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ENGINEERS WEEK
FEBRUARY 21-27

2021

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CHAIRPERSON’S MESSAGE

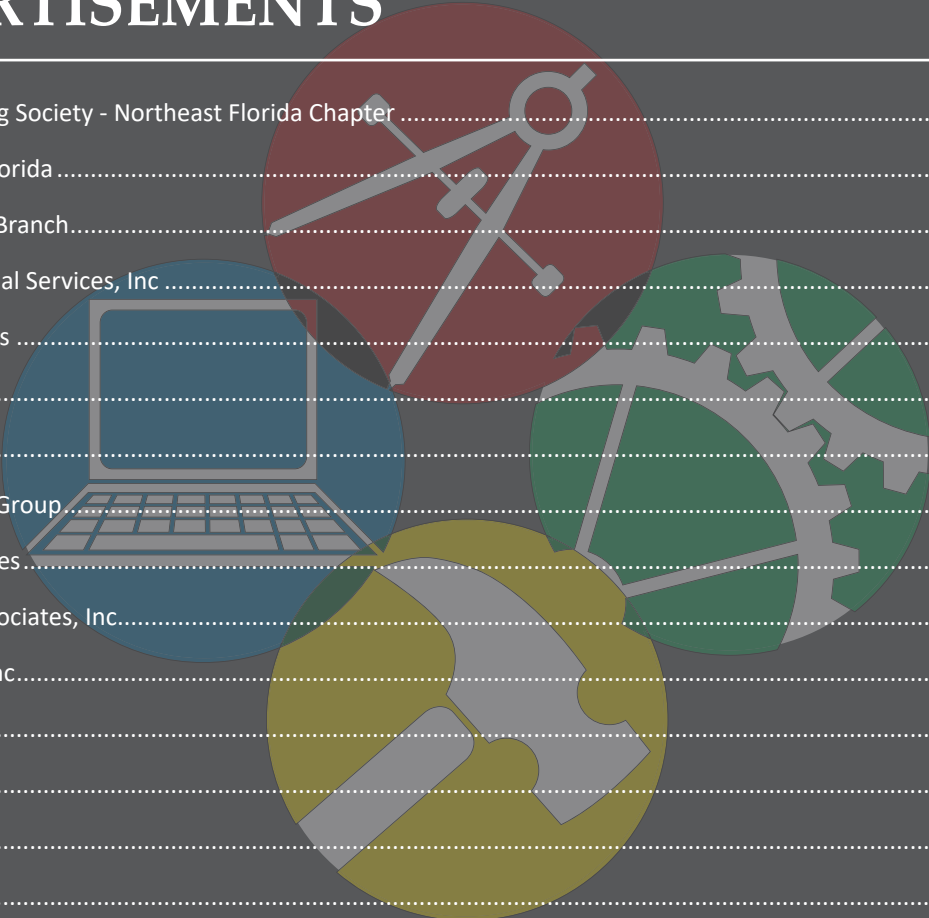
Joe Champion, PE | ECS Florida, LLC

Welcome to Engineers Week 2021. A lot has changed over the past year since our last Engineer’s Week, but the importance of Engineers in our community has not. While this is not our normal E-Week, we are moving forward with our traditional events to bring attention to our engineering community with our kick-off luncheon to recognize our area scholarship recipients at UNF. This event will have limited attendance, but we are using a production crew to record and provide a live feed of the event. We are also planning a social event through JEST in a limited capacity for those comfortable to attend and finally having our Awards Banquet at San Jose Country Club to recognize our award winners.

I would like to thank the many people that have dedicated their time to helping put on Engineers Week this year and we’ve had increased volunteer time from many busy people. There are too many people to name but please take some time to look at and recognize our committee found in the back of this newsletter, but I would like to thank Danielle Demeza for helping co-chair E-Week this year and lead many of our groups. Also, please recognize our sponsors who make our local E-Week and scholarships possible with of our accomplishments this year including redeveloping a website <http://nefleweek.com/>, continuing to fund 2 high school scholarships and 2 college scholarships through our sponsors contributions, helping recognize our many active organizations and their scholarship recipients, and highlighting some of our great local engineers and projects.

