Minuteman Fund Protects Firms’ Rights

Big Win On PLA Agreements

9% Tax Deduction ‘Real Money’ For Member Firms

2010 EEA Award Winners

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Cover Feature

2010 ENGINEERING EXCELLENCE AWARDS
Honoring the year’s top engineering achievements.

Features

NOBLE CAUSES
Minuteman Fund provides critical financial assistance for Member Organizations’ legislative and judicial battles.

ENGINEERING AMERICA’S RECOVERY
Highlights from the 2010 ACEC Convention and Legislative Summit in Washington, D.C.

Departments

FROM ACEC TO YOU
Getting America back to work.

NEWS & NOTES
Degenkolb learns from earthquake damage; engineers called essential to solving world’s problems.

MARKET WATCH
Needed: private investment in global water infrastructure.

LEGISLATIVE ACTION
Major ACEC win on project labor agreements protects firm interests; nine percent deduction is “real money” for members; bipartisan climate change bill hits stumbling block.

MEMBERS IN THE NEWS
Parsons Brinckerhoff celebrates its 125th anniversary; Donald E. Stone named CEO of Dewberry; Gannett Fleming announces acquisition of VANUS, Inc.

BUSINESS INSIGHTS
Sourcebook offers help with management and risk decisions; the future of BIM; new professional development requirements.
Getting America Back to Work

Getting America back to work through infrastructure funding and unleashing the power of the private sector were the overriding themes of the recent ACEC 2010 Annual Convention and Legislative Summit in Washington, D.C.

Every aspect of the Convention—from a massive lobbying effort on Capitol Hill to targeted business management sessions—focused on how the engineering industry can help lead the nation toward a sustained economic recovery.

Hundreds of ACEC’s “citizen lobbyists” filled congressional offices to advocate for vital legislative issues, such as:

- **Infrastructure-based “jobs” bill:** The need for senators to follow the House lead and pass legislation that includes robust spending on infrastructure, energy and vertical construction projects.
- **Multiyear water infrastructure program:** Calling on senators to pass legislation to provide nearly $40 billion for water and wastewater projects over five years.
- **Six-year surface transportation program:** Securing a long-term jobs bill to replace SAFETEA-LU and help states launch major transportation projects. Convention highlights included a panel discussion featuring leaders of three of the nation’s largest engineering firms—MWH Global; Black & Veatch; and Parsons Brinckerhoff—who offered insights on current industry challenges. A Bentley Systems-sponsored CIO panel discussed critical IT issues for Member Firms featuring officers from WSP Flack + Kurtz; Jacobs Engineering Group; AECOM; and Malcolm Pirnie (now part of ARCADIS).

Be sure to read about two major Council victories for Member Firms: the exclusion of engineering services from federal Project Labor Agreements, and a new rule that makes retainage on federal contracts optional (page 6).

Congratulations to HDR for winning the Grand Conceptor Award for an innovative waste-to-energy system fueled by onions. More than 500 attended this year's Engineering Excellence Awards Gala to celebrate 163 exceptional Member Firm engineering achievements. For more on this year’s award winners, see page 12.

Don’t forget to mark your calendars for the upcoming ACEC Fall Conference at the beautiful El Conquistador Resort & Spa in Puerto Rico, Oct. 17–20.

Gerald Stump
ACEC Chairman

David A. Raymond
ACEC President & CEO
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Author Says Engineering More Essential Than Science in Solving World’s Problems

While scientists and engineers are needed to solve many of the world’s problems, engineers are more important, writes Henry Petroski, noted engineering writer and professor of civil engineering and history at Duke University.

Petroski is author of more than a dozen books on design engineering. In his new book, The Essential Engineer: Why Science Alone Will Not Solve Our Global Problems, he argues that in order to make research and development partnerships work, scientists and engineers are essential. Of the two, he says engineers are more valuable.

“Science is a never-ending quest to uncover the mysteries of the universe,” Petroski writes. “Engineering is the never-ending pursuit of a better system, including how the nuts and bolts will interface with the dollars and cents and the supply and demand.”

When looking at numerous global problems, such as climate change, alternative energies, resource distribution and health, Petroski writes, “There will be cooperation among engineers, scientists and medical doctors, but in meeting the grand challenges the participants will in effect all be doing engineering.”

To support his point, Petroski takes readers through 200 years of technological development: steamships, airplanes, the atomic bomb, the space program, the information revolution. He argues that while many of these achievements are considered scientific advances, they actually were engineering breakthroughs.

“The Apollo program, like the Manhattan Project, was ultimately much more about engineering than a scientific endeavor,” he writes. “Indeed, airplanes would be flying for decades before there was a full physical and mathematical explanation of why wings worked.”


News&Notes

Earthquakes Become ‘Giant Laboratories’ for Engineers

Soon after the eighth-strongest recorded earthquake struck Chile in February, officials from Degenkolb Engineers, a San Francisco-based structural engineering firm, headed to the region to conduct research.

“Degenkolb has a long tradition of sending people all over the world wherever earthquakes occur so we can learn from the destruction,” says Stacy Bartoletti, president and COO of Degenkolb. “We’ve had nine people in the company down there and back.”

Degenkolb also dispatched a four-person team to Haiti, which suffered a devastating earthquake in January. In recent years, the firm has sent teams to survey earthquake damage in Indonesia and Italy.

In Chile, Bartoletti says, the most significant damage occurred among newly constructed buildings more than 15 stories high in the city of Concepción. “It appears that the ground motions of the earthquake got more in resonance with those types of structures,” he says. “On many 10-story structures, there are no indications of damage, even at the epicenter; we saw lots of one- and two-story buildings with almost no damage at all.”

Bartoletti refers to earthquake zones as “giant laboratories,” adding, “Earthquakes find the weak spots in buildings, so they really bring into clarity what we need to do to improve.”

Though business opportunities exist for many firms in Chile as part of the rebuilding effort, Bartoletti says all firms can benefit from expertise gleaned throughout the region, whether they conduct business there or not.

Chilean builders, for example, use a lot of concrete construction. They follow a building code similar to one used in the United States in the mid-1990s—but they don’t always incorporate the detailing standards used in American construction.

“By improving and updating our knowledge and our codes, we will help to improve seismic strengthening practices around the world,” says Bartoletti.

From left: Degenkolb’s Kent Yu, Stacy Bartoletti, Mike Braund and Daniel Zepeda stand in front of the Alto Rio Building in Concepción, which collapsed during the earthquake.

Across the globe, water—the most abundant natural resource—is becoming a hot commodity. Though water consumes nearly 70 percent of the Earth’s surface, researchers say nearly 1 billion people still lack access to the kind of clean, safe water necessary to sustain life.

The effects of global warming, coupled with a soaring population, are motivating firms and investors alike to take a closer look at new opportunities in water infrastructure and, thus, increasing opportunities for engineers.

Not Getting Better
At least one fact is indisputable: the planet’s supply of fresh water will continue to diminish in coming years. Consider:

- World population is projected to grow from 6.5 billion to 9 billion by 2050. New residents will need water to survive.
- Upward mobility in China, India and elsewhere is moving millions out of poverty and into an economic class with an increased appetite for animal protein, hence a need to grow more grain and additional supplies of clean water. Without a significant infusion of funds, investment firm Credit Suisse estimates that “by 2020, more than 37 percent of the global population will face severe water stress.”

Raise the Price?
How might supplies be augmented (and better distributed)? OECD suggested recently that, for developed nations, increasing the price of water might work.

Figure 1 provides OECD projections to 2050 for water use by sector, illustrating huge increases in domestic, electrical, agricultural and manufacturing uses. Figure 2 illustrates projected increases in water supply construction through 2013. With numbers such as these, water represents a rising tide of opportunity that will be hard for firms to ignore.

Joe Salimando writes on construction at www.electricalconstruction.com. Reach him at ecdotcom@gmail.com.
House Armed Services Panel Endorses ACEC Call for 3% Repeal

A recently released report from the House Armed Services Committee provided a critical boost to ACEC’s effort to repeal the 3 percent withholding mandate on contracts with federal and state agencies.

After a review of defense acquisition systems and policies, the House Committee’s Defense Acquisition Reform Panel released a comprehensive set of recommendations, including the repeal of the 3 percent withholding mandate, which is scheduled to take effect in 2012.

The panel noted that Congress created “a new obstacle to federal agencies accessing the commercial marketplace” when it adopted the withholding requirement, adding that the amendment will “substantially discourage commercial firms that are tax compliant” from competing on defense contracts.

The Department of Defense previously estimated that implementing the 3 percent withholding provision would cost the department more than $17 billion in the first five years.

Major ACEC Win On Project Labor Agreements Protects Firms’ Interests

In a victory for the engineering industry, the Council successfully secured the exclusion of engineering services from the final rule implementing President Obama’s executive order mandating that Project Labor Agreements (PLAs) be used on major construction projects involving federal funds.

“This is a significant step forward that will protect the independence of engineers, surveyors and engineering professionals on construction sites,” said Bob Fogle of HNTB Corp.

ACEC raised concerns that the proposed rule implementing the president’s PLA policy did not distinguish between those performing direct construction work onsite and those performing other services. ACEC said applying such a requirement could create conflicts of interest for engineering firms that perform critical oversight and quality-assurance roles at construction sites.

