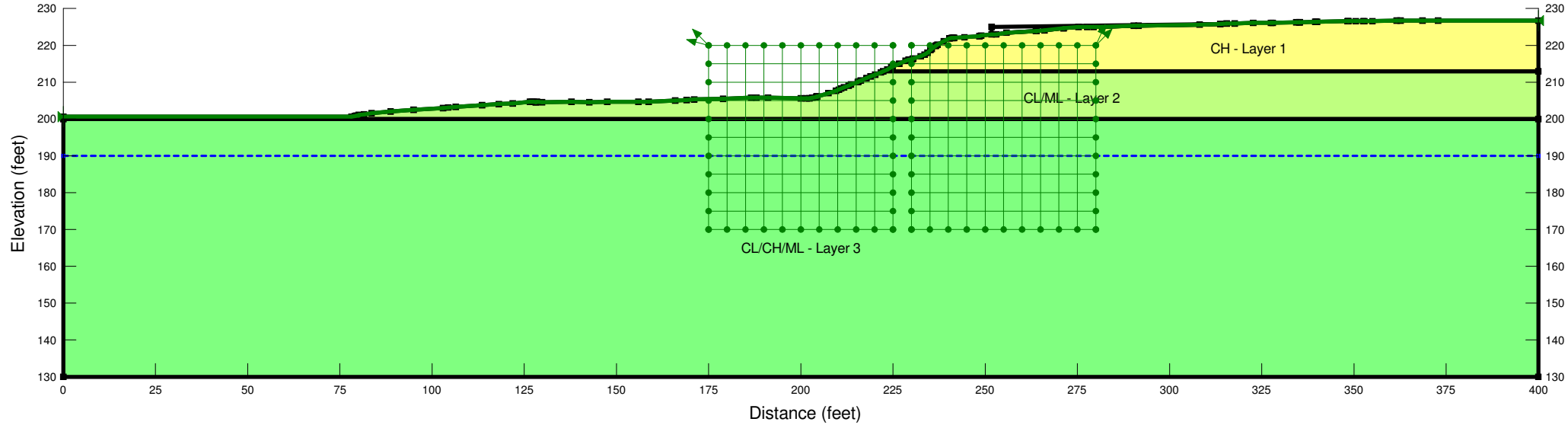


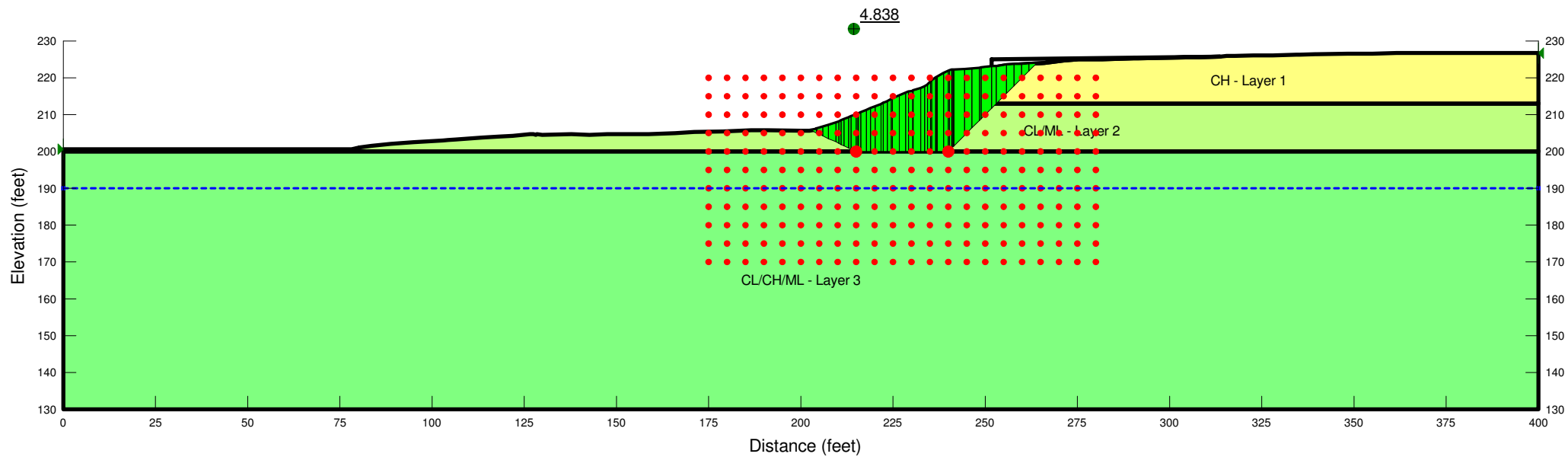
APPENDIX E
SLOPE STABILITY ANALYSIS RESULTS



Name: CH - Layer 1 Model: Mohr-Coulomb Unit Weight: 120 pcf Cohesion: 1000 psf $\Phi: 0^\circ$ $\Phi-B: 0^\circ$ Piezometric Line: 1
 Name: CL/ML - Layer 2 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 1500 psf $\Phi: 0^\circ$ $\Phi-B: 0^\circ$ Piezometric Line: 1
 Name: CL/CH/ML - Layer 3 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 3500 psf $\Phi: 0^\circ$ $\Phi-B: 0^\circ$ Piezometric Line: 1



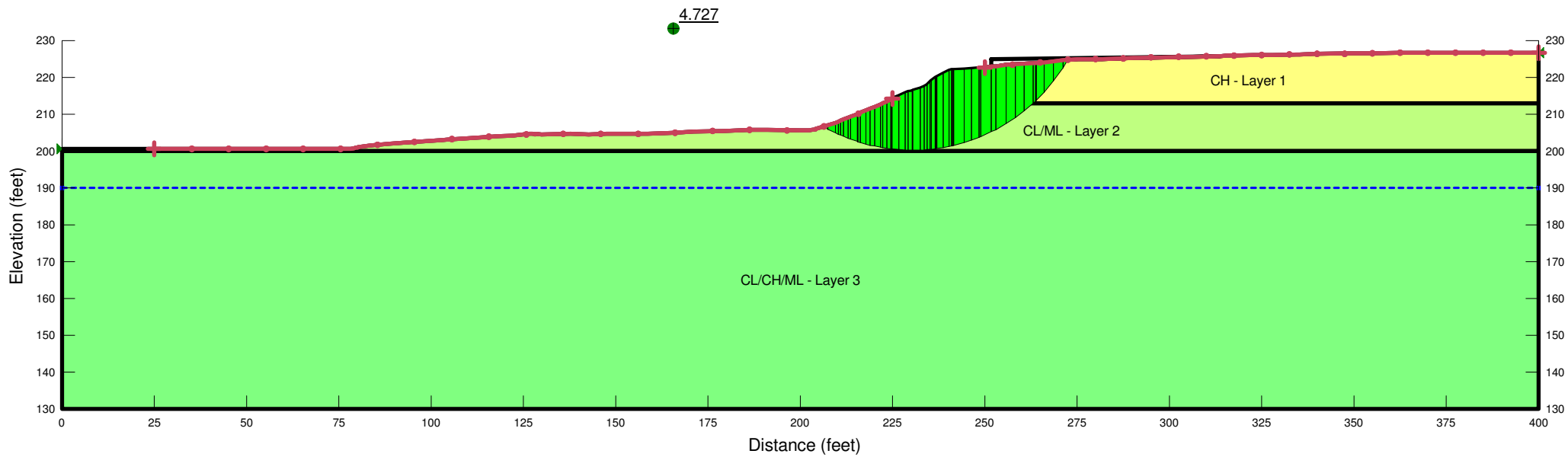
VA PARKING GARAGE - SHREVEPORT
 SLOPE STABILITY ANALYSIS
 FINISHED GRADE @ EL. 225.0
 GLOBAL BLOCK FAILURE
 WATER TABLE @ EL. 190.0
 FIGURE NO: 01A



