FRAMEWORK

2021 Engineering Excellence Awards Issue

ACEC Minnesota

2021 GRAND CONCEPTOR

Donohue & Associates, Inc.

Nutrient Recovery and Reuse (NR2): Innovative, Cost Effective, Sustainable

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H-Pile Downdrag Monitoring

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WSP
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Alliant Engineering, Inc.

8th Street Reconstruction
Minneapolis, MN

This $11 million project transformed a 10-block corridor from building face to building face through downtown Minneapolis. As the primary eastbound transit corridor and major pedestrian artery through downtown, the project design prioritized pedestrian movements and transit operations. Engaging the public and business community was paramount as the project reduced the road width and modified curbside uses to enhance the pedestrian realm. Improvements included wider pedestrian routes; Bus Rapid Transit platforms; ADA facilities with curb extensions; stormwater collection system and an urban infiltration pilot project; municipal utility upgrades; extensive private utility coordination and relocation; lighting; traffic signals; and streetscape elements. To maintain loading and valet curbside uses the project implemented innovative sidewalk treatments with mountable curbs allowing dynamic use of sidewalk spaces.

American Engineering Testing, Inc.

TH 63 Bridge over Mississippi River H-Pile Downdrag Monitoring

Hagar City, WI

When MnDOT engineers slated the 57-year-old Eisenhower Bridge near Red Wing for replacement, they noted severe settlement issues on the northern (Wisconsin) side. Because excessive settlement can overstress deep foundations, MnDOT decided to monitor loads on the new bridge's steel H-pile foundation.

American Engineering Testing (AET) and Zenith Tech (ZTI) collaborated during construction to install sensors on four piles driven 150 feet below the new bridge abutment and electronically monitored for three years. Data from these sensors let MnDOT check measured pile loads against design assumptions -- to ensure the safety and performance of the new foundation. AET and MnDOT engineers also gleaned insights that will improve the design of bridges built on "soft" riverside soils, leading to savings in both time and materials.

Barr Engineering Co.

Island Lake Dam Gate Upgrade

Duluth, MN

A 100-year-old dam near Duluth presented Barr's client Minnesota Power with an opportunity to upgrade aging infrastructure, reduce costs, and improve sustainability. The Island Lake Dam Gate Upgrade project posed unique engineering challenges, including accessing sluice gates located 50 feet under the water's surface and supporting an arched structure with less reserve capacity to accommodate changes. The risks posed by the dam's outmoded features called for precise finite-element modeling and real-time monitoring. Project elements included stability analyses, a comprehensive options study, engineering design, and detailed construction sequencing. Strong collaboration led to innovative engineering methods that helped manage costs and scope while still accomplishing the project's goals: improved operability, virtual elimination of water leakage, enhanced support for downstream hydro facilities, and sustained recreational and environmental benefits.

Braun Intertec Corporation

ASTM Standard Test Methods for Carbon-Consuming Cements Hardened by Carbonation

Minneapolis, MN

Braun Intertec partnered with Solidia Technologies, a cement and concrete technology company that makes it easy to use carbon dioxide (CO_2) to create building, construction and industrial products, to develop a set of ASTM standards that would confirm the effectiveness of cements that can be hardened by carbonation and encourage additional carbon-consuming concrete products to the marketplace.

Braun Intertec was instrumental in proving the performance of Solidia Cement and Concrete with the ASTM Standard Test Methods they developed. These test methods will enable project owners to rapidly adopt next-generation, green concrete in an industry that has experienced little innovation in 200 years, and whose supply chain is responsible for 8% of global CO_2 emissions through the production of its binder, cement.

Donohue & Associates, Inc.

Nutrient Recovery and Reuse (NR2): Innovative, Cost Effective, Sustainable

St. Cloud, MN

The St. Cloud Nutrient, Energy & Water Recovery Facility has become one of the nation's most sustainable resource recovery facilities and a world-class example of how well-conceived sustainability initiatives can improve cost effectiveness. The NR2 Project included two innovative processes: nutrient harvesting (the Ostara process) and thermal hydrolysis of biosolids (the Lystek process). This is the first time these two processes have been employed together at a resource recovery facility in North America. The Ostara process extracts phosphorus and produces a nutrient-rich fertilizer pellet. The Lystek thermal hydrolysis process produces a safe and nutrient-rich soil amendment. The biofuel recovery project components will result in a net zero energy facility in 2021. The Project has been a tremendous success for the City, rate-payers, and the environment.

