

# MERIT AWARDS

**Firm:** Clark Dietz, Inc.  
**Project:** 116th Street Reconstruction  
**Owner:** City of Carmel



This project is the reconstruction of 116th Street from College Avenue to Rangeline Road. The design includes numerous improvements including the following: replacement of two lane roadway with five lane section with landscaped median and left turn lanes, replacement of at-grade Monon Trail crossing with pedestrian underpass, multi-use paths along both sides of 116th Street, replacement of twin corrugated metal pipes at Carmel Creek with a new bridge, new retaining walls, a new storm drainage system, roadway improvements along College and Guilford Avenue, and new traffic signals with decorative poles and emergency vehicle pre-emption capabilities at both College and Guilford Avenues.

This project provides an example of how an added travel lane/road rehabilitation project can be designed creatively to not only improve capacity and serve commuters, but also serve the surrounding community, successfully blend multiple forms of transportation, and provide a positive public image of engineering excellence. Incorporating the streetscape and landscape enhancements, drainage improvements, and accessibility improvements helped to create a true definition of a “Context Sensitive Solution” for the community.

**Firm:** CE Solutions, Inc.  
**Project:** Airport Operations Center/  
Emergency Operations Center  
**Owner:** Indianapolis Airport Authority



The Airport Operations Center / Emergency Operations Center (AOC/EOC) is an independent essential command and control facility designed to facilitate and manage the day-to-day operations at the new Indianapolis International Airport and any emergency that may arise 24 hours a day, seven days a week. This 15,000 square feet facility also serves as the main back-up data center for the New Midfield Terminal.

The heart of the facility is a 9,400 sf hardened core which houses personnel and equipment critical to the operations of the airport. This hardened core was designed to withstand a direct hit from an F-4/EF-5 tornado (250 mph wind speed) as well as hazardous airborne debris. Reinforced concrete exterior walls and roof containing a crystalline waterproofing additive were used to resist projectile penetration and provide a safe environment for the persons and critical equipment inside.

# MERIT AWARDS

**Firm:** Burgess & Niple, Inc.  
**Project:** Bridge Replacement on S.R. 64  
Over Georgetown Creek  
**Owner:** Indiana Department of Transportation



What Lies Beneath - The lift station is only part of the story. The underground storage tank, water line and sanitary lines that run between SR 64 and the lift station were completed between the survey and the selection of Burgess & Niple as the project designer. Proceeding with the original maintenance of traffic plan would have added 40 percent to the construction budget.

From the Front Door - Using the typical maintenance of traffic details this view would be from an empty lot, rather than from a home. Cost estimates by B&N showed the cost of requiring a unique temporary bridge solution would be lower than the standard temporary run-a-round which would require a total take of this property and impact a sanitary sewer line.

**Firm:** RW Armstrong  
**Project:** Evansville Water & Sewer Utility  
GIS-Based Masterplan  
**Owner:** Evansville Water & Sewer Utility



The Evansville Water and Sewer Utility selected RW Armstrong to update its Sewer Master Plan (SMP) in 2006. The Utility's SMP is a 10-year Capital Improvements Plan (CIP) that focuses on developing and conducting projects that balance system growth and regulatory priorities with system renewal.

The SMP was developed to parallel the Utility's Water Master Plan and with the following overall management goals in mind:

- Create a geographic information system (GIS)-based CIP that can be updated and managed on a continuous and dynamic basis by Utility staff, rather than as a discrete capital project conducted every three to five years;
- Leverage information technology (IT) to integrate the CIP with the Utility's other ongoing IT initiatives; and
- Develop a set of GIS and database tools to support the above goals.

# MERIT AWARDS

**Firm:** DLZ Indiana, LLC  
**Project:** Flagship Regional Pumping Station and Force Main, Phase I  
**Owner:** City of Anderson



DLZ provided the City of Anderson with engineering services to design and construct a regional pumping station and force main to address the needs of the City's expanding I-69 Industrial Park. The construction for this project provided sanitary sewer service to support the new 190-acre site for the \$359 million Nestlé Nesquik and Coffee-mate manufacturing and distribution center.

