



2023 Engineering Excellence Awards

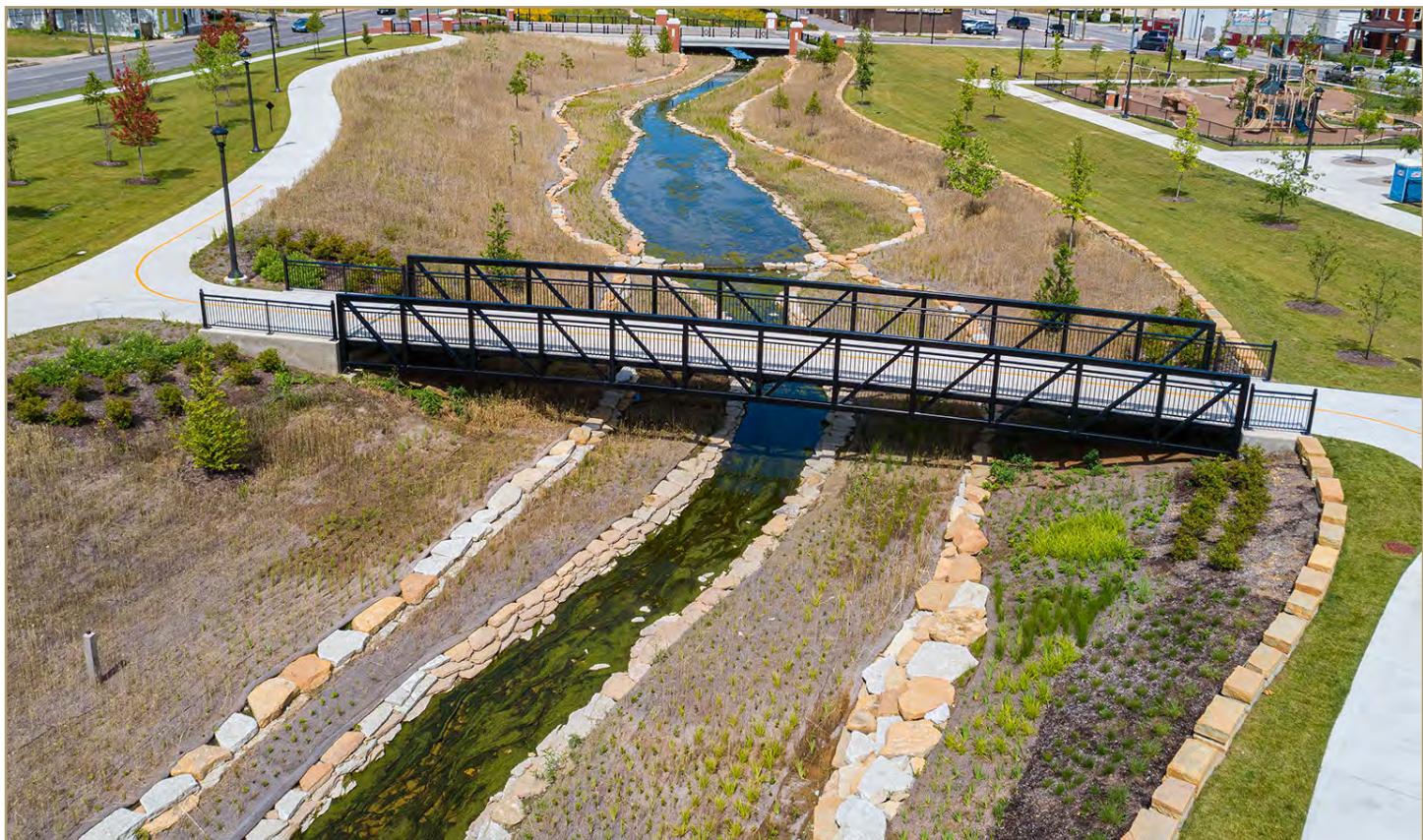
ACEC

AMERICAN COUNCIL OF ENGINEERING COMPANIES
of Ohio

March 16, 2023
Bridgewater
Banquet and
Conference Center
Columbus, Ohio

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2022 EEA Grand Award Winner
Lick Run Valley Conveyance System and Greenway
Strand Associates

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 2023 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 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

ACEC Ohio Awards

List of Winners

2023 Scholarship Winners

Hailey DeGeorge
Case Western Reserve University

Dawson Libben
Ohio State University

Michael Drummond
University of Cincinnati

Kyle Van Horn
Ohio Northern University

Jaclyn Bashore
University of Cincinnati

Kelly Deane
Stark State College
(CIWP Scholarship)

2023 Engineering Excellence Award Winners

Outstanding Small Project:

Verdantas LLC
Maumee River Habitat Restoration at Penn 7

Outstanding Projects:

ms consultants, inc.
Amended Vegetated Filter Strip BMP
Research Project

Burgess & Niple, Inc.
BioCEPT Improvements at the Akron
Water Reclamation Facility

ms consultants, inc.
MAH-Fifth Avenue Safety Upgrade and
Rehabilitation

Karpinski Engineering
H Building Infrastructure Upgrades

KS Associates, Inc.
Cedar Point Causeway Wetlands
Breakwater

Gannett Fleming
Lazelle Road Widening Project

HNTB
Opportunity Corridor

Honor Projects:

LJB Inc.
Safety Assessment and Asset Management
Tool

Hazen and Sawyer
LTCP Phase 1 Water Pollution Control
Center Enhancement Project

Burgess & Niple, Inc.
Massillon Road Improvement Project

Environmental Design Group
Summit County Job Hubs & Opportunity
Zones High-Speed Fiber Feasibility Study

Stantec Consulting Services
City of Defiance Water Treatment Plant GAC
Facility

Stantec Consulting Services
PIK-32-16.79 (Safety Improvements at SR 32
and Shyville Rd)

OHM Advisors
Vision for the Valley

HDR
Hargus Lake Dam Improvements

LJB Inc.
Rombach Avenue Improvements

TRC Engineers, Inc.
BEL-70-26.84 Superstructure Replacement

Fishbeck
Harrison Water Treatment Plant Softening
Improvements

Environmental Design Group
Romig Road Corridor Improvements

Transystems Corporation
Elizabeth Street Bridge over NSRR

Environmental Design Group
Cleveland-Massillon Road Improvements

Geotechnology, LLC
Columbia Parkway Landslide Stabilization

Stantec Consulting Services
MOT-THIRD-04 (Third Street Bridge
Replacement)

Tec Inc. Engineering & Design
Frank J. Polivka Transit Center, Wickliffe
Transit Center & Electric Transit Charging
Infrastructure

Environmental Design Group
Summit County Judicial High-Speed Fiber
Ring

Strand Associates
CSO Nos. 2 and 3 Mitigation Project - LTCP
Improvements, Phase 1

IBI Group
Little Miami Scenic Trail - Beechmont
Connection

Verdantas LLC
Brooks Park Wetland Restoration

CT Consultants, Inc.
Euclid Wastewater Treatment Facility
Upgrade

CHA Consulting, Inc.
Mansfield Lahm Regional Airport Apron B
Reconstruction and Apron C Rehabilitation

Crawford, Murphy & Tilly, Inc.
Main & Market Roundabout and Corridor
Improvements

Wade Trim
Chalet Stormwater Master Plan Study

Grand Award Winner



Burgess & Niple, Inc.

BioCEPT Improvements at the Akron Water Reclamation Facility

One of the first of its kind in the nation, the new 60 million gallon per day (mgd) Biological Chemically Enhanced Primary Treatment (BioCEPT) facility was designed for the City of Akron, Ohio's Water Reclamation Facility (WRF). BioCEPT is a high rate, wet weather treatment process where microorganisms are used to stabilize untreated wet weather wastewater. This groundbreaking solution increased the WRF's treatment capacity during wet weather events and is part of an overall strategy to reduce combined sewer overflows to the Cuyahoga River.

How it Works

A Biological Contact Zone, in combination with traditional Chemically Enhanced Primary Treatment (CEPT) treatment, achieves equivalent secondary wastewater treatment during peak flow (storm) events. Activated sludge from the WRF's traditional secondary treatment process is combined with the excess wet - weather flow to provide biological treatment. Biological treatment is followed by chemically enhanced settling. Prior to completion of BioCEPT, the WRF had a secondary treatment capacity of 220 mgd. Sustained flows above 220 mgd would flow through a storm retention tank and overflow to the disinfection system and ultimately flow to the Cuyahoga River. Now peak flows of up to 280 mgd to the WRF will receive secondary or equivalent secondary treatment.

Project Complexities

There were numerous, highly complex components of this project design. The facility was constructed through the heart of the WRF while the plant remained fully operational. Poor soil required the design and construction of an anchoring system to hold the tank down as it is empty most of the time and groundwater can be close to the surface causing significant uplift pressure. Additionally, locally manufactured tipping buckets, water cannons, a non-potable water system, and a sophisticated pumping system were required to be able to clean the tanks effectively and pump the solids to appropriate treatment units in the WRF.

Advancing Wastewater Treatment

Completed and operational in December 2021, the new BioCEPT facility is meeting the City's effluent limits. Initial results observed from the testing completed as part of a Demonstration Study are very positive with typical removals of greater than 85% (secondary treatment threshold) for both total suspended solids (TSS) and carbonaceous biochemical oxygen demand (CBOD₅) and providing equivalent treatment to the plant's secondary treatment system during wet weather flow events. This solution could help improve standard wastewater treatment processes nationwide. The innovative project was completed ahead of the required Consent Decree schedule while remaining under budget. There was an estimated \$39 million in capital savings from the original Consent Decree required project by providing a simpler, non-proprietary design and incorporating equalization and treatment in the same facility.

Amended Vegetated Filter Strip BMP Research Project

Outstanding Award Winner

ms consultants, inc.

The Ohio Environmental Protection Agency (OEPA) requires that BMPs be incorporated into the design of most roadway projects for post-construction runoff control.

However, traditional BMPs can be expensive as many are larger and require costly right-of-way acquisition. Additionally, these traditional BMPs often require substantial routine maintenance — increasing their lifecycle costs.

Due to these reasons, ODOT, Office of Statewide Planning & Research initiated the Assessment of Existing and Potential Volume Reduction for Post-Construction Stormwater Management research project. The project focused on developing a new stormwater quantity BMP utilizing amended soils within grassed medians and side slopes, adjacent to ODOT roadways.

The research team installed real-time flow monitoring equipment along ODOT roadways to measure stormwater runoff across Ohio and evaluate soil amendment performance. The nearly 5-year-long research effort resulted in one of the largest data collection efforts of its kind in Ohio.

