TOP PROJECTS IN NEW JERSEY

ASHE Southern New Jersey

Summer 2019

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Brent Bitsko—Event Photos

Lori Wade—Past Presidents Chair

George Zimmer—Golf Outing

ASHE SNJ is a 501(c) 6 Non-Profit Organization

A Message from Mike Frabizzio ASHE SNJ President

As the calendar turns to September, the early morning roads fill with school buses, and autumn leaves lurk on the horizon, we get set to kick off a new ASHE year. With great pride and excitement, I am succeeding Matt Benscoter as the SNJ section president. On behalf of the Board and the entire membership, I'd like to thank Matt for all of the time and effort he volunteered last year in accomplishing ambitious goals for the section. To all of you, our membership, welcome back to what promises to be an enriching and rewarding new year.

Our section is fortunate to have an Executive Board and Board of Directors that is comprised of a mix of ages and experience, representing various companies and highway sectors. I'd like to take this opportunity to report on some of the endeavors to be led this year by our Board.

Coming off the heels of a highly successful summer event, perhaps it is best to start with our annual Golf Outing. Led by Steve Forney and George Zimmer, this past July's outing took place at the beautiful Little Mill Country Club and raised approximately $8,000 in scholarship funding! Steve and George are already looking forward to planning an even better event for next summer.

Amy Sokalski, our new VP, has been busy this summer preparing a dinner meeting program that appeals to the varied interests of our membership. This program will include exciting projects and technical presentations from our members in addition to the customary field trip, ethics training, and Project of the Year awards. Keeping to tradition, the September meeting will be a joint event with the NCNJ section, where we gratefully welcome NJDOT's Assistant Commissioner -CPM and State Transportation Engineer, Snehal Patel, to present on the Department's Capital Program. As you all know, these monthly meetings are an excellent forum to catch up and network with colleagues, keep informed on current industry topics, and collect PDH credits while you're at it!

Richard Grubb's initiatives as Education Chair and Chris Donahey's work as PR Chair are some of the most noteworthy and yet easily overlooked efforts that happen behind the scenes. Having conceived of the idea of bringing ASHE student chapters to our local colleges, Richard continues to build on the noble work he initiated a few years ago. The enthusiasm and commitment exuded by Chris in his PR efforts have been a breath of fresh air over the past couple years and inspire the Board as a whole. The mere existence and impressive quality of this very newsletter are due to Chris' dedication.

Joe Macios (Treasurer), Heather Sabetta (Secretary), and Joe Danyo (Regional Director) have been mainstays over the past several years, dutifully agreeing to these important positions year after year. Remy Donahey (Website), Chris Gentz (Sponsors & Venues), Phil Thompson (PDH Coordinator), Alex Kluka (Membership), Carrie Streahle (Scholarship), Joe Wittman (Social Media), Brent Bitsko (Photography), Katie Daly (Social Events), and Lori Wade (Past Presidents) round out our Board members who find time among their busy schedules to advance our industry through ASHE. Thanks to all of them!

We have many more initiatives planned beyond those listed here and encourage participation from our full membership. If you have any ideas and/or want to see how you can get more involved, please get in touch with me or another Board member. I look forward to seeing you all throughout the course of what is sure to be a productive year! ■

TOP PROJECTS IN NEW JERSEY

PART 1

ENTRIES

OVER $5 MILLION

Route 206 Bridges over Stony Brook

Built in 1792 by local masons using stone from nearby quarries, the Route 206 Stone Arch Bridge over Stony Brook in Princeton is the oldest state-owned bridge in New Jersey still in use and represents a link in the early transportation history of New Jersey. The bridge was as part of the early eighteenth-century King's Highway and as an important crossing during the Battle of Princeton. The original bridge was damaged for strategic reasons during the battle.

The project was triggered by a partial collapse of the parapet and spandrel wall above the north arch on the upstream side of the structure forcing this section of Route 206 to be closed on February 22, 2016. The failed area was stabilized, and an in-depth inspection of the bridge was performed, which revealed additional areas that needed to be addressed prior to reopening the road to traffic. Emergency repairs were performed and roadway was re-opened to automobile traffic on March 7th, 2016.

