

HONOR AWARD



Firm: Commonwealth Engineers, Inc.
Project: Belmont AWT Gravity Belt Thickener Project
Owner: City of Indianapolis, Department of Public Works

Commonwealth Engineers' role began in 2006 when the City selected the design team via the Qualifications Based Selection (QBS) process. Shortly after contract issuance, the City completed its final negotiations with US EPA on the Consent Decree for the implementation of their Combined Sewer Long Term Control Plan. This agreement included several early action projects, one of which being the Gravity Belt Thickener (GBT) Project.

The City approached Commonwealth and requested the original design schedule be fast tracked to meet the early action project date included in the new Consent Decree. To prevent the City from incurring penalties and fines for missing the milestone dates, Commonwealth condensed the design and bidding phases from eight months to four months.

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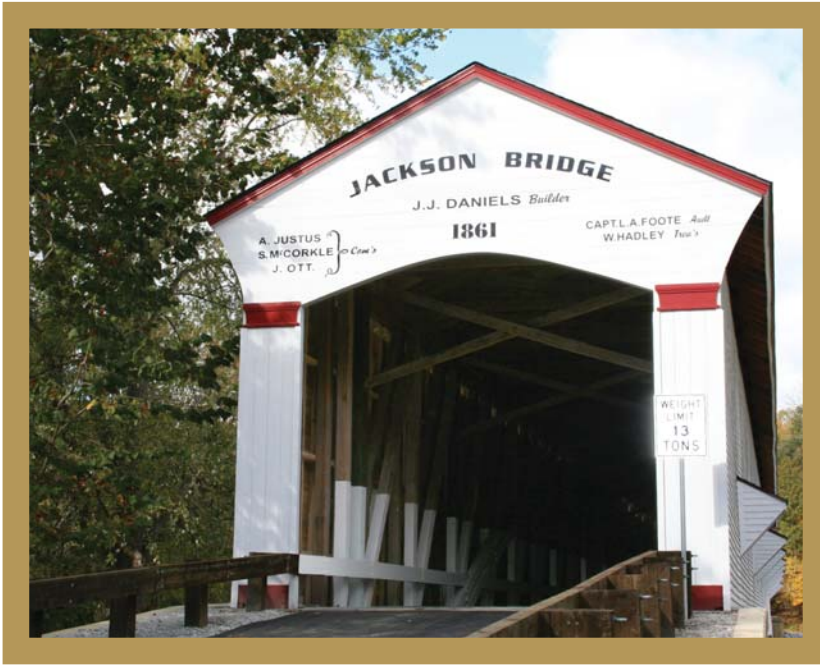


Firm: Janssen & Spaans Engineering, Inc.
Project: I-355 Design Build Bridge - I-355
Over the Des Plaines River Valley
Owner: The Illinois Tollway

The I-355 over the Des Plaines River Valley bridge, at almost 6,600 feet long, is the centerpiece project of the 12.5 mile I-355 southern extension between interstate 55 and interstate 80 in the southwest suburbs of Chicago, Illinois.

JSE provided design and construction engineering services on this \$125 million bridge spanning 12 railroad tracks, two public roads, five private roads, two canals and the Des Plaines River. This bridge is 125 feet wide and carries six lanes of traffic. The superstructure is divided into eight units, and contains 35 spans ranging from 115 feet in length to 270 feet in length. Prestressed and post-tensioned beams are utilized in the superstructure. The substructure consists of post-tensioned piers caps supported on multiple columns. The bridge opened to traffic on Veterans Day, November 11, 2007.

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Firm: Clark Dietz, Inc.
Project: Jackson Bridge
Owner: Parke County

The Jackson Bridge was built in 1861 by Joseph J. Daniels (J.J. Daniels) a local bridge builder using native Indiana timber from nearby forests. It is a single span Burr arch truss with a clear span length of 198.1 feet and a total length of 224 feet, which makes it the third longest single span covered bridge in the United States and the longest single span covered bridge still in use by vehicles. It is listed in the National Register of Historic Places due to its engineering and transportation significance.

