ACEC

American Council of Engineering Companies
of Ohio

2021 Engineering Excellence Awards

June 10, 2021
Columbus Zoo and Aquarium
Columbus, Ohio

THE ENGINEERING EXCELLENCE AWARDS

The ACEC Ohio Engineering Excellence Awards Competition is a national program that, for over 50 years, has recognized engineering companies for the role they play in developing projects "that demonstrate a high degree of achievement, value and ingenuity."

Every year, engineering companies from across the country enter their most innovative design projects and studies in state competitions, such as ACEC Ohio's, with the top entries from each state advancing to the national competition in Washington.

Projects are judged according to these five criteria:

- Original or Innovative Application of New or Existing Techniques
- Perception by the Public
- Social, Economic, and Sustainable Design Considerations
- Complexity
- Successful Fulfillment of Client/Owner Needs

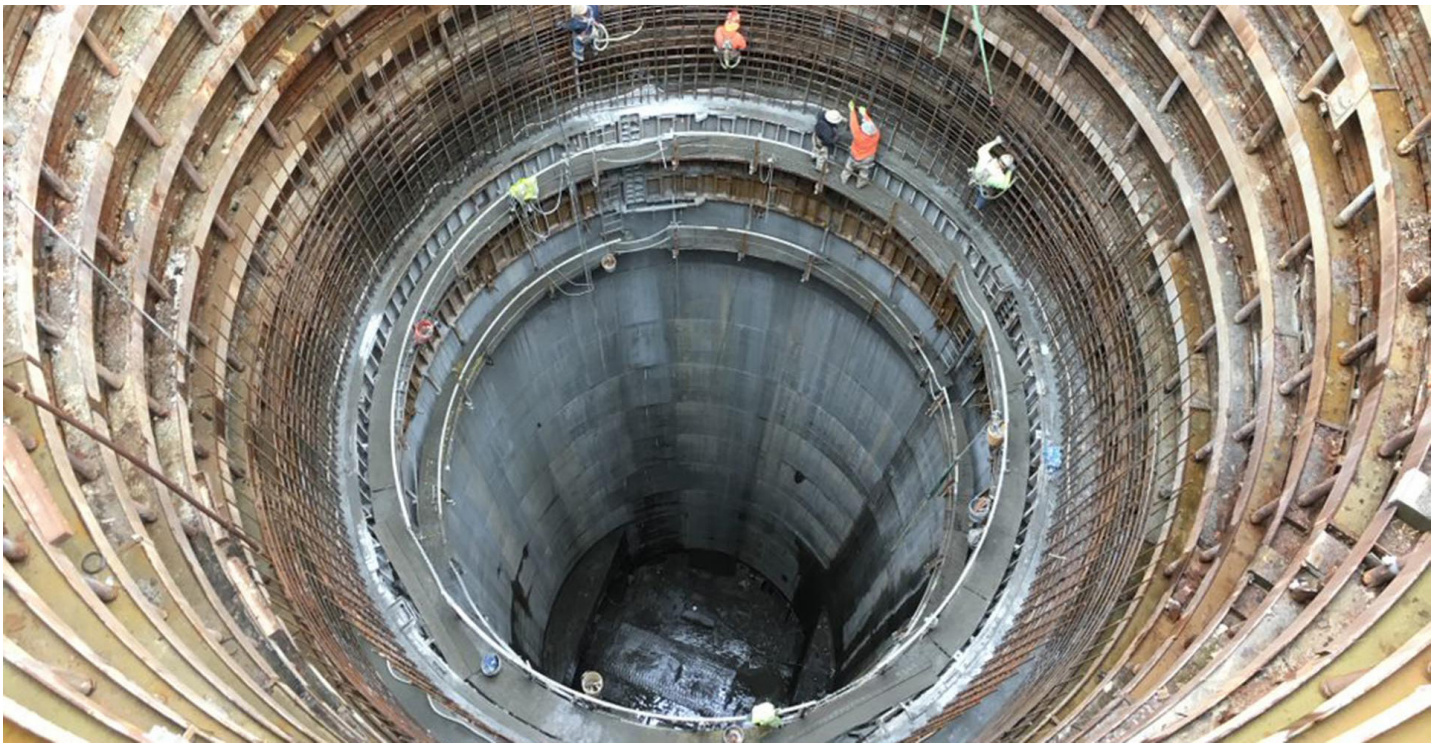
Congratulations to all the award winners in the 2021 ACEC Ohio Engineering Excellence Awards Competition!

Competition Judges

Cash Misel, P.E.	Former Assistant Director, Ohio Department of Transportation, retired
Jon Link, P.S.	Civil Engineering & Surveying Program Coordinator, Columbus State
William R. Shelley, P.E.	Former President, Shelley, Metz, Baumann & Hawk, Inc., retired
Lyle Flower, P.E.	Former Administrator of Consultant Services, Ohio Department of Transportation, retired

Grand Award Winner

Mott MacDonald & Stantec | Easterly CSO Tunnel System



The Easterly CSO Tunnel System, the first major portion of Project Clean Lake, will reduce CSOs by one billion gallons. The project comprises the Euclid Creek Tunnel, Dugway Storage Tunnel, and Easterly Tunnel Dewatering Pump Station. The Euclid Creek Tunnel and Dugway Storage Tunnel are each 24 feet in diameter and about 230 feet below ground. The Euclid Creek Tunnel is 3.4 miles long, with a capacity of 68 million gallons. The Dugway Storage Tunnel is 2.8 miles long, with a capacity of 56 million gallons. The two tunnels converge at the Easterly Tunnel Dewatering Pump Station, a cavern-style dry-pit pump station 240 feet below ground with a capacity of 160 million gallons per day (MGD).