The final PLA rule specifically acknowledges the concerns raised by the Council, stating, “This change makes clear that employers who do not perform construction work need not sign the project labor agreement.”

“This victory for ACEC is on par with a number of previous Council accomplishments, such as FSLA reforms, 9 percent tax deduction and shutting off FAR ‘opt-out,’” said ACEC President Dave Raymond.

Education Effort Focuses On New Health Care Law

ACEC hosted an online seminar in April to give members a comprehensive review of the newly passed health care reform law, which was signed by President Obama in March.

Major provisions of the new law include a requirement that individuals purchase health insurance; fines for some employers that do not provide qualified, affordable health insurance; the creation of a health insurance exchange where individuals and small businesses can shop for coverage; and insurance reforms. A 40 percent excise tax on high-cost health plans will take effect in 2018. In addition, higher-income individuals and families will pay increased taxes on both their earned and unearned income beginning in 2013.

ACEC raised concerns throughout the health care debate that more needs to be done to control the costs to firms that already provide health insurance to their employees.

Further information on the various provisions of the new law can be found in the Health Care Reform Resource Center on the ACEC website at www.acec.org.
ACEC 9% Tax Deduction Is ‘Real Money’ for Members

ACEC members continue to make good use of a special A/E tax deduction that allows engineering firms to take a 9 percent tax deduction for projects performed in the United States.

Enacted in 2004, the deduction has been phased in over several years, from 3 percent in 2005 to 9 percent in 2010. It represents one of the Council’s most important legislative victories on behalf of its membership.

“A few years ago, I touted the 3 percent A/E tax deduction as a ‘real money’ win from the ACEC national program,” said Christopher Borton, president of Borton-Lawson in Wilkes-Barre, Pa.

“The full 9 percent deduction this year is huge as compared to our ACEC dues,” he said. “Through the efforts of ACEC, we are netting more cash for our firms, even after our dues.”

K.C. Hill, CFO of Morrison-Maierle in Helena, Mont., said the credit has reduced his firm’s tax liability by 7 percent in qualifying years. “This has really helped our bottom line. All engineering firms should take a look at the credit, because it may be of significant benefit to them as well,” said Hill.

“CH2M HILL uses and benefits greatly from the Section 199 tax deduction, even after considering the costs of compliance,” said John Bauer-Martinez, vice president of tax for CH2M HILL in Englewood, Colo. “I was delighted by the final regulations as they apply to engineering and construction.”

‘Retainage’ Now Optional In Federal A/E Contracts; ACEC Says Eliminate It

ACEC has won a substantial change in the longstanding federal requirement that A/E contracts include a retainage of 10 percent of payments.

Under the revised Federal Acquisition Regulation (FAR) policy adopted in April, retainage is no longer mandatory, but optional (up to 10 percent) and at the discretion of the federal contracting officer.

The new rule states that no retainage is required if the contracting officer determines that the work performed by the firm is satisfactory.

Additionally, withheld payments for A/E’s are to be paid at the successful completion of the design contract; this will in many cases significantly reduce the time firms must wait for full payment.

The new policy stems from an ACEC-backed recommendation included in the Small Business Administration’s Regulatory Review and Reform initiative in 2008, calling for the elimination of retainage as an unnecessary burden on cash flow and overhead.

“While the new rule is a step in the right direction, we would like to see this practice eliminated altogether,” said ACEC President Dave Raymond. “The government has many other remedies for ensuring satisfactory completion that are less damaging to our businesses.”

Bipartisan Climate Change Bill Hits Stumbling Block

An effort by Sens. John Kerry (D-Mass.), Lindsey Graham (R-S.C.) and Joseph Lieberman (I-Conn.) to craft a compromise approach to climate change hit a snag in April when Graham walked away amid reports that Senate Majority Leader Harry Reid (D-Nev.) would move an immigration reform bill first.

Under the outlines of the compromise bill, the United States would cut greenhouse gas emissions by 17 percent in 2020 (compared with 2005 levels) and 80 percent by 2050. Pollution allowances for industries over the cap would be auctioned, with two-thirds of revenues generated returned to consumers. The bill includes loan guarantees and liability protection for new nuclear plants, as well as financial incentives for clean coal technologies and natural gas and electric vehicles.

ACEC is urging the Senate to allocate all revenues derived from motor fuels to support transportation investments. In a letter to senators, ACEC and a coalition of two dozen transportation industry and labor groups stated that any revenue from such a “carbon tax” on fuel should be deposited into the Highway Trust Fund and not diverted for other purposes.

“Enacting a new transportation bill quickly will be very difficult—if not impossible—should Congress approve legislation that diverts revenue from carbon-based fees from motor fuels away from transportation investment,” the letter explained.

The bill also incorporates the text of S. 1462, bipartisan energy legislation approved last year by the Senate Energy & Natural Resources Committee, which includes a provision requiring utilities to acquire 15 percent of their energy from renewable sources.

For More News

For weekly legislative news, visit ACEC’s Last Word online at www.acec.org.
A protracted economic downturn has created all sorts of potential pitfalls for Member Firms. Among the most talked about are increased competition for fewer contracts, thinner project backlogs and tighter balance sheets. But another factor plays prominently when weighing risk versus reward in the shadow of a down market: blame.

As financial strains mount, private owners and public agencies alike often are quick to point the finger at design professionals when a project goes off track.

“With the downturn in the economy, the pressure to exact judgments against design professionals has increased, which in turn focuses more attention on...”

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**Takeaways**

- The Minuteman Fund has helped achieve positive outcomes in recent legal and legislative disputes in Virginia, Nevada and Wisconsin.
- The Fund has successfully defended a steady stream of challenges to contracting out in California and other states since 2000.
- The Fund has assisted 37 states over several decades.
the legal avenues of attack,” says Charles Kim, ACEC general counsel.

To protect their rights, a growing number of ACEC Member Organizations have tapped into ACEC’s Minuteman Fund, the Council’s primary means for providing Member Organizations with funding for critical legal and legislative initiatives. Dating back to its roots nearly 30 years ago, the Fund’s pooled contributions have awarded more than $800,000 in matching grants to 37 State Organizations for issues involving everything from Qualifications-Based Selection (QBS) and tort reform to professional liability insurance and contractual limitations on liability.

“Federal law is one thing, but given the pressures from local jurisdictions and state agencies, you’ve got to have the means to respond precisely where challenges start happening,” says Hugh “Mac” Cannon, executive director of ACEC/Metropolitan Washington, D.C. “That wouldn’t be possible without the Minuteman Fund.”

While a great many legal and legislative issues begin as state disputes, they frequently take on national importance as other states use them as precedents.

Ongoing Battles
In 2000, California engineers thought they had won a hard-fought victory when voters decisively approved Proposition 35. The ballot initiative seemed to uphold once and for all the power of state agencies to hire private engineering firms rather than giving jobs exclusively to members of the Professional Engineers in California Government (PECG), California’s public engineers union.

Much had been riding on Prop 35 for local A/E firms hoping to enter bids without the threat of legal challenges. Engineers nationwide eagerly awaited the vote, given California’s status as a bellwether state.

Proponents of the amendment were encouraged when grassroots support for Prop 35 netted more than $14 million in donations. “We never dreamed we could raise that kind of money. We had more than 10,000 different donors to the campaign,” says Paul Meyer, executive director of ACEC/California.

The celebration, unfortunately, was short-lived. Prop 35 supporters soon found themselves defending against a steady stream of PECG-initiated legislative and court challenges to the law. “If a bill goes through the legislature that we believe violates Prop 35, we go to court to get an injunction,” Meyer says. So far, the efforts have been uniformly successful. “We won every single lawsuit since the passage of Prop 35, including two unanimous California Supreme Court rulings upholding the amendment.”

But winning has come at a significant cost. ACEC/California has amassed legal bills totaling more than $500,000 since the Prop 35 vote. The Minuteman Fund helped soften the blow with grants that partially covered the legal fees.

What’s more, Meyer says, a resource such as the Minuteman Fund does more than help offset the cost of a dispute. “When you pick your battles, you have to make sure you have the means to see them through to the end.”

For the past decade, that strategy has helped uphold fairness in the California A/E procurement process.

Legal Confusion
A/E firms in the mid-Atlantic discovered that financial threats can come in the form of legal confusion created by local courts. A Virginia judge’s footnote in a case in 2008, for example, questioned the enforceability of a limitation of liability clause, which shields an A/E firm from damages beyond the dollar amount permitted in its contract.

“Up until that point, we felt the law was clear, but there was concern that it might be open to interpretation,” says Nancy Israel, executive director of ACEC/Virginia. “This wasn’t something we felt we could ignore.”

Instead, Israel and ACEC/Virginia joined forces with ACEC/Metro Washington members in northern Virginia, the District of Columbia, and Maryland. Together, they mustered support for a bill that would go to the Virginia General Assembly and help clear up any vagueness in the existing statute. Legal expenses were partially paid for by Minuteman funds.

As part of a joint effort, the two ACEC State Organizations developed a simple yet effective strategy: The proposed bill would merely reaffirm the intent of the existing liability statute that had been on the books for decades. “If you look at the language that we used in the bill, you’ll see it’s only about a dozen words,” Israel says.

The organizers found a state senator

How to Qualify for Minuteman Funding

Requests for Minuteman funding must be made by a Member Organization.

