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MARYLAND ROUTE 404 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 the Joint Venture of Wallace Montgomery; Johnson, Mirmiran & Thompson; and RK&K received the **Grand Award** in the 2019 ACEC/MD Engineering

Excellence Awards (EEA) competition for the *Maryland Route 404 – US 50 to East of Holly Road Design-Build*. The ten finalists in this prestigious competition were recognized for diverse accomplishments that exemplify today's engineering challenges.

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2019 GRAND AWARD
Wallace Montgomery; Johnson, Mirmiran & Thompson;
and Rummel, Klepper and Kahl LLP (RK&K)
Maryland Route 404 – US 50 to East of Holly Road Design-Build

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PRESIDENT'S MESSAGE

by Stu Taub, P.E.

I'd like to start this Special Awards issue with a look back at our Engineering Excellence Awards ceremony held on February 21, 2019, when ACEC/MD celebrated our industry achievements, individual firm accomplishments, and our clients with the awards that are spotlighted in this newsletter.

CONGRATULATIONS TO ALL, for a job well done. Also, thank you to the awards selection committee recognized in this issue, who donated time to make sure we had the right awardees. And a special thanks to our Program Committee for putting together a very entertaining program!

I know that you were happy to say goodbye to winter, and the temperature roller coaster that followed us into March. Our thoughts moved on to other things: the return of spring, what you gave up for Lent, our busted brackets for NCAA March Madness (did anyone get it right?), and the beginning of the new baseball season, which had a surprising start for O's fans. April brings its requisite showers, warmer temps, reality for O's fans, and the Passover and Easter holidays, which I hope that everyone enjoyed.

On the ACEC/MD business side, March and early April meant the legislative session was humming along and weekly Legislative Committee meetings were held to vet over 250 bills. The proceedings determined our position on legislation that potentially could affect our industry. Our efforts also included testimony to garner support on our Indemnity Clauses bills HB 452 and SB 429. Unfortunately, the bill received an unfavorable report in the Senate Education, Health & Environmental Affairs Committee. We also withdrew our bill SB 367 due to opposition from the contracting community. We will regroup for both bills and get together with clients, legislators and contractors after the session to develop mutually acceptable language for revised bills next year.

March ended on a high note with the Utilities Committee sponsoring another successful program with this year's focus on "Emerging Challenges in the Utilities Arena". Over 75 member firm representatives saw two panel discussions with speakers from Crown Castle, Verizon & WSSC discussing Innovative Technologies on the private sector side, and speakers from Baltimore County and City, DC Water and Anne Arundel County talking about



challenges in the industry on the public sector side. Informative Q&A sessions followed each session.

April started out with the end of the legislative session and with the unfortunate passing of House of Delegates Speaker Michael Busch, who served in that capacity for over 16 years, the longest serving speaker in Maryland's history. I joined executive committee members Past-President Jerry Jannetti, Vice President Alan Straus, and Executive Director Jim Otradovec in attending the first annual ACEC Mid-Atlantic Leadership Forum in Leesburg VA. The daylong event included presentations from ACEC National Executive Committee members and staff including President & CEO Linda Bauer Darr, Chair Manish Kothari, Vice Chair Art Barrett, Incoming Chair Mitch Simpler, Treasurer Stephanie Hachem, Sr. Vice President of Membership & Member Organization Services Daphne Bryant and representatives from member organizations (MOs) in Delaware, Metro Washington, Pennsylvania, West Virginia, and Virginia. All agreed that the program was a valuable exchange of ideas and an effective way of fostering collaboration between adjacent ACEC MOs.

Our committees and workgroups continue to meet and are really starting to gain traction. A lot of effective discussion is happening regarding MDOT policies and procedures and the push toward standardization amongst TBUs.

As you attend ACEC/MD events, many of you may be wondering what each of the emblems on ACEC/MD nametags represent, so here is what they are:

The Crab indicates a personal contribution to the State PAC (CEPAC)

The Maryland State Sticker indicates a firm's contribution to the State PAC (CEPAC)

The American Flag represents a personal contribution to the Federal PAC (ACEC/PAC)

The Minuteman Pin represents a firm's federal contribution to the Minuteman Fund

Name tags with all of these emblems show your and your firm's full support of ACEC/MD and National.

Speaking of CEPAC support, did you know that only 30% of member firms consistently make donations to the fund? You might be wondering what does CEPAC mean? It stands for the Consulting Engineers Political Action Committee, which is ACEC/MD's State of Maryland Political Action Committee. Each year, in conjunction with ACEC/MD's Legislative Committee, the committee works hard to represent your interests and provide a voice for industry issues in Annapolis with Maryland State Legislators. CEPAC contributes to and holds regular dialogue with Maryland State Senators and Delegates throughout the year. These discussions promote issues of direct benefit for every member firm and design professional including:

- Successful legislation to eliminate liquidated damages on MBE participation for State AE contracts
- Defeat of attempted efforts to impose state tax on engineering professional services (two times)
- Establishment of a "Certificate of Merit" statute for lawsuits against professional engineers to eliminate frivolous suits
- Promote, educate and strengthen Qualifications Based Selection (QBS) for AE services
- Continuing efforts to pass legislation eliminating the uninsurable "Duty to Defend" provision within State AE contracts and the inclusion of a negligence standard.

