FRAMEWORK
2018 Engineering Excellence Awards Issue
ACEC
American Council of Engineering Companies of Minnesota

Making the Impossible Possible While Daring to Dream Big

Walt Disney asserted, "All your dreams can come true if you have the courage to pursue them," with Hayao Miyazaki affirming, "Engineers turn dreams into reality."

From smart buildings and the golden gate bridge to space travel and fast cars, or even the latest tablets, engineers have shaped the way our world works. Innovation is at the heart of what every great engineer does, so finding the balance between solving problems that need to be fixed, and being creative to do so is an important part of any engineers' life. Finding creative solutions to real problems is what engineers do.

We asked some of our ACEC/MN members to share what about engineering motivates and inspires them.

In 1995, Professional Engineering Services' President Ann Johnson (bottom left photo) began providing professional civil engineering, consulting and construction monitoring services to private and public clients. She loves working on construction projects. Seeing how a road or a sewer is built and talking to the construction workers about materials and the processes used fascinates Ann. She shared, "I love being in the field, watching progress happen every day, and seeing how everything works."

Ann recalls the most creative, innovative project that she worked on was also the most unusual. "From 2007-2010, I was the project manager for the University's Solar Decathlon House project. Working with over 100 students, volunteers, and other faculty, we designed and constructed an 800-square foot solar home on the National Mall in Washington DC. We competed with other colleges from around the world in 10 contests (that's where the name "decathlon" comes from), and I managed all of that, plus the transport of the house to the Mall (and its setup), plus all aspects of keeping students safe and organized for over a month. We won the engineering competition, which was one of the proudest moments of my career. The house was self-sustaining and had to meet very stringent energy and code requirements. Working with such diverse students, staff, volunteers, and practitioners was so interesting and fulfilling. It was one of the greatest experiences of my life," revealed Ann.

Making the Impossible Possible While Daring to Dream Big (cont.)

Long-time member and recent ACEC/MN Past President Gene Sieve enjoys his teammates at Burns & McDonnell and feels a sense of responsibility to them. As the general manager for their upper Midwest operations, he tells his team that it's his job to eliminate obstacles for them as they provide solutions to their client's challenges. Gene (shown in center of left photo) finds it especially satisfying meeting with their client partners and exploring what they can do together to improve their businesses or improve the lives of those in their communities.

We asked Gene to look ahead 20 years and imagine the kind of advancements that may take place in engineering. He replied, "We currently live in an age of technology acceleration that will test our ability to adapt. There are several things that will drastically change the vocation of engineering. The Internet of Things (IoT) offers the opportunity to analyze behaviors and usage of everything around us. This is going to lead to "right sizing" our infrastructure/systems and the services that utilize this infrastructure. Additionally, automation, cloud computing and artificial intelligence (AI) will allow for solutions to be developed, built or implemented faster than ever before. We are already seeing the application of Building Information Modeling (BIM)-derived, large-scale 3D printing used in construction."

Bridget Osborn, project engineer with HR Green, Inc. was recognized by ACEC national as one of five 2016 Young Professionals of the Year. She loves getting things done and says, "The more I can cross off my list of to do's, the more accomplished I feel. I love coming up with new ideas and ways of doing things. Getting to a practical solution that works best for the end user is always my goal."

Bridget (shown in center of left photo) hopes that all future engineers will have the passion and dedication needed to continue serving their communities. When asked if being an engineer was everything she dreamed it would be, she responded, "Yes and no. The job in general is great, but I wasn't aware of all the politics and regulations engineers have to deal with on a daily basis."

Sirish Samba, President & CEO of Sambatek, reveals that being an engineer is truly more than what he ever dreamed of. Fostering the careers of 100 employees, including several professional engineers, has been a tremendous honor as well as an incredible professional reward for Sirish (pictured in bottom left photo), who joined the company 23 years ago as an Engineer-In-Training. As to his wish for the future of engineering, he declared, "From the Roman Colosseum of 70 AD to the Vikings Stadium of today, engineers quietly help build incredible places to work, live, and play. I wish to see more diversity with women and people with diverse backgrounds continuing to make the impossible possible. We need to ready our future generation of engineers to make things easier, faster, and better for the mankind."