The criteria for funding are as follows:

- The issue(s) for which funding is requested must potentially affect a large segment of the membership or otherwise have major precedent-setting implications.
- The M.O. must demonstrate its own financial and political commitment to the effort.
- The M.O. request is no greater than the amount that the M.O. itself has committed to the issue initiative (e.g., an M.O. that commits $4,000 from its own resources may seek up to an additional $4,000 in support from the Minuteman Fund). Funding in excess of a dollar-for-dollar match may be granted on the grounds of extraordinary need and urgency. Funding of $50,000 or more requires the approval of the ACEC Board of Directors.
- The M.O. includes a voluntary check-off on its Member Firms’ dues invoices for contributions to the Minuteman Fund, or in some other equally systematic and regular way encourages Member Firms to contribute to the Fund.
- The M.O. has a record of reasonable contributions to the Minuteman Fund.
- The funding request must be submitted prior to the legal or legislative action taken by the M.O. for which Minuteman funds are solicited.
and a Virginia House delegate willing to introduce two versions of the same bill. Before the bills came up for a vote, the organizations asked their members to wage a letter-writing campaign intended to give the issue more visibility among their representatives. The plan succeeded, and both chambers of the Virginia legislature passed the bill with little opposition. It’s set to become law in July 2010. “Having Minuteman funds available made it much easier to go to bat on the limitation of liability issue, particularly in tough economic times,” Israel says. “It helped pay our legal counsel to do research and spend the summer and fall talking to legislators. By the time we got to the General Assembly, legislators were aware of the issue, so when the trial lawyers came to knock on their door, we already had the legislators on our side. Being proactive made a huge difference.”

Clear Definition
Nevada A/E firms faced a similar threat after problems surfaced during the construction of a new hotel and casino in Las Vegas. After the owner, Mandalay Resort Group, discovered the structure had sunk 19 inches into the underlying soil, it sued the project’s geotechnical engineering firm, which in turn sued the structural engineering firm and architectural firms in the case. At issue was whether the state’s Economic Loss Doctrine, which had been Nevada law for decades, would extend to design professionals so as to limit damages to terms specified in the contract. Mandalay Bay argued for civil claims under tort law amounting to more than $60 million.

As in Virginia, Nevada engineers had hoped the existing doctrine would clearly limit additional damages, but the question of tort claims remained murky after a Nevada Supreme Court justice in an earlier case pointed out that Nevada courts had not historically extended the doctrine to “professionals.” Were engineers covered by the doctrine? The judge raised the question in a footnote to his ruling. “I felt very strongly and argued this for years that the Nevada Supreme Court could not have meant architects and engineers” in that footnote, says Jean Weil, founder and principal at Weil & Drage, APC, the law firm representing the structural and architectural firms in the case.

In a series of briefs, Weil made her case: “We talked about public-policy issues, we talked about what was equitable, we talked about the balance of risk and reward. If you allow parties to also sue in tort, you’ve essentially nullified the contract that the parties had entered into,” she explains. To bolster the case, ACEC/Nevada and other design professional organizations cosponsored and filed an amicus curiae “friend of the court” brief that outlined the larger ramifications if the doctrine was found not to protect engineers.

The Nevada Supreme Court clarified its position in March of 2009, ruling that engineers are covered by the doctrine.

Crunch Time
Legislative challenges aren’t the only threats facing Member Firms. Budget constraints, particularly within state agencies, also threaten the rights of engineers and designers. That reality hit home last summer in Wisconsin when the Wisconsin Department of Transportation (WDOT) announced unilateral 3.28 percent cuts for scores of highway contracts without a commensurate reduction in scope. An ACEC/Wisconsin survey of Member Firms revealed how widespread the reductions were: Ninety-three percent of survey respondents said they’d been notified of the cuts. Adding teeth to the threat, WDOT cited a clause in its agreements that gave it the right to terminate any contract in its entirety for any reason. “The entire industry was looking at the outcome in Wisconsin,” says Carol Godiksen, executive director for ACEC/Wisconsin.

Rather than sit and wait, ACEC/Wisconsin launched a five-month offensive that marshaled the resources of a transportation task force composed of its board members, senior executives at Member Firms and ACEC National, as well as Minuteman funds to help pay the organization’s legal fees. The strategy was twofold: First, reaffirm a continued desire to work collaboratively with WDOT; second, ask officials from the Federal Highway Administration (FHWA) to weigh in on whether unilateral cuts were acceptable for projects subject to Federal Acquisition Regulations (FAR).

Federal involvement was pivotal. FHWA affirmed that contract reductions without scope reductions violated FAR, which in turn jeopardized federal funds earmarked for Wisconsin. FHWA subsequently issued a letter requesting that WDOT negotiate in good faith with affected A/E firms. WDOT officials responded with a letter to local engineering firms stating the agency’s willingness to negotiate cost reductions. When Godiksen surveyed her members later, she was encouraged to learn WDOT was renegotiating and allowing for scope changes for a majority of the affected contracts. “The issue, at this point, has been resolved,” she says.

Godiksen credits fast access to Minuteman Fund resources with helping resolve the standoff. “The ability of ACEC/Wisconsin and the national organization to work together on an issue so critical as this was very important,” she says.

Alan Joch is a business writer based in Francestown, N.H.
The 2010 Engineering Excellence Awards Gala—known as the “Academy Awards” of the engineering industry—recognized 163 National Finalists and 24 top award winners, including Honor, Grand and one Grand Conceptor Award for the top overall engineering triumph.

A panel of 28 judges representing a variety of built environment disciplines across the nation selected award recipients based on criteria such as uniqueness and originality, technical complexity, social and economic value and public awareness.

Emmy Award–winning comedian Ross Shafer once again hosted the Gala, which was attended by more than 500 members and guests.
An extraordinary combination of agricultural innovation and engineering excellence culminated in a groundbreaking waste-to-energy system fueled solely by onions.

Gills Onions, the world’s largest processor of fresh-cut onions, worked with HDR Engineering to develop the Advanced Energy Recovery System (AERS), which converts 200,000 pounds of daily onion waste (peels, stems and tops) into biogas that powers 300-kilowatt fuel cells to supply plant operations.

The company sought an alternative to its traditional practice of disposing of onion waste in agriculture fields, a problematic option because of odor, soil acidification and ground water contamination. HDR led the design of the AERS, which extracts 30,000 gallons of onion juice from the waste daily and transforms it into energy through an anaerobic digestion reactor, where microorganisms convert the juice into biogas that feeds the fuel cells. The remaining waste becomes cattle feed.

The AERS accounts for 60 percent of Gills Onions’ annual power needs, reducing yearly energy costs by $1.1 million. It also fulfills the company’s goal of becoming a zero-waste facility and promises to revolutionize the disposal of food-processing waste in the future.
Cowboys Stadium, Arlington, Texas
Walter P Moore—Houston, Texas

The gleaming new home of the National Football League’s Dallas Cowboys is also home to several pinnacles of structural engineering excellence. The 80,000-seat complex features the world’s longest single-span roof structure, the world’s largest operable glass doors and the world’s largest center-hung high-definition video display. Innovative steel-arch box trusses that span a world-record 1,222 feet—the length of the stadium—highlight a pioneering roof-support system and hold aloft the 25,000-square-foot, 1.2-million-pound video board. Two translucent retractable roof panels showcase the first North American application of a rack-and-pinion roof-drive mechanism.

Sea-to-Sky Highway Improvement Project, Horseshoe Bay to Whistler, British Columbia
Hatch Mott MacDonald—Millburn, N.J.

A major expansion of Canada’s Sea-to-Sky Highway across exceptionally mountainous terrain was completed just in time for the 2010 Winter Olympics in Vancouver, providing a vital link to major Olympic sites. Rehabilitating one of the most picturesque yet challenging highways in North America involved 10 miles of new roads, 40 miles of highway realignment and widening, 40 bridge structures, 110 retaining walls, new drainage systems and rock slope stabilization. The four-year project also improved safety and capacity and reduced travel time, collisions and motor vehicle fatalities along the route.

Littleton/Englewood Wastewater Treatment Plant, Englewood, Colo.
Brown and Caldwell—Golden, Colo.

State-of-the-art upgrades to this Denver-area wastewater treatment plant include a first-of-its-kind and patented “denitrification” process that simultaneously removes nitrate and filters water; the practice reduces downstream chemical costs and energy use while improving water quality beyond regulatory requirements. The facility also features increased treatment capacity and an advanced control system to diagnose operational problems and saves operating costs for ratepayers.

TMI Steam Generator Transport Project, Middletown, Pa.
Michael Baker Jr., Inc.—Harrisburg, Pa.

Thousands witnessed the awe-inspiring problem solving of engineers during the 1- to 4-mph, 15-day journey that transported two massive, 825-ton generators across parts of Maryland and Pennsylvania to Three Mile Island. The 75-mile trek required innovative design and reconstruction of overpasses, bridges and infrastructure. Continuous load-bearing solutions were critical to protect public infrastructure from the heaviest haul ever on either state’s highway system. Structural bracings such as temporary bridge bypasses, portable over-bridges and steel plates were constructed ahead of the convoy and removed after the generators were delivered.
GRAND AWARDS

Bob Kerrey Pedestrian Bridge, Omaha, Neb.
HNTB Corp.—Kansas City, Mo.

