



Knowledge for Creating
and Sustaining
the Built Environment



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Portland Chapter - The Construction Specifications Institute

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Extreme Makeover, Extreme Planning, Extreme Heart.

Tuesday, March 11, 2008

Bridgeport Brewery
1313 NW Marshall

When ABC came to Corvallis Oregon they called upon local home builder Legend Homes to help provide the Byer family with an enormous gift. Join us to learn how Vern Malen, Production Manager for Legend Homes tackled this once in a lifetime challenge.

The event will give all who attend an overview of what a dedicated team of designers, builders, contractors and community can do in 106 hours, in 104 degree heat... the impossible?

4000+ sq. ft. home with 1100+ sq. ft. garage, a 16' x 20' state of the art water treatment system, 79 windows, 152 recessed can lights. Inspectors on the site 24 hours a day and a construction schedule broken into half hour increments around the clock.



What does the OSU baseball team have to do with this and what were the two main burning questions for the spectators.

Find out how all this plays together in an evening's event you'll be sure to remember.

Vern Mahlen is a native Oregonian and has been in the homebuilding business for over 40 years. He is currently the Production Manager for Legend Homes in Portland. Vern is currently a Certified Master Builder in Oregon. He has also been a lecturer on Production Management at both nationwide seminars and the NAHB Convention. Vern currently represents the Homebuilders Association on the board of directors for the Northwest College of Construction. Vern has been involved with the development and construction of such successful communities in Oregon as Oak Hills, Claremont, Forest Heights and several current Legend Homes communities.

**Social at 5:30 PM
Dinner and Program 6:30**

Cost: \$30.00 per person with pre-paid reservations by March 7, 2007

Sponsor a table for 8 for just \$230

Assure your spot for this special event!

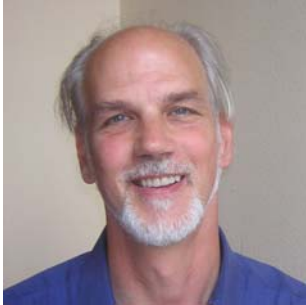
Late reservations – and walk-ins (as available): \$40.00 per person

Register at: www.portlandcsi.org

Questions or problems registering contact Jane Phifer : 503-805-2500 or jane@portlandcsi.org

WHAT DO YOU SAY? .. News and views from the Specifiers Share Group

By: Fred Herbold, CSI, CCS



The Expansion Joint Equation = Specifications + Installation + Verification

Last year, well last December, Specifiers' Share Group heard Chris Iliano, Western Regional representative for InPro, discuss expansion joint covers.

Chris's message was:

"Implement language in project specifications that will ensure safety of the building owner and occupants as it relates to expansion joint systems."

We at the Share Group took the message to heart. Without clear and complete specifications, proper preparation for and installation of joint covers may not occur.

Elements of Expansion Joint Covers

Although building expansion joint covers are designed to accommodate thermal, wind and seismic induced movement, it is seismic that rules our region. The joint itself is an open gap through a facility that divides it into two or more separate structures.

The size, or width, of the joint is part of the structure's seismic design and is properly determined by the structural engineer. Seismic joints vary from 2 to 24 inches, and may increase in size higher up the structure.

Performance issues are: range of movement, load capacity, weather and vapor control, sound and thermal insulation, and fire barrier rating.

Specifications

MasterFormat™ 2004 moved joint covers into Division 07 under 07 90 00 Joint Protection or Section 07 95 13 – Expansion Joint Cover Assemblies. It is also common practice to specify exterior roof joint assemblies in Section 07 71 29 – Manufactured Roof Expansion Joints. If both sections are used, both should require coordination with work in the other, including a coordinated shop drawing.

Specify a "building joint cover system". System includes the expansion joint, fire or other barriers, and the adjacent construction.

Performance Requirements in Part 1 or Part 2: Load criteria for floor joint covers should consider the type of traffic, pedestrian, equipment or vehicular. Loads can be specified as uniform and/or concentrated. Including a maximum deflection is good. Specify the amount of movement the joint covers should allow, from 50% to 100% of joint width. Fire barrier rating should be for the

joint cover system and should be tested per ASTM E 1966 Standard Test Method for Fire Resistive Joint Systems.

