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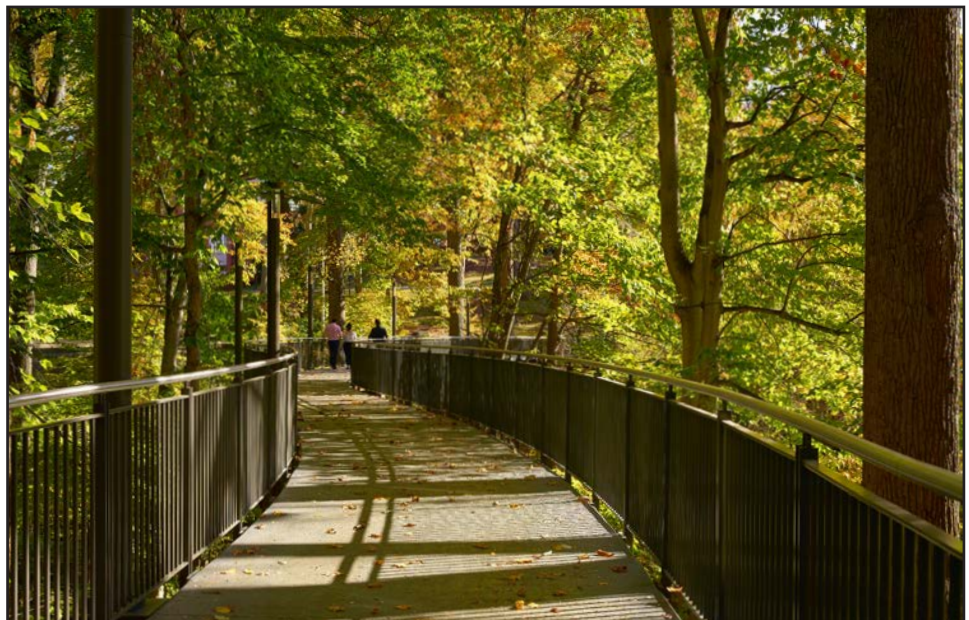
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RK&K'S SAN MARTIN DRIVE PEDESTRIAN IMPROVEMENTS PROJECT GARNERS TOP AWARD IN ACEC/MD ENGINEERING EXCELLENCE AWARDS COMPETITION

The American Council of Engineering Companies/Maryland (ACEC/MD) is pleased to announce that RK&K received the **Grand Award** in the 2018 ACEC/MD Engineering Excellence Awards (EEA) competition for the *San Martin Drive Pedestrian*

Improvements Project. The ten finalists in this prestigious competition were recognized for diverse accomplishments that exemplify today's engineering challenges.

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2018 GRAND AWARD Rummel, Klepper and Kahl LLP (RK&K)
San Martin Drive Pedestrian Improvements Project

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PRESIDENT'S MESSAGE

by Jerry Jannetti

Project Managers from our Clients and our Firms Train Together

On April 6, 2018, MDOT-SHA and ACEC/MD held a joint training session targeted at increasing knowledge of Project Management. The purpose of this program was to promote knowledge of needs and expectations as partners in delivering projects (public and private), creating a better working relationship. Through this exchange, it is hoped that better communication and collaboration lead to better projects that meet expectations. We were asked to provide one piece of advice to those taking the class. I prepared eleven and did not get to share all of them. I thought I would share them here:

Advice to Project Managers:

1. It is a new world. We must re-invent ourselves, think outside the box and be flexible within the bounds of ethics and our contracts. We all need to recognize that senior leaders, to keep their jobs, must show progress quickly. Don't just meet schedules, exceed them.
2. It is about measured performance, not feelings. Track the math. Monitor schedule and costs (task and project) constantly. Your success depends on it.
3. We ALL need to pick the right people for the right assignment. Assign work because it is a growth opportunity or an assignment you know someone will be successful at, not because they need an assignment. Once you have the right person, let them run.
4. Don't lose sight of the big picture and get caught up in the process. Always drive to get things done. If you are a consultant, nobody cares what company you're from except you and maybe your company, unless you're late, over budget or deliver poor quality work. Focus on the work. If you're an SHA PM, drive decisions, drive the process, and do not let a process drive you.
5. As a Project Manager representing the SHA or a consultant, make decisions not excuses....AND fix problems not blame. If you are a consultant, think ahead and provide SHA with all they need to make an informed decision. It is your job. If you are an SHA PM, drive to get everything you need to make a decision, know who needs to make it, and what they need to be comfortable. Think ahead.
6. Fraud: The most harmless offer puts everyone at risk. Everyone should pay their own way.
7. Run to a problem: Set Actions and Deadlines with a responsible party. Unlike wine, issues usually do not get better with time. Problems must be solved, the sooner the better.
8. Community: We all live here. It is not enough to simply only think about engineering. We are all better than that.
9. Consultants should bill in a timely manner. SHA should pay in a timely manner. Everyone should understand that consultants fund clients' programs because they pay their staff in advance of being reimbursed.
10. When a taxpayer is paying for your services, a Consultant is contracted with a client/owner BUT their customer is always the public.
11. Project Managers have the MOST



IMPORTANT job at the State, and working for a consultant, you are on the front lines with the public. If you are a consultant, you're on the front lines with your client. Both public and private PMs are responsible for meeting dates, task budgets and project budgets. You have the best job in our industry, don't squander it. You are in a position to make lives for Marylander's better and safer, while driving our economy. It does not get much better than this.

