

NEWS



**CONSULTING
ENGINEERS
COUNCIL OF
OREGON**

August 2001

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Executive Director

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*Member of the
American Council of
Engineering Companies*

NEW BOARD OF DIRECTORS SWORN IN

CECO's 2001-2002 Board of Directors took the oath of office and were officially sworn in June 27th during CECO's Networking Day dinner at

Langdon
Farms
Golf
Club in
Aurora.

**CECO
2001-2002
BOARD OF DIRECTORS**
Terms of office commenced June 27, 2001.

PRESIDENT
Donald J. Kliewer
URS Corporation

PRESIDENT-ELECT
Michael W. Unger
Power System Engineers, Inc.

IMMEDIATE PAST PRESIDENT
Michael N. Schmid
Kpff Consulting Engineers

SECRETARY/TREASURER
Gregg Scholz
R&W Engineering, Inc.

VICE PRESIDENT
Todd Chase
Otak

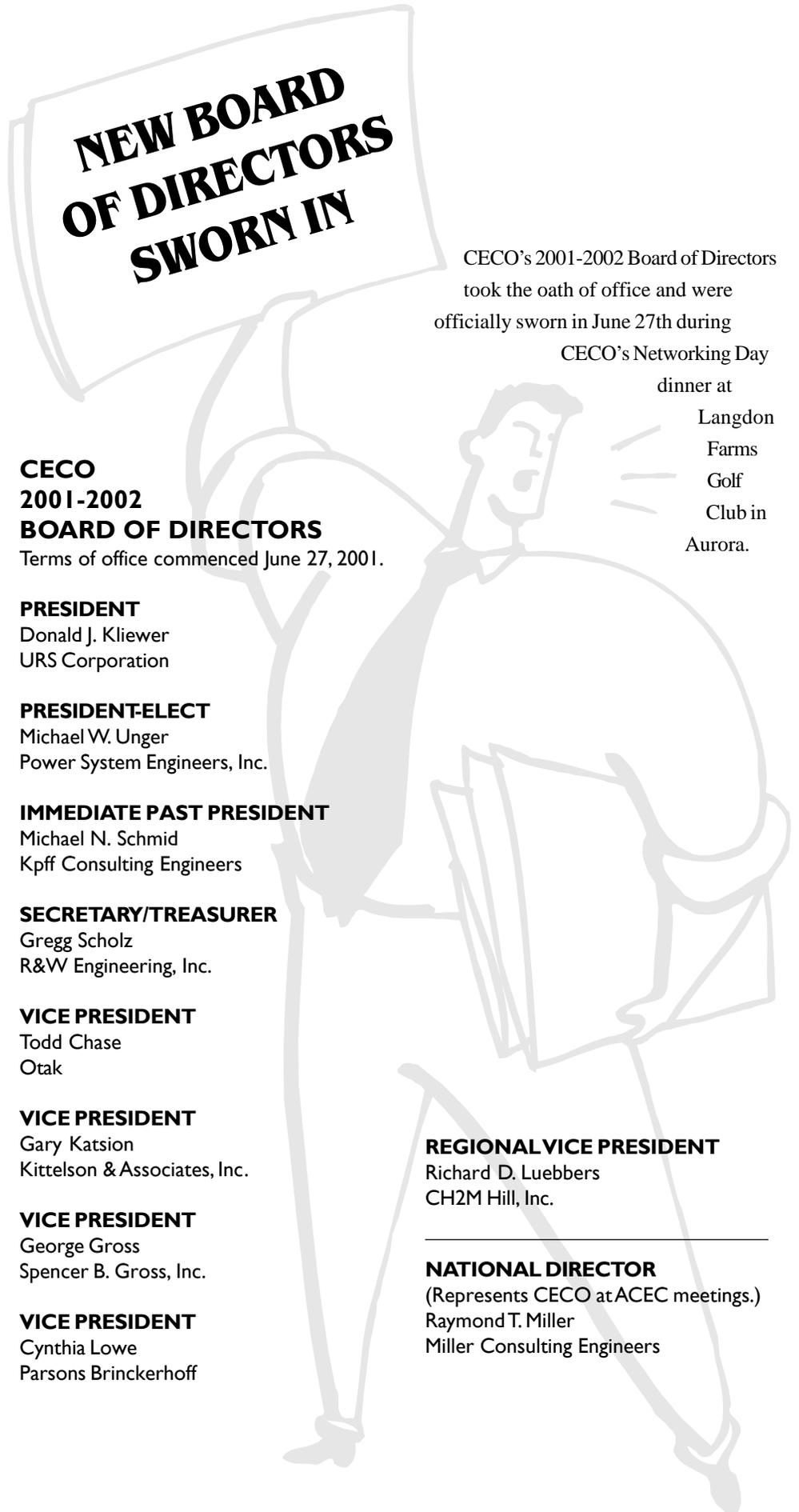
VICE PRESIDENT
Gary Katsion
Kittelson & Associates, Inc.

