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January/June 2021

Newsletter of the Orange County Chapter, Construction Specifications Institute



The Orange County Chapter of the Construction Specifications Institute

Announces

Our Installation & Welcome Back Banquet

At

Zov's Bistro
17440 17th Street, Suite A
Tustin, California 92780-1953

On July 20, 2021

Legendary **Zov's Bistro** in Tustin, California was founded in 1987 by Chef Zov Karamardian and has become a culinary institution. The unique cuisine that blends contemporary with Eastern Mediterranean influences is served in an upscale chic environment.

Family support has constantly been Zov's foundation and inspiration throughout her culinary career. Zov, in addition to her husband, Gary, her son Armen, and her daughter Taleene, have created a rare family business recipe that has taken comforting creations of the family kitchen blended with Chef Zov's culinary artistry.

Time: 6:00 – 6:45 PM Social
7:00 – 8:00 PM Dinner
8:00 – 9:00 PM Installation

Parking: Plenty of Free Parking

Dinner Cost: \$60.00 per person - OCCCSI members and nonmembers with reservations. Pay at the door.

Reservations made by email to 90742aw@annettewren.com required by July 15, 2021. For questions, please call Dana Thornburg at 714-907-3981.

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Co-Editor.....Annette Wren, FCSI, CDT
Co-Editor.....Gary Kehrier, CSI, CDT
Assistant Editor.....Sean Connolly, RA, CSI, CCS
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COMMITTEE CHAIRS

Academic Affairs Trevor Resurreccion, Esq. CSI, CDT
(949) 837-8200

Advertising Dana Thornburg, CSI
(800) 600-6634

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Long Range Planning Gary M. Kehrier, CSI, CDT
(562) 266-6691

Membership Joseph Esquer, CSI
(657) 212-0111

Newsletter Annette Wren, FCSI, CDT
(562) 592-3187

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SAVE THE DATE

**Our Installation & Welcome
Back Banquet**

July 20, 2021

THE PRESIDENT'S MESSAGE

David C. Brown, CSI, CCS

Dear Fellow OCCCSI Members,

Welcome back. We are back and look forward to seeing all your smiling faces once again. I hope everyone has been staying safe and healthy. I want to send our wishes and prayers to all our members who lost loved ones, office comrades, professional acquaintances and working relationships. Our prayers go out to each and every one of you.

This has been a very trying year and a half for all concerned and especially our small business owners. I hope all of you have been supporting them in their time of need and continue to support them through the year. They are our bread and butter for the economy, without them we would not survive.

Now to CSI business, since Orange County has gone into the yellow tier and as of June 15th we are supposed to be back to some sort of normalcy, we are planning our annual Installation Dinner in July. We hope all of you will attend to kick off our year right. We will be dark in August but are looking forward to having a membership meeting in September.

Looking forward to seeing all of you at Installation. Take care and stay healthy.

Best regards,

Dave

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WREN'S WESTERN OUTPUT

*By Annette Wren,
FCSI, CDT*

SUPPORT SMALL BUSINESSES

Since March 2020, small businesses have been faced with many challenges. Economic survival during the government ordered shutdowns was the biggest challenge. Currently, small businesses are still suffering. Some of their employees want to stay home on unemployment. Many consumers have decided to continue with delivery "one size fits all" stores online. Small retail businesses need your help. What can you do?

During the shutdown, many consumers ordered groceries and other items online. In addition, food delivery from restaurants increased in terms of choices. That was a great convenience. Unfortunately, it did come at an increased price to their monthly household expenditures.

Now that you are "at choice" again, challenge yourself to buy some of your needs from a small business instead of an online or big box store choice. Try to buy local. There are many small and large retailers. Think about the small ones that are offering choices. Here in the OC, we have farm stands with fresh fruit and vegetables. There are small markets with a variety of choices including unique ethnic items. Think about the clothing, shoe, dry cleaning, gift and other shops that would appreciate your business. Choose a small restaurant to eat at. You may be surprised by the true appreciation that these small businesses have for your patronage.

My choice is to lead by example and practice what I "preach". I drive a total of 2 hours round trip to support small businesses in a nearby town. I could drive 6 minutes down the block and buy from the one chain market in my town. I refuse! Enough people are supporting them locally and regionally. I do buy from two other small markets and a farmers market in my town. Instead of buying from a chain hardware/nursery, I buy from a unique small business with unbelievably great service! I refuse to use the computer check out devices at stores. My choice is to help someone keep their job..When I drive down to the OC, I support my favorite family run drycleaners in Costa Mesa. I want all of these businesses to survive!

