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## The ASHE Potomac Section Newsletter

President's Message

### Dear ASHE Potomac,

Yes, we had a great fall of programs and activities. From Rich Clifton sharing valuable insights into the I-66 Express Lanes project to Shireen's Young Member events to helping the GMU Engineers for International Development 5K. Details of these events and others are in this newsletter.

Our Spring season promises to be equally informative, charitable and exciting:

- On February 13th we featured Eric Teitelman from Fairfax County DOT to discuss Bus Rapid Transit and other initiatives from Fairfax County;
- Our March 13th meeting will have Shailendra Patel who has led VDOT into national prominence for Design-Build. Very important to our industry - be there.
- April 10th is the First Annual Jurisdiction Roundtable. We will have representatives from each of the major jurisdiction discuss their challenges and programs. This event will be facilitated by the NVTA Executive Director Monica Backmon.
- On May 17th we have our Annual Golf Tournament to raise money for your scholarship program and the final meeting before summer. This event is a great way for your office to get out have some fun. Similar to a Summer Office party, only better.

Know a smart college student that plans on a career in transportation engineering? Our Scholarship Program is canvassing applications. Students can receive a \$2,000 scholarship, an important entry for their resume and exposure to the ASHE membership. See the Website for details.

ASHE Potomac is the largest and most involved transportation engineering organization in the metro Washington DC area. We have 30 Gold Sponsors and 206 "official" members, making us one of the largest ASHE chapters. Our members and Gold Sponsors make this Chapter a true asset to the transportation community.

Finally, your ASHE brings you great events through the hard work of a handful of volunteers. Please thank your ASHE Board early and often!

Sincerely,

**David Metcalf**  
**President, ASHE Potomac Section 2018-2019**



## Recap of past ASHE Events

### ASHE Potomac Meeting September, 12th, 2018

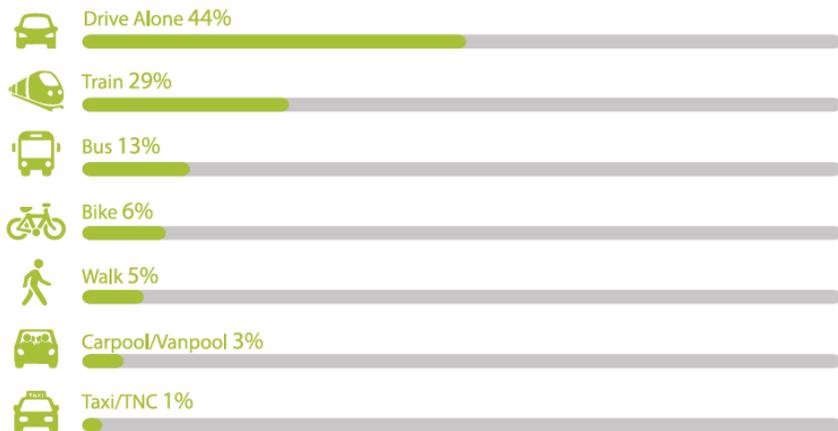
Dennis Leach, Director of Transportation, Arlington County Department of Environmental Services, Division of Transportation & Development



It was our pleasure to have Dennis Leach as our guest speaker at the September Meeting for the ASHE Potomac Section. Mr. Leach shared Arlington County's challenges in implementing innovative solutions, major projects, and the upcoming consultant opportunities.

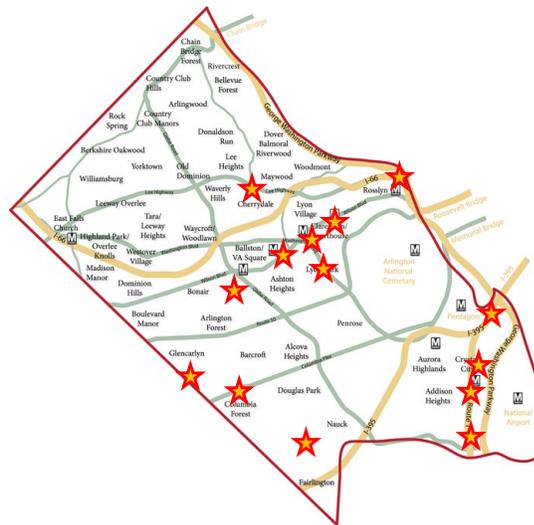
The presentation began with a few facts. Since 1995 Arlington County has seen a 22% population increase (225,200 people) and an 8% employment increase (224,200 jobs). The County continues to see a shift towards multi-family residential infill growth within Transit-Oriented Development. As of early 2018, there are over 3,600 multi-family housing units and 195 single-family units under construction in the County. Almost all of the multi-family housing is in Arlington's three transit districts which include, Rosslyn to Ballston Corridor, Columbia Pike, and the Route 1 Corridor.

