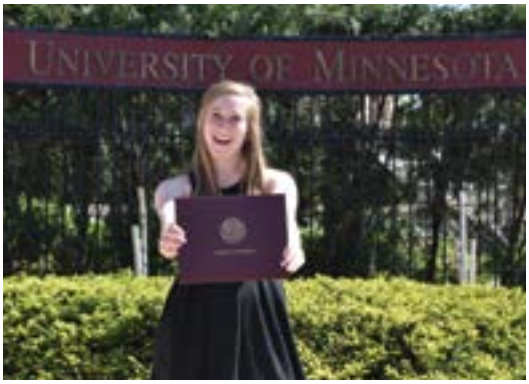
FRAMEWORK

2019 Engineering Excellence Awards Issue

ACEC
American Council of Engineering Companies of Minnesota

Rena Weis, Wenck, electrofishing survey

2018 ACEC/MN Scholarship Recipients



Rena Weis, Graduation, May 2017

Mentoring Matters: Shaping the Future of Engineering

The process of developing skills to become a consulting engineer is multi-faceted. It takes a solid educational background, followed by on-the-job training, such as internships and mentorships. Engineering students typically graduate with basics of the field they have studied but understanding how their training should be applied takes time to develop.

Internships give students an opportunity to "try on" a particular area of practice and to experience how a firm operates. Internships can set the career direction for young engineers by providing direct real-world experience when they graduate from college but once out of school, getting emerging engineers up to speed takes effort from hiring firms to help them move forward and excel in the profession.

Mentoring is key to passing on knowledge and can aid emerging engineers in establishing career paths. ACEC/MN's scholarship program has become two-fold and was redesigned with mentoring in mind. Students are now assigned to a mentor after they receive a scholarship, before they graduate. Three-time ACEC/MN scholarship recipient and ACEC National scholarship winner, Rena Weis, is an example of a student who has benefited greatly from mentorships beginning in college.

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"Once I got involved with engineering, I crossed paths with so many amazing people, many of whom influenced my

> *"A mentor is someone who sees more talent and ability within you, than you see in yourself, and helps bring it out of you."*
>
> **Bob Proctor**

Mentoring Matters: Shaping the Future of Engineering (cont.)

Kaitlyn Thell Ouverson, Braun Intertec

> *"The best way a mentor can prepare another leader is to expose him or her to other great people."*
>
> **John C. Maxwell**

TH 169 Nine Mile Creek Design-Build project

path in one way or another. I am fortunate to have had so many incredible mentors throughout the years who have been willing to provide knowledge and advice to ensure my education and career advance in a direction that is right for me. Early on, Dr. Kurt Spokas of the USDA hired me to work in his soil science research lab, and when it came time for me to choose a major, he was so helpful and supportive of me pursuing a degree in environmental engineering."

The diversity of opportunities in a given field can be overwhelming, and a mentor can help direct focus, and in some cases, steer young engineers toward areas of practice that best suit their skill sets. "Mentorship can support soft skills or technical skills and can be formal or informal," says Rena. "My most recent formal mentorship relationship was with my ACEC/MN mentor. She really supported my decision to get involved in environmental remediation work and brought me to one of her field sites to observe a well drilling rig."

Kaitlin Thell Ouverson, PE, of Braun Intertec, was that mentor to Rena. She feels it is extremely important to advocate for young engineers as they enter the profession. "As a mentor for emerging engineers, I have one goal: to be an advocate for my mentees. I always answer any question asked, and I will do my best to provide useful tips and tricks I have learned throughout my career, such as interviewing, networking, and negotiating."

Many firms provide mentoring programs for emerging engineers. Alliant Engineering, Inc., partnered with Ames Construction, involved mentees and interns into both the design and construction of their TH 169 Nine Mile Creek Design-Build project, which was completed in the fall of 2017. Their goal was to develop young engineers' abilities in an alternative delivery environment. John Dillingham, PE, President and CEO of Alliant Engineering, explains, "Integrating young engineers into a project during both design and construction is imperative to learning the profession. Our approach to mentoring and internships has provided great value to Alliant and our professional staff as we deliver projects to our clients."