Due to the aggressive schedule for design and construction, the two-phase project included multiple procurement and bid packages to allow multiple construction contractors to begin the project as soon as the notice-to-proceed was issued. DLZ's design included directional drilling technology to minimize residential and environmental impacts. As a result, the project was completed within the accelerated timeframe requirements. With this cost savings, the City provided residents in affected construction areas with some repaved roads.

**Firm:** Hannum, Wagle & Cline Engineering  
**Project:** French Lick Town Center  
**Owner:** Town of French Lick



The announcement of a casino in French Lick brought about significant opportunity for the community, but also very real challenges. To fully capitalize on this redevelopment opportunity, the community needed to transform its deteriorated infrastructure and amenities to support their vision of becoming a "World Class Resort Destination."

Hannum, Wagle & Cline Engineering's (HWC) Town Center design has gone well beyond the Town's expectations. The Town Center project - the first phase of downtown development - replaced blighted areas with new development directly across the street from the resort/casino. The Town Center serves as the front door to the downtown, and in turn extends and engages the existing downtown street grid, encouraging further redevelopment of the historic downtown.

# MERIT AWARDS

**Firm:** Butler, Fairman & Seufert, Inc.  
**Project:** Hadley Road & South Center Street  
Roundabout  
**Owner:** Town of Plainfield



Butler, Fairman and Seufert (BF&S), provided the design, survey, and construction inspection for three quarters of a mile of three lane roadway adjacent to the new Plainfield High School site. Design included reconstruction of the existing two-lane roadway to a three lane urban section with curb and gutter, storm sewer, and sidewalks on both sides of the roadway. The project also included a signalized intersection at the entrance to the new high school site. The project also included the design of a multilane roundabout at the intersection of Hadley Road and Center Street. The roundabout design included, but was not limited to, preliminary layout and geometrics, spot evaluation details, drainage, signing and striping, verifying geometrics vs. design vehicle and turning movements. BF&S aided the Town of Plainfield by providing the Town a pamphlet on roundabouts, which were available to the public at the Municipal Building and an animation of the specific roundabout at Hadley Road and Center Street which was posted on the Town's website. BF&S is also working for the Town as the resident construction inspection staff.

**Firm:** RQAW Corporation  
**Project:** Harrison County Government  
Facilities Masterplan  
**Owner:** Harrison County  
Board of Commissioners



Master planning for the future space needs of a town, city, county or state is the antithesis of making a puzzle. When completing a puzzle, you know what it will look like before you begin and the pieces in the box are prefabricated to realize the picture on the box; in order to be truly effective in completing a masterplan, it is important to have no preconceived notions at the onset. Therefore, you start with an empty box, have to construct the pieces and only then can you manipulate the variables to create a vision of the future.

Paramount to the effective construction of these pieces is an objective methodology that incorporates a means to confirm conclusion, progressively layer information and build consensus for the findings. The three phase methodology utilized by RQAW to define the Harrison County Masterplan was structured around these attributes and defined an implementation plan, related costs and means to capitalize on existing buildings available to expand their current 60,829 department gross square feet to the 179,237 feet needed in the future in phases and a fiscally responsible manner that reduced the potential cost of the project by over 40 percent.

**Firm:** RQAW Corporation  
**Project:** Indiana National Guard  
Hoosier Patriot Memorial  
**Owners:** Washington Park Cemetary Association  
Buchanan Group/Flanner and Buchanan



Judge Buchanan and Major General R. Martin Umbargar, Adjutant General for the State of Indiana, came to the conclusion that it was time to construct a memorial to acknowledge the contributions, commitment and sacrifices made by the men and women of the Indiana National Guard. At the time of this decision, there was no memorial or tribute dedicated to this purpose in the state.