Quality Assurance in Part 1: UL 2079 can be specified for fire barrier joint cover systems, but may not be available from all manufacturers. Consider accepting testing from Intertek also. ASTM E 1399 is the cyclic movement test that assures joint cover integrity and movement through 100 to 500 cycles. Installers should be at least approved by the manufacturer, and some manufacturers provide training as well.

Mock Up and Pre-installation Conference in Part 1: Both of these requirements are a must for projects where aesthetics and performance matter (all projects). A mock up in place that can be incorporated in the work when approved will save money.

Pre-Assembled Corners and Transitions in Part 2: Especially important for exterior joint covers where weather tightness is necessary. All major manufacturers will provide this.

Examination in Part 3: Require the installer to examine conditions, to have unacceptable conditions corrected, and to approve conditions prior to beginning their work.

Inspection in Part 3: Require at least 10 percent of all types of joint be inspected by removing cover plates. Require inspection per International FireStop Council's Inspection Guidelines. Manufacturer's technical representative can provide this service.

Manufacturer in Part 2: Require joint cover assemblies from one manufacture. This will help assure acceptable transitions. The short language in this article depends on testing and field service from the manufacturer. Therefore it is wise to list acceptable manufacturers that meet these requirements.

The Construction Documents

Coordination between specifications and drawings is essential for a good result. The location and size of building joints should be determined by the end of design development. The DD specification should indicate the performance criteria for joint cover assemblies and a material indication. When considered at this time in design, they can more easily be integrated into the facility's function and aesthetics.

Resources for more learning include:

International FireStop Council's Inspection Guidelines, www.firestop.org.

MasterSpec® Supporting Documents 079500 – Expansion Control (for those who purchase MasterSpec®)

PERKY'S NOTES

By: Perky Kilbourn, CSI



First half of Perky's notes will be devoted to the 50 year celebration.

Portland Chapter of CSI was started in 1959 so it is time to start preparing for Portland Chapter of CSI's fiftieth birthday. Portland Chapter of CSI received its charter in September 1960.

The first meeting of the potential Portland Chapter was held in 1959 with the first draft of the Chapter Bylaws dated April 2, 1959. Apparently the first official chapter meeting was held in the month of June, 1959, and were attended by twenty people. The Chapter was the sixth on the west coast. The First Portland Chapter Bulletins were single sheets of pale green paper and announced the monthly meeting. These monthly meetings were held at the NECA Building 1873 S. W. Sixth Ave. which is now demolished. The First Portland Chapter President was Lowell Anderson, Vice President Ralph Appleman, and James Hickey, Treasurer. In November 1959, "The Predicator" Newsletter first appeared. Attendance was listed as twenty five at the December 1959 meeting.

Here is a list of the Active Members whose names are on the Charter with all the information about them I have been able to find so far:

Lowell F. Anderson - Architect and first President of Portland Chapter CSI.

Ralph F. Appleman -from a discussion of his life written by Bob Hesseltine with a note in Margie Largent's handwriting T.P. 6/01 (The Predicator June, 2001?) Bob said he met Ralph when Bob went to work for Edmundson, Kochendoerfer and Kennedy in 1953 and the firm was gearing up to do Woodrow Wilson High School for the Portland School District. Ralph was chief draftsman in charge of the project drawings. According to page 67 of the book One Woman's Unique Architectural Journey - The Life and Times of Mary Alice Hutchins, Mary Alice Hutchins wrote the specification for the Woodrow Wilson High School, which was the first building in Portland, Oregon to utilize lift-slab, bonded, post-tensioned construction.

Wyman K. Bear - According to pages 26 -27 of Architects of Oregon by Richard Ellison Ritz, Bear was born in St. Louis, Missouri on March 13, 1906 and died on August 14, 1973. Bear spent a lot of his career employed by A. E. Doyle but also had his own firm. Bear was a member of the Oregon State Board of Architect Examiners from 1958 to 1961 and served as its president in 1960.