I want to thank the organizers of this program: Tony Frascarella (Century Engineering), Heidi Van Luven (A. Morton Thomas & Associates), Angela Smith (MDOT-SHA), Laura Ridler (MDOT-SHA PRD) and Michelle Bliss (MDOT-SHA Training) for organizing, preparing and executing an excellent Program. I also want to thank Jason Ridgway (MDOT-SHA), Eric Marabello (MDOT-SHA), and Alan Straus (AECOM) for setting the table with me by kicking off the meeting, and Joel Oppenheimer (STV Incorporated) for facilitating a tremendous discussion.

I find it fitting that we celebrated projects our firms delivered for our clients a few weeks before. On February 22, 2018, ACEC/MD celebrated our industry achievements, individual firm accomplishments, and our clients with the awards that are spotlighted in this newsletter.

CONGRATUALTIONS TO ALL, for a job well done. Thank you to those volunteers on the selection committee, who donated time to make sure we had the right awardees.



ACEC/MD 2018 ENGINEERING EXCELLENCE AWARDS

(continued from page 1)

GRAND AWARD

**RUMMEL, KLEPPER AND KAHL LLP
(RK&K)**

San Martin Drive Pedestrian Improvements Project

Johns Hopkins University's (JHU) San Martin Drive and Wyman Park Drive provide a critical north to south connection across campus for vehicles, pedestrians, and cyclists. In addition to its sweeping curves and flanking mature forest, San Martin Drive boasts an attractive and historic stone arch bridge. The bridge is also narrow, lacking room for a sidewalk, while the roadway is windy and dangerous, including multiple locations where the sidewalks either suddenly ended, were too narrow, or in poor condition. While the main goal of the project was to address pedestrian safety, JHU and the design team also identified opportunities to provide much needed roadway stormwater management treatment, which was draining untreated into Stony Run, an impaired city of Baltimore waterway. The team faced many challenges while undertaking the design of the new pedestrian bridge, including steep topography, shallow rock, existing mature trees, and the long stretches of adjacent forest conservation easements with restrictions on excavation and impacts to the trees.

Addressing the safety concerns, the design team increased pedestrian safety in the corridor by installing a variety of traffic calming measures, including narrowing travel lanes, com-

pleting sidewalk gaps, and widening existing sidewalks. To solve the terrain challenge, while working in a forest conservation easement, RK&K designed the pedestrian bridge utilizing micropiles that were installed with equipment small enough to work around the trees and under the canopy, and utilizing a "top down" approach so that equipment would not be working on the forest floor impacting the tree roots. One of the project's great successes was the installation of bioswales along Wyman Park Drive, which are the first of their kind to be designed, permitted, and constructed in the city of Baltimore's right-of-way.

AWARD OF EXCELLENCE

GANNETT FLEMING

Defense Distribution Center Wastewater Treatment Plant Replacement

The runner-up in this year's competition, the Defense Distribution Susquehanna Installation employs approximately 2,000 people to prepare military shipments of commercial repair parts, clothing and textiles, medical supplies, and industrial and electronic components. It serves as a primary distribution point for all branches of the U.S. Armed Services and other federal agencies in the eastern U.S. Within the 851-acre installation is a small city that includes a headquarters building and amenities, such as a health clinic, recreational facilities, and a convenience store.

The existing facility, built in the 1960s, featured a patchwork of repairs. Its steel tank was corroded and at risk of failure, which would discharge raw sewage into the Susquehanna River. Screening mechanisms for incoming wastewater no longer functioned as designed, allowing debris to accumulate inside the aeration and clarification tank. Because of the lack of redundancy, the tank could not be taken off-line for maintenance and repair. Even if it were retrofitted, the plant would not meet stringent Pennsylvania Department of Environmental Protection (DEP) limitations established by Chesapeake Bay Tributary Strategy Nutrient Reduction Discharge Limit Requirements. In addition to developing a modern new facility, Gannett Fleming focused on improving operational efficiencies, while causing as little impact to the surrounding environment as possible. The result is an efficient, site-sensitive federal facility that is fully compliant with pollution-control requirements and designed for use throughout the next half century. Completed 150 days ahead of schedule, the new plant can treat 320,000 gallons of wastewater each day.