Kimley-Horn and Associates, Inc.

Silver Ramp Expansion

Bloomington, MN

In 2016, the Metropolitan Airports Commission began construction of the Silver Ramp to expand public parking by 5,000 stalls and to provide the rental car agencies with an expanded facility.

The Silver Ramp was constructed in the heart of the Terminal 1 campus, one of the busiest terminals in North America. The design and construction of the facility required innovation and extensive coordination to allow the structure to be built above an existing LRT station, beneath protected airspace, adjacent to existing infrastructure located at either end of the structure, and between two heavily traveled roadways providing access to and from Terminal 1. Finally, construction of the project had to be performed while maintaining all airport operations surrounding the construction site.

Salas O'Brien

Madison Municipal Building

Madison, WI

Designed in 1929 and listed on the National Register of Historic Places, the Madison Municipal Building originally served as a federal courthouse. A 1970s repurposing as a post office concealed and neglected its notable historic design elements. Inefficient and noisy window air conditioning units that provided spot cooling for perimeter offices marred the building's facade and symbolized a worn and outdated mechanical and electrical infrastructure. The renovation project, which received a LEED-NC Platinum award, preserved and restored the historic character of the building and unobtrusively overhauled the mechanical and electrical infrastructure, achieving an energy cost savings of over 50% and, importantly, promoting the health and well-being of its inhabitants.

Short Elliott Hendrickson, Inc.

Duluth Sky Harbor Airport

Duluth, MN

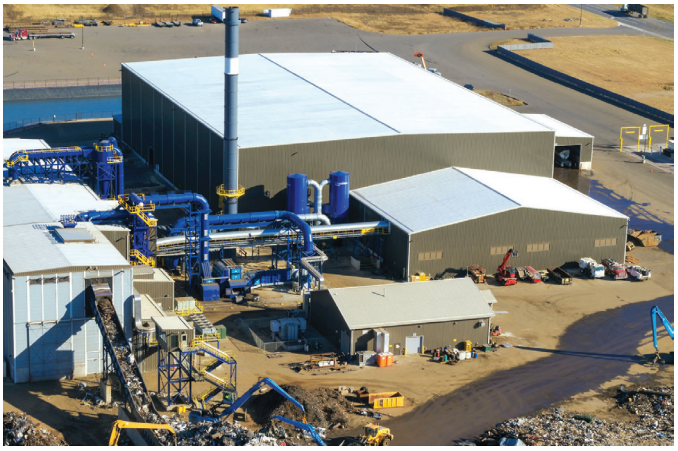
Over 10 years of public engagement and community conversations combined with innovative engineering and construction solutions resulted in a win for aviation, the Duluth Airport Authority, the Duluth community and the natural environment. SEH facilitated a complex environmental review, permitting, mitigation and design process for maintaining this airport within and adjacent to protected and regulated natural resources. This project created 7 acres of new land and constructed a rotated airport runway into Lake Superior. The new land was created over three years of fill, surcharge and surcharge removal. A new stabilized shoreline provided the foundation to support operations, protect the environment and provide infrastructure that is resilient to rising lake levels. Construction required innovative techniques, including barging of nearly all materials to the site.

Short Elliott Hendrickson, Inc.

New Shredder Site

Becker, MN

This project involved design and construction of a state-of-the-art metal shredder with ferrous downstream and nonferrous recovery plant. It is one of the largest shredders in the country, and the only fully enclosed facility of its kind in the country. All processing is done within buildings, with all emissions sent through control equipment before discharge. The new shredder can turn a full-size vehicle into 3 in. pieces in about 8 seconds, then separate waste product from recyclable product using some of the most sophisticated technology and programming available. The project included 26 acres of concrete pavement, stormwater ponds capable of storing over 7 million gallons of stormwater, over 10,000 cubic yards of structural concrete, 300 auger cast piles, and 145,000 sq. ft. of buildings.



SRF Consulting Group, Inc.