The design was governed by the concept to communicate the values of the Indiana National Guard and its evolution since the Minuteman. This concept was realized through the juxtaposition of the traditional icon of the National Guard etched in glass as a reflection of the past and a contemporary interpretation of the National Guard cast in bronze. The evolution of the National Guard is realized through the uniforms and weaponry portrayed by each generational representation. Simplicity was an essential component of this project in order to focus the concepts, and not detract from the pastoral surroundings and maintain the budget. This project is a permanent statement of appreciation for the men and women of the Indiana National Guard that represents the sentiment of millions of Hoosiers.

**Firm:** RQAW Corporation  
**Project:** Indianapolis International Airport  
Fire Station No. 1  
**Owner:** Indianapolis Airport Authority



The challenge of this project was to design a Fire Station that responds to both air and structure fires and integrate the design into a context that is dominated by the new airport terminal.

The exterior design approach for Fire Station No. 1 focused upon interpretation, contrast and function to distinguish this building as unique and still integrate it into the built context. The swooping arch of the terminal roof was translated into a segmented arching form that dominates the assimilation of sculptural components in contrast to the uniformity of the terminal. Tactile surfaces, such as ribbed metal panels and split face block, were incorporated to contrast the smooth sleek material surfaces of the terminal and many of the support buildings. Smooth metal panels intercept the flow of the tactile planes to create drama; these panels also establish a relationship with the terminal and integrate the design the complex. The theatrical overlapping of material planes, animated system of architectural components and asymmetrical design again contrast the uniformity and symmetry of the terminal but at the same time establish a complementary contemporary aesthetic consistent with the built context.

# MERIT AWARDS

**Firms:** DLZ Indiana, LLC and  
Lawson-Fisher Associates, P.C.  
**Project:** Ironworks of Mishawaka  
Infrastructure Improvements  
**Owner:** City of Mishawaka



Located on the former Uniroyal site, lodged between the Central Business District and the St. Joseph River. The Ironworks Development and Beutter Park have transformed an abandoned industrial brownfield into a mixed-use urban development that has renewed the City of Mishawaka's relationship to the river. Based on the bold vision of a forward thinking Administration, Mishawaka purchased the property in 1998 and immediately initiated the task of turning the site into one of the City's finest amenities ripe for commercial and residential development.

In collaboration with Lawson-Fisher Associates and DLZ, the City has invested more than \$16 million in Ironworks infrastructure projects. These projects include: the Uniroyal demolition and site grading, development and construction of the Mishawaka Riverwalk Phases 2 and 3 and the construction of streets needed to provide safe and efficient vehicle and pedestrian transportation connections throughout this popular destination.

**Firm:** BSA LifeStructures  
**Project:** Ivy Tech Complex at Marion Campus  
**Owner:** Ivy Tech Community College of Indiana



The new \$21 million Ivy Tech Complex at Marion Campus gives Ivy Tech Community College a permanent home in Marion. Now, students can access advanced educational resources that will help prepare them for the high-tech jobs of tomorrow. BSA LifeStructures provided mechanical, electrical, plumbing, structural and civil engineering services, as well as architecture and construction administration on the project.

BSA LifeStructures used sustainable systems design to reduce both first and operating costs and provide increased indoor air quality by using demand controlled ventilation in concert with dedicated outside air systems. The application of this technology contributes the perception that engineers are creative in solving the climate and energy problems of Indiana.

# MERIT AWARDS

**Firm:** HNTB Corporation  
**Project:** Muncie Water Pollution Control  
Facility Improvements - Phase II  
**Owner:** Muncie Sanitary District



HNTB planned, designed and assisted the Muncie Sanitary District implement improvements to the headworks at their water pollution control facility that increased the wet weather treatment capacity and the removal efficiency of grit and floatable solids. HNTB was instrumental in securing funding that saved more than \$1.5 million, which was then applied to much needed planned facility improvements.