OUTSTANDING PROJECT AWARDS

**JOHNSON, MIRMIRAN, AND
THOMPSON (JMT)**

MD 195 over Sligo Creek

The MD 195 bridge is a three-span, 224-foot-long long structure and spans Sligo Creek Parkway, Sligo Creek and the Sligo Creek Trail. MDOT SHA determined that the open spandrel-reinforced concrete bridge was a priority for preservation while maintaining its historic character. Instead of replacing the structure, it was reconstructed from the arch rings up. JMT performed an in-depth field inspection and assessment and prepared contract documents for the rehabilitation. Work included structural design and plans for replacing the entire portion of the bridge above the main arch rings, as well as repairs to portions of the existing structure. A major community concern was maintaining traffic during construction, particularly because of the bridge's adjacent location to the hospital and along bus routes. However, the non-redundant configuration of the two-arch bridge precluded the use of staged construction for



Gannett Fleming • Defense Distribution Center Wastewater Treatment Plant Replacement

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ACEC/MD 2018 ENGINEERING EXCELLENCE AWARDS

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Johnson, Mirmiran, and Thompson (JMT) • MD 195 over Sligo Creek

MOT. Additionally, there was insufficient right-of-way for a temporary vehicular bridge. Although the bridge was closed to traffic, the contractor erected a temporary, 295-foot-long pedestrian bridge as well as temporary traffic signals at two intersections. Outreach included two public meetings, as well as individual stakeholder meetings.

Access was a challenge. Steep side slopes at each end of the bridge precluded providing construction entrances from MD

195. The best solution was an entrance off Sligo Creek Parkway, but was complicated because the road served as the temporary detour. With access established, a temporary work bridge was installed 20 feet below the MD 195 bridge, which avoided interfering with Sligo Creek. Maintaining balance through proper sequencing during the demolition and reconstruction of the arches was also challenging. The existing bridge was removed, and a new bridge was constructed maintaining the structural sta-

bility of the arch rings. The reconstructed bridge was widened to 32 feet, curb-to-curb, to allow for sidewalks on both sides to accommodate bicyclists. The bridge opened 26 days ahead of schedule.

JOHNSON, MIRMIRAN, AND THOMPSON (JMT)

SR 1/SR 72 Diverging Diamond Interchange

The SR 1/SR 72 interchange in New Castle County, DE, a traditional diamond configuration, experienced frequent traffic congestion due to its proximity to refineries, other businesses, residential communities, schools, and parks. The Delaware Department of Transportation (DelDOT) sought to relieve traffic and create a safer drive for commuters and pedestrians.

A Diverging Diamond Interchange (DDI) – the first of its kind in Delaware – was chosen as a retrofit to reconfigure the existing diamond interchange and was completed more than a month ahead of schedule. This innovative interchange allows vehicles to enter and exit SR 1 without having to cross lanes of oncoming traffic, which improves operations while reducing congestion. The DDI also addresses growth in the surrounding communities and needed improvements to McCoy Road and Wilson Boulevard, which connects SR 72 and McCoy Road. As lead designer, JMT coordinated all engineering disciplines and executed the design and QA/QC program. The team also provided field surveys; property surveys and plats; geometric design; grading; drainage; erosion and sediment control; stormwater management; bridge rehabilitation and modifications; signals; signing; lighting; pavement markings; Intelligent Traffic Management System relocation; phased maintenance of traffic plans; transportation management plans; and utility relocations/coordination services. ADA-compliant pedestrian and bicycle facilities were also provided.

To meet the aggressive schedule, the design-build team used a rolling design package submittal process that allowed certain elements to progress early. The design of improvements to Wilson Boulevard and McCoy Road was completed in late February 2016, and con-



Johnson, Mirmiran, and Thompson (JMT) • SR 1/SR 72 Diverging Diamond Interchange

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ACEC/MD 2018 ENGINEERING EXCELLENCE AWARDS

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Rummel, Klepper and Kahl LLP (RK&K) • Anacostia Riverwalk Trail - Kenilworth Section

struction began a month later. The construction of the DDI began in June 2016 and was substantially completed and opened to traffic by November. The design-build procurement method saved both time and money. Since the interchange opened to the public before the 2016 holiday season, DelDOT has noted the improved operations, including less traffic jams reducing travel time.

RUMMEL, KLEPPER AND KAHL LLP (RK&K)

Anacostia Riverwalk Trail - Kenilworth Section

RK&K provided engineering design services for the Kenilworth Section of the Anacostia Riverwalk Trail (ART), 3.9 miles of new shared-use trail, extending along the Anacostia River's eastern shoreline from the Benning Road bridge in DC into Prince George's County, MD.

