ACEC MARYLAND

News

SPECIAL AWARDS ISSUE!

Volume XLV, Number 5 March-April, 2013

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KCI Garners Top Award in ACEC/MD Engineering Excellence Awards Competition

The American Council of Engineering Companies/Maryland (ACEC/MD) is pleased to announce that KCI Technologies received the **Grand Award** in the 2013 ACEC/MD Engineering Excellence Awards (EEA) competition for the ***National Capital Region Geospatial Data Exchange*** project. The twelve finalists in this prestigious competition were recognized for diverse accomplishments that exemplify today's engineering challenges.

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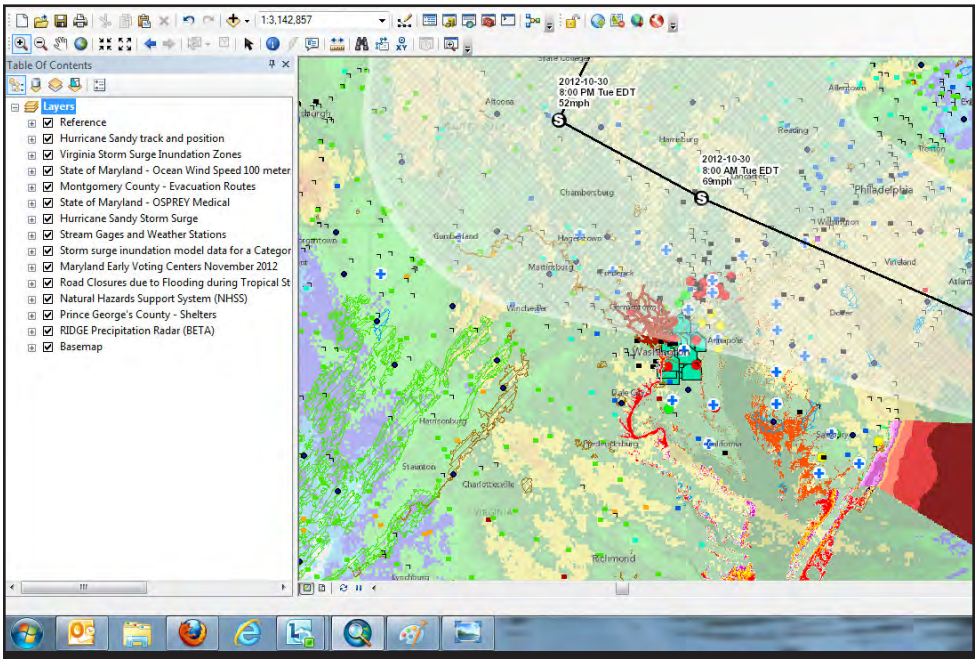

2013 GRAND AWARD KCI TECHNOLOGIES *National Capital Region Geospatial Data Exchange*

visit us on the web! www.acecmd.org

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President's Message

by Leon Kriebel, PE

I hope Spring finds you all well after a nearly snowless, but long Winter. Since most of my previous messages discussed transportation funding needs, I will open with that topic. You know that after years of lobbying, we finally have a transportation revenue increase in Maryland. I thank all of you who wrote letters and made phone calls to your Delegates and Senators. Your calls and letters made a difference. Legislators need to hear from their constituents to know that they have support behind them. I also thank our Legislative Committee and Chairman Sean McCone for the effort and hours they put in during the session tracking and pushing not only transportation funding, but numerous other bills and issues.

At the time of writing my last message, there was only one transportation funding bill introduced by Senate President Miller. That bill was not getting much traction as many were opposed to the idea of allowing local jurisdictions to apply their own gas tax. However, the Governor, Speaker of the House and Senate President met to come up with a different approach. A new bill was introduced by the Speaker of the House. The transportation bill passed by the General Assembly will provide approximately $700 million in additional funds per year to the Transportation Trust Fund (TTF) by FY 2018. Highlighting the bill is the imposition of a sales and use tax equivalent rate on motor fuel based on the retail price of regular unleaded gasoline. The bill also indexes the motor fuel tax rates for all fuels, except aviation or turbine fuel, to the annual change in the Consumer Price Index (CPI). The bill did provide some language to reduce the possibility of funds being diverted from the TTF to other areas, but not nearly as stringent as we would have liked it to be. It requires only a three-fifths vote of the Standing Committees (House Ways and Means and Senate Budget and

Taxation) in a fiscal emergency for the funds to be diverted.

Another bill that passed the General Assembly proposes an amendment to the Maryland Constitution providing a stronger lock on the TTF by requiring a three-fifths vote of both the full Senate and House to divert funds from the TTF. The voters will decide this issue at the polls in November, 2014. The Public-Private Partnership bill that ACEC/MD supported passed both the House and Senate, and will be signed into law by the Governor.

The final piece of legislation that I have discussed in previous messages is the Firm Permit Bill. The bill passed the House with amendments that ACEC/MD had offered; however, removing the option for the Board to revoke or suspend a firm permit for fraudulent activity. The Senate passed a similar version, but reinserted the Board's option to revoke or suspend the firm license. The bill then went back to the House where it passed with the provision to allow the Board to revoke or suspend a firm permit for fraudulent activity.