HNTB helped eliminate more than 60 failed septic systems releasing 22,500 gallons of inadequately treated sewage into two waterways. HNTB used innovative construction sequencing to save more than \$350,000, and bundled several projects under one loan to save the client more than \$400,000 in bond interest payments. In addition, the winning bid came in \$1 million under our engineer's estimate, which allowed the MSD to replace the solids removal mechanisms in four secondary clarifier tanks without increasing the customer's rates.

**Firm:** Hannum, Wagle & Cline Engineering  
**Project:** New Castle Baker Park Pool Bathhouse  
**Owner:** City of New Castle,  
New Castle Park Department

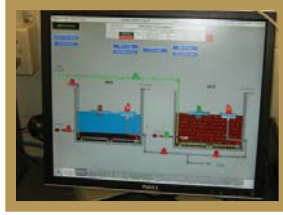


Prior to its rededication in June 2008, the New Castle Walter S. Chambers Bathhouse has been known throughout east central Indiana for more than 70 years as the Baker Park Bathhouse. Stabilized, completely renovated and with one swimming season of operation completed the Walter S. Chambers Bathhouse serves as an extraordinary example of perseverance, innovation, practical design and overwhelming public support.

HWC undertook the conceptual design and master planning of the project site, a replacement swimming pool and the Bathhouse. This included preparation of a community-wide survey in order to gauge support for the project. Ultimately, HWC designed the entire undertaking (pool, site and Bathhouse renovations), bid the undertaking as three separate projects in order match the availability of secured owner financing and provided construction inspection/coordination services.

# MERIT AWARDS

**Firm:** **Midwestern Engineers, Inc.**  
**Project:** New Wastewater Treatment Plant No. 2  
**Owner:** Town of Corydon



The Town Council commissioned a sewer capacity study, which revealed that growth near the I-64 interchange would soon exceed the existing sewer and sewage plant capacity. The new plant would receive sewage thru a new interceptor sewer. Meanwhile, Harrison County officials began consideration of the formation of a county regional sewer district. The Town of Corydon and Harrison County officials quickly realized that Corydon's proposed plant could also serve as a treatment center for this budding sewer district. In a cooperative effort, the County and Town discussed project funding. The new facilities, designed for 1.0 MGD, include 0.35 MGD capacity for the new Harrison County Regional Sewer District. Overcoming a number of site constraints, construction began in August 2007. Bid at \$3.94 million, the plant's final construction cost was \$3.96 million.

**Firm:** **American Structurepoint, Inc.**  
**Project:** Normandy Barn Relocation -  
Indiana State Fairgrounds  
**Owner:** Indiana State Fair Commission

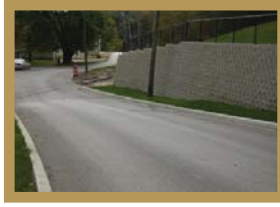


This 72-year-old barn once sat across from the Indiana State Fairground's main entrance and was donated to the Indiana State Fair in 2007 by the Center for Agricultural Science and Heritage. In order for the building to serve a meaningful purpose, it would have to be moved inside the fairgrounds and finished in time for the 2008 Indiana State Fair.

American Structurepoint played a vital role in bringing the project in on time and on budget by completing the project by July 2008. In addition, American Structurepoint contributed to preserving a piece of Indiana heritage as the barn is now on display for many future generations. Visitors can now walk through the past and experience what engineered structures were like at the beginning of the 20th century.

# MERIT AWARDS

**Firm:** Midwest Engineers, Inc.  
**Project:** Phase I - Street Improvements  
**Owner:** Town of French Lick



In 2003, the Indiana Legislature approved a casino for French Lick/West Baden area subject to approval of a countywide referendum. The referendum passed with ease and in 2005 the French Lick Springs Hotel was under renovation and a new casino began construction in French Lick. In November 2006, the hotel and casino opened with a portion of the funds generated by the casino being provided to the Town of French Lick.

