

In This Issue:

- 1 Tonight's agenda
Sudoku
- 2 ASCE Bridge Calendar Profile
- 3 Officer Contacts
Scholarships
Sudoku Answers

**ATTENTION STUDENT MEMBERS!!!
IT IS REQUIRED FOR YOU TO
BECOME A NATIONAL MEMBER!!!**

Do this @

<http://www.asce.org/content.aspx?id=2147490038>

		1	3	8	5	9		
3				4				
	2							4
	7		6			2		
6				9				3
		8			2		6	
2							9	
				5				1
		4	9	2	1	7		



Introductions:

- Practitioner Advisors: Dave Karnowski
Earl Tast
- Honorary Lifetime
Contact Member: Bob Thorn
- Faculty Advisors: Dr. Hossain
Dr. Riding

Officer Reports:

- President: Jordan Dettmer
- Vice President: Rachel Spicer
- Treasurer: Katie Krol
- Recording Secretary: Charles Loughman
- Corresponding Secretary: Andy Shearrer
- Newsletter Editor: Levi Ewing
- Historian: Jacob Dull
- Student Council Rep: Walter Hicks
- Freshman/Sophomore Rep: Xinch Zhang
- Graduate Student Rep: Ranjit Godavarthy
- Activities Chair: Josh Sommerfield
- Special Projects Chair: Gus Wuertz
- Webmaster: Michael Hare
- Open House Chairs: Sam Corey
Sam Hegarty
Lauren Winnen
- Steel Bridge Chairs: Matt Arnold
John Handke
Tyler Ummel
- Concrete Canoe Chairs: Jessica Hennes
Brianna Krysztow
- 2011 Regionals Chairs: Rob Murphy
Rachel Spicer

Agenda:

- Announcements
- Elections
- Senior Projects

ASCE Bridge Profile



The Brooklyn Bridge was initially designed by German immigrant John Augustus Roebling, who had previously designed and constructed shorter suspension bridges, such as Roebling's Delaware Aqueduct in Lackawaxen, Pennsylvania, and the John A. Roebling Suspension Bridge in Cincinnati, Ohio.

While conducting surveys for the bridge project, Roebling sustained a crush injury to his foot when a ferry pinned it against a piling. After amputation of his crushed toes he developed a tetanus infection which left him incapacitated and soon resulted in his death, not long after he had placed his 32 year-old son Washington Roebling in charge of the project.

Washington Roebling also suffered a paralyzing injury as a result of decompression sickness shortly after the beginning of construction on January 3, 1870. This condition, first called "caisson disease" by the project physician Dr. Andrew Smith, afflicted many of the workers working within the caissons.^{[11][12]} After Roebling's debilitating condition left him unable to physically supervise the construction firsthand, his wife Emily Warren Roebling stepped in and provided the critical written link between her husband and the engineers on-site. Under her husband's guidance, Emily had studied higher mathematics, the calculations of catenary curves, the strengths of materials, bridge specifications, and the intricacies of cable construction. She spent the next 11 years assisting Washington Roebling helping to supervise the bridge's construction.

When iron probes underneath the caisson found the bedrock to be even deeper than expected, Roebling halted construction due to the increased risk of decompression sickness. He later deemed the aggregate overlying the bedrock 30 feet (9 m) below it to be firm enough to support the tower base, and construction continued.

The Brooklyn Bridge was completed thirteen years later and was opened for use on May 24, 1883. The opening ceremony was attended by several thousand people and many ships were present in the East Bay for the occasion. President Chester A. Arthur and New York Mayor Franklin Edson crossed the bridge to celebratory cannon fire and were greeted by Brooklyn Mayor Seth Low when they reached the Brooklyn-side tower. Arthur shook hands with Washington Roebling at the latter's home, after the ceremony. Roebling was unable to attend the ceremony (and in fact rarely visited the site again), but held a celebratory banquet at his house on the day of the bridge opening. Further festivity included the performance of a band, gunfire from ships, and a fireworks display.

On that first day, a total of 1,800 vehicles and 150,300 people crossed what was then the only land passage between Manhattan and Brooklyn. Emily Warren Roebling was the first to cross the bridge. The bridge's main span over the East River is 1,595 feet 6 inches (486.3 m). The bridge cost \$15.5 million to build and approximately 27 people died during its construction.

