INDUSTRY’S TOWERING ACHIEVEMENTS

2016 ENGINEERING EXCELLENCE AWARDS

EEA Winners
Recall the Thrill of Triumph

Setting Standards for Transportation Assets

New Opportunities in Industrial/Manufacturing

San Francisco Air Traffic Control Tower & Integrated Facility Wins Grand Conceptor Award

ACEC Life/Health Trust believes engineers deserve better. That’s why we’ve introduced our Better by Design portfolio of value-added healthcare solutions. Offered at no additional cost to engineering firms enrolled in a Trust medical benefit plan, these integrated and complementary solutions work together to help your employees stay healthy, feel better, remain productive and enjoy a greater quality of life.

For more information, call The Trust at (800) 841-6130 or email BBD@ACECLifeHealthTrust.com
Cover Feature

ACEC 2016 ENGINEERING EXCELLENCE AWARDS
A celebration of the industry's most outstanding engineering achievements.

Features

2016 CONVENTION WRAP-UP
Attendees updated on critical industry legislation, best practices and emerging markets.

THE WINNER’S CIRCLE
Former top Engineering Excellence Award winners discuss what national recognition for excellence means for their firms.

SETTING THE STANDARD
A look at the efforts to create national spatial standards for 3D mapping of transportation assets.

Departments

FROM ACEC TO YOU
Council's "Citizen Lobbyists" Score Big in April.

MARKET WATCH
Manufacturing/Industrial prospects fluctuate along with growth.

LEGISLATIVE ACTION
Senate passes ACEC supported energy bill; Legislation introduced requiring changes to overtime rules.

MERGERS AND ACQUISITIONS
Stantec, Pennoni active amid slowed M&A.

MEMBERS IN THE NEWS
Stump named president and COO of Volkert, Inc.; Rabe named president and CEO of Schnabel Engineering, Inc.; Coltharp named president and CEO of Freese and Nichols, Inc.

BUSINESS INSIGHTS
New guidelines for business development plan assessment and benchmarking.
Council’s “Citizen Lobbyists” Score Big in April

Hundreds of ACEC convention attendees converged on Capitol Hill as “citizen lobbyists” in April to urge lawmakers to support two of the Council’s most important legislative priorities—authorization of federal airport construction programs and comprehensive energy legislation; both were being debated on the floor of the Senate, and both passed by broad, bipartisan majorities.

The Council’s citizen lobbyists were also successful in building support for pending legislation to delay implementation of Fair Labor Standards Act changes that would have increased costs for both the industry and government.

These results are excellent examples of what our members can achieve with a large, unified voice. See page 6 for advocacy progress.

Other highlights from the recent convention and Engineering Excellence Awards Gala, which celebrated top engineering achievements of the year, begin on page 8.

This issue also includes an analysis of how the fluctuating manufacturing/industrial market affects opportunities for Member Firms. (See page 4)

ACEC/PAC is again off to a strong start in 2016 to maintain its $1 million a year pace. We strongly encourage members to support the PAC in this important election year. For more information and to contribute, go to the ACEC/PAC website at http://www.acec.org/advocacy/advocacy-pac/.

Now is also the time to mark your calendar for our Fall Conference at the Broadmoor in Colorado Springs, October 19-22 – where we’ll address changing business practices, innovation and opportunities for our firms.
IS YOUR INSURANCE DESIGNED FOR YOUR ENGINEERING OR SURVEYING FIRM?

BUSINESS INSURANCE CREATED FOR ACEC MEMBERS

When it comes to insurance, one type doesn’t fit all. That’s why The ACEC Business Insurance Trust teamed with the insurance professionals at Marsh Sponsored Programs, a division of Marsh USA Inc., to create plans tailored specifically for the needs of our members.

COVERAGES AVAILABLE:

- Business Owners Package
- Workers’ Compensation
- Commercial Auto
- Umbrella Liability
- Professional Liability
- Management Liability
- Personal Auto and Home
- Key Person Life
- Key Person Lump Sum Disability

THE RIGHT COVERAGE

THE RIGHT PRICE

We’ve used our negotiating power to secure quality insurance coverage at highly competitive rates.

Find out more. Request a quote today by calling 1.800.338.1391. Or visit acecbit.com.
Manufacturing/Industrial Prospects Fluctuate Along With Growth

That uncertainty can be attributed to a passel of conflicting trends, half of them stomping on the brake pedal and the other half pressing down on the accelerator.

Slowing Down
Perhaps the biggest drag on the manufacturing sector is the overall economy. With the nation’s gross domestic product growth forecast to hover below 3 percent annually through 2018, it’s hard to find a rationale for the manufacturing sector continuing to do substantially any better. In fact, the MAPI Foundation, the research affiliate of the Manufacturers Alliance for Productivity and Innovation, forecasts about 2.8 percent annual growth in manufacturing output through 2018.

Manufacturing capacity utilization rates are hovering around 78 percent, which is the historical average, suggesting there is not a lot of pressure to expand production lines.

Employment in the manufacturing sector has increased for the past four years to more than 12 million, and manufacturers are struggling to find skilled workers in an economy with an unemployment rate of less than 5 percent.

And the re-shoring of American manufacturing production, which was propelled by falling energy prices and rising foreign labor rates, has slowed. This is because many global companies have already brought back the output that made financial sense and because of unfavorable currency fluctuations.

“In mid-2014, the U.S. dollar began to appreciate significantly against our major trading partners, as those economies began to weaken,” says Dodge Data & Analytics Senior Economist Richard Branch. “As the U.S. dollar gains strength, U.S. exports become less competitive in the global marketplace.”

Speeding Up
At the same time, forecasters can point to several reasons for optimism.

Consumer spending is the biggest driver in the U.S. economy, and American consumers are spending again—and in record numbers. “Consumer products manufacturing grows with the population,” says Justin Mitchell, business development manager for Burns & McDonnell’s Food and Consumer Products Group. “We’re expecting double-digit growth in our segment over the next two to three years.”

He adds that consumers are also demanding increasingly cheaper products and faster delivery, so manufacturers are looking to build more regional facilities. “Our customers are analyzing their supply chains, looking to put low-cost production facilities near large population centers. If they don’t already have one there, they’ll build a new one. And in places where they have an existing footprint under roof, we’ll work with them to expand production.”

In the global marketplace, many manufacturers are facing intense competitive pressure and are turning to technology to gain an advantage. As a result, many existing facilities have become functionally obsolete, forcing the companies to either retool or build new.

“They have to find continued efficiency to be profitable and maintain their desired level of growth,” says Larry Denton, president of the Process Group at Ghafari Associates in Detroit. “There’s a lot of opportunity for us there, helping them maximize their ...
production and throughput.”

Since Ghafari is one of the leading design firms for the automotive industry, Denton has developed his own unique gauge for the manufacturing sector’s health.

“Last year was a record year for car sales, but more importantly it was a record year for pick-up truck sales,” he says. “That’s a great leading indicator. Every contractor has a pick-up truck. If they’re going out and buying a new one, they see a lot of construction and future growth ahead.”

Taking all these competing trends into account, Dave Calder, sector leader for industrial and manufacturing at Stantec, expects to “see slow but consistent growth in manufacturing output. And growing slowly could be a good thing, because it might mean it’s sustainable.”

Industry Expertise

Many firms working with manufacturing clients credit the breadth of their professional services for their success in the sector.

“They’re looking for a total solution,” says SEH’s Claassen. “That works well for us because it gives us more control over the project to manage costs and timelines, and to accelerate delivery because time is money for industrial clients.”

Increasingly, that total solution includes expertise in the manufacturing process itself. “Industry knowledge is huge,” says Burns & McDonnell’s Mitchell. “Seventy-five percent of the people in our group have been employed by the industry.”

At Stantec, Calder says, “We start with the client’s business needs—for example, to build a new product at a certain volume or to increase production on an existing line. We help them by designing the process, any facilities and infrastructure required, and also with the control systems that enable the manufacturing.”

“We have an extensive offering in lean manufacturing,” says Ghafari’s Denton. “The best levels of efficiency started with the automotive business, and we’re applying them to other fields, such as food service and health care. “Most of our customers are good with assembly operation,” he adds. “We’ve found that the biggest opportunities have been in how to get materials to their lines and then how to get the finished goods to the customers.”

Gerry Donohue is ACEC’s senior communications writer. He can be reached at gdonohue@acec.org.
Legislative Action

Senate Passes Comprehensive Energy Bill

With the backing of hundreds of ACEC’s “citizen lobbyists” during the Annual Convention, the U.S. Senate approved the Energy Policy Modernization Act of 2016 (S. 2012) on a bipartisan vote of 85 to 12.

Similar legislation cleared the House of Representatives last December, with leaders in both houses now focused on developing a final compromise bill. Not since 2007 has the Congress successfully passed, and the president signed, comprehensive energy legislation.

The Senate bill includes provisions to improve energy efficiency, as well as the federal permitting process for energy infrastructure, including transmission lines, natural gas pipelines, LNG facilities, and hydropower projects. The measure includes bipartisan language to develop model energy efficiency building codes for public and private buildings, and creates a multi-agency working group to examine the “energy-water nexus”. The Administration has signaled support for the Senate bill through statements of Department of Energy Secretary Ernest Moniz.

The Senate-passed bill will help the United States become a “global energy superpower,” Senator Lisa Murkowski (Energy Committee Chairwoman) said during the Convention following the floor vote. “Our bill will help America produce more energy and it will help America save more energy.”

Senate Approves ACEC-Backed FAA Reauthorization Bill

The Senate passed legislation to reauthorize Federal Aviation Administration (FAA) programs and airport funding, one of the advocacy objectives for ACEC “citizen lobbyists” during the Annual Convention and Legislative Summit. The final vote on the bill was an overwhelming 95-3.

The Senate bill features an ACEC-backed $400-million boost in Airport Improvement Program funding for F.Y. 2017, a 12 percent increase. It also streamlines the Passenger Facility Charge (PFC) application process for all airports, but does not raise the existing cap on PFCs to help airports finance additional capital improvements.

The Council supported beneficial provisions in the bill to broaden the commercial utilization of unmanned aircraft systems (UAS). Many engineering and design firms are using or would like to use UAS for a wide array of services, including surveying, mapping, site monitoring, and facility inspections.

Action now turns to the House, where a six-year FAA reauthorization bill has been approved by the House Transportation & Infrastructure Committee. The House bill has stalled over a provision to remove air traffic control functions out of the FAA and create an independent, non-profit corporation to operate and modernize the air traffic system. It is not clear whether the House will proceed with the controversial proposal or recede to the Senate on a smaller scale bill.

The current extension of FAA funding and programs expires on July 15, 2016.

Council Weighs in Against New Regulatory Proposals

ACEC and coalition allies continue to push back against problematic new regulatory initiatives, including proposals that would impose new requirements on sick time for firms working for federal agencies, as well as payroll data affecting all firms.

The U.S. Department of Labor (DOL) has proposed that federal contractors provide their employees with 56 hours of annual sick leave, and mandates that firms report sick time accrued on a weekly basis.

ACEC raised concerns that the proposal would increase overhead costs and decrease their flexibility to design benefits packages that meet the employee needs.

The Council also submitted comments to the Equal Employment Opportunity Commission (EEOC) in opposition to a proposed requirement that all firms report sick time data from W-2 forms, along with the already mandated EEO-1 diversity reports.

ACEC asserted the requirement would create substantial administrative burdens and would be duplicative for federal contractors that already submit compensation analysis as part of their Affirmative Action Plans.
Senate Committee Clears Bill to Authorize New Corps Projects, Expand QBS

The Senate Environment and Public Works Committee approved the Water Resources Development Act of 2016, which includes over $9 billion in project authorizations for Corps of Engineers projects and other water infrastructure enhancements.

In addition to new Corps projects, the bill covers improvements to the Safe Drinking Water Act State Revolving Fund (SRF) program, including broadening the scope of projects eligible for SRF funding. The measure also requires the use of Qualifications-Based Selection (QBS) for projects funded through the drinking water SRF program serving communities with populations over 10,000. ACEC lobbied for the QBS requirement, but has urged lawmakers to remove the population threshold.

The bill includes funding to address the lead contamination crisis in Flint, Mich., as well as for other communities impacted from the presence of lead pipes. The Senate Committee also included an ACEC-backed provision to create a dedicated trust fund to support water infrastructure projects, funded through fees collected through a voluntary labeling system on consumer products.