A unique 1,012-foot-long curvilinear cable-stayed bridge rises 200 feet above the Missouri River and is one of the longest pedestrian spans in the world; it’s also the showpiece of a $2 billion downtown and riverfront development. Connecting Omaha and Council Bluffs, Iowa, the distinctive curved bridge symbolizes the flowing river below and is supported by single pylons near each bank; two planes of cables suspend the structure. Landings at each end descend to open public green spaces and connect to a regional trail system previously inaccessible to pedestrians and cyclists.

Dee and Charles Wyly Theatre, Dallas, Texas
Magnusson Klemencic Associates—Seattle, Wash.

The 12-story performing arts facility, a product of pioneering vertical design, provides an unmatched level of transformational flexibility. The facility incorporates a one-of-a-kind 3D global frame structural system, including a three-story structural steel-belt truss augmented by small interior trusses to support a puzzle-piece assemblage of spaces that interlock, with only one contiguous floor. The design allows the stage, floor platforms, seating wagons, balcony units, even walls to move—up, down, in, out or around—to create an endless variety of performance configurations.

Sound Transit’s Light Rail Beacon Hill Station and Tunnels, Seattle, Wash.
Hatch Mott MacDonald/Jacobs (Joint Venture)—Pleasanton, Calif.

Groundbreaking engineering resulted in the design and construction of the deep-mined underground transit station. The structure features twin mile-long transit tunnels built to withstand soft, unstable conditions 200 feet below the Earth’s surface. Running tunnels were excavated via earth-pressure balance boring and lined with precast concrete fitted with gaskets to ensure watertightness. Supported by steel fiber-reinforced concrete and slurry walls reinforced with fiberglass, the massive tunnels are built to withstand conditions at depths and dimensions far exceeding anything previously attempted in soft ground in the United States.
Dagher Engineering—New York, N.Y.

Imaginative engineering laid the foundation for a 12,000-square-foot river museum that, upon completion, will have a net-zero environmental impact and establish a practical, cost-effective model for future net-zero construction. The design features a vast array of advances in green and energy-efficient building, including a radiant floor system for year-round climate control, high-efficiency solar panels that generate 100 percent of the base building’s annual power, extensive use of natural light and low-energy LED lights, a rooftop wind tower for ventilation and a rainwater catchment and reuse system.

David Kreitzer Lake Hodges Bicycle Pedestrian Bridge, San Diego, Calif.  
T.Y. Lin International—San Francisco, Calif.

Cutting-edge technology and Context-Sensitive Design produced the world’s longest stress-ribbon bridge connecting portions of the 55-mile Coast to Crest Trail in California’s San Diequito River Park. The 1,000-foot-long thin concrete bridge—one of six such bridges nationwide—features 87 precast concrete panels positioned on bearing cables pulled over piers and anchored to abutments. The practice reduces the number of necessary supports jutting into the lake to just two, greatly reducing the environmental impact of the bridge on the natural waterway, surrounding lands and threatened species.

King & King Office Building, Syracuse, N.Y.  
IBC Engineering—Rochester, N.Y.

A dilapidated 1930s-era warehouse in downtown Syracuse was transformed into a high-tech office complex that is a modern marvel of sustainable design. The 30,000-square-foot facility incorporates several state-of-the-art green building advances, including high-efficiency boilers and chillers that use 50 percent less energy, low-velocity displacement ventilation, solar panels that generate 12 kilowatts of energy for building systems and vegetation, and reflective rooftop materials to reduce rainwater runoff and lower building temperature.

Harmon Shop Replacement, Croton-on-Hudson, N.Y.  
Jacobs/Parsons Brinckerhoff (Joint Venture)—Morristown, N.J.

The 200,000-square-foot, $282 million state-of-the-art maintenance facility for Metro-North Railroad’s locomotive and coach fleets includes several major innovations. Among them, specialized hoist mechanisms lift and move rail vehicles; crankcase oil is reused for winter heating; and diesel fuel is distributed through an overhead trestle to eliminate the potential for soil contamination from underground pipe leaks. The project also features stormwater treatment enhancements and contemporary office space for 300 employees.
HONOR AWARDS

Marquette Interchange Reconstruction, Milwaukee, Wis.
Milwaukee Transportation Partners—Milwaukee, Wis.

One of Wisconsin’s most hazardous freeway interchanges recently was transformed into a five-level model of highway safety and efficiency—all while maintaining its primary arterial 300,000-vehicle-a-day capability. Major interchange improvements include a new bridge over the Menomonee Valley, moving all exit and entrance ramps, increased weaving distances and clear zones, and revamped local street access routes. The project also involved construction of more than five miles of retaining walls and development of a new stormwater management system.

Nebraska City 2 Power Plant, Nebraska City, Neb.
HDR Engineering, Inc.—Omaha, Neb.

A new 682-megawatt coal-fired power plant, featuring state-of-the-art emission control systems, doubles the output of its 1970s-era predecessor and is one of the most efficient coal-fired plants in the world. HDR and the Omaha Public Power District collaborated on a unique engineer, procure and construct contract that allowed the plant to be built at an industry-leading low capital cost of $950 per kilowatt, compared with more than $1,800 per kilowatt for similar plants. High-tech controls reduce nitrogen oxide, sulfur dioxide, mercury and particulate matter to 70 percent of the emission levels of the original plant.

Portal 31 Exhibition Mine, Lynch, Ky.
Engineering Consulting Services, Inc.—Lexington, Ky.

What once was an abandoned underground coal mine is now a high-tech interactive museum—Kentucky’s only open-to-the-public exhibition mine showcasing the state’s rich coal-mining heritage. After a thorough analysis of the deactivated mine, the project team integrated multiple roof-support methods, including a high-strength fiber mesh/resin roof bolting system and an experimental high-tensile sealant for wall stabilization. A new pump and drainage system, ventilation and safety plans, and new mine seals were also incorporated. Portal 31 is now a valuable public education tool for future engineering, surveying and mining students.

Relocated I-195 & New Providence River Bridge, Providence, R.I.
Maguire Group, Inc.—Foxborough, Mass.

The most ambitious surface transportation project in Rhode Island history includes the relocation of the I-195/I-95 interchange in Providence and construction of 16 new bridges—highlighted by a new Providence River Bridge. Completed within a restrictive urban setting, the interstate relocation eliminates the previous elevated I-195/I-95 highway through downtown that separated neighborhoods from each other and the river. The project’s centerpiece—the 1,300-foot-long Providence River Bridge—is the first network arch structure in the United States. In addition to adding 16,000 feet of new linear walls, the project improves traffic flow and provides 30 new acres for parks and redevelopment.
ACEC 2010 Engineering Excellence Awards

North Avenue Bridge Reconstruction, Chicago, Ill.
HNTB Corp.—Chicago, Ill.

A synergistic blend of a cable-stayed bridge and suspension bridge is an aesthetically pleasing and efficient new structure—replacing an inoperable bascule bridge. To meet an aggressive two-year deadline, the bridge’s 850-ton precast center span was built on falsework, and then lifted into place with hydraulic jacks to avoid disrupting Chicago River marine traffic. The new wider bridge improves safety, relieves congestion and generates economic advantages along a critical Chicago transportation artery.

TKTS Booth, Times Square, New York, N.Y.
Dewhurst Macfarlane and Partners—New York, N.Y.

Times Square’s newest tourist attraction is the largest publicly accessible all-glass facility in the world and a testament to structural glass engineering. The redesigned TKTS ticket booth, which processes more than $300,000 in daily theater ticket sales, features laminated glass load-bearing walls supporting structural glass beams with spliced glass fins and a glass roof. The structure is topped with a cascade of 27 ruby-red translucent glass steps rising 16 feet above the sidewalk, giving way to a unique public space and seating area.

Merrick & Company—Aurora, Colo.

With 97 miles of levees and a history of significant floods, the city of Wichita needed a more accurate analysis of its flood-control systems—to abide by a post-Katrina federal levee recertification mandate and to avoid future loss of lives and property. The project team incorporated light detection and ranging (LiDAR) technology along with color digital aerial photography to capture high-fidelity geospatial data, including area topography, slopes, drainage flows and vulnerable flooding zones. The project is now a model for other levee recertification efforts nationwide.

O-14, Dubai, United Arab Emirates
Ysrael A. Seinuk, P.C.—New York, N.Y.

The 22-story, newest addition to Dubai’s expanding Business Bay area radically advances traditional tower design with a distinctive concrete perforated shell that serves as an aesthetic feature and primary structural component. The concrete external skeleton features more than 1,300 strategically sized and arranged openings intended to channel both gravity and lateral loads down to the base of the building. The design produces a “chimney effect” cooling system that pulls air into the openings and up through a 3-foot gap between the glass window walls and exoskeleton, reducing the 300,000-square-foot building’s cooling costs by 30 percent.

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HONOR AWARDS

Lake Delton and STH A Restoration, \(^\wedge\) Lake Delton, Wis.
Mead & Hunt, Inc./MSA Professional Services, Inc. (Joint Venture)—Madison, Wis.