Modifying the soil involved incorporating the amendment material into the top layer of native earth. Various natural and manufactured amendment materials were evaluated. The intended goal was to improve the soil's porosity, texture, and capacity to hold moisture, resulting in increasing the earth's long-term capacity for infiltration and exfiltration.

The goal was met, and the research team found that soil amendments improved soil quality and increased the likelihood that the stormwater runoff percent would be low. Additional benefits to the soil's top layer comprised increased organic content, increased nutrients, and increased homogeneity. Cost-benefit analysis showed soil amendments to be cheaper to construct and maintain than traditional stormwater quantity BMPs. As a result, the Amended Vegetated Filter Strip (AVFS) was added to ODOT's Location and Design Manual, which provides design guidance for all ODOT construction projects.

This new stormwater quantity BMP will benefit ODOT, regulatory agencies, design engineers, contractors, and developers by providing a space-efficient, cost-effective, and easy to implement alternative to traditional ODOT stormwater quantity BMPs.



Opportunity Corridor

Outstanding Award Winner

HNTB

After nearly two decades of planning, design and construction, the Opportunity Corridor Boulevard is open to traffic and helping to transform Cleveland's poorest neighborhoods. The new 3.5-mile, attractive, urban arterial has improved access between the freeways and the thriving University Circle neighborhood while supporting Cleveland's redevelopment efforts within the "Forgotten Triangle" — an area in economic decline for over 50 years. The multi-modal roadway has improved access for vehicles, bicycles, and pedestrians while also improving access to three Greater Cleveland Regional Transit Authority (GCRTA) train stations.

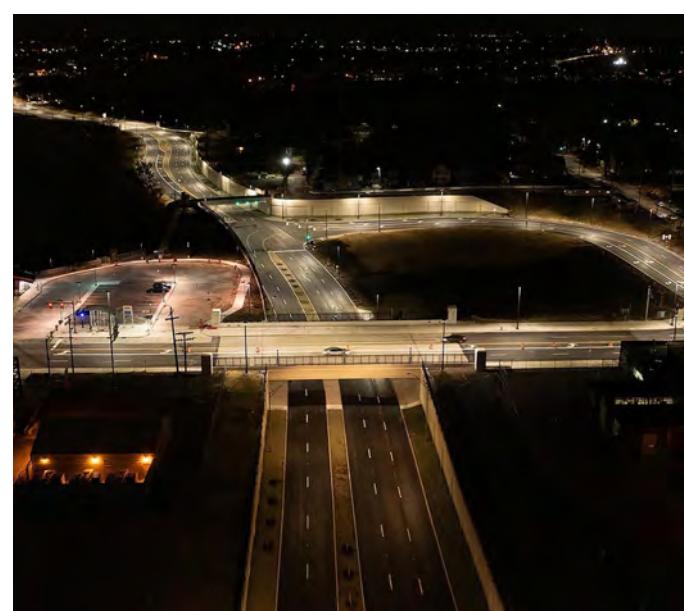
HNTB and Ohio Department of Transportation (ODOT) incorporated innovative solutions throughout the course of project development to gain community support and contribute to the project's success. During the planning phase innovations included:

- An extensive, adaptive public involvement program
- A reader-friendly environmental impact statement
- Community supported environmental justice (EJ) mitigation measures
- A workforce development program for the impacted communities

Design and construction phase innovations included:

- Identification of a roadway concept to address traffic, safety and community concerns
- Use of value-based, design-build (DB) delivery to leverage very aggressive inclusion, diversity and equity (IDE) goals
- Use of alternative technical concepts from the DB teams to create cost savings for ODOT
- A non-federal funding program that allowed for the inclusion of EJ mitigation and IDE measures that were previously ineligible

The corridor is open and already heavily used, supporting the city's redevelopment efforts in the area. During the time of construction seven redevelopment projects have been completed, three are presently under construction, and other projects are in various stages of planning. The entire team looks forward to the "Forgotten Triangle" being a name of the past for this newly engaged area of town.



H Building Infrastructure Upgrades

Outstanding Award Winner

Karpinski Engineering

How do you replace a hospital building's entire power system while keeping the building online? That's what Cleveland Clinic needed to do with the 500,000-SF H Building, located on Cleveland Clinic's main campus. H Building is an active patient care facility. Its operations impact the entire campus, as its electrical systems support the cafeteria, automatic guided vehicle (AGV) robot systems, pharmacy, and more. Yet as a legacy building with aging and antiquated electrical systems, H Building needed major system upgrades to avoid the risk of equipment or system failures.

Using Integrated Project Delivery (IPD) with a tri-party agreement, the project team delivered. IPD is a highly collaborative method for designing and building projects. It is structured to increase effective teamwork and reduce project risks. In collaboration with the construction team, MEP Engineer of Record Karpinski Engineering created a main normal medium voltage system and replaced the main emergency electrical system. They also refurbished the building's four main air handling units (AHUs) – a large system totaling over 400,000 CFM.

The system upgrades improve patient safety and increase reliability, and they are easier to maintain. The new electrical distribution system adds reliability and redundancy, and it is anticipated to last the next 30–40 years. To keep the facility operational throughout construction, the electrical system design and construction took place across 10 carefully-planned phases. The AHU upgrades provide significantly more system resiliency and improved AHU controllability, with an anticipated lifespan of 40+ years. As with the electrical system, construction was phased, with three AHUs operational at all times.

The H Building infrastructure upgrade was a complex project: Replace a legacy hospital building's power system while keeping the building online. Using IPD allowed for a level of collaboration that matched the project's level of complexity. The design and construction teams were on board from the beginning, collaborating to develop the design and plan construction. Using extensive contractor support, the team verified existing building conditions for a high level of design accuracy and a reduction of the risks of unknown conditions. They worked together to incorporate construction considerations into the design. Of the 77 official construction requests for information (RFIs), only 9 were related to the mechanical, plumbing, and fire protection scope. None were related to the electrical scope.

The team achieved project savings of \$1.9 million – or 7.5% of the project budget. Because of the project's financial efficiency, there was money to give back to the community. A portion of the savings (approximately \$15,000) was donated to the East 100th Street project in Cleveland. Even more remarkably, most construction work successfully took place during the Covid-19 pandemic.



Cedar Point Causeway Wetlands Breakwater

Outstanding Award Winner

KS Associates, Inc.

KS Associates, Inc. (KS) is an engineering and surveying firm that provides specialization in Coastal Engineering. In 2017, KS joined a design team to provide coastal engineering expertise to develop the Cedar Point Causeway Wetlands Breakwater — a project for the City of Sandusky, Ohio, and supported by the Ohio Department of Natural Resources. The breakwater is a unique concept designed to primarily resolve two challenges: 1) to provide a structure to contain dredge material that, since 2015, can no longer be disposed in the open waters of Lake Erie, and 2) to beneficially reuse the dredge material to create and restore wetland habitats in Sandusky Bay.

Sandusky Bay is 64 square miles of open water in the western Lake Erie basin. Historically, Sandusky Bay has supported some of the most significant coastal wetland systems in the Great Lakes. Over time, the bay has been impacted by the effects of human development, shoreline armoring, and algal blooms, resulting in significant losses of wetland habitat.

After the concept was developed, KS Coastal Engineers were hired by the City of Sandusky to provide final design, permitting, bidding, and construction phases for the Cedar Point Causeway Wetlands Breakwater. The breakwater has the capacity to contain up to 260,000 cubic yards of material dredged by the U.S. Army Corps of Engineers from the Sandusky Bay Federal Navigation Channel — the equivalent of two years' worth of dredging.

The structure, constructed of approximately 3,300 linear feet of armor stone, was designed to dissipate wave energy and provide protection for dredge material placement. The dredge material will help to establish and restore up to 31 acres of in-water wetlands.

The Cedar Point Causeway Wetlands Breakwater is the first fully constructed component of the larger, multi-year Sandusky Bay Initiative (SBI), an Ohio Department of Natural Resources program that aims to turn the bay into a cleaner, healthier body of water for both wildlife and people.

Another unique aspect of this project is that it is a pilot project, and the first non-federal dredge containment structure to be constructed along the shore of Lake Erie. The project includes several concepts for dredge material management, wetland restoration, and nature-based/living shorelines. These concepts, currently being explored at larger ocean ports, are new to Lake Erie. The lessons learned throughout this project will be applied to future projects aimed at improving Sandusky Bay, other Lake Erie harbors, and throughout the Great Lakes.

The Cedar Point Causeway Wetlands Breakwater is meeting its goals of expanding fish and wildlife habitat, improving the water quality in Sandusky Bay, reusing dredge material in a beneficial way, and reducing the risk of disrupting shipping of 1.8 million tons of cargo transported through the Sandusky Harbor each year. The project is also improving the quality of life for City of Sandusky residents and visitors who enjoy the bay for recreational activities. Importantly, it helps to position KS's client, the City of Sandusky, as a leader in adopting innovative infrastructure to maintain the health and use of our Great Lakes.



Lazzelle Road Widening Project

Outstanding Award Winner

Gannett Fleming

The Lazelle Road Widening project was a vital railroad bridge replacement project in Columbus, Ohio. Construction sequencing and access on this difficult-to-access site challenged the designers more than typical railroad bridge projects. Two 100-year-old bridges operated by CSX and NSRR pass over Lazelle Road, but urban growth created a bottleneck at adjacent businesses and Polaris Fashion Mall. A multi-phased rehabilitation plan was developed to replace the bridges and widen the artery to facilitate multi-modal transportation options. Construction methods included the detailed demolition of shoring, temporary structures, and existing bridges. Extensive use of phasing details was key to smooth progress while keeping traffic flowing on Lazelle Road and freight rail moving above it.

The widening of Lazelle Road was constricted by the short spans of the railroad bridges that were constructed in 1913 and barely accommodated two traffic lanes. Further complicating traffic flow was the offset alignment between Flint Road and South Old State Road, a single continuous lane through farmland before the railroad raised its embankments after a flood to prevent future impacts on freight. This early 20th-century grade separation design required the once continuous road to be offset and connected by the newly constructed Lazelle Road.

The design provided an increased traffic flow and improved drainage under the railroad bridges, which was critical to the continued multi-use growth of the area. It also accommodated the uninterrupted flow of freight traffic and emergency services during construction. Finally, the design team limited rail outages to force account cut-through operations while designing the temporary structure, providing full under-clearance during construction. These details were acceptable to both railroads, limited rework over the roadway, allowing for consistent movement of public traffic and improved emergency medical service times from Fire Station #33.