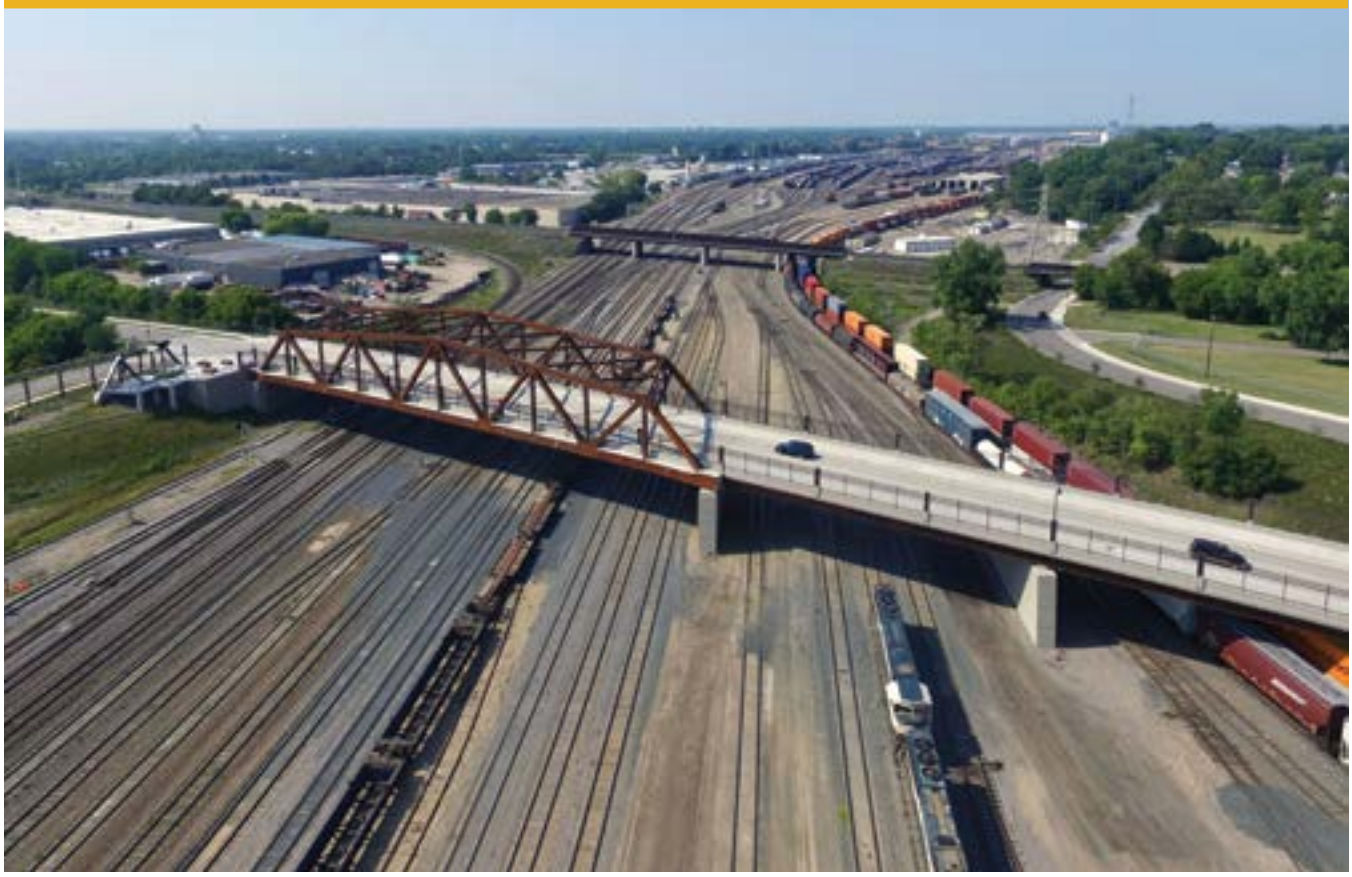
Our industry looks forward to seeing how the integration of mentoring evolves and positively shapes the future of engineering.

Congratulations to

Short Elliott Hendrickson Inc. and Parsons Corporation

on receiving the

2019 Grand Conceptor Award for the St. Anthony Parkway Bridge over BNSF Northtown Yard project!



Congratulations 2019 Grand Award Winners

AKF Group LLC
Westminster Presbyterian Church
Historical Renovation & Expansion

Alliant Engineering, Inc.
TH 169 Nine Mile Creek Design-Build

Barr Engineering Co.
Trunk Highway 210 Design-Build

LHB, Inc.
The Promenade of Wayzata

Mattson Macdonald Young, Inc.
Minneapolis Armory Renovation

Short Elliott Hendrickson Inc.
Nine Mile Creek Regional Trail

Short Elliott Hendrickson Inc. and Parsons Corporation
St. Anthony Parkway Bridge over BNSF Northtown Yard