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CO-CHAIRPERSON'S MESSAGE

Danielle DeMeza, PE | VIA Consulting Services, Inc.

On behalf of the Northeast Florida Engineers Week Committee, I want to begin by saying thank you to our committee and sponsors for contributing to this year's events. I am honored to be Co-Chair alongside the Champion himself, and I hope you all enjoy the program that our team has put together for you. I've been part of Engineer's Week for the past five years, and although it is one of my more time-consuming commitments, it is also the most rewarding! I am extremely lucky and proud to be part of such a dedicated committee.

As we reflect on the past year, many thoughts and emotions may come to mind. Our professional and personal lives were turned upside down due to a global pandemic. We were confronted with difficult questions surrounding social justice. Don't forget to throw in one of the most divisive elections in our country's memory. With all of these new sources of stress in our lives, in addition to the baseline stress that comes with being an engineer, one thing we can now agree on is the importance of taking care of ourselves: both our physical and mental wellness. This week, I like to think that we are taking care of our professional wellness. Let us pause and take this opportunity. While we are still struggling to adjust - to changes in our workplace, forgetting to mute ourselves on Zoom, attempting home schooling, running back to the car because we forgot our mask again - let us remind ourselves that we are still part of a steadfast engineering community that is present and ready to lift each other up.

Wishing the best for your health and safety, I hope everyone has a great week!

CITY OF JACKSONVILLE PROCLAMATION

ONE CITY. ONE JACKSONVILLE.

WHEREAS: Since 1951, February has been recognized by The National Society of Professional Engineers as National Engineers Week (EWeek). February was first chosen to recognize EWeek to be concurrent with George Washington's birthday, in acknowledgement and recognition of the first president, the nation's first noteworthy engineer, and surveyor; and

WHEREAS: EWeek is a formal coalition of more than 70 engineering, education, and cultural societies, and over 50 corporations and government agencies. Dedicated to raising public awareness of engineers' beneficial contributions to quality of life, EWeek advances recognition and appreciation among parents, teachers, and students of the importance of a technical education and a high level of math, science, and technology literacy, and motivates and influences youth to pursue engineering careers in order to develop a more diverse and vigorous engineering workforce; and

WHEREAS: Engineering professions play a pivotal role in providing citizens with numerous everyday necessities, including the design and construction of computer systems, water systems, mechanical systems, electrical transmission and distribution systems, industrial facilities, and complex medical devices; and

WHEREAS: Through their hard work, engineers tackle the technological challenges of our times by analyzing and researching sustainable energy sources, studying new techniques to upgrade and enhance safety, and expanding the nation's worldwide communication potential; and

WHEREAS: Jacksonville continues to support and encourage engineers and relies heavily on their extensive knowledge and expertise to meet the needs of our future in Northeast Florida and throughout the world.

NOW, THEREFORE, I, LENNY CURRY, by virtue of the authority vested in me as mayor of Jacksonville, Florida, do hereby proclaim February 21-27, 2021 as

ENGINEER'S WEEK

in Jacksonville and encourage all citizens to acknowledge the significant and extensive contributions engineers make to our community now and in the future.

IN WITNESS THEREOF, this 8th day of Feb. in the year Two Thousand 21

MAYOR

CITY OF JACKSONVILLE, FLORIDA

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- American Concrete Institute (ACI)
- American Society of Plumbing Engineers (ASPE)
- American Public Works Association (APWA)
- American Water Works Association (AWWA)
- American Society of Civil Engineers (ASCE)
- Design Build Institute of America (DBIA)
- American Society of Highway Engineers (ASHE)
- Florida Association of County Engineers and Road Superintendents (FACERS)
- American Society of Mechanical Engineers (ASME)
- First Coast Manufacturers Association (FCMA)

SUPPORTING SOCIETIES

- Florida Engineering Society (FES)
- Institute of Electrical and Electronics Engineers (IEEE)
- Florida Structural Engineers Association (FSEA)
- Institute of Transportation Engineers (ITE)
- Florida Transportation Builders Association (FTBA)
- North East Florida Builders Association (NEFBA)
- Florida Society of Surveyors and Mappers (CROWN FSMS)
- National Utility Contractors Association (NUCA)
- Society of Military Engineers (SAME)