VICE PRESIDENT
George Gross
Spencer B. Gross, Inc.

VICE PRESIDENT
Cynthia Lowe
Parsons Brinckerhoff

REGIONAL VICE PRESIDENT
Richard D. Luebbers
CH2M Hill, Inc.

NATIONAL DIRECTOR
(Represents CECO at ACEC meetings.)
Raymond T. Miller
Miller Consulting Engineers



2001 LEGISLATIVE SESSION SUMMARY

by CECO lobbyist Marshall Coba, Coba Company

Beginning on January 8 and ending in the early hours of July 7, the 2001 Legislative session was 181 days long and considered more than 3,200 legislative proposals. This session passed 1,006 bills and was the fifth longest on record. For the Consulting Engineers Council of Oregon, this was a very successful session headed by the passing of HB 2014 that implements Qualification Based Selection to the local level of government.

In the continuing era of term-limits changing leadership in both houses is the norm. With the fifth Speaker of the House in the last five sessions and the third Senate President in the last four sessions, the political process in Oregon is a dynamic and uncertain arena. If term-limits continue, the 2003 session will feature up to 26 new members because of term-limits and new leadership in both houses. This process will continue to be one of significant risk for all interest groups in the state. CECO will need to continue to be an active player in all aspects of the process to ensure their needs and concerns are adequately addressed.

CECO began the session with five main issues. They were HB 3838, certificate of merit; HB 2014 QBS; QBS coin flip tie-breaker language; HB 2013 contract continuation and HB 2936, design build along with the architects. Four of the five issues were passed as stand alone legislation or amended into other legislation.

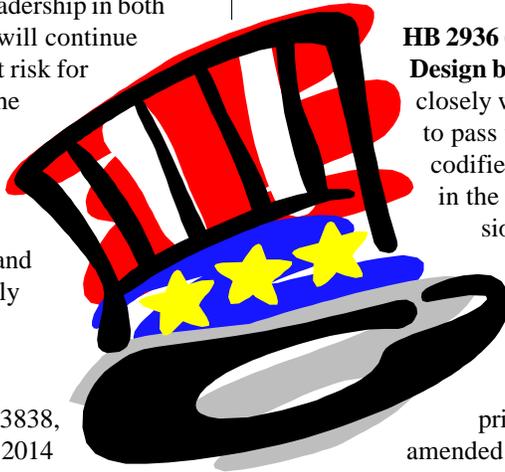
2001 Legislation Summary

HB 2014-B (PASSED) – Implements QBS to the local level of government. This was an onerous and time intensive political battle against united local governments that ended with the beginnings of the best QBS law in the Northwest. An active CECO government affairs committee and board of directors along with key political

supporters, including House Speaker Mark Simmons, were the keys to passing this bill.