Making the Impossible Possible While Daring to Dream Big (cont.)

Sirish (shown on right) shares what he enjoys most about engineering, "Making the impossible possible - to see dreams, plans, and vision be realized through a well-engineered project is a fantastic feeling."

For those of you who want to learn more about making the impossible possible through engineering and daring to dream big, please take your families, friends and colleagues to the Science Museum of Minnesota to experience The Year of the Engineer! Throughout 2018, the Science Museum will show the Omnitheater film, *Dream Big: Engineering Our World*, while featuring engineering specific exhibits.

ACEC/MN members and their families are invited to attend an exclusive showing of *Dream Big: Engineering Our World* on February 7 at 6:00 pm. Check out ACEC/MN's website for details and registration.

CELEBRATE THE YEAR OF THE ENGINEER

Please visit the Science Museum and enjoy ***Dream Big: Engineering Our World***, an IMAX film, that highlights how engineers are innovating and shaping our world to inspire current and future engineers to Dream Big!

Celebrate the Hidden Heroes

Engineers are around us every day. They create and enable our devices, power our homes, and design the roads we take to work every day. And they are in high demand. There are 1.6 million engineering jobs in the United States right now, and that number is expected to grow by 33% in the next ten years.

We don't always appreciate the important work that engineers do to save lives, keep us safe, and make our daily existence comfortable. It's easy to take these everyday innovations for granted. But in our technology-rich world, the creativity of an engineer is key to building a strong economy.

While millions of new engineering jobs are emerging, students rank engineering of lower interest than other science and STEM-related topics. It is up to us to inspire dreamers and encourage the next generation of engineers. All it takes is a little exposure and a bit of excitement.

CONGRATULATIONS 2018 GRAND AWARD WINNERS

American Engineering Testing, Inc. and Ericksen Roed & Associates, Inc.
Downtown East

Donohue & Associates, Inc.
A Utility of the Future > Making St. Cloud GREATER

HDR & COWI
St. Croix Crossing

HGA Architects and Engineers
United Methodist Church of the Resurrection

Kimley-Horn
Hennepin/Lyndale Avenue Reconstruction

Kimley-Horn
MSP Terminal 1 - Lindbergh Landside Expansion

SRF Consulting Group, Inc.
I-90 and US 61 Interchange

WSB & Associates, Inc.
Highway 371 Four Lane Expansion

American Engineering Testing, Inc. and Ericksen Roed & Associates, Inc.

Downtown East
Minneapolis, MN

The Downtown East Development exemplifies an innovative effort from a strong, experienced technical team including American Engineering Testing, Inc. (AET) and Erickson Roed and Associates (ERA). The team worked closely with project stakeholders, including their client Ryan Companies US, Inc., to complete the 12.5-acre development in downtown Minneapolis. The project brought a much-needed green space to the downtown area alongside wide development connecting central downtown with the new U.S. Bank Stadium, the Mill District and Elliot Park neighborhood. The innovative techniques developed and implemented by AET and ERA related to urban fill identification and reuse, floor levelness and drilled pier shafts contributed to the timely completion of the project. These practices will have an impact on building design and site development into the future.

Donohue & Associates, Inc.

A Utility of the Future > Making St. Cloud GREATER
St. Cloud, MN

As a leader in innovative, cost-effective, and sustainable practices, St. Cloud adopted an ambitious wastewater energy goal in 2014: to reduce purchased energy by 75% within 20 years. This Energy Efficiency and Biofuel Recovery project accomplished that goal, capturing biofuel released during the anaerobic digestion process and converting it to usable electricity and heat.

April 11, 2017 will forever be known as “Energy Independence Day,” as it was the first day the wastewater treatment facility produced 100% of its required energy. Because of this project, the facility has joined a prestigious Net Zero Energy fraternity, the first municipal facility in Minnesota to do so, and exceeded its ambitious energy goal 17 years ahead of schedule. This project makes St. Cloud GREATER.

