



ACEC New Jersey

American Council
of Engineering Companies

ACEC New Jersey

AMERICAN COUNCIL OF ENGINEERING COMPANIES

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President
Joseph A. Fiordaliso



**41st Annual
Engineering Excellence
Awards**

**March 14, 2012
Foragate Country Club**

ACEC New Jersey

Grand Honor Award

Gannett Fleming, Inc.

**New Jersey Turnpike Authority
New Jersey Department of Transportation**



I-78 and Garden State Parkway Interchange 142

ACEC New Jersey

Chairperson's Greeting



Welcome to the 41st Annual Engineering Excellence Awards, a celebration of New Jersey's engineering profession and its contribution to our economy, health and safety, and quality of life. This year's program honors the work of nearly thirty New Jersey consulting engineering firms and their clients, whose efforts demonstrate both superior skill and the highest degree of creativity.

Each year, a distinguished panel of judges selects the best engineering designs, plans and studies based on criteria such as innovation and originality, social and economic considerations, complexity, future value to the engineering profession, and success in meeting client needs. This year's awards demonstrate true excellence in our profession and each of the projects being honored has had a significant impact on the quality of life for all New Jerseyans.

Tonight, ACECNJ will present the Grand Honor award to Gannett Fleming, the New Jersey Turnpike Authority and the New Jersey Department of Transportation for the I-78 Garden State Parkway Interchange 142 project in Union County. By removing one of New Jersey's notorious "missing moves", this project has had a significant impact on the region's mobility. The partnership between NJDOT and NJTA which made this project possible is no less significant. Lastly, this represents the second consecutive year that Gannett Fleming has taken home ACECNJ's Grand Honor award. Congratulations to all involved.

In addition to honoring the best engineering projects of the year, ACECNJ presents several individual achievement awards. Congratulations to Michael Neglia, recipient of this year's Member Recognition Award. This award is presented to a member who dedicates a unique level of passion and commitment to the American Council of Engineering Companies of New Jersey. As ACECNJ's immediate past Chairman, Michael guided the organization through a year of transition. With his calm demeanor, steady hand and methodical approach to problem solving, he deftly guided ACECNJ throughout his tenure. Michael has been a strong supporter of programs

for small firms and has consistently supported ACECNJ's efforts to provide continuing education opportunities to New Jersey's consulting engineering profession. Michael's selfless commitment to ACECNJ and New Jersey's engineering profession make him a worthy recipient of this year's Member Recognition Award.

ACECNJ's Distinguished Service Award is presented each year to an individual who has made a significant contribution to our State and our profession. Rick Hammer has been at the helm of the New Jersey Department of Transportation's Division of Capital Program Management during one of the most challenging times in its history. Faced with mounting needs, dwindling resources and an ever-shrinking workforce, Rick has skillfully delivered record-breaking capital programs. Rick has played a leadership role on some of the most complex transportation projects in New Jersey in recent history, including the Scotch Road/I-95 Interchange, the I-295 Reconstruction, and the I-78 Garden State Parkway Interchange 142 connection. Rick's dedicated service to the New Jersey Department of Transportation and the State of New Jersey make him a clear choice for this year's Distinguished Service Award.

Tonight, we will also depart slightly from tradition and make a special Lifetime Achievement award presentation to Doug Cherry. Doug, who was elected to ACEC's distinguished College of Fellows last November, has given over half a century of service to New Jersey's engineering profession. We could not be more proud to call him our colleague and this recognition is richly deserved.

Finally, John Cassetta will be stepping down as Chairman of ACECNJ's Awards Committee after tonight's banquet. John has led the committee since 2000 with humility, a sense of humor and a dedication to the engineering profession. The Awards Committee under John is responsible for the EEA competition, the ACECNJ Scholarship program, and tonight's banquet. We heartily thank John for his leadership of the committee for the past twelve years.

The firms and individuals we recognize tonight are a testament to innovation, expertise and collaboration to solve the pressing issues of our day and enhance New Jersey's quality of life. I invite you to join me in celebrating their accomplishments and thanking them for their dedication to our profession and our State.

41st Annual Engineering Excellence Awards

March 14, 2012

PROGRAM

EMCEE

Sanjay Naik, PE
Chairman-Elect, ACECNJ

WELCOME

Lissette Miquel, PE
Chairperson, ACECNJ

SCHOLARSHIP PRESENTATIONS

ACECNJ Scholarships
Bernard Langan Scholarship for Engineering Excellence
Ronald A. Wiss Memorial Scholarship
C. Douglas Cherry Scholarship

INDIVIDUAL AWARD PRESENTATIONS

Member Recognition Award

Michael J. Neglia, PE, PP, PLS
Neglia Engineering Associates

Distinguished Service Award

Richard T. Hammer
New Jersey Department of Transportation

Lifetime Achievement Award

C. Douglas Cherry, PE, PLS, PP, FACEC
Cherry, Weber & Associates

Special Recognition

John E. Cassetta
Boswell Engineering

KEYNOTE ADDRESS

Honorable Caren S. Franzini
New Jersey Economic Development Authority

ENGINEERING EXCELLENCE AWARD PRESENTATIONS

Sanjay Naik, PE
Naik Consulting Group, PC

MENU

Reception

Vegetable Spring Rolls, Plum Sauce
Pepper Jack Cheese & Tortilla Rolls
Herbed Cheese with Toasted Walnut & Apricot Glaze
Smoked Salmon & Herbed Cream Cheese Canapés
Jumbo Mushroom Caps with
Crab & Artichoke
Spinach & Feta Cheese Pastry Triangles
Sesame Chicken, Peanut Dipping Sauce
Premium Brand Cocktails, Premium Liquor, Beer,
Wine, Soft Drinks, and Mineral Waters

Dinner

First Course

Plum Tomato and Fresh Mozzarella Served with
Caramelized Onion Vinaigrette, Balsamic Vinaigrette Dressing

Entree

Grilled Filet Mignon and Medallion of Salmon with Red Wine Butter Sauce
Chef's Selection of Potato and Fresh Vegetables

Penne Pasta with Grilled Vegetables
Fresh Dinner Rolls and Butter

Canyon Road Chardonnay
Canyon Road Merlot

Dessert

Apple Strudel with Raspberry and Vanilla Sauces
Fresh Roasted 100% Colombian Coffee, Decaffeinated Coffee and Tea

ACECNJ Executive Committee

Chairperson

Lisette Miquel, PE
HAKS

Chairman-Elect

Sanjay Naik, PE
Naik Consulting Group, PC

Vice-Chairman

Stephen T. Boswell, Ph.D, PE, PP
Boswell Engineering

Secretary-Treasurer

Bernard P. McNeilly, PE
Parsons Brinckerhoff

National Director

Thomas E. Howell, PE
Taylor, Wiseman & Taylor

Alternate National Director

Michael J. Neglia, PE, PP, PLS
Neglia Engineering Associates

Directors

Michael Brescia, PE
Michael Baker Jr., Inc.

Craig R. Johnson, PE
Dewberry

Gary T. Etter, PE
Greenman-Pedersen, Inc.

Glen T. Kartalis, PE
AECOM

Michael Fischette, PE, CGD
Concord Engineering Group

President

Joseph A. Fiordaliso
ACECNJ

Past Chairmen of ACECNJ

(including predecessor organizations)

New Jersey Association of Consulting Engineers

1958-59	Harry Terry	1963-64	David M. Greer
1959-61	John G. Reutter	1964-65	Lee T. Purcell, Sr.
1961-62	Donald R. Goodkind	1956-66	George H. Leland
1962-63	Frank W. Bohren		

Consulting Engineers of New Jersey, Inc.

1958-59	Joe Rosenthal	1965-66	Bernard Steinke
1959-60	William C. Baumann	1966-67	Joe Layer
1960-61	David Wiseman	1967-68	Herbert Fox
1961-62	Clyde Fiske	1968-68	Harold Hamilton
1962-64	Abe Walton	1968-70	Louis Goldberg
1964-65	Harvey Winter		

New Jersey Consulting Engineers Council

1966-67	Peter Homack	1968-69	Joseph S. Ward
1967-68	Gerald E. Speitel	1969-70	J. David Welch

Consulting Engineers Council of New Jersey

1970-71	William H. Bruce, Jr.	1987-88	Gordon L. Kirjassoff
1971-73	Norman C. Possiel	1988-89	William H. Fleming, Jr.
1973-75	Gerald L. Baker	1989-90	H. Clay McEldowney
1975-76	Robert C. Moore	1990-91	John P. Talerico
1976-77	Edwin Robins	1991-92	Leo A. Santowasso
1977-78	Robert C. Bogart	1992-93	Richard E. Ragold
1978-79	Alexander M. Churchill	1993-94	L. Gerald Adelsohn
1979-80	James A. Strosnider	1994-95	Ronald A. Wiss
1980-81	John S. Urban	1995-96	Robert C. Kirkpatrick
1981-82	George Kirgis	1996-97	Stephen T. Boswell
1982-83	Ralph F. Visco	1997-98	Dominic B. Carrino
1983-84	Thomas W. Birdsall	1998-99	William S. Howard
1984-85	Clifford W. Johnson	1999-00	Donald Goldberg
1985-86	Minard H. Whitnall	2000-01	C. Douglas Cherry
1986-87	Paul B. Ostergaard	2001-02	Kevin Page
2002-03	Glenn Gerken		

American Council of Engineering Companies of New Jersey

2003-04	Philip A. Falcone	2006-07	Thomas Howell
2004-05	Rodney P. Pello	2007-09	Richard G. Arango
2005-06	John G. Finn	2009-11	Michael J. Neglia

ACECNJ - Our Past, Present and Future

The American Council of Engineering Companies of New Jersey (ACECNJ) was established in 1958 as the New Jersey Association of Consulting Engineers with a mission to insure that ethical professional standards worthy of independent Consulting Engineers and Land Surveyors are maintained; to advance the value of the Consulting Engineers and Land Surveyors to the public, and to educate the public regarding the work of these professions; to promote harmony, cooperation, and mutual understanding among Consulting Engineers and Land Surveyors; and to promote the professional and economic welfare of its members.