Unprecedented rains in June 2008 caused Lake Delton—a 267-acre man-made lake and popular Midwest tourist destination—to breach its embankment, drain into the nearby Wisconsin River, and destroy State Trunk Highway A in the process. Within only six months, the lake had been refilled, the highway was rebuilt and tourists were again pouring in. The project team upgraded the embankment to prevent further overtopping, added an 80-foot-long emergency spillway channel to double a nearby dam's capacity, and rebuilt the vital transportation link—all in time for the 2009 tourist season.

Union Station Bicycle Transit Center, \(^\wedge\) Washington, D.C.
Parsons—Washington, D.C.

An imaginative glass facility in the shape of a bicycle helmet represents a new multimodal safe haven for bicycles outside Washington, D.C.’s commuter-crowded Union Station. Designed to ease congestion from buses, cars, taxis, pedestrians and cyclists sharing the same road space, the 1,700-square-foot “Bikestation” houses 150 bicycle racks, personal lockers, and repair and retail shops. The glass exterior is braced by steel pipe-tied arches. Its eco-friendly design includes solar heating, passive airflow cooling and bio-retentive treatment of runoff waters.

Port of Long Beach Cold Ironing Project, \(^\wedge\) Long Beach, Calif.
AECOM Technology Corp.—Orange, Calif.

Feats of engineering design provide shoreside electrical power, or “cold ironing,” to ships at berth in the Port of Long Beach; such advances allow vessels to shut off their auxiliary engines, reducing diesel emissions that cause air pollution. Design innovations include a deep-water platform on 54-inch-diameter steel piles, a pioneering cable management system to safely speed up shore-to-ship connections and state-of-the-art integrated electrical controls. The system is the first in the world for marine oil tankers.

Wetland Treatment of Glycol Impaired Runoff, \(^\wedge\) Cheektowaga, N.Y.
Urban Engineers of New York, P.C./Jacques Whitford Stantec LTD—Buffalo, N.Y.

Innovative wetlands design gives the Buffalo Niagara International Airport an environmentally friendly approach to treating propylene glycol runoff from aircraft deicing. To ensure compliance with federal limits, the wetlands system uses microorganisms to break down the glycol after deicing runoff is collected in aerated gravel beds (the size of football fields) lined with high-density polyethylene and topped with mulch and plants. The system represents one of the first U.S. applications of on-site wetlands treatment of deicing fluids.
<table>
<thead>
<tr>
<th>FIRM NAME</th>
<th>PROJECT NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACEC/ALABAMA</td>
<td>U.S. Space and Rocket Center, Davidson Center for Space Exploration</td>
</tr>
<tr>
<td>LBYD</td>
<td>United Verde Mine Project</td>
</tr>
<tr>
<td>ACEC/ARIZONA</td>
<td>City of Fillmore Water Recycling Project</td>
</tr>
<tr>
<td>URS Corporation</td>
<td>Port of Long Beach Cold Ironing Project</td>
</tr>
<tr>
<td>ACEC/CALIFORNIA</td>
<td>Muni Metro East Light Rail</td>
</tr>
<tr>
<td>AECoM Technology Corporation</td>
<td>Sand City Brackish Desalination Facility</td>
</tr>
<tr>
<td>ACEC/CONNECTICUT</td>
<td>Folsom Lake Crossing</td>
</tr>
<tr>
<td>CH2M HILL/URS (Joint Venture)</td>
<td>South Line Mobile Laser Scanning</td>
</tr>
<tr>
<td>David Evans and Associates</td>
<td>Arrowhead Tunnels-Inland Feeder</td>
</tr>
<tr>
<td>Hatch Mott MacDonald</td>
<td>Gills Onions Advanced Energy Recovery System</td>
</tr>
<tr>
<td>HDR Engineering</td>
<td>P-971 A&amp;C CAMOUT Phases I and II</td>
</tr>
<tr>
<td>RBF Consulting</td>
<td>David Kreitzer Lake Hodges Bicycle Pedestrian Bridge</td>
</tr>
<tr>
<td>T.Y. Lin International</td>
<td>East ParkCenter River Crossing</td>
</tr>
<tr>
<td>ACEC/COLORADO</td>
<td>Austin Bluffs Interchange at Union Boulevard</td>
</tr>
<tr>
<td>Brown and Caldwell</td>
<td>Revitalizing a Community Landmark</td>
</tr>
<tr>
<td>CH2M HILL</td>
<td>C-470/Alameda Parkway Interchange</td>
</tr>
<tr>
<td>E M C Engineers</td>
<td>Colorado Radionuclide Abatement and Disposal Strategy</td>
</tr>
<tr>
<td>Felsburg Holt &amp; Ullevig</td>
<td>Levee Certification Using Geospatial Technologies</td>
</tr>
<tr>
<td>Malcolm Pirnie</td>
<td>Crystal Clear Future Alamosa Arsenic</td>
</tr>
<tr>
<td>Merrick &amp; Company</td>
<td>Groundwater Cleanup at Spill Site Warren AFB</td>
</tr>
<tr>
<td>Richard P. Arber Associates</td>
<td>New Haven Harbor’s Twin 48” Force Main Crossing</td>
</tr>
<tr>
<td>URS Corporation</td>
<td>Biosolids Pellerization Facility</td>
</tr>
<tr>
<td>ACEC/FLORIDA</td>
<td>Lake Manatee WTP Pilot Study</td>
</tr>
<tr>
<td>CH2M HILL</td>
<td>Peace River Reservoir No. 2 I-595 Shared-Use Drainage</td>
</tr>
<tr>
<td>Burns &amp; McDonnell Engineering Company</td>
<td>Johns Creek Environmental Campus</td>
</tr>
<tr>
<td>Farnsworth Group</td>
<td>AmericanMart Expansion &amp; Redevelopment Project</td>
</tr>
<tr>
<td>Greeley and Hansen</td>
<td>Beachwalk Emergency Bypass Force Main</td>
</tr>
<tr>
<td>Hanson Professional Services</td>
<td>Goodman Energy Center</td>
</tr>
<tr>
<td>Wild Rose State Fish Hatchery Renovation</td>
<td>Kickapoo Creek Stream Restoration</td>
</tr>
<tr>
<td>ACEC/IDAHO</td>
<td>Water Purification Plant Chlorine Building</td>
</tr>
<tr>
<td>CH2M HILL</td>
<td>Sustainability Paves Way for Runway 2-20</td>
</tr>
<tr>
<td>E M C Engineers</td>
<td>West Rose State Fish Hatchery Renovation</td>
</tr>
<tr>
<td>Farnsworth Group</td>
<td>North Avenue Bridge Reconstruction</td>
</tr>
<tr>
<td>FOX Engineering Associates</td>
<td>Watershed Analysis—DuPage River &amp; Salt Creek</td>
</tr>
<tr>
<td>Henderson Engineering</td>
<td>Runway 10C-28C East Mass Grading Project</td>
</tr>
<tr>
<td>ACEC/ILLINOIS</td>
<td>Hidden Oaks Nature Center</td>
</tr>
<tr>
<td>HNTB Corporation</td>
<td>Keystone Parkway/106th &amp; 126th Street Interchanges</td>
</tr>
<tr>
<td>Huff &amp; Huff/HDR/Inter-flue</td>
<td>Whiting Lakefront Redevelopment Plan</td>
</tr>
<tr>
<td>MWH Delta (Joint Venture)</td>
<td>Main Street Underpass at Grand Trunk Western Railroad</td>
</tr>
<tr>
<td>MWH Global</td>
<td>ACEC/INDEANA American Structurepoint</td>
</tr>
<tr>
<td>HDX Engineering</td>
<td>American Structurepoint</td>
</tr>
<tr>
<td>ACEC/INDIANA</td>
<td>American Structurepoint</td>
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<tr>
<td>ACEC/IOA</td>
<td>American Structurepoint</td>
</tr>
<tr>
<td>ACEC/IOWA</td>
<td>Main Street Underpass at Grand Trunk Western Railroad</td>
</tr>
<tr>
<td>ACEC/KANSAS</td>
<td>Membrane Bioreactor Wastewater Treatment Plant</td>
</tr>
<tr>
<td>FOX Engineering Associates</td>
<td>24th Street Bridge</td>
</tr>
<tr>
<td>HDR Engineering</td>
<td>Cedar Rapids WPFC Flood Protection Improvements Study</td>
</tr>
<tr>
<td>ACEC/KANSAS</td>
<td>Innovative Crash-worthy Bridge Rail for FRP Decks</td>
</tr>
<tr>
<td>BG Consultants</td>
<td>Rock Creek Watershed Planning</td>
</tr>
<tr>
<td>Black &amp; Veatch</td>
<td>Ineeda Cleaners GAC Remediation System</td>
</tr>
<tr>
<td>Burns &amp; McDonnell Engineering Company</td>
<td>Oak Ridge High School Additions &amp; Renovations</td>
</tr>
<tr>
<td>HNTB Corporation</td>
<td>Antioch I-435 Interchange</td>
</tr>
<tr>
<td>Professional Engineering Consultants</td>
<td>Groundwater Remediation and RO Water Treatment Center</td>
</tr>
<tr>
<td>TranSystems</td>
<td>Wichita Central Corridor</td>
</tr>
<tr>
<td>URS Corporation</td>
<td>Horsethief Reservoir</td>
</tr>
<tr>
<td>ACEC/KANSAS</td>
<td>Turkey Creek Tunnel Improvements</td>
</tr>
</tbody>
</table>
## 2010 EEA National Finalists