Fifth Avenue Safety Upgrade

Outstanding Award Winner

ms consultants, inc.

The City of Youngstown recognized that Fifth Avenue was not meeting the needs of pedestrian and bicycle users and also had minimal transit user benefits. It also recognized the present volume of vehicle traffic did not align with the existing five/six lanes. Those lanes were constructed in years past when the average daily traffic numbers and Youngstown's population were much higher than today's needs. Following the selection of ms consultants, it was quickly determined that Fifth Avenue was the perfect candidate for a "road diet," also known as a lane reduction.

The overall goals of the project included:

- Reduced number of lanes for vehicular traffic
- Improved pedestrian safety
- Complete-street design, a street that enables safe access for all users, including pedestrians, bicyclists, motorists, and transit riders
- Increased mobility
- Improved transit connectivity
- Enhanced aesthetics
- Enhanced lighting
- Upgraded wayfinding

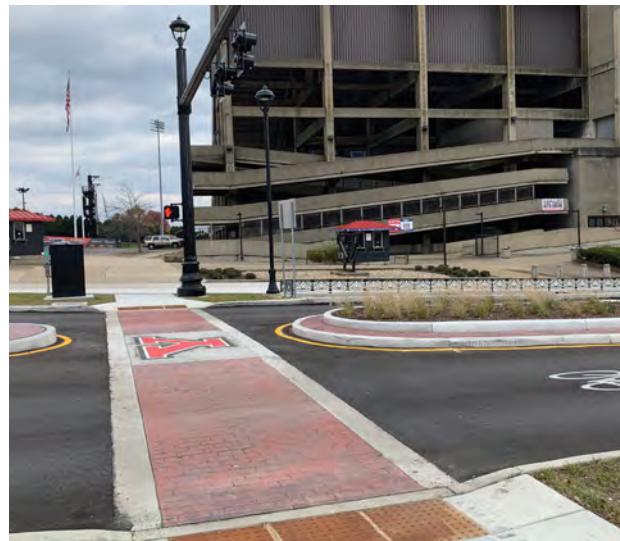
In addition to the road diet component, the project included design aspects to make the area more visually appealing. Design details included a key element of Youngstown's branding, the Y emblem, within crosswalks and beautiful inlaid bricks.

The enhancements to the area also contribute to the economic revitalization occurring in Youngstown and the surrounding region by facilitating the safe and reliable movement of people and ideas. This is brought to life by embodying the complete street design, providing safe and reliable access for all users of the roadway, including the students of nearby Youngstown State University.

The Fifth Avenue Transformation project is the first pillar of a larger project with the City of Youngstown, dubbed the "SMART2" project. SMART2 stands for: Strategic and Sustainable; Medical and Manufacturing; Academic and Arts; Residential and Recreational; and, Technology and Training. The goals of SMART2 include wide-scale complete street improvements, adding an autonomous shuttle, and overall, improving the connections to and from downtown Youngstown.

SMART2 has a total funding package commitment of \$27.65 million, including a \$10.85 million BUILD grant from the U.S. Department of Transportation (USDOT).

The first phase of the SMART2 project was completed in 2021 and was heralded as a transformational success for the area. The Fifth Avenue transformation has set the benchmark for the six other streets of the SMART2 network presently under construction.



Maumee River Habitat Restoration at Penn 7

Outstanding Award Winner

Verdantas LLC

Problem:

The vacant, 59-acre Penn 7 property on the lower Maumee River consisted primarily of a former confined disposal facility (CDF) that accepted material dredged from the Maumee River shipping channel until the 1970s. Penn 7 sits along a section of the Maumee River with miles of hardened shorelines. The property also had low quality wetlands that were isolated from the river.

Solution:

The National Oceanic & Atmospheric Administration and Great Lakes Commission Regional Partnership dedicated funds through the Great Lakes Restoration Initiative (GLRI) program to the City of Toledo for the Maumee River Habitat Restoration at Penn 7 project. The City of Toledo contracted with Verdantas LLC as the environmental consulting firm. The Maumee River Habitat Restoration at Penn 7 improves habitat for fish and wildlife by creating coastal wetland and forested upland along the Maumee River. Success achieving project goals necessitated a multi-faceted engineering approach with several interconnected design elements:

- A new water control structure within the existing dike to connect the site to the Maumee River and provide fish passage.
- Excavation and recontouring of dredged sediments to allow river water to flow through and pool within the new wetland habitat.
- A modified channel to connect the new wetland to created habitat features within the enhanced embayment area.
- A dike with a water control and fish passage structure installed between the embayment and the Maumee River for protection and enhancement.

The project provides a working blueprint for reconnecting isolated CDFs to waterways and employing beneficial use of dredged material in creating valuable wetland habitat. It demonstrates what can be accomplished when regulatory agencies, stakeholders, and the engineering community come together to improve land not traditionally considered for improvement opportunities.



Safety Assessment and Asset Management Tool

Honor Award Winner

LJB Inc.



After Steel Dynamics issued a corporate-wide requirement for each facility to inventory, inspect and document the safety of walking-working surfaces throughout each facility, safety leaders at the Butler, Indiana, plant approached LJB to help create a solution to fulfill this directive. LJB set out to create a program that would facilitate maintaining a safer environment for workers, while simplifying the data collection and management needed to achieve the goal. The Butler, Indiana, plant includes more than 600 walking-working surfaces that needed to be evaluated, tracked and addressed. With this much data and a need to frequently find, edit and report information, it was clear that a digital solution was necessary.

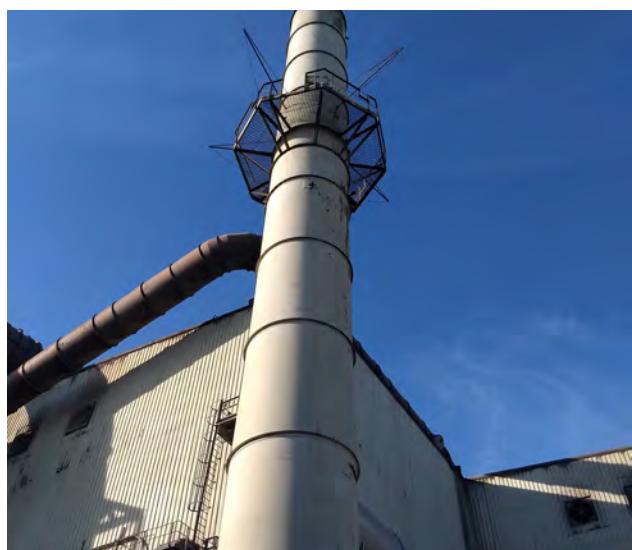
LJB's Safety and GIS teams worked together to create an application that would meet all the program needs. This tool was developed in a multistep process alongside the client. To streamline

safety data collection into an actionable progress monitoring system, LJB developed a map-based mobile and desktop application to help the client's administrator manage safety for the walking-working surfaces.

Using the workflow LJB developed, safety program administrators are alerted about upcoming internal and professional inspection needs, can distribute internal tasks through work orders, track inspection history, and highlight structural deficiencies and OSHA non-compliance issues to address concerns. Using the mobile application, field workers can see their assignments, locate where they need to go on a map, and then complete their work using an embedded electronic inspection form.

In addition to the data management tool, LJB also provided a summary of findings report to supplement the data stored in the management system. This report includes a commentary on high-risk locations, with professional recommendations regarding next steps.

The data from the safety assessment, delivered using this customized digital program, provides Steel Dynamics with a solution to efficiently perform inspections, track program execution, and manage actionable items (such as deteriorating or damaged assets) for all its walking-working surfaces. This solution ultimately improves safety for workers, while also saving time, money and resources for the organization.



Summit County Job Hubs & Opportunity Zones High-Speed Fiber Feasibility Study

Honor Award Winner

Environmental Design Group



In 2022, Environmental Design Group (EDG) was contracted by the County of Summit to develop a feasibility study for its county-wide, high-speed fiber project within 16 identified “job hubs” or heightened areas of employment and “opportunity zones” or underserved regions. Through stages of community outreach, GIS mapping, existing fiber location discovery, and demographic analysis, Environmental Design Group presented a final report, including key takeaways and recommendations for the County’s continued efforts.

EDG engaged with the County to understand current internet services and how the county-wide fiber broadband internet project is perceived and might impact these groups. As part

of this outreach, 21 municipalities and 11 organizations participated in the “Job Hub & Opportunity Zones of Summit County High-Speed Fiber Feasibility Study” internet needs assessment baseline survey to determine internet utilization within the county. These groups met with EDG to dive into survey responses, uncover information about internet needs, and learn about the county’s project.

To determine the economic impact of the project, EDG provided census and demographic research for each job hub and opportunity zone. Through census research, community meeting conversations, and the “Job Hub & Opportunity Zones of Summit County High-Speed Fiber Feasibility Study” internet needs assessment baseline survey responses, EDG generated themes within each of the 16 identified job hubs and opportunity zones and provided conceptual fiber route maps for each job hub and opportunity zone.

EDG provided an estimated cost to deploy new main line fiber, as shown on the fiber route maps within each zone. The fiber routes include fiber size, quantity, and ancillary other materials. Estimates were derived by performing quantity takeoffs of the conceptual fiber routes and each zone was specifically reviewed and considered with its unique constructability challenges, restoration efforts, and potential conflicts with existing infrastructure.

The County provided material specifications that were considered the “basis of design/estimation” products for cost analysis. EDG further researched cost data from multiple material suppliers, arriving at the proposed final cost estimates. Estimates in this feasibility study provide Summit County an opportunity for constructive dialogue with local governments and potential private partners.

A high-speed fiber broadband network is the backbone to most businesses and organizations prioritizing smart technology initiatives. Smart technology initiatives incorporate smart devices and typically require high-speed internet and increased bandwidth to function properly. As Summit County continues to support high-speed fiber internet efforts, the county will continue to become a more desirable location for businesses and residents to live, work and play. Based on the results of this study, Summit County is well-positioned to be a leader for the implementation of high-speed fiber that allows businesses and communities to grow and thrive.

EXECUTIVE SUMMARY



Vision for the Valley

Honor Award Winner

OHM Advisors



The Cuyahoga River has a rich and complex history, from the Cleveland founders' first landing along its banks to its instrumental role in fueling the region's economy and growth. As Cleveland emerged as a major manufacturing center, the river became polluted, catching fire multiple times before a historic 1969 blaze sparked an environmental movement.