While ACECNJ's name has changed over time, its mission has not. That mission continues today, and ACECNJ continues to aggressively advocate for over 115 member firms that employ over 5,300 engineers, surveyors, architects, planners, scientists and support personnel throughout our State.

Member firms are truly representative of New Jersey's broader employer base, with sole proprietorships, large corporations, and every manner of firm between. Some firms have specialized practice areas, some offer a broad range of services. Some are New Jersey-based single location firms, others have offices around the globe. The one thing they all share is a commitment to advancing the engineering profession.

The American Council of Engineering Companies (ACEC) is the voice of America's engineering industry. Council members – numbering more than 5,000 firms representing more than 500,000 employees throughout the country – are engaged in a wide range of engineering works that propel the nation's economy, and enhance and safeguard America's quality of life. These works allow Americans to drink clean water, enjoy a healthy life, take advantage of new technologies, and travel safely and efficiently. The Council's mission is to contribute to America's prosperity and welfare by advancing the business interests of member firms.

ACEC's roots date back to 1909 when a small group of engineers in private practice established the American Institute of Consulting Engineers (AICE), the forerunner of ACEC. Today ACEC is a large federation of 51 state and regional councils representing the great breadth of America's engineering industry. ACEC member firms employ more than hundreds of thousands of engineers, architects, land surveyors, scientists, and other specialists, responsible for more than \$200 billion of private and public works annually. Member firms range in size from a single registered professional engineer to corporations employing thousands of professionals.

Member Recognition Award
Michael J. Neglia, PE, PP, PLS



Michael Neglia is the recipient of this year's Member Recognition Award. This award is presented to a member who dedicates a unique level of passion and commitment to the American Council of Engineering Companies of New Jersey.

As ACECNJ's immediate past Chairman, Michael guided the organization through a period of transition. With his calm demeanor, steady hand and methodical approach to problem solving, he deftly guided ACECNJ through a change in leadership and during difficult economic times. Michael led the search for ACECNJ's new President after the retirement of Peter Allen, ACECNJ's President for over thirty years. The recent economic hardships experienced throughout our profession also affected ACECNJ with lower membership, and with his attention to detail and focus on many behind-the-scenes operational aspects he allowed ACECNJ to operate more effectively and efficiently. As a result, ACECNJ can now better serve its member firms and advocate for the interests of the engineering profession before key decision-makers in Trenton and throughout New Jersey.

Michael has served as President of Neglia Engineering Associates, the company his grandfather founded over sixty years ago, since 2005. Previously he served as Vice President of the company from 1990-2004. Michael serves as Municipal Engineer in over a dozen boroughs and towns and is Board Engineer for seven additional entities.

Michael is a graduate of Newark College of Engineering with a Bachelor of Science in Civil Engineering. He is actively involved with numerous societies and organizations and is also very active in his community.

Michael's selfless commitment to ACECNJ and New Jersey's engineering profession make him a worthy recipient of this year's Member Recognition Award.

Distinguished Service Award
Richard T. Hammer



ACECNJ's Distinguished Service Award is presented each year to an individual who has made a significant contribution to our State and our profession. Rick Hammer has dedicated his career to the New Jersey Department of Transportation and the State of New Jersey. Rick has brought his expertise and leadership to the helm of the Division of Capital Program Management at one of the most challenging times in the Department's history.

Faced with mounting needs, an ailing Transportation Trust Fund and an ever-shrinking workforce, Rick has skillfully delivered record-breaking capital programs (FY2009 - capital construction awards of \$872 million).

Rick has successfully delivered numerous complex major capital projects including: Route 36 Highlands Bridge, I-78/GSP Interchange 142, Route 73/70 Marlton Circle Elimination, I-295 Reconstruction, I-95/Scotch Road Interchange and the Route 52 Causeway. He is currently leading the effort to advance several of the largest transportation projects in the United States including: Pulaski Skyway/Rt. 7 Wittpenn Bridge and the I-295/Rt 42/I-76 Direct Connect project.

Rick's accomplishments also include restructuring the NJDOT's Capital Project Delivery Process to increase efficiency, and reorganizing the Division of Capital Program Management which included the creation of separate divisions for Bridge and Roadway design as well as consolidating responsibility for project scoping and design under a single unit.

His dedicated service to the New Jersey Department of Transportation and the State of New Jersey makes Rick Hammer the clear choice for the American Council of Engineering Companies of New Jersey's Distinguished Service Award.

Lifetime Achievement Award

C. Douglas Cherry, PE, PLS, PP, FACEC



The career of C. Douglas Cherry extends over 52-years. His professional experience includes positions as a highway and bridge designer for Penn DOT as well as a full-time Municipal Engineer for the Town of Phillipsburg and as County Engineer for the County of Hunterdon, New Jersey. These positions provided a firm foundation for the establishment of C. Douglas Cherry & Associates (now Cherry, Weber & Associates) in 1970 where Doug served as President and

CEO until his retirement in 2011.

Doug has served the engineering profession for decades. He has served as an officer of the New Jersey Society of Professional Engineers, New Jersey Society of Municipal Engineers and the New Jersey Association of County Engineers and is a Life Member of the New Jersey Society of Municipal Engineers. He is the recipient of professional awards from the New Jersey Society of Professional Engineers, the New Jersey Society of Municipal Engineers, the New Jersey Asphalt Paving Association, the American Concrete Institute and numerous civic organizations, and is listed in "Who is Who" in Engineering.

He has been a member of the Consulting Engineers Council of New Jersey (now ACECNJ) since 1972 and served in numerous leadership positions including secretary, treasurer, vice president and president. In November of 2011 The Committee of Fellows of the American Council of Engineering Companies inducted him into the College of Fellows.

Doug has a MSCE from NJIT, and a BSCE from his beloved alma mater Lafayette College. He has held numerous leadership positions with the college and in his community.

His commitment to the engineering profession, to his community and to society is truly the embodiment of a lifetime of service, making Doug the natural choice for tonight's Lifetime Achievement Award.

Previous Recipients of The Member Recognition Award:

- 1985 Gerald E. Speitel, P.E. • 1986 Russell D. Shallieu • 1987 Joseph S. Ward, P.E.
- 1988 Robert C. Moore, P.E. • 1989 Minard H. "Bud" Whitnall, P.E.
- 1990 Frederick K. Mosher • 1991 Clifford W. Johnson, P.E.
- 1992 Frank H. Lehr, P.E. • 1993 Donald Goldberg, P.E.
- 1994 Stephen T. Boswell, P.E. • 1995 Paul B. Ostergaard, P.E.
- 1996 Ronald A. Wiss, P.E. • 1997 John S. Urban, P.E.
- 1998 Michael S. Della Rocca, P.E. • 1999 Robert C. Kirkpatrick, P.E.
- 2000 William S. Howard, P.E., P.P. • 2001 Rodney P. Pello, P.E.
- 2002 C. Douglass Cherry, P.E., P.L.S., P.P. • 2003 James D. Kelly, Esq., P.E.
- 2004 John E. Cassetta • 2005 Lissette Miquel, P.E. • 2006 Samir Mody, P.E.
- 2007 Patrice Malleus, P.E. • 2008 Thomas Howell, P.E.
- 2009 Bernard P. McNeilly, PE • 2010 Sanjay Naik, P.E.