Central Draw Overflow Phase V

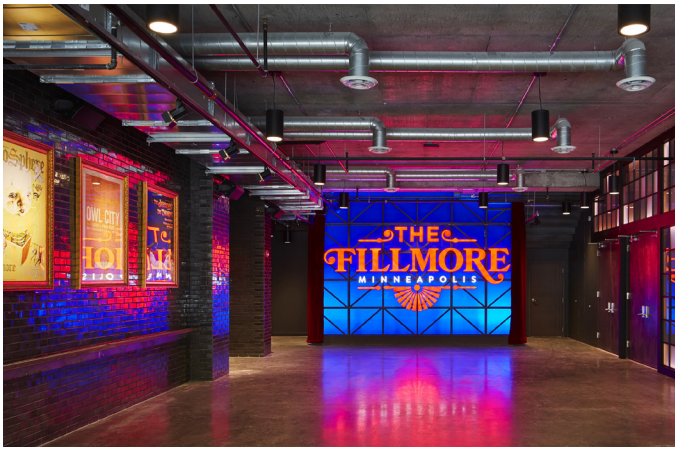
Lake Elmo, Oakdale, Afton, Woodbury, and Cottage Grove, MN

The South Washington Watershed District was formed to design and construct an outlet for their northern watersheds. Runoff was collected at Bailey Lake, which had no controlled outlet. Increasing high-intensity rainfall events and continued development led to an existing and rising risk of flooding that drove the need for the Central Draw Storage and Overflow System. Phase V of the system provided the outlet's critical pipe connection for the 23-square-mile drainage area. The project included 6,200 LF of 72-inch RCP storm sewer at varying depths and constructed 1,400 feet of stabilized channel that ties the pipe into the downstream channel system. The resilient design provides flood protection for large rainfall events, while also providing water quality treatment and native habitat during dry and low-flow conditions.

Steen Engineering

The Fillmore Theater and Element by Westin at Target Field Station

Minneapolis, MN



This all in one facility combines a hotel with a performance center, challenging the design team to create a quiet restful hotel, maintain the historical aspects of downtown, and produce an acoustically demanding theatrical space.

The 150,000 sq. ft. Fillmore Theater and Element Hotel consists of 156 extended stay guest rooms located directly above an 1,850-person capacity venue for music performances valued at $40 million of total construction.

Juggling multiple interests, photometric analysis, incorporating cutting edge sound and vibration control technologies, and 3D modeling were some of the challenges faced, and met, eliminating unwanted sound and vibration, and delivering an energy efficient lighting and HVAC design with heat recovery to serve and support this engineering marvel and new Minneapolis iconic destination.

Wenck

Biochar- and Iron-Enhanced Sand Filter (BIESF) Large-scale Demonstration Projects

Blaine, MN

Beach closures. Sick pets. Bacteria in the nation's waters is a public health issue. The culprit is often pet and wildlife waste carried by storm sewers to nearby lakes, streams, and rivers. Until now there have been limited ways to disinfect stormwater, and most are expensive. The Biochar- and Iron-Enhanced Sand Filter demonstration projects were a collaboration to show how biochar can be used to help remove bacteria from stormwater. The District worked with the cities of Coon Rapids and Blaine to construct two Iron-Enhanced Sand Filters to document how adding biochar to filters designed to remove nutrients like phosphorus can also help keep bacteria from entering a nearby stream. Preliminary data shows that the filters can increase bacteria (E. Coli) removal by up to 26%.

Widseth

Digi-Key Electronics Product Distribution Center Expansion

Thief River Falls, MN

One of the largest electronic component distributors in the world, Digi-Key Electronics' rapid growth created an ever-increasing need for more space. Widseth designed the 2.2-million-square-foot product distribution expansion to accommodate the millions of products stored and readily available for same-day shipping. Widseth's comprehensive team—engineers, architects, environmental scientists, land surveyors, and aerial mapping specialists—worked with Digi-Key to develop a facility that is efficient in design, flexible in use of space, and can evolve to new technologies and systems. With an investment value of more than $400 million, the project can house 3,400 employees, and Digi-Key has committed to adding at least 100 new employees each year for the next 10 years. The expansion is expected to contribute an additional $500 million in economic output.