A design was developed that minimized the construction footprint and avoided and minimized impacts to sensitive forest, wetlands, and waterways within federal and local parks. RK&K designed four prefabricated steel truss bridges to span four local waterway crossings and a 1,200-foot heavy duty concrete boardwalk. The construction of the heavy-duty boardwalk section under US 50 and Amtrak bridges and catenaries presented several design and construction challenges. Limited overhead clearance prevented the driving of piles or drilled shafts. All boardwalk work was

required to be performed from a barge or from the boardwalk itself. The shallow river is prone to scour on the order of 20 feet in this area, which resulted in increased unbraced lengths of a proposed deep foundation system. The stream flows, when paired with ice loading and full scour resulted in high lateral loading. This, combined with the limited overhead clearance, required the designers to develop an alternate means to transfer the loads.

At each of the sections previously mentioned, the designers proposed construction of two special pier caps (one located on the outer

edge of each crossing). The boardwalk section under the bridges was designed to transfer a majority of the lateral loading to these special pier caps. The caps were designed to be supported on full cased 42-inch drilled shafts, which are better adapted to accepting lateral loading. Even with construction of the proposed special pier caps at each end of the crossings, a portion of the lateral loading was shared with the adjacent helical screw piles. Due to unbraced lengths of approximately 20 feet, the shafts for the helical screw piles were required to be 3 1/2-inch lead sections, with extensions having diameters of 8 5/8-inches.

WALLACE MONTGOMERY

Boyers Mill Road Bridge Replacement

Boyers Mill Road, located near the town of New Market, is a rural roadway that meanders through the hills and valleys of Frederick County serving many communities and neighborhoods. The roadway has narrow shoulders and limited sight distance. As the local communities have grown, traffic demands have increased, and Frederick County wanted to address the existing roadway deficiencies and improve overall motorist safety. The existing bridge over Lake Linganore, which was constructed in 1962, was found to be substandard and had

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Wallace Montgomery • Boyers Mill Road Bridge Replacement

ACEC/MD 2018 ENGINEERING EXCELLENCE AWARDS

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Wallace Montgomery • US 301 at MD 304 Improvements

to be completely replaced. The existing bridge provided for two lanes of travel, but had no shoulders or sidewalks for pedestrian traffic. The approach roadways curved sharply at the bridge and were located on steep downgrades of up to 13%. The process of replacing the bridge had to maintain traffic at all times, since this corridor earned consistently high traffic volumes and lacked a viable detour. In addition, the work had to be completed in environmentally sensitive areas and within the protected waters of the lake, which serves as a public drinking water impoundment.

The bridge replacement project included removing the existing 150-foot-long structure and constructing a new 300-foot-long bridge on a parallel alignment. The new bridge consists of a two-span, prestressed concrete Bulb-T superstructure that includes a concrete deck, sidewalks, ornamental railings, and concrete formliners to provide a visually appealing, context-sensitive design. It was constructed on a parallel alignment, to the west of the existing bridge, which facilitated maintenance of traffic and allowed for geometric improvements. The project required constructing a new pier within the lake and constructing new bulkheads and embankments for the bridge within the lake. This \$12.4M project was the largest that the county ever completed under the Federal Highway Replacement Program.

WALLACE MONTGOMERY

US 301 at MD 304 Improvements

The intersection of US 301 and MD 304, situated along a major traffic route with significant truck volumes and near a public high school, had long been vulnerable to accidents. The Centreville community's ongoing concern boiled over into a call for action in 2011, when a Queen Anne's County High School student was killed in a traffic accident. MDOT SHA was challenged to enhance overall safety by improving traffic operations—specifically by alleviating long

queues and heavy delays during the morning and evening peak travel hours along MD 304 eastbound and westbound; facilitating truck movements; and examining other nearby roadways and intersections to create a more fluid, visible, and efficient flow of traffic throughout the US 301 corridor; while balancing MDOT SHA's need to maintain budget and schedule with a grieving community's desire to see substantial, immediate, changes to their roadways.

A comprehensive approach was taken during design including assessing three intersections and determining which kinds of modifications would alleviate heavy traffic queues and make turns safer at US 301 and Rolling Bridge Road. The primary task was replacing the at-grade intersection at MD 304 with a new interchange. Context-sensitive solutions were integrated into the design by adding dual roundabouts at the ramp termini of the interchange; these dual roundabouts simultaneously calmed, and directed, traffic from the high school (particularly from younger, more inexperienced drivers) and from the passing trucks. A J-turn along the US 301 at MD 305 was added just north of the new interchange to eliminate problematic left-turns and accommodate large trucks and farm vehicles by incorporating "truck aprons" into the design. An aggressive schedule for advertisement was met, and environmental impacts and permits were successfully negotiated.