What happens when you do not support your local businesses? These businesses will not survive and close. The big box and online stores will be raising prices and consumers will have no other choice. The big businesses are pushing for less customer service and less employees. The big online delivery outlets are implementing more robotics therefore reducing their payroll. All this means less choice for you and their inflated bottom line!

Your bottom line: When you shop, try to think about who will receive your money. Are you supporting yourself with good choices that will benefit you in the long run.

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BUCH NOTES

By Ed Buch, FCSI, CCS, AIA,
LEED AP

An Underground Guide to Sewers or Down, Through and Out in Paris, London, and New York.

By Stephen Halliday

Almost everyone takes for granted the fact that we have potable drinking water and that, when we flush the toilet, the stuff just disappears. While this has been true in most parts of the USA for nearly a century, problems persist today with both safe drinking water and the safe disposal of sewage in many parts of the world. In rural areas this isn't so much a problem, but it can be an issue today in large cities as anyone who has traveled in third-world cities knows. Even for us living in an advanced society, paying attention to sewage systems (sewerage), and potable water systems is important if for no other reason than many of them are approaching the end of their useful lives and as a result, are in need of expensive, and disruptive repair and reconstruction that all of us will be paying for. An Underground Guide to Sewers provides a look back at some of the earliest sewer systems, how they were designed and constructed, and how they have evolved into modern systems serving us today. The book's most important features are the many historical construction photographs and reprints of beautiful original engineering drawings.

Engineers in England began designing large-scale urban sewer systems in London in the 1850s, long before a scientific basis was known for the causes of diseases the sewers were intended to alleviate. Dr. John Snow was the first to make the connection between drinking water and cholera in 1849 when he created a map showing the incidence of disease near a single polluted London well. People who used this well were contrasted with people in the same area who drank beer from a local brewery, rather than water, and who were not afflicted. While Snow's study was later recognized as one of the most important contributions to the history of public health, at the time his study was not accepted and cholera continued to sweep through England and Europe killing hundreds of thousands of people. It wasn't until 1883 that German microbiologist Robert Koch identified water borne bacteria to be the cause of cholera. Up to then the best scientific minds thought that disease was transmitted by sewage odors, a so called "miasma". So, their theory was building sewers, to get rid of the odor caused by sewage, would solve two problems; make cities less foul smelling and end transmission of disease. In 1905 Koch was awarded a Nobel Prize for his discovery.

Until the middle of the 19th Century sewage and storm water were basically not managed on a city-wide scale anywhere in Europe or in the US. Storm water ran through streets uncontrolled, and sewage was kept on the premises either in outhouses or in basement cesspits. These were periodically emptied manually by "night soilmen" who hauled it away in wagons

(continued on page 12)



STEVEN WEISENBERG
West Coast General Manager

11 Ritter Way
Lebanon, PA 17042
phone 800 537 8737
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mobile: 714.907.3981
dthornburg@omega-products.com



Tom Divelbiss
Architectural Representative

Omega Products International, Inc.
1681 California Avenue
Corona, California 92881

toll free: 800.600.6634
office: 951.737.7447
mobile: 951.520.5289
fax: 951.520.2594
tdivelbiss@omega-products.com



AIA, ASID, IIDA &
USGBC Industry
Partner

Anne Murrell, LEED AP ID+C, CID
Business Development & Specifications Manager,
Western Division

amurrell@flexcofloors.com
Cell: 517.614.0452

1401 East 6th Street
Tuscumbia, AL 35674

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Jeff Downey
Architectural
Sales Consultant



12342 McCann Drive
Santa Fe Springs, CA 90670
Phone: 562.407.3150
Fax: 562.404.0567
Cell: 562.547.0457

jdowney@psi3g.com
www.psi3g.com
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MEMBERSHIP REPORT



By Joe Esquer, CSI
Membership Chairman

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- | | |
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| Kim Cahners | Solatube International |
| Diana Desaida | |
| Dave Herber | Trex International |
| Diana Lim | |
| Marie Malone | Deltek |
| Amy Neumann | Rockton |
| Syairah Shaharuddin | Stern Architects |

THANK YOU FOR RENEWING!

