



**CONSULTING  
ENGINEERS  
COUNCIL OF  
OREGON**

*April 2001*

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*Member of the  
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## Engineering Excellence Awards 2001

### **DEGENKOLB, KPFF CONSULTING ENGINEERS TAKE TOP HONORS IN UNPRECEDENTED TIE**

*CECO's annual awards competition had a huge turnout with a total of 23 project entries this year, which translated into two "Project of the Year" awards, along with six Grand Awards and 15 Honor Awards.*



photos by Julie Keefe



**PROJECT OF THE YEAR: Degenkolb Engineers for Portland International Airport Steel Canopy Erection.** Pictured at right is David Roggenkamp, Degenkolb Engineers, who served as project manager. *(Continued on page 3, see "Project of The Year.")*



**PROJECT OF THE YEAR: Kpff Consulting Engineers for Latter-Day Saints Conference Center in Salt Lake City, Utah.** Pictured, from left: Nathan Charlton, Jami Murrain and Tom Baughman of Kpff Consulting Engineers. *(Continued on page 3, see "Project of The Year.")*



**"Legislative Updates, Shakes & Quakes"** served up for Membership Dinner on **April 18th at The Westin Portland hotel**. See page 11 for more information and registration form.

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## FROM THE PRESIDENT

What great times to be a consulting engineer! Now I know more than a few of you reading this think that I've gone off the deep end. But I really mean it. I acknowledge the fact that the economy is a bit shaky right now, both at the local and national levels. My guess is that you are not rushing home to read your 401K and stock statements these days. I know I'm not. Consulting engineers that I talk to locally seem to be busy, but I think many of us are paying careful attention to our backlog trends.



**Mike Schmid**

So why am I so upbeat about being a consulting engineer? Here are a couple of reasons. Each year, when we conduct the Engineering Excellence awards competition and then hold the awards banquet, I'm reminded how important our work is to society and how creative we can be. When I walk around the exhibit hall and view all of the entries, I always reflect on the amount of ingenuity and expertise available in our respective firms as evidenced by the projects being displayed. I was unable to attend the national Engineering Excellence awards banquet this year in Washington D.C. However, I did read the article highlighting the award winners in the ACE Magazine. The national award winners just go to further validate the importance of our work to mankind. I enjoy being in the presence of non-engineers at the banquet. They are usually quite impressed, and it truly makes me proud to be an engineer.

I remember several years ago listening to David Snyder, a futurist, talk about the state of the consulting engineering profession. In summary, what I took away from his presentation was that the consulting engineering business had the potential of being very good for the foreseeable future. In part, he based his prediction on the fact that the supply of engineers coming out of the higher education system would continue to dwindle while the demand for our services would continue to increase. Now, several years later I see Snyder's prediction being right on track.

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# Engineering Excellence Awards 2001-Washington, D.C. **DAVID EVANS WINS NATIONAL AWARD**



CECO Past President **Jack Beemer** (left) and **Jon Dasler** of **David Evans and Associates, Inc.** accept their firm's Honor Award in Washington, D.C. during ACEC's 2001 Engineering Excellence Awards gala held March 13 at the Renaissance Mayflower Hotel. The award winners were selected from a field of 156 finalists.

### **NATIONAL HONOR AWARD: SURVEYING & MAPPING TECHNOLOGY**

#### **David Evans and Associates, Inc. for San Juan Submarine Cable Corridor Study.**

What would the best undersea route be for a new power cable serving the electrical needs of the San Juan Islands in Puget Sound? That question was answered at a high level of detail—enough to minimize cable-laying hazards, boosting reliability and minimizing cable wear. (*See related story, "Consulting Congress Day," page 8.*)

## *Congratulations to DEA!*

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How many times have you said or heard in the last couple of years how difficult it is to find qualified engineers? My guess is that it is probably more than a few.

Think about the increasing need for our services. Infrastructure in the United States is decaying and we continue to expand in population. On the international level, it's equally exciting. New towns, cities and the corresponding infrastructure are being developed on a continual basis.

In the Northwest, I can't help but believe there is a huge logjam of potential work building for the consulting engineering community. I'm not saying that we won't experience some peaks and valleys, but over the long haul I believe our future is very bright. My belief is that the Northwest will continue to grow and expand economically and in population. Couple that with the same aging or insufficient infrastructure issues mentioned previously, and the logjam expands rapidly. I will admit that I have no idea where the money will come from to pay for all the needs. However, if the pain becomes significant, we will figure out where to get

the money to deal with it. And if the logjam breaks free, I don't believe there are enough engineers currently in the Northwest to accomplish the potential work.

None of this is meant to suggest that we can just sit back and let the projects come to us. There are many forces at work that could present significant challenges. Where are we going to get the needed resources to meet the project demands? We always have to guard against legislation that hinders our ability to effectively compete for the work or for that matter do the work. We also have to continuously learn how to perform our work more effectively and embrace new technologies in order to remain competitive. We need to use our creativity and ingenuity and stretch when it comes to embracing and/or developing new project delivery and teaming strategies.

The bottom line from my perspective is that we can look forward to a sustained period of prosperity. It is up to us as consulting engineers and businessmen to take advantage of the opportunities presented to us.