Arlington is committed to developing and maintaining a transportation system that provides travel choices and equal access to all users. In a 2015 survey, it was shown that Arlington County residents take transit twice as often, and bike and walk three times as often, to commute to work as compared to the DC region. The graphic below shows the mode share results from this 2015 survey of how Arlington residents get to work.



Dennis continued his presentation by providing more facts about Arlington County and its transportation system. The County maintains 1,094 lane miles of streets, 19 miles of HOV lanes, and over 300 traffic signals. The County has 12 miles of Metrorail, 11 Metrorail Stations, and access to VRE Commuter Rail Service, Regional and Local Bus Service, Regional Commuter Buses, STAR & MetroAccess Paratransit services. The Metrobus and ART offer 37 routes combined. The County maintains 50 miles of multi-use trails, 36 miles of on-street bike lanes or sharrows, and has 94 Capital Bikeshare Stations.

Arlington County is also seeing an uptick in construction. In 2017, \$34 million of transportation projects started construction. In 2018 that amount grew to \$65 million of projects moved into construction. The County has recently completed improvements on Old Dominion Drive, Crystal City Multimodal Center, ART Fueling and Bus Wash Facility, and has built out its ITS Fiber Network which connects more than 290 traffic signals to central system. In 2018, the County will be starting construction on the Lynn Street Esplanade and Custis Trail Improvements in Rosslyn, Segments H & I of the Columbia Pike Multimodal Improvements, Clarendon Circle Improvements, the last phase of the Crystal Drive two-way conversion, several more projects listed below.



- ART Fleet Expansion – 13 40-foot buses
- Boundary Channel Drive Extension
- S. Carlin Springs Road - Arlington Blvd to County Line
- Carlin Springs Road - Vermont St to Edison St
- Clarendon Circle Improvements
- Clarendon at 15th Street
- Columbia Pike Streets – Four Mile Run to Jefferson (Segment H&I)
- Clark Street Demolition
- Crystal City Streets - 23rd St: Eads to Route 1 (Phase I)
- Crystal City Streets - 27th St and Crystal Drive 2-way
- Lynn Street Esplanade/Lee Highway
- Old Dominion Drive Missing Link
- Pershing Drive Complete Street
- Walter Reed Drive - Arlington Mill to Four Mile Run
- Wilson Blvd-Virginia Square Improvements

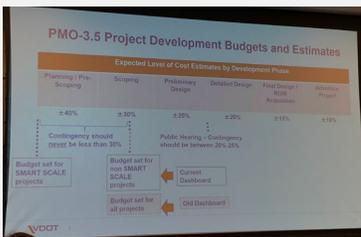
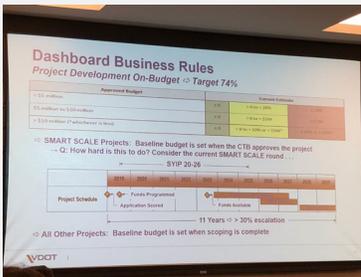
Dennis continued his presentation on highlighting other projects of interest that are underway in planning or design. These projects included the following:

- Ballston Station Multimodal Improvements
- Army Navy Drive Complete Street Project – Pentagon City
- Boundary Channel Drive Interchange
- Pentagon City Transitway Extension
- South Clark Street Demolition Project
- 15th Street Extension Project
- Expansion of the Premium Transit Network to connect Columbia Pike, Pentagon City, Crystal City, and Potomac Yard

Arlington County's Capital Improvement Program (CIP) shows a budget of \$1.33 Billion. The Adopted FY2019-2028 CIP plans to advance \$565 million in complete street improvements and \$460 million in transit projects over the next 10 years. There is a wide range of funding sources that will pay for these improvements. Almost half (48%) of the CIP budget comes from the Transportation Capital Fund (TCF) – Commercial and Industrial (C&I) Tax and funding from the Northern Virginia Transportation Authority (NVTA).