The project made improvements to College, Indiana, Church, Maple, Walnut, Summit, Washington and Adams Streets in the Town. The improvements consisted of milling, repaving, new curbs, sidewalks and retaining walls.

With the success of the casino, revenues provided to the Town exceeded original expectations. Thus, an additional \$1 million of improvements were added to the original \$2.5 million budgeted project.

**Firm:** GRW Engineers, Inc.  
**Project:** Phase I Long Term Control Plan  
Compliance Project  
**Owner:** Aurora Utilities



The City of Aurora was faced with State mandates to separate their combined sewers and eliminate two major sewer overflow points within their sewer system. GRW developed a three phase plan to address the combined sewer issue over a 10-year period. This combined sewer overflow (CSO) plan was one of the first CSO plans approved by the State of Indiana. The first phase of this plan also addressed the elimination of the two sanitary sewer overflow points.

This innovative plan included the installation of 11,000 feet of new 12-inch force-main through the City using the trenchless construction technique of horizontal directional drilling. This eliminated 75 percent of the sewage flow from the combined sewers. The plan also included the construction of a new sewer pumping station and major upgrades for two other key pumping stations to eliminate the sewer overflow points.

# MERIT AWARDS

**Firm:** VS Engineering, Inc.  
**Project:** Pogues Run Interceptor/CSO 128  
Relocation (Lucas Oil Stadium)  
**Owner:** City of Indianapolis  
Department of Public Works



The site of Lucas Oil Stadium was bisected with numerous utilities. Twin 18-foot-by-8-foot box culverts carrying Pogues Run beneath the site, 96-inch brick CSO, and; 54-inch brick Pogues Run interceptor crossed the site, as well as 36-inch and 24-inch brick sewers. The CSO was routed along the north and west perimeter, adjacent to streets that could not be closed to traffic and; that required design of earth retention system. The CSO was rerouted using 102-inch RCP, including: two 45 degree bends; “T” manhole/special manholes; diversion structure, and; connection to Pogues Run box culverts. 54-inch Pogues Run interceptor was relocated south of the stadium with 54-inch RCP. 36-inch sanitary sewer was rerouted to connect with the new Pogues Run interceptor sewer. This rerouted sewer was installed beneath the Pogues Run box culverts using 36-inch RCP. The project was completed on a “fast track” schedule so as to not hinder stadium progress.

**Firm:** RW Armstrong  
**Project:** Port Columbus Crossover Taxiway  
**Owner:** Columbus Regional Airport Authority



In 2004, RW Armstrong in conjunction with the Columbus Regional Airport Authority, embarked on a program to design and construct a new Crossover Taxiway at Port Columbus International Airport in Columbus, Ohio. This program included a new taxiway, aircraft hold apron, perimeter roads, stormwater pump station (40 mgd capacity) and a new single span, post tensioned, integral frame bridge capable of handling a Boeing 747-400 with a maximum takeoff weight of 894,900 lbs. The bridge has a length of 191feet- 3 ¼ inches and a width of 217 feet - 6 inches.

The original budget for this project was \$30 million. The final construction cost of the Crossover Taxiway program was approximately \$28 million and officially opened to aircraft traffic on November 4, 2008.

# MERIT AWARDS

**Firms:** Beam, Longest & Neff, LLC/  
Bernardin, Lochmueller & Associates., Inc.  
**Project:** Rehabilitation of Eastbound 82nd Street  
Over White River  
**Owner:** City of Indianapolis, DPW



This high profile project included the design for the rehabilitation of Marion County Bridge No. 0501F carrying eastbound 82nd Street over White River. Beam, Longest and Neff, L.L.C. (BLN) completed the survey, environmental and design for this project. Bernardin Lochmueller and Associates, Inc. (BLA) completed the Construction Observation.