Ove Carstensen - no information

Kinglsey D. Church - According to page 74 of Architects of Oregon, by Richard Ellison Ritz, Church was born in McKeesport, Pennsylvania on January 13, 1898. After working back east as a draftsman and specification writer he started working for A. Glenn Stanton. Church became a partner in 1955 and was responsible for development of specifications for the firm until his retirement about 1969. -

Donald W. Edmundson - 1904 to 1991, According to page 122 of Architects of Oregon by Richard Ellison Ritz, Edmundson opened his own office in 1943 and continued sole practice until 1953 when he formed a partnership with Neil R. Kochendoerfer. In 1962 Evan Kennedy, an engineer, was added to the partnership when it became Edmundson, Kochendoerfer & Kennedy. In the late 1960s the firm was sold to DMJM. Edmundson was active in Portland Chapter of AIA. He served as president in 1956, treasurer in 1947-1948, secretary in 1952-54 and director in 1957-1959.

Richard C. Ehmann - was a past Institute and Portland Chapter President.

Warde H. Erwin - an attorney

John W. Foster - **Robet W. Fritsch** - **Vyrl D. Goff** - no information

Edward A. Greey - worked for CH2M in Corvallis

Al M. Hansen - worked for the N. W. Plaster Bureau

J. Donald Kroeker - Consulting Mechanical Engineer who had his own firm

Stuart D. Mockford - an architect and his sister in law just died recently.

Donald B. Parks - no information

Leslie E. Poole -Structural engineer

Charles E. Selig -an architect

Kenneth G. Walter - an architect and President during the 1966 Region Conference. At the Region Conference Ken handed out three studies -

1 - A Technical Study & Outline Specification for Rough Carpentry

2 - Framing Lumber

3 - Concrete Block.

Associate Members

Albert E. Bittner - no information

Robert T. Bruce - Hartline Products Co, Inc. in 1966 Portland Chapter CSI Directory

Robert P. Burns - National Electrical Contractors Association

(continued on page 4)

PERKY'S NOTES (CONTINUED FROM PAGE 3)

By: Perky Kilbourn, CSI

George M. Cunningham

D. Robert Dimitre - Dimitre Electric Co.

James P. Durcan - no information

Paul B. Emerick contractor

James G. Fleskes - Robert W. Gamble - Russ Graham - no information

George S. Griffith - Armstrong Cork Co.

Oren A. Gustafson - L. J. Cappa & Associates

Harold Halvorson - Sheet Metal Workers Local No. 16, Financial Secretary and Business Agent

Lawrene J. Hayward - Ross B. Hammond Co.

F. C. "Mike" Henkel - U. S. Plywood Corporation

James S Hickey, Jr. - General Contractor

George B. Irish - Thomas A. Kommers - Joh W.

McCollom no information

R. E. Mohr - Mohr Inc.

Carl E. Nelson - Wayne L. Reid - James A. Rooks -

Bernie R. Stanfill - no information

Robert S. Stoneroad, Jr. - Pittsburgh Plate Glass Co. -if his wife's name is Donna then he may be in Peoria, Arizona

Kenneth LK. Tamiesie - Richard D. Wheeler - Noel

A. Wood - no information

Junior Member

Dean L. Smith Spec writer for Edmundson, Kochendoerfer, Kennedy and Traversv on 1966 directory , worked for Lawson Construction Co. 1969 roster.

Any help people would like to provide would be greatly appreciated. I am now going through the Predicators to see what interesting things happened during those early years.

On another note, The January 2008 THE SCIENTIST Supplement had an article entitled "Biofuel The Potential Magic Bullet" by Tabitha M. Powledge.

This topic has been discussed in my notes before and according to the article, DuPont's experimental station in Willmington, Delaware is continuing to discover additional ways to make biofuels besides ethanol and ethyl alcohol from corn. They are looking at producing ethanol from stover, the stalks and leaves of the corn plant as well as utilizing other plants (straws and switchgrass). There is a microorganism by the name of *Xymomonas mobilis* which can eat the sugars in the corn stalks etc and turn them into ethanol. In addition DuPont is looking at other fuels such as butanol or butyl alcohol. Butanol is more attractive than ethanol because it can be transported by pipeline and has a higher energy density. DuPont is also working on making soybeans with high oleic content. These soybeans are low in saturated fat (healthier to eat) and also useful for biodiesel fuel.

FEBRUARY MEETING RECAP

By: Perky Kilbourn, CSI

The Insider's Scoop on the Mall

Bob Hastings FAIA, Tri Met Agency Architect did a solo presentation on the "Big Hairy Issues" on the Portland Mall Revitalization project. Tad Savinar, Urban Design Consultant, was scheduled to join Bob, but had the flu.