Mott MacDonald and Stantec each had project design responsibilities, both providing engineering innovations, reducing risk, cutting construction time, and saving money.

The project will benefit the approximately 18,000 residents in Cleveland and more than 11 million people who get their drinking water from Lake Erie. The many people who use the lake, river, and streams for fishing, diving, boating, or other recreational purposes will benefit.

Outstanding Achievement Awards

The Mannik & Smith Group | Waterville Bridge over the Maumee River

When a new Waterville Bridge was planned to replace a functionally obsolete truss bridge on State Route 64, Waterville residents wanted the new structure to reflect the character and history of the community while providing unobstructed views of the Maumee River. As the prime engineering consultant, The Mannik & Smith Group worked with the Ohio Department of Transportation and city leaders to ensure that the design of the new bridge addressed their concerns. As a result, the new 964-ft-long, eight-span Waterville Bridge prioritizes river views with scenic, see-through railings, a shared use path, a walkway, and observation platforms. The signature structure celebrates the rich history of the area with aesthetic elements such as arch fascia, decorative railings, streetlights, pedestals adorned with sculptures from a local artist, and bridge piers with the appearance of cut stone. Although the aesthetics of the bridge were important, the intricacies of designing the new bridge were complex. Environmental and ecological considerations were paramount and included impacted wetlands and endangered species. To further improve safety, a roundabout was designed to replace a signal at the SR 64/65 intersection in Wood County and additional dedicated left turn lanes were added at the SR 64/Mechanic Street and River Road intersection in Waterville. The Maumee River is the focal point of the new Waterville Bridge.

Michael Baker International | Scioto River Pedestrian Bridge

Nicknamed the "The Dublin Link," the Scioto River Pedestrian Bridge is the longest single span, single tower s-shaped suspension bridge in the world. The unique s-shaped bridge deck is meant to echo the river's path through the city. The new bridge sails over the Scioto River with a 500-foot cable-supported main span, providing a connection between the city's historic district and the Bridge Street District. The City of Dublin selected Michael Baker to oversee construction management and inspection services based on their expertise in cable stayed bridge erection and deep knowledge of construction management and general contractor delivery. The construction management team successfully overcame several challenges which included guiding the structural steel fabricator through ODOT's certification process and coordinating with material suppliers all over the world, including Florida, Italy and Germany. An important economic driver to the Dublin area, the Scioto River Pedestrian Bridge links restaurants, outdoor cafes, shops and boutiques, a new library and parks, to office spaces, upscale apartments and condos and parking garages.

Outstanding Achievement Awards

Michael Baker International | Vrooman Road Bridge

The Vrooman Road Bridge which spans the Grand River in Lake County, was last replaced in 1952 and rehabilitated in 1980. With tricky geography, steep grades and sharp curves, the original road and bridge were not conducive for any vehicle but automobiles. By 2002 the bridge had been deemed structurally deficient and functionally obsolete. By 2018 the bridges problems severely needed addressed and Michael Baker was brought on to construct a new high-level bridge across the Grand River Valley and reconstruct existing Vrooman Road. The new six-span, 1800' long, continuous, composite steel girder bridge has a horizontally curved alignment within the Lake Metroparks' Indian Point and Masons Landing Parks. The project also included design and construction of a pedestrian footbridge in Masons Landing Park, fostering positive public perception through greater connectivity within the park for visitors to explore and enjoy. The new bridge crossing is much safer than its previous iteration, greatly benefitting the traveling public. The structure, roadways and approach roadways are now built to current standards. The Vrooman Road Bridge project replaced the aging bridge, enhanced public safety with better intersection geometry, provided better alignments for travel in snowy and icy conditions and eliminated flood hazard.

PRIME AE |South Main Street Corridor & State Street Bridge

The Main Street Corridor is a critical artery that leads to downtown Akron and serves over 20,000 students and 30,000 people who work in and visit the Akron area. PRIME AE's goal was to provide a complete streets corridor, providing easy access not just for cars, but for pedestrians, bicycles and transit, while also working with local businesses. The project's footprint is 3,275 feet through South Main Street from Cedar Street to Mill Street. It also included the replacement of the deficient State Street Bridge between Water Street and South Main Street. Main Street Phase 1 included new pavement with a lane dedicated to parking, busses, and delivery vehicles. It also includes new sidewalks, a permanent bicycle track, storm water improvements, modern underground utilities, new signals, and smart LED lighting. This project is a once-in-a-generation investment in Akron's infrastructure with the corridor being safer, more accessible, more beautiful, and more functional than ever before.