Stantec
Zumbro River Restoration

AKF Group LLC

Westminster Presbyterian Church Historical Renovation & Expansion
Minneapolis, MN

Built in 1896, Westminster Presbyterian Church's increasing program demands required a 55,000 SF expansion and extensive renovations. AKF provided MEP/FP conditions assessment and design, energy modeling, architectural code consulting, and commissioning. All new systems were seamlessly integrated with existing infrastructure while maintaining the church's original gothic architecture. Westminster's mission to demonstrate environmental leadership inspired AKF's rainwater harvest system. With it, Westminster became the first building in Minneapolis to use stormwater for flushing toilets. AKF also realized Westminster's goal for an acoustically superior performance space. Not only were all challenges overcome, but the project was completed by the church's Christmas 2017 deadline. Everything was accomplished on a tight urban site with little staging area and the church remaining operational seven days a week throughout project duration.

Alliant Engineering, Inc.

TH 169 Nine Mile Creek Design-Build
Hopkins and Edina, MN

The $60 million Trunk Highway 169 Nine Mile Creek Design-Build project replaced an aging bridge across the Nine Mile Creek Basin in Hopkins and Edina, Minnesota. The bridge was demolished and replaced with a causeway through the floodplain. The causeway is constructed on an innovative ground improvement system which integrates controlled modulus columns with a load transfer platform to bear the weight of the infrastructure over the deep organic soils.

Ames Construction was the lead contractor and Alliant was responsible for all design elements. The causeway opened to traffic in Fall 2017, one year after award and over one month ahead of schedule. Soon an elevated trail could meander through the scenic area and cross under TH 169 near the creek itself.

Barr Engineering Co.

Trunk Highway 210 Design-Build

Carlton, MN

In June 2012, over 10 inches of rain fell in 24 hours in northeastern Minnesota, causing over 70 slope failures along 3.5 miles of Trunk Highway 210. For its $22.8 million highway reconstruction project, the Minnesota Department of Transportation selected the design-build team of Barr Engineering Co., Veit & Company, and SRF Consulting. Barr identified innovative, cost-efficient design methods to repair 74 slope failures. Our stabilization solutions blend with the natural surroundings and help protect fish and wildlife habitat. Barr also developed a remote real-time monitoring system, which continues to verify the integrity of the highway and surrounding slopes, and a cultural-resource-protection plan to minimize disturbance of the historic Grand Portage Trail during construction. The highway reopened in October 2017.

LHB, Inc.

The Promenade of Wayzata

Wayzata, MN

The Promenade of Wayzata redevelopment project transformed the blighted 14-acre Wayzata Bay Center mall into a vibrant, green mixed-use community of six city blocks. Extensive pedestrian-friendly sidewalks, gathering spaces on green roofs, and a variety of landscaped spaces offer an inviting destination for all.

Anchoring the east end of Downtown Wayzata near the shores of beautiful Lake Minnetonka, this project's cutting-edge stormwater management system went to dramatic efforts to reduce runoff quantity and improve runoff quality for downstream water bodies, including the lake, Minnehaha Creek, and the Mississippi River.

Constructed over a former wetland, the site's organic soils, shallow groundwater, and other significant site constraints required creative engineering to support the buildings and infrastructure needed for the owner's programming and for an economically viable project.

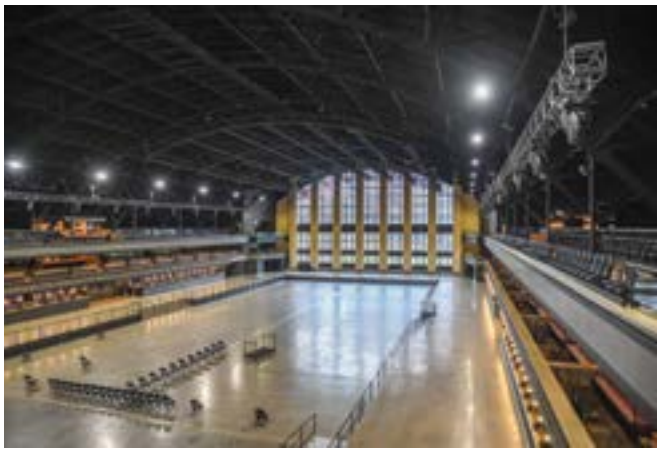
Mattson Macdonald Young, Inc.