The measure is expected to go to the Senate floor for a vote in June. Companion House legislation is expected to be released in May.

Overtime Rule Released, Legislation Gaining Support

The Department of Labor has finalized significant changes to overtime rules under the Fair Labor Standards Act (FLSA). As of December 1, 2016, employees who earn less than $913 per week/$47,476 annually must be paid overtime if they work more than 40 hours in a week.

DOL originally proposed automatically updating the salary threshold annually, but instead it will be adjusted every three years, which was suggested by ACEC in its comment letter. In addition, ACEC expressed strong opposition to modifying the duties test for the executive, administrative, and professional exemptions, and the rule does not make any changes in this area.

Legislation that would require DOL to modify its overtime rule has gained strong support in the House and Senate. ACEC’s citizen lobbyists asked their Members of Congress to back the legislation during the ACEC Annual Convention. S. 2707, authored by Senators Tim Scott (R-S.C.) and Lamar Alexander (R-Tenn.), and H.R. 4773, authored by Congressmen Tim Walberg (R-Mich.) and John Kline (R-Minn.), would put the new rule on hold and require DOL to conduct a more comprehensive analysis of economic impact.

For More News
For weekly legislative news, visit ACEC’s Last Word online at www.acec.org.
An enthusiastic gathering of more than 1,300 ACEC members at the 2016 ACEC Annual Convention in Washington, D.C., focused on new business trends and opportunities, and pursuit of critical industry legislation.

Hundreds of ACEC “citizen lobbyists” met with their respective Capitol Hill lawmakers to build support for numerous industry issues such as reauthorization of federal airport construction programs and a comprehensive energy package, along with tax and regulatory issues important to the industry. ACEC/PAC raised a record $271,700 from all PAC related activities during the

Senator Lisa Murkowski (R-Alaska) praised ACEC’s help in shaping the energy bill.
Convention, staying on pace to raise $1 million for 2016.

“I think the speakers were great and the options for education were very good,” said Mak Knowles of HWC Engineering in Indianapolis. “It was quality all through-out and definitely worth the investment to attend.”

“I thought the overall Annual Convention program was very good,” said Jim Falvey of Arora Engineering in Boston. “I obtain the most value from the business development and networking standpoint. I do want to get more involved in ACEC.”

“Dana Perino was great and I really enjoyed the Welcome Reception and Dinner,” said Brad Graff, of Cothren, Graff, Smoak Engineering, Inc., in Shreveport, La. “I was impressed with the Small Firm CEO Roundtable because of the issues that were discussed.”

**Senator Murkowski Praises ACEC for Energy Bill Guidance**

“We’re making history today,” Senator Lisa Murkowski (R-Alaska) told ACEC members at the Annual Convention in Washington, D.C. last week. “In a couple of hours, we’ll take the final vote to pass the first comprehensive energy bill since 2007.”

The bill passed the Senate by a vote of 85-12.

“I want to thank ACEC for your involvement in help-

ing to shape this bill,” said Murkowski.

Murkowski said “the bill is very robust in many, many ways. It allows us to move forward with policies that produce more energy, save more energy, and save more costs on energy, while being very strong from an environmental and an energy security perspective.”

In the coming weeks, the Senate is slated to conference with the House to reconcile their bill with the one passed by the House last year.

**FOX News Dana Perino: “It’s good you have ACEC”**

Former White House Press Secretary and current FOX News commentator Dana Perino emphasized that even during a presidential campaign and the ongoing Capi-

tol Hill gridlock, important issues are still being addressed at regulatory agencies.

“It’s good that you have a leader in ACEC to navigate those agency issues that mean so much to your members,” she told Convention attendees.

Perino also predicted that the ongoing shift in national demographics will soon lead to unprecedented changes in the nation’s political landscape. “Expect the unexpected,” she says.

**Daniel Pink: Like it or Not, Engineers Also Have to Sell**

World-renowned business author Daniel Pink underscored the need for engineers to embrace data-driven sales strategies if they are to succeed in today’s evolving marketplace.

“Like it or not we’re all in sales now,” said Pink. “Unfortunately, the extraordinarily educated or technically skilled too often are in the ‘or not’ category. But just ask yourselves ‘what percentage of your work involves convincing someone to give up something they value for something you value?’ ”

To successfully sell in today’s evolving marketplace, Pink advises engineers to thoroughly understand the client’s point of view; use client terminology instead of industry jargon; and provide a client with examples of how others have succeeded after adopting an engineer’s proposals.

**Strub Succeeds Christie as ACEC Chairman**

TranSystems Principal Peter Strub became 2016-2017 ACEC Chairman, succeeding Ralph Christie of Merrick & Company.

New members of the 2016-2017 Executive Committee are: Chair-elect Sergio “Satch” Pecori, president/CEO, Hanson Professional Services; Mary Erchul, principal, Ghi-
Politico Founder Jim VandeHei (right) moderated a panel discussion with (left to right) Representatives Rodney Davis (R-Ill.), Sean Patrick Maloney (D-N.Y.), and Bruce Westerman (R-Ark.) about partisan gridlock on Capitol Hill. The Congressmen noted several causes of the increased polarity, including the rise of safe seats through redistricting and the intense scrutiny of Representatives on social media, but added that infrastructure is one of the opportunities for bipartisanship because the deteriorating condition of the nation’s roads and water systems are of concern to all constituents.
Special Thanks to Our 2016 Annual Convention Sponsors

CONVENTION GOLD SPONSORS
AECOM
ARC Document Solutions
Autodesk, Inc.
Bentley Systems, Inc.
BST Global
Chartwell
Newforma

CONVENTION SILVER SPONSORS
ACEC Business Insurance Trust
ACEC Life/Health Trust
ACEC Retirement Trust
AEC Business Solutions
designDATA
Greyling
IMS
Morrissey Goodale LLC
Prairie Capital Advisors Inc.
STV
Victor O. Schinnerer & Company
XL Catlin

ACEC/PAC SPONSORS
Lockton Companies (Platinum)
Pennoni Associates (Gold)
Kimley Horn & Associates, Inc. (Silver)
Strand Associates (Silver)

WI-FI SPONSOR
Deltek

BAG SPONSOR
XL Catlin

LANYARD SPONSOR
Kaplan Architecture Education

Paula Hammond of WSP | Parsons Brinckerhoff (left), Barry Schoch of McCormick Taylor (center), and Anath Prasad of HNTB, shared insights from their tenures as state DOT secretaries.

Mike DeGuidice and BIG SHOT, featuring current members of Billy Joel’s band, entertained attendees at the Welcome Reception.
The 2016 Engineering Excellence Awards Gala—known as the “Academy Awards” of the engineering industry—showcased 151 ACEC Member Firm achievements from the United States and throughout the world.

A panel of 29 judges, representing a wide spectrum of built environment disciplines, selected 24 projects for top awards—16 Honor Awards, eight Grand Awards and the Grand Conceptor Award, for the year’s most outstanding engineering achievement.
The new air traffic control tower for the nation’s seventh busiest airport features pioneering seismic engineering that provides both toppling resistance and a self-centering capability during an earthquake. The previous tower was temporarily knocked out of commission in 1989 during the 6.9 magnitude Loma Prieta earthquake, compromising air safety. With the San Francisco airport situated just four miles from the San Andreas Fault, the new 231-foot-tall tower features a reinforced concrete core cylinder with vertical post-tensioning that can withstand a 7.5 magnitude earthquake. When seismic forces cause the core to bend, the post-tensioning responds by applying a clamping force to restore the tower to its initial position. The tower design also uses a tuned mass damping system to limit sway of the slender tower during the high winds common in the region.
GRAND AWARDS

> **Biosolids Management Program**
**Washington, D.C.**
**CDM Smith, Fairfax, Va.**

Trailblazing upgrades to a wastewater treatment plant now allow recovery of both energy and nutrients from wastewater, while at the same time reducing operating costs. Enhancements to the District of Columbia’s advanced water treatment plant, which serves more than 2 million residents, included installation of four 3.8-mgal anaerobic digesters and the world’s largest Cambi thermal hydrolysis process (THP) system, which produces Class A biosolids for reuse as well as biogas for plant operation heat and power. The new system has already reduced truck disposal of biosolids by half, while generating approximately 10 megawatts of electricity—sufficient to meet one-third of the facility’s demand.

> **WaterHub at Emory**
**Atlanta, Ga.**
**McKim & Creed, Raleigh, N.C.**

A beautiful greenhouse surrounded by artful landscaping in a university setting doubles as a revolutionary water reclamation and reuse facility. To mitigate numerous university water supply challenges, the project team customized an ecological water and reuse system that is the first of its kind in North America. The system comprises an “upper site” containing a 3,000-square-foot low-energy/high-efficiency glasshouse with an odorless hydroponic treatment system, and a “lower site” containing seven concrete processing tanks up to 25 feet underground topped by ornamental landscaping. The system treats up to 400,000 gallons daily, recycling the equivalent of two-thirds of the university’s wastewater production for campus heating and cooling, and significantly reducing the campus water usage. Over the past year, the university has saved 30 million gallons of potable water and is expected to save millions of dollars in water utility costs over a 20-year period.
Manhattan Bridge Rehabilitation of Cables and Suspenders
New York, N.Y.

Innovative engineering produced a more reliable and efficient method to rehabilitate old and corroded cables and suspender ropes on suspension bridges. Tasked with replacing the Manhattan Bridge’s 1,256 suspender ropes—many 65 to 80 years old with substantial deterioration—the project team used advanced vibrational testing to determine rope tension. They then cleaned and rewrapped main cables with an elastomeric membrane to resist water, chemicals, temperature extremes and ultraviolet light. The rehabilitation was performed without any noticeable impact on traffic, which averages more than 500,000 commuters a day. The new process is expected to become a standard tool for suspension bridge cable maintenance throughout the nation.

No. 7 Line Subway Extension
New York, N.Y.
WSP | Parsons Brinckerhoff
New York, N.Y.

Resourceful engineering delivered a new subway extension and state-of-the-art station into the congested landscape of Midtown Manhattan’s Far West Side. The $2.4 billion, 1.5-mile extension of New York City Transit’s No. 7 Line from Times Square was designed to support the rapidly developing Hudson Yards area. The project team used innovative ground freezing technology to improve tunnel boring through mixed-wet soil and loose rocks. The project includes the strikingly modern 34th Street-Hudson Yards Station, which maximizes natural ventilation and daylight, reduces reliance on non-renewable energy sources and contains a 36-foot-wide platform—the widest column-free platform in the New York City subway system. The subway extension serves as a model of how to develop ultramodern rail infrastructure within a tight urban setting.
GRAND AWARDS

The 606
Chicago, Ill.
Collins Engineers, Inc. & TranSystems
Chicago, Ill.

Creative engineering transformed a century-old artifact of Chicago’s industrial heritage into the nation’s longest elevated park. The project team repurposed unused 20th century rail infrastructure for 21st century needs to create six ground-level parks connected by a 2.7-mile-long elevated multi-use path. The project features innovative geometric path design and rehabilitation of thirty-eight bridges. It also included six miles of new retaining walls, six new access ramps, and drainage and hydrology for the new trail and park system. With multiple access points, elevation above city traffic and a park environment, The 606—named for the first three digits shared by all Chicago ZIP codes—enhances the social and economic vitality of the surrounding neighborhoods.

Harnessing Geothermal Power for Airports
Maine, N.Y.
McFarland-Johnson, Binghamton, N.Y.

A unique collaboration with Binghamton University students produced a first-of-its-kind geothermal snow-melt system for airport aprons. Airports have long sought a more efficient method of snow and ice removal—salt can’t be used because it’s too corrosive to aluminum aircraft, and sand can damage aircraft engines. The solution was an innovative system of geothermal pumps and underground tubing that produces radiant heat, while reducing labor and operating costs and providing abundant snow-melting capability. The project team had to find the optimal balance between geothermal heating efficiency and the thickness of the apron’s concrete slab and its ability to withstand aircraft weight. The project reduces snow removal time, lessens travel disruptions and improves passenger safety.
Inventive engineering achieved a successful renovation of the 90-year-old Gilboa Dam, located in the Catskill Mountains and providing about 14 percent of the water supply for more than 9 million residents in New York City and upstate communities. The rehabilitation used cutting-edge rock anchor technology to redesign the dam’s spillway. A creative snowpack offset system to capture snowmelt—a frequent cause of regional flooding—was incorporated to protect more than 8,000 downstream residents. Delivering 1.2 billion gallons of water per day, the dam is part of the largest gravity-fed, unfiltered water supply system in the world.
Aspen Art Museum
Aspen, Colo.