WSP

MnDOT I-494/I-94 Interchange Bridge Replacement Utilizing Accelerated Bridge Construction Techniques

Oakdale, MN

During the 2019-2020 construction seasons, WSP partnered with MnDOT to replace two bridges at one of Minnesota's busiest interchanges joining trunk highways I-494 and I-94 in Woodbury, MN. Two different accelerated bridge construction techniques were utilized in replacing the existing bridges. A bridge slide of one of the existing bridges onto a temporary alignment was used to minimize impact to the traveling public during new bridge construction. In addition, precast deck panels utilizing ultra-high performance concrete were implemented. This deck panel application was a first for MnDOT, helping to advance this construction technique within the local industry. A collaborative design process with MnDOT enabled WSP to deliver final designs and construction specifications on an accelerated schedule and to provide support during the construction phase.

THANK YOU, JUDGES!

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Minnesota Pollution Control Agency

Bolton & Menk, Inc.

CSAH 21 Downtown Prior Lake Reconstruction

Prior Lake, MN

Improvements to the Trunk Highway 13, County State Aid Highway 21 intersection in Prior Lake, Minnesota had been a recurring topic of discussion for the past 15+ years. The intersection and adjacent corridor lacked the capacity to move traffic safely and efficiently. A tremendous amount of resistance from a divided community contributed to preventing the improvement project from taking off. All the while, the intersection was still a growing problem. The kickoff Corridor Visioning Workshop created a vision to develop a road "to downtown Prior Lake," rather than "through downtown." The project team led an innovative study and design process with flexibility in engagement strategies, project process, and possible solutions to overcome the project history, mistrust, and misinformation that had developed over nearly two decades.

Bolton & Menk, Inc.

Northwest Winnebago Infrastructure Project

Winnebago, MN

Flooding concerns have been a long-standing issue within the City of Winnebago. Rainfalls caused overflow throughout the city's aging storm sewer and sanitary sewer systems, leaving residents with flooded basements and homes. The lack of drainage and cross connections hydraulically overloaded the sanitary sewer system if there was more than a 1-inch rain event. Untreated raw sewage was pumped onto the ground, causing a severe health and safety concern. Two storm sewer systems were installed to move water away quickly and efficiently from the area while removing any cross connections that affect the sanitary sewer system. The secondary outlet contained a 54-inch diameter pipe that descended a 100-foot-long hill into the Blue Earth River. Construction was completed ahead of schedule and stayed within budget.

Brown and Caldwell

Metropolitan Council Environmental Services - Mound Area Interceptor Improvements

Mound and Minnetrista, MN

After almost 50 years of continuous service, replacement of the MCES 7021 forcemain was required because of internal corrosion and insufficient capacity to meet a growing population. The 3-mile-long 24-inch steel pipeline conveys wastewater from Mound, MN to a gravity interceptor along State Highway 7 in Minnetrista, MN. Successful replacement of this existing forcemain was the result of careful planning, innovative engineering solutions and close collaboration between multiple state, regional, county and city governments and multiple regulatory agencies. Specific engineering challenges included accommodations for a wide range of hydraulic conditions, management of potentially damaging hydraulic transient pressures, construction in environmentally sensitive areas, significant disruptions from major construction in residential neighborhoods and tunneling under adverse groundwater conditions. The $23M project was completed in June 2020.

HR Green, Inc.

L27 Lift Station Improvements

Hopkins, MN

HR Green provided engineering and design services for the L27 lift station and associated gravity and force main interceptors in Hopkins, MN. The project phased-out an existing, aging facility.

The project site was in a densely populated neighborhood and included wetlands. HR Green's team developed a site plan that avoided wetland impacts. A large wet well was selected because of the cost and risks of constructing a deep, large interceptor pipe for response time storage. The lift station is a circular structure constructed as a caisson to minimize construction excavation impacts on the tight site. Design and construction materials were selected to blend into the natural setting.

The new lift station and improvements provide long-term system reliability, protecting adjacent properties, residents and natural resources.

HR Green, Inc.

