

TRANSPORTATION TIMES

STV TRANSPORTATION & INFRASTRUCTURE DIVISION'S NEWSLETTER

Summer 2011



LIGHT RAIL FOR THE CAPITAL CITY OF CANADA

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THE 12.5 KM LINE WILL PROVIDE RELIABLE CROSS-TOWN TRANSIT, ALLEVIATE CONGESTION DOWNTOWN AND SAVE UP TO \$100 MILLION IN ANNUAL OPERATING EXPENSES.



LIGHT RAIL FOR THE CAPITAL CITY

STV CANADA CONSULTING, INC., AWARDED DESIGN OF \$2.1 BILLION OTTAWA LRT SYSTEM

By Richard M. Amodei and Keith C. MacKenzie, P.E., S.E.

The Ottawa Light Rail Transit Project is the single largest public works project ever executed by the City of Ottawa. Ottawa, the capital city of Canada, is a historical and majestic city that will soon have a sustainable light rail transit system to alleviate congestion, create economic development, and improve the quality of life for its residents and visitors.

Capital Transit Partners (CTP), a four-way joint venture that includes STV Canada Consulting, Inc., Morrison Hershfield Limited, URS Canada Inc., and Jacobs Associates Canada Corp., was recently awarded the preliminary engineering and project management services for the \$2.1 billion Ottawa Light Rail Transit Project (OLRT). This is the crucial first step in Ottawa's Transportation Master Plan, which calls for more than 40 km (nearly 25 miles) of new light rail over the next 20 years.

Ottawa is nestled on the banks of the Ottawa and Rideau rivers in the Province of Ontario with a regional population

of over 1.2 million, making it the fourth largest urban area in the nation. Ottawa serves as the home for the Government of Canada, including the Parliament, the Senate and the Supreme Court, and is one of the world's top five regions for research and development, serving as the home for technology companies such as Nortel Networks, Alcatel, Cognos, Tundra, Cisco, MDS Nordion and Entrust. Employment is expected to increase by 39 percent to over 850,000 jobs in 2031, placing considerable additional demands on the existing transportation system, especially within the urban core and central business district.

Once in operation, the 12.5 km (nearly 8-mile) line from Tunney's Pasture in the west to Blair Station in the east will provide reliable cross-town transit, alleviate downtown congestion, and, in combination with a redesigned transit system, save up to \$100 million in annual operating expenses. The project includes converting portions of the existing bus rapid transitway to light rail (one of the first such undertakings in North



Photo © Diego Silvestre/Shutterstock



MEET THE AUTHORS

Richard M. Amodei
Senior Vice President

Richard has led complex multi-modal transportation projects nationwide during his more than 25 years in the transportation industry. As a senior vice president with STV's Transportation & Infrastructure Division, he serves as joint venture chairman for Capital Transit Partners on the Ottawa project, and leads STV's strategic national and international efforts in transportation.



Keith C. MacKenzie, P.E., S.E.
Vice President

Skilled in directing multidisciplinary project teams, Keith has particular expertise in overseeing projects with complex, accelerated schedules. A vice president with STV, he serves as project manager for Capital Transit Partners. Tunnels, underground and aboveground parking facilities, historic rail stations, and bridges are among Keith's specialties.

OF CANADA

America), 2.4 km (about 1.5 miles) of bored tunnel under the downtown, and 13 stations, including three in the tunnel portion of the alignment. The current bus rapid transit (BRT) system operates 180 buses an hour per direction, including an at-grade operation through the downtown, causing massive bus congestion and delays. The LRT system would replace these buses with increased capacity and convenience.

This assignment includes advancement of the OLRT design for a more refined project cost estimate, value engineering to investigate cost containment options, and preparation of specifications for final design and construction. Preliminary engineering has begun and is expected to be completed in early 2012 with follow-up project management. It is anticipated that construction would begin in 2013, with the light rail system meeting the needs of passengers by 2019.

This is a complex and exciting project that will enhance mobility and offer easy transportation options for all who visit this great capital city.



MEET THE AUTHOR



Robert C. (Bobby) Phillips, P.E.
Vice President

Bobby oversees and directs STV/RWA's commuter and freight rail planning and engineering projects, including the CSXT S Line capacity improvements. He most recently oversaw clearance improvements for 29 railroad tunnels and seven bridges on the 530-mile-long Heartland Corridor. A railroad veteran, Bobby gained hands-on engineering, track maintenance, and train operations experience early in his career.



CAPACITY IMPROVEMENTS SET THE CSX FLORIDA FREIGHT LINE

By Robert C. "Bobby" Phillips, P.E.

With \$198 million in capacity improvements to its S Line main line in the works, CSX Transportation (CSXT) is on the way to providing seamless freight transportation services throughout Florida. CSXT Engineering selected STV to provide construction management services for the improvement projects.