A strikingly imaginative use of wood in its structural design is a prominent feature of the new Aspen Art Museum. Designed by Pritzker Prize-winning architect Shigeru Ban, the 33,000-square-foot museum features a unique display of wood in form, fabrication and construction. The project team incorporated spruce and micro-laminated birch plywood, optimizing wood grain direction to relieve local stresses. The building’s signature is the roof structure—a space frame laid out on a four-foot grid—that features curving wood members, undulating up and down between straight chords with minimal touch between the elements, and with no steel components of any kind. Structural connections are almost entirely fully threaded wood screws. The museum’s imaginative geometry and materials represent a showpiece for the potential of wood in structural construction.

Bay Tunnel
Menlo Park to Newark, Calif.
McMillen Jacobs Associates
San Francisco, Calif.

A new tunnel under the San Francisco Bay provides a much-needed upgrade to the regional water supply system that originates in Yosemite National Park and serves 2.6 million customers. The five-mile tunnel replaces an aging water pipeline infrastructure built in the 1920s. The project team overcame challenges of tunneling through unstable sandy/silty soils and near underground structures sensitive to ground disturbances. Situated between two major faults and considered a critical lifeline facility, the tunnel is designed to be operational within 24 hours following a major earthquake. The first-of-its-kind tunnel stands as an exemplar for future water system upgrade projects.

HONOR AWARDS

Aspen Art Museum
Aspen, Colo.

A strikingly imaginative use of wood in its structural design is a prominent feature of the new Aspen Art Museum. Designed by Pritzker Prize-winning architect Shigeru Ban, the 33,000-square-foot museum features a unique display of wood in form, fabrication and construction. The project team incorporated spruce and micro-laminated birch plywood, optimizing wood grain direction to relieve local stresses. The building’s signature is the roof structure—a space frame laid out on a four-foot grid—that features curving wood members, undulating up and down between straight chords with minimal touch between the elements, and with no steel components of any kind. Structural connections are almost entirely fully threaded wood screws. The museum’s imaginative geometry and materials represent a showpiece for the potential of wood in structural construction.
**The Willow School: Health, Wellness & Nutrition Center**  
Gladstone, N.J.  
**Loring Consulting Engineers, Inc.**  
Princeton, N.J.

A new 22,000-square-foot education center sets new standards as the first U.S. education building to achieve both LEED Platinum and Living Building Challenge certifications. Numerous energy-saving processes combined with a 160kW roof-mounted photovoltaic system allow the facility to produce more power than it uses, with the excess energy fed back to the electric utility grid. Newly constructed wetlands clean and filter wastewater before returning it to the aquifer for recharge. Rainwater is reclaimed for use in bathrooms and to irrigate the building's gardens. The facility is a model for future institutional projects seeking similar sustainability goals.

**Fish Lift System for Lake Sturgeon Passage**  
Menominee, Mich.  
**Kleinschmidt Associates**  
Pittsfield, Maine

The nation’s first fish lift for lake sturgeon restores access for the threatened species to a spawning habitat previously blocked by the hydroelectric Menominee Dam. The project team redesigned an unused portion of the dam into a 34-foot steel tower with an entrance channel for the collection of fish. A steel hopper lifts the fish to a floor where they are discharged into a sorting tank and held for truck transport to upstream spawning areas. The new fish lift enables lake sturgeon to access 21 miles of river previously blocked by the dam. The design also includes a state-of-the-art sorting facility enabling monitoring of desired fish, removal of invasive species, stopping the passage of harmful pathogens upriver, and the return of nontargeted species downstream.

**Florida Onsite Wastewater Nitrogen Reduction Strategies**  
Tallahassee, Fla.  
**Hazen and Sawyer, Tampa, Fla.**

Using groundbreaking research, the project team developed a unique and powerful nitrogen reduction system specifically for small-scale onsite wastewater systems (OWS)—commonly known as septic systems. Florida’s more than 2.7 million OWS are seen as significant contributors to excess nitrogen in the state’s watersheds, triggering significant water-quality issues. The project team conducted extensive testing to create unique passive nitrogen reduction systems (PNRS) specifically for OWS. Full-scale prototype PNRS consistently removed over 95 percent of influent wastewater nitrogen at a significantly less cost per pound than currently available treatment technologies. This innovative technology redefines the role of OWS and can be a permanent wastewater management solution in nitrogen-sensitive watersheds.
Manchester Stormwater Park
 Manchester, Wash.
 Parametrix, Seattle, Wash.

A previously abandoned brownfield now doubles as an aesthetically pleasing recreation site and a revolutionary stormwater management system that eliminates heavy winter rain flooding. As the Puget Sound area’s first stormwater park, and one of only a few such combined water treatment/recreation facilities in the U.S., the park treats stormwater from roads, parking lots, and commercial and residential areas through a scientific calibration of soil and plants. Stormwater is channeled to the new park through distribution channels positioned to evenly deliver the water onto treatment beds. The beds’ filter media and plants clean the runoff using filtration and absorption. The treatment cells are designed to treat flow magnitudes well over 2,000 GPM and remove at least 91 percent of pollutants from runoff before it reaches Puget Sound.

Target Field Station
 Minneapolis, Minn.
 Short Elliott Hendrickson Inc.
 St. Paul, Minn.

A new world-class, multimodal transit center in the heart of downtown Minneapolis sets new standards for sustainability. In addition to housing an elevated light rail, a promenade and two levels of a public plaza, the LEED-certified project features the first-ever, year-round stormwater and snowmelt runoff capture and reuse system in Minnesota. The system diverts snowmelt and stormwater runoff from the upper-level plazas, green roofs and light rail station into large cisterns and then routes it to a nearby waste-to-energy facility for treatment and reuse in a variety of industrial processes. Combined with tree trenches, landscaped bio retention planters and two large green roofs, the system captures and reuses approximately 3 million gallons of stormwater runoff per year.

I-485/I-85 Interchange
 Design-Build
 Charlotte, N.C.
 STV, New York, N.Y.

Innovative renovations to a major traffic interchange improved access, efficiency and motorist safety, while also saving more than $30 million in projected costs. To incorporate much needed changes to the existing I-485/I-85 interchange—part of the I-485 Outer Loop of Charlotte, N.C.—the project team incorporated a rare “turbine” interchange design to replace the previous four-level structure. The design features circular lanes that take left-turning traffic around a central bridge. The project required widening two miles of I-85 to accommodate additional ramp lanes, widening/construction of 1.4 miles of I-485, and construction of eight ramps/loops and 18 precast concrete girder bridges for the interchange. This unique design has made the Outer Loop a safer and more accessible thoroughfare for 180,000 daily motorists.
Tilikum Crossing, Bridge of the People
Portland, Ore.
T.Y. Lin International and HNTB Corp., Olympia, Wash.

Spanning Portland’s Willamette River, the new bridge is the nation’s largest transit-only bridge and addresses the region’s escalating traffic congestion. Located in a high-seismic region, the 1,720-foot-long, three-span superstructure features two landside piers, two in-water piers and two dramatic 180-foot-tall pentagonal-shaped stay-cable towers. A 31-foot-wide transit way between the tower legs accommodates two lanes of transit track and two 14-foot-wide multi-use paths for pedestrians and cyclists. Scenic enhancements include concrete finished in artistic, complex shapes and angles and an innovative “mood” lighting system that changes colors based on daylight, the river’s speed, height, discharge rate and water temperature.

State-of-the-Art Nitrogen Upgrade Program
Alexandria, Va.
CH2M, Herndon, Va.

Revolutionary water treatment plant upgrades now allow effective nitrogen removal from wastewater to meet new and stringent nutrient limits designed to protect the Potomac River and Chesapeake Bay. To adhere to new discharge restrictions, the project team designed an 18-million-gallon nitrogen maintenance facility featuring emerging for enhanced biological process capacity. The project team creatively located the facility’s process piping, tankage, equipment and other project components underground and disguised the underground structure with a public-use athletic field. The utility is the first in the U.S. to implement a full-scale mainstream deammonification system, and the first utility in the world to use this technology to meet such strict low-nitrogen limits.

IH 635/The LBJ Managed Lanes
Dallas, Texas
Bridgefarmer & Associates, Inc.

Imaginative geometric engineering doubled the capacity of the third most congested highway in Texas, while adhering to mandates not to exceed the corridor’s current dimensions. To increase capacity of the 270,000-vehicles-per-day highway corridor, the project team designed new general purpose lanes as bridges that partially cantilever over managed lanes supported by a column at the center median. Additionally, the project team reconstructed the freeway’s eight existing general purpose lanes and added six new managed (toll) depressed lanes below in an excavated trench section—an alternative that saved the project over $400 million. Completed under strict construction limitations, the project is a testament to transportation engineering ingenuity.
CREATE P1 — Englewood Flyover
Chicago, Ill.
TranSystems/Benesch, Schaumburg, Ill.

Innovative transportation engineering alleviated major congestion at a rail-to-rail intersection, dramatically improving safety and air quality. Often compared to a crossing of two interstate highways using a stop sign, the rail intersection each day handles 80 commuter trains, 46 freight trains and 14 Amtrak passenger trains. The project team’s solution was to incorporate a grade separation featuring a pioneering railroad flyover. The 2,150-foot-long, 26-span flyover includes new bridges over five city streets, removal and closure of two viaducts and construction of over 3,000 feet of retaining walls. The project also required adjusting a 1.2-million-pound bridge by jacking it up three feet on the north end and eight inches on the south end to be set on a new gradient without affecting the integrity of the structure.

Bay Bridge Cable Dehumidification
Anne Arundel and Queen Anne Counties, Md.
AECOM, Baltimore, Md.

Groundbreaking engineering created a new cable dehumidifying system to address dangerous corrosion on suspension bridge cables. For this first-ever application on a North American bridge, the project team designed a dehumidification system for Maryland’s Bay Bridge, which rises 186 feet over the Chesapeake Bay. The system continuously injects dry air into the bridge’s main support cables to remove built-up moisture and maintain a dry, noncorrosive environment. More than 750 gallons of water were removed from cables on the westbound bridge and over 100 gallons from the eastbound bridge. The success of this system has prompted several other similar cable dehumidification projects nationwide.

Bruce C. Bolling Building
Boston, Mass.

Imaginative engineering was used in a new state-of-the-art, 215,000-square-foot headquarters for Boston Public Schools. To incorporate the character of the historic but severely deteriorated buildings it replaced, the project team completely removed the interiors to create new floor plates, leaving only the existing walls. Historic facade skins were secured with epoxy anchors and connections to supporting steel as new construction occurred. The completed new headquarters includes a green roof, glazed exterior walls to allow ample light, daylight sensors to calibrate lighting, along with state-of-the-art office, retail, civic spaces, and community meeting areas and stands as an example of how new development can maintain a region’s rich culture and history.
Daniel K. Inouye Fighter Squadron Operations Aircraft Maintenance Facility
Joint Base Pearl Harbor-Hickam, Hawaii
Burns and McDonnell, Honolulu, Hawaii

A new ultramodern aircraft squadron maintenance facility provides state-of-the-art service for the world’s only active fifth-generation fighter. A model of sustainability, it is only the second LEED Platinum-certified U.S. military hangar. Innovative systems reduce net energy savings 75 percent and water consumption by nearly 50 percent. Solar power generated through roof-mounted photovoltaic cells and parking canopy offset electrical costs by 60 percent. The hangar provides a column-free, space-saving tail-to-tail aircraft configuration with vertical lifting doors featuring translucent panels to maximize daylight. With constrained federal budgets and increasing energy costs, the project is a model for reducing costs and enhancing performance at federal facilities.

Port Mann Bridge Highway 1 Improvement
Vancouver, B.C.
T.Y. Lin International, Olympia, Wash.