Today, the river is cleaner than it has been in decades, attracting entertainment, recreation, and residential opportunities near "Cleveland's other waterfront" while continuing to support the maritime industry.

The complexity—and opportunity—lies in incorporating a variety of uses in a healthy, equitable, and environmentally conscious way that continues to promote regional economic development.

That purpose was instrumental to the Vision for the Valley (VFTV) plan, launched on the 50th anniversary of the Cuyahoga River fire.

VFTV was launched in 2019, after the City of Cleveland Planning Commission and project partners Cleveland Metroparks, the Port of Cleveland, Flats Forward, and the Northeast Ohio Areawide Coordinating Agency (NOACA) recognized the need for a unified vision to guide growth and decision making.

The partners engaged OHM Advisors as the lead consultant to develop a comprehensive, innovative study that reimagines the Cuyahoga River Valley.

The VFTV plan is guided by the project's Purpose Lens, which the project team crafted through community and stakeholder outreach. The purpose lens was built on the foundation of equity and inclusion and guides decisions based on protecting the health and safety of the waterway, modernizing the valley infrastructure, and building awareness of the river and river valley.

Vision for the Valley includes recommendations for the whole valley and the four districts identified through the study. The resulting plan helps the river work for everyone while fostering a healthier, more equitable, and more sustainable future.



BEL-70-26.84 Superstructure Replacement

Honor Award Winner

TRC Engineers, Inc.



The I-70 Bridges project was originally let as a design-build by the WVDOH with TRC the prime consultant for the apparent low bidder. The contract was not awarded due to being \$75M to \$100M over budget, however the construction bonds were sold in anticipation of its awarding. The project was then re-let as a design-bid-build and assigned to the team of Stantec, HDR and TRC. Instead of the 1 year to design all the replacements and repairs, the schedule was compressed and only 7 months was provided in order to have the project complete per the construction bond requirements. BEL-70-26.84, the only bridge on the project in Ohio was assigned to TRC. The scope for BEL-70 was a superstructure replacement along with substructure repairs.

TRC prepared the construction plans for the project which included the approach roadway, abutment drawings, superstructure drawings, quantities, and all notes necessary for the construction of the project. These plans included provisions providing for the difference between Ohio (ODOT) and West Virginia (WVDOH) and their respective requirements. All structural (load path) items were design to ODOT specifications but bid using WVDOH item numbers. Non-structural components were optimized using project specific and WVDOH details in order to save time and costs.

A significant portion of this project involved project management and coordination with numerous entities. TRC worked with a number of other sub-consultants, suppliers, and agencies to ensure the development of a quality project that met the needs of the client. TRC read reports, offered opinions and guidance, and took part in numerous conference calls during the term of this project as experts in design in both Ohio and West Virginia.

Construction, shop drawing and RFI review services were also rendered on this project to ensure that the project was completed per the contract plans and specifications. Demolition and erection plans were reviewed for conformance to state, project and railroad requirements. Shop drawings were reviewed for the conformance to the plan details.

In keeping with the public's desire to have an aesthetically pleasing and cost-effective structure, TRC proposed matching the concrete sealing colors for the adjacent bridge. Additionally, the under-deck drainage system was fabricated with tinted FRP in order to blend in with the superstructure. In addition, various railing, color and decorative lighting options were presented to maximize the aesthetic appeal of the bridge and provide the Diocese with a signature structure to showcase at their mountain retreat.

TRC provided a wide range of services for this project, including project management, design, coordination, permitting, construction support as well as construction engineering and inspection. The result was a structure that not only met the needs and objectives of the client, but also provides a signature link to our neighboring state(s) for years to come.



Elizabeth Street Bridge over NSRR

Honor Award Winner

TranSystems Corporation



The (COL-ELIZB-0010) project is located near the intersection of SR 39 and Elizabeth St. where the Norfolk Southern Railroad (NSRR) tracks pass under Elizabeth St. in the City of East Liverpool. During the 2016 routine bridge inspection, it was determined the existing bridge was in critical condition and should be closed to traffic due to its deteriorated superstructure. Closure of the Elizabeth Street Bridge left the nearby Klondike neighborhood isolated with only one access point at the existing at-grade crossing at Putnam St., east of the bridge. Although the area is primarily residential, it also serves several large commercial/ industrial buildings, including the East Liverpool Water Department.

An average of 12 trains a day with a 50 MPH speed travel through this area completely blocking off this neighborhood from the rest of the City and compromising the safety of the community as first responders are located on the other side of the NSRR tracks. It is for this reason that there was urgency to demolish and rebuild this structure and restore vehicle and pedestrian connectivity with fast-tracked project delivery.

The Ohio Department of Transportation, District 11 (ODOT) retained TranSystems Corporation of Ohio (TranSystems) to provide structural and engineering design services for the bridge replacement on Elizabeth Street.

The bridge replacement involved various challenges due to the demolition of the existing bridge, location and railroad track outage restrictions compounded by right-of-way limitations, and the project's construction cost. Due to the uniqueness of the existing structure, the demolition of the middle span over the railroad was complex and the construction of the replacement bridge was challenging due to the utilities, r/w limits, and adjacent structures. Early in the design, TranSystems provided a suggested demolition scheme that incorporated location of shoring, temporary towers, and track outage durations that NSRR reviewed and approved in concept. In addition, our constructability design allowed us to investigate crane locations to allow the bridge to be constructed. These locations were identified and used by ODOT to identify the right of way necessary for contractor access.

Additionally, innovative superstructure design solutions allowed the construction of a new structure on the existing alignment, while providing the required vertical clearance and minimizing track interruption to NSRR. The collaboration of TranSystems and ODOT reduced the project construction cost and right-of-way impacts and allowed construction to move forward with the project on schedule. This structured partnership's activities shortened the construction duration and eliminated the need for extensive lowering of the tracks and minimizing right-of-way impacts.

From the beginning, the team was committed to implementing the replacement of the structure to reconnect the access to the Klondike neighborhood as quickly and efficiently as possible to provide safe access to the local residents and to the industrial/commercial businesses. The project resulted in a much safer roadway as the bridge opening was increased in height. The new bridge allows for a safer passage for trains and provides pedestrians and vehicular access to the community that will accommodate the present and future design year traffic and growth.



MOT-THIRD-04 (Third Street Bridge Replacement)

Honor Award Winner *Stantec Consulting Services Inc.*



The Third Street Bridge (also known as the Peace Bridge) in Dayton, Ohio connects the downtown with West Dayton across the Great Miami River. After the bridge was deemed structurally insufficient, Stantec was invited to design the replacement bridge with an emphasis on widening the structure to allow for the five lanes of traffic, connections for the adjacent shared-use path, and an ADA-compliant sidewalk. The bridge has five equal spans with a total length of 715 feet and a total width of 86 feet.

Extensive community engagement efforts were made to understand the needs and wants of the local communities, potential uses, and design input. Through these meetings, Stantec developed arch-shaped precast concrete cheek panels that celebrate the former bridge and incorporated two overlooks with signage to honor Daytonians who have made contributions to these communities.

Historically significant, the Third Street bridge is used annually for the Martin Luther King Jr. Day march which is commemorated with a quote from Dr. King and an image of the parade on a pier adjacent to the shared use path below the bridge. The structure is accentuated with aesthetic LED lighting that can be adjusted by the City of Dayton for various celebratory themes.



Hargus Lake Dam Improvements

Honor Award Winner *HDR*



Constructed in 1949 and in its current configuration since 1955, the Hargus Lake Dam sits just miles upstream of Ohio Christian University and Circleville and 40 miles south of Columbus. It is one of Ohio's 450 high-hazard dams, with the potential to impact lives and property if it failed. The 1,550-foot-long, 67-foot-tall earthen embankment impounds a 130-acre lake storing 1,800 acre feet of water. It includes a reinforced concrete pipe primary spillway and a 185-foot-wide earthen auxiliary spillway.

Using an innovative CMAR approach, the Hargus Lake Dam Improvements project provided a new spillway, stabilized the embankment, and flattening the downstream slope with soil borrowed from on-site locations, which provided more than \$1 million in cost savings.

The team restored the site with native plantings, created new trails, maintained recreation access throughout construction, added accessibility features, and leveraged structural components to enhance the park experience. They overcame a complex spillway geometry, moved an astronomical quantity of material, and prevailed through the COVID-19 pandemic, circumventing shipping and labor shortage disruptions with on-site pipe fabrication.

The project was completed under budget and the primary work was completed six months ahead of schedule. The project team accelerated concrete work to complete the spillway construction before winter shutdown allowing lake levels to rise back to normal pool and provide a full recreation season in 2022 as opposed to a reduced pool level as originally planned.



CSO Nos. 2 and 3 Mitigation Project - LTCP Improvements, Phase 1

Honor Award Winner

Strand Associates, Inc.



Strand Associates, Inc.® (Strand) assisted the City of Fostoria (City) to accomplish an innovative approach to addressing its combined sewer (CSO) overflow issues, including a new 45-million-gallon-per-day influent pumping station, 7.5-million-gallon wet-weather storage facility, and various other process improvements at the City's Water Pollution Control Center (WPCC). In response to a Consent Decree with the United States Environmental Protection Agency and the Ohio Environmental Protection Agency, the City of Fostoria, OH, created a Long-Term Control Plan (LTCP), a system-specific document outlining the City's various considerations in developing a list of targeted projects proposed to meet the overall intent of the Consent Decree requirements. The LTCP identified specific system-wide projects to reduce combined sewer overflows to no more than four or five overflow events in a typical year.

The City was able to secure a 0 percent interest loan through OEPA's Department of Environment and Financial Assistance State Revolving Fund Water Pollution Control Loan Fund. To maximize financial potential, the City opted to address its most complex CSO issue by focusing on CSO Nos. 2 and 3 ahead of the 2029 regulatory schedule. To reduce CSO occurrences at these two locations, the LTCP outlined creation of a large regional offline wet-weather facility to provide additional storage for excess combined sewer volume during wet-weather events.

