President’s Message

Private Field, Outstanding Civil Engineer in the Government Field and Outstanding Young Civil Engineer. The two project award categories are Outstanding Civil Engineering Project Award and Civil Engineering Project Improvement Award.

The project awards are a great way to publicize the importance and numerous benefits your project has provided to society. The two categories allow for nomination of new construction projects as well as projects that are an improvement to existing infrastructure.

Each City, County and/or Agency has a recent project that was constructed that provides a much needed benefit to its residents. These awards bring the well deserved attention to these agencies and the engineers responsible for the projects construction.

The individual awards are to recognize those who have displayed exemplary professional conduct, reputation, achievement, and contribution to the image of the civil engineer. The individual awards are a great acknowledgement to those individuals that go the extra mile within their personal duties.

In addition, many individuals have provided exemplary leadership and dedication to the civil engineering profession by volunteering their time to the bettering of our profession.

All nomination forms (continued on page 2)
President’s Message

(continuation)

are due into the Branch by June 30, 2008, so time is running out. Fortunately, the award forms do not take an extensive effort to prepare. Too often in today’s society the good deeds go unrecognized. Too many of us focus on the negative aspects in each situation. We are so quick to point out what was wrong with something rather than what was right.

In the past, the Branch has had very few nominations and sometimes none at all for these award categories.

Make this year different from those years past. Spend one hour of your time preparing the nomination form for that person or project that deserves the recognition.

Thank you for your continued support and commitment to ASCE.

Sincerely,
Terry Renner
Branch President

Membership Information

Type of Membership and Annual Dues (National)

Student: Free
Associate Member: $50 year of baccalaureate degree and first year after, then incremental increases to $205 over five years
Member: $205 annually
Affiliate: $205 annually

Section (Branch) Dues $45/year

1. National ASCE Student Membership is now FREE! Those who have chapters or clubs must be a member of them before joining National. Log onto www.asce.org/membership/howtojoin.cfm fill out the short application and instantly become a member of ASCE. Or, Call 1-800-548-ASCE (2723)

2. Online Membership renewal available, go to www.asce.org/renewal/inforenewal.cfm. You need your membership number, all e-payments must be made with a major credit card. An e-receipt is transmitted to the member upon completion of the transaction.
Biographies for 2008 – 2009 Board

**Tim Wilson**, PE - President

Tim is a Registered Civil Engineer and Licensed Architect in the State of California and graduate of Cal Poly, San Luis Obispo in 1976. He has worked in Public Works for several local municipal agencies, private engineers and architects until going into private practice with GTS Associates Inc., for more than 30 years. He currently is employed by the City of Redlands. He is Past President of Riverside/San Bernardino Branch APWA in 2001 and President of Chapter 21 of CSPE in 1999 and 1993.

**Brian Wolfe**, PE - President-Elect

Brian is a Registered Civil Engineer for the Westland Group, Inc. in Rancho Cucamonga. His typical engineering duties include the design, project management, and construction support of water, sewer, and grading plans throughout the Inland Empire. Brian earned his Bachelor of Science in Civil Engineering from Cal Poly, Pomona where he also works as part-time faculty.

**J. Scott Petersen** - Vice President

Scott is an Associate Engineer in the employ of Adams Streeter Civil Engineers, Inc., a private consulting engineering firm performing land development and public works services. He received his Bachelor of Science degree in Civil Engineering from Cal Poly, Pomona in 2004. He also serves the San Bernardino & Riverside Counties Branch Younger Member Forum (YMF) as Technical Tour Advisor.

**Lauren Popescu**, PE - Treasurer

Lauren is a Registered Civil Engineer with the City of Fontana, Department of Engineering Traffic Section. Lauren received his Bachelors of Science degree in Civil Engineering from California State University, Los Angeles in 2002. In 2004, he helped start the San Bernardino & Riverside Counties Branch Younger Member Forum (YMF), where he served as the first YMF President.

**Rita Escobar** - Secretary

Rita is an engineer in training (EIT) and obtained her Bachelors of Science degree in Civil Engineering from Cal Poly, Pomona. Currently she is a project engineer in the Rancho Cucamonga office of Hall & Foreman, Inc. where she is responsible for the design preparation of public works projects including storm drain plans, street plans, bike trail plans, and drainage reports.