Outstanding Achievement Awards

Mead & Hunt | MAR-309-19.59 Railroad Grade Separation

The MAR-309-19.49 Railroad Grade Separation project was one of the first projects in Ohio to use 3D modeling technology for maintenance of traffic planning. Mead & Hunt partnered with the Ohio Department of Transportation to develop a solution to promote safety and accessibility to a large intermodal complex located on State Route 309 in Marion County. The complex provides warehousing, manufacturing, distribution and logistics services to companies nationwide. Behind the facility is an extensive rail yard that includes 8 miles of rail tracks. The connection crosses State Route 309, causing trains to delay vehicular traffic, and separating residents and business from fire, police and emergency services. The firm provided a solution for existing and future drainage challenges, minimizing the impact to traffic and property owners during construction. 3D modeling technology was instrumental to achieve all the goals desired by the client. The knowledge gained on how to use 3D technology to elevate transportation projects is invaluable and will be of tremendous benefit to both the firm and the industry as a whole.

Fishbeck | SEN-19-14.34

Fishbeck partnered with the Ohio Department of Transportation to provide the residents of Seneca County with a corrosive-resistant bridge replacement option for State Route 19 over Westerhouse Ditch. The goal was to provide a bridge that exceeds the traditional service life for this main thoroughfare within the Village of Republic. ODOT asked to Fishbeck to create a new software with the capability to analyze these newly introduced materials. The firm has previous experience with carbon fiber strands in bridge elements having worked with MDOT, the first of its kind in Michigan. The new structure is a 79-foot-long single-span bridge composted of eight adjacent prestressed concrete box beams composite with a reinforced concrete deck on integral abutments. Fishbeck created new software with the capability to analyze these newly introduced materials. This software checks user-selected box beam shapes with typical bridge input versus AASHTO LRFD Design Specifications and the ODOT BDM. The program calculates section properties, live load distribution factors, loads, stress limits, loss of prestress, number of required strands, mild steel, and camber values, along with other properties necessary for design. Due to the success of the firm's team and the proven results, stainless steel materials are being implemented into bridge designs under the authority of ODOT to continue saving taxpayers money.

Outstanding Small Project Award

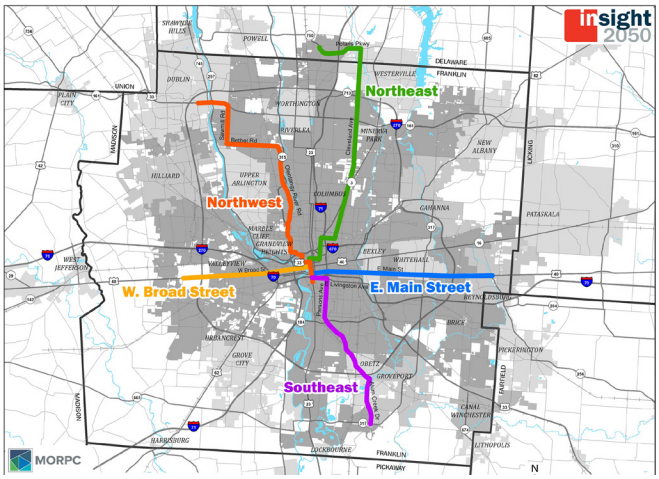
LJB Inc. | Zenas King Historic Truss Bridge Rehabilitation in Tawawa Park

This project was undertaken to preserve a historic structure and to create a new connection between two trails in a local park. LJB was responsible for overall project coordination, bridge design, review, environmental studies and project management. As part of this unique project, the remains of the wrought iron bridge were disassembled and transported to a specialty iron-worker shop in Michigan for renovation and reconstruction. The rehabilitated structure has a span of 71'-3" and a usable width of 10'-3" between the railings. The historic iron-work details of the bridge were either preserved or replaced, and a new timber deck was installed to match the historic nature of the original structure. This important project not only preserved an important piece of history, but also created a unique attraction to Tawawa Park that can be enjoyed by the local community for many years to come.

Honor Awards

OHM Advisors | Insight2050 Corridor Concepts

Corridor Concepts study is a comprehensive land use and mobility strategy that builds on the findings of the region's insight2050 initiative and demonstrates the benefits of walkable, compact neighborhoods to households, the environment, transportation, and local government budgets. With Central Ohio being well positioned to add one million residents by 2050, the Insight2050 Corridor Concepts study helps the community understand the implications of continued growth while informing near and long-term planning for sustainable land use decisions and transportation investments. The study focused on development and mobility options in and around five major corridors that represent diverse growth opportunities: Northeast, East Main Street, Northwest, Southeast, and West Broad Street.



LJB Inc. | Loveland City Schools Pandemic Planning

Loveland City Schools selected LJB to guide their reopening plans for the 2020-2021 school year. Using its combination of pandemic planning and engineering expertise, LJB's team developed a Continuity of Operations Plan (COOP) for each of the district's six schools. The team assessed the district's existing reopening plans and weighed factors, such as critical functions, building floor plans, and crucial resources, to develop the safety procedures and training, then recommended health and safety controls that would provide the highest degree of protections for teachers, staff, and students. This work required an intensely collaborative process between LJB, administration, staff, and educator representatives to develop and design healthy and safe learning environments.

Honor Awards

Karpinski Engineering | Cuyahoga County Maintenance Yard Consolidation

Cuyahoga County's Maintenance Yard Consolidation transformed a vacant facility into an active hub for the County Public Works department. These departments now have convenient, centralized access to the communities they serve. Core areas of the new facility include a fleet repair garage, workshops, offices, technology-rich training/multipurpose room, meeting areas, locker rooms, and vehicle storage. The project demanded intensive coordination between the design team and the Public Works departments in order to understand their diverse needs and accommodate specific requirements. The safety of personnel, security of the facility, and reliability of systems were top priorities. The facility also includes an electrical system ready to support solar panels on the roof, which will provide 400KW of power to the facility.