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- Society of Women Engineers (SWE)
- UNF – The College of Computing, Engineering & Construction (CCEC)
- US Green Building Council, North Florida (USGBC NF)
- Women’s Transportation Seminar (WTS)



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JTA AUTOMATION AND INNOVATION TEST AND LEARN PROGRAM

Michael Feldman | Director, U²C Programs | Automation and Innovation Division | Jacksonville Transportation Authority

The Test and Learn Program (T&L) within the Automation and Innovation Division at the Jacksonville Transportation Authority (JTA) is at the forefront of implementing Autonomous Vehicles (AVs) into the public transportation sector. This program leverages the resources of the JTA along with key partnerships with local institutions to provide insight and feedback to the rest of the organization. The T&L program team gathers information and data on AVs within its fleet to disseminate out to the rest of the Automation Division so that a safe and effective last mile solution can be selected and implemented for the JTA’s Ultimate Urban Circulator (U2C) Program. Testing is conducted at one of two locations, the newly minted JTA Armsdale Test and Learn Facility or FSCJ Cecil Center.



The JTA Armsdale Test and Learn Center also serves as the nexus of transit options. Specifically, this site is currently a Park and Ride (P-N-R) facility for both fixed route bus service and alternative transit options. This is an ideal test and learn location as it allows for the introduction of realistic use cases that we might find within a given right-of-way. The JTA team not only tests AV platforms, but also tests Connected Autonomous Vehicle (CAV) interactions. With a closed track and the appropriate

traffic infrastructure on site, we are able to real-time test our AV solutions in a controlled traffic environment. This lends itself to robust data collection and technology validation that is both useful for not only the JTA but also our industry partners.

The FSCJ Cecil Center has also become an important partnership as we continue to advance our testing. Specifically, the footprint of Cecil Center allows for more robust testing that includes testing at higher speeds and longer distances. Additionally, this bodes well with workforce transformation as the JTA partners with academia to prepare the future workforce for disruptive technologies.

The ultimate goal of the T&L Program is to not only be an innovation hub for the Automation and Innovation Division, but for the JTA as a whole. If you would like additional information, or if you would like to schedule a tour of the Test & Learn Facility, please contact William Frazer, Director of Automation and Quality Assurance, WFrazer@jtafla.com.



JACKSONVILLE DISTRICT ANSWERS THE CALL AND COMPLETES MIAMI BEACH CONVENTION CENTER ALTERNATE CARE FACILITY AHEAD OF SCHEDULE

James Yocum

A year ago, residents of Miami Beach weren't thinking about global pandemics. They were thinking about the approximately 80,000 visitors flooding the Miami Beach Convention Center for the NFL Experience in conjunction with Miami hosting Super Bowl LIV.

However, after the Super Bowl, things changed quickly.

In early April, billboards on I-95 still hyped the big game held Feb. 2, 2020 but there weren't many drivers on the road to see those advertisements after the governor issued a "Safer at Home" order that shut down much of the city effective April 3.

Those two months had big changes on the Miami Beach Convention too. Just two years removed from a \$620 million make-

over that modernized the facility, the center wasn't able to host Super Bowl fans, car shows or boat shows. Instead, it was part of a response to COVID-19 that spans federal, state, county and local governments in a race against the clock to build enough hospital beds to supplement local hospitals and avoid a medical system collapse as happened previously in Italy.