Previous Recipients of The Distinguished Service Award:

- 1985 William Simon • 1993 Hon. Nicholas R. Felice
- 1994 Hon. Garabed "Chuck" Haytaian • 1995 Kenneth A. Afferton, P.E.
- 1996 Henry M. Rowan • 1997 Hon. Donald T. DiFrancesco
- 1997 Hon. Paul Digaetano • 1998 Hon. Alex DeCroce
- 1999 Hon. J. William Van Dyke • 2000 Hon. John G. Kuna
- 2001 Hon. Frank J. Lombardi, P.E. • 2002 Hon. John F. Lettiere, Jr.
- 2003 George R. Zoffinger • 2004 Colonel John B. O'Dowd
- 2005 Assemblyman John S. Wisniewski
- 2006 Richard Raczynski • 2007 Christopher Christie, Esq.
- 2008 Anthony R. Coscia • 2009 George D. Warrington • 2010 Irene Kropp

Previous Recipients of The Educator-of-The-Year Award

- 1995 Dr. Saul K. Fenster • 1996 Harold J. Raveche • 1997 David P. Billington
- 1998 Dr. William R. Spillers, P.E. • 1999 Professor Harold Deutschman
- 2000 Dr. John Grieco • 2001 Professor Robert Dresnack, P.E.
- 2002 Leslie Rose Brunell, Ph.D., P.E. • 2003 Henery P. Dobbelaar, Jr., P.E., P.P.
- 2005 Dr. Hani H. Nassif • 2007 Dr. Nabil Al-Omishi, P.E., M.A SCE
- 2008 Bryan J. Pfister, Ph.D • 2009 David A. Vaccari, Ph.D., P.E., DEE

Previous Recipients of The Journalist-of-The-Year Award:

- 1993 Gordon Bishop, The Star-Ledger • 1995 Robert J. Braun, The Star-Ledger
- 1996 Howard B. Stussman, ENR • 1997 Alfred R. Pagan, P.E.
- 1998 John McLaughlin, The Star-Ledger • 1999 Paul L. Wyckoff, The Star-Ledger
- 2000 Jeffrey Page, The Record • 2001 Joe Adelizzi, Asbury Park Press
- 2004 Charles Pinyan, Media Recognition Award • 2005 Debra Rubin, ENR

**2012 Engineering Excellence
Awards Committee**

John Cassetta, Chairman
Boswell Engineering

Nickitas Alexiades, PE, PP
URS Corporation

C. Douglas Cherry, PE, PLS, PP, FACEC
Cherry, Weber & Associates, P.C.

George Kelley, PE
Langan Engineering & Environmental Services, Inc.

Patrice Malleus, PE, MBA
Parsons Brinckerhoff

Russell Shallieu
Hatch Mott MacDonald

41st Annual EEA Award Winners

The 2012 program honored the works of nearly 30 New Jersey consulting engineering firms, whose efforts demonstrated both superior skill and the highest degree of creativity. They exhibit true excellence in our profession and each of the projects being honored has had a significant impact on the quality of life for all New Jerseyans.

This Year's Award Winners:

GRAND HONOR AWARD

Gannett Fleming, Inc.

I-78 and Garden State Parkway Interchange 142

HONOR AWARD

Paulus Sokolowski and Sartor

Montclair State University Student Housing

Parsons Brinckerhoff

Widening of the GSP Bridge over Mullica River

CDM Smith, Inc.

Record-Setting HDD Delivers Reliable & Safe Water

Jacobs Engineering Group

Rt. 36 Highlands Bridge Over Shrewsbury River

Hatch Mott MacDonald

Jersey City Water Plant Improvements

Parsons Brinckerhoff

Rt. 46/Main Street Interchange Reconstruction

Garden State Engineering, Surveying & Planning, Inc.

Route 1 - Millstone River Bridge Replacement

DISTINGUISHED AWARD

CH2M Hill

NHSA Hoboken H1 Wet Weather Pump Station

Taylor Wiseman & Taylor

Rt 9 over Main St Bridge Superstructure Replacement

Michael Baker Jr., Inc.

Route 1-78 Union/Essex Rehabilitation Contract C

DISTINGUISHED AWARD CONTINUED

Hatch Mott MacDonald
Neshaminy WTP Advanced Oxidation UV System

T.Y. Lin International Group
Bayonne Bridge High Definition Scanning

Langan Engineering & Environmental Services, Inc.
Montclair State University Student Housing

Gannett Fleming, Inc.
Hudson-Bergen Light Rail 8th Street Extension

Dewberry
Route 80/287 Safety Improvements

Langan Engineering & Environmental Services, Inc.
Bayonne Crossing

Stantec
US Route 1, Section 6V Bridge Replacement

McCormick Taylor, Inc.
US 30 Cooper River Improvement Project

KS Engineers, PC
Philadelphia Naval Yard Town Center

The Louis Berger Group, Inc.
Morris Canal Greenway Feasibility Study

Gannett Fleming, Inc.
Herbertsville Inspection Facility

Stantec
Open Road Tolling at the Delaware Water Gap

KS Engineers, PC
Central Ave. Rehabilitation-Essex County, NJ

T&M Associates
Garden State Parkway Int. 67 Improvements

Pennoni Associates
Riverside Town Hall Renovations

Distinct Engineering Solution, Inc.
Belmont Runyon School Remediation

Hatch Mott MacDonald
NJAW- Ancora Water Transmission Main

Grand Honor Award



Gannett Fleming Inc.

Project: I-78 and Garden State Parkway Interchange 142
Clients: NJ Turnpike Authority & NJ Department of Transportation

The Interstate 78 (I-78) and Garden State Parkways (GSP) Interchange 142 project was a large-scale, \$165 million rehabilitation and reconstruction project that solved a 30-year congestion problem for two of New Jersey's busiest superhighways. Located in Essex and Union counties, N.J., this project improved the daily commute for 23,000 motorists by providing the long-awaited, missing movements between the GSP and I-78. Completion of this project eliminates approximately 1,200 vehicles per-hour from making a two-mile U-turn and nearly 250 vehicles per-hour from exiting the GSP to use local roads, saving these motorists 20 minutes at peak travel times and keeping highway traffic on the highway.

For more than three decades, motorists traveling GSP and I-78 had no direct connection between GSP northbound to I-78 eastbound and GSP southbound to I-78 westbound. To make the connections, motorists used local exits to make U-turns to double back onto I-78.

This project featured a unique joint-agency endeavor among the New Jersey Turnpike Authority, the New Jersey Department of Transportation, and the Federal Highway Administration that saved taxpayers more than \$40 million. This collaboration serves as an example of how public agency partnerships can lower project costs and save taxpayers money.

Honor Award

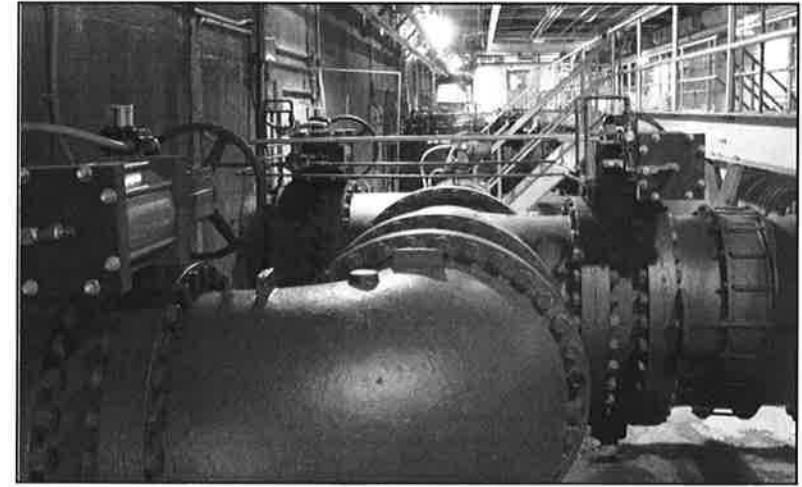


CDM Smith

Project: Record-Setting HDD Delivers Reliable & Safe Water
Client: Middlesex Water Company

Pioneering design and strategic planning turned a high risk endeavor into a successful, world-record setting project that greatly enhanced central New Jersey's potable water system. In May 2010, a new world record was established for the horizontal directional drilled (HDD) installation of a 24-inch fusible polyvinylchloride pipe (FPVCP) water main completed at a length of 5,365-linear feet for the Middlesex Water Company (MWC). The new water main replaced a 104-year-old, cast iron water main that, due to the corrosiveness of the surrounding environment, experienced several breaks that resulted in costly emergency repairs and service disruptions. Although conventional construction techniques and materials were considered, CDM Smith, working in close collaboration with MWC, selected 24-inch FPVCP for installation via HDD. With the knowledge that FPVCP at a 24-inch diameter had never been installed via HDD at this length before, significant risks had to be addressed by the design team. To overcome these challenges, the team considered and resolved many critical geotechnical, design, risk planning, staging, materials and construction phasing issues. Throughout the construction process CDM Smith worked in close association with MWC and the Contractor to set a new precedent for the longest 24-inch diameter FPVC pipe pullback completed in the world to date.

