

in JEN ee um: Latin. Natural disposition of talents. Root word for "engineer"

Ingenium

FALL 2022

A PUBLICATION OF EMH&T ENGINEERS, SURVEYORS, PLANNERS, SCIENTISTS



EMH&T

**I-75/SR-129:
Easing Congestion and
Spurring Development**

**Knox County's Patton Road
Bridge**

**Updates in Laser 3D
Scanning**

Wetland Amphibian Survey

“Our decisions about transportation determine much more than where roads or bridges or tunnels or rail lines will be built. They determine the connections and barriers that people will encounter in their daily lives—and thus how hard or easy it will be for people to get where they need and want to go.”

Elijah Cummings



The late Congressman Elijah Cummings had it right; transportation is about the connections and barriers people will encounter in their daily lives. Whether the connection is physical or metaphorical, how the connection is addressed goes a long way toward the outcome.

Each autumn, this magazine places an extra focus on transportation issues and the solutions to connectivities in communities across Ohio. It is not a coincidence that autumn is also the timing of the Ohio Department of Transportation’s Ohio Transportation Engineering Conference (OTEC).

In this issue, we feature some of those physical transportation connections referenced by Cummings in the article on page 8 featuring the interchange design at Interstate 75 and State Route 129, and the bridge project in Knox County on page 2. We also take a look at metaphorical connections on page 14, where we explore how company culture and colleague connections is a driving force for client service.

Transportation does, indeed, determine the connections and barriers people will encounter in their daily lives. At EMH&T, we strive to make the connections many and the barriers few.

A stylized, handwritten signature in black ink that reads "Sandy". The signature is fluid and elegant, with a long, sweeping tail that extends to the right.

Sandy Doyle-Ahern
President

Ingenium

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PATTON ROAD BRIDGE

From Damage to Dazzle

A small, yet vital, bridge on the outskirts of Mount Vernon, Ohio carrying Patton Road over Dry Creek was nearing the end of its usable life. A recent storm event hastened the end of the bridge's usability when a fallen tree carried during swollen springtime flows of Dry Creek struck the Patton Road Bridge, damaging multiple timber columns supporting the existing deck.

The fallen tree impact during the storm event accelerated the Knox County Engineer's concern for the condition of the Patton Road Bridge—and safety for its users. Soon after discovering the fallen tree had buckled the columns keeping the bridge upright, it was closed and the call for repairs was expedited.

Due to the excessive storm-related damage, along with the bridge's existing aged condition, EMH&T Structural Engineer Craig Schrader, MS, PE, and his team committed to an accelerated schedule as this was considered to be an emergency project.

The EMH&T team performed an abbreviated structure type study whereby alternatives were considered and compared. EMH&T evaluated single span and 3-span configurations, consisting of steel beam, box beam, and slab bridges, all with different skews that would appropriately coalesce with the hydraulics at the site.

The design accounted for the effects of a sharp bend in Dry Creek and potential scouring. Erosion around the foundation of the existing bridge was evident upon an initial investigation and the design aimed to reduce this concern in the future. In addition, a nearby residential driveway could not be impacted during, or after project completion.

"The chief concern in the different bridge configurations was the bridge skew relative to the stream's direction of flow adjacent to the abutments or piers," said Craig. "The intersection of Patton Road at Dry Creek is unique given



Due to the complex site condition, including nearby drive access points and a high skew stream crossing, the final selected structure utilized a 50-degree skew composite box beam superstructure.

its high skew, and the EMH&T team’s primary concern was to deliver an appropriate solution for the County.”

Low-skew, or no-skew, crossings of the stream could have potentially posed issues for the new bridge because of the stream’s flow into the location of intermediate support columns or end abutments.

Because the bridge was to be fully replaced, a single-span high-skew structure was advanced, and special care was given to establish the location of the abutments in an effort to avoid erosion around the foundation of the new structure. Craig and his team utilized rotated abutments, oriented parallel to the natural streamflow, otherwise an unnecessary flow constriction could occur.

Establishing the optimal location of the bridge and its abutments was key in designing a replacement to avoid scouring with the new structure. The

design team’s goal was to position the new bridge so that Dry Creek could flow unimpeded, while also minimizing the angle of the crossing

With a tight timeline for the study and design, Craig led his team to deliver the right solution for Knox County.”

**Cameron Keaton, PE, PS
Knox County Engineer**

and overall bridge limits—ensuring access to the nearby residential driveway and eliminating need for right of way acquisition. The core of the design for the Patton Road Bridge replacement was to establish what best fits the site for a reasonable cost,

while satisfying the site hydraulics—all under an expedited timeline.

To satisfy the needs of the complex site, the team determined a high-skew composite box beam substructure would provide the greatest solution. This bridge type met the complex site constraints at a reasonable cost to Knox County.