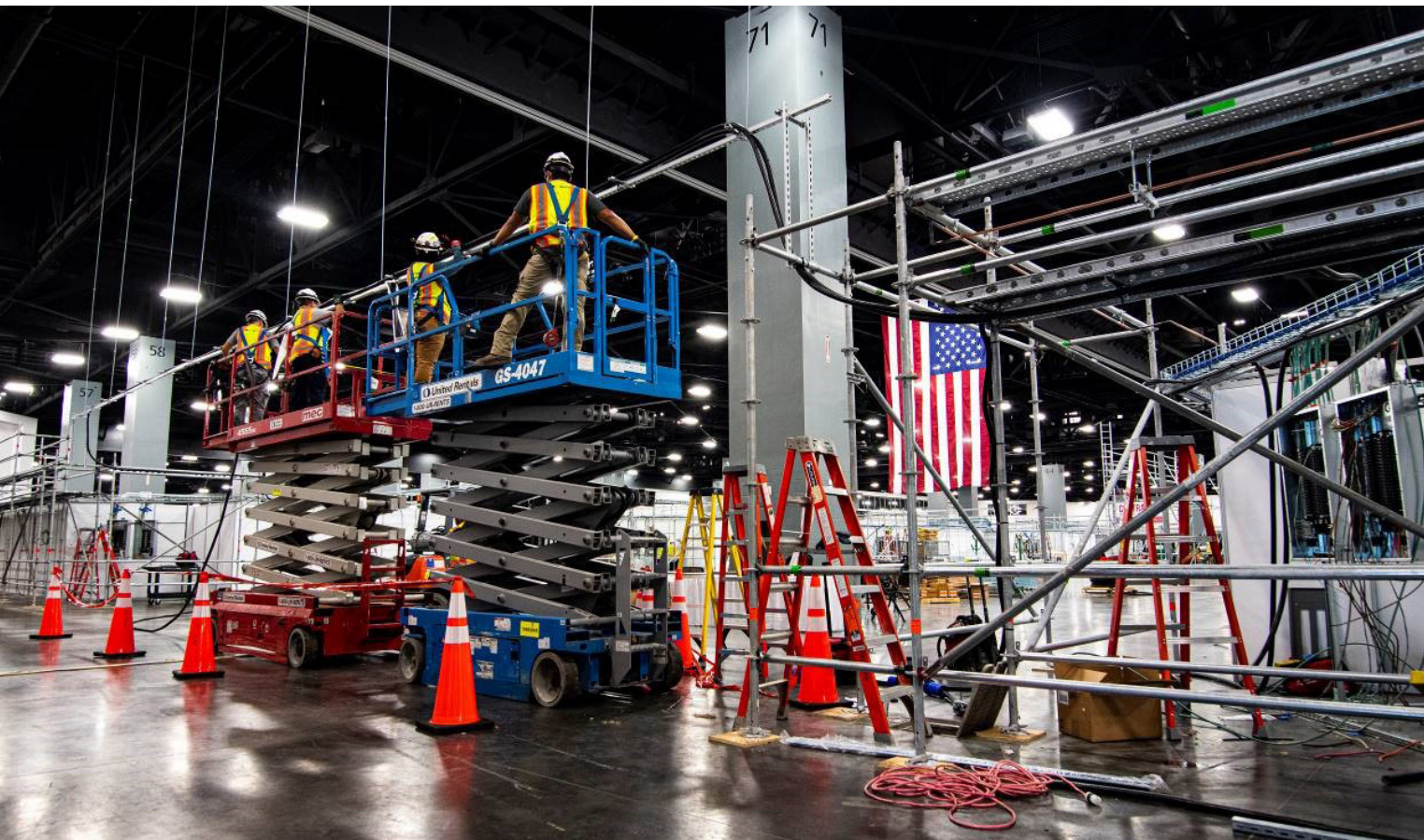
"We've been in the Miami area looking at different places we could build alternate care facilities since mid-March," said Lt. Col. Todd Polk, the Army Corps of Engineers Jacksonville District deputy commander for South Florida. "Having teams in the field early really paid off. By the first week in April, we had our assignment and shipped a team down to the Miami Beach Convention Center to begin construction."



Col. Andrew Kelly, commander of the U.S. Army Corps of Engineers (USACE) Jacksonville District, spent many 12 and 16-hour days guiding the USACE team constructing an alternate care facility at the Miami Beach Convention Center in April. USACE routinely supports emergency response missions across the nation, providing engineering solutions to challenging disaster scenarios. (Photo by Brigida Sanchez)



A construction worker takes measurements in advance of building a COVID Alternate Care Facility at the Miami Beach Convention Center in April. The U.S. Army Corps of Engineers Jacksonville District worked with state and local authorities to convert the 246,000-square-foot exhibition hall into a 450-bed field hospital. (Photo by Brigida Sanchez)



The U.S. Army Corps of Engineers (USACE) Jacksonville District contracted with Robins & Morton from Miami, Fla to provide support in converting the Miami Beach Convention Center into a COVID Alternate Care Facility. The team was able to build a fully-function facility in two weeks. (Photo by Brigida Sanchez)

The Federal Emergency Management Agency issued the formal mission assignment to begin converting the convention center on April 4, and the Corps jumped into warp speed. District contract officers awarded the work to Robins and Morton Group just two days later, on April 6, and construction started inside the facility the following day.