Honor Award



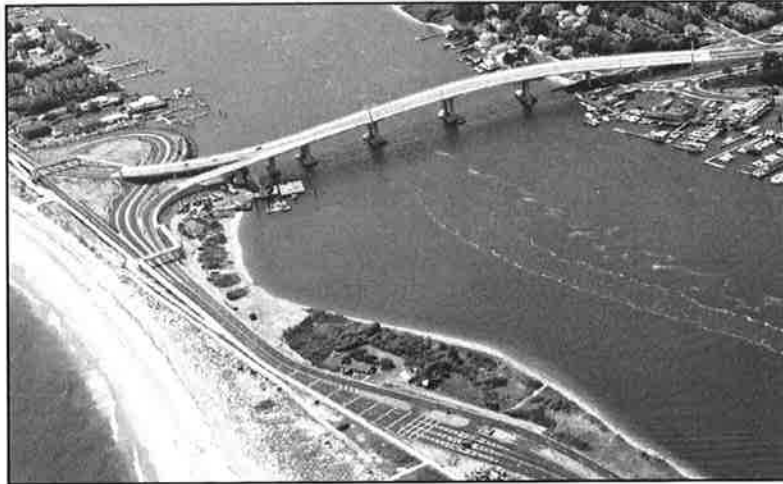
Hatch Mott MacDonald

Project: Jersey City Water Plant Improvements
Client: Jersey City Municipal Utilities Authority

Jersey City has a long history of ensuring safe and reliable drinking water for its residents. The Jersey City Municipal Utilities Authority (JCMUA) plant faced challenges to its ability to produce high quality water during peak demand periods. Hatch Mott MacDonald (HMM) identified plant limitations: over two million gallons per day (MGD) of leakage across valves; restrictions on the times of day for filter backwashes; diminished backwash water quality adversely impacting the remaining treatment process; and lack of uniform control of the filtration and residuals handling processes.

The HMM project addressed limitations and improved the plant efficiency. The 0.5 million gallon backwash supply tank eliminated time restrictions for filter backwashes. The tank eliminated a large horsepower pump, reducing electrical demand charges. Valve replacements eliminated the more than 2 MGD of lost water. A filter air scour system reduced the volume of backwash water requiring treatment. Upgraded residuals handling facilities improved the quality of the water recycled to the head of the plant, reducing negative impact on the treatment process. A new, expandable supervisory control and data acquisition (SCADA) system provided uniform control over the filtration and residuals handling elements of the plant and improved reporting and monitoring of the process.

Honor Award



Jacobs Engineering Group, Inc.

Project: Rt. 36 Highlands Bridge over Shrewsbury River
Client: New Jersey Department of Transportation

The Highlands Bridge is a vital link across the Shrewsbury River for recreational, residential, and commercial traffic. It serves as an evacuation route from Sea Bright and the Gateway National Recreational Area (Sandy Hook). Built in 1933, the existing movable double leaf bascule bridge was classified as “structurally deficient” and “functionally obsolete.” In 2008, the NJDOT began the \$124 million project for replacement of the Highlands Bridge; approach roadway and intersection improvements; new toll plaza at Sandy Hook; pedestrian/bicycle access paths; two prestressed concrete pedestrian bridges; landscape improvements; and two concrete sand filter structures at each end of the bridge.

The new bridge consists of twin precast segmental concrete box girder structures. A minimum of two traffic lanes throughout construction was required. The work was staged with the south structure constructed first, while portions of the existing bridge remained in service. To minimize right-of-way impacts, the bridge was constructed with a slight shift in the alignment. The new navigation channel was a continuation of the existing channel and the approach spans merged into the existing alignment. The new bridge provides two 12-foot traffic lanes, one 8-foot shoulder/bike lane, and one 8-foot sidewalk in both directions.

Honor Award



Parsons Brinckerhoff, Inc.

Project: Widening of the GSP Bridge over Mullica River
Client: New Jersey Turnpike Authority

The Garden State Parkway over Mullica River was widened as part of the New Jersey Turnpike Authority’s Parkway Widening Project from Interchange 30 to Interchange 80” to add a third lane of travel both northbound and southbound. The new 1,230-foot-long, six-span bridge was built parallel to the existing bridge to ultimately carry three lanes of northbound traffic. Environmental challenges included timing restrictions of in-water work due to anadromous fish and winter flounder, oyster bed protection, and relocating state-threatened Osprey nests. In-water work was limited to the period between July 1 and December 31; a siltation monitoring program was developed for the oyster beds, and Osprey nests were relocated before construction during the non-nesting season.

Cost-saving measures that led to a reduction of several million dollars included a demonstration shaft to accurately determine the depth requirement of the 8’-0” diameter drilled shafts for pier foundations; using prestressed concrete spliced girders over steel girders to reduce initial costs and minimize future bridge maintenance costs in the harsh marine environment; and seismically designing the new bridge as a “critical” bridge to provide redundancy which allowed the seismic retrofit of the existing bridge to be performed for a “regular” bridge.

Honor Award



Parsons Brinckerhoff, Inc.

Project: Rt. 46/Main Street Interchange Reconstruction
Client: New Jersey Department of Transportation

Complex interchange improvements were undertaken at Route 46 and Main Street in Lodi to widen and reconstruct the roadway, correct operational and geometric deficiencies, and replace two functionally obsolete single-span bridges. A primary goal of the project was to decrease traffic delays and increase safety for entry and exit movements from the interchange. Prior to improvements, a lack of traffic signals at the intersections of the Route 46 exit ramps and Main Street contributed to a high rate of accidents and severe traffic congestion. Signalized intersections are now in place and have alleviated congestion and accidents that plagued the area. NJDOT's Complete Streets policy was implemented by adding new sidewalks, crosswalks and bus turnout areas along Route 46 and Main Street.

Since this interchange is a gateway into Lodi's redevelopment zone, it was important that the project included aesthetically pleasing elements that were sensitive and compatible with Lodi's redevelopment themes. The new bridges were designed to have an open appearance; bridges and retaining walls boast ornamental parapets; the new single-span arrangement for the Saddle River Bridge frames the view beyond the bridge; and a streetscape theme was implemented along Main Street complete with ornamental lighting and evergreen/deciduous tree landscaping.

Honor Award



Paulus, Sokolowski and Sartor, LLC

Project: Montclair State University Student Housing
Client: Capstone Development Corporation

PS&S served as Engineer and Architect of Record for the first public-private partnership project permitted by the NJ Economic Stimulus Act of 2009 to be completed in a public university setting - The Heights dormitory at Montclair State University. The \$132-million, 100% privately financed project is 560,000 sf, houses nearly 2,000 students and includes a 600-seat cafeteria. Because of the high sustainability benchmarks achieved, the dorm meets the criteria for LEED Silver certification.

Using state-of-the-art technology and an integrated team concept with the client, Capstone Development Corp., the project was delivered on-budget and ahead of schedule. Construction took 14-months from ground breaking to substantial completion, with the Certificate of Occupancy issued one-month later. One year faster than a typical project of this size and complexity. PS&S used 3-D BIM (Building Information Modeling) technology that allowed for immediate feedback during the design stage of the project when the different structural, mechanical and electrical systems were incorporated into this complex project. The application of 3-D modeling programs was a major factor in the project's unusually small number of change orders. One-fifth of one percent compared to industry standard of 2 to 3% helped to keep project on budget.

Distinguished Award



CH2M Hill

Project: Hoboken H1 Wet Weather Pump Station
Client: North Hudson Sewerage Authority

The City of Hoboken, New Jersey, has struggled for generations with flooding during extreme wet weather events coincident with high tides. The North Hudson Sewerage Authority took control of the City's combined sewers in 1998, and has worked diligently to upgrade and modernize the system.

The Authority turned to CH2M HILL for a solution to resolve wet weather flooding; the result has been the successful development and construction of the H1 Screening and Wet Weather Pumping Station, a 50 MGD screening and pumping system that aids in the prevention of street-flooding and also eliminates the discharge of solid and floatable materials greater than 0.5 inch in diameter to the Hudson River.

In completing this project, CH2M HILL faced challenges presented by the age of the collection system, the subterranean integration of a large pumping station into an urban transportation hub, the rehabilitation of two existing century old outfall pipelines and the need to accomplish these tasks within the active NJ Transit Rail Terminal. Employing an effective combination of innovative and traditional engineering methods, CH2M HILL was able to provide the North Hudson Sewerage Authority and people of Hoboken with an elegant and effective solution to a complex and difficult project.

Distinguished Award



Dewberry

Project: Route 80/287 Safety Improvements
Client: New Jersey Department of Transportation

With average traffic volumes of 120,000 vehicles per day, Interstate 80/287 interchange is one of the busiest and most congested areas in northern New Jersey. Subject to daily traffic delays due to inadequate acceleration and deceleration lane lengths, substandard geometric design elements and undesirable ramp spacing, the NJDOT engaged Dewberry to address operational and maintenance improvements to I-287 and I-80 interchange and State Route 202 and four miles of permanent reconstruction on I-80.

Substandard ramp geometry led to numerous trucks overturning on these ramps for years, causing major grid lock throughout the region. However, because funding constraints prohibited the progression of the project as a whole, it was determined that a separate Safety Improvement Contract was the best option to quickly address the critical safety issues.

Dewberry developed new ramp geometry that alleviated the overturning of vehicles and widened I-287 northbound to provide an exclusive deceleration lane, significantly improving traffic flow. Safer parallel-type acceleration lanes replaced taper-type acceleration lanes on I-287. The design was completed on an accelerated schedule.

Through a collaborative partnership among the Dewberry team, the client and various stakeholders, the immediate critical safety issues were addressed despite funding and time constraints.

Distinguished Award



Distinct Engineering Solutions, Inc.