The S Line capacity improvements were triggered by the sale of CSXT's A Line to the State of Florida for commuter rail services that will serve a four-county area north and south of Orlando. This 61-mile section of main-line track will be dedicated to providing improved urban and intercity transportation options as part of Florida's new SunRail service. Prior to the sale of the A Line, the A and S lines were CSXT's two main-line tracks between the northern border of Florida and the Orlando area.

Although CSXT will continue to serve industry local to Orlando, all through-freight service will be moved to the S-Line, which nearly bisects the state through central Florida to Lakeland, just northwest of Winter Haven.

CSXT determined the need to improve the S Line rail corridor capacity and support the future growth of freight transportation services. In conjunction with these improvement projects, CSXT is relocating its rail freight classification yard from Orlando to Winter Haven, where the railroad is constructing a new state-of-the-art intermodal facility to serve the entire state. The project will include capacity and infrastructure improvements to the new Winter Haven yard and intermodal facilities.



TRIPLE-TRACK WILL REPLACE SINGLE-TRACK SEGMENTS LEADING INTO AND OUT OF THE NEW WINTER HAVEN FACILITIES.



PACE FOR

Construction projects include primarily signal and track improvements to increase the capacity and velocity of freight movements along the S Line, beginning as far north as Callahan, with several projects calling for the reconfiguration of yards and interlockings along the route. New double-track passing sidings have also been designed and triple-track will replace single-track segments leading into and out of the new Winter Haven facilities. Several new bridges and culvert extensions will be constructed to accommodate the new tracks. The additional tracks and reconfigured interlocking will require upgrades to the existing signal system, as well as new signal masts and equipment. All of the signal upgrades need thousands of hours of testing, both in the field and at the dispatching office. The Florida Department of Transportation has already completed several grade-separation projects in an effort to eliminate highway crossings in the corridor.

STV's construction management services began with construction bidding and scheduling during the summer of 2010, and construction began in late 2010.



Map courtesy of CSX Transportation

MEET THE AUTHOR



Tyler Bonstead
Project Manager, Transportation Planning

Tyler served as STV's project manager for the Metro Gold Line Extension project. He also has managed planning components of the South Bay Metro Green Line Extension, California High-Speed Rail project, Perris Valley Line Metrolink Extension, and other light rail, commuter rail and bus rapid transit projects.



NEW AIRPORT TRANSIT CONNECTIONS FOR SOUTHERN CALIFORNIA'S INLAND EMPIRE

By Tyler Bonstead

The Inland Empire Region of Southern California is home to over four million people, but until recently has not been served by rail transit. The Metrolink passenger rail system currently operates commuter trains in the counties of San Bernardino, Riverside, Ventura, Orange, Los Angeles, and North San Diego to Oceanside. To supplement this service, the Foothill Extension Construction Authority has begun extending the Metro Gold Line Light Rail Line from its current Sierra Madre terminus toward the Inland Empire.

STV, as part of a team with KOA Corporation, recently completed an initial feasibility study to extend the Metro Gold Line from its currently planned Montclair terminus at the San Bernardino County line to the LA/Ontario International Airport, an important regional transportation hub. The proposed 8-mile light rail extension will allow for direct connections to air, bus, high-speed rail and commuter rail service, as well as convenient connections for Montclair, Upland, Ontario and Rancho Cucamonga residents.



The STV team focused on the planning and engineering framework for the proposed extension to evaluate its public acceptability, technical viability and cost effectiveness. The team began by examining 13 main routes between the Montclair terminus and the LA/Ontario International Airport. After an initial round of meetings with local cities and the public, this list was narrowed to four options carried through a detailed planning and engineering analysis to determine their potential ridership (approximately 14,000 riders per day by 2030), environmental impacts (including those to surrounding businesses and residences), engineering design, and capital and operating costs.

This data narrowed the options to two potential routes suitable for further analysis, one following the existing Metrolink commuter rail corridor and the other following the former Pacific Electric streetcar corridor. Both would use the wide Cucamonga Creek Channel corridor to access the multimodal transit center planned at the LA/Ontario

International Airport. The team also identified several station area sites along these routes suitable for transit-oriented development. The results of the initial feasibility study were presented to stakeholders and the public in the fall of 2008, and there was a general consensus that this link from the airport to the rest of the region would play an important role in the future transit network.

With the completion of the feasibility study, STV was awarded the contract to complete the project alternatives analysis (AA) in April 2010, again as part of the KOA Corporation team. This was the next step in planning the airport extension and is required by the Federal Transit Administration before the project can receive federal funding. To pave the way for an environmental study and future construction, the AA study will build upon the previous study to examine the full range of alternative routes and station locations, technologies and configurations for extending the Gold Line, the region's key transit link, all the way to the airport.