"The initial requirements were not even completely ready," said Col. Andrew Kelly, Jacksonville District commander. "We use the analogy of building an airplane while we fly it a lot, but it was really true in this case. We were making multiple changes to the plan every day for the first week of construction. Crews were working 24 hours a day, so we would make a decision to change something and the contractor was executing it immediately."

The overall mission was daunting. Requirements included:

- Turn 246,000 square feet of open space into an alternate care facility with 450 beds – 400 acute care and 50 isolation bay spaces – along with the equipment needed to treat patients suffering from COVID-19.
 - » 10-foot by 10-foot bed spaces
 - » Negative pressure system for the 50 isolation units that wouldn't allow air to escape with coronavirus to endanger staff and other patients
 - » Hard-line oxygen delivered to every room
 - » Individual nurse call buttons for each patient

- Convert the remainder of the 1.4 million square foot convention center into the storage and support spaces needed to support those 450 beds.
 - » On-site pharmacy
 - » On-site laboratory
 - » Dedicated nursing stations covering 14-15 beds per station
 - » Medical staff showers and personal protective equipment donning and doffing areas
 - » Medical staff rest and break areas
 - » Medical command center and administrative spaces
 - » Two cafeterias
 - » Ambulance staging area and isolated patient intake
- Use or adapt existing infrastructure to meet the needs of a 24/7 medical operation.
 - » Upgraded air filtration systems (MERV 15)
 - » Emergency backup power
 - » Five miles of copper tubing running to each bed from an 11,000 gallon oxygen tank with 1,500 gallon reserve
 - » 50 miles of electrical cable supporting medical equipment in each bay
 - » 100 miles of Cat 6 cable to transfer data to and from medical equipment throughout the facility

And all of this was scheduled for completion by April 27. It became apparent quickly that the state didn't have until April 27. On the second day of construction, Florida Gov. Ron DeSantis visited the site and met with Lt. Gen. Todd Semonite, U.S. Army Corps of Engineers commanding general and the chief of engineers.

"The governor just sat with me in the trailer behind us and said 'You've got until the night of the 20th of April.' There's no time to design and build it. We have a suspense and we have to get it done," Semonite said at the news conference that followed.

That put the pressure on the Jacksonville District team and the contractor, said Polk.

"Instead of three weeks, we had two," he said. "We were already looking at 24-hour shifts and a tight deadline. Add in the complication of requirements being refined in real time and the difficulty everyone in the nation is facing when ordering the medical equipment, and what was a hard assignment became one of the most challenging we've ever faced."

So what did the Jacksonville District do when facing a shortened deadline and a Herculean task? It worked with the contractor to deliver the facility ahead of schedule. Instead of completing construction on April 20 and handing the facility over to Florida at midnight, crews finalized the last pieces in the evening of April 18 and handed the keys over to the Florida Division of Emergency Management at 1 p.m. on April 19.

Kelly said there were a lot of factors involved in success: national support from USACE on supply chains, enough funding, a willing partnership with the city and county government, a dedicated Corps team on the ground working with the contractor. But the factor that really stood out was the way the state worked to provide the requirements needed to complete construction.

"The biggest concern I had was being able to make the decisions that needed to be made at the right time," Kelly said. "Tallahassee gave us exactly what we needed. They were able to say what we should do, what we needed to adjust in the plans, and make rapid and effective decisions. It was immeasurable for those of us out here daily on the site to not have to wait for a decision."

The Jacksonville District also benefited from the expertise of the Florida National Guard for advice during the build out.