HB 2014 will:

- Implement thresholds of \$400,000 and a minimum of 35% state participation in the projects design and construction before QBS is required. These amendments do not impact local governments selection processes on projects funded entirely with local funds.
- Require consultants to identify the amount of time key resources/personnel will spend on the project.
- Delay implementation until July 1, 2002 to ensure adequate time to educate local governments about the benefits of QBS.
- Sunset on July 2, 2008 if it does not prove to be a superior consultant selection process. **Expected to be signed by the Governor by August 17.**



HB 2936 (PASSED) –

Design build. We worked closely with AIA Oregon to pass this bill that codifies current practice in the design profession. **Signed by the Governor.**

HB 3804 (PASSED) –

Two CECO priorities were amended into this bill late in the session when QBS was in doubt. They are the tie breaking provision and the contract continuation provision. This bill had the unique circumstance of not receiving any votes in opposition in the Senate or the House twice. **Signed by the Governor.**

HB 2142 (PASSED) – Transportation

Funding Proposal. For the first time in ten years additional revenue was passed for highways. Rep. Bruce Starr championed this proposal that relies upon increased car and truck title fees to allow a bonded package of nearly \$400 million dollars. **Signed by the Governor.**

HB 3838 (FAILED) – Certificate of Merit.

The bill received one hearing in a House Judiciary Committee sub-committee and received no more action on the issue.

SB 447 (FAILED) – Engineering geologists bill.

We defeated this bill that was supported by engineering geologists. The affected engineers rallied strongly in opposition to the proposal.

SB 653 amendments (FAILED) –

Structural Engineers Certification. We defeated attempts to amend this bill to allow additional structural engineers to be certified under the bill passed in 1999.

SB 14 (PASSED) – Subject to funding,

requires seismic safety surveys of schools. **Signed by the Governor.**

SB 15 (PASSED) – Subject to funding,

requires seismic safety surveys of hospitals, fire stations and law enforcement agencies. **Signed by the Governor.**

SJR 21 (PASSED) – Proposes amendment

to Oregon constitution to allow state to issue bonds to finance seismic rehabilitation of public education buildings. Will be voted on at the November 2002 general election.

SJR 22 (PASSED) – Proposes amendment

to Oregon constitution to allow state to issue bonds to finance seismic rehabilitation of emergency services buildings. Will be voted on at the November 2002 general election.

2003 Preview

CECO will face more opportunities and challenges in the 2003 session. Even with the term-limit court decision, it is expected new leadership will be in place for the next session. CECO members have seen that a consistent, professional effort will result in significant success in passing and defeating legislation. **A well-funded PAC will be necessary to assist our friends who stood with us on our key issues.**

AMONG OURSELVES...

OBEC Consulting Engineers was awarded a national Award of Excellence by the Prestressed Concrete Institute (PCI) in the Best Non-Highway Bridge category. The project, Grants Pass (Rogue River) Pedestrian/Bikeway Bridge, won one of twenty Awards of Excellence from over 160 projects submitted nationwide. The 658- foot bridge is a state-of-the-art three-span stress-ribbon bridge.

Kennedy Associates, Inc. have moved. Their new address is 2545 SW Terwilliger Blvd., Suite 1121, Portland, Oregon 97201-6312. Their new phone number is 503/299-1121. (Due to technical difficulties with the phone company, their permanent phone number is not yet functioning. They can currently be reached at 503/299-1108.)

Peterson Structural Engineers, Inc. is pleased to announce the addition of **Scott T. Johnson** and **Travis McFeron** to their staff. Both Travis and Scott are graduates of Portland State University and hold a Master's Degree in Civil Engineering. Both are registered as Engineers-in-Training by the State of Oregon. PSE now offers combined engineering experience of over half a century. Their new members bring the added benefit of advanced seismic modeling, testing and analysis methods and experience.



Grants Pass (Rogue River) Pedestrian/Bikeway Bridge, by **OBEC Consulting Engineers**, won one of twenty Awards of Excellence from over 160 projects submitted nationwide in the Precast/Prestressed Concrete Institute's competition.