Project: Belmont Runyon School Remediation
Client: Newark Public Schools

Newark Public Schools (NPS) built Belmont Runyon Elementary School on 2 large city blocks, about 3.5 acre; property previously occupied by about 100 abandoned mixed-use (retail, commercial, manufacturing, petroleum product storage, residential) properties. After the school was opened in 2005, additional investigations and remedial actions were required due to both on-site and off-site residual contamination, with the additional challenge of community acceptance. NPS retained Distinct Engineering Solutions, Inc. (DESI). DESI performed remedial investigations, developed the remediation plan and provided construction management services; all in compliance with NJDEP Site Remediation regulations. Practical, cost-effective engineering solutions were undertaken with minimal disturbance to school operations or the community.

DESI reviewed previous environmental reports, available logs and construction documents; submitted missing UST closure data to NJDEP; performed a preliminary assessment; evaluated subsurface soil and groundwater quality; and investigated the source and location of residual contamination. DESI also performed a vapor intrusion study for VOCs to identify and seal pathways of intrusion.

DESI developed a Remedial Action Work Plan (RAWP) that proposed engineering controls (re-grading play areas that balanced earthwork, placement of a new clean cap), non-play and landscaped areas were fenced to restrict access, and basketball, tennis and handball courts were resurfaced to seal cracks and improve drainage conditions. DESI also prepared a Deed Notice to be formally filed by NPS. Due to this overall remediation approach, activities on the 3.5-acre site were completed on time, under budget, in a period of only 6 weeks for a construction cost of \$440,000 (1/3 the conventional approach), without any negative public relations.

Distinguished Award



Gannett Fleming, Inc.

Project: Hudson-Bergen Light Rail 8th Street Extension
Client: New Jersey Transit

In 2000, the Hudson-Bergen Light Rail Transit System (HBLR) brought service to an area of Northern New Jersey not served by passenger rail for more than 30 years. As one of the largest public works projects ever undertaken in the state of New Jersey, the HBLR improved the safety, efficiency, and accessibility of public transportation in Hudson County, N.J. The system carries 40,000 passengers each day, providing mobility in the corridor and supplying intermodal connections into New York City, as well as to other NJ TRANSIT bus and rail services.

The 8th Street Extension Project lengthened this light rail line by approximately one mile from 22nd Street to 8th Street in Bayonne, N.J., extending the reach of the system from its previous southern-most terminus and adding a new station. However, its urban location and existing infrastructure constraints created significant challenges during the design process.

Constructing this project presented many challenges, including:

- Constructability and staging of the viaduct in an urban environment with many structures and existing utilities in place
- Coordinating with and avoiding impact to the adjacent active Conrail track and yard operations
- Analysis and design for structure-rail interaction associated with continuous welded rail with direct fixation on aerial structure
- Minimal existing code guidance for design of light rail alignment on aerial structures.

Distinguished Award



Gannett Fleming, Inc.

Project: Herbertsville Inspection Facility
Client: New Jersey Turnpike Authority

From the drive-by efficiency of weigh-in-motion technology to the comfort and safety of the passenger waiting room, the Herbertsville Bus and Truck Inspection Facility is setting the standard for safety of future inspection facilities. Opened in July 2011, the New Jersey State Police (NJSP) Troop D used the facility to perform more inspections within its first three months of operations than the entire Division of State Police for 2010, proving its ability to serve the public efficiently.

Located at milepost 94.6 on the southbound side of the Garden State Parkway, the facility sees an average of 11,000 buses and trucks each month pass through to be weighed and possibly undergo further inspection. Gannett Fleming was responsible for conceptualization, programming, planning, final design, and post-design services. The \$10 million facility consists of a one-story, 10,000-square-foot building that contains four inspection bays with full-sized inspection pits for undercarriage inspections; a waiting room and restrooms to accommodate 100 passengers and drivers; and a control center, office areas, and locker facilities for the NJSP. Completed on time and under budget, the facility is serving the public through safety enforcement and a high return on investment.

Distinguished Award



Hatch Mott MacDonald

Project: Neshaminy WTP Advanced Oxidation UV System
Client: Aqua Pennsylvania, Inc.

Aqua Pennsylvania, Inc. (Aqua) provides drinking water to more than 1.4 million residents in 30 counties in Pennsylvania and owns/operates the 15 MGD Neshaminy water treatment plant. Aqua monitors the source water for water quality constituents including two taste and odor (T&O) causing compounds, 2-methylisoborneol (MIB) and Geosmin. The source water typically has low levels of MIB and Geosmin, but levels can seasonally increase well above their respective odor thresholds. T&O treatment currently consists of alum and powdered activated carbon (PAC) addition followed by eight hours of settling in a conventional clarifier that removes approximately 50% of Geosmin and MIB.

Aqua retained Hatch Mott MacDonald (HMM) to evaluate T&O treatment options and subsequently design the new system. HMM's analysis compared construction and lifecycle costs for the option of continued treatment with PAC versus a new configuration featuring a state of the art advanced oxidation treatment system of ultraviolet light and hydrogen peroxide.

The analysis showed the UV-hydrogen peroxide option would saving of more than \$90,000/yr and was selected for the following reasons:

- Lower lifecycle cost
- 50% reduction in residuals generated
- 50% increase in removal of MIB and Geosmin
- Enhanced microbial disinfection
- 75% lower carbon footprint

Distinguished Award



Hatch Mott MacDonald

Project: Ancora Water Transmission Main
Client: New Jersey American Water

Ancora Psychiatric Hospital is operated by the New Jersey Department of Human Services (DHS) in the Town of Hammonton, New Jersey. In order to retire existing Kirkwood/Cohansey water supply wells, DHS turned to New Jersey American Water (NJAW) to deliver an alternate supply source. NJAW engaged Hatch Mott MacDonald to design the water transmission system on a fast-track basis.

The project consisted of 11,400 linear feet of 12-inch ductile iron water main that included installation within State and County roads as well as below a railroad crossing. The transmission main included the installation of two below grade prefabricated meter chambers, each containing a motorized butterfly valve and pressure reducing valve.

The transmission main was installed per a Memorandum of Agreement (MOA) between the New Jersey Pinelands Commission, New Jersey Department of Environmental Protection, New Jersey Department of Human Services and the Camden County Municipal Utilities Authority.

Distinguished Award



KS Engineers P.C.

Project: Philadelphia Naval Yard Town Center
Client: Philadelphia Industrial Development Corporation

In March 2000, the U.S. Navy conveyed 1,100 acres of the former Philadelphia Navy Yard (Navy Yard) to the Philadelphia Authority for Industrial Development (PAID). The Philadelphia Industrial Development Corporation (PIDC) is overseeing the Navy Yard's redevelopment. PIDC completed a master plan proposing a mixed-use development east of the shipyard that will establish a vibrant, 24-hour community based on smart growth, historic preservation, expanded mass transit, and sustainable development. Per the master plan, PIDC is implementing infrastructure improvement projects that support new construction and renovation throughout the Navy Yard.

KS Engineers, P.C. (KSE) was responsible for civil engineering and landscape design services, and owner's representative services, for the proposed improvements. KSE led a multi-disciplinary team of subconsultants in designing the streetscape improvements, rehabilitating the street network into a defined grid street network which provided a more navigable site for Navy Yard users. Utilities were upgraded, particularly new stormwater systems and an updated electrical grid. The new sidewalks, plantings, and lighting were a warm welcome to pedestrians throughout the Navy Yard. In providing the Town Center Improvements, PIDC was able to transform a non-existent street grid and decaying infrastructure system into a vibrant street network with safe vehicular and pedestrian-friendly access.

Distinguished Award



KS Engineers P.C.

Project: Central Ave. Rehabilitation-Essex County, NJ
Client: Essex County Department of Public Works

The County of Essex selected KS Engineers, P.C. to provide Construction Management and Inspection services for two separate construction contracts: Traffic Signal Operations and Roadway Improvements for 10 intersections (Newark, NJ) and Traffic Signal Operations and Roadway Improvements for 22 intersections (E. Orange and Orange, NJ) with a construction cost totaling over \$11.5 million.

Implementing centralized traffic control and monitoring systems on urban roadways has traditionally been a daunting task for public agencies. The difficulty is compounded when communications systems such as fiber-optic cable are not available to the Traffic Operations Center (TOC). The County's design required an Advanced Transportation Management System, supplied and integrated by the contractor. The communication used a high frequency radio system to connect the HUB equipment, which in turn is connected by the internet to the TOC. The TOC in Verona can monitor the cameras, control the traffic signals, make timing changes as required for emergency situations, and detect traffic signal failures.

We are proud of this extraordinary and challenging effort to complete these projects to the satisfaction of the County of Essex, the NJDOT, and the FHWA.

Distinguished Award



Langan Engineering and Environmental Services, Inc.

Project: Bayonne Crossing
Client: Cameron Nayonne Urban Renewal, LLC

A new state-of-the-art shopping center was long overdue for the people of Bayonne. One particularly prominent 30-acre Brownfield site along Route 440 was prime for redevelopment, and the City had a vision for a redevelopment project that would increase employment opportunities and improve the community's quality of life. Enter the project sponsor, the Cameron Group, and their engineer, Langan, and the transformation of the site into a 350,000 sf community shopping center destination began.

The former industrial uses on the site had left their mark behind, dating back to the 1920's. A multi-faceted and innovative approach was conceived to address both residual contamination as well as difficult subsurface conditions for the redevelopment of the site.