In updating the collection system model, the team identified that the primary constraint to the City's ability to convey wet-weather sewer flows was the pretreatment and influent pumping facilities at the City's Water WPCC. The collection system is primarily characterized by two interceptor sewers, one from CSO No.1 and one from CSO Nos. 2 and 3, and during wet weather functioned more like inline storage than a high-rate conveyance system. Additionally, the previous pretreatment facilities at the WPCC experienced routine failures and were in constant need of maintenance to maintain minimum operating parameters. The team's newly conceptualized alternative included installation of a new influent pumping facility, pretreatment processes, and an upgraded equalization storage basin at the WPCC to manage excess wet-weather flows from the entire city system. Significant considerations also included the addition of a screening facility to screen both primary influent to the WPCC and excess wet-weather flows to the storage basin, as well as various gravity sewer upgrades. Incorporating these additional components into this alternative enabled the City to achieve multiple LTCP project objectives, greatly improve operational competency of the facility, and remain flexible on how it may have to expand its CSO control, all within a single project. The City opted to move forward with the new alternative based on the overwhelming additional benefits and 60-75 percent cost savings it offered over the original concepts.

The \$13.7 million CSO Nos. 2 and 3-LTCP Improvement, Phase 1 project has been an early success, reducing CSOs by more than 200 million gallons in the typical year. The City will soon begin an approximately 12-month-long, post-construction monitoring phase to confirm the current level of control, with anticipation that full system-wide regulatory compliance may have been met with this project. In any case, this project achieved the City's goals of meeting regulatory compliance in numerous areas while greatly improving WPCC operations and serves as the cornerstone of all future projects directed at additional regulatory compliance required. The City has been fully engaged since inception of the updated project direction in 2019 and continues to carry the torch to ensure public engagement, participation, inclusion, and education goals are realized.



Euclid Wastewater Treatment Facility Upgrade

Honor Award Winner

CT Consultants, Inc.



CT Consultant, Inc. has been a trusted partner for the City of Euclid, Ohio on infrastructure improvement projects since 2004. High-quality infrastructure provides direct positive impacts, including higher efficiency, increased safety, decreased environmental impact, and more effective delivery of public goods and services. In 2013, the City retained CT Consultants to provide design and engineering services for a multi-phase upgrade to the City's Wastewater Treatment Plant (WWTP). In 2017, Euclid was under a U.S. Environmental Protection Agency/Department of Justice (USEPA/DOJ) Consent Decree. This Consent Decree was an immense undertaking for the City. The City turned to CT Consultants to assist in negotiating the Federal Consent Decree and achieving a successful resolution. The success of this effort would have a significant impact on both the City's future and the water quality of Lake Erie.

CT Consultants worked closely with Daniel Knecht, Superintendent, Euclid WWTP, and his staff on the WWTP improvements. We investigated high-rate treatment technologies and included various ballasted flocculation systems, high-rate filtration, and chemical enhancement of swirl concentration. We also reviewed the WWTP improvements to maximize secondary treatment, including flow equalization, enhanced clarification, and membrane bioreactor conversion (MBR). CT Consultants recommended and designed a new MBR high-rate biological activated sludge treatment process within the existing WWTP tanks. **Peak flows greater than 66 MGD are then captured in an equalization basin. The retrofit was a very challenging endeavor.**

At CT Consultants, we understand that where people live, work, and play has an impact on their health. Displacement has many health implications that contribute to disparities among special populations, including the economically disadvantaged, women, children, the elderly, and members of racial/ethnic minority groups. Key to our design options was the limited land availability. Our approach successfully eliminated the displacement of long-time residents and businesses.

Ohio EPA Director Craig W. Butler recognized Euclid for its efforts to improve and protect Lake Erie's water quality through major improvements to the sewer system and Euclid Wastewater Treatment Plant, and for setting an example of how to best use Ohio EPA's technical and financial assistance programs. According to Daniel Knecht, Director of Public Service, City of Euclid, "CT and its dedicated planning, design, and construction team for this program were extremely helpful throughout the process. The multi-phase \$150 million Euclid WWTP is the largest construction project completed in the City's history.



LTCP Phase 1 Water Pollution Control Center Enhancement Project

Honor Award Winner

Hazen and Sawyer



The Long-Term Control Plan Phase 1 Water Pollution Control Plant (WPCP) Enhancement project is the first project in a 25-year program for the City of Marion, Ohio to address regulatory requirements. This program intends to improve the public health of the residents and stream habitat of the Little Scioto River by reducing combined sewer overflows (CSOs) and surface flooding in the city. Initiated in 2017, this long-term program was developed as a financially responsible, long-term integrated plan to meet residential and industrial ratepayer needs while addressing regulatory obligations. The integrated plan provides a roadmap for a phased approach to minimize sewer cost increases to the vital industrial and commercial sectors and associated city revenue. The Phase 1 WPCP Enhancement project provides hydraulic and treatment capacity improvements to provide higher levels of sanitary and stormwater treatment prior to discharge to the Little Scioto River.

Regulatory: Despite over a \$26 million investment by the city, the regulatory agency imposed mandatory improvements to the city's infrastructure within a specific timeframe when previous milestones were not achieved. The city was successful in appealing these mandates, which permitted the development of an integrated plan that is in accordance with EPA's goals to address and prioritize improvements.

Innovation: A key approach to this integrated plan was for Hazen to conduct a robust and detailed Financial Capability Assessment (FCA). This was critical so the city did not commit to a program that placed a high financial burden on their customers. The results from the FCA indicated the required integrated plan was unaffordable within the time frame proposed by regulators. The city investigated and implemented a prioritized, phased, and adaptive approach to the integrated plan.

Complexity: During the integrated plan development, a key element of the entire program's success occurred at the interface between the sewer collection system and WPCP. Improvements at the WPCP provides the ability to hydraulically control the sewer collection system and minimize CSOs occurrences, permits stormwater to readily enter storm drains, and prevents water in basement events at residential and industrial customers. The design and construction of improvements at the interface was challenging to maintain conveyance through the sewer collection system and WPCP treatment performance. These challenges required strategic phasing and construction staging to meet these challenges and seasonal treatment performance.

Fulfillment of City's Needs: Over many years, the city invested significant capital dollars in improvements to the sewer system with many remaining issues still unaddressed. Additionally, the infrastructure costs continued to escalate at a rate that exceeded the city's financial capacity. With the completion of the FCA, a financially responsible long-term program with multiple phases was developed to ensure wise rate-payer investments will occur. This phased approach minimizes sewer cost increases in the vital industrial and commercial sectors and associated city revenue. Finally, the long-term planning, evaluation, and implementation strategy allows the City to directly improve the residents' lives and property with surface flooding reduction and elimination of water in basement incidents, while improving the overall Little Scioto River habitat and water quality with the reduction in CSO activations.



City of Defiance Water Treatment Plant GAC Facility

Honor Award Winner

Stantec Consulting Services Inc.



Having free, quality water available is something many of us can take for granted. In the City of Defiance, Ohio, residents struggled with taste and odor issues in their water for years. The issue worsened after introducing a new up-ground reservoir in 2007, which was added to help improve overall water quality by providing flexibility to draw from it when the Maumee River water quality was problematic. The reservoir solved some issues but created new challenges in the form of increased chemical usage at the plant to combat higher TOC levels and an increase in disinfection byproducts, primarily trihalomethane (THMs). The result was that the City struggled with THM compliance for many years and the plant was actually out of compliance for most of the three years prior to the Granular Activated Carbon (GAC) Facility being constructed.

After the City conducted a pilot study to determine the minimum empty bed contact time needed in the system to resolve contaminant issues and address OEPA requirements, they engaged Stantec in 2018 to confirm the results, review alternatives, provide design, and oversee construction of the new GAC Facility.

During the design phase the City detected algal toxins in the reservoir in 2019. This resulted in a delay in design to coordinate with the OEPA to develop a harmful algal bloom (HAB) general plan in conjunction with the GAC Facility. Stantec worked with the City to ensure that the GAC Facility would provide solutions to both the THM and HAB issues with the primary objective to deliver quality, potable water for the City of Defiance and surrounding communities that rely on the City's water supply.

The new system includes eight 40,000 lb. vessels, controls, a new generator, new pumping systems, a new CO₂ tank, two bio-retention ponds, and upgraded plant security. Throughout the process, Stantec found ways to reuse aspects of their existing operations and update equipment that needed replacement. One main issue was relocating the existing CO₂ tank to allow for the footprint of the GAC Facility. The horizontal tank was replaced with a vertical tank to save space and minimize issues with vehicle access for chemical deliveries. The City also expressed interest in reducing their chemical usage and improving efficiency and control. Stantec designed a new carbonic acid system and an emergency bypass to the existing recarbonation basins with most of the work being a retrofit of the existing system, which allowed for flexibility and cost savings.

At the same time, construction took place to save money and improve the system's overall efficiency. This project was already logistically challenging but became even more complicated during the pandemic due to supply chain issues and labor constraints.

As a responsible steward of water resources, the City also provides water to neighboring communities. The new GAC plant has helped improve water quality and lowered disinfectant byproducts by 50% for the City's over 20,000 customers and beyond.



Harrison Water Treatment Plant Softening Improvements

Honor Award Winner

Fishbeck



The City of Harrison's WTP was originally constructed in 1985, and the treatment processes used at the WTP had not changed significantly since then. Their source water comes from six wells that provide very hard water. Hard water has a variety of disadvantages including staining glass, tiles, and bath fittings; causing wear and damage to household appliances; contributing to clogged pipes; and causing dry and itchy skin.

For these reasons, the City contracted with Fishbeck to design a softening addition to their existing treatment. This softening addition used RO membranes to remove hardness from the water without adding salt. By softening at the WTP, residents will no longer need to use home softening units, which typically do use salt to soften the water. This will save the time and effort of refilling the brine tank with salt pellets on a regular basis as well as reducing sodium levels in resident's diets.

This project was successfully completed despite the difficulties presented by conducting a major construction project during the COVID-19 pandemic. The project team used a variety of mechanisms to keep costs down and keep the work going including close coordination between the engineer, contractor, regulatory staff, and City staff. Ultimately, the project success is due to the hard work and dedication of everyone who worked together to make a decade's worth of effort into a major water quality improvement for the residents and businesses who use Harrison's tap water every day.

Fishbeck listened to the concerns of the City's WTP staff and designed an innovative CIP system to keep operations and maintenance costs down and allow the City to care for the RO membranes more easily. The replacement costs of the membranes can be significant, so proper upkeep and maintenance is very important in extending the life span of the membranes.

Finally, the project team successfully helped the City of Harrison apply for a low-interest loan to pay for the softening improvements. When factored in with the reduced costs for residents who have been operating their own softening units at home, the monthly cost to soften the water at the WTP is similar to the monthly cost each homeowner has already been paying to soften their water. In addition, better water quality is attractive to businesses and can be used by the City to promote development, further reducing the costs for everyone.



