THE ATL: A NEW CHAPTER IN TRANSIT

HOW NEW TRANSPORTATION TECHNOLOGY COULD TRANSFORM YOUR ATLANTA COMMUTE

+ SMALL AIRPORTS CREATE BIG OPPORTUNITIES
NORTH AMERICA’S LEADER IN GEOTECHNICAL SOLUTIONS

With a network of local offices strategically located across North America, each with direct access to the largest centralized geotechnical knowledge base in the industry, Hayward Baker is ready to respond with the optimal solution wherever the location, whatever the challenge, whenever required.
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These two transportation leaders are at the forefront of Georgia’s historic effort to expand, and re-brand, transit in the metro Atlanta region:

JEFFREY PARKER, General Manager and CEO, Metropolitan Atlanta Rapid Transit Authority (MARTA)

CHRIS TOMLINSON, Executive Director, Georgia Regional Transportation Authority (GRTA) and State Road and Tollway Authority (SRTA)

Cover photo was shot exclusively for Engineering Georgia magazine by Jennifer Stalcup.

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Transportation is the circulatory system of Georgia's economy. It impacts everyone. Investing in transportation infrastructure is an investment in Georgia's growth and its citizens — and every type of engineering firm reaps the benefit of that investment.

One of the most significant investments in transportation infrastructure in Georgia is House Bill 170 — the Transportation Funding Act of 2015. This spring marked three years since this legislation — a major lobbying effort undertaken by our industry and others within the Georgia Transportation Alliance — created new, dedicated funding for the Georgia Department of Transportation (GDOT) to the tune of nearly one billion dollars per year ($945 million in 2015 that has increased over time due to indexing).

For GDOT, the legislation marked a major step in funding much-needed transportation improvement projects, as well as 11 new statewide megaprojects designed to improve safety, increase mobility and fuel economic growth. For the average citizen, it meant a direct impact on his or her commute and community — an effort to improve how to get from one place to another, fix potholes and failing bridges, and attract more business investment and jobs to our state.

And for the engineering industry, it equaled more work... and lots of it. Consulting engineers are a mainstay in helping GDOT plan, design and implement many of these improvement projects. This partnership between the public and private sector has numerous benefits, from enabling GDOT to effectively double its transportation program without the increased overhead costs of additional staffing, especially as project loads vary from year to year. Perhaps more importantly, it fosters innovation, creative solutions and best value design. I can't overstate how impactful this legislation has been on our state's mobility and economic development efforts. And if Georgia's growing, engineers will be needed to plan for and design the buildings and infrastructure that growth will bring.

The best part is that we didn't stop there. This year also marked the passage of another landmark transportation bill supported by our industry – House Bill 930. This historic legislation establishes a truly regional transit governance and finance structure, the “ATL,” that will foster innovation, creative solutions and best value design. I can't overstate how impactful this legislation has been on our state’s mobility and economic development efforts. And if Georgia’s growing, engineers will be needed to plan for and design the buildings and infrastructure that growth will bring.

Again, the ripple impact of this legislation on the engineering industry can’t be overstated. For example, as the ATL develops its six and 20-megaprojects, the consultant engineering firms will be needed to provide their expertise. And, as the number of transit-oriented developments located near new MARTA stations rise, engineers will be called upon to provide geotechnical studies, site planning, traffic studies, building and structural designs and infrastructure plans.

But the heavy burden of implementing the ATL falls to the two men featured on this issue’s cover — MARTA’s Jeff Parker and ATL/GRTA/SRTA’s Chris Tomlinson. We are so honored to feature these great transportation leaders who will write the next chapter of Atlanta’s transit story.

Bold actions, like House Bill 930, don’t happen without bold leadership. And while many people played a role in the development, lobbying and successful passage of this legislation, on behalf of the engineering industry, I’d like to take the opportunity to thank House Speaker David Ralston, Representative Kevin Tanner, Senator Brandon Beach, Lt. Governor Casey Cagle and Governor Nathan Deal for their critical leadership on this issue. Because of them, and the bipartisan support of the House and Senate membership, our state is on the right track.

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LINKEDIN.COM/IN/MICHAELSSULLY

SULLY’S SELECTIONS

In this issue, I give you my picks for the best
restaurants Atlanta has to offer within a mile or so of a MARTA station. So, hop on the train and try one! If you do, be sure to let me know by tweeting me at @MichaelSSully or use hashtag #SullysSelections.

THE VARSITY
61 NORTH AVENUE NW, ATLANTA, GA 30308
WWW.THEVARSITY.COM
A block west of the North Avenue MARTA station is a Georgia institution that has been serving Atlanta for almost 90 years. I can’t imagine anyone in Georgia not having been there at least once, so if you haven’t, you really should. Really.

ALMA COCINA
191 PEACHTREE STREET NE, ATLANTA, GA 30303
WWW.ALMACOCINA.COM
A block south of the Peachtree Center MARTA station (and ACEC Georgia’s office) and located in the lobby of the 191 Building is one of Atlanta’s unsung gems. A creative, well-executed and modern take on upscale Mexican food. I’ve never had a bad meal and you can’t go wrong with anything they do with mole.

PROOF & PROVISION
659 PEACHTREE STREET NE, ATLANTA, GA 30308
WWW.PROOFANDPROVISION.COM
Not far from the North Avenue MARTA station, and directly across Peachtree from the Fox Theatre in the basement of the Georgia Terrace Hotel, is one of Atlanta’s best bars, with delicious small plates, appetizers and sandwiches. Perfect for discussing the show you just saw at the Fox over drinks (but get there fast after the show, it fills up quickly).

FOX BROS. BBQ
1238 DEKALB AVENUE NE, ATLANTA, GA 30307
WWW.FOXBROSBBQ.COM
About a 10-minute walk from the Inman Park MARTA station is this mouth-watering delight. The Fox boys are from Texas (where beef brisket, sausage and chili are king), but graduated from the University of Georgia (in pulled pork and Brunswick stew country). Like the United Nations of BBQ, they bring all the smoked meat deliciousness together under one roof. Just the best BBQ in Atlanta and second best in Georgia (after Fresh Air, in Jackson, Ga.). And, Mrs. Sullivan highly recommends the Frito pie.

Publisher’s | LETTER

Michael L. “Sully” Sullivan
President and CEO, ACEC Georgia
Publisher, Engineering Georgia
ARCHITECTURE FIRM LORD AECCK SARGENT ACQUIRED BY KATERRA
Lord Aeck Sargent (LAS), Atlanta’s 10th largest architecture firm, joined technology startup Katerra in mid-June. With the partnership, LAS will keep its name, but now be known as a Katerra company. Founded in 2015, Katerra is working to revolutionize the design and construction industries. Their focus is on applying systems approaches to building development, design and construction that will help remove unnecessary time and costs without sacrificing quality or sustainability.

GEFA NOW ADMINISTERING THE WATERFIRST PROGRAM
The Georgia Environmental Finance Authority (GEFA) has taken over the operation of the WaterFirst Program, an initiative previously managed by the Georgia Department of Community Affairs for the past 15 years. WaterFirst is a voluntary partnership between local governments, state agencies and other organizations to recognize communities that are committed to water resource stewardship. There are 37 WaterFirst communities across Georgia, each of which demonstrates excellence in watershed assessment, stormwater master planning, wastewater treatment and management, water supply planning and protection, water conservation, and water reclamation and reuse.

GEORGIA–BASED FIRM SELECTED TO DESIGN ATLANTA BELTLINE PROJECT
Marietta-based firm Heath & Lineback Engineers, Inc. was selected by Atlanta BeltLine, Inc. (ABI) to provide design and engineering services for its Northeast Corridor Trail project. The Northeast Trail generally runs between Monroe Drive and the Lindbergh MARTA station, north of Lindbergh Drive, and is being developed by ABI in collaboration with Invest Atlanta, the City of Atlanta, the Georgia Department of Transportation and the Federal Highway Administration. Design is expected to begin this summer and take approximately 30 months. Heath & Lineback is partnering with Perez Planning + Design; Site Solutions, LLC; and a diverse team of consulting firms for additional design support services.

GWINNETT APPROVES HISTORIC TRANSIT PLAN
In mid-July, the Board of Commissioners for metro Atlanta’s Gwinnett County voted to adopt a new transit development plan. Among the recommendations listed in the non-binding plan is the possibility of building a heavy rail line from the Doraville MARTA station to either the Norcross or Gwinnett Place Mall areas. Other recommendations include several “bus rapid transit” lines and expanded local bus service. The approximately $5.4 billion in funding needed for the projects are based on estimates from state and federal sources, fare box revenues and the approval of a new 30-year sales tax by area voters. The next step? Commissioners will decide whether or not to call for a referendum on transit expansion this fall.

LOWE ENGINEERS AWARDED NGA CONTRACT
Georgia-based, veteran-owned engineering firm, Lowe Engineers, LLC has been awarded a contract by the National Geospatial-Intelligence Agency (NGA). The 10-year contract is to perform Airfield Foundation Data and Vertical Obstructions worldwide as part of the overall Janus Aeronautical Features program.

NEW LEADERSHIP IN PLACE AT HARTSFIELD–JACKSON
Atlanta Mayor Keisha Lance Bottoms announced the appointments of two key officials at Hartsfield-Jackson Atlanta International Airport. Roosevelt Council Jr., who has served as the airport’s General Manager for the past two years, was appointed to be the city’s new Chief Financial Officer. Taking his place as Interim General Manager is Balram Bhooedari, the airport’s former Deputy General Manager.

ARCHITECTURE FIRM LORD AECCK SARGENT ACQUIRED BY KATERRA
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GEORGIA-BASED FIRM HONORED FOR CONTRIBUTIONS TO NATIONAL SAME ASSOCIATION
Peachtree Corners-based A/E/C firm, Pond, was selected as the Seymour S. Greenfield Sustaining Member Award winner by the Society of American Military Engineers (SAME). The award recognizes Pond’s participation in the association’s local posts, national committees and events.
TOM WEYANDT JR. TAKES OVER RENEW ATLANTA, CITY’S TSPL OST PROGRAMS
Renew Atlanta has a new Interim General Manager: Tom Weyandt Jr. A former Deputy Chief Operating Officer for the city, Weyandt fills the role formerly held by Faye DiMassimo. DiMassimo left the public sector earlier this spring to join Deloitte Consulting. In the new role, Weyandt will oversee both Renew Atlanta, a $250 million infrastructure bond, and the city’s TSPL OST program, which primarily funds transit projects.

WATER WARS CASE SENT BACK TO SPECIAL MASTER
The seemingly never-ending water war between Alabama, Florida and Georgia wages on – this time, in the form of a 5-4 ruling in Florida’s favor. In late June, the U.S. Supreme Court remanded a lawsuit Florida filed against Georgia back to a court-appointed special master, claiming the special master was “too strict” in the burden of proof he set for Florida to demonstrate that Georgia’s water withdrawals from the Chattahoochee River Basin are harming Florida’s oyster industry in the Apalachicola Bay. “The decision failed to account for the proactive steps Georgia has taken over many years in being a responsible steward of its water resources,” said Chris Clark, President and CEO of the Georgia Chamber of Commerce.

WINNERS OF GEORGIA TECH’S INAUGURAL GEORGIA SMART COMMUNITIES CHALLENGE ANNOUNCED
A first-of-its-kind initiative led by the Georgia Institute of Technology (Georgia Tech) and its ten partner organizations, the Georgia Smart Communities Challenge provided the opportunity for communities of any size across the state to apply for funding and support to help them envision, research, explore and plan for their “smart” future. The 2018 winners include: City of Albany, Chatham County, City of Chamblee and Gwinnett County. The communities were chosen from a pool of applicants to receive $50,000 in grant funding, a partnership with a Georgia Tech research team and networking opportunities during the year-long planning study.

The City of Albany will use the grant money to develop and evaluate an automated housing registry as part of a Smart Resilience initiative. Chatham County, located on Georgia’s coast, will design, develop and test a pilot sensor network for measuring sea level flood risk in order to inform government officials in real-time during natural disasters and storms. The City of Chamblee will study the issues, technology and best practices related to the use of Shared Autonomous Vehicles (SAV) to help solve first-/last-mile connectivity issues with its MARTA station – ultimately looking to use the funds to launch an SAV pilot program and share best practices with neighboring communities. Gwinnett County will use the funding to evaluate traffic management technologies for improved mobility throughout its communities.

NATIONAL ENGINEERING, MATHEMATICS AND SCIENCE COMPETITION FOR STUDENTS HELD IN ATLANTA
The next generation of innovators emerged as the finals of the national TEAMS (Tests of Engineering Aptitude, Mathematics and Science) competition for middle and high school students was held in June during the 2018 National Technology Student Association (TSA) Conference in Atlanta, Ga. Participating teams used STEM (science, technology, engineering, mathematics) skills to tackle global challenges. Visit teams.tsaweb.org/rankings to see the list of the 2018 TEAMS finalists.

The 2018 theme – “Engineering a Greener World” – was based on the National Academy of Engineering’s Grand Challenges, which require critical career readiness skills such as teamwork, analytical thinking and multi-dimensional problem solving. Volunteer judges at the conference were provided by groups including the American Council of Engineering Companies, American Society of Civil Engineers, Georgia Engineering Foundation and Society of American Military Engineers.