At the National Conference in April, the Board will vote on a three-year budget that proposes dues increases associated with various new initiatives planned by ACEC. Due to the financial crisis and recession, ACEC has cut programs and expenses across the board by more than $2 million since the start of the recession. The National Executive Committee and the Budget Committee are now proposing a budget that increases dues by 4.9% in years one and two, and 4.4% in year three. The new initiatives that would be funded include opposing growing government insourcing, challenges associated with P3s, new energy, industrial and private client sector opportunities and public affairs challenges related to infrastructure funding. Although there are five proposed budget options, our ACEC/MD Executive Committee has elected to support the option recommended by the National Executive Committee and National Budget Committee.

On February 21st, we held our Annual Engineering Excellence Awards Banquet. Congratulations to all of our award winners for the superb projects they designed and submitted. A major portion of this newsletter highlights the award winners and their projects. Please take time to read about the projects and congratulate our winners when you see them.

Upcoming ACEC/MD events include the Environmental Forum on May 1st, our Annual Government Golf Outing on May 6th, the MDOT Modal Program on May 14th, and our Annual Conference at the Tides Inn in Virginia from June 26th to June 28th.

I look forward to seeing many of you at these events!

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ACEC/MD 2013 Engineering Excellence Awards

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GRAND AWARD

KCI TECHNOLOGIES

National Capital Region Geospatial Data Exchange

KCI worked with members of the Metropolitan Washington Council of Governments to transform the Department of Homeland Security's Virtual USA (vUSA) pilot data sharing initiative into a robust, secure data brokerage that met the needs of the 22 individual jurisdictions and numerous agencies that operate within the National Capital Region (NCR). The result was a geospatial data exchange (GDX), the first of its kind, that streamlines data sharing across the region and allows planners and emergency managers access to the information they need to make real-time and possibly life-saving decisions.

Many of the state, local and federal government agencies required a higher level of security than offered through the Department of Homeland Security pilot of vUSA. To address these needs GDX shares data via both the Internet and the more private NCR-net, and also allows users to define at an individual level to whom access is given for each data set.

Buy-in was essential among the various stakeholders. The team had to overcome the old-school mentality of relying on e-mail and CD transfers as well as a general reluctance to share. KCI worked with each of the main 22 jurisdictions represented on the Metropolitan Washington Council of Governments, along with a multitude of federal agencies and regional organizations, to identify individual needs, communicate the benefits of the exchange, and explain how the system works, specifically that the program is not another viewer or application, but instead a bridge between agency data. The linkage takes the form of a widget that can be plugged into an existing application. Once logged in, users can view data feeds they wouldn't otherwise have access to.

Until the GDX, no place existed where everybody who has an interest in what's happening in the NCR could share data. When the initial data offering went live on August 1, the GDX became the nation's first operational node in what could become a virtual network across the country.

OUTSTANDING PROJECT AWARDS

KCI TECHNOLOGIES

Baltimore Harbor Aeration Pilot Study

The Baltimore Harbor and Chesapeake Bay are well known for their extensive water quality issues. Both water bodies routinely experience algal blooms and hypoxic dead zones, where dissolved oxygen levels become so low that they can no longer sustain life, causing a series of fish kills. Working under a grant from the Abell Foundation, KCI teamed with Blue Water Baltimore to conduct a pilot study to test the effects of mixing and aeration in the harbor's water column using a floating solar powered device.

KCI TECHNOLOGIES *Baltimore Harbor Aeration Pilot Study*

KCI's environmental and marine engineers worked together to design and build an aeration system comprised of a SolarBee®, a floating device that draws water up to absorb oxygen at the surface, and a diffuser array which pipes oxygen directly into the water. The goal was not to make a long-term impact, but instead to create, place and activate a unit with known power settings and measure its influence. The study applied techniques that had been used frequently in closed systems, like wastewater treatment plants and inland lakes, but never in tidal waters.

The device was launched in May of 2011 just off Recreation Pier in Fells Point. Every week throughout the summer, engineers and scientists took readings using both radial and zig-zag deployment patterns to track and monitor dissolved oxygen, water temperature, salinity, density and conductivity. Tracer dye was used to track the device's range of influence in the water, and underwater drouges, or tarps, were released at varying depths to identify currents and their effects on the oxygen plume created by the device.

Results of the testing were used not only to develop correlation equations between power requirements and impacts to dissolved oxygen levels, but also to standardize monitoring procedures for future studies.

KIBART

Wake Forest Biotech Place Building 91

Kibart Inc. provided mechanical, electrical and plumbing design engineering services for Wake Forest Biotech Place, an abandoned historic warehouse and machine repair facility, which was converted into laboratories, classrooms, offices, and lecture halls using a chilled beam mechanical system. This 242,000-square-foot five-floor bio-tech research facility achieved a LEED Gold certification and exceeds ASHRAE 90.1-2007 energy goals by 31.5 percent. The project posed several unique challenges that required creative engineering design solutions by Kibart.