A DESIGN-BUILD TRIFECTA

By G. Stuart Matthis II, P.E., and Jeffrey L. Gagné, P.E., DBIA

State departments of transportation (DOT) are now routinely turning to the design-build contracting method as a means of accelerating schedules, reducing costs and encouraging innovative ideas for their major highway/bridge projects. The trend is causing design firms to rethink and reorganize how they pursue this work, with the contractor assuming the role of the ultimate client. It also comes with a level of financial risk not often seen in the DOT marketplace, as pre-selection efforts require intensive design work in addition to an elaborate proposal.

In the past six months, STV has been fortunate to be on the winning side of three major DOT design-build projects in the Carolinas.

I-85 OVER THE YADKIN RIVER

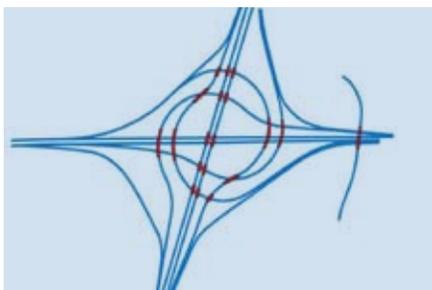
One of most publicized projects in North Carolina, I-85 over the Yadkin River, involves a major river crossing between Charlotte and Greensboro, as well as one of the most dan-

gerous sections of interstate highway in the state. For this \$136 million project, STV is serving as lead designer for the joint venture of two of the country's largest highway contractors, Flatiron Constructors, Inc., and The Lane Construction Company. STV is leading the design effort for the widening of a 3-mile-long stretch of I-85 roadway from four to six/eight lanes, and seven new bridges, including 3,000-foot-long dual bridges over the Yadkin River, wetlands, and Norfolk Southern and North Carolina railroads. The project also involves the major reconstruction of the U.S. 29/70 and NC 150 interchange and its relocation from north of SR 2120 (Long Ferry Road) to south of the existing NC 150 flyover bridge. The team was selected for the project on a "Best Value" basis. Groundbreaking for this project took place on September 29, 2010.

I-385 WIDENING

Based on South Carolina Department of Transportation (SCDOT) statistics, I-385 is the most heavily traveled route between Greenville and Columbia, SC. More than 60,000

MEET THE AUTHORS



G. Stuart Matthis II, P.E.
Vice President

With nearly 30 years in the transportation industry, Stu has managed some of the largest highway, bridge and railway projects in the southeastern United States. He currently leads business development and strategic initiatives in the Southeast.



Jeffrey L. Gagné, P.E., DBIA
Vice President, North Carolina
Transportation Business Unit Manager

A DBIA-designated design-build professional, Jeff is an expert in alternative delivery methods and risk management. He has been overseeing and managing highway and bridge design-build projects in the Southeast for more than 20 years, and also has extensive expertise in quality assurance and quality control for design services.

*Opposite: I-85/I-485 turbine interchange visualization
Top: I-85 groundbreaking
Center: Yadkin River Bridge visualization
Bottom: I-85/I-485 turbine interchange concept*

vehicles utilize I-385 daily, and SCDOT expects that number to rise to 80,000 vehicles by the year 2028. In response to these expectations, SCDOT contracted STV to provide design-build engineering services for the widening of six miles of the I-385 urban loop in Spartanburg, SC. The \$66 million project includes widening the highway from four to six lanes, modifying three interchanges, and widening four highway bridges. This is the largest American Recovery Reinvestment Act-funded project in South Carolina.

I-85/I-485 INTERCHANGE

In 1989, the North Carolina Department of Transportation (NCDOT) initiated the construction of a 67-mile circumferential loop road around Charlotte, a multi-billion-dollar highway initiative. By late 2010, all but one major interchange north-east of Charlotte had either been completed or was under contract. An innovative NCDOT design-build contract, which included \$25 million of contractor-sponsored financing, was advertised in early 2010, and The Lane Construction Com-

pany once again turned to STV to serve as lead designer for what was then conceived as a four-level interchange.

During the technical proposal phase, Lane Construction and STV chose to explore an alternate design: an innovative “turbine” interchange concept scheme rarely used in the United States, but one that offered significant advantages at this particular location. The turbine interchange layout includes 19 bridges, however it avoids complicated high-level construction and major flyover structures over a very busy interstate highway. Construction is scheduled to be completed in 2014.

STV design managers for these projects include Mark Robbins, P.E., construction services manager, Southeastern Region (I-85/Yadkin); Richard Capps, P.E., vice president (I-385); and John Johnson, P.E., Charlotte civil group leader (I-85/I-485).



Photo courtesy of Connecticut Department of Transportation

EMERGENCY WORK GETS CONNECTICUT HIGHWAY MOVING IN RIGHT DIRECTION

By Gerald C. Gerletz, P.E., R.L.S.

To proceed with unfinished construction work on Interstate 84 in Waterbury, CT, the Connecticut Department of Transportation (CTDOT) turned to STV for redesign of a section of the highway and to move the project forward.