The modifications to the Mall were more than just adding light rail to the downtown's 6th & 5th Avenues. Tri met wanted to create a "Great Street". They needed but didn't have a management structure with their last original Transit Mall urban renewal plan. The shop owners needed to understand specifically about what was going on outside the doors of their shops related to their shops (specific activities) as well as what was happening (what activities) in the area outside their shops related to the area (area activities).

Fifth and sixth avenues always were the main streets of downtown Portland. The 1978 Transit Mall Project was to organize Portland and get people back downtown. Downtown Portland began to have different places such as the Pioneer Court House Square and China Town. Downtown Portland also began to show its age. There was no on going maintenance schedule. As the region grows how does mass transit fit in? What do people care about?

For example at Intersections they can't do maintenance at the expense of businesses. (It doesn't work to close the business to repair the street in front of the business.) The private sector businesses wanted to control their environment. The public space needed to complement the private spaces at each station which was a place but not the place. There will be multiple places along the transit line.

The First Hairy Issue was how to get everyone to play nicely with one another. Those who use the mall included buses, people, skate boards, bicycles, cars and trains. Everyone obeying traffic signals will make it all work. Also need to arrange trains and buses so people get on and off on the right.

The Second Hairy Issue was the shelters and use of phones. People didn't want to wait in shelters where they didn't feel safe. The new shelters will be highly transparent and made of laminated structural glass. They will have wind screens The roofs will tilt up toward the building and away from the street.

The Third Hairy Issue was the brick systems which didn't work. The asphalt on concrete also didn't work so Tri-Met will use sand set Brick Pavers instead. These are a high quality Paver System and uses a "magic" sand to secure the joints. There will be leaning rails rather than benches in the shelters. Phones will be on the outside of the shelters and one can only call out.

There will be new signage and sidewalks will change texture and plantings as people go from one area to another. Tri Met got some money from PDC and talked to business owners and ask them to invest in their buildings. Business owners were asked to make their buildings investment work. Fifty seven applications anticipated - it will be a public-private partnership. The money comes back because of success of the buildings.

The main Idea is to create a community - through a process of unified cooperation so everyone wins. TriMet will use ABC & XYZ as bus designations instead of the original symbols of "rain deer, salmon, etc. Turning streets into transit-only streets didn't really work but if you make an experience worthwhile then people will come. Percentage use of Portland's Transit system is just behind New York and Chicago. People use it because it is efficient and enjoyable.

Bob closed with a experiment he did with his wife. Bob took Tri Met to the airport and his wife took their car. Leaving at the same place from downtown Portland, Bob arrived at the ticket counter at the airport before his wife did. Tri Met does work!

JANUARY MEETING RECAP

By: *Perky Kilbourn*

The first slide had a note:

Presentation can be accessed at

http://www.aia.org/econ_presentations

This will be a combination of what the slides said and the notes Perky took.

Baker considered his presentation would cover three areas: **First** - Business trends in design and construction **Second** - Construction outlook for 2008 or forecast of construction activity **Third** - How the trends will effect the key issues that is the issues facing the profession

First - Business trends in design and construction

The economy has been purring along nicely though some problems recently.

There is a strong international economy so there are opportunities for U.S. companies.

It looks like the economy is starting to slow down. The housing market is an issue because of increase in number of foreclosures. Inflation may be starting to increase. Also international tensions are effecting our economy. Looking at non-residential construction is a measure of health of industry which is good but the inquiries for new projects seem to be decreasing. There is a lot of renovation and adding on to existing buildings since the recession the first of this decade. Now economy picking up and companies are working off losses which occurred. There is a low office vacancy rate, retail construction better but hotel construction down. Institution construction driven by demographic trends not economy. Slow growth in elementary and secondary education. More growth in college and university construction. McGraw Hill Construction reports showed growth in 2007 and decline in 2008 and 2009.