Registration opens on September 4 for the 2019 TEAMS competition, centered around the theme of “The Engineering Brain.” State-level competitions will be held at host universities or middle and high schools from February through March 2019. National TEAMS competitions, including Best-in-Nation, will be held next summer during the 2019 National TSA Conference near Washington, D.C.
GRESHAM, SMITH AND PARTNERS (GS&P) promoted Nithin Gomez, PE, PTOE to Senior Engineer in its Transportation market. Gomez joined GS&P in 2005 and has more than a decade of experience providing professional engineering and planning services to state and local governments in Georgia and surrounding states.

HNTB named Carrie Rocha, PE, Vice President, as its Atlanta office leader. She previously served in a similar role for the firm’s Connecticut operation. With her move to Atlanta, Rocha brings 20 years of experience in transportation infrastructure project and construction management, contract administration and engineering for highways, bridges, tunnels, transit/rail, aviation and related facilities. She fills the office leader vacancy left by Jeff Parker who became MARTA’s new General Manager and CEO – and, is featured on the cover of this issue.

HUSSEY GAY BELL, a civil engineering and architecture firm based in Savannah, Ga., announced the hires of Jessica Gray and Jim Kopotic as Project Engineer for its Water/Wastewater Division and Engineer for its Civil Division, respectively. Gray’s responsibilities include designing, permitting and compliance for distribution, wastewater collection systems and wastewater treatment plants for the firm’s municipal clientele. Kopotic is responsible for assisting the firm’s civil project managers and other engineers by contributing to all aspects of design, including construction document production and full permitting of land development projects, as well as modeling conceptual design exhibits for clients.

COOPER CARRY hired Kerry Blind as its Director of Landscape Architecture. Blind will be responsible for leading the firm’s landscape architecture studio, bolstering innovative design capabilities and driving business development efforts.

CORPORATE ENVIRONMENTAL RISK MANAGEMENT, LLC (CERM) announced the appointment of Dr. Femi Adesanya, Operations Manager with the firm, to the Board of Scientific Counselors, National Center for Environmental Health (NCEH)/Agency for Toxic Substances and Disease Registry (ATSDR) by the Centers for Disease Control’s Office of Science Bureau. Dr. Adesanya has over 37 years of experience in environmental monitoring, prevention and environmental education. Nominated by the Environmental Protection Agency - Region 3, Dr. Adesanya will serve a three-year term.

CROFT welcomed new hire Brian O’Malley to its team as a Program Manager. O’Malley brings more than 30 years of experience in team building, cost control and analysis, process creation and implementation, and employee relations to the firm.

MCCARTHY BUILDING COMPANIES, INC. promoted Bobby Campbell to Senior Vice President and Atlanta Business Unit Leader. In the role, Campbell will lead management and operations on project sites, focusing on healthcare, aviation, hospitality, education in commercial, public and private markets. During his tenure, he has led the preconstruction effort for McCarthy’s Southern region.

CHA CONSULTING, INC. (CHA) added Brian Whitaker, PE to its Atlanta team as Senior Vice President and Transportation Group Operations leader. Whitaker brings over 25 years of experience in planning, permitting, design, construction and maintenance of transportation projects to CHA and will be responsible for directing daily operations, while working closely with leadership to identify growth opportunities. CHA Tech Services, a construction management firm and subsidiary of CHA, also welcome a new member to its Atlanta office: Aubrey Shah as Project Manager. Shah’s experience includes leading cross-functional teams for large scale commercial and government construction, contract and facilities management projects.

Dr. Femi Adesanya in environmental monitoring, prevention and environmental education. Nominated by the Environmental Protection Agency - Region 3, Dr. Adesanya will serve a three-year term.
**MSA Professional Services (MSA)** added Richard Coakley, PE, PTOE to its Atlanta office in the role of Senior Project Manager. Coakley brings 36 years of experience in both public and private sector work to the firm, specializing in urban street, rural highway and bridge project design, analysis, surveying, reporting and development. He is a licensed Professional Engineer in five states, as well as a Professional Traffic Operations Engineer.

**Maser Consulting P.A.,** a multidiscipline consulting and engineering design firm, hired D. Ken Brown as Geographic Discipline Leader of Survey/Geospatial Services. In the role, Brown will focus on growth opportunities throughout Georgia and the Southeastern United States for the firm. With over 30 years of practical experience, Brown has served public and private sector clients and boasts a project portfolio that includes project management of a full range of infrastructure undertakings.

**PES Structural Engineers** added Chris Barrar, PE, SE as a Project Manager in its growing Federal Studio. Barrar brings nearly ten years of experience in protective design of buildings (blast resistant design, progressive collapse prevention and site security) to the PES team. Barrar, a Virginia Tech grad, is responsible for managing and assisting with design in the day-to-day operations of projects internally, as well as working externally with clients as part of larger project teams.

**Pond** announced the promotion of Lorraine Green, PE to President. As President of Pond, which was named ENR’s Southeast Design Firm of the Year, Green will be influential in the success of all Pond divisions and lead the firm as it expands into new markets. Green has been with the firm for ten years, during which she helped grow its Fueling Design Group into a robust, full-service Energy Division.

**Prime Engineering** welcomed Cameron Reese and Adam Weible, PE, PMP to its Industrial Department as Project Engineer and Senior Project Manager, respectively. Reese joins Prime with previous experience in designing mixed-use buildings, assisted-living complexes and similar facilities. Weible will use his expertise in all phases of design for Prime’s oil and gas projects, having spent several years as an engineer and project manager in the energy industry. His dual specialization in civil and structural engineering allows him to develop start-to-finish designs and project plans for all components of complex energy facilities.

**Stantec** welcomed several new, yet seasoned, employees to its growing Atlanta office: Catrina Gunn, PE brings over 15 years of experience; Collin Horace, PMP, GISP has nearly 18 years of experience; Bob Massaro, PE has more than 28 years; and Mark Sweeney, PE has 25 years. “The addition of these seasoned professionals further enhances the depth of service we can provide our community in transportation, water, and civil engineering, and program management and GIS fields,” Stantec Atlanta Office Leader Andrew Kohr, PLA, ASLA said in a press release.

**Wolverton** welcomed Karla Poshedly to its team. With over 30 years of experience completing traffic studies for public and private sector clients, Poshedly serves as Project Manager for the firm’s Traffic and ITS Market Sector. Wolverton also onboarded 15 new employees in the first half of 2018 across all its market sectors. The majority of the hires included survey field staff and entry-level designers. The firm also celebrated Ian Maxfield, PE and Alex Simmons, PE passing the Professional Engineers exam; both are Projects Managers in Wolverton’s Transportation and Traffic and ITS Market Sectors, respectively.

**WSP USA** named Michael McKibben a Senior Vice President and Director of Environment for its Water and Environment business in Atlanta.
GEORGIA ENGINEERS OUT AND ABOUT: Georgia ITE members networking during an outing to New Realm Brewing in May.

JIM MCGEE MEMORIAL SCHOLARSHIP GOLF TOURNAMENT: Allen Brock with GPI Geospatial Inc., Randy Sanborn with Long Engineering, Darren Wilton with Moffatt & Nichol and Josh Daniel with Lowe Engineers. The annual Jim McGee Memorial Scholarship Golf Tournament is hosted by ASHE each year.

EXCELLENCE IN STRUCTURAL ENGINEERING (ESE) AWARDS BANQUET: Mark Jackson with Croft and Associates, Stefan Keuller, Erik Swerdlow and Neal Turbow — all with PES Structural Engineers and Jim Crot, also with Croft and Associates, during the biennial event hosted by SEAOG.

GEORGIA ENGINEERS OUT AND ABOUT: Employees of Peachtree Corners’-based Pond spent time volunteering at the Atlanta Foodbank this spring.

JIM MCGEE MEMORIAL SCHOLARSHIP GOLF TOURNAMENT: Brian O’Connor with T.Y. Lin International and Emily Kosmalski with Terracon Consulting alongside Jared Esler and Kelli Weigle, both with THC.
WTS ANNUAL CONFERENCE: Keli Kemp with Modern Mobility Partners, Bridgette Beato with Lumenor Consulting Group and Tori Brinkley with T.Y. Lin International alongside Malika Wilkins and Lori Sand, both with the Atlanta Regional Commission.

GEORGIA ENGINEERS OUT AND ABOUT: Employees of NOVA Engineering & Environmental’s Kennesaw office gathered to settle back and take a breather together with a day full of horseshoes, cornhole, a dunk tank, fiery grill and ice cream.

GEORGIA ENGINEERS OUT AND ABOUT: Wayne Shelburne with NOVA’s Geotechnical department enjoys the activities during the firm’s Kennesaw cook-out.

WTS ANNUAL CONFERENCE: Tonya Saxon with MARTA and Beth Ann Schwartz with Michael Baker International.

WTS ANNUAL CONFERENCE: Sheri White with HNTB, Bridgette Beato with Lumenor Consulting Group, Karen Good with the WTS Colorado Chapter, Tori Brinkley with T.Y. Lin International and Regan Hammond with Jacobs.

GEORGIA ENGINEERS OUT AND ABOUT: Allen Krivsky of Heath & Lineback presents a check on behalf of the firm to Greg Elder with MUST Ministries at the annual Charity Golf Tournament.

WTS ANNUAL CONFERENCE: Jennifer Zhan with Modern Mobility Partners, Regan Hammond with Jacobs, Tori Brinkley with T.Y. Lin International and Keli Kemp with Modern Mobility Partners.
GEORGIA ENGINEERS SUMMER CONFERENCE: Warren Dimsdale and Matt Calak of Heath & Lineback Engineers with Bob Goehring of ECS during the Thursday evening Welcome reception.

GEORGIA ENGINEERS SUMMER CONFERENCE: Bayne Smith with KCI Technologies served as the moderator for the “Future of Transportation in Georgia” session, which featured panelists Faye DiMassimo with Deloitte Consulting, Andrew Heath with the Georgia Department of Transportation and Allie Kelly with The Ray.

GEORGIA ENGINEERS SUMMER CONFERENCE: Eileen and Tony Parker with Pond, alongside Scott Thomson with Contour Engineering and Erik Grandowski, also with Pond.

GEORGIA ENGINEERS SUMMER CONFERENCE: Michael Moseley, Scott Dubord and Wendy Dyson, all with Atkins, made the annual conference a family affair!

GEORGIA ENGINEERS SUMMER CONFERENCE: Sam Serio with Keck & Wood alongside Paul Holt with Holt Consulting Company.

GEORGIA ENGINEERS SUMMER CONFERENCE: Kelvin Tyler and Jeremy Willoughby, both with GEL Geophysics.

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Transportation Services Provided:
- Geotechnical Engineering
- Environmental Services
- Geophysical Services
- Subsurface Utility Engineering
- Materials Testing Services
- Special Inspections Services

United Consulting Laboratory:
- Geotechnical Materials Testing Laboratory in Norcross, Georgia
- Tests on disturbed and undisturbed samples
- Lab and Staff certified by: AASHTO AMRL, CCRL, ASTM, NICET, ACI

GDOT Area Classes Prequalified:
- 5.08 Subsurface Utility Engineering
- 6.01a Soil Surveys
- 6.01b Geological and Geophysical Studies
- 6.02 Bridge Foundation Studies
- 6.03 Hydraulic and Hydrological Studies (Soils and Foundation)
- 6.04a Laboratory Materials Testing
- 6.04b Field Testing of Roadway Construction Materials
- 6.05 Hazard Waste Site Assessment Studies
- 8.01 Construction Supervision
- 9.03 Field Inspections for Compliance of Erosion and Sedimentation Control Devices Installations

www.unitedconsulting.com  (770) 209-0029
2018 EVENTS

AUGUST 14, 2018
ACEC GEORGIA GEOTECHNICAL FORUM
ACEC Georgia
Atlanta, Ga.
www.acecga.org

AUGUST 24, 2018
ACEC GEORGIA GENERAL MEMBERSHIP MEETING
The Partridge Inn
Augusta, Ga.
www.acecga.org

SEPTEMBER 17, 2018
DBE SPEED DATING EVENT HOSTED BY WTS ATLANTA
Atlanta, Ga.
www.wtsinternational.org/atlanta

SEPTEMBER 17, 2018
2018 CONNECTATL: THE FUTURE OF MOBILITY AND COMMUNITIES
Georgia Tech Hotel and Conference Center
Atlanta, Ga.
www.atlantaregional.org

SEPTEMBER 21, 2018
ACEC GEORGIA ANNUAL PAC GOLF TOURNAMENT
Bear’s Best Golf Club
Suwanee, Ga.
www.acecga.org

OCTOBER 5, 2018
SMPS ATLANTA’S SHOOT FOR SUCCESS SPORTING CLAYS TOURNAMENT
Foxhall Resort and Sporting Club
Douglasville, Ga.
www.smpsatl.org

OCTOBER 7-10, 2018
ITS5C SUMMIT
Hyatt Regency
Jacksonville, Fla.
www.its5csummit.com

OCTOBER 14, 2018
ACEC GEORGIA GENERAL MEMBERSHIP MEETING
The Partridge Inn
Augusta, Ga.
www.acecga.org

OCTOBER 25, 2018
WTS ATLANTA ANNUAL SCHOLARSHIP LUNCHEON AND SILENT AUCTION
Georgia Aquarium
Atlanta, Ga.
www.wtsinternational.org/atlanta

NOVEMBER 9, 2018
GEORGIA TRANSPORTATION SUMMIT
The Classic Center
Athens, Ga.
www.acecga.org

DECEMBER 6, 2018
GEORGIA ITE ANNUAL MEETING
Maggiano’s Little Italy
Cumberland
Atlanta, Ga.
www.gaiie.org
Engineering Professional
Liability Program

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Million is the estimated number of travelers who passed through Hartsfield-Jackson Atlanta International Airport over the Fourth of July holiday. The large influx of travelers is mainly attributed to Independence Day falling on a Wednesday this year. This made the peak holiday travel period longer than normal – spanning two weekends and 11 days from Thursday, June 28 to Sunday, July 8. And, while the number of passengers is staggering, it still doesn't represent the busiest time of year for the world’s busiest airport – a spot held securely by the Christmas holiday.