Name: CH - Layer 1 Model: Mohr-Coulomb Unit Weight: 120 pcf Cohesion: 1000 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/ML - Layer 2 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 1500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/CH/ML - Layer 3 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 3500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1



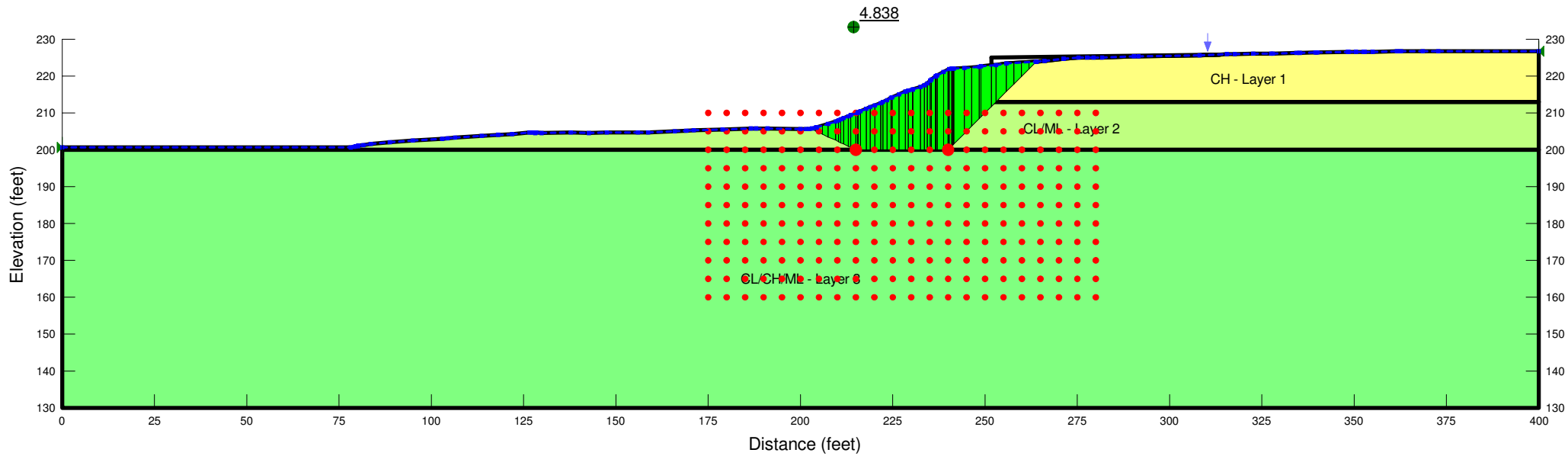
VA PARKING GARAGE - SHREVEPORT
 SLOPE STABILITY ANALYSIS
 FINISHED GRADE @ EL. 225.0
 GLOBAL BLOCK FAILURE
 WATER TABLE @ EL. 190.0
 FIGURE NO: 01



Name: CH - Layer 1 Model: Mohr-Coulomb Unit Weight: 120 pcf Cohesion: 1000 psf Phi: 0 ° Phi-B: 0 °
 Name: CL/ML - Layer 2 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 1500 psf Phi: 0 ° Phi-B: 0 °
 Name: CL/CH/ML - Layer 3 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 3500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1



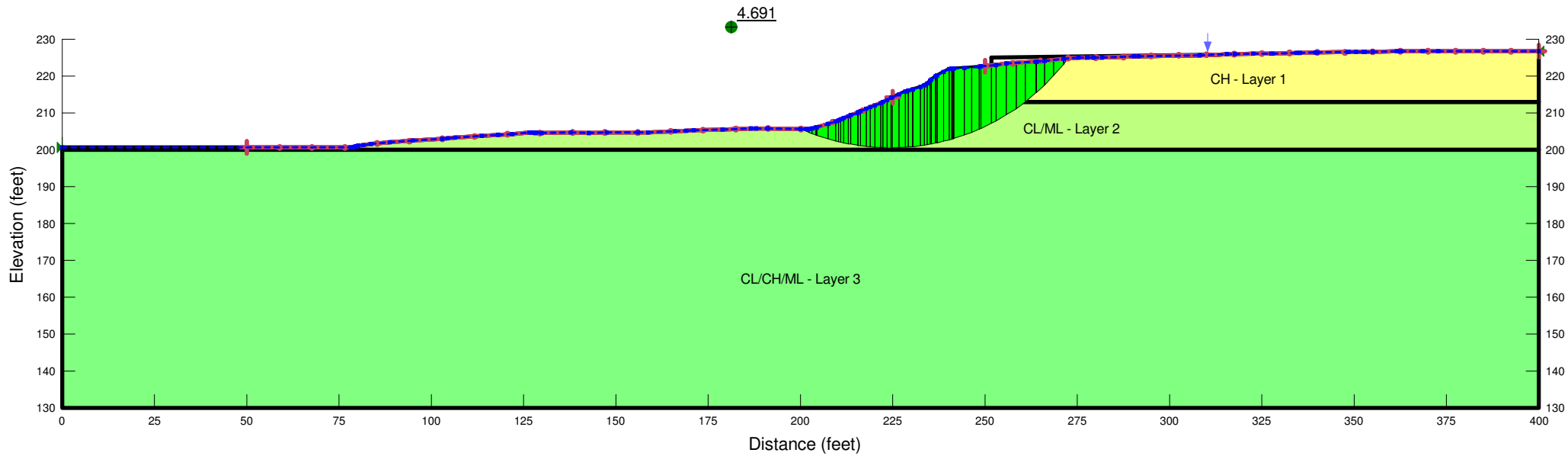
VA PARKING GARAGE - SHREVEPORT
 SLOPE STABILITY ANALYSIS
 FINISHED GRADE @ EL. 225.0
 GLOBAL CIRCULAR FAILURE
 WATER TABLE @ EL. 190.0
 FIGURE NO: 02



Name: CH - Layer 1 Model: Mohr-Coulomb Unit Weight: 120 pcf Cohesion: 1000 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/ML - Layer 2 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 1500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/CH/ML - Layer 3 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 3500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1



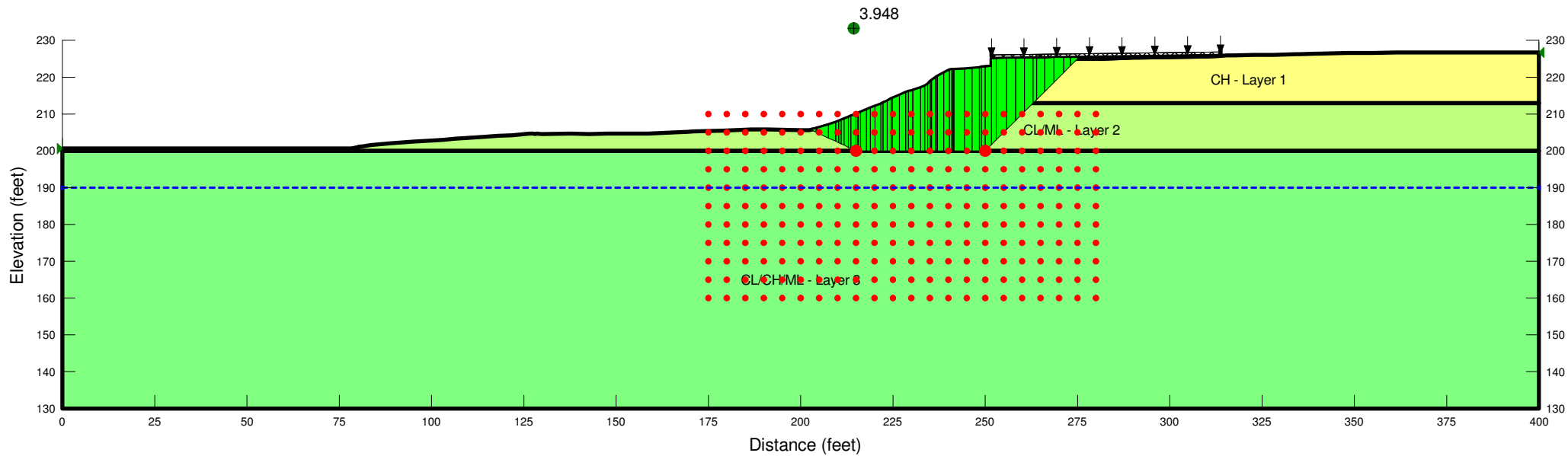
VA PARKING GARAGE - SHREVEPORT
 SLOPE STABILITY ANALYSIS
 FINISHED GRADE @ EL. 225.0
 GLOBAL BLOCK FAILURE
 WATER TABLE ALONG GROUND SURFACE
 FIGURE NO: 03