Trout Brook Nature Sanctuary

Saint Paul, MN

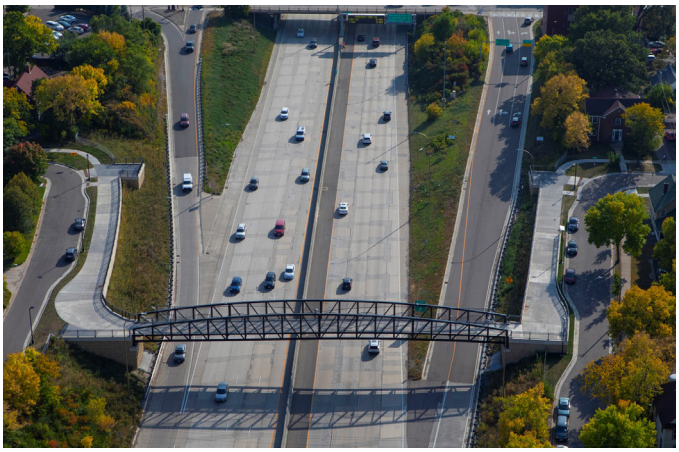
HR Green, the City of Saint Paul, and their partners, designed the Trout Brook Nature Sanctuary on a 42-acre brownfield site. The project daylighted 3,000 feet of the Trout Brook in a naturally meandering and ecologically restored channel after decades of confinement underground. The site includes three water quality treatment trains to treat urban stormwater runoff prior to entry into the Trout Brook. Additional improvements include a new restroom facility, trails, parking, public art, utility improvements, and brownfield mitigation. The final portion of the project was a lift station consisting of an integrated sediment removal sump, pumps with energy savings controls, and more than 950 feet of force main to deliver the base flow of clean water to of the restored Trout Brook.

Kimley-Horn and Associates, Inc.

5th Street Pedestrian Bridge over I-35W

Minneapolis, MN

The Minnesota Department of Transportation partnered with the City of Minneapolis and the Marcy-Holmes neighborhood to replace the 5th Street pedestrian bridge over I-35W. Originally constructed in 1971, it is the highest volume pedestrian bridge in Minnesota, serving approximately 2,000 users daily, providing connectivity for the historic Marcy-Holmes neighborhood and access to the University of Minnesota. Kimley-Horn provided concept refinement, visual quality management, and preliminary and final design for the 5th Street pedestrian bridge including local street modifications, lighting, and ADA access improvements. Kimley-Horn led the development of multiple trail alignment concepts to create an enhanced experience for pedestrians and bicyclists while managing construction costs to fit federal funding received for the project.



Kimley-Horn and Associates, Inc.

Mall of America Transit Station Renovations

Bloomington, MN

With 5,000 daily boardings, the Mall of America has the most used transit station in the Metro Transit system. Challenged by multiple transit connections, high volumes of commercial deliveries, 11,000 employees coming to and from work daily, and taxis trying to enter the site at one secured gate access, this major reconfiguration improved interagency service operations and reduced conflict. Improvements separate the public transit entrance from employee and commercial vehicles, significantly reducing delays for traffic in the area. The new station provides direct building access to the MOA main entrance, features real-time signage for the fixed route gates, and prepares for future arterial BRT. Work was completed on an aggressive timeframe to allow a portion of the site to be operational for 2019 holiday shopping.

Rani Engineering, LLC

Historic Kern Bridge Removal and Salvage

Mankato, MN

Built in 1873, the Kern Bridge was a single-span, bowstring arch bridge spanning the Le Sueur River in Blue Earth County. The bridge was the only bowstring through truss bridge in Minnesota and at 189' in length was the longest existing bowstring bridge in the U.S. The bridge needed to be removed for safety, and in winter 2020 was dismantled and stored for eventual relocation and reuse as a pedestrian bridge.

Rani Engineering was the Contractor's structural and civil engineer for the work that led to safely and methodically dismantle the bridge, including development of plans for disassembly, shoring, lift sequencing, cataloguing of pieces, and a coffer dam and access road for the crane. Rani also performed pre-lift inspections of the bridge.

Short Elliott Hendrickson, Inc.

The Ledge Amphitheatre

Waite Park, MN

Central Minnesota is known for its quantity and quality of granite. Abandoned granite quarries are present throughout the area and are becoming community amenities as opposed to waste areas. The Ledge Amphitheater project is an example of capitalizing on these opportunities, as the City used 20 acres of land donated by a local quarry owner and created a 5,000 seat, open air community amphitheater. SEH and Oertel Architects worked with the City to lead the efforts on this complex project. The accomplishments of this project centered around the way natural opportunities were leveraged to enhance the public's experience. Leveraging the natural beauty included bedrock blasting, relocating rubble piles, stabilizing slopes at the edges of open quarries, and complying with environmental requirements.

Short Elliott Hendrickson, Inc.