According to projections from the U.S. Army Corps of Engineers, the benefit to cost ratio for SHEP – 7.3:1 – is one of the largest returns on investment for a navigation project in the United States. Deepening of the outer harbor is more than 60 percent complete, and the entire project is on-track for a 2021 finish.

As one of the top 10 transportation agencies in the United States, MARTA provides transit to more than 500,000 people each weekday. To do so, its rail system is supported by more than 170 lift vans and over 550 buses. And, as of July 1, the agency added the Atlanta Streetcar, officially taking control of the city’s light rail system.
Georgia’s leaders are banking on this: Where transit goes, economic growth will follow.

For the first time in the history of Georgia, a state-level entity — the ATL (Atlanta-region Transit Link Authority) — will have a sole and exclusive focus on transit mobility in metro Atlanta. House Bill 930 (HB 930) enacted a long-awaited solution to address the transit needs of 13 counties, which are expected to add 2.5 million residents by 2040.

“Our transportation issues and needs, including our transit ones, don’t stop neatly at the border lines of counties,” says Chris Tomlinson, Executive Director of the Georgia Regional Transportation Authority (GRTA) and State Road and Tollway Authority (SRTA), and Interim Director of the ATL. “That regional approach, I believe will serve us well, even from an economic development approach.”

Governor Nathan Deal signed the bill into law in May, allotting $100 million in 10-year general obligation bonds in the fiscal 2019 budget to fund public transit. Then a month later, Gov. Deal announced $100 million to construct four bus-only interchanges along a 16-mile stretch of Georgia 400, in a partnership with MARTA and Fulton County. These interchanges will be along the Georgia 400 Express Lanes route, a $1.8 billion project that is expected to reduce delays by 18 percent in the corridor by 2030, saving users 20 to 25 minutes, in average.

Jeffrey Parker, General Manager and CEO, MARTA
A lot of people look at the transit legislation and they think about it in terms of just moving people, but really for us, transportation is a means to an end, and the end is economic development,” says Michael L. “Sully” Sullivan, President and CEO of the American Council of Engineering Companies of Georgia (ACEC Georgia), adding, “This is going to bring economic activity to the region that benefits everybody, including engineering firms.”

LOOKING BACK

A key to passing the bill was having lawmakers and citizens realize that transit is an economic development issue, explains Georgia Representative Kevin Tanner (R-Dawsonville), Chair of the House Transportation Committee, as well as the House Commission for Transit Governance and Funding. “One of the common themes we’re seeing over and over is, ‘We want to locate somewhere near transit. We want to have the ability for our employees to have another commute option other than a traditional car,’” he says. “I think enough leaders have heard that and that they knew it was time to act. We needed to act in a very bold way.”

The bold step was requiring a regional authority and plan, especially with 10 separate transit operators that use federal, state and local taxpayer funding, and creating new state funding mechanisms that 13 counties can use.

The road to the bill’s passage was a few years in the making, with one milestone being the passage of the Transportation Funding Act of 2015 (House Bill 170).

Chris Tomlinson, Executive Director, GRTA and SRTA
which created approximately $945 million per year in new, dedicated funding for the Georgia Department of Transportation. “The passage of that bill signaled a new day in Georgia in terms of the importance that we put on our transportation policy. There was a lot of discussion on the periphery of that issue about transit,” says Georgia House Speaker David Ralston (R-Blue Ridge). “We knew then that there was at least a significant appetite to take on transit.”

Ralston then set the stage during the Georgia Chamber of Commerce’s 2017 Eggs and Issues breakfast, stating that transit was a top legislative priority. The Georgia Legislature would go on to create the state Commission on Transit Governance and Funding during the 2017 legislative session, which included representatives from all areas of the metro region and those with expertise in transportation policy. “The engineering community was a vital part of that effort, as was the Georgia Transportation Alliance (GTA) and so many others that came to the table,” Ralston says.

Ralston’s vision to spearhead the effort helped bring together the right group of leaders, according to Tanner, from the Governor to local leaders across the metro region who recognized how important it was to improve their mobility services. “As we have grown, the need has become much more compelling,” he says. “As we looked around, we saw that transit was being demanded by new groups of people – for example, younger workers and those moving into Georgia from states that had a vigorous transit program in place. It became evident to those of us in the General Assembly that conditions had changed.”

Corporations, such as State Farm, Mercedes-Benz and Athenahealth, have made it clear that they view direct access to transit as one of the most important criteria for the location of their headquarters operations. Although Tanner and Ralston represent areas outside of metro Atlanta, they see transit in the larger context in terms of what it means for Georgia and its economy, Sullivan says. Tanner adds: “Business leaders recognize how important HB 930 was to their ability to do business and stay competitive.”

The state has seen exponential progress on infrastructure investment in the last eight years, says Seth Millican, Executive Director of GTA. HB 930 was a signal, he says, that Georgia is willing to think progressively about certain policy issues. “You had this overwhelming support in the legislature for a bill that will fundamentally transform public transportation and transit in Atlanta – really for the first time since MARTA was established,” he says. “It’s a strong signal to the Amazons of the world.”

Ralston agrees that prospective businesses insisting to be located near a rail line, coupled with drivers’ daily traffic frustrations, made the transit issue even more pressing. “We realized from a more general perspective that we were never going to grow jobs and have the quality of life that we wanted when it took people an hour and a half to get home through traffic or an hour and a half to drive to their kids’ little league baseball game,” he says.

COOPERATIVE CULTURE

Another crucial component for the bill’s passage, says Georgia Senator Brandon Beach (R-Alpharetta), Chair of the Senate Transportation Committee, was the spirit of cooperation between lawmakers and leaders of transit entities, who a decade or so ago operated in silos. “Even two years ago, I would have not passed the bill in the Senate 51-4. I don’t think it would have passed,” he says. “The leadership has gotten behind it. The people want it.”

Although transit is a complex issue, Sullivan says he was impressed and pleased that many of Tanner’s original ideas and concepts reflected in the first draft of the legislation were preserved in the final version. “That speaks directly to the work that he had done before the bill was introduced: to talk to all the stakeholders, get their perspectives and try to find the right balance between the different interests,” Sullivan says. “It was really a collaborative approach.”

The collaboration continues. Beach points out the $100 million investment for the Georgia 400 bus-only interchanges is the first time Fulton County, MARTA and the state
have worked together on a transit initiative. “We have come a long way, as a region, to discussing this issue, and not only discussing it, but making it a reality,” he says.

LOOKING FORWARD

HB 930 strikes the balance between the state having a role in transit governance and funding and a regional approach under the ATL, which will be “stood up” with a 16-member Board of Directors by December 1 (the Board will then appoint and hire a full-time Director). The 13 counties covered in the bill are Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Paulding and Rockdale.

The Board’s Chair will be appointed by the Governor, two Board members will be appointed by the Speaker of the House and two Board members will be appointed by the Lieutenant Governor. Ten members will represent 10 new Transit Districts and will be selected by County Commission Chairs and a caucus of local legislative delegations.

HB 930 changes the structure for transit in the region because the ATL is administratively attached to GRTA. “MARTA, and any other transit operator, for that matter, still exist and their Board still exists. Their authority is in place. All of those things are the same, but they are going to be coordinating through a regional authority for the purpose of developing a regional plan. And, then federal and state funding will flow through the ATL,” Tanner explains. “The federal government will not provide any funding on a transit project unless it’s in the official plan that has been sent to them and adopted for a period of time (such as the plans for the six-year and 20-year plans). This gives the ATL a great deal of authority.”

Tanner adds that bill has already resulted in the largest investment Georgia has ever made in transit, and he’s confident it’s not just a one-time investment. “The state has recognized that it’s time to continue investing year-after-year in transit,” he says. »
The transit governance bill provides opportunity for those 13 counties to levy a T-SPLOST of up to one percent for up to 30 years. The increments of .05 cents and lengths of the term (up to 30 years) of the transit-specific sales tax are variable.

“The needs of a county, specifically those on the outer fringes geographically, are going to require less investment,” says MARTA General Manager and CEO Jeffrey Parker. “But everyone is now armed with a mechanism to make decisions in the future.” Counties and cities can opt in or out and local governments have direct input in decisions, as the ATL is responsible for planning where new capital investments will be made.

“The division of the districts was very intentional — breaking down political silos in the metro Atlanta region,” Millican says. An intentional effort was also made to give more leverage and authority to metro areas that have invested in MARTA the longest. Millican adds: “Nobody’s forced to be in or do anything that they don’t want to do, but if they decide they want to be in, then there’s a specific way that makes it all fit and work together.”

The bill is constructed in such a way, Millican says, that it strongly incentivizes a regional outlook and people partnering to operate the various transit systems around the region. Tomlinson adds that the counties can partner with two or more Georgia counties (inside or outside the 13-county metro area) on the transit SPLOST, for expansions, new projects and existing transit project or services.

For example, Cobb County can decide to come in as a county, or as a subset of the county, such as south Cobb. “It gives the appropriate level of local control and input, while still giving us what we really needed: a cohesive regional governance and funding organization with the state having a role as well,” Sullivan says.

Gwinnett County was already in the midst of planning a substantial expansion of transit, so the passage of HB 930 is timely in that it provides another avenue for funding, says Commission Chairwoman Charlotte Nash. “I also am pleased that there was a lot of attention given to the idea that local governments — the county government, specifically — have a large role in deciding whether to proceed with transit extension,” she adds. “It’s up to the Commissions of individual counties to decide whether to call a referendum for the penny sales tax in order to fund an expansion. It’s up to voters, ultimately.”

Nash says she’s pleased that HB 930 also allows local government representatives, such as the County Commission and the Mayor, to have a say in choosing members of the ATL. “These communities, in partnership with the ATL, will have the possibility of pulling down federal funds for the first time; that’s an important thing,” Tanner says.
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The transit SPLOST could be a 30-year span, compared to the current five-year length that has kept some communities from attaining federal funding because of the requirement for a 20-year dedicated funding source.

Beach says he expects Fulton and Gwinnett will come in, which will put “extreme pressure” on Cobb, or at least the southern portion of Cobb, to do so as well. If that happens, it could bring 1.9 million people into the regional system, with about $275 million of additional annual revenue. “This could happen fairly quickly,” he says. “Then you can start really making an impact. That’s where the ATL Board will come in to make sure the routes are lining up.”

Adds Tanner: “The real testimony to that is going to be how quickly you see things happen. HB 930 set the tone that the entire region is talking about transit.”

BECOMING THE ATL

The transit functions of GRTA will move to the ATL by July 2020 and July 2121 for SRTA. Metro Atlanta’s transit system — trains, express buses and buses — will be rebranded to The ATL by 2023 and use Atltransit.org.

MARTA’s projects and committed local sales tax dollars will not be affected. MARTA holds agreements with the city of Atlanta, as well as Clayton, Fulton and DeKalb counties, to provide transit services in those jurisdictions funded by a one percent sales tax.

“Let’s start with the premise that MARTA is still MARTA under this bill,” Parker says. “The bill virtually allows us to operate in a way that we have been.” It also states that all rail, regardless what jurisdiction it is located in, will be operated by MARTA. As the region invests more in transit, Parker says the ATL is going to make sure that the framework for what needs to get built and invested in serves a regional purpose.

“What’s going to happen is, over a period time, there’s going to be incremental decisions made to invest in transit at a county level, and, ultimately, to build our network more,” he says. “It’s a powerful tool that the region now has to invest — and invest in a way that fits the regional needs.”

MARTA will serve as the “spine,” Beach says, while the ATL will be the entity that can unify transit across the region. For example, someone could get on public transportation at the Marietta Square and take it in a seamless and efficient manner to downtown skyscrapers. Or, a Braves fan could travel from Gwinnett County to a game at SunTrust Park in Cobb County with ease.

Parker notes that 62 percent of the commercial real estate that’s being developed within metro Atlanta is within walking distance to a MARTA station. “Job growth is happening around MARTA stations,” he says. Tomlinson expects more transit-oriented development projects, and the ATL will allow them to be more coordinated. The ATL could also dictate say on a regional level what is possible in terms of “development-oriented transit,” which can support workforce needs and improve economic mobility.