## PROJECT OF THE YEAR AWARDS

(continued from page 1)

### DEGENKOLB ENGINEERS

#### Portland International Airport Canopy Steel Erection

The construction of the Portland Airport Structural Steel/Glass Canopy over the existing enplaning roadway needed to be erected by staging all the construction on the roadway above the unsuspecting public walking to and from the airport. Loads exceeding 175,000 pounds had to be supported on the elevated roadway designed to support a standard highway truck. Furthermore, the loads from all other construction equipment were accounted for in the load analysis, meaning the construction sequencing plan needed to be engineered and strictly adhered to throughout construction.

Degenkolb Engineers was selected by REFA Erection, Inc. to provide this service, as well as to engineer the crane picks, the steel stability during erection and the two shoring towers. Degenkolb was also responsible for the load capacity of the roadway. The erection of the structural steel canopy was completed ahead of schedule without mishap to the workers. REFA Erection, Inc. and Degenkolb Engineers safely erected 1,010 tons of structural steel above the unsuspecting public. The finished steel and glass canopy allows airport visitors to walk to and from their cars to the terminal without feeling a single drop of rain.

## SIX FIRMS ACHIEVE "GRAND AWARD" FROM 23 ENTRIES

### AMEC EARTH & ENVIRONMENTAL, INC.

#### KPDX FOX 49 Transmission Tower Remedial Stabilization

Superbowl Sunday 2000 offered more excitement for Fox 49 television than just airing the game. That day, a freak windstorm with gusts of 50 miles an hour rocked the station's West Hills broadcast tower. Fox engineers noticed the tower's supporting guy wires violently oscillating and slapping in the storm winds. Normally, these anchored two-inch-thick cables have very little movement. On that day, random and potentially damaging cable motion, with amplitudes on the order of 40 feet, were observed. Loss of a broadcast tower would be catastrophic to a TV station.

AMEC conducted studies of the tower system using subsurface exploration and finite element analysis. Models showed that two of the three anchors were flexing almost two inches under the dynamic loads, creating the dangerous level of cable movement. An AMEC design/construction team was assembled to improve the dynamic response of the soil anchor system. In choosing the selected treatment, the primary concern to Fox 49 was the continuing operation of the tower. The AMEC team provided a timely solution that allowed Fox 49 to air uninterrupted daily programming. (*Grand Awards continued on page 4.*)

### KPFF CONSULTING ENGINEERS

#### Church of Jesus Christ of Latter-Day Saints (LDS) Conference Center

The 1.2-million-square-foot Church of Jesus Christ of Latter-Day Saints Conference Center in Salt Lake City, Utah encompasses an entire 10-acre city block and posed many design challenges, including design of a uniquely shaped theater/conference space with unobstructed views, and a long-span roof supporting the extremely heavy loads of a rooftop garden.

The assembly building is the principle structure of the complex and accommodates conferences, worship services, presentations, cultural and civic events. Designers balanced the capacity needs of a large audience with the desire to create the ambience of an intimate gathering place. In order to accomplish this, the seating area was terraced with several seating levels, including a 110-foot cantilevered balcony.

The design team, KPFF Consulting Engineers, Zimmer Gunsul Frasca Partnership, was charged with designing a structure that would honor the physical, historical and spiritual significance of the Temple, and the Tabernacle. The solution was to design a building with a large portion submerged below grade and to landscape the roof, creating a series of terraces that conform to the sloping site and reflect the surrounding landscape. The client, design team, and general contractors accomplished this on an extremely short schedule while creating a building that will be of pride to many future generations.



**GRAND AWARD: AMEC Earth & Environmental, Inc. for KPDX Fox 49 Transmission Tower Remedial Stabilization.** Pictured, from left: Jeff Geraci, Moore & Tabor; Rajiv Ali, Steve Kaye, Rick Thrall and Kevin Schleh of AMEC Earth & Environmental, Inc.

# Engineering Excellence Awards 2001

## MORE THAN 200 PEOPLE ATTEND ANNUAL EVENT

(continued from page 3)



**GRAND AWARD: Degenkolb Engineers for North Portland Library Rehabilitation.** Pictured, from left: Becca Cavell and Jonah Cohen, Thomas Hacker and Associates; Chris Thompson and Eric Thomas, Degenkolb Engineers.

### DEGENKOLB ENGINEERS

#### North Portland Library Rehabilitation

As part of a system-wide library rehabilitation plan, Multnomah County targeted the historic, un-reinforced masonry (URM) North Portland Branch Library for seismic rehabilitation. Historically URM buildings perform poorly during earthquakes and are generally considered life safety hazards.

State-of-the-practice techniques for strengthening URM buildings would have altered the historical fabric and character of the building and added considerable cost to the project. Degenkolb Engineers used an innovative “inside out” approach to retrofit the building that maintained the historical fabric of the building without modifying the existing woodwork. Using this unique method, the innermost 6-inches of brick, plaster and rubble space were removed and replaced with reinforced concrete walls that seismically strengthened the building while maintaining the width of the original walls. This enabled the design team to preserve the original wood millwork, window frames and windows of this historic Carnegie Foundation library, saving the owner \$100,000 in construction costs.

### KENNEDY/JENKS CONSULTANTS, INC.

#### De-icing Storm Water Control System Portland Internat'l Airport

The Port of Portland has developed a long-term program to reduce the impacts of de-icing materials from PDX on the Columbia Slough. The de-icing runoff management system is one of the first such programs in the nation and meets one of the nation's strictest water quality standards. Due to concerns about the effect of de-icing materials on aquatic life, the Oregon Department of Environmental Quality set a total maximum daily loads reducing the amount of de-icing material that can be discharged by 85%.