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A. Morton Thomas and Associates • US Route 1 - Fort Belvoir

ACEC/MD 2018 ENGINEERING EXCELLENCE AWARDS

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Gannett Fleming • Sylvan Shores Stormwater Management System



Management Plan was devised so that lanes were maintained for an average of over 40,000 vehicles per day while the roadway was rebuilt. A ribbon-cutting ceremony was held on August 2, 2017, celebrating the collaborative effort between federal, state and local agencies, contractors and designers, and numerous

team employ sand filters, grass swales and micro-bioretenion structures to treat runoff naturally where it collected. Noninvasive plantings in these features alleviated community concerns about aesthetics. The design used permeable pavers to transform a waterside roadway into an effective treatment feature. The benefits of the new system were apparent immediately. Flood-prone homes and low-lying spots in Sylvan Shores are no longer inundated after heavy rains. Stormwater runoff is now filtered naturally to remove pollutants before it enters the Bay. The Maryland DNR estimates that the large sand filter will reduce nitrogen by 39 percent and phosphorus by 61 percent. The paved roadway will reduce nitrogen in runoff by 25 percent and phosphorus by 29 percent. This project has prompted neighboring communities to inquire about similar systems for residents.

Honor Awards

A. MORTON THOMAS AND ASSOCIATES

US Route 1 - Fort Belvoir

The Federal Highway Administration (FHWA) Eastern Federal Lands Highway Division intended to relieve traffic and provide additional safety for ongoing BRAC (Base Realignment and Closure) occurring near Fort Belvoir. To accomplish this, a series of enhancements were implemented along a 3.68-mile span of Route 1. Enhancements included operational and capacity improvements, the addition of a 32-foot median for future transit, the design of twin two-span bridges to clear the Accotink Creek Floodplain, several wildlife crossing structures, utility relocation along the entire alignment, and over 200 drainage structures.

Due to the nature of the project, improvements were often complex in their execution. The new roadway alignment moved through an historic district, which required extensive property owner and stakeholder involvement in several specific design details, including slopes, ponds, and landscaping. Nearly 100 tenants and property owners were relocated throughout the design/construction phase, and the historic Otis Tufton Mason House was carefully moved as well. Utility relocation was extensive and conducted in conjunction with the highway construction as it proceeded. Further, an extensive Transportation

other stakeholders. A. Morton Thomas and Associates, Inc. (AMT) served as the Engineer of Record and Lead Designer for the design-build project. A joint-venture of Corman Construction, Inc. and Wagman, Inc. led the construction efforts.

GANNETT FLEMING

Sylvan Shores Stormwater Management System

Built in the 1940s along the South River of the Chesapeake Bay, the 250-home Sylvan Shores community lacked a stormwater management system. During storm events, water pooled in low spots, residences regularly flooded, and untreated runoff flowed directly into the Bay. The runoff was especially concerning because Sylvan Shores lies within the Chesapeake Bay Critical Area, and untreated runoff can lead to algae blooms, causing significant threats to aquatic life. Recognizing that the Maryland Department of Natural Resources (DNR) had grant funding available, Gannett Fleming developed and submitted a conceptual plan to manage the community's stormwater. This plan was in strategic alignment with state goals for pollution reduction. As a result, Sylvan Shores earned a \$1.87 million grant to fund the system's design and construction.

Gannett Fleming's design used best management practices to slow down runoff and treat it before it reaches the Bay. A visual survey of the community helped the design

STANTEC CONSULTING SERVICES INC.

Klinge Valley Trail

In the mid 1990's, the community mobilized behind efforts to establish the future of the Klinge Valley. However, there were clear disagreements about whether to reconstruct the roadway or build a multi-use trail. Years of political discourse and lawsuits culminated in the Klinge Road Sustainable Development Amendment Act of 2005, in favor of the multi-use trail construction. The multi-use trail replaces a 0.7 mile stretch of Klinge Road NW between Cortland Place NW and Porter Street NW in Washington, DC and involved a range of complexities associated with the existing infrastructure, valley terrain and a park setting. DDOT and Stantec, in partnership with National Park Service (NPS), began working to deliver the project with a primary focus on developing sustainable designs and context sensitive solutions. In accordance with NEPA, an Environmental Assessment (EA) was developed and resulted in a Finding of No Significant Impact (FONSI) determination. The EA/FONSI supported the recommendation that the existing roadway be repurposed into a 10-foot-wide multi-use trail and included preferred options for stream restoration of Klinge Creek and trail lighting.