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ACEC/MD 2013 Engineering Excellence Awards

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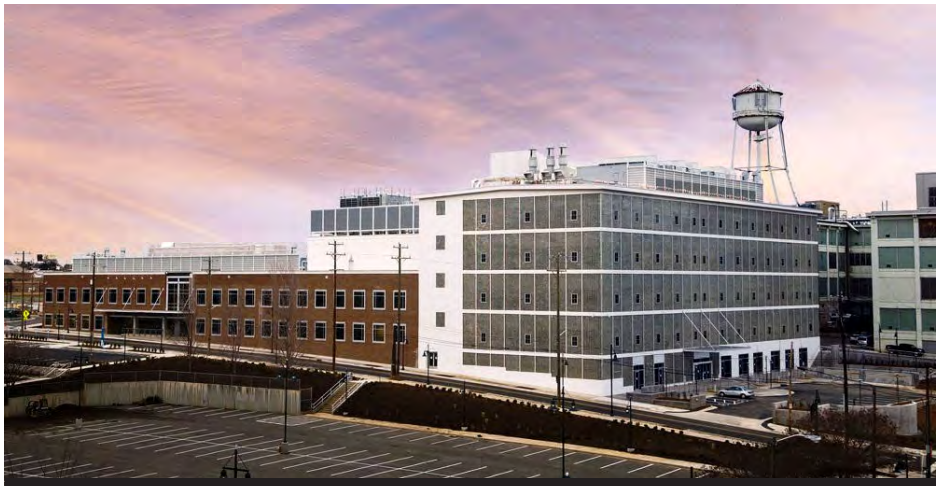

KIBART *Wake Forest Biotech Place Building 91*

The chilled beam design decouples the ventilation system from space heating/cooling loads and provides the mandated energy savings. The ventilation system design provides a year-round neutral supply air temperature of 66°F to all chilled beams at approximately 50 percent of normal design airflow. The chilled beams then induce 50 percent additional recirculating air flow, which then satisfies space heating/cooling loads, using no extra fan energy while reducing total make-up outdoor requirements for the labs. The central chilled water plant includes multiple high efficient chillers with water side economizers for free winter cooling. The central heating water plant uses multiple high efficient condensing type boilers. Both systems use variable/primary pumping to save even more energy.

The majority of the building was originally built in the 1930's, and the original exterior glass block wall was deteriorated. The National Park Service did not allow replacement of the glass blocks. The original glass block wall has very low insulation value and high infiltration rates. The solution was to install high capacity fan coil units for the building perimeter, and zone them similar to a VAV system, then provide make-up air via dual energy recovery HVAC units, with dessicant dehumidification wheels.

RUMMEL KLEPPER & KAHL
New Design Road Water Treatment Plant Expansion

RUMMEL KLEPPER & KAHL

New Design Road Water Treatment Plant Expansion

Since 1969, the New Design Road Water Treatment Plant has provided drinking water to much of Frederick County and serves as a supplemental source for the city of Frederick. Source water is obtained from the Potomac River near the historic C&O Canal. To meet the increasing drinking water demand brought on by growth in the city and county, there was a need to provide additional treatment capacity at this facility.

In 2004, the RK&K team partnered with Frederick County to provide engineering services to upgrade and increase the treatment capacity of their existing facilities five-fold from 5.4 to 25 million gallons per day (mgd). Provisions were included for the facility to be incrementally and sustainably expandable to an ultimate capacity of 45 mgd.

By working closely with the state of Maryland, Frederick County, and the city of Frederick, an optimization plan and phased approach was developed to provide initial and ultimate increases in plant capacity by incorporating innovative technologies. The first phase (Plant 1) increased capacity by more than 65 percent; an entirely new facility (Plant 2) was constructed to triple the upgraded plant output following completion of the second phase.

By working closely with all the stakeholders in the project, an efficient, cost-effective, and most importantly, sustainable facility was provided that will for the foreseeable future provide greater Frederick County with a high quality, reliable source of life-sustaining drinking water.

WHITMAN, REQUARDT & ASSOCIATES

Universal Composite Submarine Camel

The Universal Composite Submarine Camel project provided the U.S. Navy with a standardized energy-absorbing berthing solution that can be used for any class of submarine at any port in the world. The Navy utilizes camels between a submarine and mooring structure to transfer berthing and mooring loads and provide necessary stand-off distances. Because of the convex shape of a submarine hull, traditional mooring solutions (such as fender systems or round bumpers) are not appropriate. Prior to the design and construction of the Universal Camel, the

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ACEC/MD 2013 Engineering Excellence Awards

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WHITMAN, REQUARDT & ASSOCIATES
Universal Composite Submarine Camel

Navy had nearly twenty different camel designs, all of which were constructed of steel and wood. The variety of designs and materials used led to significant maintenance and replacement costs.

Whitman, Requardt and Associates, LLP was the engineer in the design-build project that conceptualized, designed and constructed the camel. The solicitation method allowed closed coordination between the owner, engineer and fabricator, which was critical for this unique and complex project. Fiber-reinforced polymer sandwich panels were selected as the primary structural elements to minimize maintenance in the harsh marine environment. Among the project requirements was the need to modularize the design such that shop-assembled subsections could be shipped and assembled on site, anywhere in the world. Once the design criteria were established, the project included berthing analysis and finite element analysis to calculate structural loads and stresses; buoyancy calculations to ensure the irregular-shaped structure floated within strict tolerances; and extensive testing of the composite materials and assemblies.