Kennedy/Jenks studied options for managing de-icing storm water and participated in meetings with a Technical Advisory Committee comprised of representatives from the airlines, the Port, regulators, community members and environmental groups. Input from the Committee was integrated into a conceptual design to control runoff containing deicing chemicals at PDX. The long-term

solution effectively combines reduction, collection and treatment techniques to meet the maximum daily loads and national pollutant discharge elimination system requirements while maintaining the safety of airline passengers and efficient airport operations. (*Grand Awards continued on page 5.*)



**John Ferguson, David Evans and Associates, Inc.** proudly shows off his firm's **Honor Award** for their **Lake Creek Bridge Replacement** in Josephine County, Oregon.



**GRAND AWARD: Kennedy/Jenks Consultants, Inc. for De-icing Storm Water Control System.** Pictured is Edward Kistner from Kennedy/Jenks Consultants, Inc.

photos by Julie Keefe



**“Legislative Updates, Shakes & Quakes” served up for April 18th Membership Dinner** See page 11 for more info and registration form.

**MORE GRAND AWARDS**

*(continued from page 4)*

photos by Julie Keefe



**GRAND AWARD: Miller Consulting Engineers for Vernon Elementary School MCE Rehabilitation System.** Pictured, from left: CECO Past President Ray Miller, Miller Consulting Engineers and Dan Burton, Dull Olson Weekes Architects.

**MILLER CONSULTING ENGINEERS  
MCE Rehab System© at Vernon School**

Many buildings constructed in the early to mid-1900s were built using hollow clay tile walls that left cavities for running mechanical piping and ducting, constructing lockers and cabinets, and placing other recessed finishes. While clay tile was originally used because it was considered fire resistant and economical, it's likely to collapse during an earthquake. Seismically strengthening these types of walls can be expensive and time consuming.

The Portland Public School District encouraged Miller Consulting Engineers to seek a better option to the standard strengthening methods. Miller created a new and innovative method for seismically strengthening cavity walls. The new method, called the Masonry Composite Earthquake (MCE) Rehabilitation System, braces the cavity walls much more cost-effectively and in less time.

The method fills the cavity between the walls with expanding, flowing urethane. The urethane bonds to all the interior surfaces of the wall and when the foam hardens, it has the structural properties to support the clay tile walls, making them more resistant to failure during a seismic event. For the Portland Public School District, this new method resulted in a savings of over 75% above traditional methods.

**OBEC CONSULTING ENGINEERS  
Willamette River (DeFazio) Pedestrian Bridge**

The City of Eugene identified that a new pedestrian/bikeway crossing of the Willamette River was required. The City of Eugene determined that the pedestrian bridge should be the classical suspension type.

OBEC Consulting Engineers, in association with Professor Jiri Strasky, Consulting Engineer, developed the design of the bridge that met the key criteria and provided an architecturally elegant design that included an observation platform at mid-span.

OBEC designed a unique suspension bridge consisting of a combination of cast-in-place concrete for the curved ramp approaches and landings and segmental precast



**Rick Thrall of AMEC Earth & Environmental, Inc.** gets his project reviewed by Master of Ceremonies JillMarie Wiles. You may recognize her as the auctioneer from past CECO annual meetings.



**GRAND AWARD: OBEC Consulting Engineers for Willamette River (DeFazio) Pedestrian Bridge, Eugene.** Pictured, from left: Tom Larsen, City of Eugene; Bill Hall, Gayle Harley, Larry Fox and Gary Rayor of OBEC Consulting Engineers.

concrete for the suspended spans. The main cable passes through the precast deck section at mid-span to allow access to an observation platform outside of the cable system. The bridge utilizes a number of design innovations. To OBEC's knowledge, this is the first use of this cable system in a suspension bridge in the United States. It also provides great access to Autzen stadium. *(continued on page 6, see "Grand Awards" and "Honor Awards.")*

*Congratulations to all the 2001  
Engineering Excellence entrants!*

**What you do is all around us!**

**MORE GRAND AWARDS**

*(continued from page 5)*



**GRAND AWARD: SJO Consulting Engineers for Fish Screen/Sand Trap Facility in Parkdale.** Pictured, from left: Richard Fitterer and Mark Wharry of SJO Consulting Engineers.

**SJO CONSULTING ENGINEERS, INC.**

**East Fork Irrigation District Fish Screen/Sand Trap Facility**

The East Fork Irrigation District operates a diversion off the East Fork of Hood River near Parkdale. Historically the District has wrestled with two fundamental problems: dealing with the excessive amount of sand and silt in the river water and providing appropriate screening facilities at the diversion to satisfy fish protection requirements.

In addition, the river supports several fish runs. East Fork had tried several conventional fish screen designs, but had not been successful due to the amount of sand and silt in the diversion water.

This project incorporates a combination sand trap/fish screen facility using Coanda screens.

This is the first time this type of screen has been used on a stream with anadromous fish. Issues included concern by the Agencies over possible fish injury and the lack of data to support this type of screen. This project demonstrated that this screen would not harm fish, and provided the documented research data to support the use of this screen.

**HONOR AWARDS REPRESENT VARIETY OF CATEGORIES**

For organizational purposes the 15 Honor Awards are listed by category.