The full rehabilitation of the Stone Arch Bridge consisted of removing the fill above the arches, rebuilding out-of-plumb walls with the same stone

using a lime-based historically-appropriate mortar, and constructing concrete saddles and walls within the roadway fill to strengthen the arch. The fill of the roadway above the arches was constructed with light-weight concrete to eliminate water infiltration. A reinforced concrete core was used for the parapets for crashworthiness and was faced with existing stone. The parapet maintains the existing draping pattern across the bridge. ■

NJ Turnpike Interchange 14A Traffic Improvements

Interchange 14A serves as a pivotal access route for New Jersey's Hudson County communities of Bayonne and southern Jersey City, where approximately 50,000 vehicles travel daily. Commuter and cargo truck bottlenecks throughout the interchange were a source of frustration for travelers and hampered the timely transport of goods to the waterfront commerce districts. Congestion was expected to increase as the Global Marine Terminal with existing demand of 500,000 containers is expected to grow to 3 million containers by 2050.

Gannett Fleming studied and designed interchange improvements to relieve traffic gridlock, accommodate planned development, and better handle traffic volume. The improvements will accommodate an anticipated 93 percent increase in demand, from an approximately 50,000 annual daily traffic (ADT) count to a 91,000 ADT by 2035. Key project objectives focused on optimizing operations, minimizing construction costs and property acquisitions, and lessening environmental and community impacts. The $300 million project was delivered one month ahead of schedule and $14 million under budget and featured a rehabilitated toll plaza with two additional lanes,

11,000 linear feet of new and reconstructed ramps, and three bridge widenings. Five new bridge structures included replacing a two-lane bridge to accommodate an anticipated traffic increase from 2,000 vehicles per hour (vph) to 4,000 vph on the connector. Careful planning, thoughtful engineering, and collaboration were the keys to success for this project which included nearly 80 public stakeholder meetings. ■

Senator Joseph M. Kyrillos Bridge

The existing S-17 bridge over Swimming River was a temporary Acrow panel bridge, installed in 2004. This deficient structure was replaced by the new Senator Joseph M. Kyrillos Bridge, which provides a critical connection between the Township of Middletown and Borough of Red Bank in Monmouth County, New Jersey. The project was administered by the County of Monmouth in conjunction with the North Jersey Transportation Authority and the New Jersey Department of Transportation utilizing partial Federal Funding.

The project design represents a balance between satisfying the transportation needs of the area by maintaining a critical connection to the unique historic downtown shopping district and providing access to Riverview Medical Center, a regional hospital in Red Bank, while respecting and enhancing the aquatic and vegetative environment found in the Swimming River. The design incorporates environmental timing restrictions on in-water work imposed by the New Jersey Department of Environmental Protection. Along with timing restrictions for lane closures and detour periods that served to protect the social and economic viability of the surrounding municipalities by avoiding impacts to the vibrant business climate present in downtown Red Bank.

The new County Bridge S-17 was constructed on an alignment situated outside and to the north of the existing bridge on a curve to maximize the amount of the new bridge constructed without impacting traffic on the existing bridge. The bridge is a 488-foot long steel girder bridge consisting of six (6) ±80-foot spans supported on pile bents and pile supported abutments. The new bridge has a 32' wide cartway with curb and 6' wide sidewalks on each side of the roadway to accommodate pedestrians. ■

Garden State Parkway over Great Egg Harbor and Drag Channel

While the primary project goals were to improve the Parkway lane and shoulder widths, profile, drainage and grading, this project was much more. The project included a 10 foot wide multi-use path along the western side of the Parkway over the channels, a fishing area on the Drag Channel Bridge, and a bioretention basin to collect runoff from the added impervious area. The project team faced many complex challenges, particularly the environmental restrictions within the project limits including construction work timing restrictions, a noise mitigation and monitoring system, and access limitations to avoid wetlands impacts. Another obstacle was the close proximity of the new bridges to the existing structures. In order to ensure the existing structures were not damaged during construction, the use of pile jetting and reduced hammer stroke, sheeting installation, and an extensive vibration and movement monitoring program were all utilized. The project is located in a highly corrosive area for which measures were taken to maximize the service life of the structures. Prestressed beams, HPC concrete, and epoxy coated rebar were all design elements to mitigate the effects of corrosion.