**Matthew Addington**, PE / PLS - Newsletter Editor

Matthew is a Professional Engineer and Professional Land Surveyor with the City of Rancho Cucamonga. He leads the Grading Division in the Building and Safety Department. Prior to joining the City of Rancho Cucamonga, he worked over 25 years in private practice. He earned his Bachelor of Science in Civil Engineering from Cal Poly, Pomona and a Certificate in Project Management from University of California, Riverside Extension.

**Terry Renner**, PE - Past-President

Terry Renner is a Registered Civil Engineer, Project Manager and Vice President with TKE Engineering, Inc. He is currently managing the design and construction processes for street, water system, sewer, and storm drain facility improvements. He obtained a Bachelors of Science degree in Civil Engineering from Cal State Poly, Pomona.
For 40 years New York native David Barnard Steinman was the leading proponent of long-span suspension bridges. During his career, Steinman and his associates were responsible for the design and construction of over 400 bridges, including the Henry Hudson Bridge in New York, the Mackinac Bridge in Michigan, the Deer Isle Bridge in Maine, and the St. Johns Bridge in Oregon.

David Barnard Steinman was born June 11, 1886 in the shadow of the Brooklyn Bridge. A mathematical prodigy, Steinman worked his way through City College, graduating summa cum laude in 1906. Immediately thereafter he attended Columbia University and completed three degrees culminating with a PhD in Civil Engineering. Steinman's thesis, entitled *The Design of the Henry Hudson Memorial Bridge as a Steel Arch*, would become reality 25 years later.

In 1920 Steinman met Holton Robinson, engineer of the Williamsburg Bridge, and the two formed a company that would design and construct hundreds of bridges until Robinson's death in 1945. Two early projects included the Florianopolis Bridge (1926), the largest span bridge in South America, and the Carquinez Strait Bridge (1927) 25 miles northeast of San Francisco, the second largest cantilever bridge in the United States.

It was during this formative period with Robinson that Steinman, as president of the American Association of Engineers, began to campaign for more stringent educational and ethical standards within the engineering profession. His concern for professionalism continued when he founded the National Society of Professional Engineers in 1934 and served as the society's first President.

By the mid-1930s Steinman had established himself as one of the premier bridge builders of his generation, but his creations were eclipsed by Ammann's George Washington Bridge (1931) and Joseph Strauss's Golden Gate Bridge (1937). In response Steinman made plans to seize the span record by building the "Liberty Bridge" across New York Harbor. But with the collapse of the Tacoma Narrows Bridge (1940) the future of long-span suspension bridges appeared in jeopardy.

The disaster prompted Steinman to publish a series of articles on the aerodynamic stability of bridge design. His theoretical aptitude led to the Mackinac Bridge project that would connect the Upper and Lower Peninsulas of Michigan.

Steinman's design innovations, such as open-grid roadways and stiffened trusses raised the theoretical critical wind velocity of the new design to 642 miles per hour.
Company Spotlight

Soil Retention
2501 State Street
Carlsbad, CA 92008
Phone: 800-346-7995
Fax: 760-966-6099
www.soilretention.com

Manufacturing Facility:
1965 Watson Rd.
Romoland, CA 92585

Office established in 1987
Employees: 15 office, 20 manufacturing plant,
and 25 field personnel.

Soil Retention manufactures, distributes, designs, and installs their patented and trademarked line of Plantable concrete systems®. The products include Verdura® (a fully plantable retaining wall system), Candura® (a near vertical retaining wall system), Drivable Grass® (a permeable, flexible, and plantable pavement system), and Environflex® (a permeable and plantable scour protection system). Due to national demand, Drivable Grass® is now produced in Florida, Indiana, New Jersey, and California.

Soil Retention Systems, Inc. recently installed a large (30’ high x 1300’ long) Verdura® retaining wall system on the west side of the 15 freeway at Indian Truck Trail in Corona for Fieldstone. The 36,000 ft² wall was installed in a record time of 14 working days. Jan Erik Jansson, president and founder of Soil Retention, has developed a solid reputation for unique product development, highly efficient green building products, and doing exactly what he says.

The state of the art manufacturing plant is located in Romoland, Riverside County. The sales office is located in Carlsbad, San Diego County. Please visit our website at www.soilretention.com or give us a call at 800-346-7995.