A new four-year election cycle has begun, and funding requirements have greatly increased as the cost of attending events has also increased. To meet this challenge, we established a Smart Goal to increase the CEPAC fundraising goal from \$25,000 to \$40,000. Your support is crucial! ACEC/MD is moving forward with a renewed effort for financial support

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ACEC/MD 2019 ENGINEERING EXCELLENCE AWARDS

(continued from page 1)

GRAND AWARD

**WALLACE MONTGOMERY;
JOHNSON, MIRMIRAN &
THOMPSON; AND RK&K**

Maryland Route 404 – US 50 to East of Holly Road Design-Build

MD Route 404 is a 55-mph principal arterial roadway that connects US Route 50 to the Delmarva Region. It serves commuters, commercial trucking, local farming community, and seasonal motorists, especially during the highly-congested summer beach season on Maryland's Eastern Shore. About 20,000 vehicles—roughly 10% trucks—travel the highway daily. During summertime peak, daily volume jumps to 23,000 vehicles and growing. The existing MD 404 two-lane facility operated at substandard levels of service during those summertime peak-hours. From 2005 to 2014, there were 402 crashes and 12 fatalities—nearly twice the statewide average for similar highways.

The project widened the remaining two-lane roadway segments between US 50 and Holly Road to provide a continuous, dualized four-lane divided highway from US 50 to east of Denton, Maryland. Additional improvements included tie-ins with existing dualized roadways; a bridge over Norwich Creek; roadway culvert crossings of streams and waterways; rehabilitated pavement; drainage and stormwater management (SWM) systems; roadway lighting, signing, and pavement markings; intelligent transportation systems (ITS), and landscaping.

In June 2015, Governor Hogan challenged MDOT SHA and the A/E/C community to make MD 404 safer and to improve its capacity—as quickly as possible. Original projections targeted a mid-2019 completion. The new target aimed for completion by Thanksgiving 2017. Design and construction for widening over nine miles of roadway were combined into one design-build contract. Through team dedication (and 375,000 injury-free labor hours) the design-build team applied innovative, cost-effective solutions with cooperative partnering and completed the MD 404 improvements, while incorporating environmental stewardship. Improvements eliminated cross-over traffic from side streets; provided protected left-turns; consolidated access points; and improved intersection geometry to greatly reduce the potential for severe collisions with MD 404 mainline traffic. The Team's innovative methods achieved and exceeded the project's purpose.

AWARD OF EXCELLENCE

KCI TECHNOLOGIES INC.

Bowie Pipe Bursting Pilot

The city of Bowie owns and operates a water and sewer utility system that serves 7,800 residents and 100 commercial businesses. An accumulation of iron oxide, referred to as tuberculation, had caused six-inch cast-iron pipes in their network to suffer from corrosion. Residents were frequently experiencing discolored water during high flow periods.

Engineers with KCI Technologies, Inc. worked with the Bowie Department of Public Works to evaluate the effectiveness of pipe bursting as a method of replacing an existing 830-foot section of water main. This technique is sparingly used in sewer construction, but water infrastructure faces more challenges due to fittings, valves, hydrants, and service connections. Conversely, pipe bursting has the potential to compress construction schedules, reduce costs and minimize impacts to property owners by limiting the amount of excavation.

Pipe bursting utilizes hydraulic power to pull cutting and bursting heads through an existing main to remove the pipe in place and push it into the surrounding soil. New PVC pipe is pulled behind the heads to replace the infrastructure in place. The pilot served as proof of concept for the city of Bowie that this approach, where viable, can result in shorter design and construction schedules, significantly reduced cost, and less impact on nearby residents and infrastructure. The success of this project is a roadmap for other municipalities to employ this construction technique in the ongoing effort to manage our nation's aging water systems.

The KCI team streamlined the design process by replacing the pipe along the same horizontal and vertical alignment, which eliminated the need for full topographic survey. Instead, engineers utilized the City's existing GIS mapping as a basis for the construction documents. Using this information along with other accompanying details delivered via a compact bid package, the contractor completed the pipe replacement with no unexpected site conditions or challenges.

OUTSTANDING PROJECT AWARDS

GANNETT FLEMING

Bel Air Impoundment

The largest Maryland dam project in the past 30 years sets new standards for the design of water storage reservoirs and secures a reliable water supply for 14,200 residents of Bel Air.