The new Port Mann Bridge in Vancouver, British Columbia, is North America’s second-longest cable-stayed bridge, and one of the world’s widest, with a 170-foot-wide deck and 10 lanes, replacing the previous five-lane bridge. The 2,700-foot-long bridge features two distinctive 530-foot-tall single-mast concrete towers. There is also a multi-use path for pedestrians and cyclists. The new bridge reduces motorist travel time by more than 50 percent and enables Vancouver to realize the full benefits of a state-of-the-art structure that doubles traffic capacity, while meeting the most stringent seismic criteria.
## NATIONAL RECOGNITION AWARD WINNERS

<table>
<thead>
<tr>
<th>FIRM NAME</th>
<th>PROJECT NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ACEC/ALABAMA</strong></td>
<td></td>
</tr>
<tr>
<td>Barge, Waggoner, Sumner &amp;</td>
<td>Carpenter Technology Specialty</td>
</tr>
<tr>
<td>Cannon, Inc.</td>
<td>Steel Mill</td>
</tr>
<tr>
<td>Consulting Construction</td>
<td>“Off the Grid” Analysis of</td>
</tr>
<tr>
<td>Engineering</td>
<td>Sustainable Energy Design and Application</td>
</tr>
<tr>
<td>Krebs Engineering, Inc.</td>
<td>Biosolids Improvements for Energy Recovery</td>
</tr>
<tr>
<td>Whorton Engineering, Inc.</td>
<td>Live Fire Shoot House</td>
</tr>
<tr>
<td><strong>ACEC/ALASKA</strong></td>
<td></td>
</tr>
<tr>
<td>Hanson Professional Services, Inc.</td>
<td>Glenn Highway Capacity Improvements</td>
</tr>
<tr>
<td><strong>ACEC/ARIZONA</strong></td>
<td></td>
</tr>
<tr>
<td>AECOM</td>
<td>La Cholla Boulevard: Magee Road to Overton Road</td>
</tr>
<tr>
<td><strong>ACEC/CALIFORNIA</strong></td>
<td></td>
</tr>
<tr>
<td>AECOM</td>
<td>Urban Levee Evaluation Project</td>
</tr>
<tr>
<td>Cornerstone Structural Engineering, Group, Inc.</td>
<td>R. B. Oliver Bridge Replacement</td>
</tr>
<tr>
<td>Cornerstone Structural Engineering, Group, Inc.</td>
<td>San Francisco Zoo – South</td>
</tr>
<tr>
<td>HNTB Corporation</td>
<td>American Rain Forest Exhibit</td>
</tr>
<tr>
<td>Mark Thomas &amp; Company, Inc.</td>
<td>Levi’s Stadium</td>
</tr>
<tr>
<td>McMillen Jacobs Associates</td>
<td>1-280/1-880/Stevens Creek</td>
</tr>
<tr>
<td>STV</td>
<td>Boulevard Interchange</td>
</tr>
<tr>
<td>Walter P Moore</td>
<td>Bay Tunnel</td>
</tr>
<tr>
<td></td>
<td>South Bay Bus Maintenance Facility</td>
</tr>
<tr>
<td></td>
<td>Expansion</td>
</tr>
<tr>
<td></td>
<td>SFO Air Traffic Control Tower &amp; Integrated Facility</td>
</tr>
<tr>
<td><strong>ACEC/COLORADO</strong></td>
<td></td>
</tr>
<tr>
<td>CTL</td>
<td>Thompson, Inc.</td>
</tr>
<tr>
<td>KLEA, Inc.</td>
<td>Aspen Art Museum</td>
</tr>
<tr>
<td>Merrick &amp; Company</td>
<td>New Crude Distillation Unit</td>
</tr>
<tr>
<td>Merrick &amp; Company</td>
<td>Data Fusion Predicts Habitat</td>
</tr>
<tr>
<td>Olsson Associates</td>
<td>Aerial Survey of Kokopelli Trail</td>
</tr>
<tr>
<td>RMG-Rocky Mountain Group</td>
<td>Broadmoor Cloud Camp</td>
</tr>
<tr>
<td><strong>ACEC/CONNECTICUT</strong></td>
<td></td>
</tr>
<tr>
<td>Michael Baker International Inc.</td>
<td>CTAstrak Bus Rapid Transit System</td>
</tr>
<tr>
<td>Urban Engineers, Inc.</td>
<td>Complete Streets Master Plan for Downtown New Britain</td>
</tr>
<tr>
<td>Wright-Pierce</td>
<td>Water Pollution Control Facilities Upgrade</td>
</tr>
<tr>
<td><strong>ACEC/FLORIDA</strong></td>
<td></td>
</tr>
<tr>
<td>CH2M/King Engineering Associates, Inc.</td>
<td>Northwest Solid Waste Transfer Station</td>
</tr>
<tr>
<td>Finley Engineering Group, Inc.</td>
<td>Section 5 Palmetto SR 826/836</td>
</tr>
<tr>
<td>Hazen and Sawyer</td>
<td>Onsite Wastewater Nitrogen</td>
</tr>
<tr>
<td>HNTB Corporation</td>
<td>Reduction Strategies</td>
</tr>
<tr>
<td>Kimley-Horn and Associates, Inc.</td>
<td>SunRail Phase 1</td>
</tr>
<tr>
<td>Walter P Moore</td>
<td>Talahassee Regional Transportation Management Center</td>
</tr>
<tr>
<td></td>
<td>Citrus Bowl Transformation</td>
</tr>
<tr>
<td><strong>ACEC/GEORGIA</strong></td>
<td></td>
</tr>
<tr>
<td>Walter P Moore</td>
<td>National Center for Civil and Human Rights</td>
</tr>
<tr>
<td><strong>ACEC/HAWAII</strong></td>
<td></td>
</tr>
<tr>
<td>Burns &amp; McDonnell</td>
<td>Daniel K. Inouye Fighter Squadron</td>
</tr>
<tr>
<td>Burns &amp; McDonnell</td>
<td>Aircraft Maintenance Facility</td>
</tr>
<tr>
<td>Yogi Kwong Engineers</td>
<td>SPIDERS Phase III</td>
</tr>
<tr>
<td></td>
<td>Stream Bank Bluff Protection and Stabilization</td>
</tr>
<tr>
<td><strong>ACEC/ILLINOIS</strong></td>
<td></td>
</tr>
<tr>
<td>Benesch</td>
<td>Rollins Road Gateway</td>
</tr>
<tr>
<td>Collins Engineers, Inc./</td>
<td>The 606</td>
</tr>
<tr>
<td>TranSystems</td>
<td>O’Hare South Air Traffic Control Tower</td>
</tr>
<tr>
<td>exp</td>
<td>New UV Water Treatment System</td>
</tr>
<tr>
<td>Greeley and Hansen</td>
<td>Red/Purple Modernization Corridor Program</td>
</tr>
<tr>
<td>CWC Transit Group—Jacobs</td>
<td>First Illinois Diverging Diamond</td>
</tr>
<tr>
<td>Engineering Group Inc./</td>
<td>Interchange, Marion</td>
</tr>
<tr>
<td>CDM Smith/Wight &amp; Company</td>
<td>CREATE P1 – Englewood Flyover</td>
</tr>
<tr>
<td>Thouvenot, Wade &amp; Moerchen, Inc.</td>
<td>TranSystems/Benesch</td>
</tr>
<tr>
<td><strong>ACEC/INDIANA</strong></td>
<td></td>
</tr>
<tr>
<td>Commonwealth Engineers, Inc.</td>
<td>Richmond East Side Interceptor</td>
</tr>
<tr>
<td></td>
<td>Replacement Phase III</td>
</tr>
<tr>
<td><strong>ACEC/IOWA</strong></td>
<td></td>
</tr>
<tr>
<td>Burns &amp; McDonnell</td>
<td>Otumwa Tier 1 Project</td>
</tr>
<tr>
<td>Stanley Consultants, Inc.</td>
<td>Credit Island Lodge Reconstruction</td>
</tr>
<tr>
<td>WHKS &amp; Co.</td>
<td>U.S. 34 Ramp Bridge Emergency Repair</td>
</tr>
<tr>
<td><strong>ACEC/KANSAS</strong></td>
<td></td>
</tr>
<tr>
<td>Black &amp; Veatch</td>
<td>Headquarters Microgrid</td>
</tr>
<tr>
<td>Shafer, Kline &amp; Warren</td>
<td>Pershing Road Lift Station</td>
</tr>
<tr>
<td>TranSystems</td>
<td>Sustainable Reconstruction of KU</td>
</tr>
<tr>
<td>WSP</td>
<td>Parsons Brinckerhoff</td>
</tr>
<tr>
<td><strong>ACEC/KENTUCKY</strong></td>
<td></td>
</tr>
<tr>
<td>CDM Smith</td>
<td>Alumni Drive Improvements</td>
</tr>
<tr>
<td>EA Partners</td>
<td>U.S. 68 Bourbon/Nicholas Counties</td>
</tr>
<tr>
<td>HMB Professional Engineers, Inc.</td>
<td>East Fork Indian Creek Stream Restoration</td>
</tr>
<tr>
<td>Palmer Engineering Company, Inc.</td>
<td>New U.S. 460</td>
</tr>
<tr>
<td>Qk4</td>
<td>Belknap Connector</td>
</tr>
<tr>
<td><strong>ACEC/MAINE</strong></td>
<td></td>
</tr>
<tr>
<td>Kleinschmidt Associates</td>
<td>Menominee Fish Lift System for Lake Sturgeon Passage</td>
</tr>
<tr>
<td><strong>ACEC/MARYLAND</strong></td>
<td></td>
</tr>
<tr>
<td>AECOM</td>
<td>Bay Bridge Cable Dehumidification</td>
</tr>
<tr>
<td>Gannett Fleming</td>
<td>Towson Finished Water Reservoir</td>
</tr>
<tr>
<td>Pennoni</td>
<td>ATEF High-Speed Test Track Traffic Control System</td>
</tr>
<tr>
<td>Whimtan Requardt &amp; Associates</td>
<td>26th Street Emergency Repair and Wall Reconstruction</td>
</tr>
<tr>
<td>Whimtan Requardt &amp; Associates</td>
<td>Ballenger-McKinney Wastewater Treatment Plan Expansion</td>
</tr>
<tr>
<td>Whitney Bailey Cox &amp; Magnani</td>
<td>Frederick Avenue Bridge over Gwynns Falls &amp; CSX Railroad</td>
</tr>
<tr>
<td><strong>ACEC/MASSACHUSETTS</strong></td>
<td></td>
</tr>
<tr>
<td>Arup</td>
<td>Bruce C. Bolling Building</td>
</tr>
<tr>
<td>Collins Engineers, Inc.</td>
<td>Geo-Synthetic Reinforced Soil – Integrated Bridge System</td>
</tr>
<tr>
<td>Fay, Spofford &amp; Thorndike</td>
<td>Kenneth F. Burns Memorial Bridge Replacement</td>
</tr>
<tr>
<td>Simpson Gumpertz &amp; Heger Inc.</td>
<td>China Pavilion at 2015 World Expo</td>
</tr>
<tr>
<td><strong>ACEC/METROPOLITAN WASHINGTON</strong></td>
<td>AECOM</td>
</tr>
<tr>
<td></td>
<td>RiverSmart Washington Planning &amp; Design</td>
</tr>
<tr>
<td>Alpha Corporation</td>
<td>Smithsonian Mathias Lab Expansion</td>
</tr>
<tr>
<td><strong>ACEC/NEW YORK</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ACEC/NORTH CAROLINA</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ACEC/OKLAHOMA</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ACEC/OREGON</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ACEC/PA</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ACEC/ROCKY MOUNTAIN</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ACEC/TENNESSEE</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ACEC/TEXAS</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ACEC/UTAH</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ACEC/WASHINGTON</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ACEC/WISCONSIN</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ACEC/WYOMING</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>FIRM NAME</td>
<td>PROJECT NAME</td>
</tr>
<tr>
<td>-----------</td>
<td>--------------</td>
</tr>
<tr>
<td>CDM Smith</td>
<td>Biosolids Management Program</td>
</tr>
<tr>
<td>CDM Smith</td>
<td>Tingly Street Diversion Sewer</td>
</tr>
<tr>
<td>CH2M</td>
<td>State-of-the-Art Nitrogen Upgrade Program</td>
</tr>
<tr>
<td>HNTB Corporation</td>
<td>95 Express Lanes</td>
</tr>
<tr>
<td>ACCEC/MICHIGAN</td>
<td>Bell's Brewery, Inc. New Bio-Energy Facility</td>
</tr>
<tr>
<td>Fleis &amp; Vandenbrink Engineering, Inc.</td>
<td>1-96 Renovations</td>
</tr>
<tr>
<td>HNTB Corporation/WSP</td>
<td>I-75 Over Rouge River/Fort Street Design Survey</td>
</tr>
<tr>
<td>Wade Trim Associates, Inc.</td>
<td>I-75 Over Rouge River/Fort Street Design Survey</td>
</tr>
<tr>
<td>ACCEC/MINNESOTA</td>
<td>Landfill Leachate Treatment System</td>
</tr>
<tr>
<td>Clark Engineering Corporation</td>
<td>Surly Destination Brewery</td>
</tr>
<tr>
<td>HR Green, Inc.</td>
<td>Waste Landfill Gas to Energy Facility</td>
</tr>
<tr>
<td>HLB</td>
<td>Roosevelt Bridge Rehabilitation</td>
</tr>
<tr>
<td>Short Elliott Hendrickson, Inc.</td>
<td>Target Field Station</td>
</tr>
<tr>
<td>Stanley Consultants</td>
<td>Coon Rapids Dam Rehabilitation</td>
</tr>
<tr>
<td>ACCEC/MISSOURI</td>
<td>Mississippi River T-Line Crossing Poplar Street Bridge Interchange Westbound Ramps HarborCenter – Hockey &amp; Mixed Use Facility</td>
</tr>
<tr>
<td>Hanson Professional Services Inc./POWER Engineers, Inc.</td>
<td>Poplar Street Bridge Interchange Westbound Ramps HarborCenter – Hockey &amp; Mixed Use Facility</td>
</tr>
<tr>
<td>HNTB Corporation</td>
<td>Mississippi River T-Line Crossing Poplar Street Bridge Interchange Westbound Ramps HarborCenter – Hockey &amp; Mixed Use Facility</td>
</tr>
<tr>
<td>ME Engineers</td>
<td>Mississippi River T-Line Crossing Poplar Street Bridge Interchange Westbound Ramps HarborCenter – Hockey &amp; Mixed Use Facility</td>
</tr>
<tr>
<td>ACCEC/MONTANA</td>
<td>East Belgrade Interchange – Bozeman Yellowstone International Airport</td>
</tr>
<tr>
<td>Morrison-Maierle, Inc.</td>
<td>East Belgrade Interchange – Bozeman Yellowstone International Airport</td>
</tr>
<tr>
<td>ACCEC/NEBRASKA</td>
<td>Leavenworth Lift Station Prairie Queen Reservoir and Recreation Area</td>
</tr>
<tr>
<td>HDR</td>
<td>Leavenworth Lift Station Prairie Queen Reservoir and Recreation Area</td>
</tr>
<tr>
<td>HDR</td>
<td>Leavenworth Lift Station Prairie Queen Reservoir and Recreation Area</td>
</tr>
<tr>
<td>ACCEC/NEVADA</td>
<td>Spring Mountains Visitor Gateway Complex</td>
</tr>
<tr>
<td>Walter P Moore</td>
<td>Spring Mountains Visitor Gateway Complex</td>
</tr>
<tr>
<td>ACCEC/NEW HAMPSHIRE</td>
<td>Stark Covered Bridge Rehabilitation</td>
</tr>
<tr>
<td>HEB Engineers, Inc.</td>
<td>Stark Covered Bridge Rehabilitation</td>
</tr>
<tr>
<td>ACCEC/NEW JERSEY</td>
<td>New Jersey Turnpike Interchange 6 to 9 Widening Program Route 3 over the Passaic River Bridge</td>
</tr>
<tr>
<td>AECOM/Greenman-Pedersen, Inc./WSP</td>
<td>New Jersey Turnpike Interchange 6 to 9 Widening Program Route 3 over the Passaic River Bridge</td>
</tr>
<tr>
<td>Dewberry</td>
<td>Ben Franklin Bridge PATCO Track Rehabilitation Program</td>
</tr>
<tr>
<td>HNTB Corporation</td>
<td>Ben Franklin Bridge PATCO Track Rehabilitation Program</td>
</tr>
<tr>
<td>WSP</td>
<td>Ben Franklin Bridge PATCO Track Rehabilitation Program</td>
</tr>
<tr>
<td>WSP/Parsons Brinckerhoff/ Gahagan &amp; Bryant Associates, Inc.</td>
<td>Ben Franklin Bridge PATCO Track Rehabilitation Program</td>
</tr>
<tr>
<td>ACCEC/NEW MEXICO</td>
<td>1-25/Paseo del Norte Interchange Reconstruction Use Reservoir Intake Facility</td>
</tr>
<tr>
<td>Bohanann Huston, Inc.</td>
<td>1-25/Paseo del Norte Interchange Reconstruction Use Reservoir Intake Facility</td>
</tr>
<tr>
<td>CH2M</td>
<td>1-25/Paseo del Norte Interchange Reconstruction Use Reservoir Intake Facility</td>
</tr>
<tr>
<td>ACCEC/NEW YORK</td>
<td>Torre Reforma Lake George Day-Use Area Syracuse University Carrier Dome Rainwater Harvesting</td>
</tr>
<tr>
<td>Arup</td>
<td>Torre Reforma Lake George Day-Use Area Syracuse University Carrier Dome Rainwater Harvesting</td>
</tr>
<tr>
<td>Barton &amp; Loguidice</td>
<td>Torre Reforma Lake George Day-Use Area Syracuse University Carrier Dome Rainwater Harvesting</td>
</tr>
<tr>
<td>C&amp;S Companies</td>
<td>Torre Reforma Lake George Day-Use Area Syracuse University Carrier Dome Rainwater Harvesting</td>
</tr>
</tbody>
</table>