HDR and COWI

St. Croix Crossing

Oak Park Heights, MN and St. Joseph, WI

The second extradosed bridge in the country represents a feat of engineering and political will. The largest bridge project in Minnesota history, the St. Croix River Crossing traverses a federally-protected waterway, requiring Presidential authorization to design and construct. As a result, the project included significant environmental considerations, such as visual quality elements that allow the bridge to blend into the environment, strict drainage requirements and enhanced best practices during construction. The HDR team's process decreased the bridge's structural complexities during construction, including approach structure geometry and eliminating two towers from the main span. The new bridge removes traffic from the historic lift bridge, reduces congestion in scenic Stillwater, provides faster access to jobs in the Twin Cities and has spurred economic development in western Wisconsin.

HGA Architects and Engineers

United Methodist Church of the Resurrection

Leawood, KS

The Church of the Resurrection in Leawood, Kansas, expanded their existing worship and mission-based facility with a 140,000-square-foot building that successfully balances the contradiction of an intimate, individually scaled sanctuary that seats 3,500 people. The innovative solutions, driven by the complex elliptical building geometry, include the layout and manipulation of an elliptical grid system, the development of a practical lateral wind load application to a non-rectilinear shape, the use of new analytical modeling techniques to mitigate balcony vibration and assure occupant comfort, and the integrated design and detailing of structure within an art form. The Church plans to use this new facility as a tool through which they will reach future generations, change lives, and transform the community.

Kimley-Horn

Hennepin/Lyndale Avenue Reconstruction

Minneapolis, MN

Kimley-Horn designed the reconstruction of Hennepin/Lyndale Avenue between Franklin Avenue and Dunwoody Boulevard. This corridor provides important north-south linkage for automobiles, bicycles, pedestrians, and transit service to and from downtown Minneapolis, and also provides a critical link for drivers seeking access to I-94 and I-394. Several high-profile destinations like the Walker Art Center and the Minneapolis Sculpture Garden are located along the corridor. More than 50 years of high traffic volumes had deteriorated the pavement, poor signage and confusing lane designations created sideswipe crashes and weaving, and traffic signal upgrades were needed to improve traffic flow. The improvements replaced aged infrastructure, allowed for better modal balance, added aesthetic enhancements, and made Hennepin/Lyndale Avenue safer for all users.

Kimley-Horn

MSP Terminal 1 - Lindbergh Landside Expansion

St. Paul, MN

As part of a larger program to expand parking at the Minneapolis-St. Paul International Airport, a series of projects were completed at Terminal 1-Lindbergh to realign the airport exit roadway and relocate the parking exit plaza to make space for a new parking structure. The realignment and relocation of these facilities resulted in the need for extensive utility modifications, extension/realignment of an active vehicular tunnel, widening of a service road, two new vehicular bridges, and relocation of airside support facilities. The Kimley-Horn team worked closely with airport stakeholders to establish the capital improvement and implementation plans. The program required extensive forward-thinking concerning constructibility and phasing to keep the airport operational at all times and to meet the 20-month program schedule.

SRF Consulting Group, Inc.

I-90 and US 61 Interchange

Dresbach, MN

SRF led a multi-consultant team to deliver the final design of the $188M I-90 and US 61 Interchange and the new Mississippi River bridge in Dresbach, Minnesota. This tri-level interchange included more than three miles of retaining walls and several curved steel bridges that were designed to complement the aesthetics of the bluff area while greatly improving the safety and operation of this important interchange. The project's beautiful setting in southeastern Minnesota required a complete understanding of the natural characteristics and uses of the area to provide a design sensitive to the unique riverine environment. SRF successfully partnered with two state Departments of Transportation and several federal agencies to introduce innovative construction techniques and contracting tools including performance-based geotechnical designs, traffic management, and rockfall protection.

WSB & Associates, Inc.