OSBEELS (Oregon State Board of Examiners for Engineering & Land Surveying) is proud to announce that Governor John Kitzhaber, M.D., has re-appointed **Stuart H. Albright, P.E.**, to a second four-year term on the Oregon Board. His term will end June 30, 2005. Albright is a senior associate and geotechnical engineer for **Hart Crowser, Inc.**

Schardt, Stemm & Wild, Inc. announces a new business name and address. Their new name is **SS&W, Inc.-Engineers**. Their new address is 2350 Oakmont Way, Suite 105, Eugene, Oregon 97401. Phone, fax and e-mail remain the same: phone 541/485-8383, fax 541/485-8384, email@ssw-engineer.com.

ACEC PEER REVIEW: SMALL FIRM GETS BIG RESULTS

The following is a testimonial by Terry Hodnik of NIES Engineering, Inc., a 15-person firm, located in Indiana. NIES Engineering specializes in water, wastewater and transportation engineering for municipal clients. Hodnik holds degrees in B.S. Civil Engineering and M.S. Environmental Engineering. He is a retired captain in the Navy's Reserve Civil Engineer Corps with 32 years of engineering experience.

"IF I ONLY HAD MORE TIME..." As a principal in a small firm, I had reservations about investing time and resources into a peer review without knowing beforehand the rate of return. Recently, our 15-person firm, NIES Engineering, Inc., completed an ACEC Peer Review with the objective of getting a quick, independent look at our management by an outside source familiar with the "business" side of engineering.

The Investment

I was impressed that the program allowed us to tailor the review to our needs. From a list of 40 candidates we chose reviewers that were far enough away to not be a competing firm, yet close enough to hold down the cost of travel. I knew how much

engineering experience each reviewer had, the size of the companies they had worked in, technical areas of expertise and their companies fields of practice.

From start to finish, our preparation took 10 hours of management time and 15 hours of clerical time and included the following:

- Coordinating with ACEC to find appropriate team leader for our review
- Working with the team leader to identify team members and review dates
- Presenting the Peer Review Program to employees, and fielding questions
- Completing confidential surveys on the management of the firm by all employees
- Assembling and mailing a 2-inch thick booklet containing detailed firm information to both team members, 30 days in advance of the review
- Finalizing the two-day interview schedule with the team leader and staff

The Review

Moving outside my comfort zone, it was now time to rely on the review team. All three principals and the two reviewers met

for dinner the night before to discuss our firm's vision and strategy. A kickoff meeting with our Business Management Committee gave the OPR team a chance to set the stage. Employees met privately with a reviewer, who encouraged them to clarify issues raised in their confidential survey. The last afternoon, the reviewers expertly summarized their findings for the Business Management Committee. During this exit interview, issues in all seven management areas were candidly discussed, maintaining strict confidentiality.

The Return

NIES Engineering, Inc. identified and focused on six issues that are now actively being resolved. We now have a fresh perspective to employee concerns and liability issues, such as moonlighting. Direction has been given to our desire for continual improvement. NIES Engineering, Inc., a small firm, got big results from ACEC's Organizational Peer Review. For more information contact Anna Johnson at ACEC, phone 202/682-4349, ajohnson@acec.org or visit www.acec.org and click on "Peer Review Program."

ORDER EJCDC DOCUMENTS FROM ACEC

Why buy EJCDC documents?

Convenient, easy to use and readily available! These three reasons alone should attract attention. But there's more...

ACEC's **Engineers Joint Contract Documents Committee (EJCDC)** develops and updates fair and objective standard documents to simplify the contract document process. EJCDC documents represent the latest and best thinking of practicing engineers and attorneys on the subject of contractual relations between the parties involved in a project.

EJCDC documents are prepared with the advice of legal counsel and reflect the experience of the practicing engineer. The end result is documents that can help to reduce conflicts and litigation.

EJCDC documents are convenient, easily obtained, and available in either hard copy, disk, or can be downloaded on the Web. Visit the publications website now at www.acec.org/publications and browse publications by category, search contract documents or keyword search all products.