Construction on I-84 began in October 2002 and consisted of widening 3.4 miles of the highway, the reconstruction of one interchange, and the conversion of an existing half interchange into a full one. Other components of the project included the construction of two major highway bridges, reconstruction of 329 drainage structures, paving of 6.8 lane miles of roadway, and other safety improvements. When the project was nearly complete three years later, the contractor stopped work and subsequently de-

faulted. The following spring, sink holes developed on the reconstructed roadway, leading to a CTDOT investigation. As a part of this investigation STV was hired under an Emergency Declaration to fully investigate and report on the condition of the drainage structures on the project.

STV's investigation of the drainage structures revealed the full magnitude of the defective construction. This prompted CTDOT to extend the firm's role to examine drainage pipes, bridges and other areas.

The follow-up investigation revealed that more than 300 structures required some form of reconstruction or replacement. The pipe investigation found open joints, crushed pipes, clogged pipes, inconsis-

tent pipe types, and vertical and horizontal misalignment. STV prepared an extensive report documenting the deficiencies, helping to establish a remediation plan to finish the project.

After the report was completed, CTDOT issued a second Emergency Declaration so that STV could prepare plans to repair and/or replace deficient drainage and other miscellaneous items, as well as complete tasks remaining from the original contract. This Emergency Declaration also included construction engineering and inspection of the repair/replacement items and remaining construction.

Dozens of repairs were categorized and simplified for presentation in CTDOT's bid documents. In addition, the work



MEET THE AUTHOR



Gerald C. Gerletz, P.E., R.L.S.
Senior Vice President

A seasoned professional, Jerry is a senior vice president with more than 40 years of experience in the design and management of complex transportation infrastructure projects nationwide. He plays a key leadership and quality assurance role at STV's Stratford, CT, office.

had to be performed while maintaining traffic on I-84, which carries in excess of 94,000 vehicles per day, and completed in accordance with existing environmental permitting. Utilizing the original plans, STV prepared a final package of plans, and specifications for \$20 million worth of construction in less than six weeks.

Throughout the investigation and design period, emergency construction addressing drainage, paving, safety and bridge issues was performed to ensure the immediate safety of the travelling public. STV provided construction engineering and inspection services for all construction during this process.





Rendering © Saratoga Associates

Photo © Julian Gilves Photography

*Rendering: Broadway Junction Transportation Enhancement Project, Brooklyn, NY
 Photo: Existing conditions on Van Sinderen Avenue in Brooklyn, NY, the busy epicenter of local and commuter transfer activity between the Broadway Junction subway station and five bus routes.*

Transportation Planners and Engineers Mold Livable Communities

By Steven P. Scalici, P.E.

Building competitive cities today means building more than just places to live and work. It's about creating places that stimulate, have character and draw people through a sense of identity. This reinvention of city spaces represents a response to changing human values.

STV's transportation planners are embracing livable community techniques to improve the quality of life in neighborhoods across the country with more transit, walking and biking opportunities through community-sensitive design, historic preservation, accessibility and practical engineering.

Van Sinderen Street in the far eastern reaches of Brooklyn, NY, is one example of STV transportation planners working to improve the neighborhoods. The street is a chaotic mix of street vendors, bus stops, police cars and taxicabs that line up along street sides and a concrete median, and pedestrians are crossing between moving and stationary vehicles. It is difficult for pedestrians and drivers to navigate, and is not inviting. This chaos certainly isn't planned, and it didn't happen overnight, but grew in slow increments over decades.

Urban streets need to be geared toward serving the business and residential needs of their communities by accommodating traffic, yet keeping it moving at a pace that gives pedestrians a sense of ease and safety by providing adequate parking and offering amenities that make people feel comfortable.

The New York City Department of Transportation saw an opportunity in Van Sinderen Street for reconfiguration. STV helped redefine the street bed with dedicated bus lanes, a greener and safer center median, and areas for police and taxi parking. The subway entrance will be ac-



Rendering top: Proposed solution, Fulton Street Mall streetscape, Brooklyn, NY
 Photo left: Existing conditions, Fulton Street Mall, Brooklyn's main shopping thoroughfare.

commodated with a true front door. Widened sidewalk areas will include expanded and more welcoming park entrances.

These kinds of improvements are helping communities become more “livable.” The U.S. Department of Transportation made livability a top priority for future funding.

By 2025, the United Nations projects that urban populations will make up about 90 percent of the world's population growth. In 20 years, 85 percent of the U.S. population will live in urban areas. However, this points to a duality facing engineers and planners: critical transportation infrastructure issues potentially obscure an otherwise promising outlook.

In a town or city structured on principles of true urbanism, transportation planners see that their jobs are not only about movement of vehicles, but also about accessibility. The emphasis on trip-making, not vehicle movements, has led planners to practice balanced transportation planning.

The American Association of State Highway Transportation Officials' (AASHTO) “Road to Livability” describes how a full range of transportation options – including improvements to roadways, transit, walking and biking – can enhance livability in our communities. It also illustrates how state departments of transportation (DOTs) are using every opportunity to

tailor transportation projects to meet the needs of the communities they pass through. State DOTs have shown that a balanced approach works, and that there should not be a competition for funding between roads and bridges and bicycle and pedestrian enhancements.