<table>
<thead>
<tr>
<th>FIRM NAME</th>
<th>PROJECT NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ACEC/KENTUCKY</strong></td>
<td></td>
</tr>
<tr>
<td>CDP Engineers</td>
<td>Georgetown Fire Station Parking Lot</td>
</tr>
<tr>
<td>Engineering Consulting Services</td>
<td>Portal 31 Exhibition Mine</td>
</tr>
<tr>
<td>Gresham, Smith and Partners</td>
<td>Rivers Landing Condominiums</td>
</tr>
<tr>
<td>Kenvirons</td>
<td>City of Jamestown Water Treatment Plant</td>
</tr>
<tr>
<td>Stanley Consultants</td>
<td>Sparrow Station Generating Unit 4</td>
</tr>
<tr>
<td><strong>ACEC/MAINE</strong></td>
<td></td>
</tr>
<tr>
<td>Stantec Consulting Services</td>
<td>FirstEnergy/W.H. Sammis Selective Catalytic Reduction System</td>
</tr>
<tr>
<td><strong>ACEC/MARYLAND</strong></td>
<td></td>
</tr>
<tr>
<td>A. Morton Thomas and Associates</td>
<td>NPDES Carrington Watershed—Charles County, Md.</td>
</tr>
<tr>
<td>Whitman Requardt &amp; Associates</td>
<td>Grade Separation of MD 450 at CSXT Railroad</td>
</tr>
<tr>
<td><strong>ACEC/MASSACHUSETTS</strong></td>
<td></td>
</tr>
<tr>
<td>Maguire Group</td>
<td>Relocated I-195 &amp; New Providence River Bridge</td>
</tr>
<tr>
<td>STV Incorporated</td>
<td>Greenbush Line Rail Restoration</td>
</tr>
<tr>
<td>Tetra Tech</td>
<td>U.S. Forces—Iraq Operations Facility</td>
</tr>
<tr>
<td><strong>ACEC/METROPOLITAN WASHINGTON</strong></td>
<td></td>
</tr>
<tr>
<td>CH2M HILL</td>
<td>11th Street Bridges Interchange Justification Report</td>
</tr>
<tr>
<td>Parsons</td>
<td>Union Station Bicycle Transit Center</td>
</tr>
<tr>
<td>Robert Silman Associates</td>
<td>Eastern Market Rehabilitation</td>
</tr>
<tr>
<td>Schnabel Engineering</td>
<td>GW Memorial Parkway Rock Slope Stabilization</td>
</tr>
<tr>
<td>Syska Hennessy Group</td>
<td>Dulles Airport Tier 1 East/West Domestic</td>
</tr>
<tr>
<td>Vanasse Hangen Brustlin</td>
<td>Route 50 Traffic Calming Improvements Project</td>
</tr>
<tr>
<td><strong>ACEC/MICHIGAN</strong></td>
<td></td>
</tr>
<tr>
<td>Bergmann Associates</td>
<td>Farm Lane</td>
</tr>
<tr>
<td><strong>ACEC/MINNESOTA</strong></td>
<td></td>
</tr>
<tr>
<td>Emmons &amp; Olivier Resources</td>
<td>Arlington-Pascal Stormwater Improvements</td>
</tr>
<tr>
<td>HDR Engineering</td>
<td>Cost Risk Assessment and Value Engineering Workshops</td>
</tr>
<tr>
<td>Short Elliott Hendrickson</td>
<td>Burnsville Surface Water Treatment Plant</td>
</tr>
<tr>
<td>SRF Consulting Group</td>
<td>Stormwater Management: Univ. of Minn. TCF Bank Stadium</td>
</tr>
<tr>
<td><strong>ACEC/MISSOURI</strong></td>
<td></td>
</tr>
<tr>
<td>Crawford, Murphy &amp; Tilly</td>
<td>Saline Creek Regional WWTF—Phase II</td>
</tr>
<tr>
<td>HNTB Corporation</td>
<td>Amtrak Thames River Bridge</td>
</tr>
<tr>
<td>Jacobs Engineering Group</td>
<td>Seismic Retrofit Study of the I-155 Bridge</td>
</tr>
<tr>
<td>SCI Engineering</td>
<td>Patients First Health Center Additions</td>
</tr>
<tr>
<td><strong>ACEC/MONTANA</strong></td>
<td></td>
</tr>
<tr>
<td>HDR Engineering</td>
<td>Bonner Pedestrian Bridge</td>
</tr>
<tr>
<td><strong>ACEC/NEBRASKA</strong></td>
<td></td>
</tr>
<tr>
<td>CH2M HILL association with HDR Engineering and Lamp, Rynearson &amp; Associates</td>
<td>Omaha Long Term Control Plan</td>
</tr>
<tr>
<td>HDR Engineering</td>
<td>Nebraska City 2 Power Plant</td>
</tr>
<tr>
<td>HNTB Corporation</td>
<td>Bob Kerrey Pedestrian Bridge</td>
</tr>
<tr>
<td><strong>ACEC/NEVADA</strong></td>
<td></td>
</tr>
<tr>
<td>The Louis Berger Group</td>
<td>Las Vegas Wash Upper Diversion Weir</td>
</tr>
<tr>
<td>The Louis Berger Group</td>
<td>Narragansett Bay Commission CSO Program</td>
</tr>
<tr>
<td><strong>ACEC/NEW HAMPSHIRE</strong></td>
<td></td>
</tr>
<tr>
<td>Parsons Brinckerhoff</td>
<td>Mount Washington Hotel and Resort Improvements</td>
</tr>
<tr>
<td><strong>ACEC/NEW JERSEY</strong></td>
<td></td>
</tr>
<tr>
<td>Arora and Associates</td>
<td>Route 70 over Manasquan River Bridge</td>
</tr>
<tr>
<td>Gannett Fleming</td>
<td>Route U.S. 1 &amp; 9: Rahway River Bridge and Sections</td>
</tr>
<tr>
<td>Hatch Mott MacDonald</td>
<td>Sea-to-Sky Highway Improvement DBFO Project</td>
</tr>
<tr>
<td>Jacobs Engineering Group</td>
<td>N.J. Meadowlands Rail &amp; Roadway Improvement Project</td>
</tr>
<tr>
<td>Langan Engineering &amp; Environmental Services</td>
<td>77 Hudson/70 Greene</td>
</tr>
<tr>
<td>McCormick Taylor</td>
<td>N.J. Route 49 over Cape May Branch Bridge</td>
</tr>
<tr>
<td>Michael Baker Jr.</td>
<td>Route 52 Causeway Replacement Contract A</td>
</tr>
<tr>
<td>PB Americas</td>
<td>Hillery Street Bridge Replacement</td>
</tr>
<tr>
<td>Taylor Wiseman &amp; Taylor</td>
<td>RT 17/Essex Street Interchange Reconstruction</td>
</tr>
<tr>
<td>The Louis Berger Group</td>
<td>Design and Construction Services of the SRS/SCAT Gun</td>
</tr>
<tr>
<td><strong>ACEC/NEW MEXICO</strong></td>
<td></td>
</tr>
<tr>
<td>CH2M HILL</td>
<td>San Juan-Chama Drinking Water Treatment Plant</td>
</tr>
<tr>
<td>HNTB Corporation</td>
<td>Rail Runner Express Phase II</td>
</tr>
<tr>
<td><strong>ACEC/NEW YORK</strong></td>
<td></td>
</tr>
<tr>
<td>AECOM</td>
<td>Hudson River PCBs—Portable Water Supplies</td>
</tr>
<tr>
<td>AECOM</td>
<td>Long Island Replacement Cable Project</td>
</tr>
<tr>
<td>Arup</td>
<td>Juilliard School/Alice Tully Hall Expansion</td>
</tr>
<tr>
<td>Bechtel/SELLS/URS (Joint Venture)</td>
<td>Gowanus Expressway Viaduct-BQE Connector</td>
</tr>
<tr>
<td>C&amp;S Engineers</td>
<td>Midler City Industrial Park Brownfield Remediation</td>
</tr>
<tr>
<td>Dagher Engineering</td>
<td>Houstanic River Museum, A Net-Zero Building</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FIRM NAME</th>
<th>PROJECT NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dewhurst Macfarlane and Partners</td>
<td>TKTS Booth, Times Square, New York</td>
</tr>
<tr>
<td>Ecology and Environment Engineering</td>
<td>GIS/GPS Mapping for Interstate Ruby Pipeline Siting</td>
</tr>
<tr>
<td>Hazen and Sawyer</td>
<td>UCONN Water Reuse</td>
</tr>
<tr>
<td>HDR Engineering</td>
<td>Green Remediation Revitalizes Bronx Waterfront</td>
</tr>
<tr>
<td>HDR Engineering</td>
<td>Tappan Zee Bridge Partial Deck Replacement</td>
</tr>
<tr>
<td>IBC Engineering</td>
<td>King &amp; King Office Building</td>
</tr>
<tr>
<td>Jacobs/Parsons Brinckerhoff</td>
<td>Harmon Shop Replacement</td>
</tr>
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<td>Design (Joint Venture)</td>
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<td>Brooklyn-Queens Expressway—61st Street to Broadway</td>
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<td>Urban Engineers of New York/I Jacques Whitford/Stantec Limited</td>
<td>Wetland Treatment of Glycol Impaired Runoff</td>
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<td>ACEC/NORTH CAROLINA</td>
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<td>Robert Edge Sr. Parkway</td>
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<td>New Orleans Temporary Pumping Station Expansion</td>
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<td>Magnuson Park Wetlands and Athletic Fields</td>
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<td>Engineer Navigates River Authority to GIS Solution</td>
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<td>Walter P Moore</td>
<td>Cowboys Stadium</td>
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New York City–based Arup was a 2010 EEA National Finalist for the expansion, renovation and acoustic upgrade of Lincoln Center’s Juilliard School and Alice Tully Hall in New York City.
ACEC thanks the 2010 Engineering Excellence Awards Judges and EEA Committee for their time and dedication to this year’s competition.