HNTB Ohio, Inc. | Columbus Traffic Signal System

Columbus Traffic Signal System (CTSS) Phase D was the fourth project of a multiple phase program administered by the City of Columbus to provide an open architecture signal system and communications network throughout Columbus and adjacent municipalities. It integrated 265 traffic signals, 36 traffic surveillance sites, and 10 communication nodes, which are connected by more than 130 miles of fiber optic that interconnect to the existing CTSS infrastructure. HNTB, serving as the lead designer, developed communication design techniques and tools using non-proprietary software to plan and manage the build-out of the network. This process was used by the design team to produce communication detail plans that essentially translated large, complicated network structure diagrams into a more user-friendly visual format that simplified design review efforts and aided the contractor during construction.

Honor Awards

Korda/Nemeth Engineering |Columbus Metropolitan Library - New Dublin Branch

Columbus Metropolitan Library embarked on a program to upgrade and replace several branches, including its Dublin branch which represents the largest of the new branches. The striking facility has a sloping façade that required significant coordination between Korda/Nemeth's structural engineers and the architects of NBBJ and has become one of the most prominent features of this facility. To meet sustainability requirements, the team coordinated a mixture of spandrel and transparent glass, daylighting controls, and LED light fixtures to ensure proper lighting levels were always achieved at minimum energy levels. As a result of the combined efforts of the team members, the final design of the building reduced the overall energy usage over a comparable building designed to Code minimum requirements by 24% and was rewarded an incentive check from AEP to validate their sustainability efforts.

CT Consultants | Reynoldsburg Community Center/YMCA

When the former Reynoldsburg Swim Center closed in 2014, residents clamored for a new replacement for its exercise and community gathering needs. The City of Reynoldsburg joined forces with YMCA and Ohio Health by hiring CT Consultants to design and construct the new 70,000+ square foot community, recreation and wellness center. The city's vision for the new $26+ million Reynoldsburg Community Center/YMCA centered on creating a gathering spot for all ages and building a strong sense of community. The center is an anchor for economic development and contributes to area business expansion and retention. The Reynoldsburg Community Center/YMCA provides a popular destination for cultural, social, fitness, and athletic activities, which makes Reynoldsburg a more attractive place to work, live and play.

Honor Awards

Pennoni | Richland Avenue Bridge over Coates Run

Built in 1927, the previous two span, 20-ft. concrete slab bridge along Richland Avenue at Coates Run had outlived its lifespan and was deemed structurally deficient. The City of Athens turned to Pennoni to study the bridge rehabilitation or replacement options. Due to past flooding, sediment deposit build-up, and poor soil and pier conditions a new bridge was recommended. Pennoni's solution included single span cast-in-place reinforced concrete to address the flooding concerns, incorporated with reinforced steel to extend the life of the new bridge. The Richland Avenue Bridge was built using part-width construction to accommodate activity in the business district south of Ohio University, allowing access to local retailers and the adjacent apartment complexes.

Pennoni | Gambrinus Avenue Bridge Rehabilitation

Pennoni provided the engineering for the rehabilitation of this bridge including a deck replacement, pier cap replacement, new galvanized steel beams, expansion joint replacement, substructure repairs, and approach pavement and guardrail replacement. After discovering an issue with existing pilings, Pennoni analyzed the existing pile capacity in its current state, designing new piles and foundations to supplement the existing foundations, and preparing plan details within 45 days. Their solution allowed the existing pier bents to be used avoiding the need for new piers. Once resolved, the construction of the bridge continued with new pile caps, setting the galvanized steel beams and pouring the reinforced concrete deck. Opening to traffic in the Spring of 2020.

Honor Awards

LJB Inc. | Village Web GIS Interface Development

The Village of Yellow Springs needed an updated GIS solution to support its Public Works department to incorporate date into an enterprise solution that also provides mobile access to field crews supporting the Village's electrical, water, wastewater, and storm water networks. After working with LJB on this project, the Village has become an eager adopter of GIS, as well as actively seeking to expand the data it maintains in the GIS platform including ADA, thoroughfare planning and zoning. This project helped the Village realize real cost savings and operational efficiencies, while minimizing worker down time, lost institutional knowledge, and avoiding costly, emergency capital expenditures through proactive preventative maintenance.

Hull & Associates, LLC | Rittman Nature Preserve

Hull & Associates, the City of Rittman, and Urban Renewables II worked together to develop funding and civil engineering plans to undertake the complete demolition, remediation, and redevelopment of the 300-acre former Caraustar-Rittman Paperboard manufacturing facility. This entire project is a perfect example of how the public and private sectors came together to provide a solution for a civic problem; after initially seeking to create an industrial complex the team worked through multiple concepts with stakeholders to arrive at a solution, a 210-acre nature preserve. Utilizing Clean Ohio Conservation funding, the sustainable preservation of nature combined with health, wellness, and educational benefits will impact the community for generations.