*A: Studies, Research & Consulting Engineering Services*

■ **KITTELSON & ASSOCIATES, INC.**

**Federal Highway Administration Roundabout Design Guide**

This national guide is the definitive source of information related to the planning, operation, design and configuration of modern roundabouts in the United States. Although roundabouts have been used in other countries for years, it is only during the past few years that the public and transportation professionals have given the idea attention. A lack of sufficient information on roundabout operation and design under local U.S. conditions is why roundabouts have been used sporadically.

■ **PHILIP WILLIAMS & ASSOCIATES, LTD.**

**Lower Williamson River Ecosystem Restoration**

The Lower Williamson River project involves the restoration of river channel and floodplain wetland habitats on a 1,943 hectare freshwater delta system. Aquatic habitat on the delta has been severely degraded over the last 100 years and two native fish species are now listed as endangered. The primary goal of the project is to restore and enhance the morphology and fluvial processes of the Williamson River Delta. This will lead to a more naturally functioning and sustainable wetland and riverine system and the recovery of endangered fish species.

*(Honor Awards continued on page 7.)*

**ACEC EEA JUDGES SOUGHT**

ACEC Engineering Excellence winners are still basking in the afterglow and the call is already out for 2002 Engineering Excellence judges. Nominees must hold top level positions in local, state or federal government; be private industry or business users of engineering services; or be national leaders in professional organizations such as AGC, ASCE, AIA, IEEE or APWA.

If you would like to submit names of potential candidates, please do so no later than May 31, 2001. Make submissions to Daisy Nappier, ACEC, 1015 15th Street NW, Suite 802, Washington, D.C. 20005.

You must provide their name, title, company, phone number and category best suited for judging. The EEA Committee will compile a list of potential judges in June 2001 and if one of your nominees is selected, you will be asked to make initial contact. ACEC will inform you when the 2002 EEA dates have been finalized. We appreciate your cooperation in this matter as ACEC continues to select and showcase the best engineering projects in the world.



CECO Executive Director **Alison Davis** with CECO Past President **Stu Albright** of **Hart Crowser, Inc.** at ACEC's black-tie Engineering Excellence Awards gala in Washington, D.C., part of ACEC's Consulting Congress Day activities.

# Engineering Excellence Awards 2001

## MORE HONOR AWARDS

(continued from page 6)

### Category C: Structural Systems

#### ■ KRAMER GEHLEN AND ASSOCIATES, INC.

##### Heisson Bridge, Clark County, Washington

The Heisson Bridge replaced an obsolete structure while retaining the old bridge for pedestrian, bicycle and recreational use. This substantially reduced the cost of the new structure. Utilizing the old bridge allowed the reduction in the width of the new bridge while avoiding demolition costs. The county expressed gratitude for retaining the old structure as it holds historical significance for the area. The new bridge is a cast-in-place concrete arch structure.

#### ■ MILLER CONSULTING ENGINEERS

##### Old Oregon Hotel Renovation and Restoration

The historic Old Oregon Hotel is a landmark in downtown McMinnville. Over the years, the top three floors gave way to the pigeons; only the main floor remained in use. McMenamin's purchased the building with a vision to restore it. The goal was to preserve the historic character of the building while making upgrades to the building's structure to meet modern needs. Updating the building without any visible evidence of the new structural systems meant that seismic strengthening and structural system modifications had to be hidden within walls and floors. Aside from a few steel beams in the new atrium area, most people would not know about the complex structural system that exists behind the walls and floors.

### Category D: Surveying & Mapping Technology

#### ■ DAVID EVANS AND ASSOCIATES, INC.

##### San Juan Submarine Cable Corridor

The goal of this project was to determine the most suitable undersea route for placement of a new power cable to meet power requirements for the San Juan Islands in Puget Sound. DEA, Inc. provided a comprehensive study of the corridor between Lopez Island and Anacortes, WA, for the Bonneville Power Administration. This was the first survey done with such detail and will enable avoiding hazards when laying cable and minimize cable wear. As the study's result, BPA was able to secure proposals for installation from competing firms at a lower price, thereby lowering the overall project cost. (See related story, page 2.)

#### ■ DAVIS CONSULTING GROUP

##### Unified Sewerage Agency's (USA) Watersheds 2000 Project

USA contracted with Davis Consulting to survey and map streams and rivers in the Tualatin River Basin for its Watersheds 2000 project. To complete this huge project in just 5 months, Davis Consulting devised an innovative approach that integrated existing surveying tools and techniques with today's Geographic Information Systems technology. The survey information was delivered in GIS format with hot-linked photographs and sketches. Upon Watersheds 2000 completion in April 2001, USA and its partners will use the information to make decisions with the goal of meeting the Clean Water and Endangered Species Acts.

### Category E: Environmental

#### ■ KLEINFELDER, INC., "One-Call for Brownfields"

The City of Portland needed a system to track brownfields to reduce potential human exposure to contamination. Kleinfelder provided innovative solutions to the problem. The City used the ideas to support a DEQ grant to implement the use of utility notification tracking of brownfields as an institutional control and to fulfill their EPA Brownfields Grant goals. Kleinfelder also managed an Oregon Utility Notification pilot study. DEQ is considering using the notification system to reduce exposure, track deed restrictions and provide institutional control.