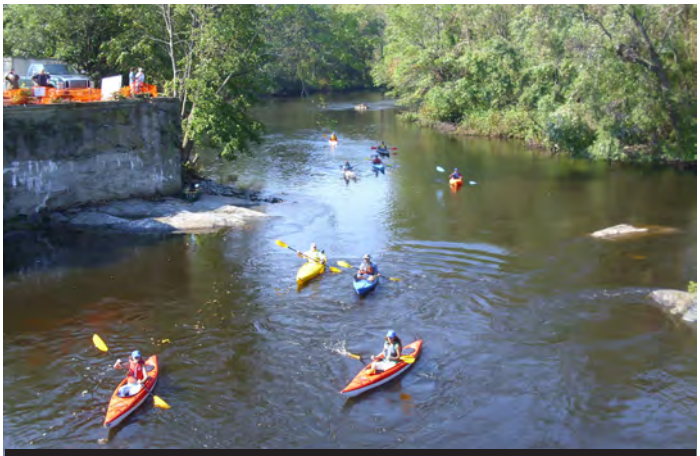
After flotation testing and final adjustments, the camels were put into service by the Navy and have successfully berthed attack submarines. The universal design and low-maintenance materials ensure that these camels will continue to be an asset to the Navy for decades.

HONOR AWARDS

EA ENGINEERING, SCIENCE & TECHNOLOGY

Pawtuxet River Restoration, Dam Removal Project (Rhode Island)

EA Engineering, Science, and Technology Inc. (EA) supported the Pawtuxet River Authority and Narragansett Bay Estuary Program in demolishing the obsolete Pawtuxet Falls Dam at the mouth of the Pawtuxet River between Cranston and Warwick, R.I. This demolition was the largest ecological dam removal project in state history, and one of the most complex, with funding and technical assistance from more than a dozen federal, state and private organizations. The initiative restored natural flows to the river and provided full and open passage for native migratory fish for the first time since 1638. It reestablished seven miles of sustainable, free-flowing river habitat to one of the state's largest and most historic rivers, giving a variety of fish species better access to preferred spawning areas and reducing flood risks by lowering water levels.



EA ENGINEERING, SCIENCE & TECHNOLOGY ***Pawtuxet River Restoration, Dam Removal Project (Rhode Island)***

EA completed preliminary investigations, regulatory coordination and applications, and provided final design and engineering services, which led to the successful removal of the dam in the fall of 2011. As part of this process, EA delineated all state- and federal-regulated wetlands within the vicinity that may have been affected by the construction effort. In addition, EA identified and examined potential impacts to utilities and infrastructure; assessed the scour potential for the downstream Warwick Avenue Bridge; evaluated potential impact to floodwalls to ensure that proper protection was in place; and evaluated the structural integrity of the dam, riverbank, and associated structures.

Addressing concerns and challenges concerning urban dam removal, EA prepared sediment transport/exposure assessment and management plans, managed tasks to improve visualizations and the aesthetic design of the project site, contributed to cultural resource investigations and fulfilled National Historic Preservation Act Section 106 requirements.

JOHNSON, MIRMIRAN & THOMPSON

Maryland Mobility Report

The Maryland State Highway Administration, the University of Maryland Center for Advanced Transportation Technology, and Johnson, Mirmiran & Thompson collaborated to develop the inaugural Maryland Mobility Report, which evaluates roadway transportation system operations statewide and is expected to become a tool to assess annual progress with regard to the state's roadway network.

This project marked the first time that Maryland agencies have used INRIX data to evaluate daily traffic operations over an entire

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ACEC/MD 2013 Engineering Excellence Awards

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JOHNSON, MIRMIRAN & THOMPSON
Maryland Mobility Report

year on a statewide basis, in combination with SHA traffic volume data.

INRIX aggregates anonymous traffic information from millions of GPS-enabled vehicles, mobile devices, traditional road sensors and other sources to measure previously-unobtainable data regarding travel speeds and other variables along sections of roadways.

The Maryland Mobility Report will be used to identify the state's most congested roadway segments, allowing agencies to compare and prioritize projects much more effectively. The report highlighted six performance areas: mobility and reliability; incident management and traveler information systems; multi-modalism and smart growth; freight; regionally significant corridor performance; and bottlenecks.

Through the reporting tools that have been established, agency officials can now measure degrees of improvement resulting from completed projects, identify new and persistent traffic issues, and develop strategies for improving transportation services to Marylanders and the traveling public.

JOHNSON, MIRMIRAN & THOMPSON

Owings Mills Boulevard, Phase I

Baltimore County has identified Owings Mills as a growth area, and for more than 20 years, has established planning/zoning strategies and policies to foster development. The area's newest transportation project is a 1.2 mile extension of Owings Mills Boulevard, which opened to traffic in August 2012.

The design of the $1 million project was fast-tracked, and Johnson, Mirmiran & Thompson (JMT) completed the contract documents in less than six months. Design challenges involved determination of an alignment through the existing Lyonswood neighborhood and avoidance of sensitive environmental features associated with Horsehead Branch, a federally regulated watercourse that crossed through the project limits. The team was challenged to reduce the project footprint to limit impacts to residential property and environmental features. Project elements included: bioretention and innovative sand filter water quality features; more than 2,800 trees, shrubs and other plantings; textured and colored screen walls adjacent to residential areas; aesthetic bridge treatments; and decorative inlays on crosswalks.