"The partnership the Florida National Guard established with the Army Corps of Engineers during the construction of the Miami Beach alternate care facility has been exceptional," said Col. Ricardo Roig, the Florida Guard's Task Force 50th commander. "We are grateful for the Corps' hard work getting this facility completed and are working with our state partners to provide all necessary support to ensure it is ready to operate."

As the owner of the convention center, the city of Miami Beach was also a large part of the success in completing the project early, Kelly said.

That cooperation was especially important considering that the facility was designed to provide flexibility to local medical systems should COVID-19 strain those services.

"We are grateful to the Army Corps of Engineers for swiftly constructing the alternate care facility at our Convention Center – a precaution to assure that we are fully prepared for a worst-case scenario and that our community will never face shortages of beds or equipment," said Miami Beach Mayor Dan Gelber.



Beds assembled by the Florida National Guard are staged to be moved into pods at the Miami Beach Convention Center. The U.S. Army Corps of Engineers Jacksonville District converted the main exhibition center into a COVID Alternate Care Facility to give state and local authorities additional flexibility as they prepared for a surge at medical facilities in the region. (Photo by Brigida Sanchez)

REMINISCING ON 2020 E-WEEK



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THE CITY OF JACKSONVILLE AND FOUR WATERS ENGINEERING HOPE TO RELIEVE SAN MARCO DRAINAGE ISSUES

James Yocum

For decades, poor drainage and aging infrastructure have contributed to significant flooding issues in the historic San Marco neighborhood. The neighborhood, which abuts the St. Johns River, frequently floods during heavy rain events and experienced catastrophic flooding during Hurricane Irma in 2017. In recent years, rising water levels and increases in storm severity have exacerbated existing drainage woes, leaving the community concerned about potential safety issues and decreasing property values. Their fears may not be unfounded—a study by the First Street Foundation determined that Jacksonville home prices dropped a collective \$146.5 million between 2005 and 2017 as a direct result of increased tidal flooding due to sea level rise.

In an effort to reduce the frequency and severity of flood events in the neighborhood, the City of Jacksonville tapped Jacksonville Beach-based Four Waters Engineering (4Waters)

to develop a plan for comprehensive improvements to critical drainage infrastructure in the approximately 150-acre LaSalle Street drainage basin. 4Waters began by performing a sweeping drainage analysis, including condition assessments of existing infrastructure and modeling of various improvement scenarios. CCTV inspection of portions of the more than 20,000 linear feet of stormwater collection pipe found blockages—including items likely carried from previous flooding, broken and collapsed pipe, and intrusion from tree roots. Most concerning, the outfall to the St. Johns River was located below the mean low tide level and had no backflow prevention device, meaning the stormwater system remained nearly continuously full—even without extreme tide or rainfall events—leaving nowhere for stormwater runoff to go. This also meant that when flooding occurred, it took several days to recede, compounding damages and frustrating residents.

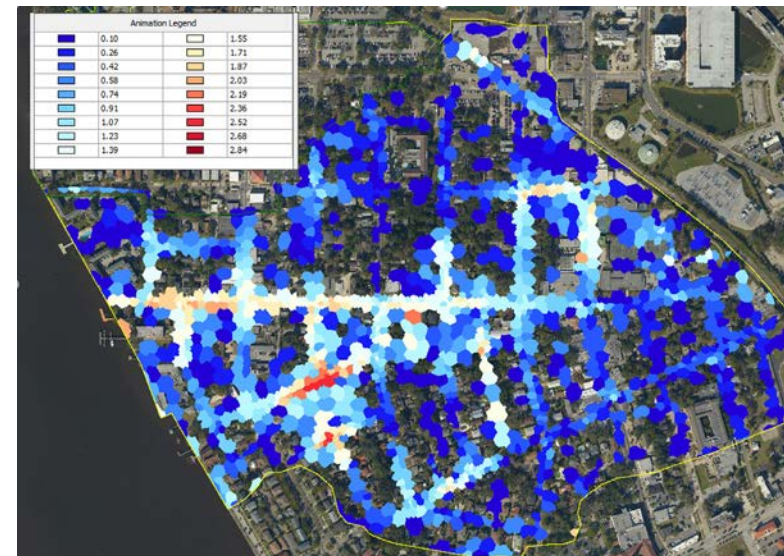
Using a combination of a two-dimensional (2D) hydrologic overland flow model and hydraulic one-dimensional (1D) model of the stormwater conveyance system (both created in ICPR4,) 4Waters was able to model the hydraulic interactions of the entire drainage system. These models were used to determine how potential improvements would perform during various rainfall events up to a 50-year, 24-hour design storm—or a storm with the severity of which is statistically likely to occur once every 50 years. Coincidentally, Hurricane Matthew had hit Jacksonville in 2016, so the team was able to use recent actual St. Johns River water level data from a major storm event for model simulations of the St. Johns River, while data for other design storms were interpolated. 4Waters reviewed multiple scenarios in an attempt to balance system performance with the City's goals and feasibility of construction.