Cleveland-Massillon Road Improvements

Honor Award Winner
Environmental Design Group



The Cleveland-Massillon Road Improvement Project transformed 1.2 miles of hazardous roadway into an improved, attractive and safe thoroughfare serving the City of Fairlawn. Located between I-77 and State Route 18, this stretch of road hosted up to 20,000 cars per day. As a two-lane road it was unsafe, congested and structurally failing.

Environmental Design Group (EDG) served as the Construction Project Engineer in accordance with ODOT LPA requirements for this \$13 million project. Tasks included daily reporting, facilitating progress meetings, schedule review and tracking, reviewing contractor pay requests, tracking quantities, responding to RFI's, change order documentation, quality control and specification adherence and utility coordination.

The overall scope of the project included widening and reconstruction of Cleveland-Massillon Road. Traffic flow was improved through the installation of a new roundabout. Adjoining properties, including residences and a golf course, necessitated complex improvements considering public safety and transit. Such items included reconstruction of the northbound ramp to I-77, traffic signals upgrades and the addition of curbs, sidewalks and walking paths. During the construction process major storm drainage improvements were made including an enhanced drainage system and two new culverts.

The main goal of this project was to alleviate the high traffic volume and congestion during peak hours and to improve safety. As this section of road serves as a main artery to both businesses and residences, these two items were of great importance throughout the construction process. To accomplish this, EDG ensured that proper signage was in place in accordance with all Ohio Manual of Uniform Traffic Control Device requirements.

Communication between all involved parties including the City of Fairlawn, ODOT, the contractor (Trimor), Akron Water Department and various other utility companies was critical. EDG served as the liaison between all parties to communicate construction status to facilitate project efficiency. EDG implemented innovative and creative solutions to best accomplish this. Processes included utility coordination, drone imaging, proposed safety improvements and coordination with other developments nearby. Drone imaging, in particular, provided great benefit to improve the progress review and change order processes.

One of the biggest challenges of this project was the closing of the adjoining golf course as many components of the original scope were detailed to accommodate the existing course. EDG worked closely with the designer of record and the owner to accommodate the land use change as related to the new roadway corridor.

EDG was proud to serve as the Construction Project Engineer for the Cleveland-Massillon Road Project. It is now a safe, useful and aesthetically pleasing asset connecting the City of Fairlawn to its surrounding communities.



J. Polivka Transit Center, Wickliffe Transit Center & Electric Transit Charging Infrastructure

Honor Award Winner

Tec Inc. Engineering & Design Frank



At a critical point of need, during the COVID-19 pandemic, the completion of the Laketran Frank J. Polivka and Wickliffe Transit Centers was a culmination of years of planning for Laketran. The project is a comprehensive portrait of the systems' mission; providing the Lake County residents with quality transportation services with a specific focus on seniors and those with disabilities. It also meets local, state, and federal goals of prioritizing the environment and reducing emissions, providing the necessary infrastructure for the state's first battery operated bus fleet. The project was funded with multiple Federal Transportation Administration and Environmental Protection Agency grant programs aimed to reduce diesel emissions and improve air quality and public transit access.

Tec Inc. provided mechanical, electrical, plumbing and technology engineering services for the two transit centers with two ABB fast charger cabinets and overhead charging pantographs at each location. The Laketran electric public transit infrastructure includes a new electric Laketran bus charging transit center located at the main Lakeland Community College parking lot entrance in Kirtland, Ohio and the reconstructed Park-n-Ride transit center located in Wickliffe, Ohio. The challenging electrical and mechanical design for these facilities centered on the bus charging pantographs. The Lakeland bus charging pantographs are in the transit center's canopy and the chargers at the Wickliffe transit center are located on charging pedestals. The transit centers include amenities to increase the comfort including indoor waiting areas with public restrooms, air conditioning and heating, public wi-fi, and enroute bus charging.

The Lakeland transit center chargers were the first chargers in the US ever design to be located in a canopy of the transit center. This was complicated by the high voltage of the cabinet chargers and the size and number of cables required to carry the power to the pantograph chargers that lowered onto the buses. The large fast charging cabinets also produced extra heat which required the HVAC system to cool the equipment rooms and include an emergency exhaust system to keep the chargers working should the air conditioning system malfunction.

Tec Inc. consistently carried the owner's vision through project completion and assisted with engaging Board of Directors and updating them on progress to keep project moving forward and maintaining their approval of the work. The project was kept on budget even when Laketran changed the manufacturer of the bus chargers mid-project due to the desire to position the chargers in the canopy and provide covered access to the buses. This caused a slight delay, but all of the systems were ready for the arrival of the ABB charger cabinets. When they arrived, it the project commenced smoothly, and the chargers were plugged in and commissioning by New Flyer and testing proceeded. We completed both sites within one month of the original target providing critical transit infrastructure during the COVID-19 emergency and for workforce development.



Little Miami Scenic Trail - Beechmont Connection

Honor Award Winner

IBI Group



In 2016, Great Parks extended the Little Miami Scenic Trail by 3.15 miles from the Little Miami Golf Center to the intersection of Beechmont Avenue and State Route 32. In 2022, Great Parks completed the Beechmont Bridge Connection Project to bring the trail across the Little Miami Scenic River, tying it into the Lunken Airport trail and Ohio River Trail to downtown Cincinnati. Great Parks worked with the City of Cincinnati and the Ohio Department of Transportation (ODOT) to design and construct this final phase, which includes a bridge over the Little Miami River, a retaining wall underneath the bridge and a tunnel under the State Route 32 westbound ramp to Beechmont Avenue.

Project benefits include:

- Trail access for more than 300,000 residents who live within five miles of the Little Miami Scenic Trail
- Local and regional links to numerous parks and preserves, as well as recreational, entertainment, and business facilities
- Enhancement of regional multi-model transportation options for commuters, easily linking neighborhoods and communities to the downtown central business district
- Safety enhancements to the Beechmont Avenue bridge by increasing lane width for vehicular traffic
- A safe, shared-use trail that is physically separated from vehicular traffic on the downstream side of the roadway bridge



Massillon Road Improvement Project

Honor Award Winner

Burgess & Niple, Inc.



The heavily traveled Massillon Road corridor (SR 241) is the central transportation artery in the City of Green, Ohio, and an important connection to the city's downtown area. With rising traffic counts, the two-lane road did not meet current or projected capacity needs and there were a high number of left-turn and rear-end crashes within the corridor. The road also lacked pedestrian and bicycle facilities, along with the urban aesthetic appeal desired for future development.

Burgess & Niple (B&N) performed a corridor planning study, resulting in a redesign of a one-half mile stretch of Massillon Road to four lanes with three multi-lane roundabouts, bike and pedestrian accommodations, aesthetic enhancements and access management throughout the corridor.

Completed ahead of schedule, the Massillon Road Improvement project is an excellent example of how communities can benefit from taking a holistic view of an entire corridor to address multiple needs. The three roundabouts addressed not only the mobility concerns, but also resolved safety issues by eliminating direct left turns and providing U-turn locations for left turn access. Implementing a holistic view also addressed the aesthetics of the corridor. The appearance of the corridor, improved through the streetscaping, landscaping and incorporating lighting along the corridor, now sets the tone for future development.



Honor Award Winner

Mansfield Lahm Regional Airport Apron B Reconstruction and Apron C Rehabilitation

Honor Award Winner

CHA Consulting, Inc.



Mansfield Lahm Regional Airport (MFD) is vital for travel and commerce throughout North Central Ohio. Located an hour from Columbus and Cleveland, this general aviation airfield is a crucial take-off and landing point offering fueling, maintenance, flight training, hangar space, and various other services.

The airport's two asphalt runways—a 9,001-foot-by-150-foot primary runway and a 6,795-foot-by-150-foot crosswind runway—effectively handle large commercial and military aircraft, including the USAF C-5 and the Antonov 124-100—and NASA craft such as the Super Guppy and Orion spacecraft. South of the runway section are Aprons B and C, which serve as the main transient aprons for Group III and above aircraft.

To ensure the continued safe operation of its airfield, the City of Mansfield sought to reconstruct Apron B and rehabilitate Apron C after identifying pavement distresses consisting of rutting and alligator cracking were encountered.

Based on discussions with the FAA Area District Office (ADO) in Detroit, the project's scope included reconstructing the 15,000-square-yard Apron B with hot mix asphalt (HMA) and rehabilitating the 11,600-square-yard Apron C by seal coating and crack sealing to prolong the pavement life. Innovative design considerations, such as using lime stabilization for subgrade treatment, provided cost savings. While most of the apron is constructed of HMA, the airport serves larger Group-IV and Group-V transient jet aircraft related to NASA. Therefore, a Portland cement concrete (PCC) pad was constructed within Apron B to support the parking of various large aircraft up to a Boeing 767 while keeping the entire aircraft outside the Taxiway A taxiway object-free area.

The site featured several temporary erosion and sediment control features documented in a Stormwater Pollution Prevention Plan included in the construction documents. A new stormwater conveyance and management system was implemented to accommodate additional stormwater runoff from the new impervious area. Additional improvements included airfield fence and gate relocation, access drive reconstruction, demolition of the decorative fence and paved pedestrian apron, pavement markings, and a bio-retention cell.

Phasing construction was critical to protecting airport users and personnel, minimizing operational impacts on the primary taxiway, and maintaining constant access to transient aircraft parking areas. All construction impacts were coordinated preemptively with the City of Mansfield, the Airport Manager, and the FAA from design through construction. Other procedures included temporary changes to runway and taxi operations, detours for aircraft rescue and firefighting and other airport vehicles, maintenance of essential utilities, visibility of runway and taxiway visual aids, markings and signage, and controlled access routes.

Completed under budget, the apron improvements significantly enhance the efficiency and safety of daily operations at Mansfield Lahm Regional Airport, enabling Ohio's best-kept aviation secret to continue supporting government and military operations and offering unique business opportunities in Mansfield, Ohio.



Safety Improvements at SR 32 and Shyville Road

Honor Award Winner

Stantec Consulting Services Inc



In 2018, the Ohio Department of Transportation (ODOT) hired Stantec to develop construction plans for safety improvements at the intersection of State Route 32 and Shyville Road (PIK-32-16.79) in Seal Township, Ohio. The existing roadway was a four-lane divided arterial consisting of a signalized controlled intersection. Historically, a large volume of crashes occurred at the intersection with the majority resulting in injuries or fatalities. Roadway and Traffic engineers at Stantec hosted a community engagement meeting to educate and provide opportunities for comments from the public. Stantec worked with ODOT to develop ways to explain and demonstrate the operation of an RCUT (Restricted Crossing U-Turn). A driving simulator was created to assist in educating the public and allow them to navigate through an RCUT providing participants the experience to drive through the proposed intersection in a realistic situation.