The project supported sustainable transportation options by providing sidewalks throughout its length and a multi-use bicycle path connecting area residential amenities and park areas. These elements promoted a sense of community and enhanced quality of life for local residents.

To ensure that resident concerns were satisfactorily addressed, the successful public involvement strategy included a community liaison during design and construction.

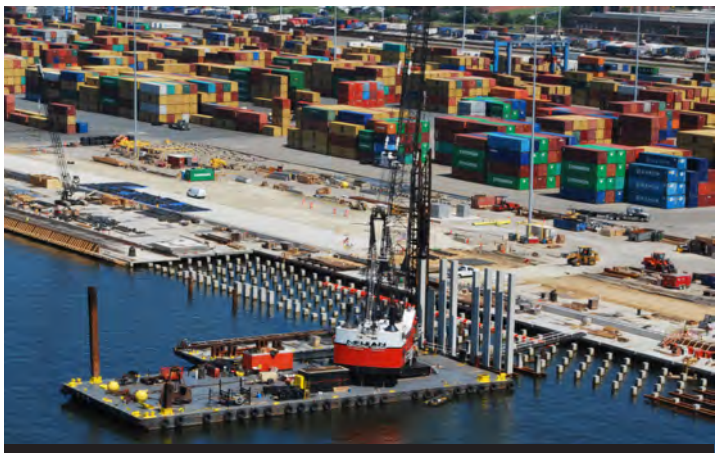
The county, the community, and regulatory agencies praised the team for its commitment to enhance the neighborhoods and to protect the environment. The client was especially pleased with a project completed on a fast-track schedule for less than the allocated budget.

MOFFATT & NICHOL

Seagirt Marine Terminal Berth IV

The newly completed Seagirt Marine

JOHNSON, MIRMIRAN & THOMPSON
Owings Mills Boulevard, Phase I



MOFFATT & NICHOL
Seagirt Marine Terminal Berth IV

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ACEC/MD 2013 Engineering Excellence Awards

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SIDHU ASSOCIATES
Prince George's County Correctional Center – 2 New Housing Units

Terminal Berth IV container facility will provide Ports America Chesapeake with a significant competitive edge for years to come, as it is capable of accommodating some of the world's largest container ships. After the widening of the Panama Canal is completed in 2014, Baltimore will be one of only two ports on the east coast capable of docking 14,500 TEU Super Post-Panamax Container Vessels.

The new berth consists of a 1,225-foot-long by 153-foot-wide pile-supported relieving platform with 50-foot dredged depth, which is designed to support the latest Supermax container cranes. Challenges posed by this project included very poor soil conditions, difficult pile driving conditions, and the aggressive design/build schedule, which spanned a total of approximately two years. To accommodate the accelerated construction timetable for the wharf, an innovative precast slab panel system was developed. This enabled the contractor, McLean Contracting Company, to rapidly execute two primary critical path items separately in parallel: installation of the pile supports and construction of the slab deck.

Another innovative aspect of the project is the underground stormwater management vault—the first of its type in East Coast maritime space. The on-site 192-foot-long by 28-foot-wide unit collects, filters, and then discharges the treated water back into the harbor, all while not impacting daily port activity.

SIDHU ASSOCIATES

Prince George's County Correctional Center – 2 New Housing Units

This project called for design of two state-of-the-art, LEED Silver-certified 53,000-square-foot new housing units providing an additional 192 beds for the Prince George's County Detention Center, located in Upper Marlboro, Maryland. Opened in July, the building consists of cells, indoor and outdoor recreation areas, visitation rooms, offices, and security monitoring rooms. The design focused on energy conservation and renewable energy, both features being extremely important in a building that operates continuously throughout the entire year.

Energy efficiency is obtained through the use of energy recovery units used for ventilation. These units are part of a dedicated outdoor air system that utilizes variable air volume technology to supply the building. Lighting serving the occupied spaces utilizes tri-level lighting controls allowing the owner to balance security, time of day, and energy conservation needs.

Through the use of landfill gas from a nearby landfill, the prison facility creates all of its own energy. The landfill gas is used to fire boilers to fulfill the heating needs including domestic water. The landfill gas is also used to power generators to provide electricity for chillers, lighting and all other electrical equipment. By utilizing landfill gas for heating, cooling and other electricity needs, not only is this renewable energy utilized for essential tasks, but it is not flared, the typical means of disposal.

By utilization of efficient HVAC design and renewable energy usage the project attained every LEED® energy savings point available.

The project, budgeted at $18,000,000, came in under budget at $15,700,000.

WALLACE MONTGOMERY

Rehabilitation of Devil's Backbone Dam

Wallace Montgomery (WM) was retained by Washington County Division of Public Works (DPW) to inspect, evaluate and provide engineering services for alternatives for the restoration or removal of Devil's Backbone Dam, located in Devil's Backbone Park. Devil's Backbone Dam is an historic stone masonry dam with a modest reservoir upstream located on Antietam Creek near Hagerstown. The dam is approximately 190 feet long and nine feet high and is more than 100 years old. Previous inspection reports indicated the dam was in poor condition with 20 percent of the masonry missing on the downstream face and water actively seeping through the dam. The MDE Dam Safety Division ordered that the dam be evaluated and corrective measures developed to assure safety of the dam.