Jan Erik Jansson, founder and president of Soil Retention

ASCE Events

San Bernardino and Riverside Counties
Branch of L.A. Section

<table>
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<th>Event</th>
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<td>Perris Valley Skydiving</td>
<td>All Day</td>
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<tr>
<td></td>
<td>ASCE Luncheon</td>
<td>11:30 am</td>
<td>San Bernardino</td>
</tr>
<tr>
<td>July -08</td>
<td>ASCE Luncheon</td>
<td>11:30 am</td>
<td>Riverside</td>
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<tr>
<td>August -08</td>
<td>ASCE Luncheon</td>
<td>dark</td>
<td>enjoy your summer</td>
</tr>
<tr>
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<td>Stormwater Dinner</td>
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Main: 951.320.7300 | Fax: 951.320.7301
Report Card for America’s Infrastructure

Updated for 2008

ASCE’s 2005 Report Card for America’s Infrastructure assessed the condition and capacity of our nation’s public works with an overall grade of D. ASCE estimates that $1.6 trillion is needed over a five-year period to bring the nation’s infrastructure to good condition. While long term solutions are needed, in the short term, small steps can be taken by the 110th Congress to improve our nation’s failing infrastructure.

The Action Plan So Far?

Over the last year, Congress has worked to achieve the goals set by the Infrastructure Action Plan. Among the completed successes:

- SAFETEA-LU funding guarantees
- Small Watershed Dam funding
- Water Resources Development Act were all completed.

Still in process

- National Infrastructure Improvement Act
- FAA Reauthorization
- the Water Quality Financing Act, and the
- Dam Rehabilitation and Repair Act

These successes are admirable and represent significant improvements to our nation’s infrastructure, but a great deal of work remains. Use this updated Infrastructure Action Plan as a status report and a checklist for this year’s work.

Action Steps

National Infrastructure

The House must enact the National Infrastructure Improvement Act to establish the National Commission on Infrastructure of the United States. Additionally, Congress must enact the National Infrastructure Bank Act to finance infrastructure projects.

The Commission would study the present condition of the nation’s various infrastructure systems and report to Congress by 2009 on the capacity of our infrastructure to support the national economy, the age of the systems and possible methods to finance improvements. The National Infrastructure Bank Act would establish an independent entity of the federal government to provide funding for qualified infrastructure projects.

Aviation

Congress must reauthorize funding for the Airport and Airway Trust Fund and enact an increase in user fees as necessary for continued funding of the Airport Improvement Program.

The National Plan of Integrated Airport Systems estimates that over the next five years (2005-2009) $39.5 billion will be needed to meet the infrastructure demands of all segments of civil aviation. The FAA estimates that commercial airlines will carry a billion passengers annually within ten years. More immediately, in 2007 inadequate infrastructure contributed to record delays and cancellations. The current funding authority has been extended, but with the projected increase in passenger traffic, airports are at risk for seasonal and peak-period delays.

Bridges, Roads & Transit

Congress must fully fund surface transportation programs authorized under SAFETEA-LU.

Congress must use all funds that accumulate in the Highway Trust Fund to invest in the nation’s surface transportation program and fix the shortfall in the Trust Fund.

Congress must enact the National Highway System Bridge Reconstruction Initiative to repair and replace aging bridges.

Poor road conditions cost U.S. motorists $67 billion a year in repairs and operating costs – $333 per motorist. Americans spend 4.2 billion hours a year stuck in traffic, at a cost of $78.2 billion a year to the economy. At the same time, transit ridership has grown at a faster pace than highway use. Total federal spending of approximately $60 billion annually is well below the $155.5 billion needed annually to improve surface transportation infrastructure conditions nationally. Between 2003 and 2007, the (continued on page 7)
percentage of the nation's 599,893 bridges rated structurally deficient or functionally obsolete decreased slightly from 27.1% to 25.59%.

**Brownfields**

Congress must reauthorize the Brownfields Revitalization and Environmental Restoration Act of 2002 in order to provide continued federal funding for the redevelopment of brownfields sites.

According to the U.S. Conference of Mayors, 172 cities estimated that they collectively have more than 23,810 brownfields sites, with the average size of a brownfield site being between five and 15 acres. Also, 158 cities collectively estimated that their brownfield properties comprised 96,039 acres of land, representing potential new jobs and land tax revenue.