RENEWALS:

- | | |
|-----------------------------|--|
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Romo |
| Hal Block | TSIB |
| Darin Coats | Walker Consultants |
| Sean Connolly | DPEnterprises |
| Brown, David | DPR Construction |
| Julie Davis | Architect |
| Supranee DeGraw | Behr Paint Company |
| Joseph Esquer | TSIB |
| Brady Gamble | Draper Shade & Screen Company |
| Kathy Greenway | KGA Inc. |
| Gregory Grosz | ClarkDietrich Building Products |
| Johnson, Keith | Behr Paint Company |
| Jonathan Juarez | Chapman University |
| Justin Kerfoot | Axis Leak Detection, Inc. |
| Larez, Robert | Multicoat |
| Dave Maietta | Angelus Block Company |
| Johnnie Marino | Hager Company |
| Ron Martinez | W.H. Steele Company, Inc. |
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| Steven Murow | KAL Architects |
| Mark Niese | Hafele America |
| Richard Peralta | The Aerospace Corporation |
| Pamela Quattrocchi | Wall Panel Systems, Inc. |
| Jesse Rich | Tanaka Riley Architects |
| Michael Riley | Student |
| Rodriguez, Martin | CEMCO |
| Fernando Sesma | Stern Architects |
| Syairah, Shaharuddin | WIC |
| Robert Sherbondy | TSIB |
| Bryan Stanley | Critical Structures Inc. |
| Eric Stovner | The Z Group |
| Dennis Zandrosso | |



Jo Drummond, FCSI, CCS

The Orange County Chapter of the Construction Specifications Institute sadly reports that Jo Drummond, FCSI, CCS passed away at her home on February 12, 2021.

Jo's upbringing as the daughter of Rear Admiral Robert S. Hatcher was influenced by the military and was formative in molding her life dedicated to the service of others. Her family, the construction industry, CSI, All Saints Episcopal Church in Pasadena and others were truly blessed by her service.

Education was an extremely high priority to Jo. She attended the following universities: California Graduate Institute, Los Angeles, California (1975-1976); University of California at Los Angeles (1954-1955); Long Beach State College, Long Beach, California (1955); George Washington University, Washington D.C (1951) and Mount St. Mary's College, Los Angeles, California (1948-1950). Jo displayed extraordinary effort to attend UCLA. Prior to the construction of the 405 freeway, she drove from the Naval Weapons Center in Seal Beach down PCH to UCLA!

Jo's work experience included the following: self-employed as a Construction Specifications Consultant (1984 to 2019); Wells Fargo Bank, Vice President, Real Property Management (1977-1984); Gruen Associates, Head of Construction and Specifications (1972-1977); Lunden & Johnson, Architects, Specifications Writer (1970-1972); George Vernon Russell FAIA & Associates, Construction Administrator and Specifications Writer (1961-1970); Moffatt & Nichol Engineers, Specifications Writer and Mechanical Drafter (1956-1961); and the United States Navy, Department of Aeronautics, Administrative Assistant, Long Beach, California, Washington D.C. and Trenton, New Jersey (1951-1956).

Jo became a member of CSI in September of 1961. Her decades of service to the Los Angeles CSI Chapter (LACSI) included participation in almost every committee as well as several leadership positions on the LACSI Board of Directors. Jo was the first woman President of LACSI from 1988 to 2000. She served on the Chapter Board of Directors from the 1970s to the late 1990s including several years as the Chapter Treasurer. She was an active participant and contributor to the Education and Technical Committees. Jo wrote articles on specifications and construction contract administration for the chapter newsletter. Jo also served as the LACSI and OCCCSI photographer. The most remarkable

service was her role as "caretaker" of LACSI. LACSI used her mailing address for decades. Jo took it upon herself to single-handedly oversee the corporate records and archives of the chapter. Jo's dedication to the Chapter always went above and beyond the normal call to service. Her car was always one of the first ones in the parking lot during all of her active years!

Jo advanced her mission of promoting education and knowledge through the vast amount of documents that she wrote. Jo prepared written specifications for over 60 years as an employee of notable architectural firms and as an independent consultant. In 1978, Jo became a Certified Construction Specifier (CCS). She utilized the CSI format since its inception, and developed and refined work in accordance with CSI principles. From 1977 to 1984, Jo developed a Facilities Management System for Wells Fargo Bank, Real Property Management Division, which allowed them to manage an abundance of work and properties with a minimum of staff. In 1979, Jo wrote "Construction Contract Administration" a 150 page instructor's guide and 100 page syllabus for an eight week, twenty hour course bearing the same title. She also contributed articles to national publications such as Progressive Architecture magazine.