Innovative techniques included Geofoam backfill to reduce soil loading, Mechanically Stabilized Earth (MSE) walls, and Statnamic Pile Load testing to save on both cost and time. The structural design incorporated post-tensioned pre-stressed beams providing long spans, with a material the will resist a highly corrosive environment. ■

Route 31 Flemington Circle

In 2007, the Flemington Circle ranked seventh in highest crash frequency among all NJ state highway intersections, with approximately 100 crashes per year within the circle or approaches. To alleviate these issues, McCormick Taylor designed safety and operational improvements to reduce vehicular conflicts and driver confusion. These improvements started with complete geometric redesign of the circle and approaches to provide modern roundabout features such as approach deflection, "upside down plate" grading design, and truck aprons. Bypass lanes for Route 202 northbound traffic and Route 31 southbound to Route 12 traffic were added. Sidewalks were also constructed along the entire length of the circle's perimeter for pedestrian compatibility. Finally, roundabout signing, pavement markings, and lighting improvements were provided. The adjacent Route 202/31 and Reaville Avenue signalized intersection was also upgraded to include new traffic signal equipment, crosswalks, ADA-compatible curb ramps, video detection, and pedestrian countdown signal heads and pushbuttons.

The interior portion of the circle was reconstructed first, and temporary pavement was added for use as

travel lanes during the later stages of construction. In addition, a stormwater management basin was constructed within the infield area of the circle during the initial construction. Traffic was then shifted to the newly constructed interior of the circle and the previously poured temporary pavement while the outside portion of the new traffic circle was constructed. Access to adjacent commercial properties was maintained during business hours throughout the duration of construction. ■

Garden State Parkway Interchange 163 Improvements

A study by the New Jersey Turnpike Authority (NJTA) in 2008 of Garden State Parkway interchange 163, found that the Parkway left-side exits to Route 17 were a safety issue and contributed to mainline traffic congestion. Dewberry was selected to redesign the interchange and relocate the left-side exits to traditional right-side exits. The innovative design took advantage of the wide median between the GSP's northbound and southbound lanes, shifting the Parkway lanes to the median and converting the old lanes to new right-side exit ramps. The $67-million project included the construction of six new bridges, the rehabilitation of four bridges, approximately half a mile of roadways, retaining walls, major utility relocations, and stormwater management facilities. A key element of Dewberry's design eliminated the need to construct piers in Route 17 for the new bridges, which meant lanes on Route 17 would not have to be closed for construction and the

NJTA would not have to close traffic for future pier maintenance. Dewberry provided preliminary engineering, final design and environmental permitting services. ■

Route 280/21 Interchange Improvements

Like many interstates constructed through cities in the 1950s and 1960s, the Route I-280 and Route 21 Interchange was squeezed into the existing urban community and constructed without the full complement of connecting traffic movements. The primary project purpose was to replace six deteriorated bridges that had reached the end of their service lives. The project also provided three "missing" connections between I-280 and NJ Route 21, while eliminating two connections between Route 21 and a local street. Michael Baker lead the team that designed the innovative design and construction staging concept that used two stages to reconstruct the interchange, while maintaining 4-travel lanes along I-280. First, I-280 traffic was shifted to the outside of the mainline onto temporary elevated roadways retained by temporary MSE walls located on top of permanent MSE walls. During the second stage, Accelerated Bridge Construction (ABC) techniques were used to replace the I-280 bridges over two week-

ends. Cast-in-place, post-tensioned integral outrigger pier caps were utilized to reduce the structure depth while eliminating undesirable fracture critical members. Low friction HLMR bearings were used to minimize the size of the integral outrigger pier foundations. The deck of the I-280/Broad Street bridge was replaced using lightweight concrete with increased top cover to improve the live load capacity and minimize the extent of the structural steel retrofitting. ■

NEW JERSEY PROJECT OF THE YEAR WINNER OVER $5 MILION

Check-out the upcoming Fall 2109 Newsletter which will showcase projects under $5 Million

Raising the Bayonne Bridge: Milestone 2 Completion

Built in 1931, the Bayonne Bridge has been an icon in the New York/New Jersey area for nearly a century. At one time, the longest steel arch bridge in the world, it now threatens to cut off trade in the Eastern Seaboard's busiest ports, Newark and Elizabeth, New Jersey.

With the expansion of the Panama Canal and introduction of new "Panamax" shipping vessels — too large to fit under the old bridge's 151-foot navigational clearance — the Port Authority of New York & New Jersey and the HDR/PB design team sought to raise the bridge by 64 feet — allowing the new supersized vessels to pass underneath. As of Milestone 2 completion, the structure is no longer a barrier to port entry, and Panamax ships can safely pass under the bridge.