WALLACE MONTGOMERY
Rehabilitation of Devil's Backbone Dam

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25th Annual Conference June 26-28, 2013

Room Deadline is May 17th

ACEC/MD's 25th Annual Conference, being held June 26-28, 2013 at the Tides Inn, located in Irvington, Virginia, is right around the corner, and you need to get your hotel room reservation today by calling 1-800-843-3746. The cut-off date is May 17th, but when ACEC/MD's room block is gone you will not be able to take advantage of special conference room rates. For details on the conference, go to ACEC/MD's website (www.acecmd.org).

SBE Committee Encourages Participation on Website

The ACEC/MD Small Business Enterprise Committee is pleased to invite you to participate in their web-based forum. This website is exclusively for ACEC/MD members of all sizes, and is a great chance for you to obtain and share business information important to your firm. The more participation they get, the more valuable a resource this will be.

If you are interested in becoming a member of the site, please email Malini Glueck (mglueck@phoenix-eng.com). She will send you the login information.

Please feel free to post comments on what they can do to improve the site, or directly contact any of the moderators - Jim Otradovec (ACEC/MD), Malini Glueck (Phoenix), Bev Pannee (RJM). If you would like to post as anonymous, you may also email any of the moderators who can post the issue as anonymous.

The Committee looks forward to your participation!

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ACEC/MD 2013 Engineering Excellence Awards

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WM provided preliminary design and evaluation of three alternatives: dam rehabilitation, complete dam removal and partial dam removal. The goal was to provide the most cost effective, environmentally sound and historically sensitive solution for the dam, reservoir and park, along with input from the public, the Maryland Historic Trust, MDE Dam Safety Division, and the DPW. Based on WM recommendations and stakeholder input, the rehabilitation alternative was selected for this project. It would best maintain the historic integrity of the original stone masonry dam, while maintaining a recreational asset that is enjoyed by the public throughout the year. Construction began in June 2011 and was completed in December 2011. The project was successful in that it provided an aesthetic enhancement and a safety improvement in an environmentally sensitive setting.

WHITMAN, REQUARDT & ASSOCIATES

I-95 Newark Toll Plaza Highway Speed E-ZPass Lanes

The I-95 Newark Toll Plaza project alleviated congestion while addressing a key bottleneck along the I-95 corridor; effectively used American Recovery and Reinvestment Act funds to save, as well as maintain, jobs; represented an important project to taxpayers; and utilized state-of-the-art technology to further enhance E-ZPass® use. With a focused project team and a determined contractor, the $32 million accelerated schedule project was designed in nine months by Whitman, Requardt, and Associates, LLP and constructed by A-Del Construction Company, who beat the projected 479 calendar day contract by over a month, finishing the project ahead of schedule.

WHITMAN, REQUARDT & ASSOCIATES
I-95 Newark Toll Plaza Highway Speed E-ZPass Lanes

Traffic congestion approaching the Newark Toll Plaza impacted over 27.7 million vehicles annually. Often weekend and holiday back-ups extended five to 10 miles and increased travel times over an hour. I-95, in the vicinity of the Newark Toll Plaza, was identified as a high crash location as part of DelDOT's Highway Safety Improvement Program. Modernizing the Newark Toll Plaza with Highway Speed E-ZPass® Lanes reduced travel times and allowed DelDOT to meet future demands. The addition of highway-speed E-ZPass® lanes, coupled with the cash booth and approach lane reconfigurations, improved overall traffic operations, efficiency, and effective capacities of the facility, reducing motorist confusion and last-minute lane changes. The reconstruction also offered safety benefits for toll facility maintenance personnel who maintain equipment from the overhead gantry and toll collectors who safely access the northbound cash toll booths from the overhead walkway.

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Member News

- **EA ENGINEERING, SCIENCE AND TECHNOLOGY** recently announced that the firm has won a Business Achievement Award from the *Environmental Business Journal* for the growth of its Stormwater Program Management for Transportation Modals practice.
- **EBA ENGINEERING INC.** welcomes ***Gary A. Moore, Sr., PE*** as Vice President of the Water Systems Engineering department. He has over 25 years of professional engineering experience specifically in water systems and civil disciplines. The firm is also pleased to announce that ***Elizabeth Vintmiller*** has been promoted to the position of Controller. She brings over 20 years of accounting-related management experience to her new position.
- **JOHNSON, MIRMIRAN & THOMPSON (JMT)** announces the following promotions:

  Promoted to Associate-

  Stacy Sadowski
  Dan Himmer, AIA LEED AP
  Pat Harrilal, PE
  Joseph Berkebile, PE
  John Andrews
  Bruce Sinclair
  Bruce Gordon, CCM
  Aaron Chiles
  John Rosero
  Abiola Adebanjo, PE
  Theresa Pyzik
  Joe Batton
  David Adams
  Jim McDonnell, LS
  Ghulam Ashar
  Jeanne Thibeault
  Nicole (Niki) Miller, PMP, GISP

  Promoted to Senior Associate

  Susan Sprague, PE, CBSI
  David Berry, PE
  Scott Rasmussen, PLA
  Rick Williams
  Andrew Birmingham, PE
  Clyde Munz