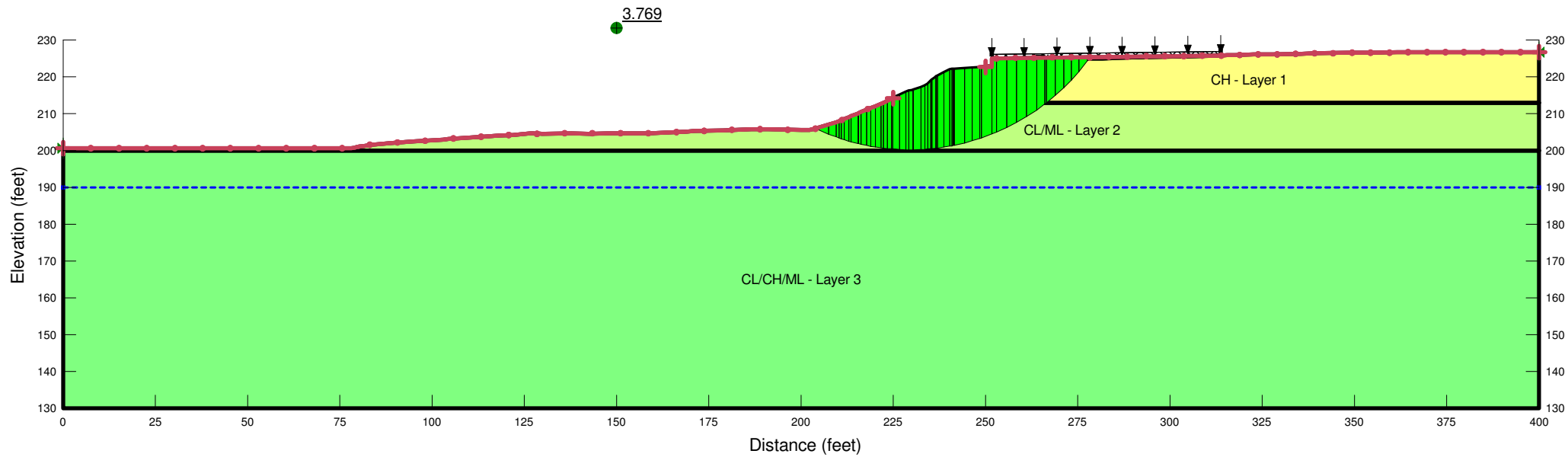
Name: CH - Layer 1 Model: Mohr-Coulomb Unit Weight: 120 pcf Cohesion: 1000 psf Φ : 0 ° Φ -B: 0 ° Piezometric Line: 1
 Name: CL/ML - Layer 2 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 1500 psf Φ : 0 ° Φ -B: 0 ° Piezometric Line: 1
 Name: CL/CH/ML - Layer 3 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 3500 psf Φ : 0 ° Φ -B: 0 ° Piezometric Line: 1



VA PARKING GARAGE - SHREVEPORT
 SLOPE STABILITY ANALYSIS
 FINISHED GRADE @ EL. 225.0
 GLOBAL CIRCULAR FAILURE
 WATER TABLE ALONG GROUND SURFACE
 FIGURE NO: 04



VA PARKING GARAGE - SHREVEPORT
 SLOPE STABILITY ANALYSIS
 FINISHED GRADE @ EL. 225.0
 GLOBAL BLOCK FAILURE
 WATER TABLE @ EL. 190.0
 SURCHARGE = 250 PSF
 FIGURE NO: 05

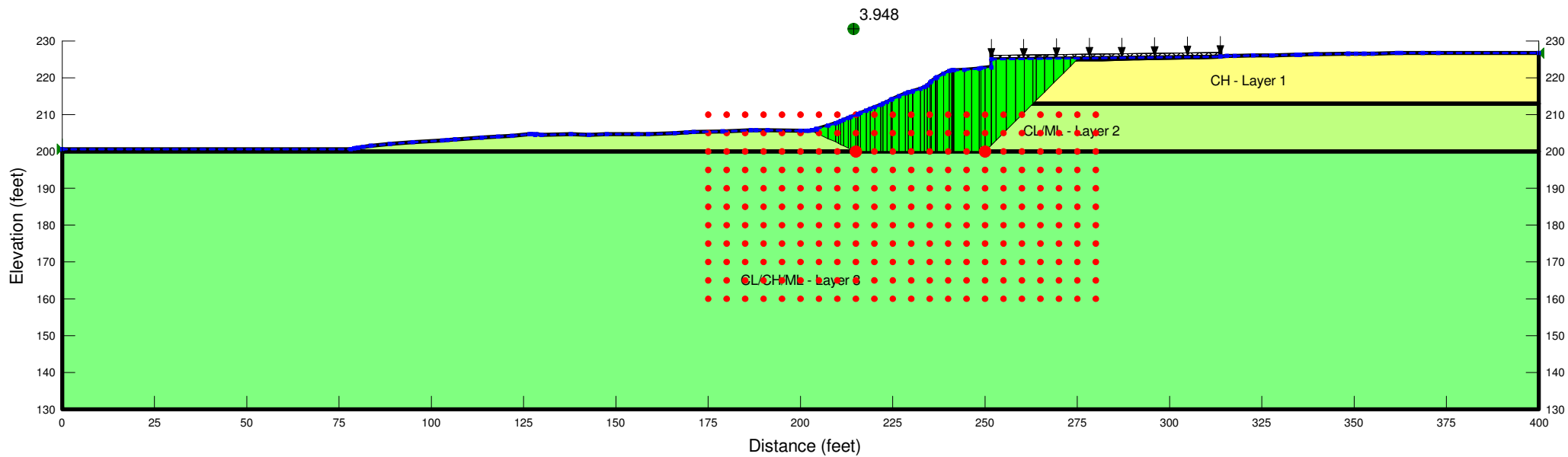


Surcharge (Unit Weight): 250 pcf Direction: Vertical Coordinate: (251.75, 226) ft Coordinate: (313.75, 226.8) ft

Name: CH - Layer 1 Model: Mohr-Coulomb Unit Weight: 120 pcf Cohesion: 1000 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/ML - Layer 2 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 1500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/CH/ML - Layer 3 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 3500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: FILL Model: Mohr-Coulomb Unit Weight: 120 pcf Cohesion: 0 psf Phi: 30 ° Phi-B: 0 ° Piezometric Line: 1