Designed by global infrastructure firm Gannett Fleming, the project showcases innovation and sustainability. The

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KCI Technologies Inc. • Bowie Pipe Bursting Pilot

ACEC/MD 2019 ENGINEERING EXCELLENCE AWARDS

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Gannett Fleming • Bel Air Impoundment

team selected a state-of-the-art bituminous geomembrane (BGM) liner to create a watertight barrier along the 2,025-foot-long dam embankment and impoundment floor—marking the second time a BGM liner has been used for a dam embankment in the U.S.

The facility uses man-made floating wetland units containing 4,000 aquatic plants to clean stored water before it flows to the treatment plant, boosting the plant's

efficiency, increasing the service life of treatment filters, and enhancing drinking water taste and odor. To maximize the project's sustainability benefits, the team used gravity instead of pumps to send water from the impoundment to the treatment plant, saving thousands of dollars in annual energy usage and pump maintenance costs associated with a traditional pressure system.

Extensive materials testing allowed the team to set acceptable parameters

for using on-site soil that accounted for extreme variations in the soil's composition, eliminating the need to bring in off-site material, saving time and money, and enhancing sustainability. To confirm the suitability of the site's mica-rich soil for construction, engineers completed 78 compaction tests in the laboratory during the project, instead of the typical 10 or 12.

The team built the facility and a quarter-mile-long access road without disturbing the 300-year-old Mt. Soma barn near the site, coordinating with county plans for an adjacent public park that celebrates Bel Air's history.

Completed seven weeks ahead of schedule and within 1 percent of the budgeted cost, the Bel Air Impoundment serves as a model of leading-edge water infrastructure design, while creating a sustainable water supply to meet community needs—now and in the future.

WHITMAN, REQUARDT AND ASSOCIATES, LLP

Enhanced Nutrient Removal at Back River Water Resource Recovery Facility

Whitman, Requardt and Associates, LLP (WRA) was selected by the City of Baltimore to lead a consultant team to provide preliminary and final design, permitting, and construction support services for Enhanced Nutrient Removal (ENR) facilities at the City's 180 MGD Back River WRRF. Phase I focused on enhanced nitrate removal by post-denitrification of the effluent from the existing Biological Nutrient Removal (BNR) activated sludge process, while Phase II will provide more reliable year-round nitrification through the addition of new activated sludge facilities. WRA was responsible for design and construction of the Phase I Denitrification (DN) Facilities which included biological deep-bed DN Filters, among the largest of its kind in the world with a total of 52 filter cells and associated facilities. After successful commissioning of the Phase I facilities, the plant has consistently improved the effluent quality discharged to Back River, reducing the nitrogen and phosphorus load to the Bay by nearly two million pounds in the first year of operation.

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Whitman, Requardt and Associates, LLP • SR I/SR 72 Diverging Diamond Interchange

ACEC/MD 2019 ENGINEERING EXCELLENCE AWARDS

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Sabra & Associates, Inc.

Howard Street - Audible Visual Pedestrian Train Warning Signs

Construction of the Phase I ENR facilities posed significant challenges due to the scale of the project and the timeline committed to by the City to bring the new treatment system online, while maintaining operation of the existing plant treatment processes necessary to comply with existing effluent discharge limits. The change-over to the new treatment system required careful design and construction planning with staged implementation of several supporting facilities and ultimately conducting under-water cutting of a live 12 foot diameter effluent pipe carrying partially treated wastewater from the existing processes and diverting flows to the new advanced treatment processes.

The Phase I ENR construction project was bid at \$265,000,000 with a final cost increase of 5%. The engineering design and construction phase services provided by WRA were about 10% of the final costs.

SABRA & ASSOCIATES, INC.

Howard Street - Audible Visual Pedestrian Train Warning Signs

Smart signals along the Maryland Department

of Transportation - Maryland Transit Administration's Howard Street Light Rail corridor in Downtown Baltimore are improving pedestrian safety at 17 intersections through train-activated, audible-visual signs that warn pedestrians waiting in, or about to step-into, the track area when a train is coming. Why are these signs necessary? Why would anyone stop and wait in the middle of the Light Rail tracks, or walk in front of a train to cross Howard Street? Unfortunately, the crash data indicates otherwise. Crash data from a 10-year period ending in 2008 showed that 9% of all crashes with Light Rail Trains involved pedestrians. Safety studies revealed that a significant

portion of pedestrians are unaware of the on-coming train and take risks when crossing Howard Street. Such risks include: ignoring the Don't Walk signals; running in front of the train; and/or standing on the tracks waiting for a gap in vehicular traffic.

In February 2017, the Maryland Department of Transportation - Maryland Transit Administration completed construction of the \$1.1 Million project designed by Sabra & Associates, Inc. (Sabra). Sabra developed and implemented an ingenious solution to overcome the lack of accurate, real-time tracking for Light Rail Trains in the downtown area by integrating the traffic signal system's Global Positioning System (GPS)-based Transit Signal Priority (TSP) subsystem with custom-built logic in the traffic signal controller to activate/deactivate signs only when a Light Rail train is both present, and when the traffic signal timings correspond to the green signal for Howard Street. Sabra's engineers designed the signs, programmed the software, and integrated and tested the systems. The Mona Gill Electric Group, Inc. installed the signs.