Highway 371 Four Lane Expansion

Nisswa, Pequot Lakes and Jenkins, MN

Trunk Highway (TH) 371 is a vital connection through the heart of Greater Minnesota's lake country. The expansion began in Nisswa, went through Pequot Lakes, and ended in Jenkins. Imperative to the local and regional economy, large importance was placed on traffic management during construction. The nine-mile project expanded the highway from two lanes to four, installed three bridges, constructed an interchange with roundabouts at County State Aid Highway (CSAH) 11, incorporated two Reduced Conflict Intersections (RCIs) and realigned the Paul Bunyan Trail, the longest continuously paved trail in the United States. TH 371 winds around five recreational lakes and is adjacent to 15 wetlands. The successful navigation of the numerous environmental constraints was the project's crowning achievement.

CONGRATULATIONS 2018 HONOR AWARD WINNERS

Alliant Engineering, Inc.
Central Park Commons

Bolton & Menk, Inc.
Hastings Riverfront Renaissance Improvements

Bolton & Menk, Inc.
Southeast Wadena Street and Utility Improvements

Bolton & Menk, Inc.
Trunk Highway 30 Utility Improvements

Kimley-Horn
Levee Road and Riverfront Trail Project

LHB, Inc.
Impacts of Office Plug Load Reduction Strategies

Short Elliott Hendrickson Inc.
Cedar Grove Transit Station

Short Elliott Hendrickson Inc.
Sperry Communication Tower

Short Elliott Hendrickson Inc.
St. Paul Downtown Airport Pavement Reconstruction

Short Elliott Hendrickson Inc.
TH 61 and TH 97 Roundabouts

Stantec
Beaver Island Trail, Phase 3

Stantec
Cottage Grove Interim Water Treatment Facilities

Stonebrooke Engineering, Inc.
Point Douglas Trail

TKDA
TH 610 Completion Design-Build

Ulteig Engineers
Douglas Trail Substation

Wenck
City of Afton Wastewater Treatment Plant

HONOR AWARD WINNERS

Alliant Engineering, Inc.

Central Park Commons
Eagan, MN

Central Park Commons (CPC) is a 47-acre mixed-use redevelopment in Eagan, Minnesota that transformed the former Lockheed Martin site into over 350,000 square feet of retail space. The $100+ million project is anchored by Hy-Vee and includes Fairview medical offices, restaurants, pedestrian plazas, and a network of trails that connect to surrounding neighborhoods. CPC a truly special mixed-use destination. Alliant's services included site planning, platting, design development, grading and utility design, stormwater management, landscape architecture and amenity plans, construction administration and construction staking. Project highlights include repurposing 100 million pounds of concrete that resulted from building demolitions for fill and re-establishing the stormwater discharge rates that existed prior to the Lockheed Martin facility. We worked closely with the developer and architect throughout multiple project phases.

Bolton & Menk, Inc.

Hastings Riverfront Renaissance Improvements

Hastings, MN

The City of Hastings desired to revitalize and reconnect their downtown to the Mississippi River. The city and Bolton & Menk collaborated to cultivate a collaborative, consensus-based plan focusing on the ideas and values of the overall community. A three-phase Riverfront Renaissance Master Plan was developed, including nine blocks of street and sidewalk reconstruction and construction of Levee Park. The park features an open-air limestone amphitheater and pavilion accommodating a 500-plus audience, art installations, musical playground, Mississippi River Trail enhancements, veterans memorial, pocket parks, and a labyrinth that transforms into a recreational ice staking rink with warming hut. Through these combined efforts the city now has a uniquely stunning downtown connected to the Mississippi River that honors their history and thrives as a visitor destination.

Bolton & Menk, Inc.

Southeast Wadena Street and Utility Improvements

Wadena, MN

The southeast portion of Wadena was experiencing poor infrastructure conditions and inadequate traffic capacity. Bolton & Menk prepared an extensive preliminary survey and evaluated existing sanitary sewer, watermain, storm sewer, and transportation infrastructure for condition and capacity to meet future demands. Approximately 16,000 feet of sanitary sewer, 16,000 feet of watermain, and 5,000 feet of storm sewer was reconstructed in addition to stormwater treatment basin construction and 35 blocks of residential and commercial street reconstruction. The project included redesignation of CSAH 50 and CR 103 as state aid. Successful funding applications resulted in grants and a low interest loan to help the city improve its current and future traffic flow throughout the southeast area and enhance municipal utility system operation and performance.