VA PARKING GARAGE - SHREVEPORT
 SLOPE STABILITY ANALYSIS
 FINISHED GRADE @ EL. 225.0
 GLOBAL CIRCULAR FAILURE
 WATER TABLE @ EL. 190.0
 SURCHARGE = 250 PSF
 FIGURE NO: 06

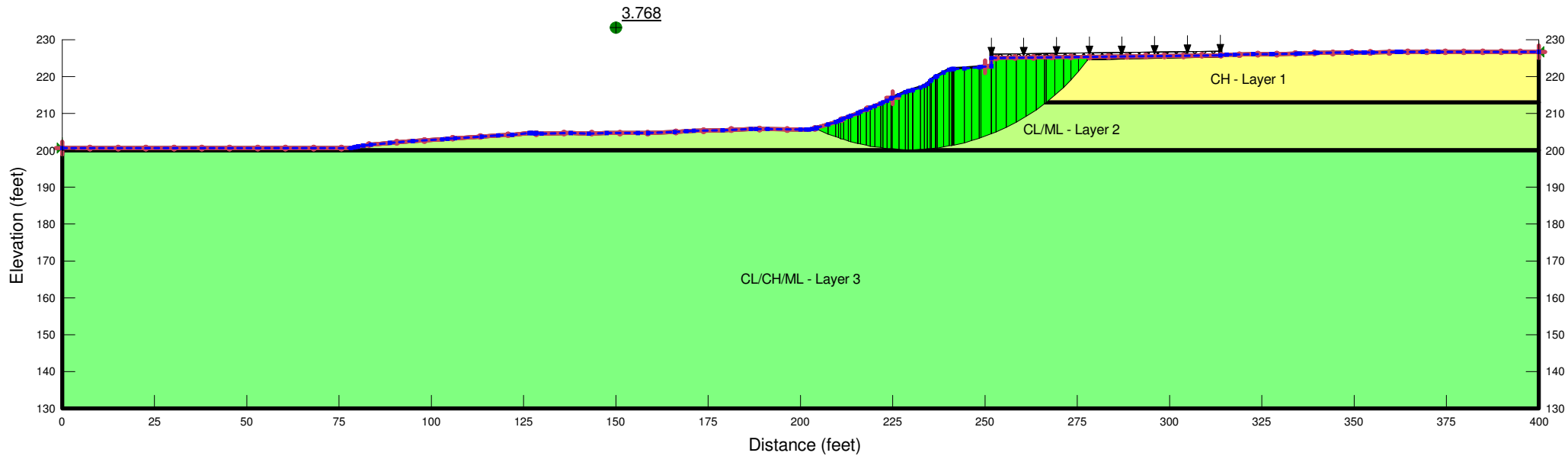


Surcharge (Unit Weight): 250 pcf Direction: Vertical Coordinate: (251.75, 226) ft Coordinate: (313.75, 226.8) ft

Name: CH - Layer 1 Model: Mohr-Coulomb Unit Weight: 120 pcf Cohesion: 1000 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/ML - Layer 2 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 1500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/CH/ML - Layer 3 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 3500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: FILL Model: Mohr-Coulomb Unit Weight: 120 pcf Cohesion: 0 psf Phi: 30 ° Phi-B: 0 ° Piezometric Line: 1



VA PARKING GARAGE - SHREVEPORT
 SLOPE STABILITY ANALYSIS
 FINISHED GRADE @ EL. 225.0
 GLOBAL BLOCK FAILURE
 WATER TABLE ALONG GROUND SURFACE
 SURCHARGE = 250 PSF
 FIGURE NO: 07

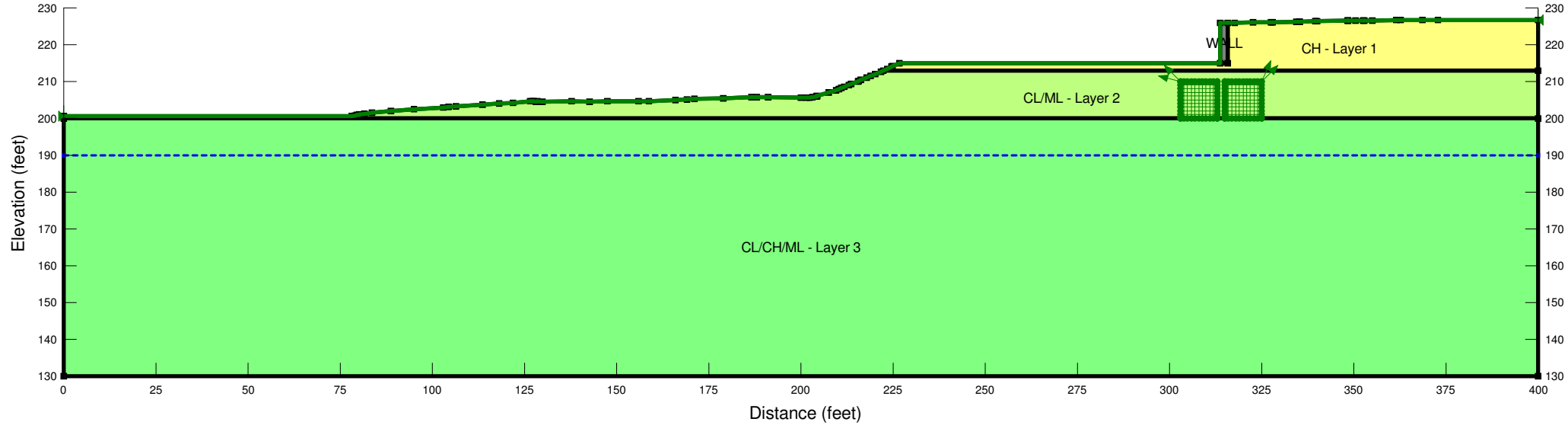


Surcharge (Unit Weight): 250 pcf Direction: Vertical Coordinate: (251.75, 226) ft Coordinate: (313.75, 226.8) ft

Name: CH - Layer 1 Model: Mohr-Coulomb Unit Weight: 120 pcf Cohesion: 1000 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/ML - Layer 2 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 1500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/CH/ML - Layer 3 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 3500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: FILL Model: Mohr-Coulomb Unit Weight: 120 pcf Cohesion: 0 psf Phi: 30 ° Phi-B: 0 ° Piezometric Line: 1



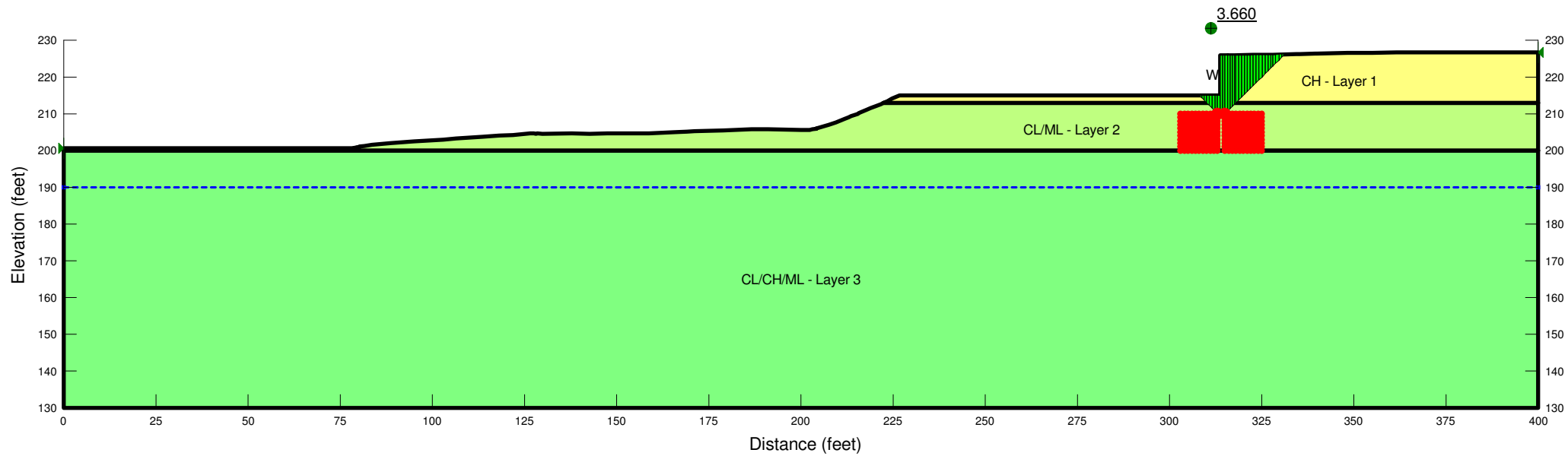
VA PARKING GARAGE - SHREVEPORT
 SLOPE STABILITY ANALYSIS
 FINISHED GRADE @ EL. 225.0
 GLOBAL CIRCULAR FAILURE
 WATER TABLE ALONG GROUND SURFACE
 SURCHARGE = 250 PSF
 FIGURE NO: 08