## ASHE Potomac Meeting October, 17th, 2018

Speakers from VDOT:  
Helen Cuervo, Stephen Bates,  
Gary Runco, and Susan Shaw



### State of the District Presentation to ASHE

Helen Cuervo, the District Engineer, began the presentation at the ASHE Meeting and introduced the 3 other speakers. Helen stressed the importance of VDOT's long and successful partnership with consultants to deliver projects. Smart Scale has also become a key source for funding projects in the region. It's important to keep Smart Scale projects within the committed budgets and schedules to keep projects moving.

VDOT is continuously looking for innovations in the industry and partnership opportunities. VDOT looking into ways to better accommodate and plan for Uber & Lyft users on the network as well as dedicated pick-up and drop-off areas. VDOT is also happy to share data with the industry for free to assist the development of new tools and analysis. One specific technology VDOT is exploring is an app for the blind to use to activate push buttons at crosswalks. Also, VDOT still needs to make sure their data, equipment, and communications are secure. VDOT must stay ahead to keep control of their traffic signals, ITS equipment, and cameras.

Stephen Bates, the District Location & Design Engineer, continued the presentation by touching on the organizational changes with the Location & Design division in Northern Virginia. He specifically highlighted new comers to his team such as Tim Belcher, Chris Barksdale, and Dan Reinhard.

Steve continued by covering recent updates from Location & Design. VDOT's ProjectWise software has been implemented across VDOT and all files from the Falcon server were successfully transitioned to ProjectWise. VDOT's iPM (integrated project manager?) will soon be warehoused in ProjectWise as well.

VDOT also plans to implement OpenRoad Designer in the next few years. Currently VDOT in on Microstation SelectSeries 4 and utilizes OpenRoad Technology but will eventually migrate to OpenRoad's Designer. Steve explained that OpenRoad Designer is like Geopak and InRoads software on steroids with 3D modeling capabilities.

Steve also mentioned that as of July 1st of this year, VDOT is requiring that .XML files are provided the contractors during construction. These .XML files are considered supplemental information and not a contract document.

Some other new requirements from VDOT is that all projects are required to meet MASH standards. VDOT is offering a new Guardrail Installers Training (GRIT) course. This covers the new MASH guardrail shown in the latest Road and Bridge Standards and in Appendix J of the Road Design Manual.

VDOT is looking for more common-sense engineering principles to be applied on all projects. This increases flexibility with design and VDOT requires fewer Design Waivers and Design Exceptions than before. Steve specifically mentioned that there should be no more diagonal curb ramps at intersections. Curb ramps should be positioned to lead pedestrians into the crosswalk and not into the center of the intersection.

Steve also pointed out that IdenTrust no longer supports the ACES certificates. If you need to electronically sign plans, then you must apply for a new type of certificate through the same provider.

**VDOT's Mission Statement**

"Our mission is to plan, deliver, operate and maintain a transportation system that is safe, enables easy movement of people and goods, enhances the economy and improves our quality of life."

Gary Runco, the District Structures and Bridge Engineer, continued the VDOT presentation by highlighting the summary of the department's assets. There are over 2,000 bridges and culverts that VDOT maintains in Northern Virginia which results in just over 10% of Virginia's total number. As far as ancillary structures which consist of sign structures, signal structures, high mast light and camera poles, luminaires, and cell towers, the Northern Virginia District alone maintains over 40% of the state's ancillary structures. Regarding sound walls, it was estimated in 2013 that the NOVA District maintains approximately 64 miles of sound walls which accounts for 56% of the total statewide amount.

Gary continued by summarizing the current bridge conditions in NOVA. As of October 11, 2018, 98.2% of the bridges are either green or yellow condition. Forty bridges are in the red condition that are structurally deficient and in dire need of repair. Gary explained that the State of Good Repair program can fund repairs to most of the red condition bridges however he mentioned there isn't much that separates the bridge from being yellow and red. More money is necessary to get ahead and repair the yellow rated bridges before they become red.