Two of the best-selling EJCDC documents are: 1) **Standard General Conditions of the Construction Contract**. 1996. #1910-8, \$25 mbrs, \$50 non-mbrs, \$4 s/h. Download from website: \$100 mbrs, \$200 non-mbrs. 2) **Standard Form of Agreement Between Owner & Engineer for Professional Service**. 1996. #1910-1, \$25 mbrs, \$50 non-mbrs, \$4 s/h. Download from website: \$100 mbrs, \$200 non-mbrs.

JOINT MEETING IN HAWAII SLATED FOR APRIL 2002

Join other CECO members in Maui for a joint meeting with CEC/Hawaii, CEC/Illinois and CE of Indiana in April 2002.

Dates are firm for April 4-7, 2002 at the Outrigger Wailea Resort on Maui; their website is www.outrigger.com. Room rates are \$195/night and all rooms have an ocean view. Call 1-800-367-2960 for reservations. Room rates will be good for 3 days before and 3 days after (subject to availability). CEC/Hawaii has blocked a total of 120 rooms for each night; this includes CECO's early estimate of 17 rooms for CECO members. Sessions will most likely begin April 4 in the morning, so April 3 arrival is suggested.



The theme for the meeting is "Reinvigorating Your Consulting Practice for the New Millennium." Two basic tracks will be held - one on "The Business of Consulting Engineering" and the other on "Turning Engineers into People Managers." A morning plenary session is scheduled for April 4, followed by two workshops, a lunch, then two afternoon workshops. A pupu (heavy appetizer) reception is planned for that evening with entertainment. On April 5 the schedule is tentative: three morning workshops and lunch, followed by activities in the afternoon. April 6 is the golf tournament or sightseeing and a nighttime luau. Spouse programs are also being planned. Check out is April 7 unless you wish to extend your stay. Further information about this joint meeting will be forwarded to interested parties as it becomes available.

Each participant will register individually with CECH via registration form. Registration information should be available in mid-September. Early registration fee will be \$475 before December 1, and \$575 after December 1.

Two CEC/Hawaii board members, Roy Yamashiro and Felix Limtiaco are heading the planning and would welcome any input you may have. Felix is primarily responsible for workshop session speakers and Roy is the overall chair. CECO can forward your comments to them.

ACEC COMMITTEE ASSIGNMENTS

Steve Anderson
Anderson-Perry & Associates, Inc.
• ACEC Political Action Committee (trustee)
• Management Practices Committee (vice-chair)

Jack Beemer
David Evans and Associates, Inc.
• Business Affairs Steering Committee
• Risk Management Committee (chair)

Joe Gehlen
Kramer-Gehlen & Associates, Inc.
• Council of American Structural Engineers (vice-chair)

David Evans
David Evans and Associates, Inc.
• Design Professionals Coalition (executive committee)
• Public Relations Committee

Ken Wightman
David Evans and Associates, Inc.
• Risk Management Committee

GOLF TOURNEY OFFICIALLY KICKS-OFF CECO SCHOLARSHIP PROGRAM

We're about one-third of the way to funding the first scholarship!

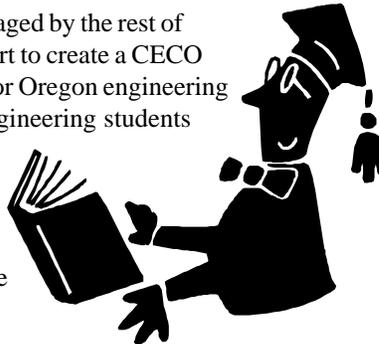
Board member **Rick Luebbers, CH2M Hill**, encouraged by the rest of CECO's Board of Directors, has spearheaded an effort to create a CECO scholarship program that will provide financial aid for Oregon engineering students. Scholarship awards will be focused on engineering students who have an interest in the consulting profession.

When fully implemented, the program will provide scholarships that support annual tuition costs and associated fees. With good student performance, the scholarships will be renewable up to four years.

The program will start with one initial scholarship (hopefully beginning January 2002) and is intended to reach a total of four active scholarships within four years. Thereafter, the program would continuously maintain four scholarships through proceeds from an endowment fund and annual contributions from events such as the Networking Day golf tournament.