The project was designed and constructed on an accelerated schedule as part of Governor

Hogan's BaltimoreLink project. It has the distinction of being the first initiative deployed and operational and was finished 4 months ahead of the June 2017 scheduled date.

AECOM

MD 331 Over Choptank River (Dover Bridge)

The historical MD 331 Bridge was built in 1932 and is a three span, steel Warren truss bridge with a swing-span and concrete deck that carries two 12-foot lanes. Due to its age, the opening mechanisms of the bridge have been prone to breakdown. The interruption of vehicular traffic is a concern among local residents and emergency service providers. The 33-mile detour can take up to 45 minutes. The Maryland Department of Transportation State Highway Administration contracted AECOM to prepare plans for the replacement of the MD 331 Bridge over the Choptank River and 5,000 feet of roadway approaches. The new high-level fixed bridge, located in Talbot and Caroline Counties, is constructed on a new alignment parallel to the existing bridge, allowing the existing historical bridge to remain as a point of interest with pedestrian access to the swing span approaches. Also associated with this project is construction of Critical Area and wetland mitigation sites at the eastern limits of the project.

The project includes a new 2,020-foot long bridge consisting of six steel girder spans over the river and marsh/wetland area, and seven prestressed concrete spans over the marsh/wetland area on the east side of the river. This 50-foot-high, fixed-span bridge allows marine vessels to use the river without stopping bridge traffic. The flared piers for the steel girder spans are supported by pile caps that were constructed using elevated cofferdams within the navigation channel and conventional cofferdams at the piers near the shore lines. The contractor, McLean Contracting Company, used an Omega Beam™ temporary access trestle bridge system to construct the portion of the bridge within the marsh/wetland to keep construction equipment well above the environmentally sensitive Choptank River and wetlands.

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ACEC/MD 2019 ENGINEERING EXCELLENCE AWARDS

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AECOM • MD 331 Over Choptank River (Dover Bridge)

The eastern approach, located in wetlands, utilized staged construction, settlement periods, wick drains, geotextiles, and instrumentation to achieve the projected settlement and soil strength while minimizing impacts to adjacent wetlands. The western approach utilized a temporary MSE wall to construct the embankment while maintaining two-way traffic on the adjacent existing road.

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

Reconnecting West Baltimore/ Fulton Avenue Bridge Over US 40

The “Reconnecting West Baltimore/ Fulton Avenue Bridge Over US 40” project represents a 4-block revitalization initiative in West Baltimore. The project features a 10-foot wide mixed-use path/bike loop and a variety of landscaping/ streetscape elements including benches, LED pedestrian lighting, planters, flowering trees, plants and shrubs, exercise facilities, bike racks, a community garden, brick stamped/ stained concrete, dog waste stations, and litter and recycling receptacles, all which provides a park-like atmosphere for the community.

Following the partially built I-170 freeway and the recently canceled Red Line

Mass Transit Line project, this community of West Baltimore needed an upgrade. The incomplete highway left unused green space between Franklin and Mulberry Streets and disconnected communities from the City.

Working closely with the City of Baltimore, RK&K prepared a planning level study for the “Reconnecting West Baltimore” program to enhance bicycle and pedestrian accessibility in different parts of the West Baltimore area. The study included the following improvements: 1) a mixed-use loop spanning eight blocks; 2) Fulton Avenue streetscape improvements; 3) bicycle boulevards and lanes; and 4) a pedestrian connection to the MARC parking facility.

Baltimore City moved forward with the design of a four-block mixed-use path with amenities. Both Baltimore City and RK&K investigated practical design solutions to reduce construction and future maintenance costs. Bridge landscaping was replaced with portable planter boxes on the existing sidewalk. The mixed-use path was placed on the existing bridge deck, and a monolithic brick-stamped and stained concrete median was installed on the existing bridge. One of many of the project’s great successes was the installation of 14 micro-bioretenion facilities within the project limits providing treatment for 28% more impervious area than that which was required by the project.

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Rummel, Klepper and Kahl, LLP (RK&K) • Reconnecting West Baltimore/ Fulton Avenue Bridge Over US 40

ACEC/MD 2019 ENGINEERING EXCELLENCE AWARDS

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A. Morton Thomas and Associates • Oxford Conservation Park



HONOR AWARDS

A. MORTON THOMAS AND ASSOCIATES

Oxford Conservation Park

In collaboration with Oxford local government, Talbot County sought to transform 86 acres of agricultural lands located along the main road leading into Oxford, Maryland into a forward-thinking, multi-generational, gateway park that considers climate change and the treatment of agricultural and other pollutants before they enter the Chesapeake Bay. The challenge was to consider the sensitive environment while providing recreational use for visitors. The proposed Oxford Conservation Park needed to be an exceptional park design—meeting the functional needs of bio-retention within the Watershed Implementation Plan, enhancing trees/plantings while providing parking, structures, and paths that invite the community to enjoy activities and multi-purpose programming.