Constructing the new bridge overtop the existing arch roadway without closing it to traffic was seen as an audacious task — one never previously attempted and only possible through a complex construction sequence. Additionally, because the Bayonne Bridge is one of only four bridges connecting New Jersey to Staten Island — and prior to construction, carried nearly 3.5 million vehicles per year — closing the bridge was not an option. Further, with 280,000 jobs and more than $200 billion in goods flowing through the ports, the team could not impact the navigable waterway.

As a result of the project, the roadway was widened from four 10-foot lanes with no median divider or shoulders to four 12-foot lanes with a concrete median barrier and 5-foot shoulders. An expanded 12-foot shared-use path will span the entire structure and allow pedestrian and bike traffic to cross the bridge. Approach ramps now include acceleration and deceleration lanes, which provide additional safety measures to traffic entering or exiting the highway. The project team also paid homage to the original historical design, which included rail transit, by allowing for a future light rail expansion to Staten Island. The new structure also includes a new electrical design, a fire suppression system, mechanical and electrical buildings, aesthetic lighting, security enhancements, health monitoring system and fully electronic tolling.

Because of staging and maintenance of traffic throughout the project, the existing and raised roadway was in place simultaneously. To accommodate vehicular access through the arch at the raised roadway and to support this temporary double-deck condition, more than 4,000 tons of steel strengthening plates were added to the arch structure. The strengthened steel also brought the bridge into conformance with American Association of State Highway and Transportation Officials (AASHTO) standards.

The narrow construction site presented another construction challenge. With residential homes less than 20 feet from the worksite, the design team located approach piers within the existing right-of-way to not only avoid property annexation, but also limit environmental impacts.

When complete, the historic Bayonne Bridge will be safer and provide opportunities for future development — while no longer being a barrier to the busiest ports on the Eastern Seaboard. ■

Dam Safety

Spotlight on Greenman Pedersen, Inc.

The Route 130 Crystal Lake Dam Project provided for the reconstruction of the Crystal Lake Dam, structural repairs, and roadway safety upgrades. Crystal Lake Dam is located at milepost 53.46 of US Route 130 in Bordentown and Mansfield Townships, Burlington County, NJ. The dam embankment carries US Route 130 over Springhill Brook (a tidally flowed tributary of the Delaware River), protects the downstream Conrail/NJ Transit rail viaduct and recently constructed Bordentown Waterfront Development, and provides for stable water depths in Crystal Lake. The dam has long been classified as a "significant hazard" dam, did not conform to current NJDEP Bureau of Dam Safety regulations, and was recommended for overtopping protection. The dam exists over the Springhill Brook which flows under the dam via a large box culvert and is a tidally flowed tributary of the Delaware River. The brook reverses flow through the area as the tide changes, resulting in a complex dam reconstruction.

The reconstruction provided a cutting-edge solution, which has not previously been used by the NJDOT on their dam projects. This milestone project introduced the first successful application of Articulated Concrete Block Matting (ACBM) armoring to an NJDOT dam. ACBMs provided a safe, inexpensive, low maintenance approach to strengthen and preserve the dam embankment from failure during an overtopping flood event. Repairs to the culvert and improvements to roadway safety atop the dam were also included in the project.

The Design Team worked collaboratively with the NJDEP Bureau of Dam Safety throughout both design and construction to quickly resolve all challenges ensuring that the dam construction would ultimately be approved by Dam Safety. Such collaboration allowed for innovative resolutions to be approved expeditiously and was minimizing cost while avoiding heavy construction delays. All work was completed within rigid timing restrictions as established in several environmental permits on construction activities both on land and in-water, as the project site is home to a diverse wildlife habitat including several threatened and endangered species. Relocation and monitoring of several State Threatened species of freshwater mussels was performed to avoid wildlife harm.