The rehabilitation included replacement of the deck, deck joints, new barrier railing and transitions, truss member repairs, floor beam cover plate installation, stringer replacement, gusset plate retrofits, abutment repairs and the construction of new bridge approach slabs. The damaged upper sway bracing was repaired through a heat straightening technique. Several floor beams did not rate out to an HS20 loading and therefore required additional strengthening with welded cover plates. Environmental control and painting of the steel superstructure was also included in this project.

**Firm:** Beam, Longest & Neff, LLC  
**Project:** Rehabilitation of Putnam County  
Bridge No. 159  
**Owner:** Putnam County Board of Commissioners



Beam, Longest and Neff, LLC was hired by the Putnam County Board of Commissioners to complete the design for the rehabilitation of Putnam County Bridge No. 159. This historic structure is a reinforced concrete open spandrel arch bridge built in 1929. The bridge is listed in the National Register of Historic Places for its significance at the state level-- it is one of the few surviving open spandrel concrete bridges in the state constructed prior to 1930. The repairs included a range of methods from member reconstruction to pneumatically placed mortar and use of a fiber wrap strengthening system. The techniques applied for the repairs of this bridge increased safety and slowed deterioration while reducing maintenance costs for Putnam County. All new construction was required to match the existing bridge dimensions.

# MERIT AWARDS

**Firm:** Butler, Fairman & Seufert, Inc.  
**Project:** Ross Road Lift Station  
**Owner:** City of Lafayette



The Ross Road Lift Station was designed as a permanent replacement to a temporary lift station installed to provide service to the Subaru Isuzu of America (SIA) automobile plant when it located to Lafayette in the late 1980s. At that time, sewer capacity for SIA and AE Staley Manufacturing Corporation was limited due to the need to implement further improvements to the City's collection system. The Ross Road Lift Station project serves as the final piece of those sewer capacity improvements. Completion of the lift station project has allowed the City of Lafayette to remove flow from an existing overloaded, undersized and structurally failing interceptor sewer. The project involved installation of three 280 hp pumps capable of pumping 20.7 MGD and space for a future fourth pump to be installed as the City of Lafayette grows, connection of AE Staley manufacturing plant, removal of a temporary lift station installed to serve SIA and the Town of Dayton, and the installation of a 47 foot tall overflow structure located 6.5 miles from the lift station. The 36 inch Ø force main used to convey the sewage from lift station to the Overflow Structure utilized five contracts. Butler, Fairman, & Seufert, Inc. was responsible for all aspects of the work required to analyze and design the project.

**Firm:** Burgess & Niple, Inc.  
**Project:** S.R. 22 Reconstruction With  
Additional Two-Way Left Turn Lane  
**Owner:** Indiana Department of Transportation



B&N was selected by the INDOT to provide survey, design street improvements, which included the addition of a center left turn lane for the 2.7 miles of reconstruction of SR 22 as well as 1200 feet of CR 300 W in the City of Kokomo, Indiana. Previously a two-lane facility, this project was necessary in order to relieve congestion and decrease the number of personal injury accidents.

Initially, the project was scoped as a rehabilitation project calling for milling and resurfacing of the existing roadway. Under the watchful eye of the Greenfield District project manager, Jorge Camacho, the District had pavement corings taken to evaluate the existing condition of the roadway and sub-base material. This additional effort proved to be well worth the time since the report indicated that in most locations, only loose gravel was extracted from the corings and the subbase was wet and not draining properly.

# MERIT AWARDS

**Firm:** CE Solutions, Inc.  
**Project:** Shelbyville Fire Station No. 1  
and Headquarters  
**Owner:** City of Shelbyville  
Scott A. Furgeson, Mayor



Shelbyville Fire Station No. 1 is a new, state-of-the-art urban fire station, department headquarters and community center for the residents of Shelbyville, IN that replaces an antiquated circa 1917 fire house with a partial basement on the same site. Located in a historic area of downtown Shelbyville, this essential public safety facility services a 92-square-mile area and the Indiana Downs horse track and casino with fire, rescue and ambulance service.