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ACEC/MD 2018 ENGINEERING EXCELLENCE AWARDS

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Final design included a porous asphalt multi-use trail, stream restoration, LED pedestrian lighting, three retaining walls, 1,100 linear feet of bioswales, a four-cell bioretention facility, three culverts, storm drains, headwalls, inlets, grading, pavement removal, demolition, tree removal & protection, landscape plantings, signing & marking, waysides, trailheads, fencing, and amenities. Topographic survey, utility investigation, hydrologic & hydraulic analysis, photometric analysis, and archaeological investigation were also performed. The project incorporated a DC Water sanitary sewer rehabilitation during construction and coordination with Washington Gas on a gas main relocation was provided. An opening ceremony was held to celebrate the completion of the trail, which is estimated to support an average of 220 bicycle and pedestrian trips per day.



Stantec Consulting Services Inc. • Klinge Valley Trail

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EARLE S. "JOCK" FREEDMAN, P.E. RECOGNIZED WITH THE 2018 PRESIDENT'S AWARD

At the president's discretion, the American Council of Engineering Companies/Maryland honors an individual whose actions have greatly contributed to the advancement of the consulting engineering profession and the citizens of Maryland.

Earle S. "Jock" Freedman, PE served the transportation profession with distinction during a career in public service that spanned more than 66 years. When he retired in 2017, Jock was the longest serving state employee in Maryland. He is known for his extensive contributions in the areas of bridge safety and economy, and for his ground-breaking involvement in bridge aesthetics. He has also been a strong advocate and mentor for generations of young engineers who began working for him in the bridge department and have gone on to productive careers in bridge design and engineering. Jock spent his entire career working for the Office of Structures of MDOT Maryland State Highway Administration, the last 42 years as the director of the office.

Throughout his career, he emphasized the importance of bridge safety and structural

integrity, and believes all measures must be taken to ensure the continued safety of not only new bridges, but existing ones as well. He has advanced the "hands-on" bridge inspection program in Maryland. To improve productivity, Jock is a strong proponent of standardization, where possible, of bridge details, as well as policies and procedures. Early on, he became involved with the University of Maryland in the development of computer design programs, which has gained national recognition and use. One specific area that Jock has embraced is bridge aesthetics. Stemming from the design competition for the U.S. Naval Academy Bridge in Annapolis, an emphasis on bridge aesthetics has played a major role in the development of bridge projects in Maryland.

Jock has been the recipient of numerous awards. Most recently, he was bestowed with AASHTO's prestigious Alfred E. Johnson Award, that recognizes an individual for outstanding achievement in the field of engineering

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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. Our distinguished panel of judges for this year's awards included:

David Ferrara - Maryland Transportation Authority

Vern Hartsock - Chief Engineer; Maryland Transit Administration

Bambi Stevens - City of Baltimore Department of General Services

Veronica P. McBeth/Colby McFarland - Baltimore City Department of Transportation

Joseph Siemek - Harford County DPW

Jeff McCormack - AECOM

Melinda Peters - RK&K

Ray Streib - Development Facilitators, Inc

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GANNETT FLEMING'S SARAH TAYLOR, P.E. SELECTED AS THE 2018 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.

A project engineer at member firm Gannett Fleming, Sarah Taylor, P.E., considers meeting the client's needs, while protecting the environment, her highest professional priority. In her position she is working to improve water, wastewater, and petroleum infrastructure throughout Maryland, Virginia, and Pennsylvania. She has quickly grown from assisting in the management of projects to leading them independently.

For the Maryland Department of Transportation State Highway Administration and the Maryland Transportation Authority, she has managed the replacement of under-



ground storage tanks and appurtenances mitigating environmental risks. In addition, she has led studies for Anne Arundel County and the Upper Occoquan Service Authority (UOSA) to evaluate various technologies to treat and

process residential septage, scum, grease and grit. She now leads the design phase of the upgrades and manages a multidisciplinary team that, upon completion, will result in state-of-the-art facilities for her clients.

A graduate of the University of Delaware with a bachelor's degree in civil engineering, Sarah serves as co-chair of the American Society of Civil Engineers – Maryland Section's Younger Member Group, where she helped organize volunteers for the Parks Run Stream Clean event and recruited participants to restore the Baltimore Public Works Museum. An active member of the Chesapeake Section of the American Water Works Association, Sarah also participates in ACEC/MD's Career Outreach Committee's STEM efforts. For her firm, Sarah recently coordinated efforts for the United Way of Central Maryland's Adopt-A-Family program and helped establish the firm's participation in the Baltimore County Adopt-A-Road program.



KUNAL GANGOPADHYAY, P.E. AWARDED ACEC/MD 2018 COMMUNITY SERVICE AWARD

Annually, ACEC/MD honors a member firm representative that has made a significant contribution to the community by volunteering their time and expertise.