Christopher M. Gordon
Chief Judge
Harvard University
Cambridge, Mass.

Sharon Black
Harvard Business School
Boston

Linda Bridwell
Kentucky American Water
Lexington, Ky.

Mike G. Chapman
Naval Facilities Engineering Command
Washington, D.C.

Rina Cutler
City of Philadelphia

David Haley
State Chief Architect
Madison, Wis.

Larry Kosir
Rochester Public Utilities
Rochester, Minn.

P. Patrick Leahy
American Geological Institute
Alexandria, Va.

Lewis E. Link
University of Maryland
Middletown, Md.

Ronnie A. May
DTE Energy
Detroit

Karl Miller
Kenny Construction Company
Chicago

Glen R. Mowery
University of Iowa
Iowa City, Iowa

Mark C. Nelson
Commonwealth of Massachusetts
Boston

Anne Papageorge
University of Pennsylvania
Philadelphia

Tom Powers
City of Chicago, DOT

Mark Premo
Anchorage Water & Wastewater Utilities
Anchorage, Alaska

David V. Shriner
Los Angeles World Airport
Los Angeles

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St. Paul, Minn.

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Alexandria, Va.

Robert Stulke
City of Omaha
Omaha, Neb.

Stephen K. Swinson
Thermal Energy Corporation
Houston

Maj. Gen. Merdith (Bo) Temple
DCG-CEO Headquarters, USACE
Washington, D.C.

Tim J. Ward
Manhattan College
Riverdale, N.Y.

Peter Zipf
The Port Authority of NY & NJ
New York City

Herbert Berg
Chairman
HBK Engineering, LLC
Chicago

Jon M. Beckman
Kleinfelder Engineers
Framingham, Mass.

Fredric S. Berger
The Louis Berger Group
Washington, D.C.

George Binder
ACEC/Kentucky
Frankfort, Ky.

Andrew J. Ciancia
Langan Engineering & Environmental Services
New York, N.Y.

Edwin K. Delea
Allen & Hoshall
Ridgeland, Miss.

Carol Godiksen
ACEC/Wisconsin
Madison, Wis.

Tim J. Ward
Manhattan College
Riverdale, N.Y.

Judy L. Hricak
Gannett Fleming
Harrisburg, Pa.

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ACEC thanks the following companies for their sponsorship of the EEA Gala:

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MWH Global
Parsons
T.Y. Lin International
Urban Engineers, Inc.
Walter P Moore
Ysrael A. Seinuk, P.C.

DONOR
IBC Engineering, P.C.
Maguire Group, Inc.
TMG Custom Media
Victor O. Schinnerer
Wilbur Smith & Associates
Rallying to the theme of engineering the nation’s economic recovery, more than 1,000 members attended the recently concluded ACEC 2010 Annual Convention in Washington, D.C., to promote important industry legislative initiatives and learn critical bottom-line business insights.

“The business focus of the Convention is outstanding,” said James Stewart of PSA Consulting Engineers in Oklahoma City. “There is a tremendous pool of resources, and I always find important items to take back to my firm.”

“It was a nice mix of technical sessions, interesting speakers and meetings on Capitol Hill,” said Jason Matson of Kimley-Horn in West Palm Beach, Fla. “It’s a very efficient use of time and a real chance to get things done.”

“I really liked the CEO Panel. It was very high-level strategic stuff. They got into some really good, thought-provoking topics,” said William Hoffmann of CTL/Thompson Inc. in Colorado Springs, Colo. “Coming to these events reminds you of all the things that the Council does for you.”

Convention attendees also included delegations from China, India, Canada, Australia, Korea and Nigeria; 70 first-time attendees; and representatives of colleague associations, including ASCE, ARTBA, FIDIC and NCEES.

The Convention’s comprehensive Legislative Summit was highlighted by the participation of more than 400 ACEC “citizen lobbyists” who took to Capitol Hill to urge their elected representatives to boost the national economy through new multiyear bills for water, aviation and surface transportation. Citizen lobbyists also raised concerns about pending initiatives that threaten contracting out and advocated repeal of the 3 percent withholding mandate.

Economist Editor Greg Ip updates attendees on the state of the global marketplace.

U.S. Engineers Key to Global Marketplace
Greg Ip, U.S. economics editor for *The Economist* magazine, told attendees opportunities for the engineering industry abound despite a slow economic recovery.

“The United States is the world’s largest exporter of services,” he said. “There is a need for the expertise that you folks have, which still far exceeds what other countries can do.”
Ip's optimistic presentation also pointed to improvements in the U.S. trade gap, business investment, and state budgets. “We are getting back to an economy that produces more stuff instead of one that just moves things around,” Ip said. “One of the great things about the American economy is that people go in search of the opportunities.”

Ip noted that although the economy is growing again, “it will be a long struggle back.”

**Buchanan and Clift Conduct Spirited Debate**

Nationally recognized pundits Eleanor Clift and Patrick Buchanan lightened the mood during a spirited debate across the political spectrum—differing on almost every issue they discussed, from the success of the stimulus package to the likely results of the 2010 midterm election.
CEO Panel Provides High-Level Perspective on Industry Issues

Leaders of three of the nation’s largest engineering firms offered compelling views on near- and long-term challenges and opportunities facing the industry.

Robert Uhler, chairman and CEO of MWH Global, said three “megatrends”—commoditization of engineering services, consolidation of midsized engineering firms, and growth among firms offering both engineering and construction services—have led him to guide his firm toward being an intellectual property provider.

“We are creating a repeatable platform business, packaging solutions on a global scale,” he said.

George Pierson, CEO of Parsons Brinckerhoff, addressed the lack of infrastructure investment in the United States. “We spend one of the lowest percentages of GDP on infrastructure among all the nations on earth,” he said. “Failing to invest in infrastructure can create a self-propelling spiral downward.”

Len Rodman, chairman, president and CEO of Black and Veatch, said, “Focusing short-term makes it difficult to build a good national infrastructure. We need to convince policymakers about the value of long-term infrastructure planning.”

Gerald Stump Assumes ACEC Chairmanship

Gerald Stump, COO and executive vice president of Wilbur Smith Associates, succeeded Tim Psomas, chairman of Psomas, as ACEC chairman for 2010–11.

New members on the 2010–11 Executive Committee (ExCom) are: Sergio “Satch” Pecori, president/CEO of Hanson Professional Services; Paul Grosser, president/CEO of P.W. Grosser; Miller “M.L.” Love, vice president of Collins Engineers; and Robert Paulsen, chairman of The PBSJ Corporation. ACEC/South Carolina Executive Director Joe Jones III is the new NAECE representative.

Returning ExCom members are chairman-elect Terry Neimeyer, chairman and CEO of KCI Technologies; Bart Patton, senior vice president of Kleinfelder; Ken Wightman, CEO of David Evans and Associates; and Robin Greenleaf, president of Architectural Engineers.
ACEC/Wisconsin leaders met with Senator Russ Feingold (D-Wis.) during the Convention’s Capitol Hill visits. From left: Ted Richards and Matt Richards, both from Strand Associates, Inc.; ACEC/Wisconsin Executive Director Carol Godiksen; James Owen, MSA Professional Services; Senator Feingold; ACEC/Wisconsin President Stan Sudgen; Phil Budde, Strand Associates; and David Murphy, MSA Professional Services.

Thomasson Associates’ Wimberly Wins $10K in ACEC/PAC Sweepstakes

ACEC/PAC enjoyed strong fundraising success at the 2010 ACEC Annual Convention with more than $125,000 raised to support the Council’s political program. Winners of the ACEC/PAC Sweepstakes drawing included:

• John Wimberly, I.C. Thomasson Associates, Tennessee: $10,000
• Roy Abe, HDR, Hawaii: $5,000
• David Harrell, Vaughn & Melton Consulting Engineers, Tennessee: $2,000
• Dennis P. Coffey, HNTB, Massachusetts: $1,000

Gregs Thomopoulos (left), CEO of Stanley Consultants and chairman of the International Federation of Consulting Engineers (FIDIC), greets Mayen Adetiba, vice president of the Nigerian Society of Engineers, and Enrico Vink, FIDIC managing director. Delegations from Australia, Canada, China, India and Korea also attended the Convention.