A potentially positive outcome for engineering firms is due to a requirement that the regional transit plan have a six-year component, which Tomlinson says lines up with the federally required Transportation Improvement Program (TIP). “If somebody tells you something’s happening in the next two to three years and you do not see it in the six-year plan, it’s either not happening in that time frame or the funding has not been identified,” Tomlinson says. “This will be meaningful information for people to not only be able to help plan their potential business opportunities, but also to be able to see where they may need to build up their business capabilities or resources, as opposed to seeing things that are long range.”

Firms in the architecture, engineering and construction sector can expect to be busier, Ralston says. “There’s going to be a lot of demand for their expertise in Georgia.”
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RE IMAGINING OUR ROADWAYS

Atlanta’s North Avenue Smart Corridor Pilots Transportation and Traffic Technologies with its ‘Living Lab’
North Avenue in metro Atlanta has been turned into a living lab, one where technology and engineering are helping to reduce crashes, improve traffic flow and increase emergency vehicle response times.

Initially, improvements to North Avenue, a key east-west corridor in the City of Atlanta, was to be a simple repaving and signalization project, but several organizations, including the City, Georgia Department of Transportation (GDOT), Renew Atlanta and engineering firm Atkins (acting as a consultant), came together to create a safer road with increased capacity, all without adding additional lanes.

The roughly $2.7 million project, unveiled to the public on September 14, 2017, included the use of over 100 sensors at 26 signalized intersections, an adaptive signal timing system, vehicle-to-infrastructure communications and a “road diet,” reconfiguring the existing road from three lanes each way to two-lanes each way with a center left turn lane. ➤
have just pre-set timers for peak traffic conditions, such as morning and evening rush hours. “But what if there is a traffic accident or a special event?” she says. Those pre-set lights can’t adapt.

Prior to becoming a smart corridor, North Avenue’s traffic signals were all on pre-set timers, Galloway notes. “What’s exciting about smart technology is it takes real-time conditions and adapts to it,” Lam says. “We can use sensors and cameras to address changes.”

Getting traffic signals to recognize changing road conditions is just a small part of the benefits of the corridor, however. A traffic signal’s ability to adapt to road conditions means drivers spend less time idling at a light, for example. That cuts down on emissions, which improves air quality in the area. It also reduces traffic delays, meaning commuters get to their destinations more quickly.

That data – idle times, speeds, emissions – is collected and analyzed to see where the signals and other technology can be improved, Galloway says.

And while improved travel times and reduced emissions are solid goals, one of the biggest benefits to the North Avenue Smart Corridor is priority right-of-way for emergency vehicles. “Emergency vehicle right-of-way saves lives every day,” says Bryan Mulligan, President of Applied Information in Suwanee, Ga., one of the companies developing technology for the corridor. Applied Information developed the Travel Safety app, which can be used by anyone with a smartphone to navigate North Avenue with the new smart technology.

The emergency vehicle right-of-way allows city fire engines, with paramedics aboard, to increase response times, Mulligan says. In an urban setting, increasing response times is difficult without adding more fire stations, which can be cost prohibitive. “It’s hard to add more fire stations to improve response times,” he says, “but with technology, you can improve response times.”

That same priority right-of-way will be given to MARTA buses, Mulligan says. “Transit feeds into public policy and safety. Why should a bus, with 50 people on board, stop at an intersection for a single-use vehicle coming from the left or right? We can make MARTA work better.”

Early results are impressive: a 25 percent accident reduction rate in less than a year and a five percent decrease in travel time delay. “It was just going to be a resurfacing project, but we began to look at safety,” says Troy Galloway, ITS and Traffic Manager for Renew Atlanta/TSPLOST program for the city. Prior to the project, North Avenue reported 200 percent more accidents than similar roads, he says.

ROAD TECH
The North Avenue Smart Corridor, as it has come to be known, is a symbol of the future of roadway design, says Debra Lam, Managing Director of Smart Cities and Inclusive Innovation at the Georgia Institute of Technology, which is doing some of the data analysis for the North Avenue project. “When we talk about design of massive infrastructure, whether roadways or bridges, these are multi-decade efforts,” Lam says. “It takes a lot of time from the design process to the laying of concrete – and when you are designing it, you are designing for the best conditions at the time.”

But over the years, those conditions change with the evolving conditions of a city, she says. Streets that were congested 30 years ago, are not, while road designs for rural areas decades before are now suburban and choked.

Even traffic signals that were effective years ago, now may not be, she says. Most advanced traffic signals
There really are no magic answers or silver bullets to make travel safer, but technology is a tool for safer transportation, according to Faye DiMassimo, Specialist Leader at Deloitte Consulting and former head of Renew Atlanta.

North Avenue Smart Corridor is one way of “socializing the technology” that is coming, she adds. “Everything new is scary to people. To think of a car driving itself sounds crazy, but the future is now. I think technology in and of itself is driving a complete shift in the mentality of how we design transportation systems. We’ve always designed them with vehicles in mind, whether it’s bridges or roads. Now we’re going to be designing systems for people, and how they want to connect and how they want to get there. It’s a people-driven system, rather than a vehicle-driven system.”

For example, curbside infrastructure is different today than it was 10 years ago, DiMassimo points out. Parking space and parking meters along a curb give a road “a very ’70s look,” she says. Today, that curb is also used for ridesharing systems and freight delivery. “So how do we manage that infrastructure? How do we monetize that? If fuel-tax revenue is declining continually, curbside infrastructure management will be big. It’s a whole different valuation of real estate.” Those factors will be incorporated into future road designs and redesigns, she says.

**DIFFERING TECHNOLOGIES**

That’s not to say there aren’t still challenges to smart corridors, even ones like North Avenue. Currently, there is no standard road technology for a smart corridor. “We developed three different types of connective vehicle technology onto North Avenue,” says Keary Lord, Project Director at Atkins, who is working with the city. “The auto industry seems to be going in different directions when it comes to autonomous vehicles.”

Mulligan’s Applied Information implemented the Travel Safely app, which anyone can use, not just in a connected car, Lord notes. It means bicyclists and pedestrians with smartphones can get some benefit of knowing when a light will change or triggering intersection sensors.

North Avenue is also using Dedicated Short Range Communication, but for that, vehicles must have an onboard unit, which “talks” to roadside units at intersections. For example, Toyota is currently using this technology in its vehicles, Lord says, and the city of Detroit is installing Dedicated Short Range Communication (DSRC) units at its traffic signals.

A third way of using technology on a smart corridor is to have a vehicle with cellular technology built into its communications system, such as Sirius XM, which offers satellite radio and roadside assistance. The downside to that technology is it is subscription-based, Lord says, and not everyone will subscribe. The jury is still out on which technology will be universally adopted.

**LESSONS LEARNED**

For the project team, lessons learned from the project so far range from major items, like making sure the various technologies work together, to smaller things, like making sure sensors aren’t blocked by leaves and branches and are positioned in such a way as to detect bicyclists and pedestrians as well as vehicles.

“One of the coolest things is when we started talking about this safer road, all of these different companies were competing against each other,” says Galloway. “We asked them to work together. People usually compete against each other and we were in the room working together, and that has carried to other projects in the city.”

By partnering with the City of Atlanta, GDOT has been able to “pull back a wealth of information regarding the challenges associated with deploying these types of technologies on our roadways,” says Andrew Heath, GDOT State Traffic Engineer. “This effort has given the department valuable insight towards understanding the best applications and conditions for consideration of each of these technologies. As an example, the deployment of radios to broadcast signal phase and timing information at key intersections on North Avenue translated well to the pilot of similar technology currently being deployed by the department on both Ponce De Leon Avenue and Peachtree Road.”
Another big lesson learned is with technology, cities can add five to 10 percent capacity to their roads without adding additional lanes, Lord says. “You can squeeze more efficiency in your transportation system with technology.”

North Avenue’s living lab is also allowing the stakeholders to figure out how they incorporate the technology into other projects, Lord says. “The city has more than 900 traffic signals.” With so many traffic signals, technology can also detect when a signal is about to fail, he adds, improving maintenance.

**WHAT’S NEXT**

The corridor continues to evolve as its stakeholders assess data, implement lessons learned on similar projects and explore new technologies to install and test.

For example, the City of Atlanta has a request for proposal out for an autonomous shuttle that would ferry users from Ponce City Market to the North Avenue MARTA station — phase 2 of the corridor project. This autonomous shuttle would be available to anyone. Currently, Ponce City Market offers a shuttle to the MARTA station, but only for residences and businesses of the market.

As part of phase 2, the city also wants to install fiber optic cable along North Avenue “to relieve us of wireless exposure,” Lord says. Currently, the smart corridor technology communicates wirelessly, which results in a large monthly bill for wireless usage. Fiber optic cable would reduce that, and provide other benefits to the area, he says.

The smart technology along North Avenue will also be extended, Galloway adds. “Right now, it runs from Northside Drive to Ponce City Market at Dallas Street. We will add fiber communications and additional cameras and will run that all the way to Moreland Avenue, about another mile.”

GDOT is working with the city to deploy DSRC at 54 intersections along Ponce de Leon Avenue and Peachtree Road. The department is also developing plans to expand that effort, upon completion of the pilot, to many of the major arterials across metro Atlanta, Heath says. “GDOT firmly believes that the deployment of this type of connected vehicle technology can have dramatic impacts to both improving mobility and improving safety across the region,” he adds. “In addition, the department believes the impact of these technologies only increases as you expand these types of systems towards overall regional coverage.”

The city plans to expand this type of technology next to Campbellton Road, Galloway says. “That’s one of the most heavily used MARTA bus routes.”

Fire engines in the Campbellton Road area will also have technology installed to provide right-of-way at traffic signals, improving response times there as well, he adds. “The same right-of-way system we use for fire trucks will be on MARTA buses to give them the right-of-way at traffic signals.”

Ultimately, what is next is interoperability with all the latest technology and getting people ready to embrace that technology, DiMassimo says. “We need to tie it all together. That’s the part that concerns me the most. We haven’t done anything big and bold in transportation systems in America in a long time. The interstate system (in the 1950s) was probably the last one. This is our time. I hope we don’t hold ourselves back. I hope that we embrace it and adapt. I think Georgia is poised in a way that no one else is.”

Georgia and metro Atlanta are “helping to set an example nationally and internationally,” agrees Tom Weyandt, Interim Manager for Renew Atlanta. “Our hope is the lessons can go beyond just us. We’re happy to be on the cutting edge.”

State and city leaders gathered to formally launch the North Avenue Smart Corridor project in September 2017.
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Georgia is home to the largest airport in the world in terms of total aircraft operations and passengers, according to the Federal Aviation Administration (FAA). Hartsfield-Jackson Atlanta International Airport is so large that it nearly overshadows one of the country’s most extensive network of small public airports. Spread out across the state of Georgia are 103 publically owned public-use airports.

“Every Georgian is within a 45-minute drive to an airport that is accessible to 95 percent of corporate aircraft being used today,” says Carol Comer, Director of the Intermodal Department at Georgia Department of Transportation (GDOT). These airports provide facilities to quickly and efficiently move products, corporate and industrial professionals, tourists, sports teams, leisure aviators and emergency response personnel around the state, country and world.
Millen Runway Extension
Photo courtesy of Croy Engineering staff
General aviation aircraft make three out of every four take-offs and landings at US airports, and most of these flights occur at general aviation airports, according to the FAA. The national airport system of over 3,000 airports (including heliports and seaplane bases) was developed to provide communities access to a safe and efficient public system of general aviation airports.

**BIG ECONOMIC IMPACT**

Not only do these airports make travel easier for many Georgians who live outside Atlanta, they are vital to the economic development and business retention of their communities.

The biggest impact small airports have on their local economy is helping to attract new business. For communities far from metro Atlanta and Hartsfield-Jackson, having a nearby commercial or general aviation (an airport that does not have scheduled passenger flights) airport means corporate travelers can quickly access their facilities. “It helps make you a lot more competitive if people can get to you easily,” said Bayne Smith, PE, PTOE, Transportation South Discipline Manager at KCI Technologies and Citizen Advisory Board Member for the Athens-Ben Epps Airport. Athens is a nearly two-hour drive from Hartsfield-Jackson, but only a 30-minute flight.
Comer and her team at GDOT researched the economic impact of general aviation airports for their promotional video on the topic, Georgia Airports Mean Business. “We talked to local airports, sponsors and local businesses across the state,” she says. What the GDOT team found is that many businesses see their corporate jets as just another tool to do business. “It’s important to them to know they can quickly have access to all of their facilities,” Comer adds. Having a nearby airport means avoiding hours in a car and a more efficient use of corporate time.

These small Georgia airports also provide their communities with more than just easy corporate travel. Smaller commercial airports in Albany, Augusta, Brunswick, Columbus, Macon, Savannah and Valdosta support commercial flights for passengers who don’t want to drive to Hartsfield-Jackson. Athens-Ben Epps airport provides flights for University of Georgia sports teams traveling to away games and space for a pilot training school. Cartersville Airport made news when Phoenix Air Group, a charter flight company headquartered in Cartersville, worked with the Centers for Disease Control and Prevention to fly two ebola patients into the US for treatment in 2014. The growing film industry in Georgia has also given many general aviation airports opportunities to appear on the big screen; Griffin-Spalding County Airport was featured in this year’s Black Panther movie.