The Benjamin P. Grogan and Jerry L. Dove Federal Building, Miramar, Fla., designed by Syska Hennessy Group, Inc., Fairfax, Va., is a 2016 EEA National Recognition Award winner.
<table>
<thead>
<tr>
<th>FIRM NAME</th>
<th>PROJECT NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACEC/NORTH CAROLINA</td>
<td></td>
</tr>
<tr>
<td>Kimley-Horn and Associates</td>
<td>Fidelity Network Center Campus</td>
</tr>
<tr>
<td>McKim &amp; Creed</td>
<td>SW Parking Deck</td>
</tr>
<tr>
<td>S&amp;ME, Inc.</td>
<td>WaterHub at Emory</td>
</tr>
<tr>
<td>STV</td>
<td>Edgecombe County Landfill Gas-to-Energy Facility</td>
</tr>
<tr>
<td></td>
<td>I-85/1-85 Interchange Design-Build</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>ACEC/OHIO</td>
<td></td>
</tr>
<tr>
<td>AECOM</td>
<td>University Medical Center New Orleans</td>
</tr>
<tr>
<td>TranSystems</td>
<td>Columbus Road Lift Bridge</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>ACEC/OKLAHOMA</td>
<td></td>
</tr>
<tr>
<td>HDR</td>
<td>Verdigris Water Treatment Plant</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>ACEC/OREGON</td>
<td></td>
</tr>
<tr>
<td>T.Y. Lin International/HNTB</td>
<td>Tilikum Crossing, Corporation Bridge of the People</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>ACEC/PENNSYLVANIA</td>
<td></td>
</tr>
<tr>
<td>CDM Smith</td>
<td>Rapid Bridge Replacement Project</td>
</tr>
<tr>
<td>Gannett Fleming</td>
<td>City of Lebanon Authority</td>
</tr>
<tr>
<td>Gannett Fleming</td>
<td>Wastewater Treatment Plant</td>
</tr>
<tr>
<td>Urban Engineers, Inc.</td>
<td>Squirrel Hill Tunnel Rehabilitation</td>
</tr>
<tr>
<td>Urban Engineers, Inc.</td>
<td>Dilworth Park</td>
</tr>
<tr>
<td></td>
<td>The Franklin Institute’s Nicholas and Athena Karabots Pavilion</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>ACEC/SOUTH CAROLINA</td>
<td></td>
</tr>
<tr>
<td>AECOM</td>
<td>Camden Wastewater Treatment Plant Expansion</td>
</tr>
<tr>
<td>ICA Engineering</td>
<td>U.S. 601 Bridges</td>
</tr>
<tr>
<td>STV</td>
<td>U.S. 17 Bypass and S.C. 707/</td>
</tr>
<tr>
<td></td>
<td>Farrow Parkway Interchange</td>
</tr>
<tr>
<td></td>
<td>Seawall Repairs for the City of Charleston, S.C.</td>
</tr>
</tbody>
</table>

The China Pavilion at 2015 World Expo, Milan, Italy, designed by Simpson Gumpertz & Heger, Inc., Waltham, Mass., is a 2016 EEA National Recognition Award winner.

170 Amsterdam, New York, N.Y., designed by DeSimone Consulting Engineers, New York, N.Y., is a 2016 EEA National Recognition Award winner.
ACEC thanks the 2016 Engineering Excellence Awards (EEA) judges and EEA Committee members for their time and dedication to this year’s competition.

2016 EEA JUDGES

Tom Powers
Chief Judge
City of Chicago
Chicago, Ill.

Fiona M. Allen
Trinity River Authority of Texas
Arlington, Texas

Col. Jeff Anderson
U.S. Army Corps of Engineers
Memphis, Tenn.

Richard M. Andrews
King County Wastewater Treatment Division
Seattle, Wash.

Michelle Blaise
ComEd
Oakbrook Terrace, Ill.

Prof. Lawrence Chiarelli
New York University Tandon School of Engineering
Brooklyn, N.Y.

Col. (Ret.) Richard W. Dean II
National Defense University Washington, D.C.

Paul Degges
Tennessee Department of Transportation
Nashville, Tenn.

Michael W. Franke
Amtrak
Chicago, Ill.

Maria Fuentes
Maine Better Transportation Association
Augusta, Maine

Bruce Giles
First Utility District
Knoxville, Tenn.

Ryan Gillingham
Village of La Grange
La Grange, Ill.

Gary Hagan
Consolidated Nuclear Security, Inc.
Knoxville, Tenn.

Moujalli C. Hourani, Ph.D.
Manhattan College
Riverdale, N.Y.

John H. James Jr.
Missile Defense Agency
Fort Belvoir, Va.

Dale A. Jans
Jans Corporation
Sioux Falls, S.D.

Csaba Kertesz
Port Authority of N.Y. & N.J.
Garfield, N.J.

Mike Owen
Nebraska Department of Roads
Lincoln, Neb.

Robert Powers
San Francisco Bay Area Rapid Transit
Oakland, Calif.

Mary J.S. Roth, Ph.D.
Lafayette College
Easton, Pa.

Cecil Scheib
Urban Green Council
New York, N.Y.

Carl Schoedel
Kane County Division of Transportation
St. Charles, Ill.

Robert Schubert
Boston Properties, Inc.
New York, N.Y.

Greg Stukel
Illinois State Toll Highway Authority
Downers Grove, Ill.

Brian Tarbuck
Greater Augusta Utility District
Augusta, Maine

Ron Taylor
Nashville Metro Water Services
Nashville, Tenn.

LeeAnn Tomas-Foster
City of Chicago Public Building Commission
Chicago, Ill.

Paul N. Wageman
Winstead PC
Dallas, Texas

Dr. Bruce Williamson
Maine Public Utilities Commission
Hallowell, Maine

2016 EEA COMMITTEE

Judy L. Hricak
Chair
Gannett Fleming
Camp Hill, Pa.

Andrew J. Ciancia
Vice-Chair
Langan Engineering & Environmental Services, Inc.
New York, N.Y.

Jon M. Beekman
Wright-Pierce
Fayette, Maine

Herbert Berg
M & H Design Associates, LLC
Chicago, Ill.

W. Harold Cannon Jr.
Cannon & Cannon, Inc.
Knoxville, Tenn.

Jeffrey Druckman
AMEC Environment & Infrastructure
Chicago, Ill.

Peter F. Piattoni
CX Consulting, Inc.
Salisbury, Mass.

James Aaron Smith Jr.
ACEC/North Carolina
Raleigh, N.C.

Daisy P. Nappier
ACEC
Washington, D.C.

2016 EEA GALA SPONSORS

ACEC wishes to thank the following companies for their generous sponsorship and support of the 2016 Engineering Excellence Awards:

Diamond Sponsors
ACEC Retirement Trust

Emerald Sponsors
AECOM
Gannett Fleming
HDR
TranSystems

T.Y. Lin International
Walter P Moore
WSP | Parsons Brinckerhoff

CDM Smith
Collins Engineers, Inc.
Hazan and Sawyer
HNTB Corporation
Jaros, Baum & Bolles
Merrick & Company
STV
Thornton Tomasetti Weidlinger Transportation
“Let the beauty of what you love be what you do.”

Kumi

Excellence Delivered As Promised

Proud to be your partner.
Bridging the gap between idea + achievement

The greatest accomplishments start with the smallest details, like handshakes that become friendships and ideas that transform communities.