### Category F: Water and Wastewater

#### ■ TETRA TECH/KCM, INC.

##### Columbia Slough Consolidation Conduit

In 1991 the City of Portland and Oregon DEQ agreed to eliminate most combined sewer over-flows into the Columbia Slough. To achieve this the key was to build the Columbia Slough Consolidation Conduit, a pipeline to intercept nine combined sewer outfalls along the slough to intercept overflows, store them and convey them to the treatment plant. During design and construction over the next five years, close communication permitted construction of the pipeline along railroad property and avoided costly private property acquisition. Design includes overflow diversion structures, odor control facilities and extreme storm overflow control.

### Category G: Water Resources

#### ■ DAVID EVANS AND ASSOCIATES, INC.

##### Tumalo Water Conservation Project, Bend, Oregon

This project demonstrates how excellent engineering and a cooperative effort between landowners and agencies can benefit everyone involved. Agriculture and environmental concerns are often at odds in central Oregon. The conversion of the Bend Feed Canal from a leaky, antiquated open channel into an enclosed pipeline system brought a new level of irrigation efficiency for farmers. This efficiency has returned year-round flows in Tumalo Creek and restored aquatic habitat for native fish species.

#### ■ PHILIP WILLIAMS & ASSOCIATES, LTD. (PWA)

##### Silver Creek Dam Break Analysis

In March 1993, a 5.6-magnitude earthquake occurred east of the City of Silverton. After the earthquake, the City and its residents decided to create a city-wide Emergency Action Plan. PWA created computer models to estimate outflow hydrographs for two dam failure scenarios. A dam break analysis of Silver Creek Dam and the resulting inundation of downstream properties for a piping and over-topping failure form an integral part of the plan. Results of modeling efforts were used to create inundation maps.

#### ■ URS CORPORATION, Bullard Creek FRS, Lakeview, Oregon

Hydrologically speaking, Lakeview is located in the *wrong* place. Situated on the alluvial fan at the mouth of steep, narrow canyons of Bullard and Deadman Creeks, periodic floods move huge debris masses which choke stream channels, forcing floodwaters into Lakeview. In the 1900s, Bullard Creek was routed into a conduit capable of only carrying the 10-year flow and was subject to plugging at the inlet. URS performed the final design of the Bullard Creek floodwater retarding structure which enhanced public health and safety by protecting Lakeview from damaging floods, all within a tight budget. (Continued on page 8.)

# Engineering Excellence Awards 2001 **MORE HONOR AWARDS** (continued from page 7)

## Category H: Transportation

### ■ CH2M HILL, Council Creek-Quince Hwy. 47 Bypass Project

In an age of shrinking land resources, few bypasses are constructed without costly delays and disgruntled stakeholders shouting “Not in my neighborhood.” This project is a success story of how partnering with the stakeholders can create infrastructure projects that improve the quality of life for a community. For at least 30 years, Forest Grove has sought relief from the impacts associated with a state highway running through downtown. The solution came from constructing the preferred solution, a bypass around the northern edge of the City of Forest Grove Urban Growth Boundary. The bypass was completed ahead of schedule and within budget. The success of the partnering effort was recognized by ODOT with the Quality Initiative Achievement Award.

### ■ DAVID EVANS AND ASSOCIATES, INC. / HOLM 2, INC.

#### Lake Creek Bridge Replacement, Josephine County, Oregon

The new Lake Creek Bridge provides the final link in the Oregon State Highway carrying tourists from the town of Cave Junction to the Oregon Caves National Monument in the mountains of southwestern Oregon. The old bridge, pieced together from logs, timbers and steel supports, was no longer able to carry school or tour buses. The original replacement design was for a concrete arch structure to be built in stages, allowing traffic to use the old bridge. Prior to construction, the unstable slopes at the end of the bridge began moving and ODOT was forced to close the bridge. DEA, Inc. teamed with contractor Holm 2 to design a temporary detour bridge and prepared a revised design for the permanent structure. The final solution was a 120-foot cast-in-place concrete box girder. The redesigned project saved ODOT approximately \$500,000 in construction costs.

### ■ PARSONS BRINCKERHOFF (PB)

#### Mill Plain Extension-Bridge Segment

##### Crossing the Tracks — Revitalizing Vancouver’s West Side

This project created an efficient passageway between the I-5 corridor and industrial western Vancouver. PB designed and managed construction of a new four-lane bridge with pedestrian and bike facilities which traverses 15 highly active railroad tracks. The bridge is a six-span pre-cast girder structure with a scenic overlook at the east end. PB’s design achieved functional transportation goals while transforming a bleak, run-down district into an aesthetic extension of the newly revitalized downtown area, alive with vegetation and pedestrian traffic.

### ■ W&H PACIFIC, Century Drive/Colorado Avenue Roundabout

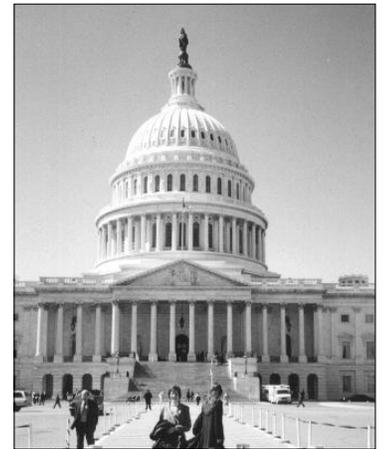
This unique intersection project in Bend is a milestone for roadway design in Oregon – it is the first roundabout approved and constructed on an Oregon highway. The design solution begins 500 feet before the roundabout with features that slow traffic to a safe speed before maneuvering through the intersection. The project team was able to incorporate several century-old ponderosa pines into the geometry of the roundabout to create an aesthetically pleasing focal point and gateway to Bend.