Minneapolis Armory Renovation

Minneapolis, MN

The Minneapolis Armory has served many purposes in its 82-year history. Built for the National Guard, it has been a venue for the Minneapolis Lakers, concerts, and a parking structure. To return the site to a social arena, the Armory was renovated by Swervo Development. The renovation included the addition of a new floor above two existing parking levels, two balconies along each side of the venue, and over two dozen wall openings to connect previously isolated areas. Mattson Macdonald Young was the structural engineer of record for the renovation. Following a thorough structural assessment, work included:

- Reinforcement of existing concrete frames supporting a new floor, mezzanines, and openings
- Design of steel-framed floor and balconies
- Reinforcement of existing 200' steel roof trusses to support upper mezzanines and entertainment rigging



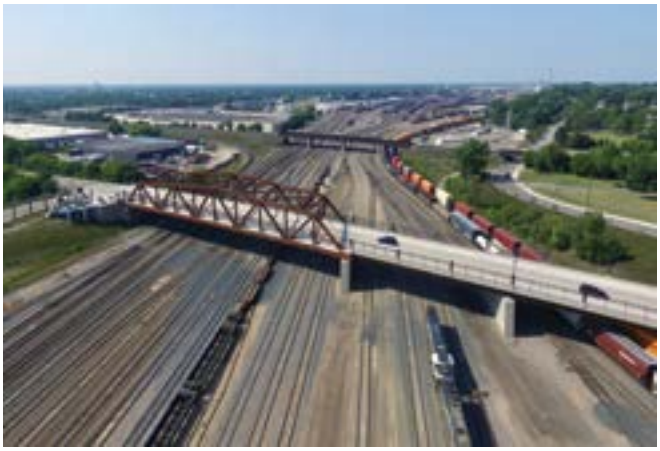
Short Elliott Hendrickson Inc.

Nine Mile Creek Regional Trail
Edina, MN

The 6.1 mile Nine Mile Creek Regional Trail (9MCRT) segment in Edina fills a critical gap of the overall 15.3 mile trail. This portion of the trail presented a number of design and construction challenges. It is adjacent to private/commercial properties, runs through Nine Mile Creek wetlands, woodlands and floodplains, and crosses other significant developed infrastructure including MnDOT trunk highways 62/100. Creative design was required to incorporate the trail over wetlands and near developed areas. Unique features of the completed trail include timber boardwalks near Nine Mile Creek, a tunnel under 70th Street, and pedestrian bridges over the trunk highways. The success of the project was also the result of significant agency coordination and communication. The 9MCRT now provides unique recreational opportunities to its users.

Short Elliott Hendrickson Inc. and Parsons Corporation

St. Anthony Parkway Bridge over BNSF Northtown Yard
Minneapolis, MN



The City of Minneapolis needed to replace a historic 85-year-old bridge that was non-redundant and in deteriorating condition over a busy railyard. An innovative approach was required to replace this bridge without disrupting the active railyard below. Through coordination with the railroad, the team used an incremental launching process and a unique launching system to assemble a 305 ft. steel truss bridge span off-site and slide it into place over the tracks. This was done in four-hour construction windows to keep the mainline tracks active. Features of the replacement bridge include an innovative, one-of-a-kind main span truss with internal redundancy measures. The end result is a new bridge that has innovative technical elements while preserving the legacy of one of the City's most historic neighborhoods.

Stantec

Zumbro River Restoration
Oronoco, MN

In 2010, flood water breached Lake Shady Dam on the Zumbro River, severely damaging the dam and downstream bridge. Stantec worked with Olmsted County and Oronoco, planning to repair the bridge, remove the dam, restore the upstream reaches of the Zumbro River, and create a Park Master Plan in the lakebed. Project goals included restoration of the river's ecological health and natural beauty while creating new recreational opportunities for users. Stantec prepared an Environmental Assessment Worksheet and Preliminary Engineering Report that included, hydrologic/hydraulic analysis, dam removal and construction of a rock arch rapids, river restoration, wetland impacts, and recreational trails. Stantec completed final design and worked closely with MnDNR and the contractor to construct the project within tight budget constraints and a difficult physical environment.

Congratulations 2019 Honor Award Winners

Barr Engineering Co.
Hall's Island Design and Restoration

Bolton & Menk, Inc.
The Artery

Bolton & Menk, Inc.
CSAH 83 Improvements

Braun Intertec
UMN Combined Heat and Power Plant

Buildings Consulting Group, Inc.
Restoration of the Plummer Building at Mayo Clinic

Houston Engineering, Inc.
Grey Cloud Channel Restoration and Crossing

Michaud Cooley Erickson
University of Minnesota Bell Museum

Short Elliott Hendrickson Inc.
Jackson Street Reconstruction

SRF Consulting Group, Inc.
Olmsted County CSAH 22 & CSAH 33 Reconstruction

TKDA
Godfrey Parkway Bridge Replacement

Widseth Smith Nolting & Assocs., Inc.
Interconnect Wastewater Project

WSB
Corridors of Commerce - Scope and Project Selection

WSB
The Afton Old Village Preservation

WSP USA
Rethinking I-94

WSP USA
TH 169 Nine Mile Creek Bridge Replacement

Barr Engineering Co.