Honor Awards

Johnson, Mirmiran & Thompson, Inc. | Stickney Creek Stream Restoration and Utility

The Northeast Ohio Regional Sewer District's (NEORSD) Stickney Creek design-build project was implemented to eliminate harmful effects of stream bed/bank degradation and remediate an exposed portion of combined sewer within the active stream channel. JMT's approach to this project offered the greatest value and least risk to extend the useful life of the combined sewer and enhance Stickney Creek. The restored stream corridor will function as a self-maintaining and sustainable system requiring little operations and maintenance needs as the natural system continues to evolve and diversify its functions. The completed project will serve over 530,000 residents.

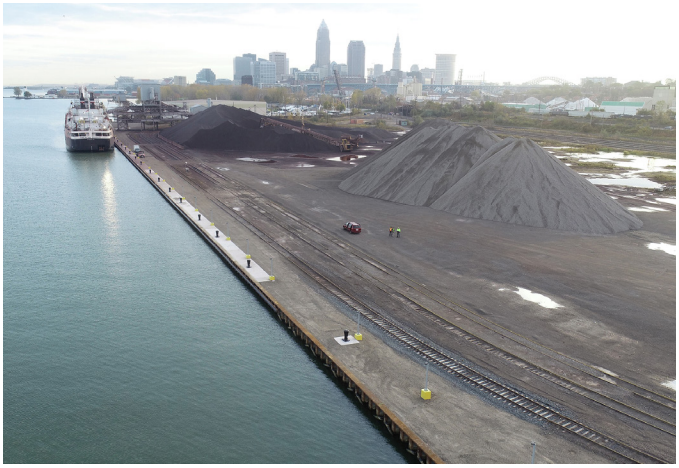
The Mannik & Smith Group | Transportation Research Center – SMARTCenter

The Mannik & Smith Group, Inc. led the detailed design of the $45 million SMARTCenter (Smart Mobility Advanced Research & Test Center), a state-of-the-art connected and autonomous vehicle test facility as part of the Transportation Research Center, Inc. MSG's involvement included the programming, development and design of three buildable units, including the longest and widest connected and signalized intersection in the industry, an urban roadway simulation network with four intersections and a 500-foot diameter roundabout and a paved 450 feet wide by 2,000 feet long vehicle dynamics area (VDA) for adaptive autonomous vehicle testing. The SMARTCenter allows researchers to replicate real-world driving scenarios to test new collision avoidance, automation, connectivity, and infrastructure technologies.

Honor Awards

KS Associates | Multimodal Transportation Infrastructure Rehabilitation at the Port of Cleveland Bulk Terminal

The Cleveland-Cuyahoga County Port Authority CCCPA) operates the Port of Cleveland, one of the largest ports on the Great Lakes. In 2016, KS Associates, Inc. (KS) led an inspection and evaluation of the CBT's waterfront structures. The evaluation revealed that the 70-year-old infrastructure needed a major rehabilitation. KS led the design of the Port's major $8,770,000 capital program. The program was supported by FHWA funding with ODOT LPA oversight. Improvements included the total replacement of 1,200 feet of sheet pile bulkhead along the CBT's berth. The project construction work was successfully completed in 2019. This project has helped the Port maintain efficient and reliable bulk terminal operations. It ultimately removes barriers to trade and contributes to the region's economic livelihood.



CHA Consulting | Knox County Regional Airport Runway 10/28

The Knox County Regional Airport serves as a "front door" into what historically has been a largely rural community. As new economic development and expansion opportunities move from the Columbus region into Knox County, the airport is a vital gateway to attracting prospective businesses to the East Central Ohio region. The major rehabilitation of Runway 10/28 provides Knox County a competitive edge in capturing these opportunities. The 5,500-foot long, 100-foot wide Runway 10-28 had not been rehabilitated since its original construction in 2005-2006. The Knox County Regional Airport Authority evaluated several design options to provide a new pavement surface and structure, correct non-standard grades, and add some frost protection to the runway.

Honor Awards

DGL Consulting Engineers, LLC | Access Improvements to the Port of Toledo - Front/Millard and Tiffin/Millard Roundabouts

The Port of Toledo is currently home to 15 terminals linked to global markets through the main connectors to the Port and serves as a main truck route for the surrounding industrial area. This project improved the access into the Port of Toledo by modifying the two poorly functioning intersections into roundabouts. The roundabouts allow consistent movement for traffic and reduce idling for trucks. The first roundabout at the Front Street and Millard Avenue intersection serve as access to industrial businesses and a private dock. The second roundabout is at the intersection of Millard Avenue and Tiffin Street and accommodates access into the Port of Toledo. Additionally, The City of Toledo has a program to provide bike lanes on all of their road upgrade projects.

American Structurepoint | Elm Street Railroad Grade Separation

American Structurepoint designed and built a new roundabout and underpass on Elm Street as an alternate way to bypass the railroad crossing when tracks are blocked. Providing a reliable transportation corridor for emergency services played a key role in driving the project forward. Lima Memorial Hospital is located within a block of the railroad. Multiple trains pass through these tracks daily, and stopped trains would cause massive traffic delays of 20 to 30 minutes or more. American Structurepoint designed the Elm Street corridor grade separation by realigning the existing roadway to achieve the desired depth under the railroad (20 feet) while minimizing impacts to the neighboring streets and facilities. As part of the corridor enhancements, the design team reconfigured an existing six-leg signalized intersection into a four-leg roundabout.