## **CONSULTING CONGRESS DAY: ACEC MEMBERS RECEIVE POSITIVE NEWS ON TRAC**

During Consulting Congress Day (CCD), members of ACEC visited their Senators and Representatives in Washington, D.C. on a variety of issues, including TRAC (HR 721) legislation. If passed, this legislation would severely reduce the number of federal engineering contracts available to ACEC members, reversing the trend towards more outsourcing.

The legislation aims to freeze new contracting efforts by the government until cost comparisons can be held to determine if government employees can perform the work at a lower cost. The bill would also require that existing federal contracts be reviewed under a similar evaluation.

ACEC reports that CCD visits, combined with the grassroots letter writing campaign has helped in keeping key members from co-sponsoring the legislation. Despite our efforts, the number of TRAC co-sponsors in the House has reached 112. ACEC anticipates that the bill will be introduced in the Senate soon by Richard Durbin (D-IL).



If you have questions about this legislation, contact Camille Fleenor at ACEC [cfleenor@acec.org](mailto:cfleenor@acec.org) or Alison Davis at CECO at [ceco@ceco.org](mailto:ceco@ceco.org).

Thank you to the following CECO members who made visits on Capitol Hill during Consulting Congress Day: **Gary Katsion, Kittelson & Associates, Inc.; George Gross, Spencer B. Gross, Inc.; Jack and Lexie Beemer, David Evans and Associates, Inc.; Gary Rayor, OBEC Consulting Engineers; Art Johnson, Kpff Consulting Engineers, Stu Albright, Hart Crowser, Inc. and Roger Millar, Otak.**

# LEGISLATIVE UPDATES: COMMITTEE REVIEWS DESIGN-BUILD LEGISLATION

The American Institute of Architects Oregon and CECO have proposed design/build legislation **HB 2936**. The design/build legislation makes possible the design/build concept in the state of Oregon.

The CECO had some input on this bill and there was one item CECO could not get added without risking the entire bill. In the end, instead of risking killing the entire bill, the Legislative committee voted to support the bill without the additional language. The item not included in the bill is the scenario that once the design professional has been selected as part of the team and the proposal has been presented to the client, there is no way to ensure that the same design professional named in the proposal will actually be retained for the services proposed.

A team is established to bid a project. Assuming the contractor is the team leader, the design professional works with him on the proposal. After the proposal is accepted, and that team is awarded the job, the contractor can change who the actual design professional is with no penalty.

Therefore, be sure that your contact with the contractor or team leader states that if you are bidding the design/build project together, that you, the design professional are considered part of the team, and that the only way you can be taken off the team is by written consent and payment. The legislation, as agreed upon by AGC and AIA Oregon will be reviewed in two years to see if this part should be added. (Ray Miller, Miller Consulting Engineers)

## BILLS TO WATCH IN SALEM

### ■SB 13, 14 & 15

#### Seismic event preparation

As of March 26, bills are in Senate General Government & Transportation committee. Hearing and work session held March 22.

### ■SB 447 - Exempts certified engineering geologist from statutes governing practice of engineering

As of March 26, bill is in Business, Labor & Economic Development committee. Work session scheduled for April 2, 3 pm.

### ■HB 2013 - Contract continuation

Allows agency to enter into personal service contract directly with design professional if contract is continuation of project. As of March 26, bill is in Business, Labor & Consumer Affairs committee. Hearing and possible work session scheduled for April 3, 1:00 P.M. HR E.

### ■HB 2014 - Coin Flip on QBS

Provides selection process for public agency in case of a tie. As of March 26, bill is in Business, Labor & Consumer Affairs committee. Hearing and possible work session scheduled April 3, 1:00 P.M. HRE.

### ■HB 2936 - Design Build

Legislation makes Design Build concept possible in Oregon. Does not insure that once on the team, design professional will be retained for the services. As of March 26, bill is in Business, Labor & Consumer Affairs committee. Hearing and possible work session scheduled April 3, 1:00 P.M. HRE.

### ■HB 3838 - Certificate of Merit

Anyone making a claim against a design professional must have an affidavit from a third party who holds the same license, registration or certification. As of March 26, bill is in the House Judiciary committee.

## CECO/PAC DONORS

**Thank You!** to the following CECO member firms for their generous contributions to the CECO/PAC totaling \$11,350 (as of 3/21/01):

- Anderson Engineering-Surveying
- Anderson-Perry & Assoc., Inc.
- Berger/Abam Engineers, Inc.
- Cornforth Consultants, Inc.
- David Evans and Assoc., Inc.
- Spencer B. Gross, Inc.
- Hart Crowser, Inc.
- Kittleson & Associates, Inc.
- Kpff Consulting Engineers
- Lee Engineering, Inc.
- Marvin, Chorzempa & Assoc.
- Miller Consulting Engineers
- Moffatt, Nichol & Bonney, Inc.
- Nishkian Dean
- OBEC Consulting Engineers
- Parametrix, Inc.
- Power System Engineers, Inc.
- R&W Engineering, Inc.
- SJO Consulting Engineers
- Smith Monroe & Gray Engineers
- Tenneson Engineering Corp.
- Tetra Tech/KCM, Inc.
- Thomas/Wright, Inc.
- W&H Pacific
- Charles L. Youngman, Inc.