**Dams & Levees**

The Senate must enact the Dam Rehabilitation and Repair Act to address the most critical non-federal public dams.

Congress must enact a national levee safety program, including a nationwide inventory of levees and mandatory inspection requirements.

State dam safety officials estimate that $10 billion is needed to repair the most critical dams over the next 12 years. Also, state dam safety programs have identified more than 3,300 unsafe or deficient dams, many of which are susceptible to large flood events or earthquakes.

The U.S. Army Corps of Engineers reported in early 2007 that nearly 150 U.S. levees pose an unacceptable risk of failing in a major flood, mainly due to poor maintenance. The nation cannot afford to wait for another flooding catastrophe like the one that followed Hurricane Katrina in 2005.

**Drinking Water & Wastewater**

Congress must enact the Water Quality Financing Act of 2007 to provide vitally needed federal aid through the State Revolving Loan Fund (CWSRF) program.

Congress must authorize $1 billion in annual funding for the Safe Drinking Water Act State Revolving Loan Fund (DWSRF).

The EPA estimates that nearly $1 trillion is needed in critical drinking water and wastewater investments over the next two decades. At risk are the gains that have been made in cleaning up the nation's rivers, lakes, and streams since the enactment of the Clean Water Act in 1972.

**Inland Waterways**

Congress must enact a Water Resources Development Act (WRDA) that requires a more comprehensive approach to water resources projects constructed by the U.S. Army Corps of Engineers.

Congress must ensure the integrity of the Inland Waterways Trust Fund. Of the 257 locks on the more than 12,000 miles of inland waterways operated by the U.S. Army Corps of Engineers, nearly 50 percent are functionally obsolete. By 2020, that number will increase to 80 percent. The cost to replace the present system of locks is more than $125 billion.

In a tough field that included impressive engineering projects in India, California and Washington state, an all-new Woodrow Wilson Bridge serving the Washington, D.C., area has been selected ASCE's winner of the Outstanding Civil Engineering Achievement for 2008.

Using a variety of innovative techniques, the joint project of the states of Virginia and Maryland and the District of Columbia replaces an inadequate, aging 47-year-old span, helping to relieve a major bottleneck for commuters on the busy Capital Beltway, Interstate 495. The OCEA winner was announced at the Society's premiere black-tie event, the OPAL Awards Gala, held Wednesday, April 30, in Arlington, Va., where the 2008 Outstanding Projects and Leaders honorees and other major award-winners were saluted.
Leadership in Energy and Environmental Design

The Leadership in Energy and Environmental Design (LEED) Green Building Rating System, developed by the U.S. Green Building Council (USGBC), provides a suite of standards for environmentally sustainable construction. Since its inception in 1998, LEED has grown to encompass over 14,000 projects in 50 US States and 30 countries covering 1.062 billion square feet (99 km²) of development area. The hallmark of LEED is that it is an open and transparent process where the technical criteria proposed by the LEED committees are publicly reviewed for approval by the more than 10,000 membership organizations that currently constitute the USGBC.

Individuals recognized for their knowledge of the LEED rating system are permitted to use the LEED Accredited Professional (AP) acronym after their name, indicating they have passed the accreditation exam given by the USGBC.

LEED began its development in 1994 spearheaded by Natural Resources Defense Council (NRDC) senior scientist Robert K. Watson who, as founding chairman of the LEED Steering Committee until 2006, led a broad-based consensus process which included non-profit organizations, government agencies, architects, engineers, developers, builders, product manufacturers and other industry leaders. Early LEED committee members also included USGBC co-founder Mike Italiano, architects Bill Reed and Sandy Mendler, builder Gerard Heiber and engineer Richard Bourne. As interest in LEED grew, in 1996, engineers Tom Paladino and Lynn Barker co-chaired the newly formed LEED technical committee.

From 1994 to 2006, LEED grew from one standard for new construction to a comprehensive system of six interrelated standards covering all aspects of the development and construction process. LEED also has grown from six volunteers on one committee to over 200 volunteers on nearly 20 committees and nearly 150 professional staff.