CECO's 20-year goal is to grow the endowment fund to the point that it fully funds four scholarships. Direct participation by member firms could increase the number of scholarships offered and would provide recognition for participating firms.

The Board will establish a **Scholarship Committee** this fall to establish and administer the program. Please contact Alison or Merideth at 503/292-2348 or ceco@ceco.org if you are interested in serving on this exciting new committee.



FUNDS REQUESTED TO ASSIST CECO LEGISLATIVE SUCCESS

*by Ray Miller, Miller Consulting Engineers
CECO National Director and Legislative Committee member*

CECO did very well on its legislative effort this past session and it involved hard work by many individuals, including the Board and the Legislative Committee. Approximately \$11,000 was raised to help elect some of the legislators who assisted the CECO effort. Looking ahead for the 2003 session, CECO will again have to protect the legislation passed, work on new legislation and help elect new legislators who will support CECO's legislative agenda.

The effort needs to begin now!

The projected cost for the next Oregon legislative cycle is approximately \$30,000 for CECO. This money needs to be raised within the next six months in order to support upcoming elections, protect existing legislation and work on new legislation before the 2003 legislative session.

With CECO's 125 member firms representing approximately 3,000 full-time employees, it will cost about \$10 per CECO member to fully fund the 2003 session. Several events will be utilized to raise these funds starting with the auction at the annual meeting.

Please continue to support CECO's legislative efforts on your behalf!

HOLE SPONSORS RAISE MORE THAN \$1200 FOR SCHOLARSHIP FUND!

CECO wishes to thank the following firms for their generous hole sponsorships at the recent CECO Networking Day golf tournament. Funds raised will help kick-off the new CECO scholarship program.

CH2M Hill, Inc.

David Evans and Associates, Inc.

Spencer B. Gross, Inc.

Hart Crowser, Inc.

Interface Engineering, Inc.

Kittelson & Associates, Inc.

Kpff Consulting Engineers

Miller Consulting Engineers

Peterson Structural Engineers, Inc.

Power System Engineers, Inc.

R & W Engineering, Inc.

Reid Middleton, Inc.

Tarlow Jordan & Schrader

Thank you!

ACEC SEEKS COMMUNITY SERVICE NOMINATIONS

The time has arrived for the Committee of Fellows to solicit candidates for the 2002 Community Service Awards.

ACEC is looking for consulting engineers who have made significant contributions to their community. This award recognizes engineers who have volunteered their time and expertise to such services.

Call or e-mail CECO for nomination criteria and an application form, phone 503/292-2348 or ceco@ceco.org.

Please note that no more than one candidate can be submitted in one year. All nominees must be presented to the Committee of Fellows, c/o ACEC no later than **November 16, 2001**.

These awards will be presented at ACEC's Annual Convention in Las Vegas, Nevada.

A PASSION FOR THE REMARKABLE

by James J. Scott, Senior Counsel for Jacobs Engineering Group, Inc.

THE HEADLINE READ “No Cure, No Pay.” The year was 1874, and the mouth of the Mississippi River was clogged with silt as it emptied into the Gulf of Mexico near New Orleans. For nearly forty years, efforts to deepen the river channel and improve navigation had proven ineffective. Now, a newspaper reported that a proposal made by James B. Eads would correct the problem with the sedimental behavior of the river, and the government would not have to pay if his solution to correct the problem failed to work.

Eads was soon authorized to proceed with the project and built twin jetties that forced the river to dig its own channel by speeding the flow of the water. The project took five years to complete and worked as Eads had predicted. A thirty-foot-deep ship channel was created through South Pass, resulting in a boon to navigation and a bonanza for the New Orleans trading economy. The New Orleans port grew rapidly in size, moving from the ninth largest port in the country to the second largest. Ship owners saw savings of \$5 million annually in maritime insurance premiums.

While dredging now conducted in the ship channel by the United States Army Corps of Engineers supplements the original impact of the jetties, the project remains an important element in keeping the river open to navigation. In 1982, the American Society of Civil Engineers designated the Eads’s jetties as a National Historic Engineering Landmark.