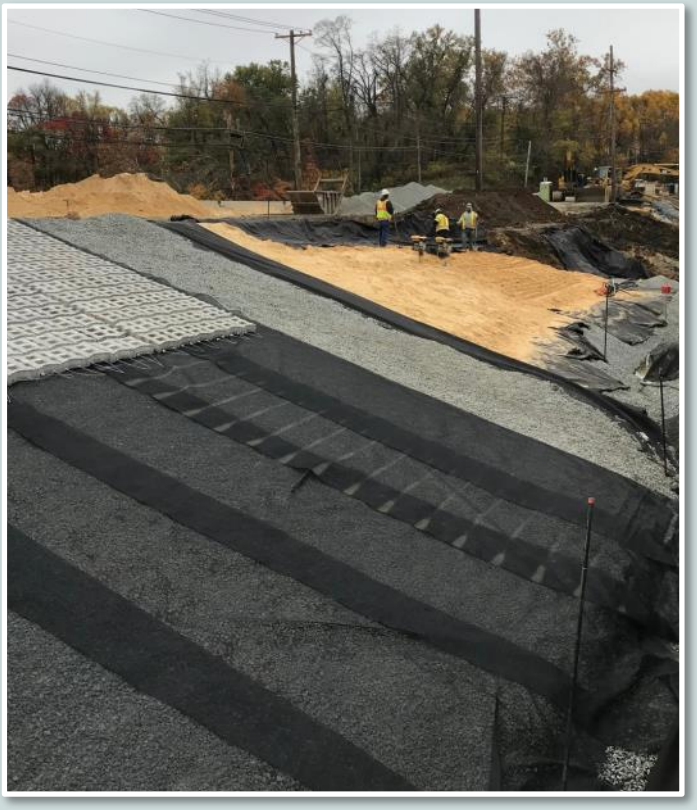
With utilities present atop the dam on both sides of the roadway and in the median between NB and SB Route 130, significant utility coordination was required, including temporary relocations and protections. However, all utility services were maintained throughout construction.

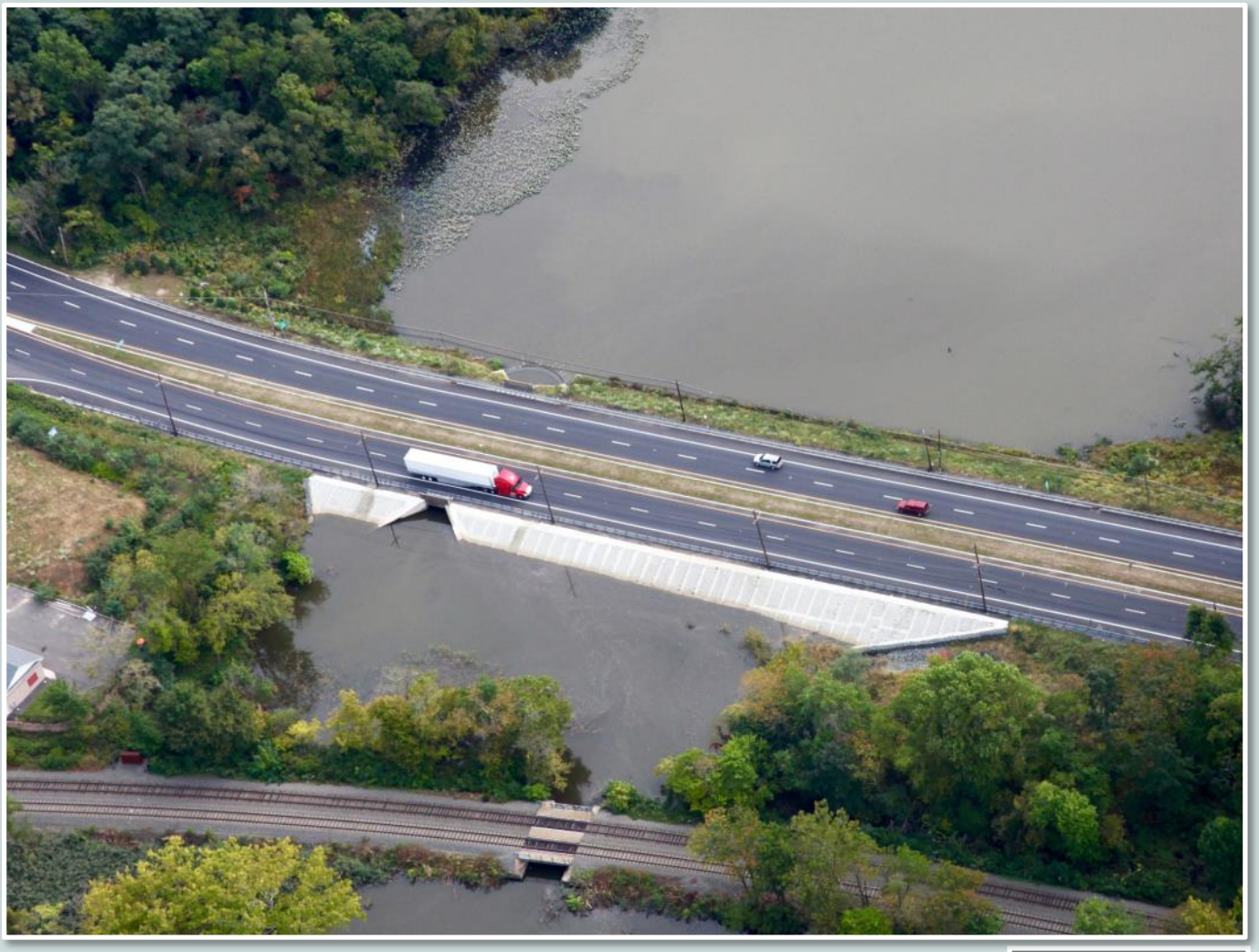
Traffic was maintained throughout construction, as well as access to the local homes, businesses, and concurrent construction of the Bordentown Waterfront Development located within the project site.