Bolton & Menk, Inc.

Trunk Highway 30 Utility Improvements

Red Wing, MN

The City of Pipestone was plagued with significant inflow and infiltration (I&I) in their sanitary sewer system. This I&I caused hydraulic overloading of wastewater treatment ponds and lift stations. When the system was overloaded, the city was forced to bypass excess untreated wastewater into nearby public ditches and waterways.

Bolton & Menk worked with the city, MnDOT, and Minnesota PFA to identify issues and scope as well as coordinate funding for a five-block segment of TH 30 suspected to be a significant source of the city's I&I problems. Working with all stakeholders, the project was able to reduce I&I, alleviate flooding of a bridge underpass, and improve the road surface for the betterment of the citizens of Pipestone and the travelers who pass through town.

Kimley-Horn

Levee Road and Riverfront Trail

Red Wing, MN

The Levee Road and Riverfront Trail project overcame significant hurdles to construct a signature segment of the Riverfront Trail through an active grain barge loading terminal. To keep the Riverfront Trail along the Mississippi River, the alignment needed to overcome a "pinch point" at Red Wing Grain. The city and Red Wing Grain worked together to develop a trail alignment on Red Wing Grain property, squeezed between the grain elevators and the grain barge loading area, that provides stunning views of the Mississippi River and gives an up-close perspective of an active grain barge loading terminal. The Riverfront Trail connects the Cannon Valley Trail to downtown Red Wing, along the Mississippi River.

LHB, Inc.

Impacts of Office Plug Load Reduction Strategies

Various Cities, MN

Plug load energy—from computers to copiers to water coolers—represents a relatively untapped energy savings resource in commercial buildings. In contrast to other end uses including HVAC and lighting, plug load energy use is increasing nationwide. To achieve performance goals and optimize energy efficiency, building owners, operators, and their architects and engineers must better understand plug loads. Seventhwave, with LHB and CEE, conducted a field research study to demonstrate and measure savings from potential plug load reduction strategies in office buildings. The team characterized the types of devices and baseline usage in those offices, and documented occupant acceptance, operational issues and cost-effectiveness. LHB led the dissemination of results, providing guidance to building owners and design teams on effective implementation of plug load reduction strategies.

Short Elliott Hendrickson Inc.

Cedar Grove Transit Station

Eagan, MN

The Cedar Grove Transit Station serves local and commuter transit riders as a vital station along the Red Line Bus Rapid Transit (BRT) line stretching from Apple Valley to the Mall of America. The new station significantly expanded the existing facility and added a station in the TH 77 freeway median, connected by a skyway. This project added a dynamic element to the transit system and saves commuters valuable time bypassing the local streets route. Coordination with multiple agencies was required in developing the station design and to manage communication in order to keep the project on track. The building elements are designed to complement other stations on the Red Line BRT system, creating a unique look and reinforcing the brand image for the Red Line.

Short Elliott Hendrickson Inc.

Sperry Communication Tower

Eagan, MN

The Sperry Communication Tower, by its planned design, represents a new landmark for the City of Eagan. The new 178-ft. tower focuses on carrier use objectives including technician access, and for the City a reduction of maintenance costs and allowance for revenue generation, while making a highly visual and unique statement on the City's landscape. The lighting component features 112-4 ft. linear LED fixtures and six flood luminaires that wash each concealment panel and level with static or variable color. SEH worked directly with stakeholders over the course of two years to develop an implementation strategy for the design, specifications and final construction, which also included redevelopment of tenant underground utilities. The communications tower allows for immediate capacity for six telecommunication tenants, and expansion to seven.

Short Elliott Hendrickson Inc.