**BIG OPPORTUNITIES**

To buoy these smaller airports, the state budget signed by Governor Deal in March 2018 includes nearly $26 million for runway extensions at 13 rural general aviation airports. “Everyone wants a runway extension,” says Rebecca Collins, PE, Aviation Division Manager at Croy Engineering.

**FINDING CREATIVE SOLUTIONS TO FUNDING LIMITS**

Runway extensions give general aviation airports the ability to accommodate larger and faster corporate planes, attracting businesses they couldn’t before. Unfortunately, limited financial resources means projects are often subject to unforgiving budgets.

The City of Swainsboro wanted to extend the runway at East Georgia Regional Airport to 6,000 feet, giving the airport the ability to land even the largest corporate jets. Problems arose when the City and its consultant team found that the existing terrain needed a tremendous amount of fill material to allow for the expansion.

The cost for the immense amount of fill material needed was much more than the available funding permitted. Knowing how important a runway extension was for the airport and the Swainsboro community, Comer says her team at GDOT worked closely with the City and design consultants to find a creative solution. After doing some research and talking with other departments around GDOT, they found that another consultant was working on a bypass project nearby. Coincidentally, construction of the bypass had left the consultant with a mountain of fill material that needed to be disposed of before the roadway could be completed.

Comer says GDOT was able to facilitate a deal between the bypass consultant and the City to dump the fill material at East Georgia Regional Airport. “The airport got the fill they needed at a significantly reduced cost,” Comer explains. “We always have unfunded needs, so we are constantly looking for any way to construct projects more efficiently.”
The airport has a staff of seven focused mainly on daily operations and relies heavily on the county government to procure consultants to provide services of all kinds. “We look for consultants who have the ability to plan our projects and get through the funding process — from FAA to GDOT — and the capability to engineer and manage the projects all the way through to completion,” Smith adds.

“It’s completely different than working at a big airport such as Hartsfield-Jackson,” Collins says. “You are really hands-on. You get involved in the airports, help procure the money and bring business in.”

According to Collins, hangar rentals and fuel sales are the primary means many general aviation airports use to generate funds. This makes the airports dependant on local, state and federal funding. Both federal and state budgets earmark money to fund small commercial and general aviation airports every year, but that money never seems to go as far as anyone wants it to. “We are heavily dependent on grants from the FAA for capital improvements,” Smith says of Ben Epps airport. “We are competing with all the other airports in the state for a very limited amount of money.”

“Most of these small airports don’t have large staffs and use on-call contracts for engineering and construction management,” says Smith. In Athens, the Ben Epps airport has a staff of seven focused mainly on daily operations and relies heavily on the county government to procure consultants to provide services of all kinds. “We look for consultants who have the ability to plan our projects and get through the funding process — from FAA to GDOT — and the capability to engineer and manage the projects all the way through to completion,” Smith adds.

Deal wasn’t the first Georgia Governor to recognize the importance of runways for the state’s smaller airports. Both Governor Miller and Governor Perdue signed similar budget earmarks in 1998 and 2006, respectively. “This addition to the budget signifies that our leaders are focused on Georgia being the best place to do business and ensuring our transportation system provides access to all parts of our state,” Comer says.

Though the longer, stronger runways can provide additional economic development opportunities, the recurring engineering needs of small commercial and general aviation airports tends to be maintenance work.

According to Croy Engineering’s Aviation Program Manager, Joe Mayes, PE, RLS, who has been working with small airports for nearly 60 years, most of the engineering help general aviation airports need is upkeep and refurbishment on things such as lighting systems, landscaping and pavement. “It’s a constant job to keep these smaller airports ready to use,” he says. “These airports always have something to rebuild or expand.” With minimal dedicated staff, that job usually falls to consultants.

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Croy is providing consulting work at 30 airports of all sizes in Georgia, including Hartsfield-Jackson and Griffin-Spalding County Airport, the newest general aviation airport in Georgia. “Runway extensions are the biggest deal for the airport because it makes it possible to bring in larger corporate jets. These communities now have the ability to bring in business that they couldn’t before,” Collins said.

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Toccoa Terminal Building  
Photo courtesy of Toccoa-Stephens County Airport staff

Gilmer Co. Airport Hangers  
Photo courtesy of Croy Engineering staff
Georgia is one of 10 participants in the FAA’s State Block Grant Program, which means the FAA allows GDOT to distribute federal funds for capital development projects at general aviation airports across the state on behalf of the FAA. Comer says her department at GDOT does everything they can to get both state and federal money to where it is most needed: “We make sure we are working every day to get our available funds out to the community as quickly as possible.”

Staying on top of where the money for projects comes from can also be a full-time job, adds Mayes. “FAA regulations and criteria changes almost yearly, so you never know what to expect.”

Collins agrees, saying “You have to understand what money is available to the airports and what they need to do to get it.” She keeps on top of changes by maintaining relationships with FAA and GDOT, attending quarterly GDOT seminars and reading all the newsletters and circulars she can.

Another fiscal difficulty for small airports is that the federal and state funding usually requires a percentage of the budget to come from local funds. “It’s difficult for a lot of small communities to come up with their share,” Mayes says.

This is another area engineering consultants can help, Collins says. Firms can work with the local airport sponsors to educate citizens on why these airports are worth the investment. “The country in general doesn’t want to spend money right now and they forget about the importance these airports have to the community,” she says. “We need business spreading throughout Georgia and the one of the ways to effectively do it is through these airports.”

Joe Mayes, Aviation Program Manager at Croy Engineering, has worked with Thomaston-Upson County Airport since the facility was built in 1992. He has helped the airport extend its runway, develop and construct more than 80 hangars, attract and retain businesses, and perform the routine maintenance required to keep the facilities up-and-running. “Being able to watch your client move ahead and be successful is one of the better parts of being in the engineering business,” Mayes says. Photo provided courtesy of Thomaston-Upson County Airport and Croy Engineering.
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Jeffrey A. Parker admits he’s a creature of habit: he exercises every morning, then heads to the North Springs MARTA station to commute to MARTA headquarters.

But many things have changed since he previously worked for MARTA as Senior Director of Transportation Operations from 2005-2008. After stints as Commissioner of the Connecticut Department of Transportation (2008-2011) and Vice President of the Georgia/Alabama/Tennessee District of HNTB Corporation (2011-2018), he was hired in March as MARTA’s General Manager and CEO.

The state’s historic mass transit legislation – House Bill 930 – passed the General Assembly just a week after he was named Keith Parker’s successor for the head MARTA role. “MARTA doesn’t go away,” Parker says of the mass transit bills’ passage. And, the agency faces significant projects with the recent passage of sales tax referendums in the city of Atlanta and Clayton County that will also boost expansion.
On the personal side, Parker and his wife will become empty nesters this fall when their youngest daughter goes off to college.

But Parker is embracing the changes. His major goals for MARTA center around continued fiscal stability, expansion and an investment in improving what the transit system delivers to customers. He took some time with Engineering Georgia to discuss his new role, the system’s challenges and how his experiences prepared him for today.

EG: WHAT DID YOUR ROLES WITH THE CONNECTICUT DEPARTMENT OF TRANSPORTATION AND MASSACHUSETTS BAY TRANSPORTATION AUTHORITY (MBTA) TEACH YOU?

JP: I think the most important thing that I need to apply at MARTA, something I’ve learned over the years, is that all organizations, and especially public organizations, need mission clarity.

Staff needs to understand what’s most important, what are the priorities and how their role within the organization fits into those priorities. This means creating a synergy between what’s important to the region, what’s important to the agency, what’s important to the customers — and the work that employees are doing. Everybody needs to have clarity around how their role and responsibilities fit into the overall mission of an agency — and, if the CEO isn’t providing that clarity, it’s just not going to happen very well.

EG: WHAT IS AN EXAMPLE OF A SUCCESSFUL PROJECT THAT SHOWED YOU CLARITY WAS THERE?

JP: Connecticut’s Governor brought me in because the staff had a lack of clarity around project prioritization — getting decisions made around aspects of projects that leadership wasn’t helping to make. So, basically helping to prioritize a huge multibillion-dollar transit capital program. At the time, we were investing in infrastructure — constructing stations and parking facilities, along with signalizing parts of it, rebuilding 100-year-old bridges, and building a new maintenance facility. We had to prioritize. We were constrained financially, although we had a tremendous amount of capital resources to invest. We had to make big decisions.

EG: AS YOU TALK ABOUT EXPANSION AND PROVIDING MORE AMENITIES, WHAT DOES THE DECREASE IN RIDERSHIP STATISTICS SHOW YOU?

JP: The phenomenon that we’re experiencing in metro Atlanta is consistent across the country. There are anomalies here and there, but largely, there’s a relatively small decline in ridership. Mobility options have expanded with ride share, which are clearly having an impact on transit across the country. But the economy is incredibly strong and access to automobiles is high.

While this decline is concerning, transit agencies, such as ours, have to figure out what we need to be to fit and serve the right population — the right people — and serve them well. It’s not an indication of the relevance of transit.

There’s two major things that a transit agency needs to do. First, provide services to people who don’t have any other options. This is important to the economy of a city. Second, during the most congested times of rush hour, mass transit is there to reduce congestion. Transit works most efficiently during these peak travel times.

EG: HNTB SHOW HOW ENGINEERING FIRMS SUPPORT MARTA?

JP: Engineering firms can provide a tremendous resource to public clients like MARTA. They provide resources that are specialized and allow MARTA to advance projects quicker in some cases, support staffing needs and fill the peaks of staffing needs and do things that are largely not outside of that core mission.

For example, we’re replacing our entire rail fleet. What we expect to get out of this investment is more reliable cars, and ones that require less intervals of maintenance. We also need to begin looking at whether electric buses are going to reduce our operating costs, so we need to figure out if that’s the right decision to make.
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EG: IN TERMS OF WHAT IT WOULD DO FOR YOU AS A LEADER, WHY DID YOU TAKE ON THE ROLE OF CEO?

JP: I saw this great alignment between my background and what I thought MARTA needed for its leadership. I was a transit operations guy for many years in Boston and at MARTA. I've done work on both the consulting side, as well as on the public side – getting organized around major capital programs. That's something that's clearly in front of MARTA right now with Clayton County and the city of Atlanta. If Gwinnett County votes to join MARTA, and Fulton County and DeKalb County invest in expanding transit, we're going to have more and more of that. It seemed like a great alignment for who I am and my commitment to make sure this region is successful.

During a recent trip through the Peachtree Center MARTA station, Parker stops to say hello to long-time employee Henry R. Murray. Murray has been with the agency for 22 years.
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If you’ve ever stepped into the Port of Savannah’s Garden City Terminal, you can easily see why it’s the South Atlantic region’s busiest intermodal gateway.

The stats are impressive: the port handles 38 trains a week of import and export cargo, and of Savannah’s 36 weekly vessel calls, 10 are “first-in” services that visit Garden City Terminal before other East Coast ports. In addition, according to the Georgia Ports Authority (GPA), in 2017 alone, the average rate of container moves per vessel has increased 15 percent, and exchanges of 5,000 twenty-foot equivalent container units are more prevalent than ever.

Since 1995 – when late Governor Zell Miller helped launch it as a logistics hub – the Port of Savannah has grown from the 12th to the fourth busiest port in the United States. This growth has inspired a parallel expansion in transportation in and around the Garden City Terminal that provides far-reaching benefits: The Mason Mega Rail Terminal.

“The original impetus for the Mason Mega Rail Terminal project came from the need to expand the Port of Savannah’s rail capacity in order to match GPA’s growing business on the vessel side of its operations,” says Griff Lynch, Executive Director of GPA.

Lynch says since the Port of Savannah is a nationally strategic port in terms of economic impact and military readiness, it was important to provide a faster, more cost-efficient way to reach into the Mid-American markets. GPA started planning for a rail expansion five years ago and broke ground on the project in March. According to GPA, customers will start seeing results from the project by the fall of 2019, when Norfolk Southern and CSX capacity will begin to expand. By its completion in early 2020, the Mason Mega Rail Terminal will deliver the largest on-dock intermodal rail facility for a port authority in North America to-date.

Georgia Ports Authority Project to Double the State’s Rail Capacity

The Port of Savannah is poised to rapidly increase service to an arc of inland markets, from Atlanta to Memphis, to St. Louis, Chicago and the Ohio Valley. Key to expanding rail services is a nearly $128 million project linking Garden City Terminal’s two rail yards. Construction of the rail expansion will take four years. Photography credit: Georgia Ports Authority / Stephen B. Morton.
The goal of the project is to add an impressive 97,000 feet of new rail at Garden City Terminal — for 179,000 total feet of track — and expand the number of working tracks by 10, for a total of 18. A federal FASTLANE grant footed the bill for a part of this expansion, slashing $44 million off the total price tag of $126.7 million.

The GPA sees a number of overwhelming benefits from the project not only to the port, city and state, but to the United States’ economy, as well. The most recognizable benefit is the fact it will double GPA’s rail capacity — from half a million to an impressive one million container lifts per year.