This two-story, 21,300 sft building with four apparatus bays is a structural steel framed structure with long-span custom steel roof trusses over the apparatus bays. The lateral load resisting system consists of a combination of sway, chevron and knee bracing, rigid frames, and masonry shear walls.

The Shelbyville Fire Station No. 1 is also the recipient of the 2007 AIA Indiana Honor Award for Excellence in Architectural Design.

**Firm:** American Structurepoint, Inc.  
**Project:** St. Vincent's Medical Office Building  
**Owner:** BremnerDuke Healthcare Real Estate



This 120,000-sft, three-story facility was designed to house Indiana's first standalone, full-service emergency department, ambulatory surgery center, and diagnostics and imaging department. American Structurepoint was hired to perform structural engineering services for this project.

There were many special structural design considerations for this medical office building. Because the building could contain sensitive medical equipment, a detailed vibration analysis was required. The shape of the building seems normal in that it is just a simple rectangle; however, the proportions are unique in that the length of the building is over three times the width. This created a challenge for the design of the lateral bracing system. One of the most structurally challenging and architecturally stunning aspects of the building is the large entrance canopy with long, cantilevered arms that required detailed analysis and extensive collaboration with the architect.

# MERIT AWARDS

**Firm:** GRW Engineers, Inc.  
**Project:** State Road 32 Downtown Revitalization  
**Owner:** Town of Yorktown



As part of a significant downtown revitalization effort, Yorktown was awarded two Federal Transportation Enhancement Act (TEA-21) grants to design, engineer, and implement a streetscape improvement program for the Highway 32 corridor through town. The project included total pavement reconstruction, a new curbing and storm drainage system, water main replacements for increased fire flow capacities, new brick and concrete sidewalks meeting ADA requirements, extensive landscaping amenities and decorative vintage-style street lighting and signage.

By working closely with all business stakeholders from conception to completion and continuing this relationship with all construction contractors, GRW Engineers laid the foundation for the successful completion of this project. The community now has a downtown area with excellent drainage and architectural features that enhance business development and meets the Town's goals of becoming a regional attraction in Delaware County.

**Firm:** RQAW Corporation  
**Project:** The City of Valparaiso Police Station  
**Owner:** City of Valparaiso



The mayor of the City of Valparaiso challenged RQAW Corporation to renovate an existing beverage distribution warehouse into a state-of-the-art police facility and redefine the entrance of the city with a progressive and innovative design that would make a statement about the city's commitment to redevelopment and providing professional public safety services to the community.

Non contributing sections of the warehouse were demolished, existing facades redesigned to communicate the intent of the mayor and progressive, professional attributions of the police department. All new systems installed including fully integrated security, technology, audiovisual, mechanical, electrical and plumbing systems.

The project was completed for only 60 percent of the cost of a new facility and received the Chamber of Commerce 2008 Community Improvement Award.

# MERIT AWARDS

**Firm:** RW Armstrong  
**Project:** US 231 Bridge Replacement Over the East Fork of the White River  
**Owner:** Indiana Department of Transportation, Vincennes District



RW Armstrong was hired by the INDOT Vincennes District to provide professional services to design and construct a 643 foot long, five-span continuous pre-stressed concrete bulb-tee beam bridge. The new structure is located approximately 200 feet to the west of the existing structure on 0.8 miles of new alignment.

This project is considered a significant bridge project for southern Indiana as U.S. 231 is a major thoroughfare to Jasper and Evansville. This classification of roadway was deemed a “corridor of major importance” by INDOT which required the designers to incorporate more stringent seismic criteria for the design of the substructure. The East Fork of the White River is a major floodplain in this region and the hydraulics requirements necessitated the 643-foot structure length.