Honor Awards

Johnson, Mirmiran & Thompson, Inc. | MAH-680/164 Interchange, Roundabout and Bridge Project

The Great Lakes Dredged Material Center for Innovation was designed to accommodate dredged material that would be hydraulically offloaded into earthen cells. It's purpose was to demonstrate if a potential full-scale agricultural field project – set forth in the Toledo Harbor Sediment use and Management Plan – could be implemented. Hull & Associates worked directly with the Toledo-Lucas County Port Authority and a team of experts for the development of the Great Lakes Dredged Material Center for Innovation. It was located on the City of Toledo's Riverside Park Confined Disposal Facility on the Maumee River, approximately one mile north of Interstate 280 in Toledo, Ohio. With funds provided through the Great Lakes Restoration Initiative, the Toledo-Lucas County Port Authority and the Ohio Lake Erie Commission completed the Toledo Harbor Sediment Use and Management Plan to identify a long-term combination of uses for the dredged material.

Burgess & Niple| Olentangy Trail/Bethel Road Connector

The Olentangy Trail is a heavily used pedestrian and bike trail that runs through Central Ohio. The City of Columbus Recreation and Parks Department sought to improve connectivity, reduce congestion and improve safety along the trail segment south of Antrim Park to a proposed trailhead at Anheuser Busch Sports Park. The Olentangy Trail/Bethel Road Connector project included the design and construction of the new trailhead, a shared-use path as an off-street trail connector and widening of a portion of the existing trail from 9 feet to 12 feet. The final design included a northern alignment that crosses SR 315 southbound to the Bethel Road exit ramp and loops around the infield area passing under the SR 315 northbound ramp and connecting to the existing trail via a pre-cast concrete tunnel.

Honor Awards

Burgess & Niple | SR 315/North Broadway Interchange & Local Street Improvement Project

The City of Columbus and OhioHealth retained Burgess & Niple to design a solution at the interchange that would help alleviate congestion and improve adjacent city streets while maintaining access to Riverside Methodist Hospital. B&N developed a complex maintenance of traffic scheme to temporarily shift the entire existing freeway alignment into the infield to allow the bridge to be constructed in one construction phase. B&N designed the interchange along with capacity and signalization improvements along Olentangy River Road and North Broadway to improve all modes of transportation, including walking and biking. The project helped facilitate easier access and mobility from the freeway to the local street system, provides better access to the hospital and supports the Ohio Health workers commuting to the area.

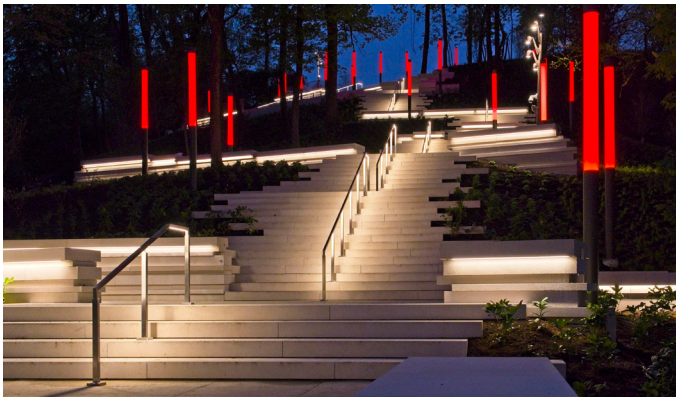
Davey Resource Group | Redwood Apartment Neighborhood, Ridgewood Road

Davey Resource Group had to take a unique and balanced approach to finding solutions for the client's goals while also navigating township requirements for zoning, tree preservation, and safety, protecting preserved wetlands and on-site riparian setbacks. A 100-unit apartment development on 58 acres, DRG was able to reduce wetland disturbance to less than 0.5 acres of existing wetlands within the property and left 40 of the total 58 acres completely undisturbed.. DRG worked closely with fire and police chiefs to provide options for resident safety and navigation of the limited access roadways surrounding the property. The final solution included the installation of a cul-de-sac and a mid-point turnaround, as well as a wider roadway for emergency vehicles to safely access all buildings.

Honor Awards

Strand Associates | Cincinnati Art Climb

As part of a master plan to extend the museum outdoors and into the Eden Park neighborhood, the Cincinnati Museum wanted design of museum-worthy stairs that would connect the museum to the nearby Walnut Hills neighborhood improving pedestrian access. The Art Climb cuts half a mile off the previous route, making it easier and safer for pedestrians to access the museum. Strand Associates designed the Art Climb to fit into the natural topography of the hillside minimizing tree impacts. The Art Climb is a unique project that navigated difficult site constraints to create a functional work of art, enhancing the neighborhood and providing a pedestrian connection to the Cincinnati Art Museum. This connection allows the museum to fully integrate into nearby neighborhoods and improve local access to art, culture, and commerce.