Name: CH - Layer 1 Model: Mohr-Coulomb Unit Weight: 120 pcf Cohesion: 1000 psf Φ : 0 ° Φ -B: 0 ° Piezometric Line: 1
 Name: CL/ML - Layer 2 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 1500 psf Φ : 0 ° Φ -B: 0 ° Piezometric Line: 1
 Name: CL/CH/ML - Layer 3 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 3500 psf Φ : 0 ° Φ -B: 0 ° Piezometric Line: 1
 Name: WALL Model: Mohr-Coulomb Unit Weight: 150 pcf Cohesion: 4000 psf Φ : 0 ° Φ -B: 0 ° Piezometric Line: 1



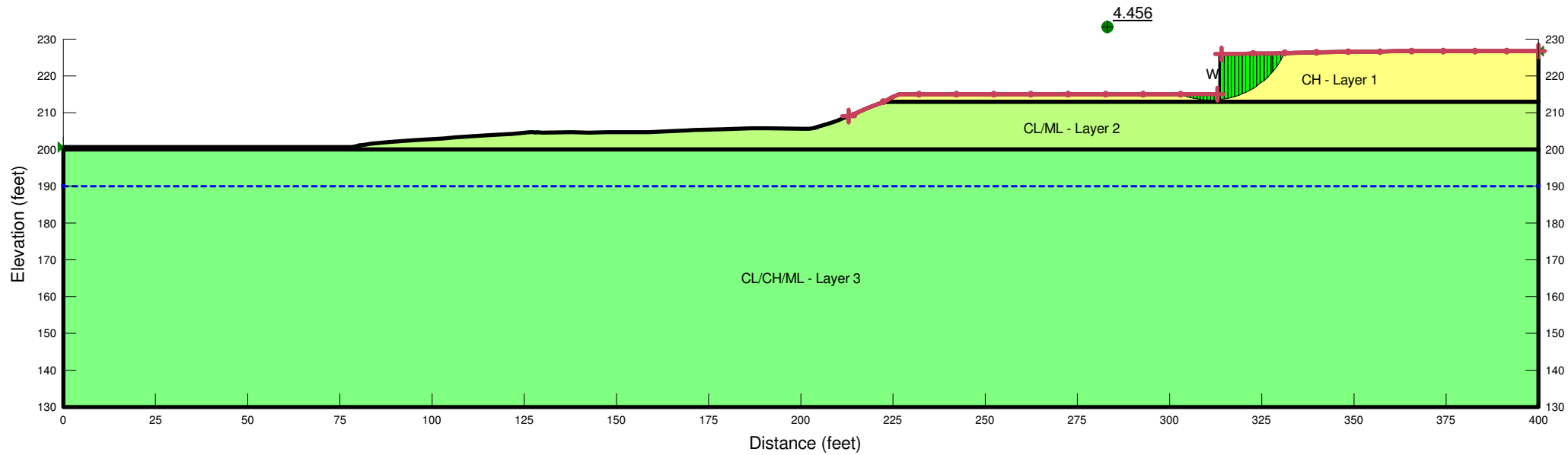
VA PARKING GARAGE - SHREVEPORT
 SLOPE STABILITY ANALYSIS
 FINISHED GRADE @ EL. 215.0
 GLOBAL BLOCK FAILURE
 WATER TABLE @ EL. 190.0
 FIGURE NO: 09A



Name: CH - Layer 1 Model: Mohr-Coulomb Unit Weight: 120 pcf Cohesion: 1000 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/ML - Layer 2 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 1500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/CH/ML - Layer 3 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 3500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: WALL Model: Mohr-Coulomb Unit Weight: 150 pcf Cohesion: 4000 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1



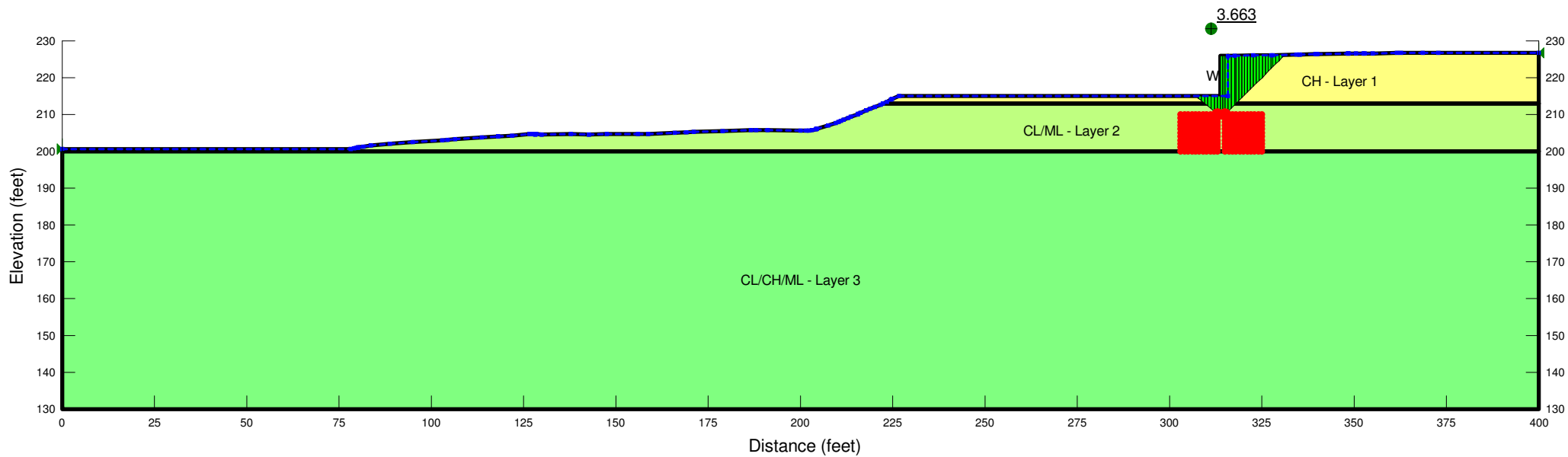
VA PARKING GARAGE - SHREVEPORT
 SLOPE STABILITY ANALYSIS
 FINISHED GRADE @ EL. 215.0
 GLOBAL BLOCK FAILURE
 WATER TABLE @ EL. 190.0
 FIGURE NO: 09