  Promoted to Vice President-

  Dimitre Petrov, PE, RCDD, LEED, AP
  Sean McCone, PE, CCM
  Mike Kolar, CPA
- **KCI TECHNOLOGIES, INC.** is pleased to announce that the Engineering Society of Baltimore has named Senior Vice President ***Thomas G. Sprehe, PE, BCEE***, as Engineer of the Year. The award recognizes his technical expertise, industry leadership, and professional and personal achievements.
- **PENNONI ASSOCIATES** recently announced that ***Thomas M. Chicca, PE*** recently joined the firm as Office Director. He has over 37 years of experience in the design and management of development projects.
- **PRIME ENGINEERING, INC.** is pleased to welcome ***Amanda (Mandy) Schindhelm*** as the latest member of their Bridge Engineering Department. She is a Maryland-registered PE with 16 years of experience in structural engineering including bridge inspection, load rating and design.

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RK&K's Steve Kolarz Selected as the 2013 Young Professional Award Recipient

Annually, in conjunction with our parent organization the American Council of Engineering Companies (ACEC), ACEC/MD presents a Young Professional of the Year Award. This award recognizes the accomplishments of our member firms' young engineers by highlighting their interesting and unique work, and the resulting important impact on society. The 2013 ACEC/MD Young Professional of the Year Award winner is Steve Kolarz, a Project Engineer in the Rail Department of Rummel, Klepper &Kahl (RKK&). He has worked at RK&K as a Rail Engineer since his graduation in 2005. Since then, Steve has been involved on both the Red Line and the Purple Line transit projects in a variety of progressive roles, demonstrating excellent technical expertise and leadership skills.

The Red Line project is divided into five segments, with a Segment Design Manager for each one, responsible for all

rail and roadway design elements for the section. In 2010, Steve was selected as one of the five Segment Leaders for the project. He is the lead engineer for the East Segment, including Boston Street and the Hopkins Bayview Campus area.

As Segment Design Manager, Steve is responsible for all of the rail and roadway design elements for the East Segment, including communicating these designs and any changes to the public. He has led many community and public meetings for the Red Line team, and has been the "face" of the Red Line project for these citizens. In addition, he has been a leader in the Rail Department at RK&K, providing guidance to staff on navigating railroad design standards and solving design problems.

Steve holds a bachelor's degree in civil engineering from Penn State and a master's in civil engineering from the University of Maryland. He is a member of the American Society of Civil Engineers and co-chaired the Penn State ASCE Concrete Canoe Team in 2004-05. He is also a member of the Institute of Transportation Engineers and served as Secretary of the student chapter at Penn State.

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GBC President Fry Recognized with 2013 President's Award

At the President's discretion, ACEC/MD honors an individual whose actions have greatly contributed to the advancement of the consulting engineering profession and the citizens of Maryland. This year's winner, Donald C. Fry has been the president and chief executive officer of the Greater Baltimore Committee (GBC) since November 2002.

Under his leadership a new vision for the GBC is taking shape in the form of bold initiatives designed to apply private-sector leadership to strengthening the business climate and quality of life in the Baltimore region and the state.

Top GBC priorities include strengthening transportation resources, nurturing bioscience and technology industry growth, strengthening women-owned and minority-owned businesses, developing solutions to Maryland's energy challenges, strengthening education resources to produce a world-class workforce, preparing for growth related to federal base realignment and closure, and building teamwork between business advocates in the Baltimore and Washington, D.C., regions.

Don served as GBC executive vice president from 1999 to 2002. From 1980 to 1999, he was engaged in a private law practice in Harford County. During this time he also served in the Maryland General Assembly, and is one of only a handful of legislators, past and present, to have served on each of the major budget committees of the Maryland General Assembly.

Serving in the Senate of Maryland from 1997 to 1998, he was a member of the Budget and Taxation Committee. As a member of the House of Delegates from 1991 to 1997, Don served on the Ways and Means Committee and on the Appropriations Committee, where he was chairman of the Subcommittee on Transportation and the Environment, and was a member of the Capital Budget Subcommittee.

A 1979 graduate of the University of Baltimore School of Law, he also earned a bachelor of science in political science from Frostburg State College.

Past Awards:

1997 R. Charles Avara | former Delegate in MD General Assembly

1998 Gene Lynch | Maryland Department of General Services Secretary

1999 David Winstead | former Maryland Department of Transportation Secretary

2000 none

2001 Emil Kordish, PE | past ACEC/MD President; retired - Rummel Klepper & Kahl, LLP)

2002 Liz Homer | former SHA Deputy Administrator

2003 Delegate Casper Taylor (former Speaker of the House in MD General Assembly)

2004 Francis Kuchta, PE (former Baltimore City DPW Director)

2005 Carl Scheffel, PE | Fox Industries Inc.

2006 Neil Pedersen | SHA Administrator

2007 William Gluck | Maryland Department of General Services

2008 Don Sherin | SHA Office of Consultant Services

2009 John Porcari, PE | Maryland Department of Transportation Secretary

2010 Jaswant Dhupar, PE | former Baltimore City DPW Engineering and Water and Wastewater Division Chief

2011 Paul Wiedefeld, PE | Maryland Aviation Administration (MAA) Executive Director

2012 Brian R. Kelm | Maryland Defense Force

■■■

McCormick Taylor's Allysha Lorber Recognized with 2013 Community Service Award

Annually, when appropriate, ACEC/MD honors an individual that has demonstrated service to their community, and enhanced the image of consulting engineering or allied professions. McCormick Taylor's Allysha Lorber is the recipient of ACEC/MD's 2013 Community Service Award.