Hall's Island Design and Restoration
Minneapolis, MN

The Minneapolis Park and Recreation Board hired the Barr team to help reconstruct historic Hall's Island and create an adjacent riverfront park. Building an island in the Mississippi River on a former industrial site presented unique challenges. Barr's design—informed by floodplain and sediment transport modeling—had to prevent an increase in flood levels, curtail sediment concerns, and maintain the island's stability. Barr also led environmental impact assessments, a brownfields investigation, permitting, and construction management. The project created three acres of new habitat in the river and improved biodiversity in a heavily industrial Minneapolis neighborhood with limited access to natural areas and the river. Hall's Island and the riverfront park will also provide recreational and educational opportunities to underserved communities.

Bolton & Menk, Inc.

The Artery

Hopkins, MN

The concept of The Artery began a decade ago, envisioned to increase visibility of historic Mainstreet and connect the city core to the main thoroughfare, Excelsior Boulevard. With this as a starting point, the City of Hopkins desired to draw people from the proposed Hopkins Southwest Light Rail Transit station, through The Artery, to Mainstreet. Innovative development processes featured multi-disciplinary input from public works professionals, engineers, planners, urbanists, artists, and supporting specialists. The Artery integrates interactive public art, innovative technology, a two-way cycle track, and educational elements of storytelling and cultural history all within the public realm; making this a prime destination along the proposed SWLRT Green Line. Few projects bring out such positive collaboration to create something unique yet mutually successful on multiple fronts.

Bolton & Menk, Inc.

CSAH 83 Improvements

Prior Lake, MN

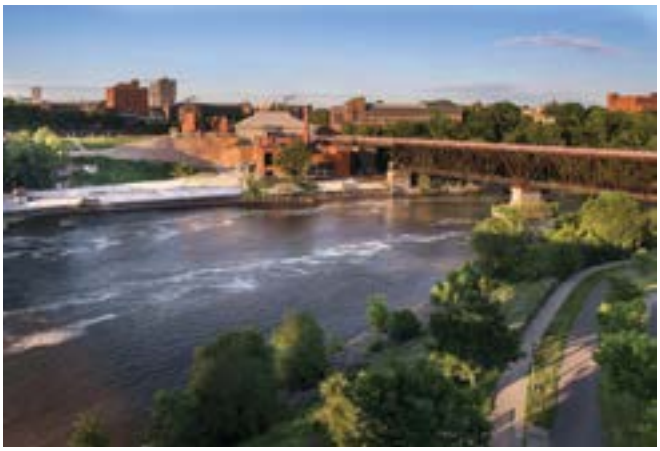
Scott County Highway 83 serves Prior Lake, Shakopee, and Mystic Lake Casino/Hotel. In 2015, Shakopee Mdewakanton Sioux Community, with Scott County and the City of Prior Lake, began work with Bolton & Menk under an aggressive goal to complete planning, permitting, design, and construction to address traffic challenges. Unique design solutions included a high-volume ramp system and new one-way internal roadway. Seven jurisdictional agencies came together in strong partnership for critical approvals and design requirements. The project was accomplished from concept to completion in just 28 months while navigating

- Five acres of wetlands and landfill permitting
- Three critical path total property acquisitions and resident relocations
- Public right-of-way acquisitions
- 15 private utility companies with impacts and/or relocations
- Six critically tied but separate projects delivered in parallel

Braun Intertec

UMN Combined Heat and Power Plant

Minneapolis, MN



To solve an energy shortage on campus, the University of Minnesota developed a plan for a sustainable source of energy: a Combined Heat and Power Plant. This solution required the renovation of their old Main Energy Plant which presented many engineering and environmental hurdles on a compact site bound by walking trails, railroad tracks, the Mississippi river, a bridge and a bluff.

The renovation required removal of coal and gas-fired boilers, demolition of surrounding buildings and structural reinforcement of the building and bluff. Structural renovations for the new gas-fired turbine and heat recovery system were complicated by 1910's-era steel that was not weldable using modern techniques.