LEED was created to accomplish the following:

- Define "green building" by establishing a common standard of measurement
- Promote integrated, whole-building design practices
- Recognize environmental leadership in the building industry
- Stimulate green competition
- Raise consumer awareness of green building benefits
- Transform the building market

Green Building Council members, representing every sector of the building industry, developed and continue to refine LEED. The rating system addresses six major areas:

- Sustainable sites
- Water efficiency
- Energy and atmosphere
- Materials and resources
- Indoor environmental quality
- Innovation and design process

Benefits and Disadvantages

The move towards LEED and green building practices has been driven greatly by the tremendous benefits which are a direct result of implementing a green approach. Green buildings use key resources more efficiently when compared to conventional buildings which are simply built to code. LEED creates healthier work and living environments, contributes to higher productivity and improved employee health and comfort. The USGBC has also compiled a long list of benefits of implementing a LEED strategy which ranges from improving air and water quality to reducing solid waste. The fundamental reduction in relative environmental impacts in addition to all of the economic and occupant benefits goes a long way for making a case for green building. It is also important to note that these benefits are reaped by anyone who comes into contact with the project which includes owners, designers, occupants and society as a whole.

These benefits do not come without a cost however. Green buildings cost more both to design and to construct when compared to conventional buildings. These increased costs typically represent initial up front costs which are incurred at the start of the project. However, these initial cost increases can be minimized by the economic gains associated with constructing a LEED certified green building. These economic gains can

(continued on page 9)
May Meeting Recap . . . Hoover Dam Bypass

At the May 28th monthly Chapter meeting at Dave and Buster’s, Rob Turton, P.E., S.E. with HDR, Inc. presented dramatic new concrete arch joining the setting of the historic Hoover Dam, spanning the Black Canyon between the States of Arizona and Nevada.

When complete, the 323 meter arch will be the 4th longest concrete arch in the world, and the longest in the United States. What makes the design distinctive is the combined use of steel and concrete to optimize construction and structural performance.

The design is the first arch structure built on such a scale to combine a composite steel deck with a segmental concrete arch and spandrels.

In addition, the design is unique in its use of steel sections for Vierendeel struts between twin concrete arch ribs – a feature that both speeds construction and adds ductility to the lateral framing system for extreme seismic loads.

This new transportation facility is designed to greatly enhance mobility in the vicinity of the historic Hoover Dam. The Hoover Dam Bypass will relocate through traffic off the dam and onto a new high-speed, four-lane roadway. The selected Sugarloaf alignment alternative of this facility carries the roadway approximately ¼-mile downstream of the dam, requiring nearly 3.5 miles of new roadway and a 2,000-foot-long bridge with a minimum clear span of 1,090 feet across the Black Canyon, an 800-foot-deep gorge carved by the Colorado River.

The effort is being led by a Project Management Team that includes the lead agency, the Central Federal Lands Highway Division of the Federal Highway Administration, supported by the Arizona Department of Transportation, Nevada Department of Transportation, U.S. Bureau of Reclamation, National Park Service, and the Western Area Power Administration.

The overall project design team is headed by HDR and includes major partners T.Y. Lin International (Colorado River crossing) and Sverdrup Civil (approach roadways).

Prepared by HDR Inc.

Leadership in Energy and Environmental Design

(continued from page 8)

take the form of anything from productivity gains to decreased life cycle operating costs. Studies have suggested that an initial up front investment of 2% will yield over ten times the initial investment over the life cycle of the building.

Although the deployment of the LEED Standard has raised awareness of Green Building practices, its scoring system is skewed toward the ongoing use of fossil fuels. More than half of the available points in the Standard support efficient use of fossil fuels, while only a handful are awarded for the use of sustainable energy sources. Further the USGBC has stated support for the 2030 Challenge, an effort that has set a goal of efficient fossil fuel use by 2030.