St. Paul Downtown Airport Pavement Reconstruction

St. Paul, MN

This runway intersection reconstruction and taxiway realignment project, completed on time and under the construction budget, ensured continued safe use of both Runways 14-31 and 13-31 as well as taxiways Foxtrot and November. Completed in phases, allowing minimal impact to the airport during construction, Phase 1 included the runway intersection reconstruction, followed by Phase 2 which was the reconstruction and realignment of the taxiways. The reconfiguration removed "hotspot" locations from the airport, which are areas that are geometrically non-standard that could cause pilot deviations. In addition to the new pavement sections, the project included a significant amount of airfield electrical improvements. The taxiway improvements were designed to meet current FAA design criteria, resulting in increased safety for aircraft using the airfield and a significantly safer intersection layout.

Short Elliott Hendrickson Inc.

TH 61 and TH 97 Roundabouts

Forest Lake, MN

The fundamental goals of the project were to improve traffic flow, reduce delays, improve safety and provide for better pedestrian/bicyclist access to nearby schools and trails along two significant transportation corridors in northern Washington County. The solution included development of preliminary and final design documents to convert two non-traditional signalized intersections at the north and south junctions of the highways into roundabouts, provide grade separated pedestrian access across TH 61, realign northbound TH 61 and convert a portion of the old roadway into new access for the Forest Lake Area High School. Through a focus on public involvement, proactive coordination with stakeholders and well-thought-out construction staging, the project has resulted in improved safety and mobility for all modes of transportation.

Stantec

Beaver Island Trail, Phase 3

St. Cloud, MN

The bluffs and bridges along the mighty Mississippi create an incredibly scenic experience for trail enthusiasts—but prior to the trail's construction, they posed an incredibly challenging scenario for engineers. With roughly two-thirds of the 1,800-foot trail segment following the riverbank or placed over the river adjacent to downtown, innovative design solutions were employed.

Stantec

Cottage Grove Interim Water Treatment Facilities

Cottage Grove, MN

In May 2017, the Minnesota Department of Health issued lower limits for chemicals in drinking water. As a result, eight of Cottage Grove's eleven wells exceeded the new Health Index values (HI). The City elected to only use its three compliant wells to ensure conformity with the new standard. With high water demand season coming, another solution was needed.

Stantec developed an interim plan that involved blending water from various wells and constructing treatment systems at two critical wells. Design and construction commenced with a fast-tracked schedule just eight days after receiving the revised HI values. The City's watering ban was lifted in two short months. Stantec's quick response enabled the City to resume providing a reliable water supply that met the demand.

Stonebrooke Engineering, Inc.

Point Douglas Trail

Hastings, MN

The Point Douglas Regional Trail project provides a critical link between many existing and planned parks and trail systems throughout the area, creating a cohesive, interlinked system. It also creates a safe bicycle and pedestrian connection between Hastings and Prescott, which currently has no direct connection for non-motorized users. This new trail extends from Point Douglas Park along the St. Croix and Mississippi Rivers to TH 61 near Hastings. Part of the trail follows the US 10 corridor, giving users access to both the St. Croix National Scenic Riverway and the Mississippi National River and Recreation Area. The design of this project was achieved by aligning the trail along an existing abandoned rail corridor and the innovative use of RSS and modular block retaining walls.

TKDA

TH 610 Completion Design-Build
Maple Grove, MN

TKDA was part of the Lunda Construction Company team hired by MnDOT to complete the Trunk Highway 610 Completion Design-Build project in Maple Grove. The $81.5M project included three miles of four-lane freeway; new entrance and exit ramps for

TH 610 to and from Interstate 94; a full-access interchange at Maple Grove Parkway; two tunnels elevating TH 610 over CSAH 81 and BNSF Railway Company's freight track; nine bridges; and extensive connections to local roadways.

The project team pursued three significant design changes that added value to the project. The team realigned both freeway ramps to improve public safety; constructed concrete tunnels in lieu of steel bridges, which minimized traffic impacts and maintenance; and eliminated the reconstruction of Fernbrook Lane, which avoided major utility impacts.