The plant now delivers a sustainable source of carbon footprint-reducing energy.

Building Consulting Group, Inc.

Restoration of the Plummer Building at Mayo Clinic

Rochester, MN

The historic Plummer Building at the Mayo Clinic was built in 1927, and is on the National Register of Historic Places. The Plummer Building features several impressive decorative features including carved limestone, polished granite, terra cotta, and brick masonry.

Buildings Consulting Group provided restoration engineering services for a second phase of renovation, which was a unique opportunity to evaluate how the historic building cladding has been performing in the 11-year period since the last study and repair program. The Plummer Building was recently restored to its historic appearance. The owner, engineer, and contractor collaborated to successfully complete the work.

Houston Engineering, Inc.

Grey Cloud Channel Restoration and Crossing

Cottage Grove, MN

The Grey Cloud Slough—just south of St. Paul on the Mississippi River—had lost its historic connectivity with the river decades ago. This loss led to decreased water quality (as showing by the commonness and severity of algal blooms), declining fish diversity, reduced recreational opportunities, and more.

The South Washington Watershed District (SWWD) and a variety of local, state, and federal stakeholders worked with Houston Engineering, Inc. (HEI) to correct these issues by constructing a bridge at the slough's north end. The bridge has restored connectivity with the Mississippi River, allowing flows to naturally improve water quality and fish diversity. Moreover, the bridge allows boater access between the river and the slough. The benefits are already apparent at Grey Cloud Slough.

Michaud Cooley Erickson

University of Minnesota Bell Museum

St. Paul, MN

The new Bell Museum of Natural History, located at University of Minnesota's St. Paul campus, is a true place of discovery. Visitors are able to spend their time exploring the 120-seat state-of-the-art Planetarium, getting lost in the world renown wildlife dioramas, visiting the multi-sensory Touch and See Lab or observing from the second-floor green roof.

Michaud Cooley Erickson (MCE) provided full mechanical and electrical services for this project. The project exceeded the required State of Minnesota B3 energy reduction requirements of 70% due to MCE's energy modeling efforts. This allowed the team to evaluate site criteria, building orientation, day lighting and mechanical systems to make informed decisions throughout the design process. Combining a 60%+ reduction in mechanical systems energy with LED lighting, high-tech glass, 2% from photovoltaic (PV) and 6% from wind, the projected energy savings for the project are 81%.

Short Elliott Hendrickson Inc.

Jackson Street Reconstruction

St. Paul, MN

The Jackson Street Reconstruction project is one of the most important public realm projects for the City of Saint Paul in recent history. It reconstructed a nine-block stretch within downtown Saint Paul. The resulting improvements make Jackson Street the backbone of the newly established Capital City Bikeway system. Enhancements include a protected downtown bicycle system, connections to regional and state trail systems, and a traffic signal design that supports the new two-way protected bikeway. The new design also contains green infrastructure, new streetscape design, and safer facilities and wider sidewalks for pedestrians. Finally, this project lays the groundwork for future infrastructure improvements. It serves as an example of how to implement re-envisioned streets through thoughtful public outreach programs and effective design processes.

SRF Consulting Group, Inc.

Olmsted County CSAH 22 & CSAH 33 Reconstruction

Rochester, MN

Located in Rochester, Minnesota, the Olmsted County CSAH 22 Extension and CSAH 33 Reconstruction project provided a critical additional east-west connection between TH 52 and Broadway Avenue, extended the four-lane section on Broadway Avenue to the north, accommodated traffic from existing and future growth in northeast Rochester, and improved highway safety and mobility. The project consisted of 1.5 miles of new four-lane divided roadway (55th Street), 1.3 miles of reconstructed four-lane divided roadway, and a new crossing of the South Fork Zumbro River. A wide array of technical challenges was addressed by SRF, including wetland impacts, stormwater treatment, constructability of multiple waterway crossings, and maintenance of traffic. The project is the largest out-state Minnesota project to be bid and totally funded by a local agency.

TKDA

Godfrey Parkway Bridge Replacement

Minneapolis, MN

For 90 years, the Godfrey Bridge served as the gateway between Minnehaha Park and West River Parkway in Minneapolis, framing wooded views on Godfrey Parkway for park visitors. The new bridge design required traffic on the old bridge be maintained during construction and impacts to the park and recreational activities on the Grand Rounds Trail beneath the bridge, including the Twin Cities Marathon, be minimized. TKDA's feasibility study recommended a single-span, prestressed concrete beam superstructure with semi-integral abutments on micropiles to avoid large excavations and minimize impacts to park landscapes. Following design, TKDA provided construction services for the project, which was constructed within budget in one construction season. The new bridge, which evokes the original 1925 design, accommodates multimodal travel and future light rail.