To achieve this, AASHTO supports a new, multi-year authorization bill that would increase federal assistance by 89 percent, with a goal to double transit ridership by 2030. The bill also recognizes the important role played by road-related investments and calls for increased funding for transit, biking, walking and rail to enhance communities and improve the convenience of travel and access to services for all citizens, regardless of whether they live in urban or rural areas.

STV incorporates many of the livable community policies into our projects, such as context-sensitive design (CSD) solutions in which transportation projects are planned, designed and implemented to respond to community concerns and be sensitive to the environment. The State of New Jersey provides CSD training as part of the 1992 State Development and Redevelopment Plan, which was enacted to establish a vision for the state's future to manage and shape new growth and encourage redevelopment. Several STV employees have received CSD certification.

MEET THE AUTHOR



Steven P. Scalici, P.E.

*Senior Associate
 National Traffic Planning and
 Analysis Manager*

A specialist in developing and improving pedestrian and traffic access routes in heavily traveled urban environments, Steve honed his skills on transportation planning, traffic engineering, and transit planning projects. He has taken his affinity for pedestrian planning to a new level with the simulation work he is conducting for STV.

Downtown Brooklyn's Fulton Street Mall is one example of CSD. The shopping mall area is being reinvigorated thanks to a major streetscaping effort spearheaded by the New York City Economic Development Corporation. STV examined traffic and pedestrian issues, diversions, sidewalk and pavement design and treatments, and ways to control truck deliveries.

Ultimately, a larger public space was created within Albee Square at the east end of the street, providing an inviting space for shoppers.



CHERRY HILL/THIRD TRACK

By Ronald C. Briggs, P.E.

Following the success of the Quantico Creek Railroad Bridge project that was designed and managed by STV's Richmond, VA, office, Virginia Railway Express (VRE) returned to STV for preliminary design of 11 miles of new track along the CSX Transportation (CSXT) freight rail corridor in northern Virginia.

STV's diverse multi-disciplined team took the Cherry Hill/Third Track Project through the preliminary design stage to position VRE as one of the front-runners in Virginia to successfully claim a portion of rail stimulus funding for the construction of "shovel-ready" projects. The purpose is to improve railroad service and increase commuter passenger capacity in the 11.4-mile corridor in Stafford and Prince William Counties, VA. Commuter, Amtrak passenger and freight trains all share the same tracks throughout the corridor. The project

will provide operational flexibility to move CSXT, Amtrak and VRE trains more efficiently, which will allow for more frequent service, particularly during peak hours.

Expansion of the two-track rail corridor will incorporate the Quantico Rail Bridge, a two-track, 1,753-foot-long structure. The initial construction of the Quantico Bridge provided one track on the bridge with space for an additional track. The proposed Cherry Hill project will provide this additional track to the bridge as well as extend track both north and south of the Quantico Creek crossing.

Kurtis Jackson, track designer in STV's Richmond office, noted, "The challenge was to develop track alignments through a very busy freight and commuter rail corridor that can be

Photos and map courtesy of Virginia Railway Express



MEET THE AUTHOR



Ronald C. Briggs, P.E.
Senior Associate

A project manager and structural engineer, Ron has been overseeing the design and construction of railroad and highway-bridge projects for more than 35 years. He has coordinated the efforts of diverse specialists spanning a multitude of disciplines on major projects including rail corridors, roadway/rail interface, environmental compliance, and permitting. Ron currently leads the design team in STV's Richmond, VA, office.

Expansion of the two-track rail corridor will incorporate the existing Quantico Creek rail bridge that STV designed for Virginia Railway Express.

constructed without interrupting the movement of more than 60 trains per day.” STV met this challenge by strategically locating the proposed new track to take advantage of the existing corridor right-of-way while allowing track shifts to tie in smoothly into existing track curves. New track construction will occur outside the limits of the active tracks. At locations where track shifts are required, the shift will occur in one continuous movement to minimize the time when any single track will be out of service.

The design includes three rail bridges ranging from 22 to 162 feet in length; a replacement of a highway overpass bridge; and 18 retaining walls totaling more than 6,000 linear feet along the corridor. In addition to design plans, STV was responsible for developing a comprehensive feasibility

study and a high-speed rail study for the track segment. The firm coordinated the efforts of several specialty subconsultants to provide complete aerial mapping, surveying, geotechnical investigations and an environmental assessment including preparation of the application for permitting required for construction.

The next step is to move the project through a design-build process to initiate construction and take advantage of available funding. STV is assisting the client in preparing the plans, permitting and documents necessary to successfully engage a design-build team.

STV looks forward to further serving VRE as it continues to improve and expand its commuter service in the northern Virginia area.