Public perception of the engineering profession was strengthened through the design's ability to provide a visible dam reconstruction, as a display of the client's commitment to safety with minimal impact to the surrounding community and fragile natural environment.

For years to come, the ACBM improvements to the dam will protect the dam embankment, active NJ Transit passenger rail line just west of the dam and its viaduct over Springhill Brook, and the Route 130 roadway (and its daily users) as well as Crystal Lake and its diverse wildlife and its contribution to the community.

Overall, the decision to reconstruct the dam using ACBMs was a very cost-effective decision that reduced construction costs by over 2.3 million dollars. The innovations that were implemented will provide a great sample for the client's future dam reconstruction projects. ■





Section Meetings

April Meeting Project of the Year & Future Cities

In accordance with tradition, the April meeting was a joint endeavor between ASHE SNJ and ASHE NC-NJ, featuring the Project of the Year Competition. This year, the competition was outstanding, demonstrated by the projects over $5 million which are described in this newsletter. However this is only half of the entries. The competition for projects under $5 million was also stiff, and the Fall Newsletter will include a summary. With the two levels of competition, it was just too much to fit into one newsletter.

The April meeting also included a presentation by the Future Cities Team. These middle school students use the engineering design process to develop sustainable urban plans and project management methods to keep their projects on track. ■

Future City sustainable model with compact urban layout & energy efficient transportation system

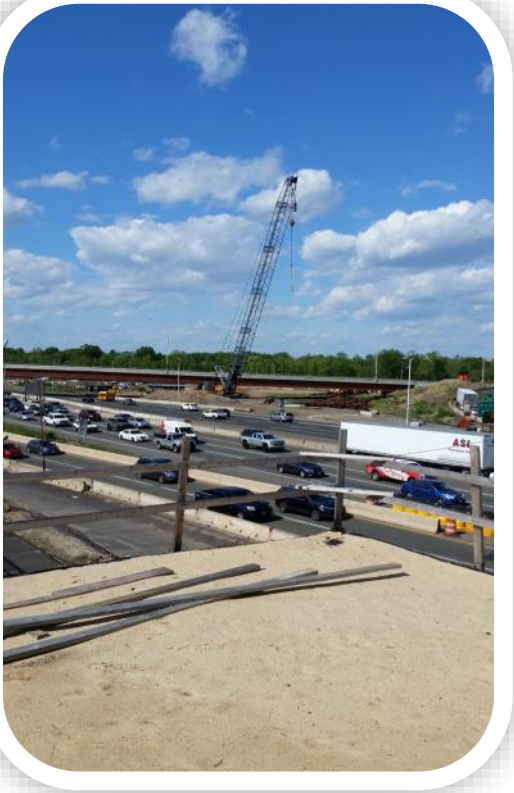
The design team

Member Appreciation Event

Each year, SNJ sponsors a social event exclusively for our members to show our appreciation for their continuing involvement and support. This year's event was held at Top Golf, a warm-up for the Scholarship Gold outing. ■

Section Meetings

May Meeting & Field Trip
I-295 / I-76 / Route 42
Direct Connection



The I-295/I-76/Route 42 interchange is one of the largest and most congested intersections in southern New Jersey, carrying large volumes of commuter traffic to and from Philadelphia via the Walt Whitman Bridge. It is also a connection via Route 42 and the Atlantic City Expressway to the shore areas for weekend trips. Presently, the I-295/I-76/Route 42 interchange does not provide a direct connection for I-295 through traffic. The existing interchange requires motorists to reduce speed in both directions of I-295 so that they can safely negotiate ramps with 35 mph speed limits.

