rail, expanding parking and creating an exclusive bus link with McCormick Place
- Illinois/Grand Transportation Management Association, a partnership created to manage growth in the corridor
- ITS, transit and site planning initiatives throughout the Midwest

Social program includes:

- Golf outing at a public course along the Lake, a short ride from the hotel
- Architectural river cruise (see above)
- Free evenings to enjoy the Taste of Chicago, area attractions and fine dining

Technical tours of Millennium Park and the Illinois/Grand corridor

Plan now to join our holiday celebration. Extended stays are also recommended!

For additional information, contact:

Robert J. Grady -Conference Chair
630.355.4228
e-mail: gradytransit@aol.com



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Metro Transportation Group Inc. has openings for Entry Level Traffic and Design Engineers in their Hanover Park, IL (Chicago Area) and Fort Myers, Florida offices. Growth at Metro calls for a B.S.C.E. or related field. Duties would include conducting traffic engineering/planning studies and/or preparing traffic design plans. A good understanding and use of transportation related software is desirable.

TRAFFIC ENGINEER

Metro Transportation Group, Inc. (Metro) has an opening for a Traffic Engineer with a B.S.C.E. or related field with three to six years of experience in conducting traffic engineering/planning studies. Duties call for experience in managing projects, budgets and directing others. A good understanding and use of HCS, Passer II & III, TEAPAC and other traffic engineering software is desirable.

Contact:

Rolf P. Kilian

1300 Greenbrook Blvd
Hanover Park, IL 60103-5495

Phone: (630) 213-1000

E-mail: rpk@metrotransportation.com

or

Visit our website at:

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ITE ILLINOIS SECTION CALENDAR

April 20	ITE - Illinois Section April Luncheon – Maggiano’s
May 1	Deadline for advertisements and articles for the May issue of <i>ITEMS</i>
May 18	ITE - Illinois Section May Luncheon – Maggiano’s

Events are always welcome for this calendar, please contact the *ITEMS* Editors.

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