By linking the Norfolk Southern and current on-dock CSX Transportation rail terminals into one joint operation point, the project allows each railroad nine 2,700-foot working tracks. Eight rail-mounted gantry cranes will assist the expanded railyard upon project completion, each spanning nine tracks to increase the efficiency of moving freight on and off the trains. The added tracks will better accommodate expanded 10,000-foot long unit trains at the Port of Savannah.

This will lead to another undeniable benefit of the Mason Mega Rail Terminal, which is the extended reach these longer trains will provide across the country, making direct service over greater distances more economically feasible for Norfolk Southern and CSX. “For the nation, improved rail capacity at the Port of Savannah will open up a newly viable gateway to the world for major markets across the American Midwest,” says Lynch.

The Mason Mega Rail Terminal is estimated to cut transit time to markets such as Memphis, St. Louis, Chicago and Cincinnati by 24 hours. In addition, by shifting the arrival tracks to be located on terminal, trains can avoid road crossings and prevent potential traffic delays. And by keeping goods moving off-terminal quickly, GPA can avoid charging customers for extended storage.

Not only will the railroads see improved flow of goods as a result of transitioning more product away from trucks and onto trains, local roadways will see benefits, as well. When it’s finished, the Mason Mega Rail Terminal will improve immediate transportation concerns in the community around the port, as all rail switching will be moved onto the port itself. And since CSX will no longer have to move rail cars on and off terminal, area commuters will save hours each day avoiding rail crossings.

“A major part of the decision to award the FASTLANE grant was based on the positive impact the project will have on the community surrounding the Port of Savannah,” says Lynch. “What the Mason Mega Rail project added was better quality of life for the port’s neighbors.”

Lynch says due to GPA’s expanding trade, and the truck supply serving the Atlanta market in more demand than ever, the project will help reduce the impact on motor carriers.
Artist’s rendering of the planned Mason Mega Rail terminal at the Port of Savannah, Garden City Terminal, in Garden City, Ga. The Georgia Ports Authority broke ground on the rail expansion in a ceremony on Tuesday, March 27, 2018. The project will add 97,000 feet of track at Garden City Terminal. Photography credit: Georgia Ports Authority / Stephen B. Morton.
In fact, GPA estimates it will take 200,000 trucks a year off the road statewide, directly supporting the goals of the Major Mobility Investment Program (MMIP) of the Georgia Department of Transportation (GDOT).

“GDOT, in partnership with Chatham County and GPA, is helping to deliver this critical project to support the safe and reliable movement of freight throughout our state,” says Meg Pirkle, PE, Chief Engineer at GDOT.

The goal of the MMIP is to reduce congestion along key freight and passenger corridors. The initial 11 projects focus on relieving traffic congestion along metro Atlanta roadways, adding over 300 new lane miles in Georgia’s metro areas. The project also aims to create additional capacity, improve the movement of freight, provide operational improvements and efficiencies, enhance safety and decrease travel times. GDOT states once all MMIP projects are completed – as well as initiatives such as the Mason Mega Rail Terminal that support it – there will be a five percent reduction in delay and travel time by 2030.

“Projects such as the Mason Mega Rail Terminal, in conjunction with our MMIP, will help Georgia maintain its ranking as the number one state in which to do business,” adds Pirkle.

The Mason Mega Rail Terminal is the next step in the Port of Savannah’s drive to handle more cargo from larger ships visiting the port more frequently since the widening of the Panama Canal in 2016. Once the Mason Mega Rail Terminal is complete, the Port of Savannah will have a modern facility unique to the East Coast.
In the over two years since Georgia House Bill 943 (HB 943) went into effect on July 1, 2016, design professionals, and their public and private clients, have made great strides to abide by the legislation – removing broad form indemnification and/or duty to defend language from contracts for engineering, architectural and/or land surveying services that could create insurability issues.

While the industry has come far in the past couple of years to interpret and follow this legislation – removing broad form indemnification and/or duty to defend language from contracts for engineering, architectural and/or land surveying services that could create insurability issues.

I advise clients to remove the “duty to defend” and tie the indemnity to “negligence.”

In contrast, limited form indemnification clauses seek to indemnify the indemnitee for damages, losses or expenses only to the extent they are caused by or result from the negligence, recklessness or intentional wrong conduct of the indemnitor. To put it simply, limited form indemnification clauses are appropriate in design firm contracts while broad form clauses are not.

When broad form indemnification or duty to defend clauses are included in design contracts, there is no insurance coverage for the architecture or engineering firm. This is because professional liability insurance policies do not allow additional insureds on the policy, contain a contractual liability exclusion and only cover damages arising out of the design firm’s negligence in performing the professional services.

HB 943 has been an invaluable tool when educating clients on broad form indemnification nuances, how professional liability insurance responds, and how, ultimately, it is in the clients’ benefit to remove the un-insurable clause. However, broad form clauses are still being included in contracts even though broad form indemnification is “against public policy and void and unenforceable.”

Even before the passage of HB 943, when a broad form indemnification provision made its way from one of my engineering clients to my desk, I advised clients to remove the “duty to defend” and tie the indemnity to “negligence.” Now with HB 943, we have an additional arrow in our quiver. When the engineer proposes the revised wording, they can point to HB 943 to support the argument. This additional support has greatly increased my engineers’ success rate in having the altered language approved by their clients.

Occasionally, we still get push back from clients, especially if the project/contract is governed by non-Georgia law and HB 943 does not apply. In these cases, I get involved
directly with the client to discuss why we asked for the removal of the broad form indemnification and how that removal is advantageous to the client. The problem is resolved almost every time (but keep reading because the exception will be discussed shortly).

DO’S AND DON’TS
When a client refuses to remove the broad form indemnification provision, there are a few potential responses.

First, the design firm can walk away from the project, which is not ideal as every business seeks to turn a profit. However, a cost-benefit analysis should be performed. A $10 million firm putting the company assets on the line for a $2,500 fee does not make good business sense.

Second, some design firms believe in signing every contract with broad form indemnification because HB 943 was passed. The reasoning behind this logic is as follows: “broad form indemnification is void and unenforceable anyways so why shouldn’t I sign?” The response to that question is that the new law has yet to be tested in court. Therefore, when a claim arises and the firm points to HB 943, the client is likely to sue for breach of contract. The design firm could then be on the hook for legal costs to defend the claim and prove their interpretation of HB 943. While the firm may ultimately win, the cost of legal fees, loss of billable hours and overall hassle of the process will be a more exponential negative impact on the business.

So, what should you do? An alternative remedy from the insurance marketplace has recently surfaced to address the continuing presence of broad form indemnification provisions: Contractual Defense Protection. The goal of a Contractual Defense Protection insurance policy is not to have design firms agree to every broad form indemnification provision, but instead to provide an insurance solution as a last course of action.

Let’s walk through a scenario involving a Contractual Defense Protection policy. A design firm agrees to a broad form indemnification provision in a client contract. A claim arises on the project and the owner is sued by a third party. The owner tenders the defense cost to the design firm due to the “duty to defend” provision in the broad form indemnification clause. When the claim is submitted to the professional liability carrier, it will be denied based on the contractual liability exclusion in the professional liability policy form. At that time, if the design firm has a Contractual Defense Protection policy, a claim would be submitted. The owner’s defense would be paid for by the Contractual Defense Protection policy up to the limit of insurance purchased, with an 80/20 split of the defense cost with the design firm. This split is an incentive for design firms to continue to remove broad form indemnification as the design firm would still be responsible for 20 percent of the defense cost of their client.

We have come a long way from the “take it or leave it” attitude many clients had when it came to broad form indemnification language and duty to defend. The ramifications of HB 943 continue to develop and, although the industry has taken many steps in the right direction, design firms are still tasked with navigating issues related to this major change.

HB 943 and new insurance products, such as Contractual Defense Protection, allow design firms to combat broad form indemnification. These ongoing issues and remedies should be discussed with an engineering professional liability insurance specialist, a firm’s professional liability insurance carrier and, where appropriate, local legal counsel.

Jeff Mitchell is a Vice President and Southeast ACE Professional Liability Practice Leader with the Insurance Office of America (IOA). He has over 12 years of experience in the insurance industry working as an underwriter for some of the largest insurance companies in the U.S. and as an insurance broker. Mitchell currently leads the Architects and Engineering Professional Liability practice for IOA’s Atlanta office and, with the help of his team, places insurance for more than 250 engineering and architecture firms across the Southeast.

FACED WITH A CONTRACT THAT CONTAINS BROAD FORM INDEMNIFICATION OR DUTY TO DEFEND CLAUSES AND DON’T KNOW WHAT TO DO? IF YOU’RE AN ACEC GEORGIA MEMBER, EMAIL MICHAEL SULLIVAN AT SULLY@ACECGA.ORG AND LET YOUR BUSINESS ASSOCIATION GO TO BAT FOR YOU!
WHAT IS YOUR ROLE WITH HNTB?
I am an Associate Vice President with HNTB working in the firm’s Atlanta office as a Program Manager. HNTB’s Atlanta office, I am excited to share, just celebrated 50 years of service to this region.

WHAT MADE YOU WANT TO BECOME AN ENGINEER?
My grandfather was a mechanical engineer with a degree from Purdue University. Ever since I can remember, I always wanted to become an engineer because of him. I am passionate about serving people and our communities by solving infrastructure problems to improve our transportation network. Being an engineer allows me to do that every day.

WHERE DID YOU GET YOUR DEGREE?
The University of Florida. Go Gators!

HOW DO YOU SEE GEORGIA’S ENGINEERING INDUSTRY CHANGING OVER THE NEXT THREE TO FIVE YEARS?
It is an exciting time to be an engineer in Georgia! I see rapidly evolving technologies continuing to take shape, as well as continued challenges with workforce development for engineering firms — and in some cases, with the clients we serve. I am excited to see ACEC Georgia continuing to serve as an organization to coalesce the industry with various initiatives to address these issues.

Finally, I am excited to see the groundwork that has been laid by our leaders for transformational improvements to Georgia’s transportation network that will greatly enhance mobility options. As these initiatives and projects take shape over the next three to five years, the engineering industry will play a vital role, along with our contracting partners, to deliver these much-needed projects to Georgia.

WHAT IS YOUR ROLE WITH HNTB?
I am an Associate Vice President with HNTB working in the firm’s Atlanta office as a Program Manager.

WHAT LED YOU TO GET INVOLVED?
For more than 18 years. Bob Miller, my professional mentor and former supervisor at HNTB, was actively engaged in ACEC Georgia and was passionate about its mission. That rubbed off on me. In 2000, I had the opportunity to participate in the ACEC Georgia Future Leaders Program, and from that time, I decided to stay engaged with the organization. I simply kept showing up and would always ask, “How can I help?”

YOU’VE HELD A LOT OF ROLES WITH ACEC GEORGIA OVER THE YEARS — FROM BOARD MEMBER TO TREASURER TO NOW CHAIRMAN. WHAT’S BEEN YOUR FAVORITE?
I have served in a number of roles and on ACEC Georgia committees over the years. If I had to pick, my favorite has been serving as the Future Leaders Program Chair. It is rewarding to see folks who participated in the program continue to grow into leadership positions in their firm, and to also see them serve in various roles within ACEC Georgia. A close second is serving over the ACEC Georgia Membership Committee.

TELL US A LITTLE BIT ABOUT YOUR FAMILY.
I have been married for over 16 wonderful years and have three boys – 8, 12 and 14 years old.

YOU AND YOUR FAMILY LOVE TO TRAVEL — WHAT’S BEEN YOUR FAVORITE TRIP SO FAR?
We live to travel so it is tough to choose one. San Francisco, Chicago, New York, Colorado, Hawaii, Canada, France, United Kingdom and others… they all had their special moments. I think the one trip and travel moment that jumps to mind was in Hawaii on the southern half of the ‘Road to Hana’ on Maui. We didn’t know that most folks turn around at Hana and drive back the same way they came in. We realized while on that segment that there is a reason for that. The southern half is all gravel, very narrow in spots and is certainly less traveled. We didn’t see many other people for the more than two-hour journey and the views were spectacular. There was a road sign that warned of a dip — Someone had written ‘nacho’ on top of it, and when we reminisce about the trip, we like to joke about the nacho dip.

WHAT DO YOU ENJOY DOING IN YOUR FREE TIME?
Aside from traveling, I would say spending time with my wife, listening to music, strumming the guitar and being on a golf course.

WHAT ADVICE WOULD YOU GIVE AN ENGINEER JUST BEGINNING HIS/HER CAREER?
Three simple things — get involved, be engaged and give back.
THE FUTURE
Looking back over almost ten years on the ASCE Georgia Section Board, I am humbled at the privilege of serving with so many wonderful people. Fellow Board members have done a great job representing all major aspects of our profession (structural, environmental, water resources, geotechnical, transportation and several other disciplines). During my tenure, our Board has intentionally included a Younger Member Director—a position that has a direct connection with the future of our organization (almost a third of our Section Presidents started as Younger Member leaders and continued to serve on the national Board and Region 5 Board of Governors).