Ead’s contribution to the built environment of the mid-nineteenth century began in St. Louis in 1867, after Congress authorized the construction of a bridge across the Mississippi River. Though self-taught as an engineer and without any prior bridge design or construction experience, Ead’s proposal prevailed over those of more eminent designers, including John A. Roebling, the designer of the Brooklyn Bridge.

Ead’s initial design called for a fixed-arch-type bridge with triple arches, a center span of 515 feet, side spans of 497 feet, an upper deck for road traffic, and a lower deck for trains. Many changes were

made during construction, and the final spans measured 502, 520, and 502 feet respectively, the longest spans constructed up to that time. The deck was widened to fifty-four feet, and the bracing for the bridge was strengthened after the tornado of 1871.

Four piers that ran to bedrock, some 100 feet below the surface of the river, supported the bridge. Work on the piers commenced in August 1867 and continued until May 1870. Eads pioneered the use of the new caisson technology on this project after he traveled to Europe and learned of its benefits. Rather than using cofferdams to hold back the river, Eads lowered a caisson to the area requiring excavation. After some of the workers developed decompression illness, Eads constructed a floating hospital, insisted on slower decompression time, and installed a lift mechanism.

James B. Eads, like so many other engineers we’ve known, had a passion for the remarkable.

Eads’s bridge design required huge quantities of carefully smelted steel. Andrew Carnegie, the supplier of the steel, was forced by Eads to take back several batches of the steel for rerolling three times. Some steel was rejected when it failed to conform to the specified strength of 60,000 pounds per square inch.

To facilitate the construction of the bridge’s steel arches without interfering with navigation, Eads used timber cantilevers to support the arches, with halves of each arch supported by cables passing over the top of towers built on the piers.

The bridge opened to great fanfare on July 4, 1874, and was immediately recognized as an engineering marvel. It was the largest bridge of any kind built up to that time, and it was a pioneer in the use of steel, the deep placement of foundations, and the cantilevering used for placement of the arches. The bridge still stands today, and, in a strain test conducted in

1949, it was determined that the bridge could support 5,000 pounds per lineal foot instead of the estimated 3,000 pounds.

I sometimes fear that a generational myopia clouds our appreciation for these engineering marvels of the past. We focus only on those near-term wonders of the present, pay little heed to the passions that drive such projects, and take note of only those measures of the engineer that we can readily understand—finite quantitative calculations, financial models of relative probability, and staid if not sometimes brittle rules of risk allocation. We refuse to acknowledge that James B. Eads, like so many other engineers we’ve known, had a passion for the remarkable. That passion caused him to innovate, assume entrepreneurial risk, and achieve what others thought to be impossible.

Today, we work with engineers that use innovative means of delivering public infrastructure—for example, transforming a Utah highway into a high-speed corridor for the 2002 Winter Olympics. We counsel on the risks of engineering the laser buildings used in scientific research where only the narrowest of tolerances in temperature and vibration are permitted. We lawyer through the tangle of issues associated with a launch complex for a fully reusable space launch vehicle that will fly fifteen times the speed of sound, cruise fifty miles above the earth’s surface, and land horizontally like an airplane. All of these projects are the jetties and bridges of the twenty-first century.

The technical considerations associated with such projects are necessarily of incredible complexity. The financial risk of the engineers’s participation in such endeavors tests most financial models. Legal issues require outside-the-box thinking as the parties seek a fair allocation of risk. All of these important factors notwithstanding, the impetus for such projects is an Eads-like passion by the participants, engineers, contractors, and lawyers alike, that the remarkable can be fashioned from a dream and transformed
(continued on page 7)

SAVE \$\$ ON CAR RENTALS WITH ACEC'S "HALL OF SAVINGS"

Hertz Rental Car: Receive special savings up to 26% as a member of ACEC. Contact Hertz via their website, www.hertz.com, or call 1-800-654-2200 for reservations. Give the ACEC number CPD #0091581 for your special Hertz discount. Hertz is the ACEC convention and conference preferred car rental. Contact Carole DeLong at ACEC for your discount card and additional coupons, cdelong@acec.org or 202/682-4329.