As the civil, geotechnical, environmental, and traffic engineer for the project, Langan played a pivotal role in leading the design team and addressing the technical and multi-jurisdictional challenges that the project needed to overcome. The Bayonne Crossing shopping center opened in October 2011 and provides more than 20 new retail and service establishments to meet the growing needs of this urban community.

Distinguished Award



Langan Engineering and Environmental Services, Inc.

Project: Montclair State University Student Housing

Client: Montclair State University & Capstone Development Corp.

"Build a 2,000 bed complex in 21 months? You gotta be crazy." That's what most people said, but that is what the team working for Montclair State University did. Langan's work began with a topographic survey of the project site. Because the State of New Jersey had to lease the land to the developer, a completely new property boundary was necessary. This task required a reconciliation of volumes of historic deeds and easements and endless coordination with numerous state agencies and attorneys representing state, utility, and developer interests.

Shallow rock and steep site grades presented unique challenges to both site construction cost and schedule. Collaboration with the design and construction team was critical. Complex electronic models were created and over 25 site plan alternatives were designed to support the value engineering effort.

Highly variable rock conditions were encountered during construction which threatened to delay foundation construction and increase costs. Langan immediately mobilized senior level geotechnical experts to the field to provide "on-the-spot" recommendations as the critical foundation construction phase proceeded. Responsiveness and practical experience saved the schedule.

Langan and the team put pencil to paper in November 2009 and in August 2011, 2,000 students walked into their new homes.

Distinguished Award



McCormick Taylor, Inc.

Project: US 30 Cooper River Improvement Project

Client: New Jersey Department of Transportation

McCormick Taylor performed a detailed hydrologic and hydraulic study of Cooper River from the Kaighn Avenue crossing to its confluence with Delaware River for the New Jersey Department of Transportation (NJDOT) Bureau of Project Scope Development. The purpose of the study was to determine why US Route 30, between mileposts 1.6 and 3.0, is flooded by Cooper River and to develop measures for flood control along the roadway. It was determined that flooding was due to tidal backwater from Delaware River combined with fluvial flooding from the large, highly developed, watershed of Cooper River. The preferred alternative for flood control was to construct a tidal floodgate. In addition to the tidal floodgate, other flood control measures included earth dikes, flood control basins, roadway inlets and pipes, and all outfalls equipped with TideFlex valves. Following preliminary design of the entire project, NJDOT authorized final design of all elements except for the tidal floodgate, which was to be designed and constructed at a later date. McCormick Taylor completed the final design, permitting, bid and construction support services for the project. Construction was completed in 2010 and even without the tidal floodgate; the frequency of road closure due to flooding has been reduced by over 80%.

Distinguished Award



Michael Baker Jr., Inc.

Project: Route 1-78 Union/essex Rehabilitation Contract C
Client: New Jersey Department of Transportation

In 2004, the New Jersey Department of Transportation embarked on a \$150 million program for the design and construction of eight miles of rigid pavement reconstruction and safety improvements along Interstate 78 from Route 24 to New Jersey Turnpike located in Essex County. The primary purpose of the project is to reconstruct existing rigid pavement with minimum impact to motorists and maximum efficiency. Contract C (\$14.3M) 2.21 mile project was the last of 3 projects that was designed in 2008-2009 with construction substantially completed on October 24, 2011. Michael Baker Jr., Inc. served the NJDOT as the prime engineering consultant during the design phases and provided post design engineering services. The project presented many challenges including full depth pavement reconstruction, pavement rubblization, drainage upgrades, overhead sign structures and installation of ITS cables and conduits facilities, and complex construction staging to minimize disruption on this busy corridor. Baker utilized Hyperbuild philosophy to provide the design and construction staging for the greatest efficiency and least impact on the neighborhoods and the commuters. Baker also implemented a pavement design that doubled the useful life of the pavement from 10 to 20 years and saved taxpayers \$11 million (Contracts A, B and C).

Distinguished Award



Pennoni Associates, Inc.

Project: Riverside Town Hall Renovations
Client: Township of Riverside

Riverside Township's Town Hall is a two-story masonry structure that serves as a cornerstone for the community. With a small courtroom that forced prisoners to be transported from the police holding cell through the public, crowded administrative offices, and bathrooms that were not up to ADA standards, the Town Hall was long overdue for improvements. In addition to housing a courtroom, it also had office space for township and court administrative personnel, the Police Department, and the construction code official. In 2008, the Township administrative staff and code official's office relocated to another facility.

Riverside turned to its Township Engineer, Pennoni Associates, to renovate their Town Hall. The firm worked to almost double the size of the courtroom and installed a bullet-proof door with payment window to provide safety for court administrators. The Police Department was also expanded to allow the use of an interior stairwell for prisoner transport. An entry to the Police Department was added with an interior waiting area and an ADA compliant access ramp that included an underdrain to capture stormwater runoff and prevent water intrusion. The Township of Riverside is pleased to now have a fully functioning and accommodating Town Hall.

Distinguished Award



Stantec

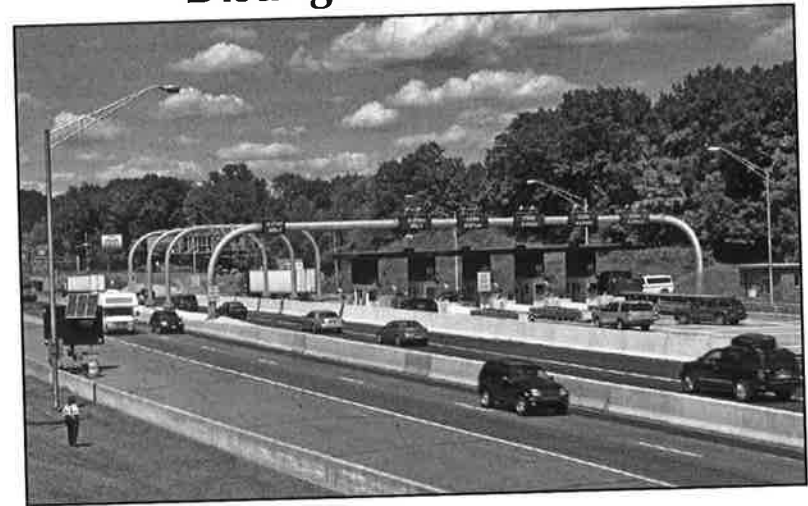
Project: US Route 1, Section 6V Bridge Replacement
Client: New Jersey Department of Transportation

The replacement of the US Route 1 bridge over Conrail's Sayreville Secondary line, and the widening and reconfiguration of the interchange with College Farm Road, provides far better access to adjacent businesses, much safer movement of pedestrians and vehicles, and an aesthetic that fits the environs. This was not an easy task, as the adjacent businesses were concerned about access, circulation, and aesthetics.

Creative design, extensive public outreach and detailed MPT plans were essential to the project's success. The railroad abandonment permitted the design of a shorter bridge with a lower profile, improved the sight distances on Route 1 and provided a substantial cost savings. This allowed Stantec to develop a staging and MPT plan maintaining movement of over 110,000 vehicles per day on Route 1 and access to adjacent facilities. Designing the bridge to be supported on integral abutments significantly reduced construction time and cost.

Responding to public input, Stantec developed urban design treatments to complement the adjacent business campuses and reconfigured area roadways to provide full service roads and two-way traffic under the bridge, permitting traffic flow between all adjacent facilities without using the highway. The town of North Brunswick, the businesses and universities, and the traveling public have all benefited from this project.

Distinguished Award



Stantec

Project: Open Road Tolling at the Delaware Water Gap
Client: Delaware River Joint Toll Bridge Commission

Traffic flow has improved dramatically at the toll plaza of the I-80 Delaware Water Gap Toll Bridge, located at the NJ/PA border, thanks to the implementation of Express E-ZPass, or open road tolling (ORT). Prior to ORT, this physically constrained, eight-lane toll plaza experienced two to three-mile-long traffic queues, resulting in upwards of 15- to 30-minute delays.

With no space for widening, being flanked by the Delaware River, an adjacent railroad, and very steep side slopes, and over 28,000 vehicles per day, the toll plaza design and construction was very challenging. The construction/traffic staging plan was meticulously developed to provide users with minimum disruption, by keeping up to six of the eight toll lanes open. This was accomplished by constructing a temporary ORT lane during the first stage for use during the second stage, and completing the high speed ORT right shoulder in the second stage, resulting in a fully operational system.

Thanks to extensive coordination and effective communication, this fast paced project was completed on time and within budget. Free flowing E-ZPass transactions, at highway speeds, have made traffic congestion and delays a thing of the past, enhancing the trip for the traveling public, reducing emissions and improving air quality.