Our American future is changing quickly—the Pew Research Center (April 2018) notes that millennials (ages 20–34) now make up the largest portion of our workforce (35 percent). Furthermore, a recent U.S. News and World Report survey noted that the top career priorities of millennials include:

- Salary
- Work-life balance
- Stress level
- Upward mobility

How do we connect with this “future?” One way is to ensure we effectively bridge the membership transition between college and the workplace. While student chapters benefit from a concentrated, enthusiastic audience and can help nascent engineers in establishing their professional identity, starting a career presents a new set of competing priorities. These new priorities (personal, employment and professional) can relegate ASCE membership to a diminished status among younger members, especially when the ASCE member services are not clearly communicated. These younger member services are primarily leadership training and networking with a much broader range of professionals.

Our ASCE Younger Members group seeks to mitigate the challenge of the critical transition between college and the workforce by actively recruiting younger members from ASCE student chapters. Some common activities undertaken by our Younger Members include:

- Sports and trivia outings
- Managing the Section Hospitality Committee for monthly meetings
- Habitat for Humanity and international development projects
- Mentoring students

Many opportunities exist, especially with our highly successful STEM (science, technology, engineering and mathematics) programs. For example, we have a competition named “What Do Civil Engineers Do?” This competition engages middle school students (the time many female engineers make their career choice) by asking them to graphically portray what they think civil engineers do, for example with drawings or dioramas. These displays help to spread the word about our profession and provide an opportunity for our younger members to mentor middle school students when they are most eager and pliable to learn about our profession.

ASCE is proud of our role in promoting engineering. We encourage all our members and especially younger members to take full advantage of the numerous opportunities to engage in their profession and advance their careers. Enhancing engagement is critical and helps us ensure we maintain a healthy, viable pipeline into our profession including to the highest levels of the organization.
JIM MCGEE MEMORIAL SCHOLARSHIP GOLF TOURNAMENT

Tier 1 First Place team: Chad Bishop, Scott Gero, Greg Ramsey and Ken Timpson

Tier 1 Second Place team: Steve Bitney, Peter Coakley, David Strickland and Rich Mockridge

Tier 2 First Place team: Robert Renwick, Mark Lenters, Rob Jacquette and David Syen

Tier 2 Second Place team: Greg Nicholas, David Pickworth, Tommy Crochet and Todd Hill

2018–2019 ASHE BOARD OF DIRECTORS

President – Mindy Sanders
1st Vice President – Richard Meehan
2nd Vice President – Shawn Fleet
Immediate Past President/Regional Rep/
Nominating Committee – Rob Dell-Ross
Treasurer – Sarah Blackburn
Co-Treasurer – Brad Cox
Secretary – Lindsey Dunnahoo
Director Year 1 – Kelli Weigle
Director Year 2 – Jason Hewatt
Director Year 3 – Pervez Iqbal

2nd Vice President (National) – Tim Matthews
New Sections Committee (National)
– Brian O’Connor
Technology Committee (National)
– Mindy Sanders

National Representative – Nikki Reutlinger
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Student Chapter Chair – Open
Winter Workshop Chair – Mark Hanson
Golf Chair – Ashley Chan
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ARE YOU DOING ENOUGH TO HELP INCREASE THE NUMBER OF STEM GRADUATES IN THE UNITED STATES?

We need to do more to grow the next generation of engineers and STEM graduates in the United States. Join the Georgia Engineering Foundation and support our efforts to grow the engineering industry’s next leaders. Visit www.gefinc.com to learn more.

It’s easy for your organization or engineering firm to participate in GEF and help to support more graduates in engineering and STEM. Here’s what some current GEF members have to say on why they are helping to grow the industry’s next generation through our organization:

“I THINK ONE OF THE LARGEST BENEFITS IS TO AN ENGINEERING ORGANIZATION LOOKING TO PROVIDE SCHOLARSHIPS TO STUDENTS, IT TAKES VOLUNTEER TIME TO SEEK OUT, REVIEW THE CANDIDATES AND ULTIMATELY AWARD THE SCHOLARSHIP; OUR PROCESS STREAMLINES IT FOR THEM. THEY HAVE THE CHOICE TO BE INVOLVED AS MUCH OR AS LITTLE AS THEY WANT.”
Roseana Richards, PE – retired from Pond

“AWARDING SCHOLARSHIPS THROUGH GEF ALLOWS YOUR ASSOCIATION/SOCIETY TO BE INVOLVED DURING THE STUDENT INTERVIEW PROCESS. THIS IS MY FAVORITE PART OF THE GEF YEAR – GETTING TO MEET THESE HIGHLY QUALIFIED STUDENTS AND HEARING ABOUT THEIR PATH INTO ENGINEERING AND WHAT THEIR DREAMS ARE. AND WHEN THEY COME BACK THE FOLLOWING YEAR(S), WE REALLY GET TO KNOW THEM. IN fact, ONE OF OUR PAST SCHOLARSHIP WINNERS IS NOW ON THE GEF BOARD!”
Beth Harris, FSMPS, CPSM – United Consulting

“IT IS AN EXCELLENT WAY TO GAIN EXPOSURE TO TOP NEW TALENT WHILE TOUTING YOUR COMPANY. WHY GIVE THE COMPETITION A LEG UP?”
Anita Atkinson, PE – Patterson & Dewar Engineers, Inc.

“Gef’S PROFESSIONALLY CONDUCTED SCHOLARSHIP PROGRAM ALLOWS OUR MEMBERS TO EFFICIENTLY DELIVER FINANCIAL HELP TO THE NEXT GENERATION. WHILE OUR MEMBERS DEFINE THEIR SPECIFIC SCHOLARSHIP CRITERIA AND ARE ENGAGED IN AWARDING THEIR SCHOLARSHIP, GEF’S VOLUNTEER EFFORTS HELP BRING A LARGER POOL OF DESERVING CANDIDATES FORWARD FOR CONSIDERATION WHILE AT THE SAME TIME ALLOWING OUR MEMBERS TO BE FREE FROM THE ADMINISTRATIVE TIME AND COSTS ASSOCIATED WITH INDEPENDENTLY RUNNING THEIR OWN PROGRAM. GEF IS A ONE-STOP METHOD FOR BRINGING TOGETHER THE GENERATIONS IN OUR ENGINEERING COMMUNITY FOR THE BENEFIT OF ALL.”
John Boneberg, PE – OBG

“WITH LITTLE RECRUITING EFFORT, THE FIRM CAN HIRE THE BEST SUITED EMPLOYEES WHO WILL REMEMBER THE SUPPORT PROVIDED AND STAY WITH THE FIRM LONGER.”
Michael Horwitz, CCP – Wood

“I THINK ONE OF THE LARGEST BENEFITS IS TO AN ENGINEERING ORGANIZATION LOOKING TO PROVIDE SCHOLARSHIPS TO STUDENTS, IT TAKES VOLUNTEER TIME TO SEEK OUT, REVIEW THE CANDIDATES AND ULTIMATELY AWARD THE SCHOLARSHIP; OUR PROCESS STREAMLINES IT FOR THEM. THEY HAVE THE CHOICE TO BE INVOLVED AS MUCH OR AS LITTLE AS THEY WANT.”
Roseana Richards, PE – retired from Pond

Engineering and STEM graduates are focused on developing approaches to complex problems. As said by former President Barack Obama in 2015, “[S]cience is more than a school subject, or the periodic table, or the properties of waves. It is an approach to the world, a critical way to understand and explore and engage with the world, and then have the capacity to change that world...”

GEF, along with our society and firm partners, are addressing this problem by providing scholarships to help great students complete their engineering and STEM educations at lower costs. Help our efforts by joining us: www.gefinc.org.
Transportation collected data indicating that $75 - $103 per day. Maine’s Department of study found that bicycle tourists spend than tourists in motor vehicles. A Montana businesses and spend more, on average, bicycle tourists are low-impact, prefer local to the nonprofit organization Georgia Bikes, U.S. participate in BRAG each June. According Approximately 2,000 cyclists from across the U.S. participate in BRAG each June. According to the nonprofit organization Georgia Bikes, bicycle tourists are low-impact, prefer local businesses and spend more, on average, than tourists in motor vehicles. A Montana study found that bicycle tourists spend $75 - $103 per day. Maine’s Department of Transportation collected data indicating that bicycle tourism brings in $36 million per year. These figures give perspective to the positive economic impact of our BRAG visitors. SILVER COMET TRAIL The Silver Comet Trail is a 61.5-mile, non-motorized, paved trail that extends from Smyrna on the east end to the state line on the west end, where it connects to Alabama’s 33-mile long Chief Ladiga Trail. The two trails were constructed on abandoned railroad lines. I do a type of long-distance, self-supported cycling called randonneuring. Each year the Audax Atlanta chapter of Randonneurs USA hosts the Solstice 300K, a 192-mile ride that spans the entire length of the Silver Comet and Chief Ladiga Trails, out and back. We gladly spend money on lodging, food and beverages before, during and after the ride at the towns along the trail. Considering that an estimated 1.9 million people use the Silver Comet Trail each year, the local economic benefits are tremendous:

- Recreational spending (bicycle rentals, food & drink, sporting equipment): $47 million
- Tourism (spending by out-of-state users on lodging, transportation, dining): $10 million
- Regional and state spillover impacts (additional jobs and worker spending): $216 million
- Fiscal impacts (sales tax revenue generated): $4 million
- Increased property values (increased household wealth near trail): $182 million
- Property tax revenue (benefitting municipalities and school districts): $2 million

ATLANTA BELTLINE The Atlanta BeltLine is an outstanding example of downtown economic and community development. Like the Silver Comet Trail, the Atlanta BeltLine is constructed on an old rail corridor. Hundreds of cyclists and pedestrians use the Atlanta BeltLine each day, enjoying recreation, shopping, art and other amenities that have flourished on and near the path. Since 2005, more than $1 billion in new development has occurred near the Atlanta BeltLine, including 12,136 new residential units and 1,517,000 new non-residential square feet. The primary funding mechanism for the Atlanta BeltLine is a Tax Allocation District (TAD). Furthermore, the bonds issued by the TAD are backed by private investment rather than the City of Atlanta’s general fund. Because I don’t live in metro Atlanta, I made a special point to check out the Atlanta BeltLine several years ago. I rode on a connecting trail from Decatur, winding through Lake Claire, Little Five Points and Old Fourth Ward. Then, I headed to Piedmont Park, the current northern terminus of the Atlanta BeltLine. From there, it was a short ride to The Varsity for lunch. I even got to “drive in” with my bicycle!

RIDE ON In addition to organized rides and designated paths, Georgia offers myriad opportunities to explore by bicycle. A few years ago, my husband Robert and I made an overnight bicycle trip to the Blue Goose Inn in Irwinton, Ga., a delightful hostel that caters specifically to cyclists. Last fall, our cycling team had a training camp in Blue Ridge, Ga. I even used cycling to help me achieve my goal of visiting all 159 counties in Georgia (and I’m not even a politician!). Throughout the state, cyclists support our communities through their tourism dollars without requiring local government services.

Transportation will continue to be a major focus of engineers, planners and other Georgia leaders in the coming decades. As we address congestion, mass transit, ports and other vital aspects of our infrastructure, let’s remember to incorporate the cycling community in the process.

By Betty Jean Jordan, PE, MS/CECI, Executive Director, Georgia Society of Professional Engineers
You may be reading this following the conclusion of our Summer Seminar at the King & Prince Beach and Golf Resort in St. Simons Island, Ga. I want to thank Chris Maddox with AECOM, who served as the Conference Chair, and Meredith Emory with Kimley-Horn, who served as the Technical Chair, for their time and effort in planning our largest event of the year. Please check back in the September/October issue for exciting pictures of the event. If you just can’t wait for the next issue, then search #GeorgiaITE on Instagram and Twitter, or check our Facebook page.

I recently relocated to Raleigh, N.C. for work. When my wife and I first started talking about the possibility of moving to Raleigh, my wife asked “Can we still go to Summer Seminar at St. Simons?” I assured her that we will still be going and she was relieved. I first attended Summer Seminar 2007. At the time, I had only been out of college for a year and had to share a hotel room to minimize costs. Now 11 years later (how has it been 11 years already?!), I will be attending with my wife and two kids! I can’t help but smile when I think back to all the memories I have made at Summer Seminar and watching other members’ kids grow up.

The Georgia ITE Summer Seminar truly is a special event, and if you were not able to attend this year, hopefully I’ve made the case for you to consider putting it on your calendar for 2019! Go ahead and reach out to next year’s Conference Chair – Meredith Emory – and sign up for any number of planning committees, such as the Technical Committee, Welcoming Committee or Activities Committee. I may have moved to Raleigh, but I plan to continue attending Summer Seminar!

UPCOMING EVENTS

After you return from summer vacation and weekends at the pool, we look forward to seeing you at our events planned for the remainder of the year. Check dates for upcoming events at www.gaite.org or in eBlasts, including:

- **Monthly Meetings** – Four to go: August, September, October and November
- **Engineering Outreach Events**
- **Activities Committee Events**
- **Mentorship Program** – Led by Christina Barry and her committee
- **Technical Exchange** – November 1, 2018 at Auburn University; led by Joe Gillis and his committee
- **Annual Meeting** – December 6, 2018 at Maggiano’s Cumberland

If you are interested in getting involved with a committee and networking with your peers, please contact one of our committee chairs. I look forward to seeing you at our upcoming events!
The idea of a region-wide transit system for metro Atlanta became a reality when Governor Nathan Deal signed legislation in early May creating the “ATL.”