Name: CH - Layer 1 Model: Mohr-Coulomb Unit Weight: 120 pcf Cohesion: 1000 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/ML - Layer 2 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 1500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/CH/ML - Layer 3 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 3500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: WALL Model: Mohr-Coulomb Unit Weight: 150 pcf Cohesion: 4000 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1



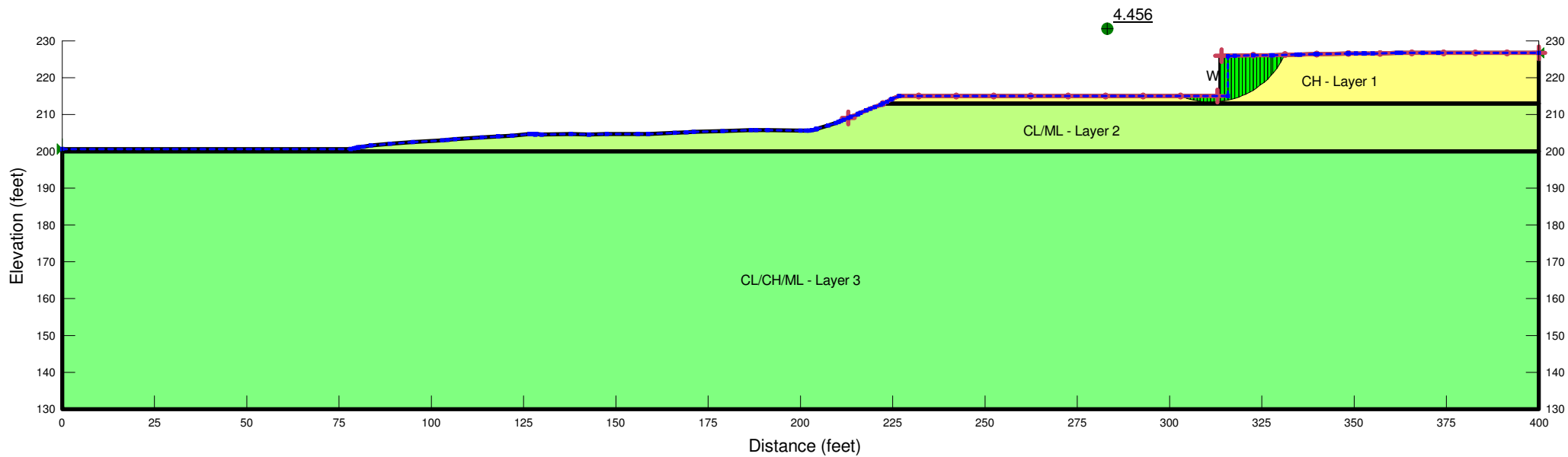
VA PARKING GARAGE - SHREVEPORT
 SLOPE STABILITY ANALYSIS
 FINISHED GRADE @ EL. 215.0
 GLOBAL CIRCULAR FAILURE
 WATER TABLE @ EL. 190.0
 FIGURE NO: 10



Name: CH - Layer 1 Model: Mohr-Coulomb Unit Weight: 120 pcf Cohesion: 1000 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/ML - Layer 2 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 1500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/CH/ML - Layer 3 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 3500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: WALL Model: Mohr-Coulomb Unit Weight: 150 pcf Cohesion: 4000 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1



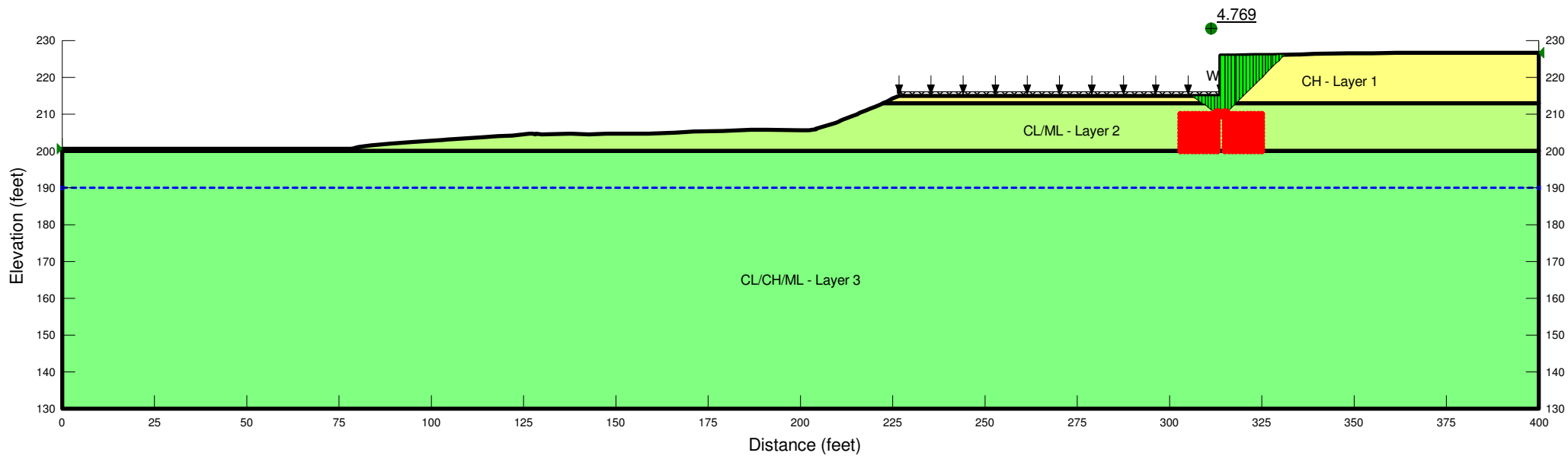
VA PARKING GARAGE - SHREVEPORT
 SLOPE STABILITY ANALYSIS
 FINISHED GRADE @ EL. 215.0
 GLOBAL BLOCK FAILURE
 WATER TABLE ALONG GROUND SURFACE
 FIGURE NO: 11



Name: CH - Layer 1 Model: Mohr-Coulomb Unit Weight: 120 pcf Cohesion: 1000 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/ML - Layer 2 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 1500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/CH/ML - Layer 3 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 3500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: WALL Model: Mohr-Coulomb Unit Weight: 150 pcf Cohesion: 4000 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1



VA PARKING GARAGE - SHREVEPORT
 SLOPE STABILITY ANALYSIS
 FINISHED GRADE @ EL. 215.0
 GLOBAL CIRCULAR FAILURE
 WATER TABLE ALONG GROUND SURFACE
 FIGURE NO: 12