VDOT is actively working on several bridge projects that are in either design or construction. Here is a summary of the ongoing projects and costs:

- Centerville Road over Bull Run..... \$3.3M
- Aden Road over NSRR..... \$5.7M
- Hunter Mill Road over Difficult Run..... \$2.1M
- King Street Bridge over I-395..... \$13M
- Duke Street over I-395 ..... \$15M
- John G. Lewis Memorial Bridge ..... \$4M
- I-395 over Four Mile Run ..... \$6M
- Route 7 over Sugarland Run WB ..... \$9M
- I-66 over Ramps B & F ..... \$4M
- I-395 over Glebe Road..... \$4.7M
- Chain Bridge Road over Route 7 in Tysons ..... \$2.5M
- N. Glebe over Pimmet Run..... \$8M

Gary also mentioned some upcoming future projects that are in works but need funding. These projects are shown in the order provided:

1. Town Center Parkway under the Dulles Toll Road
2. I-95 over Neabsco Creek
3. I-66 Arlington Parking Garage Rehabilitation
4. Old Glebe Road over Glebe Road Route 120
5. Cherokee Avenue over Indian Run

Susan Shaw, VDOT's Northern Virginia Megaprojects Director, was the next to present. She focused her time on summarizing the projects that are called concession fee projects. Susan explained that the concession fee resulted from the available funds provided by the winning concessionaire team from the I-66 Outside the Beltway Project. In order for projects to receive the concession fee funds the project must meet the following requirements:

- Benefit the toll facility user (Virginia Code)
- Be federally eligible
- Meet one of the project improvement goals
  - Move more people
  - Enhance transportation connectivity
  - Improve transit service
  - Reduce roadway congestion
  - Increase travel options

The following table shows the approved concession fee projects by jurisdiction, project, and approved funds

Jurisdiction	Project	Approved Funds (Millions)
Arlington County	East Falls Church Metrorail Station Bus Bay Expansion	\$4.8
Fairfax County	Jermantown Road Bridge over I-66: Widen to four lanes	\$11.0
	Route 50 and Waples Mill Road intersection improvements	\$2.0
	Monument Drive bridge pedestrian facility improvement	\$3.8
	Commuter parking structure at Government Center/Fairfax Corner	\$38.5
	Lee Highway pedestrian improvements: Completion of missing segments of pedestrian walkway on the south side of Lee Highway from Nutley Street to Vaden Drive	\$1.3
	Poplar Tree Road bridge construction to four lanes	\$6.0
	I-66 median widening (Lee Highway (Route 29) to Route 28) for WMATA Orange Line accommodation	\$40.0
	Route 29 improvements: From Pickwick Road to Shirley Gate Road, various phases	\$26.7
Prince William County	Route 234 at Balls Ford Road interchange including Balls Ford Road improvements*	\$145
	Balls Ford Road widening: Groveton Road to Route 234 Business (Sudley Road)	\$67.4
City of Fairfax	George Snyder Trail: From Chain Bridge Road (Route 123) to Fairfax Boulevard (Route 50) at Draper Drive	\$13.6
Town of Vienna	Nutley Street SW mixed-use trail: From Marshall Road SW to Tapawingo Road SW	\$0.3
PRTC	Western bus maintenance & storage facility	\$11.1
VRE	VRE Manassas Line capacity expansion and real-time multimodal traveler information project (rolling stock, Broad Run station/parking/expansion, South Manassas 3rd track, Manassas Station platform extension, Manassas Park parking/bridge, real-time traveler info)	\$128.5
<b>Total</b>		<b>\$500M</b>

#### Concession Fee Project Status Summary:

- All projects established in VDOT system with UPC's and project numbers (18 unique projects, 1 Balance Entry Account)
- 5 project agreements complete
- 5 project agreements in progress
- 4 projects to be accomplished within 66 Outside the Beltway Project
- \$10,157,486 Balance in \$500 Million Concession Fee Project Account

Nicholas Roper, the District Project Development Engineer, wrapped up the presentation by VDOT. Nick expanded upon the current project summaries on dashboard. He mentioned that the locally administered Smart Scale & other projects affecting the overall 70% On Time Target. He also mentioned that the local administered Other projects & NOVA Smart Scale is in jeopardy of missing 74% On Budget target. The complete summary of the Dashboard Performance is shown in the figure below:

#### Construction Performance

**70%**  
on time

**74%**  
on budget

## Project Development Dashboard Performance

Scheduled for FY19 Award

District	Admin	SMART SCALE Projects			Other Projects			All Projects		
		#	On Time	On Budget	#	On Time	On Budget	#	On Time	On Budget
Statewide	VDOT	23	78%	82%	120	83%	81%	143	82%	81%
	Local	13	53%	61%	203	64%	75%	216	63%	75%
	All	36	69%	75%	323	71%	78%	359	71%	77%
NOVA	VDOT	1	0%	0%	15	73%	86%	16	68%	81%
	Local	4	25%	100%	46	65%	69%	50	62%	72%
	All	5	20%	100%	61	67%	73%	66	63%	75%