AMT identified existing environmental site features, including 1,300 feet of a 6-foot wide stream channel. The stream was converted into a wetland complex (2 acres) and used as the central design feature. Comparing engineering computations with recreational needs was the basis of the design process and resulted in optimal sizing, depth, and site form to accommodate those needs. The wetland was graded to create a natural form with flowing edges. This grading evoked a natural park

and met strict requirements such as water depth, width to length ratios, diverse aquatic habitat, permeate pool for waterfowl, and water quality and quantity treatment.

The wetland reduces the total nitrogen (TN) by 30 percent, the total phosphorus (TP) by 50 percent and the total suspended solids (TSS) by over 60 percent and can accommodate 12.02 acre-feet during a 100-year storm event as well as accept storm surge to help with rising water levels due to climate change. The plant communities withstand fresh and brackish water from the Chesapeake Bay. The County also engaged local high school students to plant over 5-acres of trees on the site.

Soil removed to construct the wetland was used to create a large earth berm on the relatively flat site. The berm created views into the wetland complex and surrounding landscape. A multipurpose trail reinforced the overall design and provided

connectivity for the community to traverse ecologically sensitive areas across the site.

EBA ENGINEERING, INC.

Woodstock Road Retaining Wall Emergency Replacement

In July 2016, torrential rainfall in and around Ellicott City, Maryland, caused severe flash flooding that destroyed much of historic Old Town. With 6 inches of rain in 3 hours, Ellicott City's Main Street and the drainage channels throughout the area were transformed into raging rivers that swept away cars and destroyed roadways and other infrastructure.

Widespread flooding caused a 6-foot-high, 200-foot-long retaining wall to collapse along the east side of Woodstock Road in Woodstock, Maryland (1,000 feet south of the Woodstock Inn). The wall collapse and flooding carried away much of the northbound travel lane, and the road was closed temporarily.

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Rummel, Klepper and Kahl, LLP (RK&K)

Reconnecting West Baltimore/ Fulton Avenue Bridge Over US 40

ACEC/MD 2019 ENGINEERING EXCELLENCE AWARDS

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ily. The Howard County Department of Public Works needed a fast, sustainable solution to keep the road safe and open to motorists.

EBA Engineering, Inc. (EBA) was retained by Greenman-Pedersen, Inc. (GPI) to provide design and construction phase services for the retaining wall replacement. The design phase included subsurface investigation, laboratory testing of soil and rock samples, foundation analysis, and preparation of a geotechnical report with recommendations for the wall design and construction. Construction phase

services included geotechnical consultation, inspection of the foundation subgrades, and construction materials testing.

Significant project challenges included an expedited construction schedule, site constraints (narrow roadway and low overhead lines), and various environmental conditions (groundwater and bedrock). To save time and money, a new precast modular block retaining wall system was designed as a gravity wall to replace the existing concrete retaining wall.

The final design of the wall system was prepared by the installer/distributor of Stone Strong® (AFS Geo Consultants, LLC). With the Stone Strong gravity wall system solution, the team provided an economical wall system that could be erected using only an excavator. The solution also included a flexible free draining system that is less susceptible to differential settlement, scour, and hydrostatic pressures due to fluctuating groundwater levels.

■ ■ ■

MDOT-SHA'S GREG SLATER RECOGNIZED WITH THE 2019 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.



in both planning and engineering. He focuses on integrating innovation and performance driven initiatives into the planning and engineering processes. Prior to his current position, Mr. Slater most recently served as Deputy Administrator for Planning, Engineering, Real Estate and Environment after previously

serving eight years as Director of Planning and Preliminary Engineering.

This year's award went to Gregory Slater, who was appointed by Governor Larry Hogan as the Administrator of the Maryland Department of Transportation – State Highway Administration (MDOT-SHA) March 13, 2017.

With more than 3,200 employees and a \$2-billion annual budget, MDOT-SHA is charged with providing a safe, well-maintained, efficient highway system that enables mobility choices for all customers and supports Maryland's communities, economy and environment. Mr. Slater's leadership and priorities in the organization center around innovation, modernization, enhanced communication and providing a positive customer experience.

After beginning his career with two years in the private sector, Mr. Slater has dedicated 22 years to MDOT with experience

A native Marylander, Mr. Slater is a 1997 graduate of Towson University, a 2007 graduate of the University of Maryland National Leadership Institute and a member of the Leadership Maryland Class of 2015. He participates on several transportation industry committees and serves as Chair of the American Association of State Highway and Transportation Officials (AASHTO) Data Management and Analytics Committee, the leadership team for the National Academy of Sciences Transportation Research Board Committee on Transportation Asset Management, and is the current chair of the 13th National Conference on Transportation Asset Management.