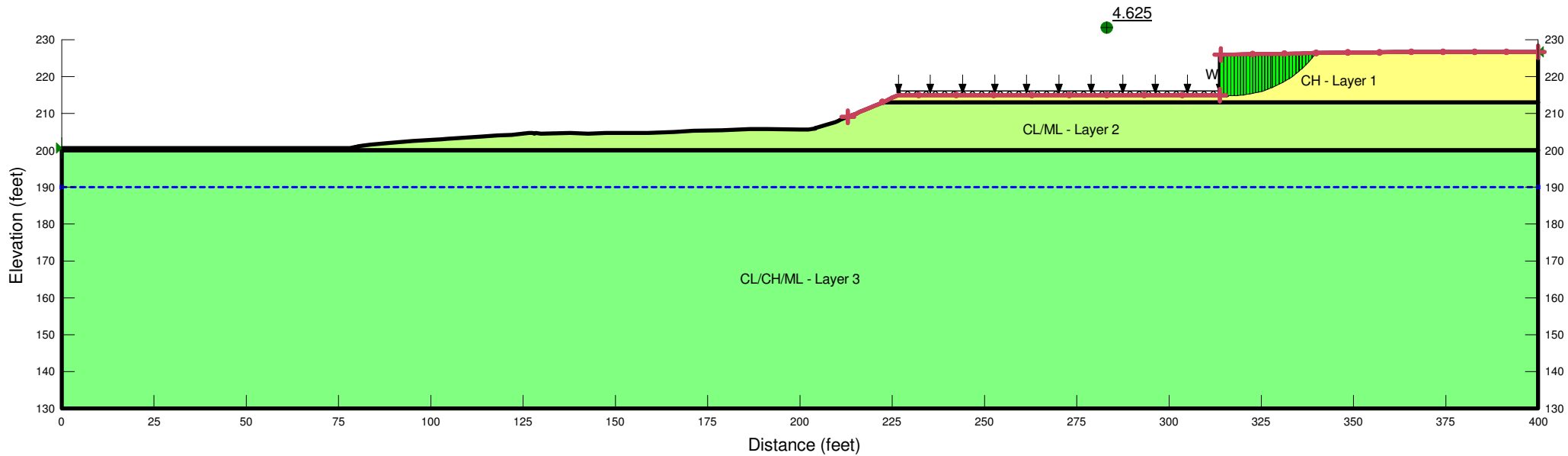


Surcharge (Unit Weight): 250 pcf Direction: Vertical Coordinate: (226.68, 216) ft Coordinate: (313.75, 216) ft

Name: CH - Layer 1 Model: Mohr-Coulomb Unit Weight: 120 pcf Cohesion: 1000 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/ML - Layer 2 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 1500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/CH/ML - Layer 3 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 3500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: WALL Model: Mohr-Coulomb Unit Weight: 150 pcf Cohesion: 4000 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1



VA PARKING GARAGE - SHREVEPORT
 SLOPE STABILITY ANALYSIS
 FINISHED GRADE @ EL. 215.0
 GLOBAL BLOCK FAILURE
 WATER TABLE @ EL. 190.0
 SURCHARGE = 250 PSF
 FIGURE NO: 13

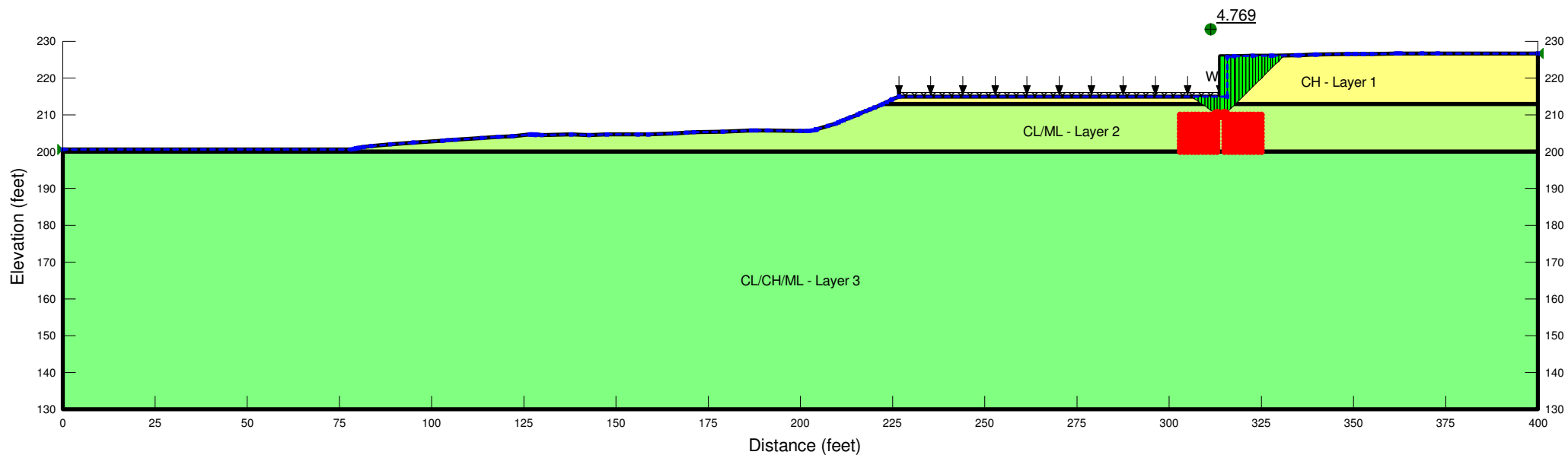


Surcharge (Unit Weight): 250 pcf Direction: Vertical Coordinate: (226.68, 216) ft Coordinate: (313.75, 216) ft

Name: CH - Layer 1 Model: Mohr-Coulomb Unit Weight: 120 pcf Cohesion: 1000 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/ML - Layer 2 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 1500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/CH/ML - Layer 3 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 3500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: WALL Model: Mohr-Coulomb Unit Weight: 150 pcf Cohesion: 4000 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1



VA PARKING GARAGE - SHREVEPORT
 SLOPE STABILITY ANALYSIS
 FINISHED GRADE @ EL. 215.0
 GLOBAL CIRCULAR FAILURE
 WATER TABLE @ EL. 190.0
 SURCHARGE = 250 PSF
 FIGURE NO: 14

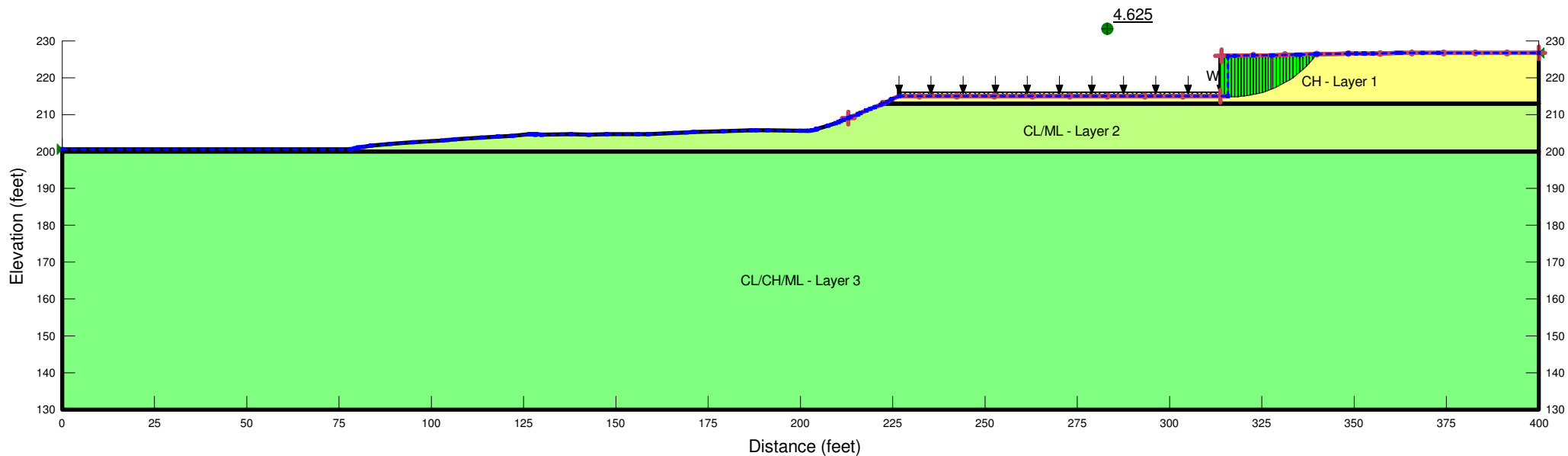


Surcharge (Unit Weight): 250 pcf Direction: Vertical Coordinate: (226.68, 216) ft Coordinate: (313.75, 216) ft