Widseth Smith Nolting & Assocs, Inc.

Interconnect Wastewater Project

East Grand Forks, MN and Grand Forks, ND

After six years of planning, neither the Red River nor state boundaries would deter the Cities of East Grand Forks, MN, and Grand Forks, ND, from coming to an agreement that would allow Grand Forks to provide wastewater treatment for East Grand Forks. The Interconnect Wastewater Project includes a new lift station, 50,000-gallon diurinal basin, 22-acre equalization basin, and approximately 12,000 linear feet of forcemain, which transfers wastewater under the Red River and across state lines. After nearly one year since its completion, the system has pumped over 250 million gallons of wastewater to the Grand Forks wastewater treatment plant. Employing effective communication throughout the project's planning, design, and construction, WSN helped bring collaboration among the communities and state agencies to a whole new level.

WSB

Corridors of Commerce - Scope and Project Selection

State of Minnesota

The Minnesota Department of Transportation (MnDOT) partnered with WSB to select a set of projects within the $400 million budget in the latest round of the Corridors of Commerce program.

The project selection is based on project eligibility and selection process set by the Minnesota State Legislature. Project solicitation from the public started in January 18, 2018. The selection required the project to be completed before April of 2018 (over a 3-month period).

MnDOT and WSB developed a process that ensured all submitted projects were reviewed, analyzed, scoped and scored consistently according to State Legislature standards. MnDOT initially received 300+ projects from the public. Using the eligibility requirements as a filter, MnDOT narrowed down the number of projects to be scoped and prioritized to 160.

WSB

The Afton Old Village Preservation

Afton, MN

The City of Afton and Washington County partnered to reconstruct the 160-year-old "Old Village of Afton." Together with financial support from MNBWSR, MNDNR, MNPCA, MNPFA and VBWD, WSB worked through an eight-year process that assembled the grant procurement, developed visioning, preliminary design, final design, construction administration, and coordination with tribal communities to protect tribal assets. The project revitalized the Old Village area of Afton, protecting the historic properties and restoring the opportunity to revitalize the downtown area.

This $20 million effort included new sanitary collection and treatment system; reconstruction of all County and local roads; new trails; levee reconstruction and ADA compliance; stormwater enhancements, and provided 100-year flood protection to protect the "Old Village of Afton" over the next century.

WSP USA

Rethinking I-94

Minneapolis and St. Paul, MN

Rethinking I-94 is redefining a highway's role in the community, piloting a new approach that is better for neighborhoods, better for transportation, and better for the engineering profession. This unique initiative began with an apology in 2015 by MnDOT Commissioner Charlie Zelle to St. Paul's Rondo community, which was destroyed by the construction of I-94 in the 1960s. Since then, MnDOT staff have conducted unprecedented levels of engagement and relationship building with the stakeholders in this diverse 15-mile corridor. Now, MnDOT is not only ready to collaboratively consider the future of the 1-94 corridor with the adjacent communities, they are leading the way for others across the country looking to maintain their vital urban freeways while also seeking to heal the scars of the past.

WSP USA

TH 169 Nine Mile Creek Bridge Replacement

Hopkins, Minnetonka and Edina, MN

The TH 169 bridge over Nine Mile Creek in the southwest metro area was replaced with a causeway, saving $14 million in project costs. The 3,000 foot (0.6) mile bridge crossed the creek's floodplain area on a low piled structure. Due to corrosion of the piles, the bridge required early replacement. During preliminary engineering alternatives to a bridge were considered to minimize cost while improving compatibility with future improvements along the corridor. A causeway had previously been rejected due to fill in the floodplain and wetlands and was not considered furthered. The WSP team revisited the causeway concept and worked with MnDOT, MnDNR, USCOE and Nine Mile Creek Watershed District to demonstrate the causeway had less impacts in this environmentally constrained section.