**Firm:** Midwestern Engineers, Inc.  
**Project:** Wastewater Collection System  
**Owner:** West Boggs Sewer District, Inc.



In order to protect the water quality of the West Boggs Lake, the West Boggs Sewer District, Inc. was formed to provide wastewater collection and treatment for the Lake’s watershed area.

The areas features (varying topography, housing developments scattered around the Lake, low density housing between the developments) made it ideal for a low-pressure grinder pump sewage collection system. Treatment is provided by the City of Loogootee’s wastewater treatment plant.

Bid at \$3.88 million in February 2007, the system became operational in May of 2008 and customers began connecting to the system in June 2008. The system’s final construction price was \$3.61 million. The system serves 340 customers.

# MERIT AWARDS

**Firm:** GRW Engineers, Inc.  
**Project:** Wastewater System Improvements  
**Owner:** Town of Spencer, Indiana



The Town of Spencer needed to undertake immediate corrective action to improve their wastewater treatment plant solids removal efficiency and increase hydraulic capacity. In addition, the county health department raised concerns of periodic septic system failures in a residential addition and encouraged the advancement of new sewers being extended to this area.

GRW Engineers provided planning, design, and construction phase engineering services for this project and assisted with securing the funding from the SRF loan program. GRW developed a comprehensive plan broken up into three separate projects including wastewater treatment plant upgrades and expansion; rehabilitation of 12,000 linear feet of sanitary sewers; and sewer extension to White Oak Estates using low pressure grinder pump system. The projects were completed under budget and successfully corrected the deficiencies within the system.

**Firm:** Midwestern Engineers, Inc.  
**Project:** Water System Improvement - Phase XI  
**Owner:** Dubois Water Utilities, Inc.



Dubois Water Utilities, Inc. was established in 1965 and supplies water to a number of residential, commercial and agricultural customers in Dubois, Martin and Orange Counties. In order to meet current and future flow demands, the proposed project consisted of constructing 750,000 and 500,000 gallon storage tanks and 32 miles of 12-inch through 3-inch water mains to reinforce and replace portions of the distribution system and to serve 40 new customers as well as constructing a new meter pit with Patoka Lake Water and replacing an existing booster station and SCADA system.

This major upgrade project will allow the Dubois Water Utility to serve its existing water customers and also allows them to supply water to growth areas throughout the county. The original project cost was \$5,771,000 with the final costs coming in at \$5,772,000.

# MERIT AWARDS

**Firm:** Fleis & Vandenbrink Engineering, Inc.  
**Project:** Windfall Water Improvement Project  
**Owner:** Town of Windfall City, Indiana



This project has allowed the Town to replace substantial portions (7 miles) of its water system which had been experiencing numerous breakages and operational problems for many years. The project combined Rural Development and Office of Community and Rural Affairs funding. This project also was bid in the immediate aftermath of Hurricane Katrina which created very volatile materials pricing for pipe, copper, concrete and other materials essential for the completion of this project. The water system improvements were coordinated with a new iron removal water treatment plant and a new elevated storage tank.

This project was a team effort that combined the abilities of the Town Utility personnel, outside contractors and Fleis and Vandenbrink Engineering. The trenchless installation approach saved the Town approximately \$1 million and greatly reduced the disruption to the local residents compared to the open trench construction method typically used.



BSA LifeStructures is honored to have our work acknowledged by ACEC; further demonstrating that, through our clients' meaningful work, we're fulfilling our mission of "creating inspired solutions that improve lives."

#### Grand and National Honor

Clarian Pathology Laboratory

#### Honor

Community Hospital North Expansion  
The Indiana Heart Hospital

#### Merit

Ivy Tech Complex at Marion Campus  
Site Selection, The Hanson Center  
Intelliplex Park  
The Biotechnology Research and Training Center  
St. Vincent Carmel Hospital Addition  
BP Cantera III (LEED certified)  
Provena Covenant Energy Center

architecture engineering planning interiors

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