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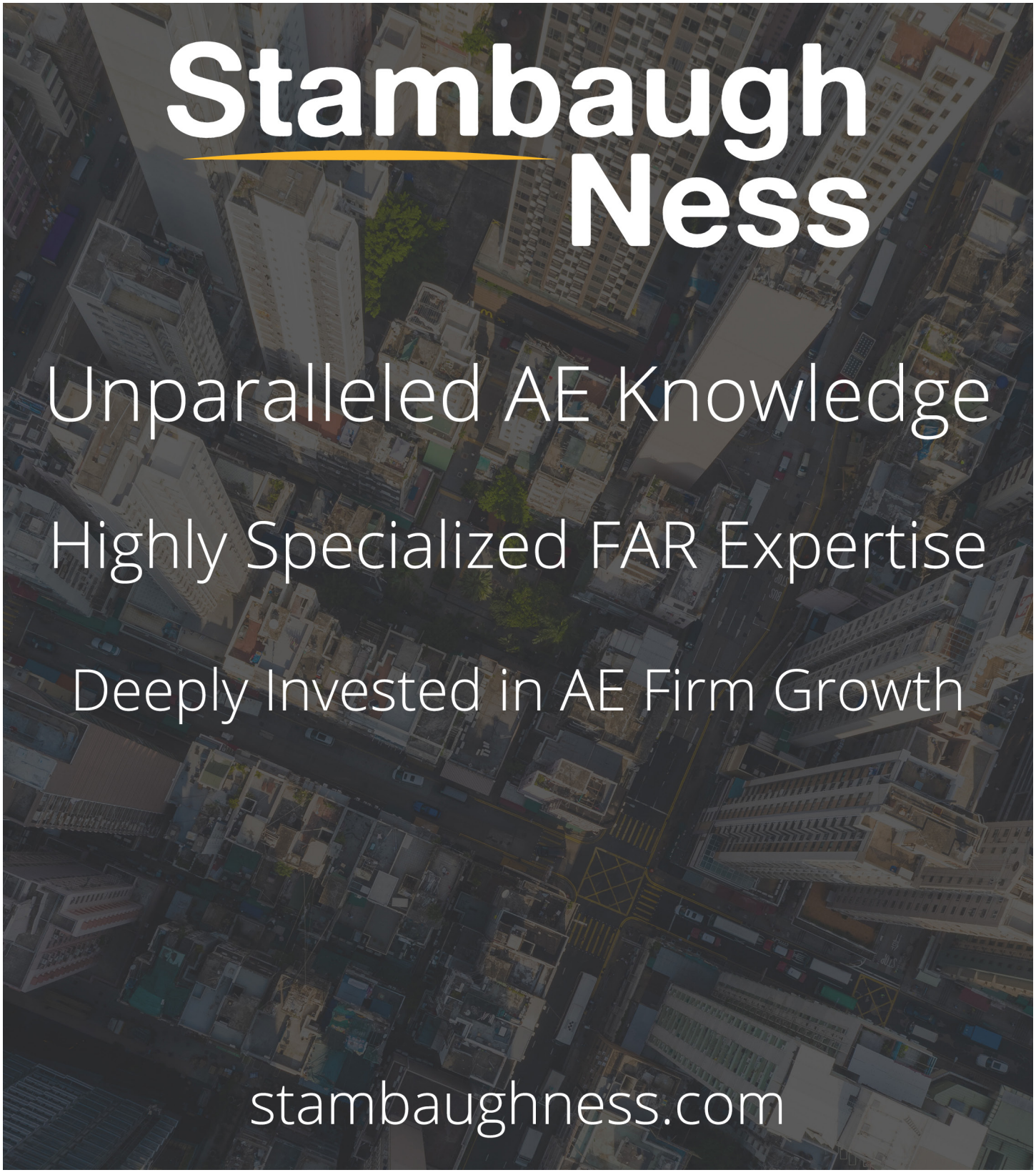