Proud sponsors of the ACEC Engineering Excellence Awards

hdrinc.com
For 50 years, TranSystems has been delivering the transportation experience, most notably on our five ACEC nationally recognized projects.
HAKS congratulates the 2016 ACEC National Award Winners

Gowanus Expressway Emergency Repair, Brooklyn, NY – NYSDOT

CONSTRUCTION MANAGEMENT
ENGINEERING
ARCHITECTURE
LAND SURVEYING
MATERIAL TESTING
SPECIAL INSPECTIONS

HAKS

40 Wall Street, 11th Floor, New York, NY 10005
tel.: (212) 747-1997 | fax: (212) 747-1947

www.haks.net
In 1995, EA Partners was asked to study the U.S. 68 corridor to come up with a safe solution to improve the roadway. At two lanes and sections with dangerous vertical and horizontal alignment, the roadway was unsafe for the many trucks that traveled it as an important connection for industries in Lexington, Maysville, Ohio and beyond.

As the project progressed, 12 historical resources were identified along the 6.4-mile stretch from Paris to Millersburg. The EA Partners team needed to develop an alignment that would impact the fewest historical properties. Thirteen alignments, 13 archeological sites and four public meetings later, an alignment was selected that resulted in a Finding of No Significant Impact.

Overcoming an economic downturn that made Kentucky’s Transportation Cabinet ask firms to come up with practical solutions to reduce costs, EA Partners altered its design to save nearly $7 million while still achieving the project objectives.

Designers used new techniques in stream mitigation to preserve the natural areas around the roadway, planting more than 9,000 trees and 20 acres of grass in the process.

With an effort state officials call a “home run,” the new roadway was worth the time and the effort. The roadway now has four lanes with a 40-foot depressed median and access is partially controlled.

In the end, EA Partners paved the way to safety and economic development while preserving a history that is important to the citizens in Bourbon County.
HI, PRESSURE.

POWER Engineers not only provides the right resources today, but also delivers the expertise to plan for tomorrow’s challenges. From analysis and design through construction to successful operation—POWER Engineers is your can-do, go-to power delivery solution.

LEARN MORE: WWW.POWERENG.COM/PD
CONGRATULATIONS TO ALL OF THE 2016 ACEC ENGINEERING EXCELLENCE AWARD WINNERS

The 606
Chicago, IL
ACEC Engineering Excellence Grand Award

Ashley Falls Road Bridge
Sheffield, MA
ACEC Engineering Excellence National Recognition Award

You’re navigating rough waters.
We’ll light the way.

“At CDM Smith, your concerns are our concerns. We help our clients navigate through obstacles and complexities to find solutions and certainties. We’ll keep you on course for success.”

Tony Bouchard
North America Unit President
CDM Smith

cdmsmith.com/OurPromise

24-Hour Service: 877.346.3234
Contact Us: 800.835.3483
www.collinsengr.com
AWARD-WINNING INFRASTRUCTURE SOLUTIONS

For more than 100 years, HNTB's professionals have been dedicated to serving the infrastructure needs of the transportation industry. Working hand-in-hand with clients, we develop award-winning infrastructure solutions that improve lives and enhance communities.

HNTB

The HNTB Companies
Infrastructure Solutions
hntb.com

CONGRATULATES all of the ACEC 2016 Award Winners
As a leader in each of our market sectors, Merrick turns complex challenges into successes through a combination of proven expertise, trusted advice, and comprehensive capabilities that focus on your needs for optimal outcomes.

At Merrick, we understand your business, operations, industry, and marketplace, and we will assist you in developing vital solutions that work.

Global, innovative, stable, and trusted. When you’re looking for industry leadership, you’ll find more at Merrick.

Congratulations to Merrick Chairman Ralph W. Christie, Jr., PE, for another successful year as Chair of the ACEC Executive Committee.

Offices in: Alaska, Canada, Colorado, Georgia, Mexico, New Mexico, North Carolina, Tennessee, Texas, United Kingdom, and Washington DC


Reaching the century mark isn’t easy – you have to be quality-driven, client-focused, and have a vision for the future. At 100 years, STV is looking ahead. As an employee-owned firm, our planners, architects, engineers and construction managers have a stake in the business, and are committed to quality performance. We provide personal attention and timely solutions, with an eye toward sustainability. And with more than 40 offices, we are a local firm with national resources.

When it comes to getting your project delivered right, choose the firm that has the drive and vision to be the best.

Congratulations to all the ACEC 2016 Winners
Port Mann Bridge, Vancouver, British Columbia
ACEC 2016 Engineering Excellence Honor Award
ACEC Washington 2016 Platinum Award
T.Y. Lin International served as Chief Design Engineer and Design Manager.

Tilikum Crossing, Bridge of the People, Portland, Oregon
ACEC 2016 Engineering Excellence Honor Award
ACEC Oregon 2016 Engineering Excellence Project of the Year Award
and People’s Choice Award
T.Y. Lin International served as Engineer of Record.

www.tylin.com

WALTER P MOORE
MULTI-AWARD WINNER FOR ENGINEERING EXCELLENCE
800.364.7300 / WALTERPMOORE.COM
CONGRATULATIONS
ACEC Engineering Excellence
Award winners.
WSP | Parsons Brinckerhoff is
proud to be part of the project
team for MTA Capital
Construction’s No. 7 Subway
Line Extension.
▶ ACEC New York - Diamond
Award and Empire Award
▶ ACEC National Grand Award

With 80 years of service, the Manhattan Bridge suspenders were deteriorated and due for replacement. All 1,268 suspender ropes were replaced, with some key modifications.

If you’re trusted to protect public health or the environment, we can help.

Hazen  hazenandsawyer.com

Your time to excel begins with SKW.

Congratulations to the SKW design team, led by Steve Baker, on earning an ACEC Engineering Excellence National Recognition Award!

SKW is proud of Steve’s commitment to providing his clients with outstanding solutions to help make their lives better, easier and safer.

Learn more about Steve’s story and recognition at skw-inc.com/yourtime.

SHAFER, KLINE & WARREN
Every year, ACEC Member Firms design thousands of projects around the globe. Many of these projects push the boundaries of innovation, creativity and overall excellence and redefine best practices—all in the hope of enhancing quality of life.

ACEC’s national Engineering Excellence Awards (EEA) competition annually celebrates these achievements. An astute judging panel of built-environment practitioners painstakingly examines entries, which already have achieved top state-level honors, to select the best of the best.

By Samuel Greengard

Those who attend the annual EEA Gala Dinner and Awards Show—known as the “Academy Awards” of the engineering industry—say they walk away with a sense of overall industry pride and a personal accomplishment that comes with professional recognition at the highest level. Not surprisingly, a tremendous amount of excitement and anticipation surrounds the annual black-tie event, which takes place in Washington, D.C.

“It’s a great opportunity to meet up with peers, share success stories and see what is happening in the industry,” says Dale Miller, regional vice president for Tetra Tech. “It’s incredible to learn what award winners are doing, and it’s incredible to win an award—particularly because nominees have all won at the state level.” The value of being nominated or
winning can benefit a business by attracting new clients, cementing existing relationships, and helping the firm recruit and retain engineering talent. “Having this kind of recognition really meant a lot to everybody, and it was a definite boost in staff morale,” says Brett Emmons, CEO of Emmons and Olivier Resources, Inc., whose firm won a Grand Award last year. “It strengthened our sense of working together and the purpose of what we’re doing.”

**Building Bridges to Success**
The Engineering Excellence Awards have spotlighted outstanding achievements in the engineering field since 1967. They highlight an array of projects large and small that deliver unsurpassed innovation, uniqueness, social value, economic gains and sustainable benefits. Those who attend the ceremony say it is more than a chance to get out of the office and network with colleagues. It’s an opportunity to see how top-tier firms are advancing design, engineering and construction.

Jon D. Magnusson, senior principal at Magnusson Klemencic Associates and a 26-time award winner, includes EEA awards among his proudest professional honors. His firm snagged its first Grand Conceptor Award in 1996 for updating and modernizing the KeyArena in Seattle. Magnusson Klemencic Associates again captured the year’s top award in 2006 for remodeling a federal courthouse in Seattle and again in 2008 for transforming a neglected brownfield site in Seattle into the Olympic Sculpture Park, reconnecting the site to Elliott Bay while creating a new beach.

Magnusson says the scope and stature of the EEA awards make them special. “It incorporates a broad array of factors that extend beyond the technical aspects of a project. You see a diverse array of designs, materials and methods among the nominees and winners,” he says. Moreover, the awards take into consideration a variety of engineering disciplines. “They incorporate many different types of engineering, which can make it appear that it’s a bit of an apples and oranges comparison. But once the judges sort things out and declare a winner, it makes the award even more meaningful because you’re not only competing against people doing the same type of work; you’re competing with firms doing all sorts of things. They are the true leaders in the industry.”

Tetra Tech’s Miller says that he and...
members of his firm attend the EEA awards regularly. “It’s a great opportunity to meet and share your stories and your successes with your peers,” he says. When he found out that the firm was among the finalists for the 2012 Grand Conceptor Award, “My adrenaline and pulse shot up.” The firm took home that year’s top award for its design and construction of the Lake Borgne Surge Barrier in New Orleans, an innovative two-mile system on the east side of the city that blocks storm surges during hurricanes and other flooding events. It was the largest civil design project in the history of the U.S. Army Corps of Engineers.

“When they announced that we had won the Grand Conceptor Award, the nervousness and excitement turned to euphoria,” Millers says. “As a firm, we had put a huge amount of effort into the project. It was a crowning moment for all the blood, sweat and tears.” Miller attended the ceremony with about 20 other colleagues, including top officials from the Corps. “When the slide appeared on the screen that displayed our project, the tables erupted in excitement. It was almost surreal.”

Others echo the sentiment. “When we won a 2015 Grand Award it was a very exciting moment. It was validation that we had some great work and helped advance the industry,” says Emmons, whose firm designed and built a zero-

discharge storm water system for Inver Grove Heights, Minn. “We were shocked and ecstatic, especially considering the level of competition and the fact that we are a small firm with only 35 employees.”

Local Recognition
The excitement of winning can take many forms. Emmons says that soon after winning, he grabbed his mobile phone to inform colleagues who couldn’t attend the ceremony. As word got out, the congratulatory emails, text messages and calls streamed in, including some from the local city council.

“There was an enormous sense of pride and accomplishment,” he says.

Finley Engineering Group, Inc., has captured three Honor Awards for projects in Vermont and Texas, and Managing Principal Craig Finley celebrates by trumpeting the award through an office celebration, social media and personal recognition. The firm has 23 employees, and 15 are engineers. “Everybody works hard and long hours,” he says. “But their families don’t always see what they are working on and what they are doing. So, we try to use these events and awards to deliver some recognition on a personal level with staff, families and friends.”

Finley says EEA nominations and awards can significantly affect how firms are viewed. The company has captured more than 50 Engineering Excellence Awards and has been recognized as one of the “Best Firms to Work For.” Finley believes the two are connected. “The staff knows we are entering projects into competitions,” he says. “There is an enormous sense of pride, and it grows when we win an award. We believe that it helps with recruitment, retention and morale.”

Finley informs clients about nominations and awards—and invites those whose projects are nominated to attend the gala. “It’s a great event. It’s enjoyable to wear black tie, and it’s great to see all the people and nominated projects,” he says. “But it also helps reinforce existing relationships. And when the dust settles and you win an award, it leads to people looking forward to the next job or opportunity to work together.”

Magnusson agrees that the awards represent more than a momentary honor. “When we recruit new engineers and they walk past pieces of art that display major projects and the awards, they are genuinely impressed. It makes a difference.”

Samuel Greengard is a technology writer based in West Linn, Ore.
Every day, we help clients meet the most pressing challenges of our time.

Our engineers, architects, designers, planners, scientists and management and construction services professionals work together on projects of all scales in over 150 countries. From some of the world’s premier sports facilities to infrastructure, urban development and national security, our connected approach creates better outcomes for people, communities and the world.
A federal effort to create a 3D spatial standard of all U.S. transportation assets should help accelerate implementation of smart infrastructure, while also providing new opportunities for engineering firms.

The Federal Geographic Data Committee (FGDC)—which promotes development, use, sharing, and dissemination of national geospatial data—is working with transportation industry mapping groups to strengthen asset management requirements for the National Highway System, says Robert Dingess, president and CEO of the Geospatial Transportation Information Management Association.