Engineering Excellence Awards Judges

Tim Amstutz
Assistant Manager of Plant Engineering
Metropolitan Council

Ken Ashfeld, PE
City Engineer
City of Maple Grove

Chris Ayika PE, PMP
Senior Project Manager
Xcel Energy

Mike Barnes, PE
I-94 Corridor Director
MnDOT

Deborah Besser, PE, PhD, ENV SP
Civil Engineering, Chair
Center for Engineering Education, Director
University of St. Thomas

Don Elwood, PE
Director of Transportation Planning and Engineering
City of Minneapolis

Jim Grube, PE
Public Works Strategic Initiatives Director
Hennepin County

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

Adrian T. Hanson, PhD, PE, BCEE
Professor (Environmental)
University of Minnesota Duluth

Nathan Johnson, AIA
AIA MN President
4RM+ULA, LLP

Bridget Rief, PE
Director of Airport Development
Metropolitan Airports Commission

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

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

Emily Ziring, EFP
Sustainable Facilities Program Manager
Minnesota State

2019 - 2020 SCHOLARSHIP RECIPIENTS

Congratulations to these Outstanding Students

Earl Oxley Scholarship
Silas Burke
University of Minnesota, Twin Cities
Mechanical Engineering

Cullen Hilliker
University of St. Thomas
Mechanical Engineering

Bob Rosene Scholarship
Derek Huston
University of Minnesota, Twin Cities
Civil Engineering

Kyle Kucharski
University of Minnesota, Twin Cities
Civil Engineering

Terry Swor Scholarship
Kolten Espinosa
Minnesota State University, Mankato
Civil Engineering

Paul Mako
University of Minnesota, Twin Cities
Civil Engineering, MS Structural

Don Stormoe Scholarship
Alicia Stone
University of Minnesota, Twin Cities
Geo-Engineering

Joshua Tomczak
University of Minnesota, Duluth
Civil Engineering

Cameron Kruse Scholarship
Matthew Henderson
University of Minnesota, Duluth
Civil Engineering

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

HDR Scholarship
(Golf Tournament Title Sponsor)
Maren Mosley
University of St. Thomas
Civil Engineering

Thanks to our supporters and contributors, ACEC/MN awarded 12 scholarships totaling $31,500 this year.

Alliant Scholarship
(15th Anniversary Golf Tournament Sponsor)
Joseph Hynes
University of Minnesota, Twin Cities
Civil Engineering

We Couldn't Have Done It Without These Wonderful Sponsors & Supporters

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WSB

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Chartwell Financial Advisory, Inc.
The Coleman Law Firm, LLC
Heley, Duncan & Melander, PLLP
HIWAY Federal Credit Union
Meagher & Geer, PLLP
Meyer Borgman Johnson
SRF Consulting Group, Inc.
Stantec
TKDA

Platinum
ACEC Life/Health Trust
DeWitt LLP
Kubes Law Office, PLLC
Michaud Cooley Erickson
ISG
Stantec

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Gallagher
LHB, Inc.
Marriott Minneapolis West
Minnesota Builders Exchange
Oak Marsh Golf Club
Renaissance Minneapolis Bloomington Hotel
Sambatek
Science Museum of Minnesota

Event
ARC Document Solutions, Signage
The First Impression Group, Printing
Maple Lane Media, Event Technology

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VAA

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American Engineering Testing, Inc.

Don Stormoe Scholarship
American Engineering Testing, Inc.

Cameron Kruse Scholarship
Braun Intertec

Scholarship Golf Tournament

Golf Tournament Title Sponsor

15th Anniversary Sponsor
Alliant Engineering, Inc.

ACEC
of Minnesota

American Council of Engineering Companies of Minnesota
10201 Wayzata Blvd., #240
Minnetonka, MN 55305
www.acecmn.org / mail@acecmn.org

YEAR OF THE ENGINEER

WE EXCEEDED OUR GOAL AND REACHED 2 MILLION + PEOPLE

TOGETHER WE ARE MAKING AN IMPACT

Engineering has always been an integral part of the Science Museum. In 2018 we set forth to celebrate and advance informal engineering education experiences and reach 1 million people with the power of engineering. ACEC was a key strategic partner in this effort. Thank You!

HERE'S HOW WE REACHED PEOPLE WITH ENGINEERING!

ENCOUNTER ENGINEERING
- Lectures & curated events
- Omni-only attendance
- Social media
- TV shows
- PSAs

ENGAGE IN ENGINEERING
- Exhibit & combo attendance
- Play. Tinker. Make. Engineer days
- School assemblies across MN
- Field trips

EXPLORE ENGINEERING
- In-depth school experiences
- Educator trainings
- KAYSC
- Camps

Science Museum of Minnesota

ACEC
of Minnesota

ACEC/MN Leaders were featured in "Faces of Engineering" PSA videos sharing what sparked their interest in engineering.

ANN JOHNSON

DEBORAH REIDER

KATIE TOGHRAMADJIAN