Money raised through CECO's political action committee has been disbursed to:

- Roger Beyer for Senate
- Friends of Gene Derfler
- Citizens to Elect Carl Wilson
- Bruce Starr for State Rep.
- Bill Witt for State Rep.
- Deborah Kafoury for State Rep.
- Comm. to Elect Mark Simmons
- The Kate Brown Committee
- Rick Metsger for State Senator
- Citizens for Charles Starr
- Comm. to Elect John Minnis
- Comm. to Elect Dan Gardner
- Friends of Karen Minnis
- Comm. to Elect Ben Westlund
- Messerle for Senate, District 24

If you'd like to make a PAC donation, make your check out to: CECO/PAC, P.O. Box 3082, Salem, Oregon 97302-0082.

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## AMONG OURSELVES...

The CECO Board of Directors is pleased to announce the following new member firms. Please welcome...

**DHC, Inc.**, 39 Touchstone, Lake Oswego, Oregon 97035, phone 503/636-2005, e-mail dhcgrc@teleport.com. Principal is **Derek H. Cornforth**. DHC, Inc. provides geotechnical consulting engineering specializing in earth dams, large landslides, forensic investigations.

**Gaibler Technical Services**, 16043 SE Gaibler Lane, Portland, Oregon 97236, phone 503/761-9110, fax 503/761-6462, e-mail dgaibler@quest.com. Principal is Dennis Gaibler. Gaibler Technical Services is a mechanical engineering firm offering design and design management consulting in off-the-highway vehicle-related fields, specializing in lift truck and mining and quarry equipment and product design.

**Landau Associates, Inc.**, 5285 SW Meadows Road, Suite 315, Lake Oswego, Oregon 97035, phone 503/443-6010, fax 503/443-6119, www.landauinc.com. Principals are **David Thielen** and **Julie Wilson**. Landau Associates, Inc. provides geotechnical, environmental and risk assessment services for private and public sector clients. Corporate headquarters are in Edmonds, Washington.



**Bouillon Engineering Oregon** has expanded the firm's leadership by naming three senior staff members as associate principals. **Patrick Gillen, P.E.**, contributes more than 20 years of experience as a project manager and mechanical engineer. **Robert Ice, P.E.**, has over 25 years of experience in project management and engineering. **Bert Klawa, P.E.**, is a seasoned electrical engineer with over 30 years of experience. Bouillon Engineering Oregon provides mechanical, electrical, telecommunications and energy conservation engineering services with a focus on healthcare, research, higher education and public projects.

**Hurley Atkins & Stewart, Inc.** are on the move. They have become **USI Northwest** and are occupying new offices at Creekside One at Centerpoint, 20415 - 72nd Avenue S., Suite 300, Kent, WA 98032, phone 503/248-0431, fax 206/682-8494.

**Interface Engineering, Inc.**, has enhanced their electrical capabilities through the purchase of EE Consulting, a five-year old Sacramento firm. This is a strategic move for both firms. The clients of EE will benefit through the availability of increased technical resources while Interface will build its' market share in the Northern California market. All employees of EE Consulting have been hired by Interface and will work in the Interface Sacramento office. "This acquisition by Interface was one that made sense for a variety of reasons, one being that our firms share a common view on what is important in the business of engineering. We agree that a hands-on approach, attention to detail, knowing the project site, and close communication with clients are the fundamentals of a successful firm," said **Omid Nabipoor**, president of Interface.

After working on projects together for two decades, **Parsons Brinckerhoff (PB)** and **Ogden Beeman & Associates (OBA)** have joined forces. In January, PB acquired OBA and created the **Port and Marine Resource Center** in Portland. OBA's seven professionals and support staff will join PB, including senior engineer **Nira Ratnathicam**, who has 30 years experience in marine facility planning and design. PB is augmenting the OBA staff with **Don Grigg**, who worked for the Port of Portland for many years, and will serve as director of the resource center. **Ogden Beeman**, who led OBA's first work with PB in 1977, planning for the rehabilitation of the Port of Suez following the Six Day War, will be a consultant to the newly formed resource center. The resource center builds on OBA's established capabilities augmented by PB's depth of resources, geographical reach and experience worldwide. "This acquisition comes pre-tested. PB and OBA have a proven track record with clients from around the world," said OBA's president **Margaret "Peg" Johnson**. The Port and Marine Resource Center will operate from the OBA offices at 421 SW Sixth Avenue, Suite 1350, Portland, OR 97204, phone 503/223-8254.

**Arlan Rippe, P.E.**, president and CEO of **Squier Associates, Inc.**, has been named to the Board of Governors for the Geo-Institute (G-I). G-I is a 9,000+ member full-service, discipline-oriented, and semi-autonomous institute within the American Society of Civil Engineers (ASCE). **Gary L. Peterson, C.E.G.**, Vice President, has been appointed by Governor John Kitzhaber to the Oregon State Board of Geologist Examiners for the term November 2000 through October 2003. The Board of Geologist Examiners regulates the practice of geology and engineering geology in Oregon to assure public safety and protect property of Oregonians.

# "LEGISLATIVE UPDATES, SHAKES & QUAKES" SERVED UP FOR APRIL 18TH MEMBERSHIP DINNER AT THE WESTIN PORTLAND

It's a busy legislative session for CECO and several pieces of legislation are getting attention from lobbyist **Marshall Coba** and CECO Executive Director **Alison Davis**. Get the latest information from Marshall Coba and the CECO Legislative Committee, Wednesday, April 18th. Later, the discussion will also focus on emergency preparedness funding in the state, and repercussions of the recent February 28th earthquake.