Establishing a national accuracy standard for the collection of these data sets will be helpful in broadening the analytic value of the data beyond simple asset management, Dingess says.

In addition to GTiMA, organizations such as the Intelligent Transportation Society of America and the American Society for Photogrammetry and Remote Sensing (ASPRS) have joined the FGDC effort.

“Our effort is modeled on the basic data collection standards being used by leading transportation agencies,” Dingess says. Engineering firms are welcome to participate as the standard moves through the normal FGDC process or through their participation with these other organizations, he says.

GTiMA has proposed that the standard mirror the dynamic mapping standards under development for self-driving or automated vehicles.

“This sub-decimeter relative accuracy standard will be used by vehicles to navigate road systems, and vehicle sensors will all be tied to these accuracy standards,” Dingess says. “Tying the accuracy standards provides opportunities for asset

By Bob Violino

Why national standards for 3D transportation assets are critical to the engineering industry
managers to learn from increasingly automated vehicle sensors how engineering decisions affect safety and mobility. It also has the potential to dramatically reduce the cost of access to these data sets for agencies, since private sector firms are collecting the data for vehicles—not asset management.

Opportunities Ahead

GTiMA’s goal is to align the standards from the start. “GTiMA is working to establish a standard to avoid the broad collection of data that cannot be shared or studied from a network standard,” Dingess says.

Creating and implementing a national spatial accuracy standard is important to the engineering profession for a few reasons, says Stephen Ellis, mobile mapping manager at Langan Engineering & Environmental Services, which provides civil engineering and environmental services.

Critically, a standard would ensure that projects crossing jurisdictional boundaries—mainly state lines or regional development organizations—would have the same accuracy requirements, and data developed for those projects would be seamless, says Ellis, who is on the ASPRS LiDAR Mobile Mapping Subcommittee currently engaged in adding mobile mapping collection and accuracy standards to the overall ASPRS mapping standards.

“What this means is that if my engineering firm were working on an interstate redesign project that crosses over a railway on the border of New Jersey and Pennsylvania, for example, any data we acquire from national, regional, statewide or private repositories would all be available with the same derived accuracies,” Ellis says.

This saves project time and resources that would previously have been used in transforming or registering data to the same specifications.

“In some cases, we would have to send a crew into the field to shoot some control points to register the inaccurate data to,” Ellis says. “Say we got the highway data from the state DOT or a local county government, and it was collected to a certain national standard. And we got the rail data from the private owner of the rail line, and it was in a completely different projection and at a completely different accuracy. The disparate data would not align nor be of the same accuracy. This would lead to engineering and design flaws that impact cost, schedule and safety.”

Langan would benefit in the implementation of a singular national standard for transportation asset and infrastructure data collection and accuracy by allowing the use of any data set it needs on a specific project.

“Whether we go out and collect data via traditional survey, mobile mapping or UAS [unmanned aircraft systems], or if we were provided data by the client or subcontractor, or even if we download spatial data from a repository, in theory it would all align and have the same derived accuracies,” Ellis says. “In a sense, it would be ‘plug and play,’ saving time and resources in data manipulation as well as ensuring higher confidence in the design and construction plans developed.”

All too often in the geospatial profession, data is used incorrectly and not as intended, Ellis says. A data set may be perfect within itself and for its created purpose, but if it does not adhere to a singular standard, it would not work for other purposes, he says.

“If the user of the data does not have the metadata, or assumes it is usable, it could lead to errors,” Ellis says. “Data created at one-meter accuracy cannot be used for bridge design or storm water runoff modeling. However, it would work well for creating three-foot contours for watershed analysis and some planning and alignment activities.”

If all data was held to a singular accuracy standard for its collected method-
Less Risk.
More Reward.

Newforma® apps, cloud services, and behind-the-firewall applications ensure you turn around submittals quickly, have what you need to answer RFIs, and can find any email, even if its original parties are no longer with the company.

Automatic logging ensures you have a complete record. Best-in-class search capabilities enable you to find what you need in minutes, if not seconds.

For a real-world example, read this short blog post.

You have much to gain!

Learn more: www.newforma.com/facesofrisk
Mergers and Acquisitions

After a booming year in 2015, engineering industry mergers and acquisitions (M&A) activity slowed in the first quarter of 2016. Morrissey Goodale tracked just 49 domestic deals (sales of architecture, engineering and consulting firms based in the United States), compared to 70 deals in Q1 of 2015 (Figure 1) and the lowest Q1 since 2013.

While activity levels still appear to be healthy, the momentum behind engineering industry consolidation slowed in terms of the number of transactions reported, which is down from historic highs.

Despite dealmakers pumping the brakes, several bright spots emerged during the first quarter. Florida came back in a big way as a hot spot for M&A activity. There were nine sales of Florida-based firms during the first three months of the year (Figure 2). With ACEC Member Dewberry (Fairfax, Va.) announcing its acquisition of fellow ACEC Member Preble-Rish (Port St. Joe, Fla.) in early April, Florida has already matched its total for all of 2015 with 10 transactions.

As industry firms, no one had a more industry-impacting first quarter than design powerhouse and ACEC Member Stantec, which announced deals with three ENR Top 500 design firms. Largest among them was Stantec’s announcement that it had reached an agreement to acquire global water expert and ACEC Member MWH Global. The deal adds 6,800 employees worldwide and is anticipated to place the combined firm among the top three design firms in North America and top 15 globally, and at $795 million, the transaction ranks among the largest deals in the engineering industry in recent years. Stantec also announced deals with Bury—a 300-person engineering surveying, land planning and landscape architecture firm—and with VOA Associates—280-person architecture and planning firm with global reach.

Adding nearly 7,500 staff among these three deals, Stantec brought on board more employees than all of the other domestic deals we tracked in Q1 combined. ACEC Member Pennoni was also active in Q1 with acquisitions of McCarthy and Associates (Clearwater, Fla.), a structural engineering consulting firm; ACEC Member RWD Consultants (Camden, N.J.), which specializes in civil/site, environmental, transportation and construction industries; and EPN Group (Largo, Fla.), which specializes in transportation, stormwater and drainage, and civil engineering.

Recent ACEC Deal-Makers

**MARCH 2016**

ACEC Member Atkins (Epsom, UK) acquired Howard Humphreys East Africa Limited Group (Nairobi, Kenya), a 200-person engineering and project management firm serving the transportation, water, and property markets.

ACEC Member Morrison-Maierle (Helena, Mont.) acquired Murtagh Municipal Engineering (Billings, Mont.), a water and wastewater engineering firm.

MHF Engineering (Jefferson, Iowa) joined ACEC Member Bolton & Menk (Mankato, Minn.). MHF offers municipal and agricultural drainage engineering, along with land surveying services.

Rhode Island architecture firm Saccoccio & Associates (Cranston, R.I.) acquired the architecture division of ACEC Member CDR Maquire (Doral, Fla.).

ACEC Member Tetra Tech (Pasadena, Calif.) acquired information technology solutions firm INDUS Corporation (Vienna, Va.), a specialist in data analytics, geospatial analysis, secure infrastructure, and software applications management.

Engineering, procurement and construction firm The Haskell Company (Jacksonville, Fla.) acquired ACEC Member Leidos Constructors, (Reston, Va.), as well as select design assets of Leidos Engineering.

Pro Forma Architecture, Inc. (Dallas) merged with ACEC Member PGAL (Houston).

ACEC Member PBS Engineering and Environmental, Inc. (Portland, Ore.) and HDJ Design Group (Vancouver, Wash.) announced their merger as a means to expand their geographic exposure.

**FEBRUARY 2016**

Apex Companies (Rockville, Md.) acquired ACEC Member The Source Group (Pleasant Hill, Calif.), a technical consulting and environmental engineering firm specializing in complex subsurface site assessments, remedial design, litigation management, and remediation.
Engineering specs done right

Use MasterSpec® for building projects and SpecText® for civil projects

Download a FREE TRIAL today

MasterSpec and SpecText are endorsed by ACEC. Ask about our member discounts.
**Mergers and Acquisitions**

**Willdan Group** (Anaheim, Calif.) signed a definitive agreement to acquire ACEC Member **Genesys Engineering** (Pelham, N.Y.), a mechanical and electrical consulting and engineering company.

ACEC Member **Stanley Consultants** (Muscatine, Iowa) acquired ACEC Member **Hartwig & Associates** (Englewood, Colo.), an engineering and construction management services firm that serves the transportation market.

ACEC Member **NV5** (Hollywood, Fla.) acquired ACEC Member **Sebesta** (St. Paul, Minn.), an MEP engineering and energy management company.

ACEC Member **Terracon** (Olathe, Kan.) acquired **Building Exterior Solutions** (Houston), a firm that provides innovative investigation, evaluation, and construction solutions for exterior building systems.

Mno-Bmadsen (Dowagiac, Mich.), the economic development enterprise of the Pokagon Band of Potawatomi Indians, has acquired a controlling interest in ACEC Member **WBK Engineering** (St. Charles, Ill.).

ACEC Member **Westwood Professional Services** (Eden Prairie, Minn.) acquired **Kadlec & Associates** (Plano, Texas), a civil engineering and land surveying firm.

**TMR Engineering** (Arlington, Va.) merged with ACEC Member **CMTA, Inc.** (Louisville, Ky.), an MEP consulting engineering firm specializing in sustainable, high-performance design for the education and health care markets.

ACEC Member **Rummel, Klepper & Kahl (RK&K)** (Baltimore) acquired the assets of ACEC Member **Tamayo Engineering** (Miami), a 70-person firm offering planning, engineering, environmental, and construction services.

ACEC Member **TLC Engineering for Architecture** (Orlando, Fla.) acquired **Allan and Conrad** (Winter Park, Fla.), a structural engineering firm.

ACEC Member **Johnson, Mirmiran & Thompson (JMT)** (Sparks, Md.) acquired ACEC Member **Bayside Engineering** (Tampa, Fla.), a firm that specializes in transportation and traffic design, surface water management, site engineering, construction engineering and inspection, and surveying and mapping.

**JANUARY 2016**

**Keystone Capital** (Chicago) completed an investment in and partnership with ACEC Member **Target Engineering Group** (Coral Gables, Fla.), a 140-person firm that provides construction management, professional engineering, and construction inspection services.

ACEC Member **Hardesty & Hanover** (New York City) acquired **The Heimburg Group** (Tampa, Fla.), a 20-person transportation firm with experience in highway design and planning in Florida.

**Triangle Surveying & Mapping** (Miami) joined ACEC Member **Maser Consulting** (Red Bank, N.J.), a multidisciplined engineering firm. Triangle Surveying & Mapping’s presence on the east coast of Florida complements Maser’s existing regional office in Tampa.

ACEC Member **Daniel B. Stephens & Associates (DBS&A)** (Albuquerque, N.M.) joined forces with **Geo-Logic Associates (GLA)** (Ontario, Canada), as a wholly owned subsidiary. GLA is a geologic, geotechnical, civil, and environmental consulting firm.

ACEC Member **Cator, Ruma & Associates** (Lakewood, Colo.) merged with mechanical engineering firm **Engineering Incorporated** (Boise, Idaho).

Neil Churman is principal consultant of Morrissey Goodale LLC—a strategy, M&A and human capital solutions firm serving the A/E/C industry. Churman, who is based in the firm’s Houston office, can be reached at nchurman@morrisseygoodale.com.
“It doesn’t matter if you’re driving in a race, or taking your daughter to school; smoother roads are safer for you and your family. That’s why almost all NASCAR tracks are asphalt, and why I prefer it, no matter my speed.”

-Brian Scott | Richard Petty Motorsports #44 | Father

A SMOOTH RIDE
It’s just one of the ways asphalt delivers drivability.
Members in the News

On The Move

Former ACEC Chairman Jerry Stump has been named president of Mobile, Ala. based Volkert, Inc. Stump, who has served as COO since 2013, will now be president and COO of the firm. In April, he was named president and CEO of Volkert Global, the firm’s international affiliate. Stump also serves on the executive committee of the Design Professional Coalition (DPC).

Glen Allen, Va.-based Schnabel Engineering, Inc., named Walter J. Rabe president and CEO, succeeding Gordon Matheson, who had served in that role since 2001. Rabe recently served as executive vice president of Schnabel Engineering Consultants, Inc.

Fort Worth, Texas-based Freese and Nichols, Inc., selected Brian Coltharp as president and CEO, effective Jan. 1, 2017. He will succeed Bob Pence, who served as CEO since 2002. Coltharp will serve as COO in 2016 succeeding Ron Lemons, who transitioned to a new role in the firm’s water practice.