MARYLAND – TIMELY MAINTENANCE VERSUS EARLY REPLACEMENT

By *Geoffrey V. Kolberg, P.E.*

MEET THE AUTHOR



Geoffrey V. Kolberg, P.E.

*Chief Bridge Engineer
Baltimore Office*

As a specialist in structural design, bridge inspections, system preservation and asset management, Geoff has served as both a consultant and a facility owner during his 35-year professional career. Prior to joining STV, he was chief engineer of the Maryland Transportation Authority. Geoff currently manages STV's Baltimore office structures department.

STV, as part of a joint venture, is playing a major role in keeping Maryland's major highways, tunnels and bridges safe for the public. The firm's Maryland joint venture office is managing the Maryland Transportation Authority's (MDTA) System Preservation Program under a comprehensive engineering services contract.

MDTA, which owns and operates the toll facilities in Maryland, is an "enterprise" organization that collects tolls on significant bridges, tunnels and highways. It then uses those funds to maintain its facilities. MDTA also sells bonds to fund major projects, and the interest rates it pays on those bonds are partially determined by the condition of its existing facilities. In 2008 MDTA initiated a rigorous facility inspection program, which resulted in a reassessment of its organizational approach to maintenance, repair, rehabilitation and reconstruction of its facilities. In response to the findings of the inspection program, the Authority modified its focus and resources. Its capital program now concentrates on maintaining its facilities and accomplishing any work required in a compact timeframe. STV is playing a key role in this undertaking.

Stephen Parker, P.E., is leading the STV team working on the more than \$300 million System Preservation Pro-

gram. As part of a quality assurance/quality control review, the firm compiled a database of identified repair needs, prioritized the repair tasks, worked closely with MDTA to prepare the construction documents and developed task orders for the repairs to be issued to MDTA's on-call structural repair contractors.

"A significant part of the STV effort is centered around developing a long-term asset management approach to be used in the future, and buttressing it with quality assurance elements that focus on constant improvement," noted Parker.

STV is continuing to monitor the status of each defect in the repair process. The joint venture team is also providing system preservation program management for delivery of the "Priority Preservation Projects" identified by MDTA. Priority Preservation Projects are the highest priority preservation projects identified by MDTA as being deserving of funding for design and construction. This assignment, which began in May 2010, includes the development of a program management plan and active design management of more than 15 projects. The joint venture is also providing schedule and budget management, document control and quality control services.