Jo received multiple awards from construction organizations, CSI chapters, the West Region CSI, and the Institute. In 1988, she received the CSI J. Norman Hunter Memorial Award for her accomplishments with education and specifications. She was named a Fellow of the Institute in 1993. Jo also served the West Region CSI as a Professional Director on the Institute Board of Directors.

Jo's achievements were driven by her personal code of ethics. Her personal dedication and involvement in the development of curriculum and educational processes of local universities, architectural firms, construction firms and trade associations were phenomenal. Thousands of architects, developers, building owners, engineers, contractors, material suppliers and building officials were empowered by her work. Jo was an exceptional organizer and time manager. She gave the term "in search of excellence" a whole new meaning!

The memorial service for Jo Drummond, FCSI, CCS is pending. The location will be at All Saints Episcopal Church in Pasadena.

5 THINGS TO KNOW BEFORE YOU OVERCOAT

Is your aged coating system eligible to overcoat?
Learn how to tell before it's too late.

Presented by: Tony Hobbs, Tnemec Company Inc.



WHAT IS "OVERCOATING" VERSUS A "REPAINT"?

Overcoating: Application of coating materials over an existing coating in order to extend its service life, including use of the appropriate cleaning methods. The procedure includes preparation of rusted or degraded areas, feathering edges of existing paint, low-pressure water washing of the entire structure to remove contaminants, application of a full intermediate coat over repaired areas, and optional application of a full topcoat over the entire structure. Overcoating may be a cost-effective alternative to complete coating removal and repainting. When the old coating contains lead, cadmium, or chromium, overcoating may be a particularly attractive option due to economic considerations. But overcoating can present certain risks as well.

Repaint: Complete removal of the existing coating system followed by application of a new coating system (including appropriate cleaning methods).¹

PROS & CONS OF OVERCOATING

Pros

- Improves appearance and extends service life for years and potentially provides a sound base for future overcoats.
- Is usually done at a fraction of the cost of repainting

Cons

- There can be premature coating system failure
- Rusting
- Disbonding (including blisters) due to adhesion issues
- Overcoating always entails some risk

Note – Risk management is part of an Overcoating Strategy



The Forum in Inglewood, California, before overcoating



The Forum after overcoating

¹ Definitions from SSPC: The Society for Protective Coatings TECHNOLOGY UPDATE NO. 3: Overcoating, p.10-51 (SSPC-TU 3)

WHAT TO KNOW BEFORE YOU OVERCOAT

The success or failure of an overcoat system depends on several variables, including the condition of the existing coating, the geographic location of the structure, the surface preparation and the type of coating system selected. Whether or not overcoating is a feasible alternative to complete removal and repainting depends a great deal on the condition of the existing paint system. The amount of corrosion present, number of coats, adhesion to the substrate, adhesion between coats and geographic location (exposure conditions) are all that need to be considered before a specifier can make an overcoat or complete removal decision.

1. CORROSION OF THE SUBSTRATE

One of the criteria used to determine if an existing paint system can be effectively overcoated is the extent of corrosion that has occurred. This can be evaluated by visual assessment using ASTM D 610 Evaluating Degree of Rusting on Painted Steel Surfaces.

ASTM D 610 contains photographic reference standards that illustrate the degree of rusting on a numerical scale from 0 to 10 where Rust Grade 10 indicates less than or equal to 0.01 % rust and Rust Grade 1 represents greater than 50.0% rust. In other words, a higher rating indicates less rusting. Steel surfaces with greater than 3.0 % spot rusting (Grade 4-S), greater than 1.0 % general rusting (Grade 5-G) or greater than 0.3 % pinpoint rusting (Grade 6-P) are normally not considered candidates for overcoating.

2. NUMBER OF COATS & FILM THICKNESS

Certain tests are required to determine total film thickness and previous coats. Conduct the following tests at a minimum of 3 locations (3 trials at each location) and record results on the appropriate form. Draw a diagram of the structure on a separate piece of paper and mark the locations where tests were conducted.

Large structures such as bridges should be divided into zones and a minimum of 3 locations tested within each zone. Use a separate form for recording zone data.

To measure total dry film thickness (DFT), use a Tooke gauge, magnetic pull-off or magnetic flux film thickness gauge. Also determine approximate number of coats with a Tooke gauge or visual examination of a paint chip cross section.