■ ■ ■

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

Bambi Stevens; City of Baltimore Department of General Services

Joseph Siemek; Harford County DPW

Scott Pomento; MDOT-Maryland State Highway Administration

Jeff McCormack; AECOM

Melinda Peters, RK&K

Ray Streib; Development Facilitators, Inc.

Bryan Dusza; The Wilson T. Ballard Company

Tiffany Harrison; Gannett Fleming

David Labella; Wallace Montgomery

Ray Streib; Development Facilitators, Inc.

Janet Ungerer; AECOM

Stu Taub; Wallace Montgomery

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PRIME AE GROUP'S DUSTIN KUZAN, P.E. SELECTED AS THE 2019 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.

Dustin Kuzan is a Multimodal Mobility Manager at member firm PRIME AE Group. A passionate leader and trailblazer in multimodal transportation and access, Dustin spearheaded his firm's successful entrée into providing multimodal, safety and transportation planning services. His leadership in the Maryland Strategic Highway Safety Plan's (SHSP) Pedestrian Safety Emphasis Area and the Maryland Department of Transportation's (MDOT) Pedestrian Safety Program has inspired innovation and resulted in the development of a MDOT endorsed professional



training series that has advanced statewide practices in pedestrian safety. Recently, Dustin was involved in the formation of a legislative taskforce focused on advancing bicycle and pedestrian safety legislation in Maryland. In addition to holding a Master's in Public Administration, and a certification as an Accessibility Inspector, he recently

obtained certification as a Roadway Safety Professional (RSP) through the Transportation Professional Certification Board, becoming one of only 100 individuals in the country certified.

Dustin's volunteer service started in college as chapter President of Engineers Without Borders. Within the past decade he has also served as a board member of the Prince George's County Young Democrats, founded and orchestrated a charity event to raise money for breast cancer victims, and helped to originate the Baltimore Chapter of the Young Professionals in Transportation. He also formed an official Citizens Advisory Committee focused on advancing multimodal transportation and placemaking in Bowie, that resulted in the approval of \$1.5M in funding for projects.



DIANE DURSCHER, P.E. AWARDED ACEC/MD 2019 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.

An associate with member firm Wallace Montgomery, Diane Durscher exemplifies the contributions made to the community by our member firm representatives. Diane shares her love of engineering through her roles in the Maryland Engineering Challenges. This effort includes being a specifications judge and serving on the challenge committee for the Wood Bridge Challenge, assisting and coordinating with elementary school students in the Safe Racer Challenge, as a presentation judge with the Future City Challenge, and as a team mentor teaching math and engineering principles to students participating in the Theme Park Challenge.



Her dedication to public service extends beyond her engineering work as evidenced by her service on four ministries with her church. This effort includes being chair of the church's decoration committee for 12

years and dedicating one week each summer over seven years to assist in disaster relief construction efforts to benefit homeowners that were devastated by Hurricane Katrina.

Diane volunteers her time to teach weekly craft sessions to children in her church's Bible Club and serves on her church's Sound Team that is tasked with providing a favorable acoustic experience.

Diane is also an active participant in her local public and community meetings in Howard County lending her expertise in drainage and watershed issues and community development, and she volunteers with the biennial Empty Bowls Charity event that benefits organizations that provide aid to Howard County residents.



MEMBER NEWS

- **ALVI ASSOCIATES** was a recipient of the 2018 Joseph Ellam President's Award from the Association of State Dam Safety Officials (ASDSO) for its participation on an independent forensic team which investigated the 2017 spillway failures at Oroville Dam in California.
- **CENTURY ENGINEERING, INC.** has acquired NXL Construction Services, Inc., a Virginia-based construction management, inspection, and surveying firm.
- **KCI TECHNOLOGIES, INC.** welcomes Suhair *Al Khatib* as Practice Leader for Transit, focusing on expanding the firm's existing capabilities with respect to bus, light rail, high speed and freight rail lines, metro heavy rail and support facilities. The firm also welcomes *Brian W. Keys, PE*, as senior project manager and business developer for transportation engineering in the Southeast Region.
- **NAVARRO & WRIGHT CONSULTING ENGINEERS, INC.** recently welcomed *Pushpinder Singh, PE*, Senior Bridge Engineer, and *Gregory Gress, PLS*, Survey Manager – East, to its newly expanded King of Prussia, PA office.
- **SPECIALIZED ENGINEERING** is pleased to welcome *Jonathan (Jon) Bennett, PE, DGE*, as Vice President and Practice Leader for the firm's Geotechnical Engineering services. He has over 25 years of experience in the industry.
- **URBAN ENGINEERS** is pleased to announce that *Erika L. Rush, AICP, PP*, has been elected to the firm's Board of Directors. She serves as a firm Vice President and Practice Leader for planning services.



PRESIDENT'S MESSAGE

(continued from page 2)

and member engagement. The CEPAC accepts both company and individual contributions.