Tampa, Fla.-based Atkins announced that Barry Schulz, COO of Atkins North America, and David Quinn, the firm’s CFO, will jointly lead the company on an interim basis, following the departure of CEO L. Joe Boyer. Schulz is based in Denver, and Quinn is based in Boston.

London-based Amec Foster Wheeler announced the appointment of Jonathan Lewis as CEO replacing interim CEO, Ian McHoul who will remain CFO. Lewis, who will be based in London formally served as a senior vice president at Halliburton Company. Ann Massey was appointed president, Environment & Infrastructure Americas for AMEC. She joined the firm five years ago through an acquisition of MACTEC, where she served as CEO. She is based in the Atlanta office.

Andrew McCune was named president and CEO of Detroit, Michigan-based Wade Trim. This is a planned leadership transition from Frank Tymowski, who served as president and CEO for the past three years. Tymowski will remain as a firm principal. McCune has been with Wade Trim for 29 years and most recently served as COO. He’s also been actively involved in ACEC/Michigan for 16 years.

In a planned leadership transition, Red Bank, N.J.-based Maser Consulting P.A., announced that Kevin L. Haney was appointed president and Leonardo E. Ponzio to executive vice president. Haney and Ponzio will continue their previous responsibilities of COO and CAO, respectively. Founder Richard M. Maser will maintain chairman and CEO role.

Chicago-based Lochner appointed Jeanne Cormier COO, following the retirement of former COO Chuck Craycraft. Cormier, previously senior vice president, will be based in the East Hartford, Conn., office.

Pasadena, Calif.-based Jacobs Engineering Group, Inc., named Robert V. Pragada president of its Industrial Line of Business. He succeeds Andrew Kremer, who moved to an executive adviser role. Pragada returns to Jacobs after serving as president and CEO of The Brock Group and is based in the Conshohocken, Pa., office.
Creating harmony and balance between people and the planet.

We are 28,000 smart, talented and driven people committed to exceptional and sustainable outcomes. We collaborate. We innovate. We deliver results.

**We are Arcadis.**
Improving quality of life.
We Give Small Business the Power of Big Business.

Ask Us About a Merchant Services Account Today!

ACEC MEMBER DISCOUNT PROGRAM BENEFITS:

- **Next Day Funding** with Business DDA
- In-Person, Mobile and Online Payment solutions including Apple Pay™, Samsung Pay™ and Android Pay™
- **Chip Card/EMV Terminals** and POS Systems
- **24/7/365** Customer Support
- ACEC member benefits: No Application Fees, No Annual Fees, No Batch Fees, No Termination Fees, Monthly Statements

Contact Tony Abbas, at **513.827.1932** or **haider.abbas@usbank.com**.
Welcome New Member Firms

ACEC/California
Barnum Mechanical Inc.,
Loomis
Blue Ocean Civil Consulting,
Costa Mesa
Buehler & Buehler Structural Engineers, Inc., Sacramento
Currier & Company,
Los Angeles
Derek J. McGregor, Inc., dba
DMc Engineering, Irvine
Forell/Elsesser Engineers, Inc., San Francisco
Geo-Advantec, Inc.,
San Dimas
Geotechnologies, Inc.,
Glendale
GMU Geotechnical, Inc.,
Rancho Santa Margarita
Hydros Consulting, Weimar
Infrastructure Factor Consulting, Inc., El Segundo
Joseph C. Truxaw and Associates, Inc., Orange
KASL Consulting Engineers,
Citus Heights
Lee & RO, Inc., City of Industry
Mid Pacific Engineering, Inc.,
Redding
MT Hall & Associates, Inc.,
Chico
RCE Consultants, Inc.,
Laguna Hills
SC Solutions, Inc., Sunnyvale
SENI Engineering and Systems, Inc., Los Angeles
Stillwater Sciences, Berkeley
TSAC Engineering, San Diego

ACEC/Colorado
William Siegel Consultants,
Monument

ACEC/Florida
B&S Engineering Consultants, LLC, Winter Park
Bermello Ajamil & Partners, Inc., Miami
CLW Engineering, LLC, Merritt Island
Collective Water Resources, Lake Worth
Dredging & Marine
Consultants, LLC, Port Orange
Driggers Engineering Services, Inc., Clearwater
Humiston & Moore Engineers, Naples
Interflow Engineering LLC, Tampa
June Engineering Consultants, Inc., Winter Garden
Omnis Communications, LLC, Tampa
Poulos & Bennett, Orlando
SPECCO Environmental, Inc., Winter Springs

ACEC/Georgia
Moreland Altolibelli Associates, Inc., Duluth
Waterhouse Engineering, LLC, Dahlonega

ACEC/Idaho
River Structures Consulting, LLC, Boise

ACEC/Indiana
Ghafari Associates, LLC, Indianapolis

ACEC/Louisiana
Ballard CLC, Inc., Alexandria
Movassaqhi, LLC, Lafayette
Professional Engineering and Surveying Company, Inc. (PENSCO), Lafayette
Quality Engineering & Surveying, LLC, Port Vincent
Vestura Consulting Services, LLC, Baton Rouge

ACEC/Maine
Calderwood Engineering Etc., LLC, Richmond

ACEC/Massachusetts
Arora Engineers, Inc., Boston
JCK Underground, Inc., Boston

ACEC/Michigan
SmithGroup/JJR, Detroit

ACEC/Nebraska
W Design Associates, McCook

ACEC/New York
South Col Engineering, PC, Latham

ACEC/North Carolina
McCracken & Lopez, P.A., Charlotte
Saber Engineering, P.A., Charlotte

ACEC/Ohio
Jobes Henderson & Associates, Newark
Stone Environmental Engineering & Science, Inc., Westerville
TGC Engineering, LLC, Sharon Center

ACEC/Oklahoma
PATH Engineering, Oklahoma City
W2M Consulting, LLC, Edmond

ACEC/Oregon
Adapt Engineering, Portland
Humber Design Group Inc., Portland
Tye Engineering and Surveying, Bend

ACEC/Tennessee
Quantum Environmental & Engineering Services, LLC, Knoxville

ACEC/Texas
Associated Testing Laboratories, Inc., Houston
Childress Engineering Services, Inc., Richardson
Contech Control Services, Inc., La Porte
Design, Inc., Houston
GarzaBury, LLC, Austin
LJB Inc., Houston
Marshall Engineering Corporation, Humble
Noble Surveying & Engineering Works, LLC, Austin

ACEC/Texas
PNR Engineers Inc., Houston
Texas Engineering and Mapping Company, Stafford

ACEC/Washington
Dubin Environmental, Seattle
Standridge Design, Inc., Vancouver

ACEC/Wyoming
WH, LLC dba Western Heritage Consulting & Engineering, Mills

To sign up for ACEC online seminars, go to www.acec.org/education.

Members in the News

Calendar of Events

JUNE
14 Managing a Project’s Scope of Services and Controlling Scope Creep and Getting Paid (webinar)
15 Pin the Tail on the Leader (webinar)
22 Communication for Project Managers (webinar)
23 The Business Development Plan Assessment: Enhancing A/E Firm Performance and Marketing ROI (webinar)
28 The New Rules of Modern Marketing for Engineering Firms (webinar)
29 Professional Liability—A Look Behind the Curtain (webinar)
30 Stop Learning on the Lamppost: How to Use Data to Illuminate Your Message, Not Just Support it (webinar)

JULY
6 Transcending Generation Gaps with Effective Communication (webinar)
7 Bringing Data into Professional Services Marketing (webinar)
12 Increase Your Impact! Five Key Skills for Your Association (webinar)
13 Grow, Merge, or Be Acquired: M&A Perspectives on the Engineering & Design Sector (webinar)

AUGUST
4-5 2016 CASE Risk Management Seminar: Managing Risk for High Stakes Success, Chicago
Solutions for the A/E Industry

New Guidelines for Business Development Plan Assessment and Benchmarking
ACEC’s just-published Business Development Plan Assessment and Benchmarking delivers a proven approach for evaluating any firm’s marketing and business development capabilities. This downloadable tool identifies strengths and opportunities for improving marketing and business development processes, systems, staff and resources.

Users can rapidly assess firm competencies in 12 areas that are fundamental to an effective marketing and business development program, including:
- Strategic and operations planning
- Leadership and communications
- Budgeting and marketing planning
- Client maintenance and service
- Pursuit management
- Integrated marketing planning
- New markets penetration
- Community involvement and networking
- Internal marketing and support
- Measuring the results and accountability
- Business development culture
- Training and development

It also offers a scope of work and guidance for quantitatively benchmarking firm performance based on metrics from a survey of more than 300 A/E firms. This publication helps business development professionals establish baseline performance and develop an action plan for enhancing firm performance to maximize marketing return on investment. For purchase and immediate download, go to ACEC’s bookstore at bit.do/ACEC-Benchmark.

Applying Expertise as an Engineering Expert Witness is for engineers, architects and surveyors interested in taking engagements as experts or as an added client service. The next day-and-a-half course is in Chicago from May 19 to 20. For course and registration information, visit bit.do/ACEC-ExpertWitness.

New CASE Seminar: Managing Risk for High Stakes Success
A proper risk management program can reduce your chances of being sued and allow you to take on more risky projects—which, when handled correctly, can generate substantial profits for your firm.

Developed by the Council of American Structural Engineers (CASE), Managing Risk for High Stakes Success can help reduce your rate of claims against structural engineering projects, as well as raise the level of quality services provided by all project participants. Firm principals, owners, project managers and risk managers are encouraged to attend.

The program will take place at the Hilton Garden Inn, Magnificent Mile, in Chicago from August 4 to 5. Register now to help your firm balance risk management and profitability with greater confidence at bit.do/CASE-ManagingRisk.

FOR MORE BUSINESS INSIGHTS
- Better Business Planning
- Factoring Executive Compensation
- Cyberattacks and Data Security
- High-Impact Proposal Writing

Go to: www.acec.org/education/webinars/

ACEC’s Business Resources and Education Department provides comprehensive and online-accessible business management education. Visit ACEC’s online educational events calendar at www.acec.org/calendar/index.cfm or bookstore at www.acec.org/bookstore, or call 202-347-7474, ext. 324, for further information.
These firms selected outstanding retirement planning for their participants. Is your firm's name here?
The American Council of Engineering Companies (ACEC), the ACEC Life/Health Insurance Trust and UnitedHealthcare Insurance Company are three separate legal operating entities and, as such, the organizations are governed and function independently. UnitedHealthcare’s services are provided with the authorization of the ACEC Life/Health Trust. Questions related to health benefits offered through the ACEC Life/Health Trust should be directed to 1-800-573-0415. Must be UnitedHealthcare insurance license products; and HMO products do not apply. ACEC membership qualification is determined by the association.

Insurance coverage provided by or through UnitedHealthcare Insurance Company, UnitedHealthcare Insurance Company of Illinois or their affiliates.

MT1013057  03/16  ©2016 United HealthCare Services, Inc.  15-0989

A Proven Formula
You + ACEC Life/Health Trust

For 50 years, the ACEC Life/Health Trust has offered health benefit plans to firms like yours based on the simple idea that health care coverage for engineers should be designed by engineers. Here’s why ACEC members — and their employees — renew with the Trust 93% of the time.

1. **Strength in numbers:** Based on a large-group plan portfolio, the Trust features over 120 plan designs for all group sizes — whether for two employees or more than 100.

2. **Confidence in coverage:** By participating in the Trust, you offer employees essential coverage consistent with the Affordable Care Act (ACA). And UnitedHealthcare’s vast provider network offers local access to 99% of the U.S. population.

3. **Proven satisfaction:** Currently, more than 1,400 ACEC member firms like yours participate in the Trust, and they renew 93% of the time.

4. **Product and price flexibility:** Through the Trust, you receive both product and price flexibility to fit your firm’s needs.

5. **Simple setup and dedicated service:** Moving from your current health plan is surprisingly easy. Rely on the Trust’s dedicated account service team with more than 20 years of combined engineering industry and health care coverage experience.

Call 1-877-279-6544 to learn more now. Or visit uhctogether.com/acec24 and download “The Bottom Line on Group Health Plans.”

The ACEC Life/Health Trust has been serving ACEC members for over 50 years. Since 2007, the Trust has been insured and serviced by UnitedHealthcare. UnitedHealthcare offers medical, dental, vision, life and disability insurance to Trust participants.