Name: CH - Layer 1 Model: Mohr-Coulomb Unit Weight: 120 pcf Cohesion: 1000 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/ML - Layer 2 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 1500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: CL/CH/ML - Layer 3 Model: Mohr-Coulomb Unit Weight: 125 pcf Cohesion: 3500 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1
 Name: WALL Model: Mohr-Coulomb Unit Weight: 150 pcf Cohesion: 4000 psf Phi: 0 ° Phi-B: 0 ° Piezometric Line: 1



VA PARKING GARAGE - SHREVEPORT
 SLOPE STABILITY ANALYSIS
 FINISHED GRADE @ EL. 215.0
 GLOBAL BLOCK FAILURE
 WATER TABLE ALONG GROUND SURFACE
 SURCHARGE = 250 PSF
 FIGURE NO: 15



VA PARKING GARAGE - SHREVEPORT
 SLOPE STABILITY ANALYSIS
 FINISHED GRADE @ EL. 215.0
 GLOBAL CIRCULAR FAILURE
 WATER TABLE ALONG GROUND SURFACE
 SURCHARGE = 250 PSF
 FIGURE NO: 16



APPENDIX F

IMPORTANT INFORMATION ABOUT YOUR GEOTECHNICAL ENGINEERING REPORT

IMPORTANT INFORMATION ABOUT YOUR GEOTECHNICAL ENGINEERING REPORT

More construction problems are caused by site subsurface conditions than any other factor. As troublesome as subsurface problems can be, their frequency and extent have been lessened considerably in recent years, due in large measure to programs and publications of ASFE/The Association of Engineering Firms Practicing in the Geosciences.

The following suggestions and observations are offered to help you reduce the geotechnical-related delays, cost-overruns and other costly headaches that can occur during a construction project.

A GEOTECHNICAL ENGINEERING REPORT IS BASED ON A UNIQUE SET OF PROJECT-SPECIFIC FACTORS

A geotechnical engineering report is based on a subsurface exploration plan designed to incorporate a unique set of project-specific factors. These typically include: the general nature of the structure involved, its size and configuration; the location of the structure on the site and its orientation; physical concomitants such as access roads, parking lots, and underground utilities, and the level of additional risk which the client assumed by virtue of limitations imposed upon the exploratory program. To help avoid costly problems, consult the geotechnical engineer to determine how any factors which change subsequent to the date of the report may affect its recommendations.

Unless your consulting geotechnical engineer indicates otherwise, *your geotechnical engineering report should not be used:*

- When the nature of the proposed structure is changed, for example, if an office building will be erected instead of a parking garage, or if a refrigerated warehouse will be built instead of an unrefrigerated one;
- when the size or configuration of the proposed structure is altered;
- when the location or orientation of the proposed structure is modified;
- when there is a change of ownership, or
- for application to an adjacent site.

Geotechnical engineers cannot accept responsibility for problems which may develop if they are not consulted after factors considered in their report's development have changed.

MOST GEOTECHNICAL "FINDINGS" ARE PROFESSIONAL ESTIMATES

Site exploration identifies actual subsurface conditions only at those points where samples are taken, when they are taken. Data derived through sampling and subsequent laboratory testing are extrapolated by geo-

technical engineers who then render an opinion about overall subsurface conditions, their likely reaction to proposed construction activity, and appropriate foundation design. Even under optimal circumstances actual conditions may differ from those inferred to exist, because no geotechnical engineer, no matter how qualified, and no subsurface exploration program, no matter how comprehensive, can reveal what is hidden by earth, rock and time. The actual interface between materials may be far more gradual or abrupt than a report indicates. Actual conditions in areas not sampled may differ from predictions. *Nothing can be done to prevent the unanticipated, but steps can be taken to help minimize their impact.* For this reason, *most experienced owners retain their geotechnical consultants through the construction stage*, to identify variances, conduct additional tests which may be needed, and to recommend solutions to problems encountered on site.

SUBSURFACE CONDITIONS CAN CHANGE

Subsurface conditions may be modified by constantly-changing natural forces. Because a geotechnical engineering report is based on conditions which existed at the time of subsurface exploration, *construction decisions should not be based on a geotechnical engineering report whose adequacy may have been affected by time.* Speak with the geotechnical consultant to learn if additional tests are advisable before construction starts.

Construction operations at or adjacent to the site and natural events such as floods, earthquakes or groundwater fluctuations may also affect subsurface conditions and, thus, the continuing adequacy of a geotechnical report. The geotechnical engineer should be kept apprised of any such events, and should be consulted to determine if additional tests are necessary.

GEOTECHNICAL SERVICES ARE PERFORMED FOR SPECIFIC PURPOSES AND PERSONS

Geotechnical engineers' reports are prepared to meet the specific needs of specific individuals. A report prepared for a consulting civil engineer may not be adequate for a construction contractor, or even some other consulting civil engineer. Unless indicated otherwise, this report was prepared expressly for the client involved and expressly for purposes indicated by the client. Use by any other persons for any purpose, or by the client for a different purpose, may result in problems. *No individual other than the client should apply this report for its intended purpose without first conferring with the geotechnical engineer. No person should apply this report for any purpose other than that originally contemplated without first conferring with the geotechnical engineer.*

A GEOTECHNICAL ENGINEERING REPORT IS SUBJECT TO MISINTERPRETATION

Costly problems can occur when other design professionals develop their plans based on misinterpretations of a geotechnical engineering report. To help avoid these problems, the geotechnical engineer should be retained to work with other appropriate design professionals to explain relevant geotechnical findings and to review the adequacy of their plans and specifications relative to geotechnical issues.

BORING LOGS SHOULD NOT BE SEPARATED FROM THE ENGINEERING REPORT

Final boring logs are developed by geotechnical engineers based upon their interpretation of field logs (assembled by site personnel) and laboratory evaluation of field samples. Only final boring logs customarily are included in geotechnical engineering reports. *These logs should not under any circumstances be redrawn* for inclusion in architectural or other design drawings, because drafters may commit errors or omissions in the transfer process. Although photographic reproduction eliminates this problem, it does nothing to minimize the possibility of contractors misinterpreting the logs during bid preparation. When this occurs, delays, disputes and unanticipated costs are the all-too-frequent result.

To minimize the likelihood of boring log misinterpretation, *give contractors ready access to the complete geotechnical engineering report* prepared or authorized for their use. Those who do not provide such access may proceed un-

der the *mistaken* impression that simply disclaiming responsibility for the accuracy of subsurface information always insulates them from attendant liability. Providing the best available information to contractors helps prevent costly construction problems and the adversarial attitudes which aggravate them to disproportionate scale.

READ RESPONSIBILITY CLAUSES CLOSELY

Because geotechnical engineering is based extensively on judgment and opinion, it is far less exact than other design disciplines. This situation has resulted in wholly unwarranted claims being lodged against geotechnical consultants. To help prevent this problem, geotechnical engineers have developed model clauses for use in written transmittals. These are *not* exculpatory clauses designed to foist geotechnical engineers' liabilities onto someone else. Rather, they are definitive clauses which identify where geotechnical engineers' responsibilities begin and end. Their use helps all parties involved recognize their individual responsibilities and take appropriate action. Some of these definitive clauses are likely to appear in your geotechnical engineering report, and you are encouraged to read them closely. Your geotechnical engineer will be pleased to give full and frank answers to your questions.

OTHER STEPS YOU CAN TAKE TO REDUCE RISK

Your consulting geotechnical engineer will be pleased to discuss other techniques which can be employed to mitigate risk. In addition, ASFE has developed a variety of materials which may be beneficial. Contact ASFE for a complimentary copy of its publications directory.

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PRACTICING IN THE GEOSCIENCES

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