The dinner, to be held at The Westin Portland downtown, will feature guest speakers from **Degenkolb Engineers**, **Kpff Consulting Engineers** and **Miller Consulting Engineers**. Each will talk about their unique experiences in the aftermath of earthquakes (Turkey, Taiwan, Seattle and Portland) and will discuss current efforts in the legislature regarding funding for building retrofits.

The event will begin with a social hour and no-host bar at 5:30 P.M. in the Alder Ballroom on the second floor of the hotel. Dinner will be served at 6:30 P.M. and will feature food from Oritalia.

You may have your choice of entree, Quarter Szechuan Roasted Chicken *or* Cannelloni of Roasted Garlic & Gruyere Potatoes. The program will begin at about 7:15 P.M. and end by 8:30 P.M.

Catch up with other CECO members during the after work event. One CPD (Continuing Professional Development) credit will be earned for attending the presentation.

**What:** "Legislative Updates, Shakes & Quakes"

**When:** Wed., April 18<sup>th</sup>, 5:30 P.M.

**Where:** The Westin Portland hotel  
2nd Floor/Alder Ballroom  
750 SW Alder Street, Portland  
(corner of SW Park & Alder)

**Parking:** Enter Smart Park on SW 10th Avenue between SW Yamhill & Morrison Streets, \$4/evening. Or valet park at the hotel, \$5/hour, \$20 maximum.

Deadline to register is  
Thursday, April 12th by 5:00 p.m.



## Registration Form "Legislative Updates, Shakes & Quakes"

Wednesday, April 18th ■ The Westin Portland ■ 750 SW Alder Street ■ Portland  
Alder Ballroom, 2nd Floor ■ 5:30 P.M. Social ■ 6:30 P.M. Dinner ■ 7:30 P.M. Program

**Cost:**

- \$40.00 for employees, spouse or guests of CECO member firms
- \$50.00 for non-members or clients

**Name:** \_\_\_\_\_  
 Szechuan roasted chicken     cannelloni of roasted garlic

**Name:** \_\_\_\_\_  
 Szechuan roasted chicken     cannelloni of roasted garlic

**Firm Name:** \_\_\_\_\_

**Guest Name:** \_\_\_\_\_  
 Szechuan roasted chicken     cannelloni of roasted garlic

No. of \_\_\_\_ member(s)  
 @ \$40.00 = \$ \_\_\_\_\_

No. of \_\_\_\_ non-mbr(s)  
 @ \$50.00 = \$ \_\_\_\_\_

**Total Amount**  
**Enclosed:** \$ \_\_\_\_\_



Please mail check & registration form (or fax form & mail check) for receipt by April 12th to:  
 Consulting Engineers Council of Oregon  
 5319 SW Westgate Drive, Suite 221, Portland, Oregon 97221-2411  
 phone 503/292-2348 • fax 503/292-2410 • e-mail: ceco@ceco.org

**CECO's usual 48-hour cancellation policy applies to this program.**

# MARK YOUR CALENDAR!

## APRIL

### Wednesday 18th

Membership Dinner Meeting  
The Westin, Portland

### Wednesday 25th

Board Meeting, 3:00 P.M.  
Kpff Consulting Engineers

## MAY

### Sunday 13th–Wednesday 16th

ACEC/NACECE Meeting  
San Antonio, Texas

### Wednesday 25th

Board Meeting, 3:00 P.M.  
Kpff Consulting Engineers

### Wednesday 30th

Membership Business Meeting  
*Casual dinner at local brewpub!*

## JUNE

### Wednesday 20th

Board Meeting, 3:00 P.M.  
Kpff Consulting Engineers

### Wednesday 27th

Networking Day (golf/tennis/dinner)  
Langdon Farms Golf Club

## SEPTEMBER

### Wednesday 12th (tentative)

Risk Management  
breakfast program

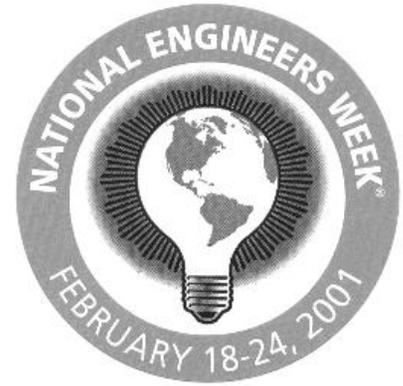
### Wednesday 19th–Saturday 22nd

ACEC/NACECE Meeting  
Orlando, Florida

## OCTOBER

### Thursday 4th–Saturday 6th

CECO Annual Meeting & Auction  
Mount Bachelor Village Resort  
Bend, Oregon



## CECO BOOTH AT NAT'L ENGINEERS WEEK BANQUET

In support of National Engineers Week, CECO displayed this year's top Engineering Excellence projects at the E-Week banquet on February 20th in Portland. The dinner, geared toward promoting engineering as a profession to high school students, attracts about 500 students and engineering professionals from Salem and the Portland metro area. Thank you to **Dwight Hardin** of **GRI** who volunteered to host CECO's booth and answered engineering-related questions.

Help us to keep our mailing list lean and mean.  
If the addressee is no longer with your firm, please advise  
us of the new contact, if any.