Dewberry is responsible for each phase of this $900 million direct connection from the initial preparation of environmental documents through completion of final design and construction. The purpose of this project is to improve safety and reduce traffic congestion at the interchange of I-295/I-76/Route 42 while providing a direct connection for I-295 through traffic. The project addresses quality-of-life issues as they relate to motorists, residents, and the environment. The improvements eliminate existing weaving conditions, improve ramp merging, upgrade ramp geometry, and add left and right shoulders throughout the Interchange.

The final design, which will carry I-295 over I-76/Route 42 on a six lane structure, includes 13 bridges, two culverts, noise walls, and 22 retaining walls. A stormwater pump station will also be required in addition to stormwater management basins. Required permits include New Jersey Department of Environmental Protection (NJDEP) Freshwater and Coastal Wetlands, NJDEP Waterfront Development, NJDEP Flood Hazard Area, and USACE Section 404 and Section 10.

The construction has been split into five contracts. The Advance ITS contract and Contract No. 1 are complete, Contracts No. 2 and No. 3 are under construction, and Contract No. 4 is in Final Design. ■

Scholarship Golf Outing

This year, the Golf Outing was held at a new venue, the award winning Little Mill County Club, one of the most pristine private courses in southern New Jersey. The golf outing is one of the most anticipated ASHE annual events and raised funds to benefit the scholarship program. Every year it seems we get a bigger and better turnout, and this year was no different. A fun round of 18 holes on the beautiful course was followed by lunch, a door prize giveaway, a 50/50, and a raffle with great prizes, such as Philadelphia Flyers tickets, Eagles tickets, a new 50' Samsung TV, and even a shot at winning $15,000 in cash.

The outing was a great success for our scholarship winners and allows us to continue to reward great students with scholarships. See you again next year! ■


DELAWARE
PING

Section News & Reminders

2019 Scholarships

This year, there were eleven applications for a limited number of available scholarships, and the competition was tough. Eventually, four exceptional candidates were selected:

Megan Bandomer was selected to receive a $2500 scholarship. She is a Senior at Rutgers University – New Brunswick studying Civil Engineering with a GPA of 3.5 and is enrolled in the Masters Program for Structural Engineering. Megan was Secretary of the Rutgers ASCE Section, President of Chi Epsilon, and participated in Spartan Racing. In addition, Megan held internships at WSP and Chubb.

Timothy Osgood was selected to receive a $2500 scholarship. Timothy is a Sophomore at Rowan University studying Civil and Environmental Engineering with a 3.7 GPA. He was Vice President of the ASHE Rowan Section, National Honor Society Treasurer, Intramural Soccer Captain, and Section Leader for the Jazz/Marching/Concert Band. In addition, Timothy received the Eagle Scout Award, the Roger Riikonen Award, and the John Philip Sousa Award.

Carlos Pareja-Garcia was selected to receive a $2500 scholarship. Carlos is a Junior at Rutgers University studying Civil Engineering with a 3.3 GPA. He participated in the ASCE Steel Bridge, ASCE Concrete Canoe and ASCE Sustainable Building competitions and was Vice President of the Spanish Club. In addition, Carlos received the following honors – High Honors Associates in Engineering Science, Phi Theta Kappa Honor Society, University of New Haven Dean's Scholar, Rensselaer Medal Award, and the National Honor Society.

Charles Turi was selected to receive a $2500 scholarship. Charles is a Junior at The College of New Jersey studying Civil Engineering with a 3.9 GPA. He was Treasurer of the TCNJ National Honor Society, webmaster for the ASCE-TCNJ chapter, and was awarded the Armstrong Scholar Award, TCNJ Merit Scholarship, and the School of Engineering's Deans List.

Congratulations from the judges, board, and membership!