Ulteig Engineers

Douglas Trail Substation
Rochester, MN

When Epic Systems Corporation approached the City of Rochester, Minnesota, to request a substation on an aggressive deadline, Rochester Public Utilities (RPU) collaborated with Ulteig to strategize a solution. The Douglas Trail Substation was to be built on a small triangle of land surrounded by a highway, the new Epic Systems data center, and the Douglas State Trail.

To allay community concerns, Ulteig's plan utilized a low-profile substation design and a screening wall adorned with a decorative finish. Ulteig utilized photographs from the site to develop a 3D computer model of the substation based on preliminary design. The City of Rochester shared renderings of that model in community meetings to address resident concerns. RPU applauded Ulteig for exceeding expectations and for its valuable contributions to onsite construction.

Wenck

City of Afton Wastewater Treatment Plant
Afton, MN

Wenck was the lead design engineer for the City of Afton Large Subsurface Sewage Treatment System. This system provides sanitary service to Afton's "Old Village" along the St. Croix River in Washington County. Designed to treat over 50,000 gallons per day of wastewater, it is the largest soil-based subsurface treatment system (a.k.a. septic system) in Minnesota. As the ultimate treated effluent is dispersed to the native soil, stringent limits are in-place to ensure the protection of the environment and public heath prior to groundwater recharge. Specifically, the Minnesota Pollution Control Agency permit includes a 10 mg/L total nitrogen limit. WENCK has a uniquely qualified team of engineers, soil scientists, hydrogeologists and advanced treatment designers that focus on soil based wastewater treatment systems.

Special Thanks to our Awards Competition Judges

Ken Ashfeld, PE
City Engineer, City of Maple Grove

Chris Ayika PE, PMP
Senior Project Manager, Xcel Energy

Jim Grube, PE
County Highway Engineer, Hennepin County

Tom Hannasch, PE, LEED AP, DBIA
Senior Project Manager, McGough Construction

Adrian T. Hanson, Ph.D., PE, BCEE
Professor, University of Minnesota Duluth

Meredith Hayes Gordon, AIA, LEED AP BD+C
AIA MN President, HGA Architects and Engineers

Rene Heflin, PE
Engineering Services Manager, Metropolitan Council

Mark Krebsbach, PE
Transportation Director/County Engineer, Dakota County

Jody Martinson, PE
Assistant Commissioner Operations Division, Minnesota Department of Transportation

Patrick Mosites
Project Manager, Airport Development, Metropolitan Airports Commission

David Sahli, PE
Municipal Wastewater, Principle Engineer, Minnesota Pollution Control Agency

Cory Slagle, PE
Assistant County Engineer, Transportation, Washington County

Ken Smith, PE, MBA
President & CEO, Ever-Green Energy, Inc.

2018 - 2019 SCHOLARSHIP RECIPIENTS

Congratulations to these Outstanding Students

Tyler Elness
St. Cloud State University
Land Surveying & Mapping

Emma Hanegraaf
St. Cloud State University
Mechanical Engineering

Samuel Lambardo
University of Minnesota Twin Cities
Environmental Engineering

Jacob Mages
University of Minnesota Twin Cities
Civil Engineering

Leo Van Beck
St. Cloud State University
Land Surveying & Mapping

Earl Oxley Scholarship
Kyle Kucharski
University of Minnesota Twin Cities
Civil Engineering

Bob Rosene Scholarship
Paul Fritton
University of Minnesota Twin Cities
Civil Engineering

Don Stormoe Scholarship
Emma O'Leary
University of Minnesota Twin Cities
Environmental Engineering

Cameron Kruse Scholarship
Rena Weis
University of Minnesota Twin Cities
Environmental Engineering

VAA, LLC Scholarship
Thomas Negaard
University of St. Thomas
Civil Engineering

Braun Intertec Corporation Scholarship
Alicia Stone
University of Minnesota Twin Cities
Civil Engineering

ACEC/MN awarded 11 scholarships totaling $28,000 this year.

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Congratulations to

MDR and COWI

on receiving the

2018 Grand Conceptor Award

for the St. Croix Crossing project!

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