Nick reminded attendees that the project development budgets should always consider contingency. Per PMO-3.5 the contingency goes from 40% at the Planning/Pre-Scoping level to 10% when projects are advertised. The budget set for Smart Scale projects include a 40% contingency while 30% is set for non-Smart Scale projects. Nick also explained that is super important to consider escalation for the Smart Scale Project Budgets. Since the funds are a minimum 5-6 years out from when the applications are due, a typical project should expect to consider an escalation of 30% for the ~11 years it takes to go through preliminary engineering, right-of-way, utility relocations, and constructions once the funds arrive.

This year there was a QA team assembled by the NOVA district to review all Smart Scale application estimates. Common Issues encountered included the following:

- Inflation not accounted for on nearly every non-PCES estimate
- Commercial damages and condemnation risk usually missing
- Appropriate contingency needs to be used
- Traffic signal costs shown too low given spec change; especially when using PCES default for \$150K
- Sound walls usually not included where there is a potential
- Phase cannot start August 2023 if tied to SMART SCALE funding
- PE duration for LAP process (agreements, consultant procurement) generally is too short
- Nick closed the presentation by leaving attendees with the following remarks/guidance on Smart Scale project applications.
- Use appropriate contingency
- High contingency at project initiation/pre-scoping to account for unknown risks and undeveloped design
- Reduce contingency as the design develops and construction line items mature
- Don't forget to escalate the estimate
- Know what PCES can and cannot do
- Sound walls, stormwater management facilities, contingency, high traffic/ancillary structure costs, etc. all need to be added on the Construction Misc. tab
- For SMART SCALE the estimate approved by the CTB is the budget

## GMU-EFID 5K Fun Run September 3rd, 2018



The American Society of Highway Engineers (ASHE), Potomac Section, has been hosting students from George Mason University (GMU) at monthly dinner meetings, for the past few years. The section meetings are held in Vienna, Virginia, and mere minutes from the GMU Fairfax Campus. The students were exposed not only to the technical presentations of the evening, but shadowed Board Members who helped them network. The Potomac Section is interested in further fostering the involvement of college students in ASHE and actively looks for opportunities to strengthen the relationship.



In 2018, ASHE Board was approached by GMU Engineers for International Development (EfID) students in sponsoring their annual 5K run. ASHE assisted GMU EfID by creating a constant contact page to manage the registrations and advertising the event to all ASHE Potomac members and friends. The collaboration was smooth and effective and the event helped raise close to \$1,500 in funds that were to be used on materials for the next EfID project.

Through this event the ASHE Potomac members were able to learn about the projects designed and built by the students. Their latest project is a Water Project in San Pablo de Amali, Ecuador that will provide water filtration for a poverty-stricken community.

During the summer of 2018, the students built a bridge along the Appalachian Trail. The bridge site is on the Tuscarora Trail, near Toms Brook in Virginia. The process was seven months long and it involved coordination with the Potomac Appalachian Trail Club (PATC). The students inspected and surveyed the site to gather the data necessary for the design. Then they collaborated with faculty members and professional engineers to develop and validate their design. The result is a timber bridge that was executed within the standards outlined by PATC; taking into account environmental constraints and impacts, constructability and a strict budget.

You can find out more about EfID and their organization here:  
<http://www.gmu-efid.org/>

### ASHE's Mission Statement

"The mission of the American Society of Highway Engineers is to provide a forum for members and partners of the highway industry to promote a safe, efficient and sustainable transportation system through education, innovation and fellowship."



## ASHE Potomac Meeting November, 14th, 2018

Speaker from FAM  
Construction: Richard Clifton

Mr. Richard Clifton, Responsible Charge Engineer for FAM Construction, LLC.