The recommended scenario included improving the existing gravity system, making repairs and improving pipe slopes and

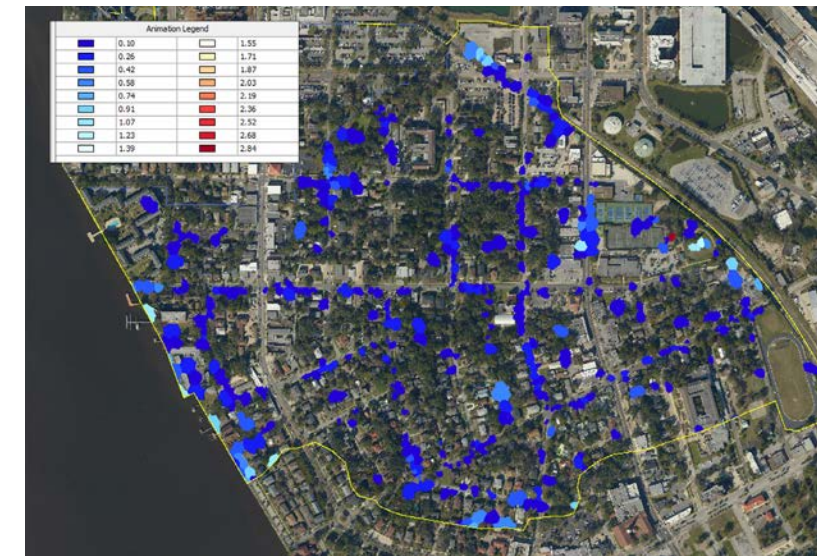
sizes to meet City standards. Rather than flowing to the existing outfall, the system will drain to water quality treatment devices and a pumping station located on City-owned property. From there, the stormwater will be pumped under pressure out to the St. Johns River. The pump station is necessary as the system models indicated that even with installation of a backflow prevention device at the outfall, the gravity system does not have the opportunity to recover due to the St. Johns River water level. Due to the age of the area and congestion of the utility corridors, 4Waters recommended that the existing gravity pipe proposed to be abandoned leading to the St. Johns River outfall be used as the corridor for the new 48-inch stormwater force main. The City is currently moving forward with the improvements as a design-build project. When the project is complete, residents should have a solution that will relieve flooding, protect their homes and businesses, and stand up to the rising tide.



Tropical Storm Irma Flooding in San Marco, Florida



Existing Conditions



Selected Scenario 50 Year

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PARK STREET ROAD DIET

Mike Kulik, PLA | Senior Landscape Architect, Prosser, Inc.

Summary

The Park Street Road Diet project is a pivotal step in creating a more connected, equitable, and vibrant downtown Jacksonville while highlighting the City's historic Brooklyn neighborhood. The project, which encompasses over a third of a mile of urban streetscape, will act as a critical link between various multi-modal transportation and open space initiatives currently planned or under construction by the City of Jacksonville (COJ) and the Downtown Investment Authority (DIA). Park Street's resultant design manifests a comprehensive elevation of the corridor's pedestrian and cyclist facilities, stormwater management, and traffic calming, which coalesce to promote walkability, livability, and local commerce.



Overview

Jacksonville's Brooklyn neighborhood is unique in its location, with boundaries along the St John's River waterfront, McCoys Creek, and I-95. It is adjacent to the Five Points and LaVilla neighborhoods, and bears proximity to Downtown and San Marco. Brooklyn is a central location which includes a diverse mix of land uses, including office, residential, restaurant, light industrial, and community retail. Currently, the neighborhood is experiencing a renaissance of mixed use and residential redevelopment.