Additionally, we conducted a field review of the entire project site to better understand the needs of adjacent businesses, schools, and neighborhoods.

Stantec developed plans which converted the existing signalized intersection into an RCUT intersection with limited left-hand turns in an effort to reduce crashes. Other safety improvements included in this project were the extension of the right turn lanes along State Route 32 and intersection improvements at Shyville Road. Although the RCUT was a new road design for the Ohio Department of Transportation at the time, Stantec had previously developed similar plans for transportation clients in North Carolina and knew it would help alleviate the issues at State Route 32 and Shyville Road. In addition to reducing crashes, the new road layout restricts left turns from Shyville Road but allows for the same movement downstream via a U-Turn. This design optimizes the capacity of the existing roadway and saves ODOT funding by eliminating signal maintenance and accident cleanup costs over time.



Main & Market - Roundabout and Corridor Improvements

Honor Award Winner

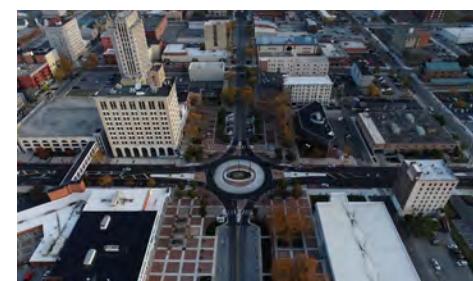
Crawford, Murphy & Tilly, Inc.



The Main Street & Market Street Roundabout and Corridor Improvement project demonstrates how engineers can partner with a community to see a project from conception to completion, while overcoming all obstacles along the way. The intersection and pedestrian improvements arose from a safety application and study. The team was then able to assist the City of Lima in securing state and federal safety funds for 90% of the estimated construction costs. To meet the funding requirements, design and final plan approval had to be completed in just over five months, a process that would normally require well over a year. The

result of these efforts is a modern roundabout with improvements along the Main Street and Market Street corridors that has enhanced safety and mobility for the residents of Lima, while maintaining the existing character of the downtown area.

- Improved traffic safety and operations
- Increased ADA-compliant parking and sidewalk facilities
- Maintained/enhanced existing downtown Lima aesthetics
- In-house drone photogrammetry to accelerate the design process
- 90% funding through successful safety grant application



Rombach Avenue Improvements

Honor Award Winner

LJB Inc.



Using its diverse areas of expertise, LJB developed a multistep plan for improvements to Rombach Avenue (US 22) in Wilmington, Ohio. Ultimately, the project utilized federal, state and local safety and resurfacing funds to improve safety, repave the roadway and enact access control.

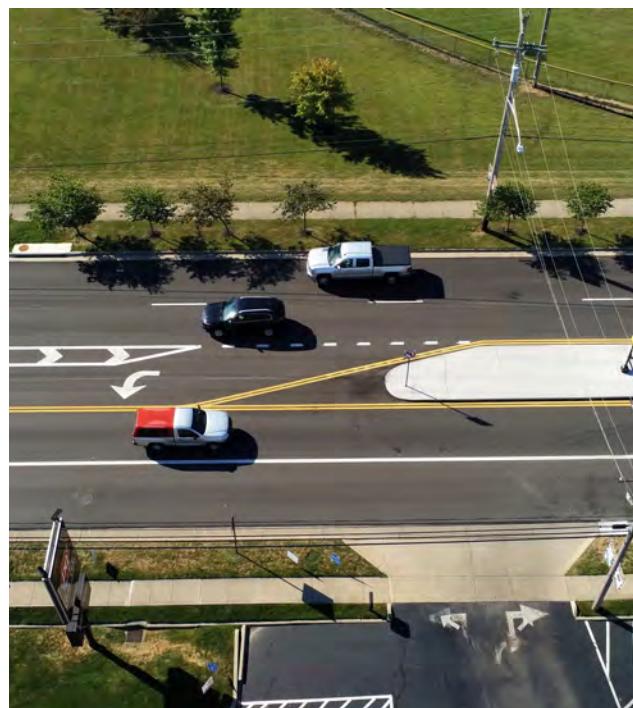
The first step in this improvement process was conducting a safety study to establish the most effective plan of action for the city. The purpose of the study was to evaluate existing safety performance and identify potential countermeasures to reduce congestion and traffic crashes along the corridor.

The study found that rear-end crashes represented the most prevalent crash type on the corridor, which was attributed to three conditions: clearance intervals, signal progression and unwarranted signals. Based on results of the study, LJB assisted the City of Wilmington to apply for Highway Safety Improvements Program (HSIP) funds and acquire \$1.62 million in safety funds to construct improvements.

The final improvements were designed to implement countermeasures from the safety study and to repave a 2.19-mile section of Rombach Avenue that included a one-way section (eastbound) on a horizontal curve that ties into a two-way section. The project area included dense commercial land uses, industrial/general office land uses, as well as neighborhood commercial with driveways spaced further apart.

Core elements of the project included the reconstruction of seven signals, removal of three unwarranted signals and the incorporation of two ramp signals into a cohesive signal system. A key aspect of the project was coordination of the nine signals along the full corridor. The system used spread spectrum radio communications, siren-based emergency vehicle preemption, radar detection and painted mast arm signal supports.

To ensure safety measures were implemented as efficiently as possible, LJB quickly mobilized the design team to develop Stage 3 plans in less than 10 months for the \$7 million construction project.



Romig Road Corridor Improvements

Honor Award Winner *Environmental Design Group*



The Romig Road Corridor project served as the catalyst for the future redevelopment of the former Rolling Acres Mall and the surrounding business district. The project provided the vital infrastructure to upgrade regional access for freight, transit, and potential employees to the site and corridor through a full-depth pavement reconstruction, multimodal facilities, stormwater management and modernized lighting, communications, and signalization.

The Romig Road Corridor project entailed the reconstruction of Romig Road/State Street, a 4-5 lane principal urban arterial, along a 1.63-mile segment between I-76/US 224 and SR 261 (Vernon Odom Blvd) in the Cities of Akron and Barberton, completing a final link between adjacent federal transportation investments along I-76 and SR 261.

The Romig Road Corridor project facilitated the City's ongoing revitalization efforts in the Rolling Acres Redevelopment Area which suffered from disinvestment and neglect. Improved freight and multimodal connectivity to the area dispelled the site's current impression of abandonment and isolation and stimulated private development interest in the mall which closed in 2008 and is mostly demolished. The size of this area, combined with its prime location adjacent to multiple interstate freeways, created a redevelopment potential for the site that was unparalleled in the region. The City of Akron's ongoing economic development efforts at the site of the former Rolling Acres Mall have resulted in negotiations with a prospective developer that would invest \$100,000,000 in the site for an Amazon distribution facility that hosts 500 skilled jobs and generates \$30,000,000 in annual payroll. Improving the Romig Road Corridor was vital to moving forward with the Rolling Acres Redevelopment. The new Amazon facility required safe and reliable infrastructure for day-to-day transportation. Additionally, workers would need reliable multimodal transportation facilities to get to and from work.

The impact of this project extended beyond this urbanized area. The adaptive reuse of Rolling Acres Mall increased the demand for skilled workforce readily available due to the City's corporate limits housing two higher education facilities (University of Akron, Stark State College). The result turned the area into a regional employment base that includes rural portions of SW Summit County, SE Medina County, NW Wayne County, and NW Stark County.

This project successfully used innovations utilizing technology and a unique approach, such as:

- **Constructability:** Concrete pavement was designed for heavy truck and freight traffic. Imposed construction sequencing and schedule was considered to ensure the Amazon facility, constructed concurrently within project limits, would meet its opening and operational date.
- **Technology:** The LED lighting for pedestrians and roadway was designed to be controlled, setting correct lighting intensity levels given factors such as safety, weather, time of day.
- **Technology:** Project construction started before the COVID-19 shutdown, however, our field office was designed with full audio/video capabilities and we utilized video conferencing to enhance collaboration with Amazon and their Owners Rep and Construction Manager.

This project was necessary because of adaptive reuse and safety improvement to the Rolling Acres Mall site. The investment in the Romig Road Corridor was a continuation of the Rolling Acres Redevelopment project which improved public health, safety and welfare of the community by eliminating a nuisance and returning it to public, useful condition.



Columbia Parkway Landslide Stabilization

Honor Award Winner

Geotechnology, LLC & Beaver Excavating Company



The history of Columbia Parkway dates back to 1929, when the City of Cincinnati passed an ordinance to upgrade and expand Columbia Avenue (which at the time was a simple two-lane dirt and gravel road). Since its construction in the late 1930s, Columbia Parkway (now part of U.S. Route 50) has developed into one of the more heavily-trafficked roadways in southwest Ohio, providing a vital 6.4-mile roadway that connects downtown Cincinnati to its eastern suburbs and travels alongside the Ohio River.

Seasonal hillside instability has been a recurring problem along Columbia Parkway for decades in the form of abrupt landslides and gradual downslope movement of colluvium (soil creep). This has resulted in erosion and increased instability issues, as well as hazardous driving conditions. Following a series of significant landslides in multiple locations along the uphill side of the parkway, the City of Cincinnati in 2019 sought a long-term stabilization plan.

The Cincinnati Department of Transportation & Engineering (CDOTE), through a two-step competitive selection process for the procurement of a design-build contract, selected the design-build team of Canton, Ohio-based Beaver Excavating Co. (Beaver) as the primary contractor and Cincinnati-based Geotechnology, LLC (Geotechnology) as its geotechnical design consultant. The \$17.8 million design-build stabilization project addressed 9 landslide mitigation sites along a 2-mile stretch of the parkway.

Geotechnology and Beaver began their work in the Summer of 2019 and completed it in the September 2021. The design and construction were coordinated in a progressive design-build delivery format with design and construction overlapping in order to save time, reduce costs and allow for Owner involvement in the process to ensure the final product met their intent. Geotechnology was responsible for exploratory drilling and sampling of the subsurface conditions, and design of the stabilization measures. Two types of stabilization mechanisms were implemented on this project after evaluating the geologic conditions of the areas: soldier pile and lagging (SPL) walls, and soil nails with steel mesh. The selection of the stabilization mechanism was based on the geometry of the ground surface and the subsurface conditions.