We're pleased to have the past ASHE National President as our guest speaker for the Potomac Sections, November meeting. Mr. Richard Clifton, who is the responsible charge engineer for FAM Construction, presented on the Transform 66 Outside the Beltway Project. His presentation included the history of I-66, identified the project need, described the project overview and the responsible parties, discussed updates to the project design, and outline the project timeline. There was also time for questions and answers at the end of his presentation. A couple noteworthy highlights from this presentation is the estimated timeline for I-66 Improvements. In the summer of 2019, a new park and ride lot will open near Gainesville with 960 parking spaces. In the summer of 2020, the project will begin the phased removal of four (4) traffic signals from Route 28. And by December 2022 the Express Lanes are planned to open. Also the project is revisiting the planned Diverging Diamond Interchange at Nutley Street to a "Dog Bone" Design Alternative which utilizes two roundabouts as part of the interchange layout. Richard Clifton left the attendees with some fun project construction facts for this 22.5 mile project that include the following:

- All 4 existing lanes must be kept open during peak traffic hours
- Mass Excavation (over 4,000,000 CY)
- Installation of over 2,000,000 SF of Retaining Walls
- Multiple New Bridges and Bridge Widening
- Over 225 lane miles of new Roadway and Pavement Overlay

More information about the November meeting can be found from ASHE Potomac's Website and downloading the meeting's powerpoint slides.



**ASHE Happy Hour  
November 29th, 2018**

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Breakers Sky Lounge,  
Herndon, VA



**ASHE Holiday Party  
December 11th, 2018**

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Westwood Country Club,  
Vienna, VA



# Stephen M. Evans Memorial Scholarship



## Up to \$5,000 in SCHOLARSHIP(S)

AVAILABLE FOR STUDENTS PURSUING B.S. DEGREES IN CIVIL ENGINEERING OR TRANSPORTATION RELATED FIELDS

Applicants must be an undergraduate student entering their junior or senior year, enrolled in an ABET-accredited engineering program majoring in Civil Engineering. Applicants must have an interest in transportation engineering, a minimum overall GPA of 2.75 on a 4.0 Scale for all course work and a minimum GPA of 3.0 on a 4.0 Scale for all engineering courses.

These Scholarships are from the Potomac Section of The American Society of Highway Engineers (ASHE). The Potomac Section is based in Northern Virginia with members from across the Washington DC metro area.

### ESSAY

Applicants must prepare an essay of at least 500 words describing the following:

- How the applicant became interested in engineering.
- The applicant's personal goals as they pertain to Transportation Engineering.
- The contributions the applicant hopes to make to the transportation industry.

### SUBMISSION REQUIREMENTS

- Essay
- Transcript\*
- Resume

#### Submit applications to:

Derrick Shelton

[DShelton@HaleyAldrich.com](mailto:DShelton@HaleyAldrich.com)

**Subject: ASHE Potomac Scholarship Application**

**Questions: Use e-mail above or call 703.336.6208**

\*An unofficial transcript is acceptable for the 3/20 submission, but an official transcript will be required if the candidate is selected to receive a scholarship.

### CANDIDATE SELECTION

The ASHE Potomac Board of Directors will evaluate the submissions. Winner(s) will be asked to attend the May 22, 2019 ASHE Dinner Meeting for presentation of award(s). Good Luck!

**Application Deadline**  
**March 20, 2019**

## UPCOMING EVENTS



# Golf Tournament

To Benefit the Stephen M. Evans Memorial Scholarship

**FRIDAY, May 17th**

### **Bull Run Golf Club**

**3520 James Madison Highway, Haymarket, VA 20169**

- Registration begins at 12:00 noon with a box lunch
- Driving Range available prior to the event
- Four person/captain's choice modified shotgun at 1:00 p.m.
- Awards dinner (BBQ) following the tournament
- Prizes will be awarded for closest to the pin and longest drive, and to the 1st, 2nd, and 3rd place teams
- Raffle tickets will be sold for great prizes!
- Cost: \$90 per golfer; \$360 per foursome  
(Includes green fees, cart, range balls, a box lunch, refreshments and dinner)

**Register by May 6, 2019!**



**Sign Up & Get More Info at: [www.potomac.ashe.pro/events](http://www.potomac.ashe.pro/events)**

## Upcoming ASHE Events

- March 13th — Monthly Meeting, Presentation by Shailendra Patel, VDOT, at Westwood CC
- March 18th — Mid-Atlantic Region's 2018 Annual Spring Technical Conference, at University of Virginia in Charlottesville
- April 10th — Monthly Meeting, Local Jurisdiction Roundtable, at Westwood CC
- May 8th-12th — ASHE National Conference, Nashville, TN
- May 17th — ASHE Golf Tournament, Bull Run Golf Club
- May 22nd — Monthly Meeting, Presentation on Amazon HQ2, at Westwood CC
- Date TBD — Summer Field Trip, Location TBD