The Atlanta-region Transit Link Authority (the ATL) is charged with regional transit planning for 13 counties in metro Atlanta, including existing transit agencies. One of the key benefits of creating a regional transit system is to support continued economic growth. In signing the legislation into law, Gov. Nathan Deal said creation of the ATL “recognizes this growth and provides a coordinated, streamlined and unified approach to prepare for the future of metro Atlanta and the surrounding communities.”

Creation of the ATL also generates an opportunity for all users of the region’s transportation system to benefit from the advances in intelligent transportation systems including connected vehicles, autonomous vehicles and Internet of Things (IoT) technology.

For example, using connected vehicle technology, the ATL fleet can be given green light priority at intersections to help buses stay on schedule. This technology is dynamic and can be scaled based on vehicle occupancy and time of day. For instance, a full bus during rush hour can be given more green lights along the route, meaning less stopping and starting, thereby providing a smoother, on-time ride. These applications make transit more reliable and potentially more attractive to riders – and should contribute to an increase in ridership.

Since each bus will be part of the IoT, riders will be able to know vehicle occupancy, where their bus is located along the route and when it will arrive at their stop, all in real-time. This application will help in route planning and choosing when to travel.

IoT vehicles can also contribute to overall roadway safety by connecting to nearby motorists and pedestrians, thus helping to prevent collisions. Vehicles with sensors can help keep everyone safer by providing an extra layer of protection, working in concert with the driver.

Autonomous vehicles can play an ever-increasing role in moving people within the ATL as well. Beginning with smaller vehicles and more localized runs, these driverless vehicles can, over time as the technology improves, become larger for increased passenger capacity and have extended routes.

Bus Rapid Transit along express routes can run platoons of connected vehicles that can add or delete cars, just like trains depending on passenger load.

A regional system that is connected also offers the opportunity for an electronic, unified payment system that can streamline boarding and transfers across the 13-county region.

These are just the highlights of how intelligent transportation technology can make the ATL an important part of the region’s economic engine.
SAME Atlanta is looking forward to an exciting 2018-2019 year. We are installing our new officers at our August luncheon. Following is a list of the new and continuing officers for the SAME Atlanta Post:

**2018-2019 LEADERSHIP**
President – Cindy Miller, Jacobs
1st Vice President – Kellie Sak, Wood
Secretary – Randall Bailey, Pond
Treasurer – Frank Ward, MBP
Assistant Treasurer – Patrick Hogeboom, USACE
Immediate Past President – Matt Haupt, Atkins

**2017-2019 DIRECTORS**
Josh Daniels, Lowe Engineers
Beth Harris, United Consulting
Rhett Hesperich, HD Engineering
Claudia Penny, HCR

**2018-2020 DIRECTORS**
Paul Allen, Cardno
Anthony Dukes, Raymond Engineering
Neville Anderson, Basha Services
David Fuller, TestAmerica

We are happy to announce that the SAME Atlanta Post was named a Distinguished Post at the 2018 Joint Engineer Training Conference (JETC), winning streamers in all awarded areas: Leadership and Mentoring; Relationships; Professional Development and Personal Growth; Resilience; and Membership.

In addition to the Post winning these honors, two of our sustaining member companies also received awards at JETC: Jacobs received the J.W. Morris Sustaining Member Award (Large Company). Accepting the award: Sal Naj (National President), Heather Wishart-Smith, Caroline Roberts, Tim Byers, Ben Matthews, David Bevins, Chelsey Nault, John Mogge and Pam Little.

Mike Magahey represented Pond when accepting the Seymour S. Greenfield Sustaining Member Award (Medium Company) from John Mogge.

Jacobs received the J.W. Morris Sustaining Member Award (Large Company). Accepting the award: Sal Naj (National President), Heather Wishart-Smith, Caroline Roberts, Tim Byers, Ben Matthews, David Bevins, Chelsey Nault, John Mogge and Pam Little.
This is my last article for Engineering Georgia as my term as SEAOG President is ending. It has been an honor and a privilege to serve the SEAOG membership over the past two years. I would like to thank the 2016-2018 Executive Committee and Executive Director Albert F. Lagerstrom, PE (retired), for their services. I would also especially like to thank Immediate Past President Michael Planer, PE with PES Structural Engineers for his advice; he has been a good role model as I step into the position.

SEAOG’S EXECUTIVE COMMITTEE

I would like to congratulate the winners of the 2018-2020 SEAOG Executive Committee elections whose two-year terms started on July 1. The new administration (four new members!) include:

- Adrian Persaud, PE with Uzun + Case, LLC – President
- Wilbur C. Bragg, II, PE with McVeigh & Mangum Engineering, Inc. – Immediate Past President
- Ken Nuttall, PE with the Georgia State Financing and Investment Commission – Vice President
- Chris Lytle, PE, SE with Uzun + Case, LLC – Secretary
- Matt Breidenthal, PE with HOK – Treasurer
- Martin Kigudde, PE with Sykes Consulting, Inc. – Director
- Angelina Stasulis, PE, SE with HOK – Director
- Rabul Desai, PE with Palmer Engineering Company – Director

In addition to Michael Planer, I would like to mention the other 2015-2018 Executive Committee members who are leaving:
- Lauren McCormick, PE with KSi/ Structural Engineers – Treasurer
- John Hann, PE with Swiss Re Corporate Solutions – Director
- Eric Hagberg, PE with Palmer Engineering Company – Director

EXCELLENCE IN STRUCTURAL ENGINEERING (ESE) AWARDS BANQUET

On May 19, SEAOG hosted its biennial Excellence in Structural Engineering (ESE) Awards Banquet at the Capital City Club in Downtown Atlanta. The banquet was a celebration and recognition of the structural engineering profession. During the ceremony, seventeen projects were awarded for their creative achievements and innovations across five categories.

Rex T. Pless, PE of Bennett & Pless, Inc. was awarded the 2018 Individual Achievement Award for his significant contributions to the structural engineering profession over the course of his career. With the great turnout and impressive projects of the past few years, SEAOG is looking forward to celebrating the accomplishments of the engineering community in 2020. Please visit the SEAOG website to see the ESE brochure. [Editor’s note: the above was contributed by Brian Adorno, ESE Committee Chair.]

SEAOG would also like to thank the ESE Judging Committee those members volunteered their time to judging the entries:

- Mark B. Hultz, AIA, Principal, HKS, Inc.
- Gary Martin, PE, Project Engineer, The Southern Company
- Hiral Patel, PE, Director of the Engineering Division, Georgia Department of Transportation
- John M. Hann, PE, Vice President and Manager of Casualty Risk Engineering Services North America, Swiss Re Corporate Solutions
- Kimberly E. Kurtis, PhD, FACI, FAcers, Associate Dean, College of Engineering and Professor, School of Civil and Environmental Engineering, Georgia Institute of Technology

SEAOG would like to thank the ESE sponsors: HOK at the “Stewardship Society” Level and Terracon at the “Friends of Engineering” Level. SEAOG would also like to thank its annual sponsors: Terracon, Hayward Baker, NOVA, Metromont, Simpson Strong-Tie, Tindall, and Geo-Hydro. Please visit the www.seaog.org for links to our sponsors’ websites.

With no membership meetings over the summer, the 2018-2020 Executive Committee members have some time to get adjusted to their new duties prior to the September membership meeting.

YOUNG MEMBERS GROUP:
SOAP EVENT

SEAOG’s Young Members Group and the AIA Young Architects Forum teamed up to host SOAP: Spotlight on Atlanta Projects.

Young engineers and architects presented on local projects during the co-hosted SOAP program.
SMPS ATLANTA’S ANNUAL SHOOT FOR SUCCESS SPORTING CLAYS TOURNAMENT WILL TAKE PLACE ON FRIDAY, OCTOBER 5 AT FOXHALL RESORT AND SPORTING CLUB IN DOUGLASVILLE, GEORGIA. THIS WILDLY SUCCESSFUL EVENT RETURNS FOR A FIFTH YEAR!

For the past two years, SMPS has donated $20,000 to ACE Mentor Program Atlanta to help fund their important work in training and mentoring high school students pursuing careers in design and construction. We look forward to another great donation in 2018!

SAVE THE DATE – REGISTRATION WILL OPEN SOON AND TYPICALLY SELLS OUT QUICKLY (SO REGISTER EARLY)! This tournament is designed to welcome everyone from first-time to experienced shooters. Lewis Class Scoring will be used to allow for prizes, no matter your level. Stick around after lunch for the awards and tons of great raffle prizes. Highest overall score wins a $1,000 cash prize!

ABOUT ACE MENTOR PROGRAM OF AMERICA, INC.
The ACE Mentor Program of America, Inc. (ACE) helps mentor high school students and inspires them to pursue careers in design and construction. It’s now the construction industry’s fastest-growing high school mentoring program, reaching over 8,000 students annually. Their mission is to engage, excite and enlighten high school students to pursue careers in architecture, engineering, and construction through mentoring and to support their continued advancement in the industry. Since inception, ACE has awarded over $14 million in scholarships to promising participants.

Sponsorships are now available. For more information, visit www.smpsatl.org.

SMPS ATLANTA PRESIDENT
REBECCA BOYER, CPSM
www.smpsatl.org

SCHEDULE

<table>
<thead>
<tr>
<th>Time</th>
<th>Activity</th>
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<tbody>
<tr>
<td>8:00 a.m.</td>
<td>Registration and Breakfast</td>
</tr>
<tr>
<td>9:00 a.m.</td>
<td>Instruction and Safety Brief</td>
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<tr>
<td>9:30 a.m.</td>
<td>First Station</td>
</tr>
<tr>
<td>12:00 p.m.</td>
<td>Lunch and Networking</td>
</tr>
<tr>
<td>1:00 p.m.</td>
<td>Awards and Raffle Prizes</td>
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</table>

REGISTRATION

<table>
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<tr>
<th>Price</th>
<th>Description</th>
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<tbody>
<tr>
<td>$300</td>
<td>Single Shooter (SMPS Member)</td>
</tr>
<tr>
<td>$350</td>
<td>Single Shooter (Non-member)</td>
</tr>
<tr>
<td>$1,250</td>
<td>Squad (4 shooters)</td>
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<tr>
<td>$30</td>
<td>Lunch Only</td>
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Note: Registration includes shells, eye and ear protection, gun rental and golf cart rental, along with breakfast and lunch.
WTS ATLANTA IS THE 2018 CHAPTER OF THE YEAR!

We were super excited to be awarded this awesome accomplishment and the gold level achievement this May at the Annual WTS International Conference in San Diego, Calif. Our chapter has grown substantially over the years and we welcome you to get on-board and help us continue to make an impact in the Atlanta region. Now with 250 members and a host of corporate sponsors, we lead the nation in supporting our mission to advance women in transportation. A BIG “Thank You” to our WTS Atlanta Board, members and corporate sponsors for helping us achieve this spectacular feat!

MALIKA REED WILKINS, PH.D.
Atlanta Regional Commission
WTS Atlanta President
MWilkins@atlantaregional.org
www.wtsinternational.org/atlanta

ANNUAL STATE TRANSPORTATION BOARD BREAKFAST
In June, WTS Atlanta hosted the Annual State Transportation Board breakfast at the Crowne Plaza Hotel in Midtown. Georgia Department of Transportation Staff, State Transportation Board members, WTS Corporate Sponsors and membership gathered to hear about the latest projects around the state and enjoyed a delicious breakfast.

WTS Atlanta also congratulates Senator Brandon Beach and Representative Kevin Tanner on the passage of HB 930 - ATL transit legislation. On June 28th, WTS Atlanta hosted a reception in honor of the new ATL legislation and to celebrate the hard work of the bill sponsors, the House and Senate transit committees and all regional transit entities.

TRANSPORTATION YOU ROCKS!
WTS Atlanta was represented at the annual WTS Transportation YOU DC Summit that took place from June 20-24, 2018 in Washington, D.C. Out of 22 mentor-mentee pairs from chapters across the country, WTS Atlanta’s attendees were Evelyn Craven, a rising 11th grader at Grady High School and Regan Hammond, WTS Atlanta Transportation YOU Committee Chair. A special thanks to our Transportation YOU corporate sponsors for your continued support of our chapter’s program!
A LOOK BACK

Look closely at this late 1940s era photograph and you’ll spot a Delta Air Lines plane in front of Atlanta Municipal Airport, now known as Hartsfield-Jackson Atlanta International. The airport has come a long way since Mayor Walter A. Sims signed a five-year lease on an abandoned auto racetrack in April 1925, committing the City of Atlanta to developing the land into an airfield. Nearly a century later, Hartsfield-Jackson maintains its 20-year lead as the world’s busiest airport and is the only one to serve over 100 million passengers a year.

Photography Credit: Kenan Research Center at the Atlanta History Center | Minor Studio Photograph Collection.
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