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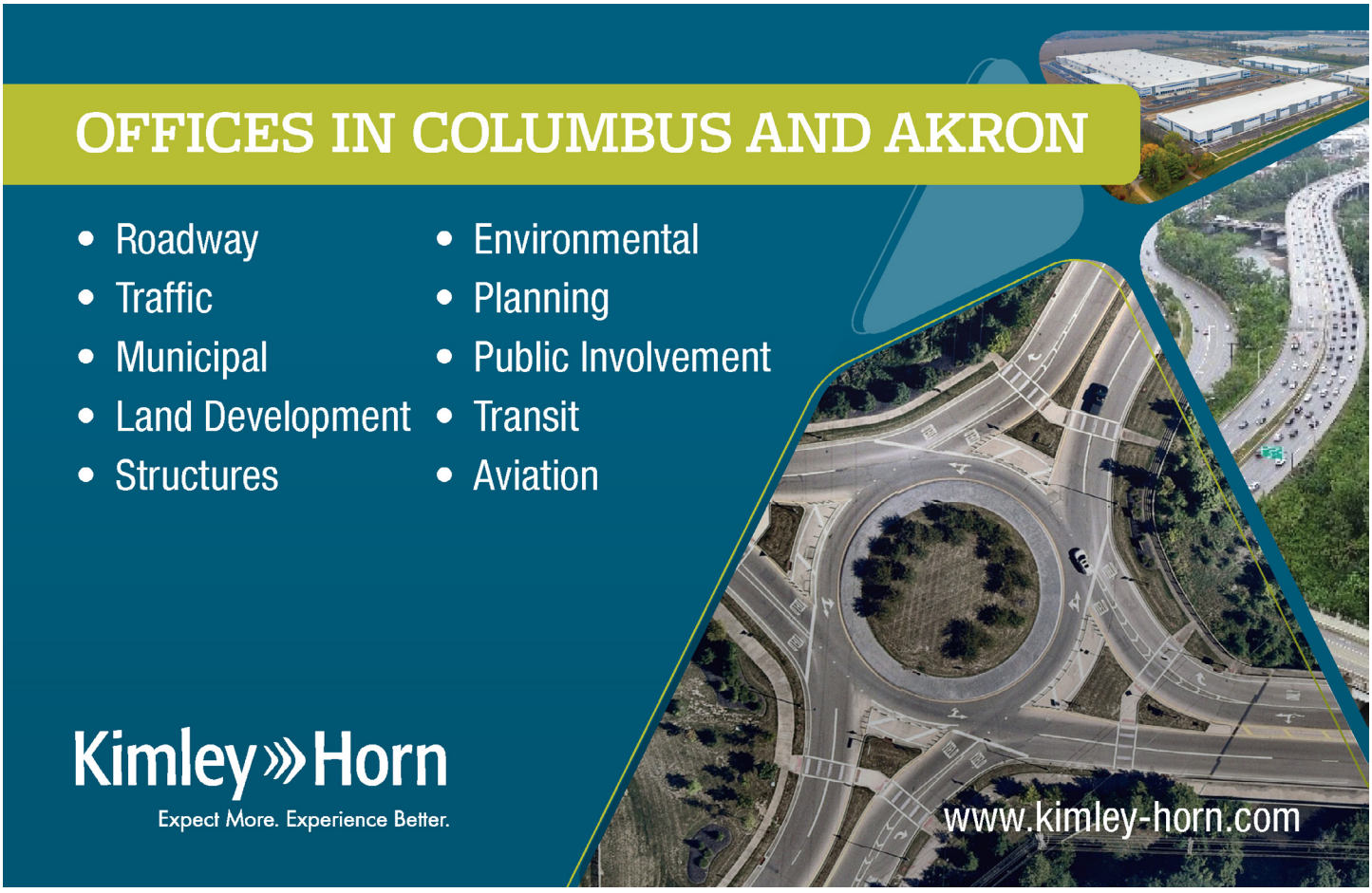

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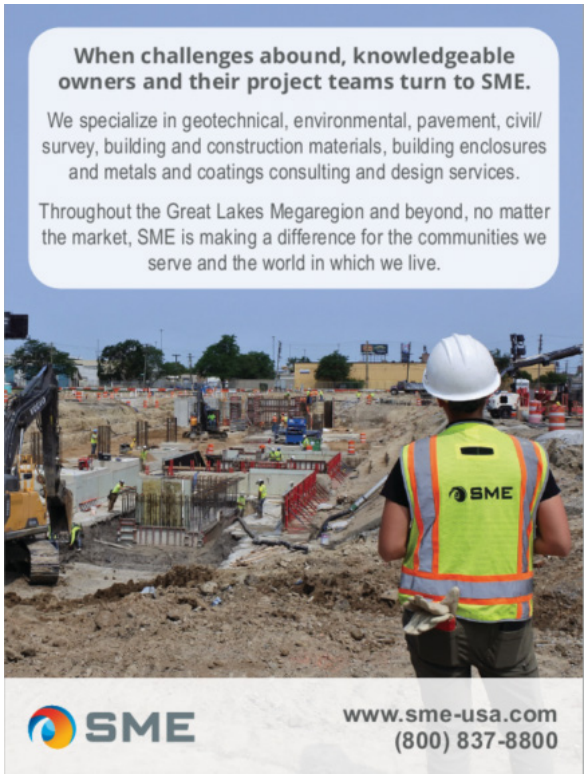

PREVIOUS ACEC OHIO GRAND AWARD WINNERS

2020	Gannett Fleming – Buckeye Lake Dam Improvement Project
2019	Jacobs Engineering – Dublin Road Water Plant Treatment Capacity Increase Project
2018	DLZ Ohio, Inc. – OARS-OSIS Augmentation & Relief Sewer Project
2017	Stantec – Scioto Greenways Project
2016	AECOM – University Medical Center New Orleans Project
2015	HNTB Ohio, Inc. – I-90 George V. Voinovich Innerbelt Bridge Project
2014	URS Corporation – Spaceport America Terminal & Hangar Facility Project
2013	THP Limited, Inc. – Central Riverfront Garage – Phase 2 Project
2012	ms consultants, inc. – I-70/I-71 Columbus South Innerbelt Study
2011	DLZ Ohio, Inc./HNTB/Spiro Pollalis – Main Street Bridge Replacement Project
2010	Wilbur Smith Associates – Euclid Corridor Transportation Project
2009	THP Limited Inc. – The Ascent at Roebling's Bridge Project
2008	FIGG – Veterans' Glass City Skyway Project
2007	HNTB Corporation – Perry Street Bridge Replacement Project
	Karpinski Engineering – Cleveland State University Recreation & Wellness Center Project
2006	DLZ Ohio, Inc. – River Chamber Stabilization & Demolition – Charleroi Locks & Dam Project
2005	Lantz Jones Nebraska Inc. – Knowlton Hall School of Architecture Project
2004	Burgess & Niple, Inc. – West Columbus Flood Protection Project
2003	W. E. Monks & Co. – Honda Transmission "Green" Building Project
2002	Parsons Brinckerhoff Ohio, Inc. – Fort Washington Way Reconstruction Project
2001	Civil Design Associates, Inc. – Atwood Lake Sewer System Phase I Project

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