3. ADHESION OF THE EXISTING SYSTEM

Before checking how well the coating system is adhered to the substrate, visually inspect the film for defects such as delamination, cracking and blistering. List any significant film defects that are observed. Existing coatings with extensive delamination or cracking should NOT be overcoated. If blisters are present, report blister size and frequency in accordance with ASTM D 714 Evaluating Degree of Blistering of Paints.

Check adhesion at the same locations (3 trials at each location) where dry film thickness readings were taken. Use the following adhesion test methods:

X Scribe and Tape Test: Conduct this test in accordance with ASTM D 3359 Standard Test Methods for Measuring Adhesion by Tape Test, Method A. Adhesion is rated on a scale of 0 to 5 as outlined in the ASTM test method. No removal is rated as 5A and removal beyond the area of the "X" is rated as 0A.

Knife Adhesion: Probe at the coating with the point of a knife blade in an attempt to delaminate the coating system between coats or from the substrate. Rate "knife adhesion" as poor, fair, good, or excellent.



Cracking



Blistering, delamination and rusting

4. COATING SYSTEM COHESIVE STRESS

Adding additional coats of paint to an old paint system will always increase the degree of cohesive stress. The risk factor question is usually not if the new system will adhere to the properly prepared surface of the old, it's whether or not the old system has good enough film integrity, adhesion between coats and to the substrate to support an overcoat system without literally falling apart.

Before selecting candidate overcoat system, keep in mind that cohesive stress exerted on the existing system will vary with generic type. Non-flexible conventional 2-component epoxies, aliphatic urethanes, or fluoropolymers will develop more cohesive stress upon curing than more flexible coatings such as acrylic emulsions.

Also, regardless of generic type overcoat system, the higher the film thickness the greater the cohesive stress on the existing system. For example, application of a system at 12.0 mils total DFT to an old paint system possessing marginal adhesion would most likely lead to a delamination disaster. Enough cohesive stress will be developed that the old system will be literally pulled apart at its weakest adhesion link (between coats or from the substrate).

5. LOCATION & EXPOSURE

Geographic location (exposure condition) also plays a role in the selection of an appropriate overcoat system. Paint systems in the northern states undergo more stress because of freeze/thaw cycling. Flexible, low cohesive stress overcoat systems, therefore, become even more important in those areas of the country that are subject to frequent freeze/thaw cycles during winter months.

It's important to understand your substrate and your surroundings when starting a potential overcoat project. If you need more help or would like a copy of our overcoating packet – complete with charts and forms for the overcoat process – contact your local Tnemec representative today. Tnemec representatives can even come out to your job site and help you determine whether your structure can handle an overcoat system.

CONCLUSION

When considering whether to overcoat, these 5 factors affecting the internal stresses of the original coating and the overcoat must be considered, as should alternatives to overcoating. The lowest risk is likely to be associated with the highest cost, due primarily to the surface preparation and containment, if any, required. The highest risk will probably be associated with lower cost options due to the lower surface preparation costs. The specifier is urged to consider preventive maintenance programs in which surfaces are painted when they first show signs of degradation. At this stage, little or no surface preparation is needed, the existing paint exhibits good adhesion and all risks are minimized.

ATTENTION DESIGNERS - MATCH YOUR OWN COLORED GROUT

by Lisa Fyke, CSI

Have you heard about the new Flexcolor Design program that combines the proven MAPEI grout technology you trust with your own creativity to create your perfect color palette - and the perfect color match - every time?

Many of you have reached out over the years looking for that “perfect” color and, unfortunately, it did not exist. Or, the quantities to make a special batch were too large.

Now MAPEI offers a special program that creates professional-grade, ready-to-use specialty grout matched to any color. Simply send us a paint chip, a Pantone color, a piece of fabric, a carpet swatch, piece of tile - an opaque color sample swatch - that you want to have matched as a grout. We will create the perfect color match with our **Flexcolor Design** grout base using MAPEI’s ColorMap system, featuring cutting-edge color measuring and matching technology.

Other benefits of this specialty grout include:

- Stain-and chemical-resistant grout formulation with no sealing required
- Easy cleanability, color consistency and improved workability
- Dries to a hard, uniform color surface in 24 hours and will not stain surfaces
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- Non-sag formulation for vertical backsplashes
- Crack-resistant and shrinkage-controlled formulation, with no efflorescence
- BioBlock® technology for mold and mildew resistance
- Ready-to-use straight from the pail, with no water required
- Packaged in a re-sealable container that can be stored for up to two years

All you need to provide is your design vision - MAPEI provides the technology to bring it to life.