The Columbia Parkway project presented numerous challenges to the project team, including maximizing stabilization areas within the budgetary constraints, accessing and collecting data along steep and rugged terrain, and designing stabilization techniques that are constructible on such terrain. For the project team, it has been gratifying to be involved in such an important infrastructure project that will have such a positive impact on the environment and the safety of those who travel and live along Columbia Parkway.



Summit County Judicial High-Speed Fiber Ring

Honor Award Winner

Environmental Design Group



In 2020, the Summit County Executive Office received CARES Act dollars to improve the efficiencies in the judicial system to accommodate a work from home order instated due to the COVID-19 pandemic. The funding would be used to expand FairlawnGig to Summit County and Akron Municipal buildings that host criminal justice proceedings and house inmates. The County engaged the services of the Environmental Design Group (EDG) to develop criteria documents for implementing a Design-Build project to be completed by the end of the year with a 90-day timeline.

Working with EDG, Summit County partnered with the City of Fairlawn to lead a fiber ring deployment to virtually connect all County judicial facilities throughout the City of Akron. The city required a fast-track deliverable of the criteria package in order to meet the project schedule involving approximately twenty miles of

864 strand fiber with a budget of \$5 million. EDG provided the RFP package and 30% design drawings allowing the City of Fairlawn to receive competitive bids from several experienced firms.

To accommodate the criteria package's 10-day timeline, EDG pursued a hybrid design-build process called bridging. This method involved creating a document that outlines the project scope and owner expectations and incorporates pieces of the early design planning. With only three months to complete the project, the bridging document needed to be extremely detailed. Part of this detail included the conceptual routing of the high-speed fiber. EDG's plan sheets depicted the route overlaid with GIS information and included high-level plan routing and zoomed in details of specific sections. Also included in the criteria package were a construction schedule and dates to give ownership of the project to the client.

EDG's responsibilities included evaluating contractor bids, performing construction administration and inspection and coordinating and tracking the high-speed fiber material installation rate. They required the contractor to provide two-week look ahead schedules at the end of each week to ensure project completion, on-time.

The impact of the project on community resources is immense. The implementation of high-speed fiber provides connectivity service with an ability to resist interference from power surges and lightning strikes. There is increased bandwidth and higher security utilizing a future-proof design. With the installation of the judicial fiber ring, the City of Akron through access to FairlawnGig can now provide internet to all community centers offering free Wi-Fi to residents and patrons, offer virtual judicial services and has now connected all of its downtown municipal buildings. Internet smart technologies can more easily be implemented including smart traffic signals and high-definition public safety cameras.

Summit County has only scratched the surface of what can be achieved with this new technology that will be essential to future innovation.



Brooks Park Wetland Restoration

Honor Award Winner

Verdantas LLC



PROBLEM

Murphy's Run, and the greater watershed contributing to Buckeye Lake, was impacted by sediment and phosphorus loading which led to harmful algal blooms causing temporary beach and water activity closures.

SOLUTION

Verdantas and the Ohio Department of Natural Resources collaborated to reduce nutrients and pollutants entering Buckeye Lake via Murphy's Run by converting an underutilized Brooks Park parking area and turf into 2.5 acres of new wetlands and restored stream channel.

Funded by the H2Ohio program, this small category project packs a lot of punch with site characterization studies, topographic and bathymetric surveys, hydraulic/hydrologic modeling, civil and ecological engineering design, permitting, construction plan preparation, bidding activities, and construction oversight.

Verdantas and its small and minority business subconsultants performed multiple site and desktop investigations in support of gathering critical data for design and to navigate the often complex regulatory permitting process. The project accomplished its water quality improvement goals by realigning approximately 700 linear feet of Murphy's Run, improving habitat with the addition of native wetland plants, and establishing connectivity with an off-channel wetland.

The project serves the engineering community as a model for future water quality improvement projects, particularly for other tributaries and streams known to carry sediment and nutrient loads that contribute stormwater runoff to inland lakes.

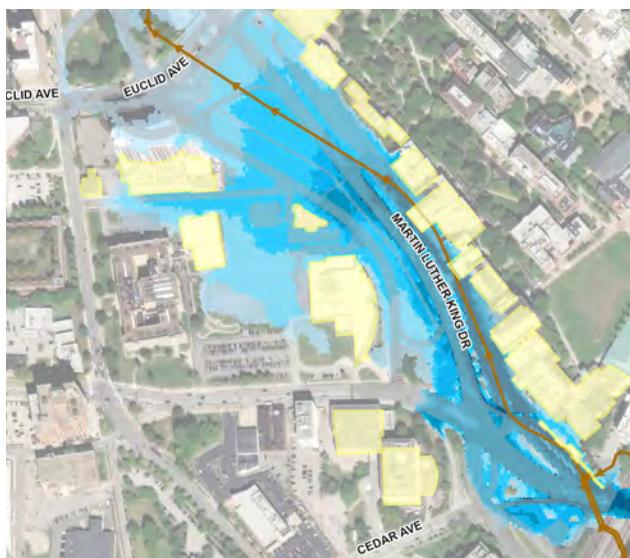
Stream habitat improvements and creation of wetlands has led to increased ecological function including nutrient, sediment, and pollutant removal. A new boardwalk and custom signage educate visitors on the positive impact of the H2Ohio program and the benefits of constructed wetlands from a beautiful, naturally functioning outdoor classroom.



CHALET Stormwater Master Plan Study

Outstanding Award Winner

Wade Trim



Spanning two major watersheds and multiple subwatersheds, the Chagrin River-Lake Erie Direct Tributaries (CHALET) Stormwater Master Plan Study covers most of the eastern portion of the District's service area, and also includes the most heavily urbanized sections. It is the District's fourth and final major stormwater planning effort and, when combined with the other stormwater master plans (SWMP), provides the guidance and recommendations needed to implement and manage the District's overall Regional Stormwater Management Program.

Wade Trim led a large project team in data collection and evaluation, hydrologic and hydraulic modeling, problem area identification, and alternatives development and evaluation over 2.5 years to deliver the comprehensive CHALET SWMP. RSS assets were assessed throughout the 86-square-mile drainage area using technology tools that streamlined data collection for 33 stormwater

detention basins, 92 miles of open channel systems, and 33 miles of culverted streams. Aerial and nautical drones were used to capture data above and below water. Similar to Google Street View, a virtual stream view journey of the watersheds was created by collecting spherical imagery with a 360-degree camera worn by field staff as they walked or canoed down the center of streams. Streamflow and high-water mark device monitoring was also performed.

The field inspection data was used to create 15 hydrologic and hydraulic subwatershed models of the CHALET study area that includes suburban and highly urban areas with combined and separate sewer systems. These models were used to identify flooding problems, support geomorphic assessments, define problem areas, and support the development and evaluation of alternative improvement projects. Alternative improvement projects ranged from pipecentric, gray solutions to increase conveyance capacity, to green infrastructure intended to restore ecological functions and enhance neighborhood areas. In addition, lessons learned from previous SWMP efforts were used to improve model accuracy.

All data resulting from the inspections, modeling, and alternatives development are stored and managed in a shared GIS environment with automated tools for data analysis and standardized report development. Member communities have access to these powerful stormwater management resources to support their own local improvements as well as a vested interest in supporting the District's regional improvements.

The resulting CHALET SWMP identifies 47 problem areas, 32 prioritized construction projects, and operation and maintenance activities to reduce flooding and erosion risks and enhance stream health throughout the region. The District is using the information to develop a capital improvement program for implementation quantity BMPs.



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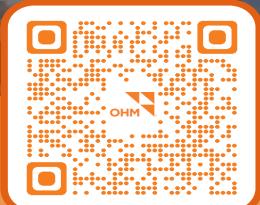
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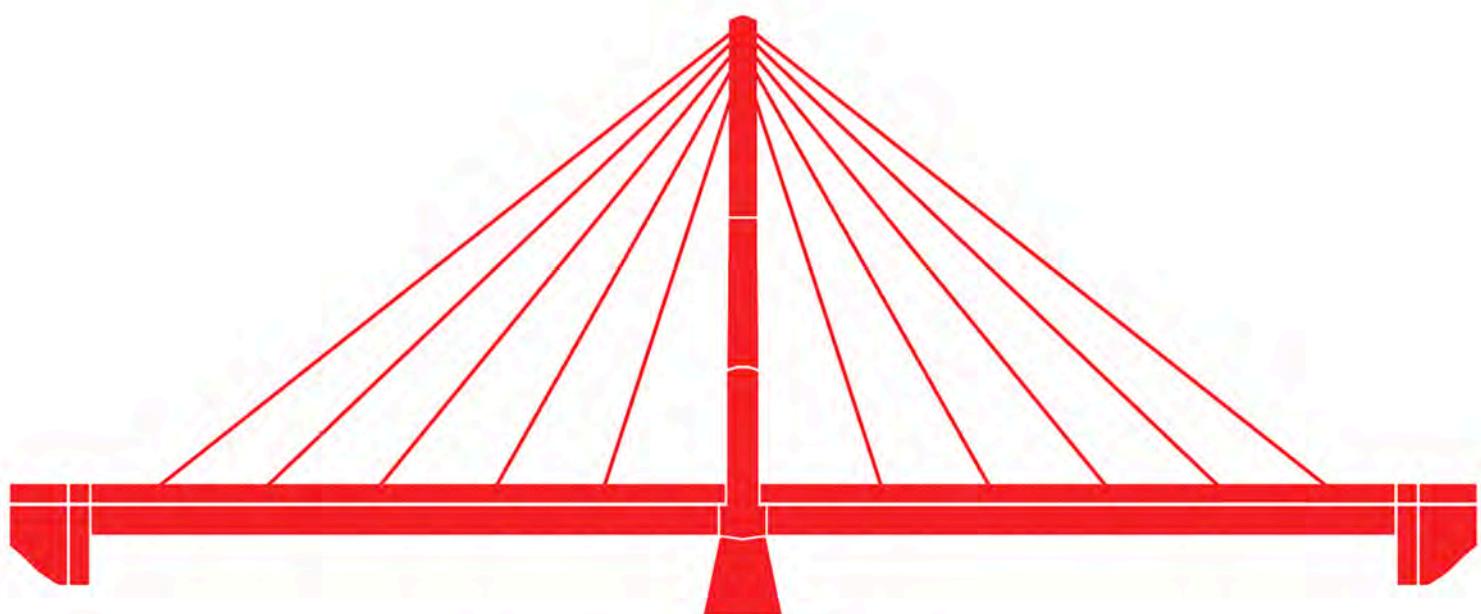
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