A past president and fellow of ACEC/MD, Kunal Gangopadhyay, P.E., co-founded EBA Engineering in 1981. In addition to his service to ACEC/MD over the past 25 years, Kunal has been active in promoting STEM education among K-12 students and works with the Baltimore County Board of Education to enhance technology education in the county. He has played a leadership role in several STEM education events, including more than 100 visits to middle/high schools and community colleges to speak with students regarding the importance of STEM education. He served as the chairman of the Career and Technology Advisory Council of the Baltimore County Board of Education and the Construction Management Advisory Committee of



Baltimore City Community College. For 46 years, Kunal has been an active member of the Indian community in Maryland. As a board member of the India Forum of Maryland, he organized several India Day Festivals and Indo American Friendship Dinners in Baltimore.

A member of the Board of Trustees of the Greater Baltimore Hindu Jain Temple, Kunal is a founding member and past president of Prantik, an association of the Bengali ethnic community in the Baltimore metropolitan area. Under his leadership, Prantik held food drives for local homeless shelters and worked with local soup kitchens to serve meals to the needy. He also led Prantik, in collaboration with the Washington, DC area Bengali association, to hold several multi-state cultural events known as the North American Bengali Conference.

Kunal previously served as chairman of the Baltimore County MBE Advisory Council and was instrumental in the County commissioning a study to improve business opportunities among MBE and WBE firms. Additionally, he worked with the city of Baltimore government to enhance the city's MBE/WBE procurement policies.



WORTHY STUDENTS GARNER SCHOLARSHIPS

As you are probably aware, ACEC/MD funds three \$3,000 scholarships and administers the Wm. Kahl Scholarship for member firm RK&K.

When awarding these scholarships to deserving students, you often wonder what kind of impact the funds have on recipients. Since ACEC/MD's Scholarship Fund is a budgeted item, all member firms contribute to this effort either through their dues payments or by participating in ACEC/MD's annual golf tournament. This year our judges selected one student from Virginia Tech, who was kind enough to send the following note of thanks to all ACEC/MD member firm representatives:

"Thank you so much for the generous scholarship award for 2018. I can't begin to describe how much this will help me in being able to afford the 2018-19 tuition for graduate school. I got my undergraduate degree at Virginia Tech, majoring in Civil Engineering and minoring in Green Engineering. I will be staying at Tech next year to finish my master's in civil engineering. This step in my education absolutely would not have been possible without this award.

With my luck, my engineering computer crashed about 30 minutes before my 60-page Senior Design report was due. I never actually believed that kind of thing would happen but I guess I should have listened to the IT guys when they said to constantly back-up your files! With the scholarship, I was able to purchase a new computer for grad school (it's so fast and beautiful!) that would have taken me all summer to save up for. I plan to use the rest to pay for my FE registration and part of my tuition.

I cannot thank you all enough!

Sincerely, Laura Nicaise"

Thanks for all of your support of ACEC/MD. Your efforts really do make a difference!

In order to assist worthy students pursuing careers in engineering or land surveying, the American Council of Engineering Companies/Maryland awards four scholarships. Three scholarships, sponsored by ACEC/MD, go to selected students majoring in either civil, mechanical or electrical engineering, or surveying, attending an accredited college or university. The fourth scholarship, the William R. Kahl Scholarship, sponsored by long-time member firm RK&K, LLP, is awarded to the top ranked civil engineering student in the competition.

WILLIAM R. KAHL 2018 SCHOLARSHIP

Samuel Joseph Baer

Samuel J. Baer is the recipient of the 2018 William R. Kahl Scholarship, which recognizes the top civil engineering student in the competition. Samuel is pursuing a master's degree in civil engineering from the Johns Hopkins University, after achieving an impressive 3.616 GPA in his undergraduate studies at Cornell University. A native of Lincolnwood, IL, he currently works part-time for Carroll Engineering as a structural engineer intern focusing on analysis and design of building

structures and the preparation of contract documents. As an undergraduate, Samuel served in the officer positions of ASCE with responsibilities for organizing and facilitating dinner meetings and career prep events. He was also the project manager for DesignConnect, that provided basic planning/design services to nonprofit clients who cannot afford design services, and for the renovations at the Center for Jewish Living at Cornell.

ACEC/MD 2018 SCHOLARSHIPS

Grant Cox

Grant Cox will be a fifth-year senior at the University of Maryland, College Park, where he is expected to graduate in December, 2018 with a degree in civil engineering/transportation and project management. A resident of Keymar, MD with a solid 3.11 GPA, grant previously worked for the Whiting Turner Contracting Company, where he aided the project team in preconstruction estimating, subcontractor communication and field operations. Grant is an inaugural member of the American Concrete Institute – UMD Chapter, the American Society of Civil Engineering – Student Chapter, and the youngest member of the Terra Rubra Lions Club. He is also team captain of University of Maryland Club Lacrosse.