Distinguished Award



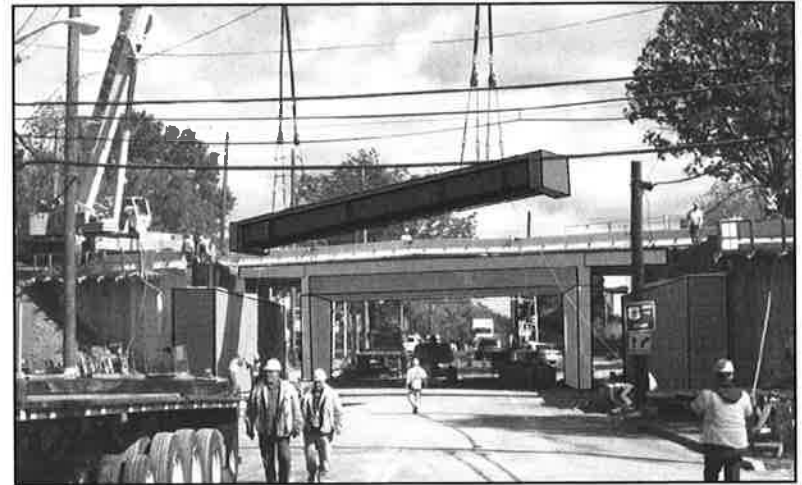
T&M Associates

Project: Garden State Parkway Int. 67 Improvements
Client: New Jersey Turnpike Authority

The improvements to Interchange 67 in Barnegat Township added the missing interchange movements to and from the South on the Garden State Parkway while accommodating the widening of the GSP. The project also included the widening of West Bay Avenue and the upgrade\installation of five traffic signals. Through these improvements, congestion on secondary roadways was improved and easier access to local businesses was provided. The safety of the traveling public was enhanced through increased bridge clearances, improved roadway geometrics, upgraded bridge safety railings and signalized intersections.

Interesting challenges concerning safety, utility locations, historic significance, limited available ROW, and environmentally sensitive areas were overcome. Project implementation involved the development of separate documents for each of the construction contracts advertised by Ocean County and NJTA, the project stakeholders. Funding challenges to construct these improvements were overcome by segregating the improvements by jurisdictional agency and utilizing multiple funding sources. Coordination of the contractors to ensure consistent maintenance of traffic was key as there was a significant timeframe when both contractors were on site simultaneously. The final cost of construction was approximately 15% below the original estimate and the project was completed on schedule.

Distinguished Award



Taylor Wiseman & Taylor

Project: Rt 9 over Main St Bridge Superstructure Replacement
Client: New Jersey Department of Transportation

Problem: How do you replace an aging bridge deck, carrying over 62,000 vehicles per day, while limiting impacts to that traffic flow to two weekends. Taylor, Wiseman & Taylor was selected by the NJDOT to provide the complete design services to replace the deteriorated deck of the Bridge carrying Route 9 over Main Street in Woodbridge NJ while minimizing impact to traffic on both roadways. The existing Bridge was constructed with a center span comprised of multiple concrete-encased steel beams and shoulder spans consisting of reinforced concrete deck slabs.

Solution: TWT recommended that to minimize traffic impacts the entire superstructure be replaced using prefabricated "beam-deck" superstructure units. Woodbridge Township requested that the piers be removed to allow for addition of a lane to Main Street. TWT proposed to eliminate the existing piers by constructing new supplemental abutments cast in front of the existing abutments, while the existing Bridge remained in place. Traffic on both Route 9 and Main Street was unaffected during supplemental abutment construction. Over two weekends in October 2010, the entire superstructure of the Bridge was replaced in halves and the existing piers removed, with all four lanes of Route 9 restored by 6:00 AM on Monday morning.

Distinguished Award



The Louis Berger Group, Inc.

Project: Morris Canal Greenway Feasibility Study
Client: County of Passaic, New Jersey

The Morris Canal represented a milestone in innovative engineering when it was conceived in the 1820s to carry coal from Pennsylvania to the growing iron industry in New Jersey. Almost 200 years later, Passaic County embarked on the Morris Canal Greenway Feasibility Study to repurpose the historic Morris Canal as the “spine” for a cross-county greenway to connect communities and resources, educate the public on the historical engineering features, and provide for a wide range of recreational activities. Key to the project was engaging stakeholders early to solicit input and build grassroots support.

The Project Team developed an innovative, cost-effective and inclusive web-based approach to engage the public very early in the process to plan, analyze, develop, and present the Morris Canal Greenway. The Project Team used interactive web-based mapping to efficiently solicit public input, while generating output for project planning and design and engaging the public with a living web map. This public input served as a powerful visualization tool that enabled stakeholders to explore engineering solutions both in the field and on web maps, gaining an appreciation for engineering challenges and solutions, while creating a platform for future planning and funding opportunities.

Distinguished Award



T.Y Lin International Group

Project: Bayonne Bridge High Definition Scanning
Client: Port Authority of New York and New Jersey

The Bayonne Bridge has served as an iconic symbol of the Region for the past 80 years and runs between the southern tip of the Bayonne Peninsula and the north shore of Staten Island. T.Y. Lin International (TYLI) worked in conjunction with the PANYNJ and design team to develop a comprehensive model of the existing bridge.

Due to the highly aggressive schedule and loss of prior design documents due to 9/11, TYLI proposed an innovative approach to combine the dual efforts of conventional CADD preparation of structural elements with cutting edge technology - high definition survey (3D laser scanning). This approach reduced project delivery by 3 months.

To overcome the biggest challenge - capturing the scan data from the upper arches - TYLI's survey team developed a project work flow and safety plan which included the development of a rigging jig to hold the scanner as it traveled along the pipe handrail for the span of the entire arch. The entire upper arch scanning was completed in four days.

The deliverable included a complete BIM model of the bridge and complete point cloud model of the bridge which allowed the team to quickly share the information and reduce overall schedule.