ACEC/Indiana leadership meets with Congressman Dan Burton (R-Ind.) at his Capitol Hill office. From left: Ross Snider, USI Consultants, Inc., Indianapolis; ACEC/Indiana President Abe Swidan, Janssen & Spaans Engineering, Inc., Indianapolis; Susie Grynol, Association of Consulting Engineering Companies, Ottawa, Canada; Congressman Burton; and Mak Knowles, American Structurepoint Inc., Indianapolis.

John Marinello (left), chief information officer, WSP Flack + Kurtz, discusses critical IT issues facing Member Firms during the Bentley Systems-sponsored CIO Panel. Also pictured, from left: Cora Carmody, senior vice president, information technology, Jacobs Engineering Group; James T. Walsh, chief technology officer, AECOM; Janerie Wheeler, vice president and director, information services and technology, Malcolm Pirnie; and session moderator Cort Kane of designDATA.

Thank You

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Strand Associates, Inc.
Members in the News

Anniversary

New York City–based Parsons Brinckerhoff (PB), a leader in developing and operating infrastructure, celebrates its 125th anniversary in 2010.

William Barclay Parsons established a consulting engineering practice in Manhattan in 1885; today the firm has nearly 14,000 employees in 150 offices on six continents.

In January 2010, the firm welcomed new Chief Executive Officer George J. Pierson and began its first full year of operation as a wholly owned subsidiary of Balfour Beatty plc, a London-based engineering, construction, professional services and investment firm.

During its 125-year history, PB has participated in the development of the first mass transit systems for New York City, San Francisco, Atlanta, Taipei and Singapore; the advancement of immersed-tube tunnel technology; and various innovations in the design and construction of bridges.

St. Paul, Minn.–based Toltz, King, Duvall, Anderson and Associates, Inc. (TKDA), an employee-owned engineering, architecture and planning firm, celebrates its centennial in 2010.

Founded in 1910 by Maximilian Toltz as Toltz Engineering Company, the firm became Toltz, King, Duvall, Anderson and Associates, Inc., in 1956.

“We are very proud of our longevity and our culture, which is illustrated by our 80 percent repeat client base and also the fact that many of our employees have spent their entire careers at TKDA,” said William E. Deitner, CEO of TKDA.

With its nearly 200 employees, TKDA has played a role in many Twin Cities’ landmarks: Cathedral of Saint Paul, Como Park Conservatory, Union Depot in Saint Paul, Space Tower on Minnesota State Fair Grounds, Robert Street Bridge and Wabasha Street Bridge.

On The Move

From left: Ronald L. Ewing, Donald E. Stone Jr. and Dan M. Pleasant

Donald E. Stone Jr. has been appointed CEO at Dewberry. Stone will succeed Ronald L. Ewing, who has been with Dewberry since 2002. Stone previously served as COO.

Dan M. Pleasant, president of Dewberry’s southeast division, has been appointed COO. Ewing, who plans to retire, will help in the transitions for Stone and Pleasant and will continue on the Dewberry board.

Parsons appointed Jeffrey F. Squires president, Parsons MENA (Middle East and North Africa), where he will provide overall leadership, manage business development and promote Parsons’ strategic objectives in the region. Squires, who joined Parsons in 2005, most recently served as vice president, transportation program development.


Fishbeck, Thompson, Carr & Huber, Inc. (FTC&H), elected James A. Susan president, succeeding James D. Townley, who was elected chairman.
Mergers & Acquisitions

Atlanta-based Geosyntec Consultants, Inc., acquired the assets of Rainwater Recovery, Inc., a Waltham, Mass., consulting firm focused on the design of rainwater harvesting and integrated stormwater management systems. The acquisition expands Geosyntec’s service offerings in the water and natural resources sector.

Geosyntec, founded in 1983, provides consulting engineering and science services and has more than 45 offices in the United States and select international locations.

Philip Reidy, who founded Rainwater Recovery six years ago, joins Geosyntec’s Brookline, Mass., office. Rainwater Recovery’s staff joins Geosyntec’s team of specialists in water resources management nationwide.

Susan joined FTC&H in 1992 and becomes only the fifth president in the firm’s 54 years.

Tim Baldwin, Tim Cawood, Street Lee and Mark Smith have been promoted to senior vice president at McKim & Creed, an engineering, surveying and planning firm with offices throughout the Southeast. Baldwin will oversee business development in the water and wastewater industry; Cawood will oversee the firm’s geomatics (surveying and mapping) services; Lee will be in charge of water and wastewater services; and Smith will manage the development and natural resources business unit.

Howard H. Roberts Jr. has joined Sam Schwartz Engineering (SSE) as senior vice president, transit and rail services, and will focus on growing SSE’s transit and rail operations in the United States and abroad. Roberts also will be general manager of the company’s Philadelphia office, to open later this year. Previously, Roberts served as president of New York City Transit.
Members in the News

Mergers & Acquisitions

R

aleigh, N.C.–based engineering and environmental firm S&ME, Inc., has acquired Atlanta-based QORE, Inc. About 260 former QORE employees joined S&ME, increasing the firm’s number of employees to about 1,000. This staff will work from 28 offices in North Carolina, Alabama, Georgia, Florida, Kentucky, South Carolina, Tennessee and Virginia.

“Of course, it’s a major expansion for S&ME, and it increases our powerhouse lineup of respected professionals to take on today’s emerging engineering and environmental sustainability challenges,” said S&ME President and CEO Randy Neuhaus.

G

annett Fleming recently announced its acquisition of VANUS, Inc., which has become VANUS Group of Gannett Fleming (VANUS). Based in Tampa, Fla., VANUS offers traffic engineering and intelligent transportation systems (ITS) services in planning, engineering, system integration, software development and construction management.

Through the acquisition, Gannett Fleming has broadened its ITS capabilities, increased its ITS staff and expanded the firm’s national footprint. VANUS staff will remain in their existing offices, including Tampa and locations in Miami Lakes, Fla., Kansas City, Kan., and New Orleans. Former VANUS President Jay Calhoun has been named a vice president within Gannett Fleming.

Welcome New Member Firms

ACEC/Alaska
EMC Engineering, LLC, Anchorage

ACEC/Georgia
Working Buildings, Atlanta

ACEC/Louisiana
Engensus, LLC, Baton Rouge

ACEC/Nebraska
Miller & Associates, Consulting Engineers, P.C., Kearney

ACEC/New Jersey
Mariano D. Molina, Jersey City

McBride Engineering, LLC, Parker

ACEC/Orange
BCG Consulting, Inc., Portland

ACEC/Washington
Taylor Associates, Inc., Seattle

WRK Engineers, Inc., Vancouver
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Sourcebook Helps Engineers Make Management and Risk Decisions

Have you ever been confronted with a contract that you really didn’t want to sign? How about a take-it-or-leave-it contract or purchase order that required an unfair liability burden on your firm, including indemnifying the client and paying their legal fees?

You have to make a business decision. ACEC’s new “Blue Sourcebook” can help.

The Blue Sourcebook: Business Practices and Risk Management for Engineering Firms is a real-world guidebook that belongs in the library of every engineering firm. The sourcebook presents a variety of challenging everyday—and less usual—risk management situations in which a firm might find itself, with advice and/or alternatives on what to do next. This one-of-a-kind guide deals with the business side of engineering and includes best practices of engineering firms of all sizes from throughout the United States.

Featuring more than 200 scenarios, solutions, tips, advice and alternatives previously attempted and implemented by engineering firms, the sourcebook is the ideal go-to reference to help you react quickly to business situations and take preventive measures to avoid trouble before it occurs.

Building Information Modeling: The Future Is Here

There’s no denying that the practice of Building Information Modeling (BIM) is becoming more prevalent in the A/E/C world; it has proved to streamline the design and construction process, reduce risk and increase efficiency.

Does your firm have what it needs and what it takes to compete? ACEC’s new 2010 BIM course—Realizing BIM Potential for A/E Firms: Leveraging the Building Information Modeling Process for Increased ROI, June 21–22 in Orlando—is a focused, next-level exploration of the BIM process, presented by experienced practitioners, software experts and A/E industry innovators.

Of interest to A/E company principals, project managers, COOs, IT managers and business development professionals of firms already using or familiar with BIM, the agenda features a strategic look at where and how to achieve its potential and maximize bottom-line benefits. Attendees will hear from industry innovators who are successfully transforming BIM projects into bottom-line success stories and learn marketing advantages to “up their BIM game.”

Key perspectives and sample topics include:
• Assessing your IT investments and moving forward, adding value without breaking budgets;
• Implementing a more efficient bidding process for construction, plus how reduced RFIs can create fee savings;
• Hearing from clients: expectations and realities;
• Taking a BIM model from design to construction to maintenance; software M/E/P tips and tricks;
• Learning risk issues: contracts and data licensing agreements; and
• Staying engaged in projects through their lifecycle by assisting owners in the management of their facilities through the firm’s BIM model.

For full course agenda highlights and faculty and to register, visit www.acec.org/education.
Advance yourself and your FIRM with ACEC’s educational programs & publications!

UPCOMING ACEC COURSES:

Applying Expertise as an Engineering Expert Witness
June 10-11 - Denver, CO

Realizing BIM Potential for A/E Firms
June 21-22 - Orlando, FL

Key Changes in Federal Procurement & Project Delivery
September 15-16 - Washington, DC

For more information on these and other upcoming seminars and webinars, go to www.acec.org/education and to check out products at the ACEC Bookstore, go to www.acec.org/publications
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