National Rental Car: Receive special savings when using your ACEC discount card. Receive business daily discounts up to 25%. Contact National at 1-800-CAR-RENT. Use the contract ID #5130304 to ensure your special ACEC discounts on daily, weekly, weekend and monthly rentals. Contact Carole DeLong at ACEC for your discount card and additional coupons, cdelong@acec.org or 202/682-4329.

For additional information about the Hall of Savings, contact Carole DeLong at ACEC for your discount card and additional coupons, cdelong@acec.org or 202/682-4329.

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Visit www.ups.com or call 1-800-PICK-UPS for drop box locations, On Call Air Pickup,* free supplies and more.

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A PASSION FOR THE REMARKABLE

(continued from page 6)

from a CAD drawing into an outcome that is marveled at in the same way that a young country once marveled at a bridge crossing in St. Louis.

Another visionary engineer in whose shadow I have had the privilege to practice, Leif Sverdrup, aptly summarized this passion. He phrased the proposition this way when he borrowed a thought from Goethe and observed, "Boldness has genius, power and magic in it. Just go ahead and do things, and you'll be surprised at what you can accomplish."

Construction lawyers have the

remarkable good fortune to work shoulder to shoulder with engineers and others in our industry to dream and do the remarkable. Go ahead: do things and accomplish the remarkable.

James J. Scott is Senior Counsel for **Jacobs Engineering Group, Inc.**, in St. Louis, Missouri. This article is reprinted from "The Construction Lawyer" (Spring 2001) with permission granted by the American Bar Association. Special thanks to **Jim Marvin, Marvin, Chorzempa & Associates, P.C.** for suggesting this story and facilitating permission to reprint it.

Did you get it?

You should have received **Engineering Excellence Rules** and information about the **Annual Meeting and Auction** in the mail recently.

If you did not, call or e-mail CECO at 503/292-2348 or cceo@cceo.org to obtain the information.

You can also view and print Engineering Excellence rules and **"Annual Meeting at a Glance"** at www.cceo.org.

GEOTECHNICAL REPORTS SOUGHT FOR DESCHUTES COUNTY DATABASE

Last spring the Deschutes County Board of Commissioners asked the county planning division to create a county geotechnical file. Locations of geotechnical explorations and studies are entered into the GIS system and the reports are digitized. Hard copies of geotechnical reports, or appropriate portions of them, are then filed at the Bend Public Library. Abstracts of the material will be available on the county's website, www.co.deschutes.or.us.

The compilation of geotechnical data will benefit both the public and the professional geotechnical community. The county geotechnical file will allow anyone to determine what geotechnical work has been done, and by whom, in the vicinity of a proposed investigation site.

The county has had an excellent response from local engineering companies and is asking for copies of geotechnical reports from out-of-town professionals who have done work within Deschutes County. The county requests that engineers review their files for work done in Deschutes County and send copies to the address below. Copies of reports need not be bound; they should include a title page as well as a location map along with the drill hole logs and geophysical results. In the instance when engineering firms performed work for structures not required to be reported upon by the Oregon Structural Specialty Code, obtain your clients' permission to release the geotechnical reports.

If you have questions, please call Ted Schassberger at (541) 388-0036. Reports may be mailed to: Deschutes County Geotechnical File, c/o Community Development Dept., 117 NW Lafayette Avenue, Bend, Oregon 97701.

MARK YOUR CALENDAR!

SEPTEMBER

Wednesday 12th

CECO Board of Directors Meeting
Kittelson & Associates, Inc.

Wednesday 19th–Saturday 22nd

ACEC/NACECE Meeting
Orlando, Florida

OCTOBER

Thursday 4th–Saturday 6th

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

Monday 29th

Phase 1 Entry Materials due
CECO Engineering Excellence

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.

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