Allysha is very active in her community, taking the lead in organizing initiatives such as Meals on Wheels, the Social Action Committee of Kol HaLev Synagogue, drives for the Maryland Food Bank, and the Bicycle and Pedestrian Advisory Committees for both Baltimore County Councilman David Marks and Baltimore Mayor Stephanie Rawlings-Blake.

She has promoted the landscape architecture profession to high school students through her participation in the MdQI School Outreach/Career Day presentations, and participates in her firm's Adopt-A-Stream clean up events. Allysha also serves as a Girl Scout Troop Assistant and is a board member with the Loch Hill Community Association.

Allysha has demonstrated the best of the design profession by helping to better both her profession and community by helping those in need, serving as a role model for children, cleaning up neighborhoods and streams, and using her professional expertise to improve the safety and access for biking enthusiasts and pedestrians in the Baltimore region.

■■■

Award Judges Provide Valuable Service to ACEC/MD

We would like to express appreciation to the following judges that played an integral part in the success of our Awards Program. The distinguished panel of judges for this year's awards included:

Edward Adams/Sheldon Epstein, Baltimore County Department of Public Works

Melinda B. Peters/Doug Simmons, State Highway Administration

Ronald Brown, University of Maryland-Baltimore

David Ferrara, Maryland Transportation Authority

Beverly Pannee, RJM Engineering, Inc.

Angela Perry, Hardesty & Hanover

■■■

Thanks for Being a Sponsor

ACEC/MD would like to extend its sincere appreciation for the support of our Awards Banquet Sponsors. This event would not be a success without the participation of the following firms:

PLATINUM:

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SILVER:

A. Morton Thomas & Associates
AECOM
Century Engineering
Development Facilitators
EBA Engineering
Gannett Fleming
KCI Technologies
Kim Engineering
McCormick Taylor
RJM Engineering
Whitney, Bailey, Cox & Magnani

BRONZE:

Prime Engineering

■■■

New Members

The following firm has been elected to regular membership:

A/I/DATA, INC.

1100 Batavia Farm Road, Suite 200, Baltimore, MD 21237

Telephone: 410-686-5091; FAX 410-686-5093

Rep/Contact: Michael T. Maguire

mmaguire@aidatainc.com

Website: www.aidatainc.com

Brief History and Activities of the Firm: In 2003-2005, John Berrettini and Michael Maguire co-managed the regional office of Accurate Locating, Inc., a subsurface utility surveying and mapping firm. In 2005, they incorporated Accurate Infrastructure Data, Inc. to provide subsurface utility engineering, land surveying and mapping services. The firm offers traditional topographic land surveying services as well as subsurface utility infrastructure records research, investigation, field marking, surveying and depiction or mapping of the location of all types of subsurface utility systems. In addition to utility location services based on the surface geophysical properties of underground utilities, the firm exposes and documents subsurface features using air/vacuum excavation (test hole) methods.

The following firm has been elected to Affiliate membership:

MD Ready Mix Concrete Association

P. O. Box 617, Frederick, MD 21705

Telephone: 301-694-4899; FAX: 301-694-4839

Contact: Tom Evans

tom@marylandconcrete.com

Website: www.marylandconcrete.com

Brief History and Activities of the Firm: Formed in 1978, Maryland Ready Mix Concrete Association (MRMCA) is a proactive Trade Association that represents every Ready Mix Concrete Producer in Maryland in the areas of promotion, legislative, safety, training, education, image, government relations, the environment and technical matters while effectively communicating its efforts, activities and the results thereof to the membership and community.

We welcome these firms as members of ACEC/MD. Be sure to add their information to your records. The next time you see one of their representatives, please take the time to let them know we're glad that they have joined the Council!

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AMERICAN COUNCIL OF ENGINEERING COMPANIES/MARYLAND
312 N Charles Street, Suite 200
Baltimore, Maryland 21201-4310

POSTMASTER: ADDRESS CORRECTION REQUESTED

MDOT Modal Presentation

MDOT Acting Secretary Darrell Mobley, SHA Administrator Melinda Peters, and representatives of the MDOT modal administrations and the MDTA have been invited to outline their programs for the upcoming year.

ACEC
American Council of Engineering Companies
Maryland

Tuesday
May 14, 2013

8:30 AM–11:00 AM
Registration &
Continental Breakfast 8:00 AM

The Engineers Club
11 W. Mount Vernon Place
Baltimore

Co-sponsored by: The American Council of Engineering Companies/Maryland
The American Council of Engineering Companies of Metropolitan Washington

Plan on attending and interfacing with these important client groups. Following the recent revenue package passed by the General Assembly, learn where your firm should target its marketing efforts.
Include your Project Managers and Marketing personnel.

Contact the ACEC/MD office to more information, or to register.