Second - Construction outlook for 2008 or forecast of construction activity

Merger and acquisitions show slightly different picture - reason for merger

1. opportunity to open a new market.
- 2 greater project diversity
3. firm dominance or a vision of a big fish in a small pond
4. a specialty firm adds to credentials of the firm its acquiring

Third - How the trends will effect the key issues that is the issues facing the profession

Issues facing design and construction professions

1. Continued industry concentration and consolidation with a great number of larger players.
2. Technological investment to increase productivity - how do we interact?
3. Outsourcing design work offshore - work done outside the United States
4. Long term market demand for sustainable design when use Building Information Modeling (BIM) have
 1. high quality projects
 2. easier collaboration
 3. speed up project delivery
 4. minimize design changes so cost containment.

The timing of expenses incurred perceived as greatest concern/risk of Building Information Modeling (BIM)

Various factors include:

1. higher share of costs incurred earlier,
2. uncertainty about liability,
3. costs outweigh benefits,
- 4.lack of industry standards for software
5. unclear who owns information generated.

Managing peak workloads principal reason for outsourcing work offshore.

Lifecycle cost saving is seen as key motivation for sustainable construction with cost saving seen over the life of the building. There is a conservation of scarce resources. and for improved marketability of building.

Final slide was entitled "Summing Up" and showed first - moving into latter phase of nonresidential construction cycle; with slower growth expected.

second -condition of broader economy key determinant of nonresidential outlook; recently, outlook has become more pessimistic.

third - commercial facilities soften with weakening economy;
demographics drive institutional buildings.

fourth - industry seeing more focus on productivity gains; technology investment; sustainability features.

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vacant

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NORTHWEST REGION CHAPTER MEETINGS

Cook Inlet, Anchorage, AK (Third Tuesday)

Mark Hughes, CSI.....907-267-5163

Puget Sound, Seattle, WA (Second Thursday)

Andrew Estep, CSI.....206-382-3393

Mt. Rainier, Tacoma, WA (First Thursday)

Bob Kenworthy, FCSI, CCS, CCCA..253-931-4904
 Dennis Kabba, CSI, CDT 253-627-5599

Spokane, WA (Second Thursday)

Thoms Gerard, PE, CSI, LEED-AP. 509- 328-2771

Portland, OR (Second Tuesday)

Jane Phifer, CSI.....503-805-2500

Capital, Salem, OR (Third Thursday)

Chris Veit, CSI, CCS.....503-390-0291

Willamette Valley, Eugene, OR (Last Thursday)

Melanie Wittkop-Fort, CSI541-485-0922

Idaho, Boise, ID (First Tuesday)

Karen Morris, CSI208-343-3620

Big Sky, MT

Jan O'Brien, CSI.....406-245-6363

March 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

- 3/4 CSI Board Meeting, *Noon, TBA*
 3/6 CSI CDT study group, *Port of Portland Building*
 3/11 **CSI Chapter Meeting - Legend Homes Extreme Makeover,
Bridgeport Brew pub
 3/13 CSI CDT study group, *Port of Portland Building*
 3/13 CSI Specifiers Share Group Meeting, *Noon, ZGF*
 3/17 CSI Membership committee, *noon Macadam's Bar & Grill*
 3/20 CSI CDT study group, *Port of Portland Building*
 3/26 Program committee, *7:30 am, Nancy's Kitchen—16th & Glisan*
 3/27 CSI Specifiers Share Group Meeting, *Noon, ZGF*
 3/27 CSI CDT study group, *Port of Portland Building***

April 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

- 4/1 CSI Board Meeting, *Noon, RiversEast Conference Room*
 4/8 **CSI Chapter Meeting - Common business blunders, Bridgeport**
 4/10 CSI Specifiers Share Group Meeting, *Noon, ZGF*
 4/14 CSI Membership committee, *noon Macadam's Bar & Grill*
 4/24 CSI Specifiers Share Group Meeting, *Noon, ZGF*
 4/29 Program committee, *7:30 am, Nancy's Kitchen—16th & Glisan*

May 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

- 5/6 CSI Board Meeting, *Noon, TBA*
 5/6 **CSI Portland Products & Services Conference, Convention Center**
 5/8 CSI Specifiers Share Group Meeting, *Noon, ZGF*
 5/19 CSI Membership committee, *noon Macadam's Bar & Grill*
 5/22 CSI Specifiers Share Group Meeting, *Noon, ZGF*
 5/20 Program committee, *7:30 am, Nancy's Kitchen—16th & Glisan*