**Save the dates!**

## ASHE Potomac's Gold Members in the News



- TRANSPORTATION / UTILITY DESIGN & COORDINATION
- TRAFFIC ENGINEERING
- LAND DEVELOPMENT & PLANNING
- SURVEYING
- RIGHT OF WAY SERVICES
- ENVIRONMENTAL SERVICES
- TRAFFIC ENGINEERING
- CEI SERVICES
- STRUCTURES / BRIDGES
- LITIGATION SUPPORT



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T3 Design Corporation (T3), a woman-owned small business, is committed to providing the best service for its' customers while nurturing its' employee's professional growth and development. By attending technical meetings and conferences T3 stays abreast of the latest development in the industry and in tune with technical advances and innovations. T3 supports professional organization by being a corporate sponsor and sponsoring their employee membership and meeting participation. Two T3 staff members, Cerasela Cristei, PE and Ryan McCreedy, PE, are on the ASHE Potomac Board, and have been active for the past several years. T3 and its staff are also active on the Board of Women's Transportation Seminar – DC. T3 is the winner of the Employer of the Year Award from WTS DC in 2016, and Cerasela Cristei won the 2018 President's Award. T3 is also playing an active role in other professional societies including ACEC, ITS MD and VTCA.

GeoPotential Consulting is a SWAM and DBE certified firm dedicated to providing top-class services in the Greater Mid-Atlantic region. We are committed to promoting the highest level of customer satisfaction while maintaining quality and timeliness of delivery.



Under our engineering division, we provide Geotechnical design and analysis, studies, observation and testing services, Environmental IAQ, Soils Management studies, SPCC and SWPPP; Geothermal ground loop designs, installation, QC, Commissioning, MEP inspection services and Construction Materials Testing services for commercial, industrial, federal and highway projects.



In 2018, we provided our services for signature projects such as The Washington Monument, Russell Senate Building, Dulles Metro Phase II, Balaji Temple and Local Community Centers.

GeoPotential, a NATE member firm, through its GPC Institute, provides weekend continuing education courses for professionals in Sustainability and Green Energy programs and IT Microsoft, VMWare, CITRIX training for entry level IT professionals.

GeoPotential is a proud gold sponsor of ASHE and led its 2018 Regional Technical Conference as the Chair.



## VOLKERT

**Volkert, Inc. welcomes Mark Burris, PE**, as the Mid-Atlantic Region's *Deputy Director of Municipal & Highway Engineering*. Mark's 35 years of experience includes managing transportation

design and construction for civil and structural projects. He has served as Design Manager for numerous D-B and P3 projects, and as Project Manager for on-call task order contracts for VDOT and municipalities throughout the Commonwealth.

In his new role Mark is focusing on the growth of Volkert's municipal practice, and supporting VDOT Locally Administered Projects (LAPs) and other VDOT transportation improvements. His experience along the I-81 Corridor, and in Hampton Roads, and Central and Northern Virginia provides Volkert with additional depth in these critical infrastructure growth areas.

Mark earned his BS in civil engineering from Old Dominion University, and can be reached at [mark.burris@volkert.com](mailto:mark.burris@volkert.com).

Volkert, a full-service transportation infrastructure firm, offers civil, traffic, and structural engineering; landscape architecture and urban design; bridge safety inspections and construction engineering and inspection; and transportation planning, right-of-way and environmental services.

## ASHE Potomac's Gold Members in the News

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Project Spotlight – Carolina Crossroads  
*"Change is Coming"*



Located in the heart of South Carolina, the I-20, I-26 and I-126 interstate corridor serves as the major hub for the Midlands' commuters, travelers and commerce. With over 130,000 vehicles traveling on the interchange,

daily, safety and traffic congestion are high priorities for improvements of the interstate. With \$1.5B dedicated for repairs, STV, Inc. utilized SAM as a sub to perform utility coordination and SUE. SAM mobilized a team from 9 of our offices throughout the country and supplied all of the equipment necessary for completion of approximately 830,000 LF of underground utilities for Quality Level "B" information, approximately 88,000 LF of underground utilities for Quality Level "C" information, approximately 960 utility poles, an estimated 176 sanitary sewer manholes and approximately 20 test holes for Quality Level "A". SAM also utilized LiDAR to map the entire corridor of 12 miles of interstate. This project was led by Project Manager, Mr. Robert Lux, PLS, and Phase Manager, Mr. Roy Davis.



# Thank you to our 2018-2019 Gold Member Sponsors!

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