Be sure to mark your calendar and plan on attending the following upcoming ACEC/MD events: Environmental Business Opportunities Forum, Transportation Business Opportunities Forum, SBE/MBE Networking Program, Governmental Golf Outing, and the 31st Annual Conference in Nemaquin Woodlands Resort, June 26 - 28.



WORTHY STUDENTS GARNER SCHOLARSHIPS

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 2019 SCHOLARSHIP

Awoenam Mauna-Woanya

Awoenam Mauna-Woanya is the top student in ACEC/MD's Scholarship Competition and the recipient of the 2019 William R. Kahl Scholarship Award, which recognizes the top civil engineering student.

Entering her senior year at the Johns Hopkins University in the fall of 2019 pursuing a BS in Civil Engineering and minoring in Engineering for Sustainable Development, Awoenam has an impressive 3.6 GPA. A resident of Perry Hall, MD, she worked at the Maryland Transit Administration (MTA)

over the summer streamlining and facilitating outreach and "in-reach" efforts between MTA and the Baltimore community. She previously worked part-time at the Johns Hopkins University Center for Social Concern and the Black Church Food Security Network.

At Johns Hopkins, Awoenam has also served as corresponding secretary for the JHU American Society of Civil Engineers, Pre-College Initiative Chair of the JHU National Society of Black Engineers and Vice President of the Intervarsity at Hopkins (Christian Fellowship).

ACEC/MD 2019 SCHOLARSHIPS

Kyrsten Dallanegra

Kyrsten Dallanegra will be entering her junior year at Virginia Polytechnic Institute (VT) in the fall of 2019, where she is pursuing a BS in Civil Engineering preparing for her goal of becoming an engineer and naval officer.

At VT, Kyrsten was ranked #1 of 97 freshman in the Navy Battalion for fall 2017 and #2 for spring 2018, achieved the Dean's List with Distinction and Commandant's List in Corps of Cadets, and was the recipient of the American Legion ROTC Military Excellence Award. She also served as Fireteam Leader in Corps of Cadets, Company Chaplain, Navy Squad Leader, Valor Community Group Leader and was selected to the Global Scholars Program.

A resident of Annapolis, MD with a very impressive 3.78 GPA, over the summer Kyrsten works at the Naval Academy Business Services Division, after previously being a tennis instructor.

Tyler DuBose

A resident of Reisterstown, MD, Tyler DuBose will be entering his senior year at the University of Delaware in the fall of 2019 pur-

suing a Bachelor of Civil Engineering degree. He currently possesses a solid 3.35 GPA and is enrolled in the Honors College.

At Delaware, he is a member of the National Society of Black Engineers, the American Society of Civil Engineers, The National Society of Collegiate Scholars, and serves as Geowall treasurer. This past summer he worked at Potts and Callahan using software to create bids.

Jordan Staley

Jordan Staley will be entering his senior year at Virginia Polytechnic Institute (VT) in the fall of 2019 pursuing a degree in Civil Engineering. He possesses an overall 3.1 GPA with a strong 3.96 GPA in his major.

A resident of Bethesda, MD, Jordan previously worked part-time as a Management Analyst at Innovative Technology Partnerships. He is a member of the ASCE VT Student Chapter and previously graduated from VT with a Bachelor's degree in psychology in 2013 after working in the healthcare field for two years.



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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NEW MEMBERS

The following firms have been elected to membership in ACEC/MD:

Regular Membership:

SUYASH CONSULTING, LLC.

5206 Silas Choice, Columbia Maryland, 21044

Telephone: 443-413-5370;

FAX: 443-413-5370

Rep.: Rahul Kesarkar, PE#25193

(rahulsk@suyashconsulting.com)

Website: <http://www.suyashconsulting.com>

Brief History and Activities of the Firm: SuYash Consulting, LLC (SuYash) is a MBE engineering firm founded in 2015 by Rahul S. Kesarkar, who has over 20 years of experience in the field of Civil Engineering in Maryland. SuYash currently has eight full time employees that provide services to private and public clients. SuYash is involved in design bid-build, design-build and P3 contracts in Maryland. SUYASH offers comprehensive service to support all phases of water resources, National Pollutant Discharge Elimination System (NPDES), Municipal Separate Storm Sewer System (MS4) program, Lighting, Maintenance of Traffic (MOT), Structural Engineering and Environmental Delineations and permitting. The firm provides services including Green Stormwater Infrastructure, Environmental Site Design (ESD), or Low Impact Development (LID), to meet Total Maximum Daily Load (TMDL) and MS4 permit requirements.

Joint Council Membership:

iDESIGN ENGINEERING, INC.