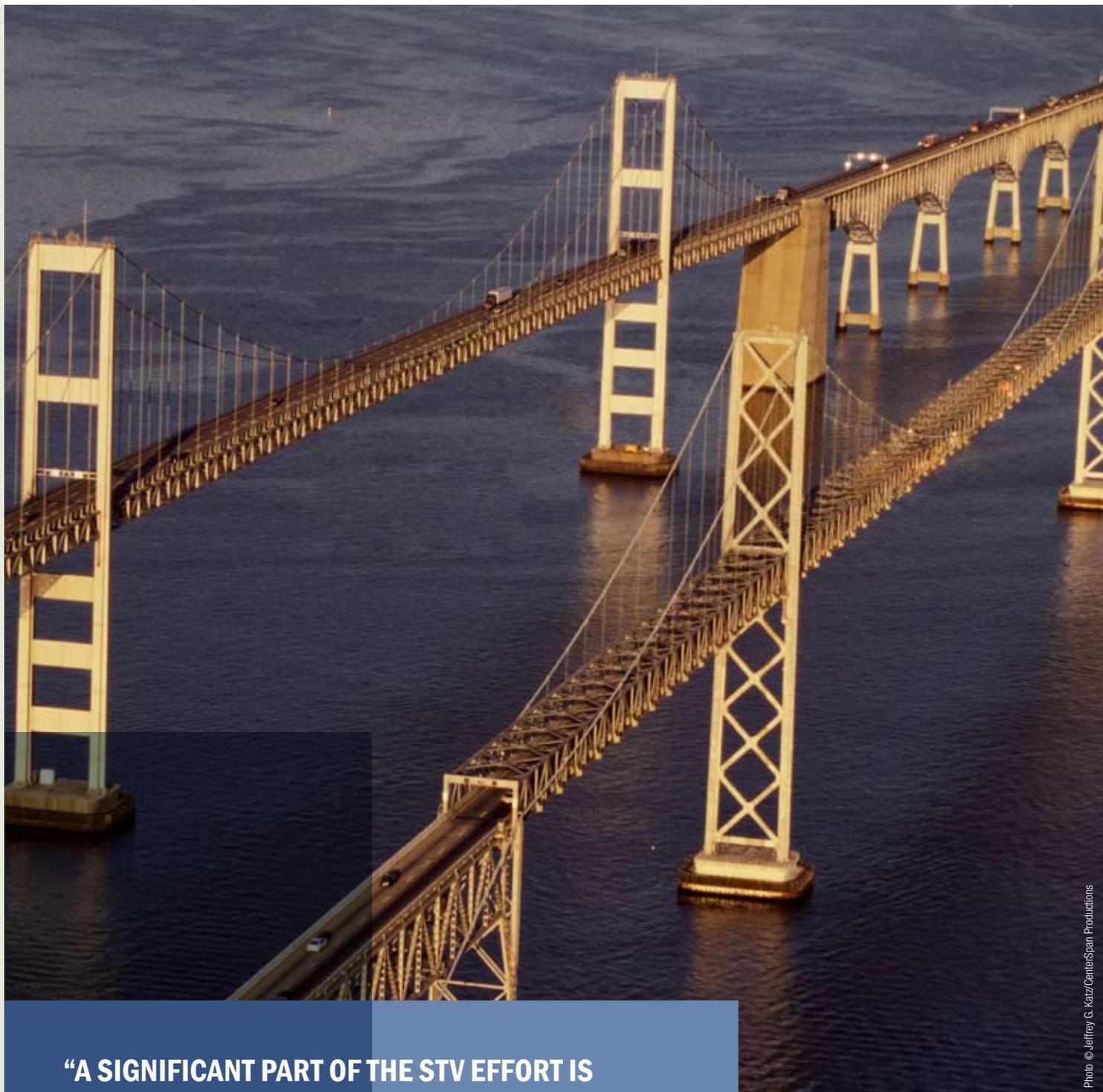


Photo © Jeffrey G. Katz/CenterSpan Productions

“A SIGNIFICANT PART OF THE STV EFFORT IS CENTERED AROUND DEVELOPING A LONG-TERM ASSET MANAGEMENT APPROACH TO BE USED IN THE FUTURE AND BUTTRESSING IT WITH QUALITY ASSURANCE ELEMENTS THAT FOCUS ON CONSTANT IMPROVEMENT.”

Stephen Parker, P.E.

The William Preston Lane Jr. Memorial Bay Bridge (U.S. 50/301) crossing the Chesapeake Bay is one of the bridges in the Maryland Transportation Authority’s System Preservation Program.

PEOPLE ON THE MOVE

Daniel P. Moses, P.E., has joined STV as the business unit manager of the Transportation & Infrastructure Division's RWA Transportation – Southeast region. In his new position,



Dan is responsible for the operations of the transportation design activities in South Carolina and Georgia, and identifying new markets in these states to support the firm's continued growth. Dan

has 20 years of professional experience in the transportation industry, specifically in roadway design projects and program management. He has been project manager and engineer-of-record on numerous highway projects throughout South Carolina and Georgia for clients such as the South Carolina Department of Transportation (SCDOT), the Georgia Department of Transportation (GDOT), Town of Mount Pleasant, Charleston County, SC, and other local government agencies.

James J. Rowan, P.E., has joined STV as a senior project manager and director of bridge engineering for the Philadelphia office. In addition to directing the bridge engineering activities in Philadelphia, he is providing technical support to other offices, serving as project manager on selected Pennsylvania projects, and conducting quality assurance

reviews for Pennsylvania and New Jersey projects. Jim has more than 40 years of experience in engineering and personnel management for civil projects including safety



inspections, condition evaluations, planning, design, construction and the maintenance of bridges, culverts, retaining walls and associated highway