Time had taken its toll on the Jackson Bridge. It had a bow in the alignment and deterioration had reduced the weight limit to five tons. The bridge rehabilitation replaced the stringers, floor beams and deteriorated truss members with glued laminated members and added new timber cross bracing and steel tie rods to the lower chords of the trusses to stiffen the bridge. Completing the project, the timber deck, siding, and roof were also replaced. The rehabilitation increased the load limit to 13 tons and maintained the original design.

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Firm: Applied Engineering Services
Project: Knauf Insulation Corporate Office Building
Owner: Knauf Insulation

Applied Engineering Services provided the mechanical engineering, electrical engineering, and commissioning for a new 20,000-square-foot, two-story addition to the corporate headquarters for Knauf Insulation in Shelbyville, Indiana. This building was designed in partnership with Browning Day Mullins Dierdorf Architects and Fink Roberts & Petrie Structural Engineers.

The project includes offices, open office areas and an academy for training activities. The building was designed to achieve Gold rating by the U.S. Green Building Council under its Leadership in Energy and Environmental Design (LEED) rating system. Energy efficiency is maximized through building orientation, construction and systems design. The design team paid careful attention to materials and construction techniques used in order to minimize the environmental impact.

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Firm: Clark Dietz, Inc.
Project: Southeast Side Sewer Separation
Owner: Evansville Water & Sewer Utility

Two residential areas were plagued by frequent combination sewer surcharge events since the 1960s causing personal property and real estate property damage. The surcharge aftermaths left sanitary sewer residue on yards and in streets, crawlspaces and basements.

Clark Dietz worked with the administration, community, and regulatory agencies to provide a solution. Solution components included: improved ditch outfall capacity; new stormwater trunkline, 800,000 gallon underground stormwater detention basin; 8,000 gpm stormwater lift station; two sanitary sewer lift stations; sump pump and downspout removal program; and new sanitary and storm sewers throughout.

Clark Dietz also helped to improve social, economic, and sustainable conditions including wetland mitigation, tree mitigation, pervious concrete, minimal residential relocation and increasing property value. The improvements fit the neighborhood and now provide a healthier environment for its residents.

HONOR AWARD



- Firms:** Janssen & Spaans Engineering, Inc./
American Structurepoint, Inc.
- Project:** Super 70 Design Build - Reconstruction of
I-70 from I-65 to I-465
- Owner:** Indiana Department of Transportation

The reconstruction of I-70 from I-65 to I-465, dubbed “Super 70”, is INDOT’s largest and fastest completed major project in its history. The \$180 million project was a combined effort between INDOT; Janssen & Spaans, Design Engineer; Butler, Fairman & Seufert, Assistant Bridge Engineer; American Structurepoint, INDOT’s Preliminary Design Engineer; and the contractor Walsh Construction. Design services were completed in less than six months while the construction phase was completed in less than nine months. The 6-mile-long project consisted of the replacement of 75 lane miles of pavement, replacement and widening of 28 bridge decks, widening of inside shoulders and relocation of the mainline interstate at Sherman Drive. Innovative traffic management initiatives were implemented during construction, including closure of major interchanges through the corridor, use of a movable barrier to maximize directional flows, restriction of all vehicles over 13 tons, targeted 24/7 law enforcement and a comprehensive public outreach program. Construction of the Super 70 project resulted in no fatalities and a reduction of crashes in the work zone. The Super 70 project was considered a success, as all the major goals were achieved.

HONOR AWARD



Firm: HNTB Corporation
Project: Water Treatment Plant Improvements
Owner: Evansville Water & Sewer Utility

The City of Evansville has continuously operated their Water Treatment Plant (WTP) and treating water from the Ohio River for more than 130 years. HNTB was selected to provide planning, design and construction engineering services for WTP improvements to address aging equipment, replace the historic roofing and bring the plant into the 21st century - meeting new regulations and improving treatment processes. The planning phase involved evaluation of chemical feed alternatives, analysis of the building's condition and a filter valve inventory. The design involved the replacement of 132 filter valves from 6- to 48-inch, modification or replacement of each chemical feed system and SCADA improvements.

The success of the project was directly related to the ability to make process-related changes to the 60 million gallons per day facility, while maintaining quality water production and distribution to customers without interruption.