Shoreview Owasso Boulevard North Reconstruction

Shoreview, MN

The City of Shoreview's Owasso Boulevard North Reconstruction is a noteworthy project that included road and trail reconstruction, trenchless and traditional utility improvements, and stormwater treatment solutions. SEH led the design and reconstruction of this 1.25 mile project. The project involved a partnership between the City, Ramsey County and the local watershed for improvements in the adjacent Lake Owasso County Park. In this portion of the project, the realignment of the existing roadway required extensive private and public utility relocation and removal of underlying poor soils. Most importantly, it provided an opportunity to creatively treat surface water prior to discharge into Owasso and Wabasso Lakes. Barr Engineering provided the innovative conceptual design for the stormwater treatment to meet the local Watershed District permitting requirements.

SRF Consulting Group, Inc.

CSAH 78 Railway Grade Separation

Coon Rapids, MN

CSAH 78 is a major transportation corridor through the City of Coon Rapids and crosses the BNSF Railway at-grade. For many years, the City and Anoka County advocated for the importance of CSAH 78 with respect to overall safety of the railroad crossing and emergency response services. This crossing had one of the highest exposure rates in Minnesota due to high traffic volumes competing with the busiest segment of rail in the state. Through a collaborative design, impacts to residential properties were minimized, numerous utilities were relocated, access was rerouted, and community connectivity was maintained. The completion of this important safety and mobility project represents the culmination of years of collaborative efforts between Anoka County, City of Coon Rapids, and BNSF.

SRF Consulting Group, Inc.

U.S. Trunk Highway 2/John F. Kennedy Memorial Bridge Rehabilitation over the Red River

East Grand Forks, MN

The Kennedy Memorial Bridge has been a signature bridge for the cities of East Grand Forks, MN, and Grand Forks, ND, since its construction in 1963. This project for MnDOT and NDDOT rehabilitated the existing structure and added a pedestrian trail to the vital crossing of the Red River, which was completed in 2018.

The project resulted in a structurally sound bridge while achieving a finding of no adverse effect to historic resources by ensuring rehabilitated elements met federal standards. Adding accommodations for pedestrians and cyclists was achieved with four lanes of vehicular traffic within the given bridge width by reconfiguring the lane and median positions. The project was completed on schedule and built in multiple stages to minimize traffic disruptions.

Stantec

Fernbrook Athletic Fields

Maple Grove, MN

Prior to the development of Fernbrook Athletic Fields, the condition of the existing turf fields was highly degraded. During the wet weather season, the fields became unplayable. The usership was high and there was a need for an adequate playing surface in the community. The City of Maple Grove, in partnership with the local youth athletic associations, and under the guidance of Stantec developed a regionally significant and beautiful athletic facility. The project includes four full-size lighted synthetic turf fields for soccer, football, and lacrosse. The design blends a highly engineered synthetic turf playing surface that is responsive to intense weather conditions providing playability under normally unplayable conditions, with attractive support amenities delivering the ultimate practice, game, and tournament venue.

Stonebrooke Engineering

Johnny Cake Ridge Road Improvements

Apple Valley, MN

Stonebrooke Engineering performed the corridor study of Johnny Cake Ridge Road from County Road 42 to McAndrews Road in the City of Apple Valley. Concurrently, they completed a feasibility study of Johnny Cake Ridge Road for the north half of this corridor, from 140th Street to McAndrews Road. The study included evaluating roadway, drainage, sanitary and watermain improvements, as well as pedestrian improvements. Stonebrooke evaluated grade separated pedestrian crossings at 140th Street, implementation of the Dakota County North Creek Greenway Trail along the corridor, and implementation of stormwater Best Management Practices. Following completion of the study work, Stonebrooke was selected to lead public engagement, preliminary and final design, and construction administration for the reconstruction of Johnny Cake Ridge Road from 140th Street to McAndrews Road.

Wenck

Becker Park Underground Stormwater Infiltration

Crystal, MN

The City of Crystal needed to treat stormwater runoff from its downtown, and Becker Park was the perfect place. However, Becker is the City's flagship park and site of its annual festival, fireworks, and gatherings. The solution was underground: concealed under the turf is a network of 1.45 miles of interconnected six-foot diameter pipe. When it rains, stormwater is diverted into this network, where 2.2 million gallons can be temporarily stored. These pipes have many small holes allowing the rainwater to slowly soak into the ground, or infiltrate. This system prevents pollutants such as nutrients, sediment, and trash from reaching Upper Twin Lake. When underground work was complete, there was room for new recreation facilities including an accessible playground, splash pad and a performance space.