Site and Infrastructure Development, where she is an erosion and sediment control inspector assistant. She is a member of the Virginia Tech Chapter of Society of Women Engineers, American Society of Engineers and Engineers Without Borders, and the Rising Sophomore Abroad Program to China. In addition, she plays intramural soccer and is involved with the VT Engage at the Women's Clinic.

Laura Nicaise

Laura Nicaise is expected to graduate in May from Virginia Polytechnic Institute and State University with a B.S. in civil engineering. She possesses a strong 3.30 GPA. Laura is a member of the American Society of Civil Engineers and Creative Photography of Virginia Tech, and previously volunteered with Students for Clean Energy and Students Helping Honduras. A resident of Catonsville, MD, she currently works part-time at the university library as a barista, and previously worked for Southway Builders completing takeoffs.

Theresa McMunn

Theresa McMunn will enter her Junior year at Virginia Polytechnic Institute and State University in the fall of 2018 pursuing a B.S. degree in civil engineering. A resident of Myersville, MD, with a 2.87 GPA, Theresa is currently employed part-time at Virginia Tech



THANKS FOR BEING A SPONSOR

ACEC/MD would like to extend its sincere appreciation and thank the following sponsors for making ACEC/MD Awards Program a great success:

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ACEC/MD 30TH ANNUAL CONFERENCE

JUNE 27-30, 2018

HYATT CENTRIC KEY WEST RESORT & SPA • 601 FRONT STREET, KEY WEST, FL 33040

ACEC/MD's 30th Annual Conference, being held June 27-30, 2018 at the Hyatt Centric Key West Resort & Spa, is almost here, and you need to get your hotel room reservation today by calling 1-888-421-1442. The cut-off date is May 21st, but **when ACEC/MD's room block is gone you will not be able to take advantage of special room rates.** The Hyatt Centric features a full-service spa, and includes a 24-hour fitness center and pool. Enjoy the ocean breeze, where you can slow down, get a taste of island-style living, and explore Key West's Old Town and beyond.



Our program begins **Wednesday** afternoon with ACEC/MD's Executive Committee meeting, followed by a Welcome Reception for conference attendees overlooking the Gulf of Mexico. You will have the opportunity to experience dinner on your own at one of Key West's Old Town dining establishments. Be sure to get your dinner reservations.

On **Thursday**, conference attendees will climb aboard a trolley for a tour, visit the Audubon House & Tropical Gardens, take a boat over to Sunset Key for lunch, then back to tour the Key West Museum of Art & History at the Custom House. Also, at that time, golfers will have the option to tackle the challenging course at the Key West Golf Club.

Thursday evening will feature a reception with a short presentation by Key West's Director of Engineering, and then a sunset cruise on the catamaran Fury.

Friday's sessions will feature informative presentations by Maryland's own Greg Slater, Administrator, MDOT State Highway Administration, who will discuss the new MDOT-SHA, and Florida Department of Transportation's (FL DOT) Renato Marrero,



who will discuss the response to and preparation for hurricanes that have ravaged the area.

Friday, during lunch, will feature an update on ACEC activities by ACEC Chair Manish Kothari, and the induction of ACEC/MD's new Executive Committee during the evening Banquet.

On Saturday morning, the conference will conclude with a technical tour of Naval Station Key West.

Contact the ACEC/MD office today for complete registration information.



AMERICAN COUNCIL OF ENGINEERING COMPANIES/MARYLAND

312 N CHARLES STREET, SUITE 200

BALTIMORE, MARYLAND 21201-4310

POSTMASTER: ADDRESS CORRECTION REQUESTED

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March-April, 2018

MEMBER NEWS

- **A. MORTON THOMAS & ASSOCIATES (AMT)** is pleased to announce the following:
 - **ACEC/MD Past President Stu Robinson, PE** is retiring after 25 years of service with the firm. We wish him well in his retirement years!
 - **Jack Goode, II, PE,PTOE** will manage the firm's new Lanham, MD office located at:
4601 Presidents Drive
Lanham, MD 20706
Phone: 301-577-7800
- **DEWBERRY** welcomes **Steven H. Santoro** as its director of rail and transit. He came to the firm after recently serving as NJ TRANSIT'S Executive Director.
- **MUELLER ASSOCIATES** recently announced that **Daniel Carmine, PE, LEED AP** and **Clark Davenport, PE** have been named stockholders at the firm. Both professionals are mechanical engineers and project managers with the firm.
- **STAMBAUGH NESS** recently changed its name from Stambaugh Ness PC to Stambaugh Ness, Inc.
- **WALLACE MONTGOMERY** recently hired Derek Morin, PE, PMP as an Associate with the firm's Utilities Department. He has over 22 years of broad civil/environmental engineering experience.