Different versions of the rating system are available for specific project types:

- **LEED for New Construction**: New construction and major renovations (the most commonly applied-for LEED certification)
- **LEED for Existing Buildings**: Existing buildings seeking LEED certification
- **LEED for Commercial Interiors**: Commercial interior fitouts by tenants
- **LEED for Core and Shell**: Core-and-shell projects (total building minus tenant fitouts)

(continued on page 11)
SPONSORSHIP OPPORTUNITIES

ASCE – San Bernardino & Riverside Counties Branch
Monthly Lunch Meeting
4th Wednesday of Each Month (Typically)

SPONSORSHIP OPPORTUNITIES

This year’s lunches promise to attract the firms, agencies, and people who have helped to shape the Inland Empire. Prominent speakers will be giving presentations, and by helping sponsor the event, your company will be featured in the Monthly Lunch Program and in the ASCE newsletter. The breakdown of benefits is as follows:

- **PLATINUM SPONSOR ($1000)**
  - Reserved table for 10
  - Mention at the lunch
  - Mention and Logo in the ASCE Newsletter
  - Listing on the Event Banner / Program

- **GOLD SPONSOR ($500)**
  - Reserve seating for 5
  - Mention at the lunch
  - Mention and Logo in the ASCE Newsletter
  - Listing on the Event Banner / Program

- **SILVER SPONSOR ($250)**
  - Seating for 2
  - Mention at the lunch
  - Mention and Logo in the ASCE Newsletter
  - Listing on the Event Banner / Program

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**SIGN ME UP!** I want to be a part of the ASCE San Bernardino & Riverside Branch Lunch and take advantage of the promotional opportunities afforded to me as a selected sponsor.

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PLEASE FAX or EMAIL to: Scott Petersen (Branch Treasurer)
Fax: (951) 352-6200   Phone: (951) 352-4100 ext. 206
Email: spetersen@adams-streeter.com
You will be invoiced for payment by ASCE / S. Bdo & Riv. Branch
The Call for Papers for the Third International Conference on Urban Transportation Systems has been Extended to June 20, 2008

You are invited to submit papers for presentation at the Third International Conference on Urban Transportation Systems to be held March 18-20, 2009 in Shanghai, China.

This conference will offer a forum for civil engineers seeking to address civil engineering applications associated with all modes of public transportation, including bus and rail. The civil engineering profession, through its many sub-disciplines, provides a vast array of specialized knowledge toward the science of safe and efficient movement of people and goods. Civil engineers throughout the world take on many important roles in support of the public transportation industry.

Note that the abstract submission deadline has been extended to June 20, 2008. If you are interested in presenting a paper in any of the three parallel tracks, please prepare and submit a 250 word abstract to Pete Sklannik, Jr., Conference Program Chair, by e-mail. All submissions must be in MS Word.

2008
June 20 Abstracts Due
July 7 Notification of abstract acceptance, subject to peer review

Aug 15 Full paper in conference format submitted by e-mail (MS Word file), subject to peer review.
Sept. 15 Notification of acceptance and corrections if needed
Oct. 15 Final paper and necessary permission forms submitted.
Nov. 1 At least one author is required to register by this date to ensure publication of the paper in the conference proceedings.

2009
Mar. 18-20 Conference in Shanghai, China

Leadership in Energy  (continued from page 9)

- LEED for Homes: Homes
- LEED for Neighborhood Development: Neighborhood development
- LEED for Schools: Recognizes the unique nature of the design and construction of K-12 schools
- LEED for Retail: Consists of two rating systems. One is based on New Construction and Major Renovations version 2.2. The other track is based on LEED for Commercial Interiors version 2.0.

Information obtained from Wikipedia, The Free Encyclopedia.
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James R. McLaughlin, CEG
Office Manager

### San Bernardino & Riverside Counties Branch Meeting

**WEDNESDAY, JUNE 25**

**RESERVATIONS**

J. Scott Petersen  
(951) 352-4100

http://www.projectpartners.com/p s/ps_show_events.asp?id=19

To request a vegetarian meal please notify Scott via e-mail spetersen@adams- streeter.com

Mail checks to Scott Petersen  
Adams-Streeter  
2900 Adams St., Suite A-400  
Riverside, CA 92504

---

**ASCE Branch Monthly Meeting**

**Date**  
Wednesday, June 25, 2008

**Speaker**  
John Lucey, National Director for Industrial Water at HDR

**Topic**  
Enertech SlurryCarb Biosolids Facility, Rialto Update

**Time**  
11:30 am  Check In/Networking  
12:00 pm  Luncheon and Program/Discussion  
1:00 pm  Adjournment

**Location**  
Hilton, San Bernardino  
285 W Hospitality Lane

**Cost**  
ASCE Members w/RSVP $25  
No Members & No RSVP $30  
Students $12

**RSVP Deadline**  
June 18 at noon