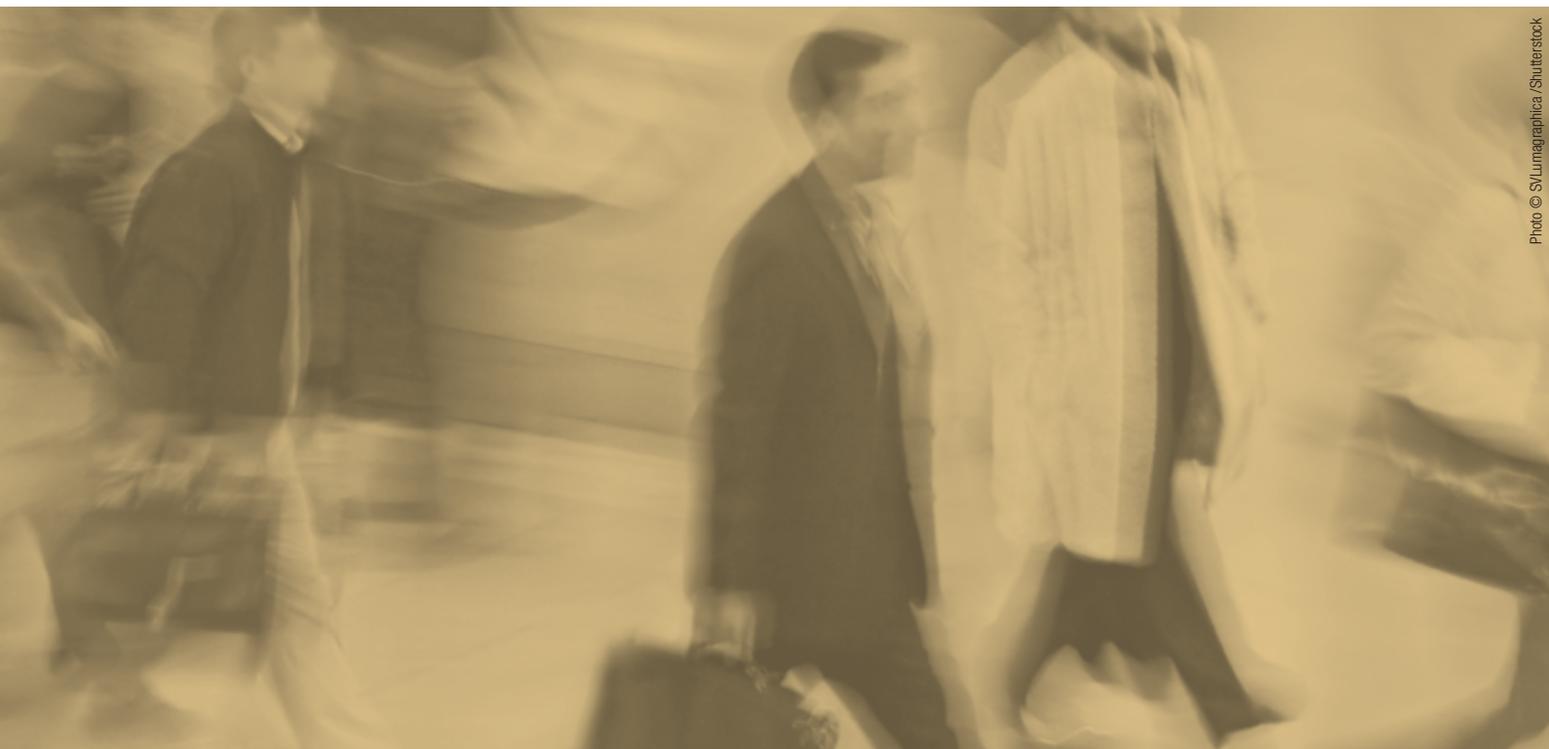
facilities. Prior to joining STV, he was with the Pennsylvania Department of Transportation for 30 years and served as district bridge engineer for the five-county Philadelphia area for 16 of those years.

Sheri S. Williamson, P.E., has joined STV as a transportation group leader in the Rock Hill, SC, office, where she is responsible for the project management and coordination



for transportation projects in South Carolina as well as client management and business development. Sheri has 20 years of experience as

a regional manager, business development manager, project manager and engineer. She has worked with numerous public agen-



cies, including SCDOT, GDOT and county governments throughout South Carolina and Georgia. Prior to joining STV, Sheri was the Carolinas transportation manager for a global transportation systems company.

Geoffrey V. Kolberg, P.E., recently joined STV as chief bridge engineer in the Baltimore office, where he manages the structures department and works with other STV offices. Geoff has more than 35



years of professional experience in structural design, bridge inspections, system preservation and asset management. He has worked as both a

consultant and facility owner, most recently as chief engineer of the Maryland Transportation Authority.

Shadde Rosenblum, AICP, has joined STV as a senior transportation planner in the Los Angeles office. Shadde will leverage his experience to pursue new highway planning opportunities for the Los Angeles office and will be involved in the management of STV projects including the South Bay Metro Green Line Extension and Westside

Transportation Study. He has 12 years of experience in transportation planning, including the preparation of multi-modal transportation studies for institutional and mixed-use



developments, corridor planning for regional highways and freeways, and the preparation of environmental-clearance documents

to satisfy CEQA and/or NEPA requirements. Prior to joining STV, Shadde was involved in projects throughout Northern California and the Pacific Northwest, including the California High-Speed Rail project and the Alaskan Way Viaduct and Seawall Replacement Project.

Eric Sloane has joined STV as a senior railroad analyst in the Transportation & Infrastructure Division, based in Philadelphia. Eric is a rail transportation professional who brings to STV over 38 years of railroad experience



in rail infrastructure, operations, equipment and training. Prior to joining STV, he worked

as director of planning for Amtrak and as a program manager in NJ TRANSIT Capital Planning Department.

Benjamin Stell, P.E., has joined STV as a senior traction power engineer in the Philadelphia office. His 26 years of extensive power systems planning experience has been complemented by traction power design projects performed for Amtrak and diverse rail transportation authorities. This



has included design of indoor and outdoor traction power substations and power distribution for AC-electrified passenger and

commuter rail, and DC-powered heavy rail, light rail, electric trolleybus and automated people mover systems. To better facilitate cost-effective planning and design of DC traction power systems, Benjamin developed the Electric Traction System Analyzer load flow simulation software. He is active in the Institute of Electrical and Electronic Engineers, and with American Railway Engineering and Maintenance-of-Way Association technical committee work, developing standards for traction power equipment design and operation.

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