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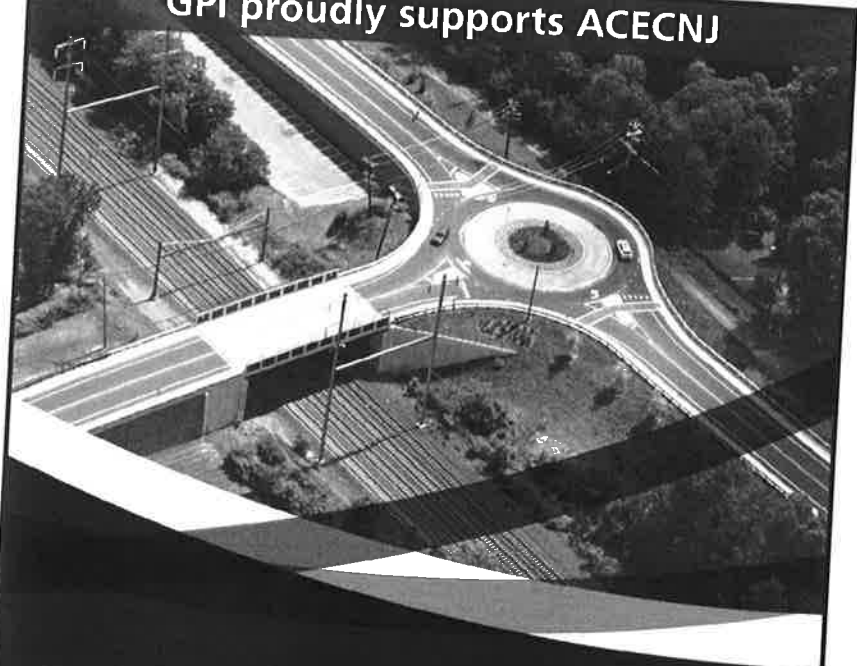
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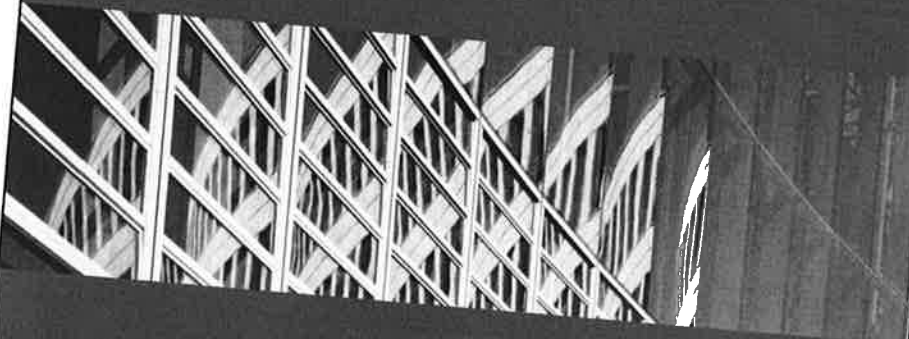
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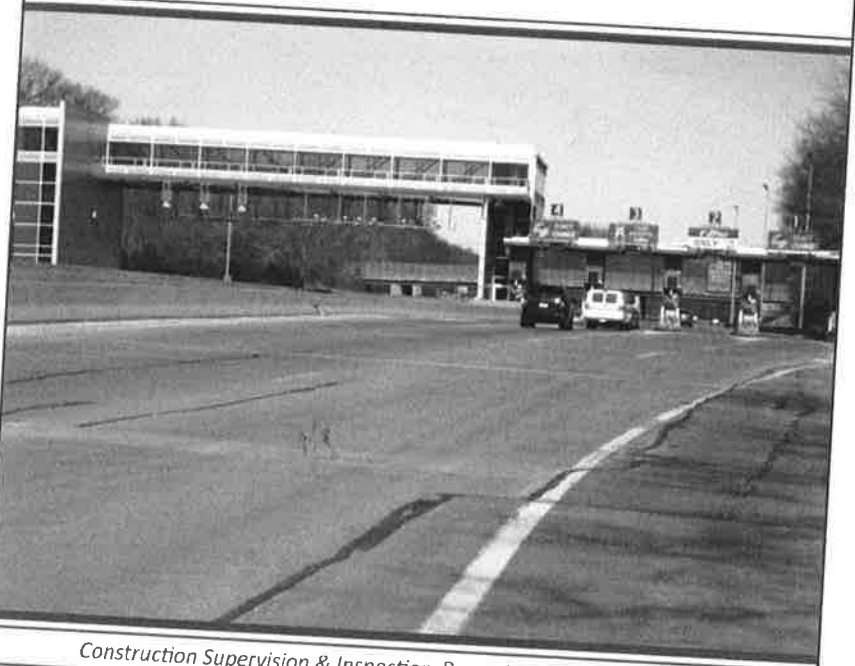
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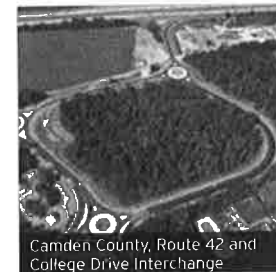
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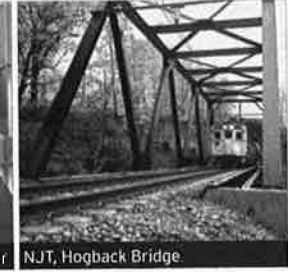
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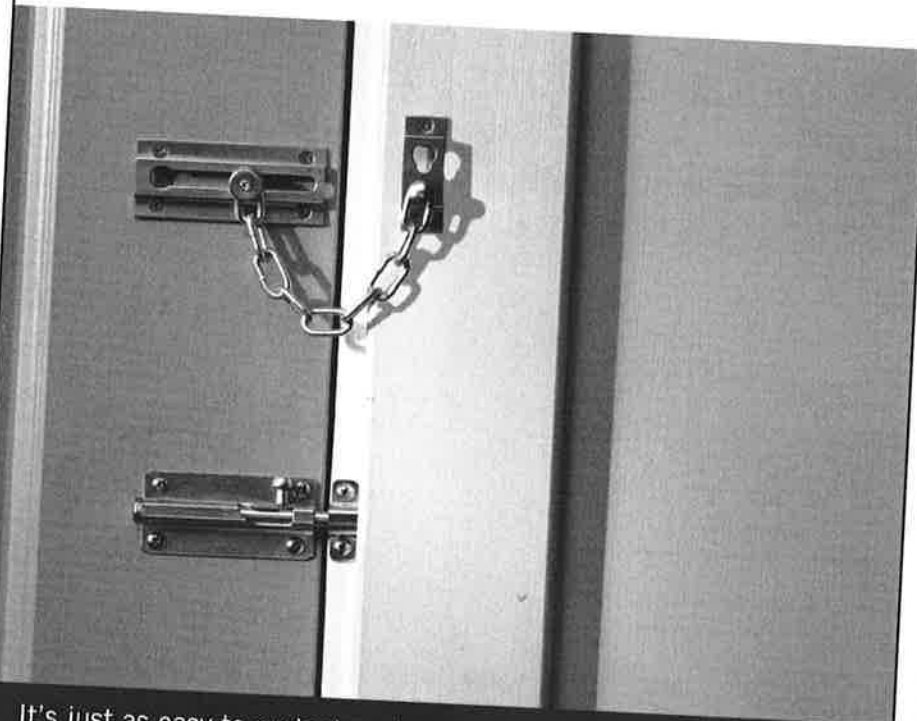
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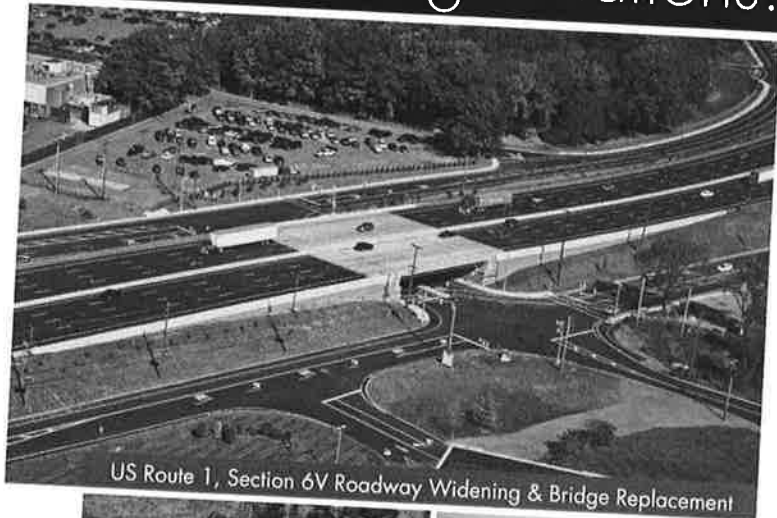
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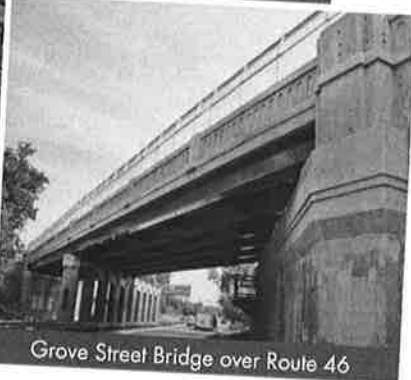
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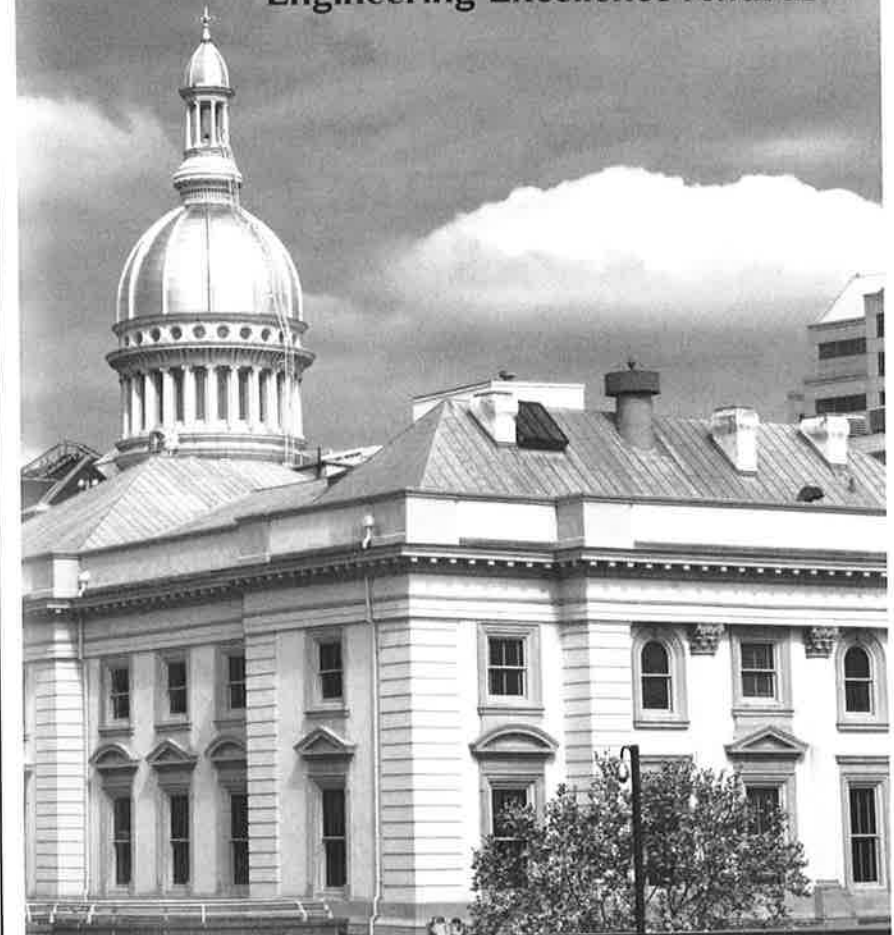
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Special Recognition



John E. Cassetta

After twelve years serving as Chairman of the Awards Committee of the American Council of Engineering Companies of New Jersey, John Cassetta will step down following tonight's banquet.

The Awards Committee is responsible for ACECNJ's annual Engineering Excellence Awards competition which culminates in this banquet. It is also responsible for administering ACECNJ's Scholarship Program. These primary missions represent an enormous and year-long undertaking for the Awards Committee. The Committee's work also represents some of the most important to ACECNJ: namely the promotion of the engineering profession and the development of the next generation of professional engineers.

John began serving on the Awards Committee in 1997 and became its Chairman in 2000. He has led the committee with humility, a sense of humor and a dedication to the engineering profession. He has always been a tireless advocate for the engineering profession and especially QBS. ACECNJ heartily thanks him for his service and looks forward to his continued involvement in the important work of the Awards Committee even though he is stepping down as Chairman.