One week after the opening, on May 30, 1883, a rumor that the Bridge was going to collapse caused a stampede, which crushed and killed at least twelve people. On May 17, 1884, P. T. Barnum helped to squelch doubts about the bridge's stability—while publicizing his famous circus—when one of his most famous attractions, Jumbo, led a parade of 21 elephants over the Brooklyn Bridge.

At the time it opened, and for several years, it was the longest suspension bridge in the world—50% longer than any previously built — and it has become a treasured landmark. Since the 1980s, it has been floodlit at night to highlight its architectural features. The towers are built of limestone, granite, and Rosendale cement. Their architectural style is neo-Gothic, with characteristic pointed arches above the passageways through the stone towers. The paint scheme of the bridge is "Brooklyn Bridge Tan" and "Silver", although it has been argued that the original paint was "Rawlins Red".

Officer Contacts

President:

Jordan Dettmer – *jdettmer@ksu.edu*

Vice President:

Rachel Spicer – *rspicer@ksu.edu*

Treasurer:

Katie Krol – *kkrol@ksu.edu*

Recording Secretary:

Charles Loughman – *ducks@ksu.edu*

Corresponding Secretary:

Andy Shearrer – *ashearr@ksu.edu*

Newsletter Editor:

Levi Ewing – *levie@ksu.edu*

Historian:

Jacob Dull – *jdull2@ksu.edu*

StuCo Rep:

Walter Hicks – *whicks@ksu.edu*

Fresh/Soph Rep:

Xinchi Zhang – *loewe@ksu.edu*

Grad. Rep:

Ranjit Godavarthy – *ranjitg@ksu.edu*

Activities Chair:

Josh Sommerfield – *jsomma@ksu.edu*

Special Projects:

Gus Wuertz – *afwuertz@ksu.edu*

Webmaster:

Michael Hare – *mthare@ksu.edu*

Open House Chairs:

Sam Corey – *score@ksu.edu*

Sam Hegarty – *samheg10@ksu.edu*

Lauren Winnen – *lwinnen@ksu.edu*

Steel Bridge Chairs:

Matt Arnold – *mlarnold@ksu.edu*

John Handke – *john19@ksu.edu*

Tyler Ummel – *ummel3@ksu.edu*

Concrete Canoe Chairs:

Jessica Hennes – *jlhenn12@ksu.edu*

Brianna Kryzstof – *briannak@ksu.edu*

2011 Regional Chairs:

Rob Murphy – *murph40@ksu.edu*

Rachel Spicer – *rspicer@ksu.edu*

4	6	1	3	8	5	9	7	2
3	5	7	2	4	9	6	1	8
8	2	9	1	7	6	3	5	4
1	7	5	6	3	8	2	4	9
6	4	2	5	9	7	1	8	3
9	3	8	4	1	2	5	6	7
2	1	3	7	6	4	8	9	5
7	9	6	8	5	3	4	2	1
5	8	4	9	2	1	7	3	6

Scholarships

U.S. Department of Homeland Security (DHS) Scholarship Program

Jan 5 deadline

Supporting students interested in pursuing the basic science and

technology innovations that can be applied to the U.S.

Department of

Homeland Security mission.

* Undergraduate students

* U.S. citizenship required

* Funding available for fall 2011

* Full tuition and monthly stipends

* Includes 10-week summer internships at federal research facilities or

DHS Centers of Excellence

Complete information is available online at

<http://www.orau.gov/dhsed/>

National Defense Science and Engineering Graduate Fellowship:

<http://ndseg.asee.org/> .

Dec. 17 deadline

As a means of increasing the number of U.S. citizens and nationals

trained in science and engineering disciplines of military importance,

the Department of Defense (DoD) plans to award

approximately 200 new

three-year graduate fellowships in April 2011, subject to the

availability of funds. The DoD will offer these fellowships to

individuals who have demonstrated the ability and special

aptitude for

advanced training in science and engineering.

Dr. Jim Honehbary is willing to work with any student interested in applying.

Jim Hohenbary

Asst. Dean for Nationally Competitive Scholarships

112 Eisenhower Hall