4041 Powder Mill Road, Suite 204, Calverton, MD 20705

Telephone: 301-234-6234;

FAX: 443-914-2374

Rep.: Qiong (Joan) Wang, Ph.D., P.E., LEED AP (joanw@idesigneng.com)

Website: www.idesigneng.com

Brief History and Activities of the Firm: Founded in 2011 by Ms. Joan Wang, the firm has steadily grown in terms of services offered, number of personnel, and geographic reach. iDesign is now comprised of 10 full-time employees, including six professional engineers and three PhD's. The firm's primary area of expertise is for public sector transportation projects, including roadways,

bridges and transit. The range of services provided by this WBE/MBE firm includes civil engineering, hydrology and hydraulics, grading and utilities design, ADA compliance, bridge design, structural engineering, interchange design, roadway resurfacing and safety upgrades, stormwater management, Environmental Site Design, TMDL projects and retrofits, Maintenance of Traffic design, traffic and signal design, GIS, and roadway and stormwater facilities inventory and inspections. The principal Ms. Joan Wang has over 20 years of experience in highway design and water resources engineering as well as client and agency coordination and project management for multi-modal transportation projects.

Affiliate Membership:

KLT Group, LLC

21 Montview Court, Cockeysville, MD 21030

Telephone: 410-903-5043

Rep.: Kelly Lyles (klyles@kltgroup.com)

Website: www.kltgroup.com

Brief History and Activities of the Firm: KLT Group, LLC is a woman-owned, environmental consulting firm based in Baltimore, MD. The firm's primary focus is serving the needs of federal, state and local agencies in the full range of National Environmental Policy Act (NEPA) documentation and process. They are at the forefront with identifying process improvements and innovative environmental management solutions through experience and a solid understanding of environmental regulations. Activities of the firm include National Environmental Policy Act (NEPA) Documentation, Agency Coordination, Third Party NEPA Guidance, Sustainability Development, Asset Management, Environmental and Sustainability (ESMS) Plan Development, and Technical Grant Writing.

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!



AMERICAN COUNCIL OF ENGINEERING COMPANIES/MARYLAND
312 N CHARLES STREET, SUITE 200
BALTIMORE, MARYLAND 21201-4310

POSTMASTER: ADDRESS CORRECTION REQUESTED

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ACEC/MD 31ST ANNUAL CONFERENCE

March-April, 2019

June 26-28, 2019 • Nemacolin Woodlands Resort ~ 1001 Lafayette Drive ~ Farmington, PA 15437

Deadline for room reservations – May 27, 2019

ACEC/MD's 31st Annual Conference, being held June 26-28, 2019 at Nemacolin Woodlands Resort, is almost here, and you need to get your hotel room reservation today by calling 1-866-344-6957. The cut-off date is May 27th. After this date rooms may not be available at the special conference rate. Rooms are available until the cutoff date or until rooms in the ACEC/MD room block are gone, whichever occurs first. From off-road driving, animal safaris and zip lines to fine-dining, spa treatments, golf and gambling, our destination resort has something for everyone. For shoppers, there are many specialty shops in Heritage Court, and in nearby Uniontown. Nemacolin also boasts an impressive collection of restaurants and lounges, including the Forbes Five-Star and AAA Five-Diamond Restaurant Lautrec, a forward-thinking fine dining experience with French flair. The facility is a kid-and-family-friendly resort! Visitors to the Activities Center will come across more things for all ages than they'll likely have time for, including Little Tykes Klub; Kidz Klub; Kidz Night Out; Hardy Girls Gymnasium; and babysitting services.

This year's program will once again provide the right mix of educational opportunities, net-

working with colleagues and friends in the profession, and time to relax and enjoy the tranquil ambience of our destination resort.

Following Wednesday afternoon's ACEC/MD Executive Committee Meeting, conference attendees will enjoy a Welcome Reception, and the opportunity to experience dinner at one of Nemacolin's fine dining establishments.

After Thursday morning's breakfast, conference attendees will take a bus to Frank Lloyd Wright's architectural masterpiece Fallingwater. Also, at this time, golfers may choose to participate in an optional golf tournament at the challenging Pete Dye designed Sheppard's Rock golf course, located right on the resort. Thursday evening will feature delectable cuisine and open bar at the beautiful lakeside venue of Mulligans.

Following Friday morning's breakfast, our program will feature a discussion on business opportunities and doing business with important Pennsylvania client agencies.

Presenters include Jennie Granger, Pennsylvania Department of Transportation's Deputy Secretary for Multi-Modal Transportation (all modes other than highway/bridge),

and Bradley Heigel, Pennsylvania Turnpike Commission's Chief Engineer

At the General Membership Meeting Luncheon, we will be joined by ACEC/MD member firm representative ACEC Vice Chair Art Barrett, who will bring you up to date on national initiatives impacting your firm.

In the afternoon, ACEC/MD's Leadership Class will hear from a panel of contemporary leaders of ACEC/MD's member firms, who will share their experience in rising to the top of their respective organizations. The rest of the attendees will have the opportunity to network and take in all this spectacular resort has to offer.

The culminating event of this year's conference will be an informal gala banquet featuring recognition of both ACEC/MD's outgoing Executive Committee and the graduates of this year's Leadership Program, and the induction of Executive Committee members for the upcoming fiscal year.

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