WSB

Granular Activated Carbon Water Treatment Plant

St. Paul Park, MN

The Granular Activated Carbon Water Treatment Plant was constructed to provide residents a sustainable solution for bringing cleaner drinking water to the St. Paul Park community.

Perfluoroalkyl and polyfluoroalkyl substances (PFAS) are a family of manmade chemicals that do not naturally decompose due to their heat and water-resistant structure. Studies have found that consuming drinking water with elevated levels of PFAS can be associated with high cholesterol, reduced immune response, thyroid disease and kidney cancer. In response to this pervasive health threat, WSB partnered with the city to design the water treatment plant to remove PFAS from public drinking water and the surrounding environment. The implementation of the plant is anticipated to improve water quality and reduce the impact of harmful contaminants on community residents.

WSB

TH 169 TIGER

Shakopee, MN

Scott County partnered with WSB to address freight, mobility, and safety problems on TH 169 between TH 41/ CSAH 78 and CSAH 14, south of Shakopee. WSB completed preliminary and final design, environmental documentation, public engagement, permitting, and construction staging. The project included: replacing a signalized intersection at TH 41/CSAH 78 with a diverging diamond interchange; constructing a partial interchange at CSAH 14; addressing flooding at Picha Creek; improving an at-grade railroad crossing; geometric improvements at adjacent intersections on TH 41, CSAH 78, CSAH 14 and Red Rock Drive; closing 30 access points; constructing trails and noise barriers; and constructing 3.2 miles of frontage roads, 1.3 miles of CSAH facilities, and one mile of local routes; and reconstructing four miles of trunk highway.

CONGRATULATIONS SCHOLARSHIP RECIPIENTS

Thanks to our supporters and contributors, $31,500 in scholarships to 13 students, including contributions to scholarship programs run by the Minnesota County Engineers Association and the ACE Mentor Program.

Oxley Scholarship
Justin Babcock
University of Minnesota, Twin Cities
Civil Engineering

Don Stormoe Scholarship
Isabella LaFavor
University of St. Thomas
Civil Engineering, Geology Minor

Terry Swor Scholarship
Katherine Tomaska
University of Minnesota, Twin Cities
Environmental and Ecological Engineering

Cameron Kruse Scholarship
Alannah Vashro
University of North Dakota
Civil Engineering

Alliant Golf Tournament
Liam Mullen
University of Minnesota, Twin Cities
Civil Engineering

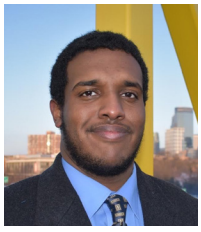
Bob Rosene Scholarship
Noah Struck
University of Minnesota, Twin Cities
Civil Engineering

Melissa Langowski Scholarship
Anna Prchal
South Dakota State University
Agricultural and Biosystems Engineering

Luke Halstead
Minnesota State University, Mankato
Civil Engineering

Robert Licari
University of Minnesota, Duluth
Chemical Engineering, Environmental Engineering Minor

Kathryn Marciniak
University of Minnesota, Twin Cities
Civil Engineering



Mohamed Noor
University of Minnesota, Twin Cities
Mechanical Engineering

Emma Reinart
University of St. Thomas
Civil Engineering

Cecelia Thole
University of Minnesota, Duluth
Civil Engineering

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Scholarship Golf Tournament
Title Sponsor

ALLIANT

Thank you to everyone who supported the scholarship program this year by participating in our golf tournament and by making direct contributions to the scholarship fund – your support is greatly appreciated.

2019-2020 AWARD WINNERS

Congratulations to these member award winners announced at our Mid-Year Meeting in December.

Distinguished Service Award
Given Posthumously to
Shirley Walker Stinson
Walker Engineering

Emerging Leader
Lauren Piepho
HGA Architects and Engineers

Lifetime Member Award
David Oxley
Retired ACEC/MN Executive Director

Firm of the Year
Kimley-Horn and Associates, Inc.

President's Award
Bret Weiss
WSB

Tom Roche Lifetime Achievement
Eric Heiberg
Heley, Duncan & Melander, PLLP

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