The Downtown Investment Authority (DIA) commissioned a study that identified Park Street as a roadway corridor in the Brooklyn Neighborhood where improvements could spur a revitalization. The study conducted an open workshop and provided an online survey to receive feedback from the public; the study team also conducted a field review with stakeholders to identify potential improvements within the study area. As a result of the public involvement efforts, the study team was able to determine some key improvements to re-purpose the existing roadway corridor. To realize these improvements, Prosser provided the DIA with planning, landscape architecture, transportation and civil engineering services to achieve this vision through an integrated platform.

Road Diet Strategy: Roadway Design

Guided by the principles of complete streets, placemaking, and low-impact development, Prosser's integrated team strategy included a robust menu of improvements along the 60' right-of-way. Completely rethinking the corridor, roadway interventions include lowering the speed limit, reducing the number of travel lanes from 4 to 2, narrowed lane widths of 10 feet, signal removal, and the introduction of chicanes and roundabouts to ensure speed reduction. The roadway's signing and pavement marking design further enforces safe travel for cyclists and pedestrians by clearly delineating motorist action.

Drainage Design

Of the approximately 2.5 acre site, the majority of existing surface area today is paved and impermeable. By reducing lanes and subtracting their paved area, the team was able to introduce over 20,000 square feet of planting area- an increase of over 18%. The drainage design maintained the existing drainage pattern, and paired with strategic stormwater management facilities and connection to existing structures, the site also utilizes green infrastructure to compose a system that mimics natural processes, such as evapotranspiration from landscape planting and groundwater infiltration. Utilities are also rerouted as needed to ensure the efficacy of Park Street's revised drainage design.

Public Realm

The human scale experience also enjoys considerable accommodation with the introduction of safe and thorough bicycle facilities, a broad pedestrian realm, and parking accommodations to serve future businesses. Improvements to the public realm include a 10-foot multi-use path which connects to the Emerald Trail on the project's northernmost end, robust pedestrian promenades, frontage areas for businesses and amenity areas for café or retail space. The site is further embellished with ample site furniture, appropriately scaled street lighting, and bicycle parking facilities. The design also calls for a rideshare drop, electric scooter parking, and seating accommodations for local transit stops, furthering the project's multi-modal capabilities. Park Street's landscape design compositions provide shade and act as a buffer between pedestrian zones and the road.

Planting

Over 125 shade trees are introduced into the streetscape, providing invaluable shade from the Florida sun within the pedestrian and cyclist realm. Planting techniques contemplate grouping of species with similar irrigation needs, and plant selection is predominantly native to ensure longevity in an urban environment. Additionally, soil and substrate preparation introduces a soil fracturing technique, which partially amends local soils to ensure the trees' ease of transition into local soil profiles.

Future

The Park Street Road Diet project's resultant impacts improve roadway safety for pedestrian, cyclists, and motorists alike, effectively regulating traffic flow and improves stormwater management. Local recreational opportunities are elevated with

connections to the Emerald Trail and adjacencies to Jacksonville's natural assets like McCoys Creek and the St. Johns River, and conformance to the City's Bicycle and Pedestrian Master Plan ensure that Jacksonville's vision of safe and equitable access to our City's corridors are achieved.



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2021 E-WEEK CALENDAR OF EVENTS

JAN 18 - FEB 25
FES Race for Relevance | Autobahn Indoor Speedway

FEB 19
Scholarship Luncheon | UNF University Center

FEB 25
Happy Hour Social | Tabula Rasa

FEB 27
Awards Banquet | San Jose Golf & Country Club

FEB 5 & FEB 25
MathCounts | Virtual

2021 E-WEEK COMMITTEE MEMBERS

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Joe Champion, PE
ECS Florida, LLC

CO-CHAIRPERSON

Danielle DeMeza, PE
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TREASURER

Tina Meskel, PE
Meskel & Associates Engineering

ANNUAL AWARDS

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ASCE KICK-OFF LUNCHEON

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VIA Consulting Services, Inc.

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