And it comes to life quickly.

Once you send your color sample, we will make up a small amount and have it sent directly to you or to your designated Contractor for approval. Once approved, the final product will be shipped out within about 10 days. There is a 2 gallon minimum and some job restrictions.

For complete details, please contact your local MAPEI Architectural Representative, Lisa Fyke at 909-237-5324 lfyke@mapei.com

BUCH NOTES

(continued from page 5)

and the solids were sold as fertilizer. It wasn't unheard of for chamber pots to be dumped from second story windows to the street below.

In Paris, beginning in the 1850s Eugene Haussmann's slum clearance and the construction of grand boulevards included a program of storm drain construction to collect storm water from streets and carry it to the River Seine five miles downstream of Paris. A network of nearly 500 miles of egg-shaped drains was constructed below the streets of Paris. Each drain was 4 ft. wide by 7 ft. high, narrow at the bottom and wider near their tops, and constructed of masonry that often used colored, glazed tile to distinguish their tributary areas. These drained to very large collector sewers and included two huge siphons to traverse beneath the River Seine. At the time human waste was still collected by the "night soilmen".

Construction of sewers in London was prompted by the Great Stink in the especially warm summer of 1858 when the sewage in the streets and in the River Thames smelled so bad, there was no escape from the odor or the disease it was thought to carry. Parliament voted to construct a system of local sewers and huge collector sewers designed by English engineer James Bazalgette who had the presence of mind to oversize them so they still have capacity for today's population. The largest of the collector sewers was built through reclaimed land along the north side of the Thames beneath what is now a roadway on The Embankment. This flowed downstream through pumping stations and then to its discharge point east of London into the Thames at high tide.

English engineers were in demand for designing sewers throughout Europe from the middle of the 19th Century. But perhaps the greatest gift the British gave the world was the invention in 1775 of the flush toilet. The most famous of these was designed and manufactured by Thomas Crapper in 1861. The company is still in business today. Flush toilets were a great hit at the Crystal Palace Exhibition in 1851 where many used a toilet for the first time.

The situation was much the same in the US as it was in Europe. Drinking water taken from polluted wells, rivers, and lakes in the 19th Century resulted in typhoid and cholera. In many cities storm water and sewage systems, constructed in the late 19th Century, discharged directly into rivers untreated. Fortunately, in most cases these were downstream from where potable water was taken. The City of Chicago took extreme measures to keep its drinking water safe from contamination. It had been dumping its sewage into the Chicago River that drained into Lake Michigan where it also took its drinking water farther offshore. To stop contamination of the drinking water taken from the Lake, in 1855 the edge of Lake Michigan was raised approximately 10 feet along the Chicago lakefront. Additionally, a lock was constructed on the River where it met Lake Michigan and flow of the Chicago River was reversed. In many American cities wastewater treatment didn't happen until the 20th Century. In Los Angeles, sewage was discharged untreated into

Santa Monica Bay until 1950 when the first phase of the massive Hyperion wastewater treatment plant was constructed at El Segundo.

Wastewater treatment has evolved over time from simply spreading waste on the ground outside of cities, (where bacteria in the soil would eat the pathogens leaving the nutrients behind to enrich the soil), to engineered, industrial scale, three-stage treatment plants. These plants were first developed in England in the 1890s and today typically consist of a first stage where inside the anaerobic tank microbes digest the solids that then sink to the bottom to be removed later. Methane gas generated in the process can be recovered from the first stage and burned to generate electricity. In the second stage the fluid collected from the top of the first stage tank is sprayed over large filtration beds before the clearer fluid enters the third stage settling tank to remove any remaining solids so it can then be discharged safely. Before discharge into some sensitive environments a fourth stage, tertiary treatment, is included where chlorine or ultraviolet treatment are added.

An Underground Guide to Sewers is a beautifully designed and bound book. The text is augmented with historical maps of sewer systems, photos taken during construction of some of the older sewers along with many photos that have been taken more recently, and beautifully detailed drawings of Victorian engineering works. The insides of the front and back covers are decorated with drawings of a variety of creative manhole cover designs. A couple of small criticisms though. Not all of the pages are numbered and for some reason, some of the photo captions are not located at the bottom of the page where they would be easy to read. In these locations the captions are along the edge of the pages that makes them very awkward to read. The book was published by Thames & Hudson in 2019. It has 256 pages most of which have photos or illustrations.



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Make reservations by the Friday preceding the meeting.

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