During the summer Scholarship Golf Outing at Little Mill Country Club ASHE SNJ raised about $8,000 for the scholarship fund. Tell your engineering students to begin thinking about their scholarship applications now! ■

Little Mill

Annual Dues

Annual dues are due before September 30. National ASHE has changed their rules so that any unpaid membership after September 30th is terminated and would require a full application and new member payment to rejoin, without exception.

Social Media

Don't forget to join us on Linked-in!

Section News & Reminders

Education Committee

The Education Committee formed as a committee of ASHE SNJ has now expanded to include the ASHE NCNJ Section. This means that all New Jersey four-year and two-year colleges who form student chapters will be overseen by the Joint Education Committee. Currently the Committee has 10 members, but we will be looking for more volunteers as we expand our sphere of influence.

At the present time there are two ASHE student chapters in New Jersey: ASHE Rowan and ASHE Mercer County Community College. The community college is the only one in the ASHE family and will be holding this year's ASHE National Student Chapter Conference on October 12th. Overtures are being made to Rutgers University and Ocean County and Atlantic County Community Colleges to establish their own student chapters.

For more information about the student chapters, the student chapter conference, or to become a member of the committee, please reach out to Rich Grubb at 609-915-8197 or rgrubb@rgaincorporated.com. This is probably the most active part of the year in terms of visiting colleges so the more help we can get, the more we can achieve. Please become a member today! ■

ASHE SNJ Committee & Board Positions

It's never too early to start planning for next year. Reach out to Vice President Mike Frabizzio at mfrabizzio@aidpe.com to learn about available board and committee positions for the upcoming year. ■

Call For Articles

Last year, five ASHE SNJ firms submitted articles that were considered for publication in the national ASHE Scanner Magazine. The article by Richard Grubb Associates describing their Cultural Resource Mitigation work for the Bayonne Bridge Project was eventually selected and published. Keep an eye out for announcements! Submissions are due in early December for publication in the Spring edition of Scanner magazine. ■

MCCC - Practical Use for Classroom Knowledge

Last November, ASHE SNJ held a very successful meeting at the Mercer County Community College (MCCC) Conference Center. It was a special event, partially because of the presentation by William Snook about Construction Engineering, but mostly because of the participation of the MCCC students, their advisor Dr. James Maccariella, and the hospitality of the college. The meeting underscored the achievements of the MCCC Student Chapter, the first Community College to successfully launch an ASHE student chapter in the country. During the meeting, the students presented their project, mitigation of a drainage issue outside of the Engineering Science Building on campus. Javuan Linton, president of ASHE MCCC, along with Michael Poulter, Luis Diaz, Siul Diaz, Angrud Chedha, Dhurvish Gajjar, Victoria Blankenbiller, Alvin Paul, Nafia Israfil, and Benjamin Ochs, guided by their advisor, James Maccariella, PhD, methodically gathered field information, mapped out existing conditions, considered alternatives, and developed recommendations to mitigate the flooding.

The MCCC student Chapter and their project have now received national recognition in an article published in Scanner Magazine. The article lauds MCCC's primary mission, which is "to hold paramount the safety, health, and welfare of the public."

"The project and the presentation were real-world applications of what students are learning in the classroom. It is the type of work that we are likely to do in a job setting."

– Javuan Linton, ASHE MCCC President

Learn more about the Engineering Science and Civil Engineering Technology programs at MCCC at www.mccc.edu/engineering. ■

Drainage problem (Source: ASHE Scanner)

MCCC Students gathering field data (Source: ASHE Scanner)

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GPI

Upcoming Events

LOOKING AHEAD

NJDOT Capital Program

Thursday September 12

Alexander Road Bridge over the D&R Canal
Hamilton Manor

October

September Meeting

NJDOT Capital Program

5:00pm - September 12, 2018

The Cranbury Inn, 21 S. Main Street, Cranbury, NJ

Speaker:

Snehal Patel, P.E. PMP—NJDOT Assistant Commissioner, Capital Program Management & State Transport Engineer

Mr. Patel is Assistant Commissioner, Capital Program Management (CPM) and a key member of the New Jersey Department of Transportation's senior leadership team. He is charged with managing and delivering an annual Capital Program of $500 plus million in state and federal projects as well as overseeing a work force of up to 1,330 employees in six Divisions within the CPM. He is responsible for enhancing the framework of project delivery; driving innovation though technology, policies, and procedures; and developing talent through mentorship, training, and informal succession planning. ■