Craig decided to incorporate oversized and high-strength keyway grouting and composite components to the design of the replacement bridge to allow more rigidity to avoid independent flexing of the bridge deck and beams. The composite box beam substructure also provides greater capacity and increased stiffness. Custom anchored elastomeric bearings with beveled plates and a curved bridge rail extension were used to achieve the goals of the design.

Craig and the entire EMH&T team met a very tight schedule for the Patton



Road Bridge replacement project. Design, environmental permitting, structural and roadway engineering, maintenance of traffic, hydraulics, geotechnical study, and additional pavement work took place over just four months.

"EMH&T understood the incredible time constraint we were under," said Cameron Keaton, PE, PS, Knox County Engineer. "When a bridge is out of service, it is critical to get it safely back online as quickly as possible. With a tight timeline for the study and design, Craig led his team to deliver the right solution for Knox County."

The new highly effective bridge should serve the county 75 years or more carrying Patton Road over Dry Creek. ■

To learn more about EMH&T's structural design services, please contact Craig Schrader at cschrader@emht.com or (614) 775-4632.



AMPHIBIAN VISUAL ENCOUNTER SURVEY

Harrison Road East Onsite Mitigation Wetlands

This year marks the third of five required years of annual wetland preservation monitoring at the Harrison Road East wetlands area. In May, EMH&T environmental scientist Christine Rahtz and Aaron Acus-Souders journeyed afield to collect data regarding any amphibian species such as salamanders, frogs, and toads, found to be breeding in the wetland. The scientists will then use the data to establish species richness, or as Christine points out, the diversity of the amphibian community. They will also determine the relative abundance, or amphibian population density for the specified area.

To collect the necessary data Christine and Aaron waded through the vernal pools dotting the forested wetland area and skimmed a net through the water. Whatever they would bring back with each cast, they would sort through to determine what, if any, species were present.

According to Christine, the Harrison Road East wetland area is a specific

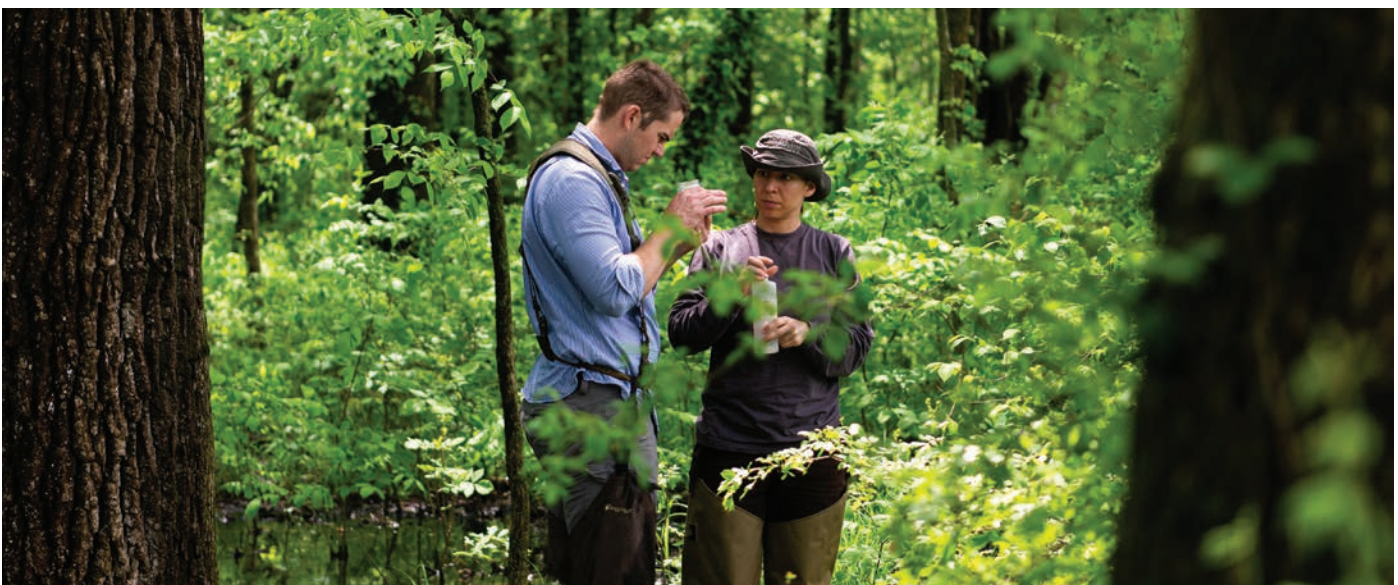
type of habitat; it is forested and maintains standing water for a limited portion of the year, generally winter to spring. With the increase in seasonal temperatures, coupled with more frequent dry conditions, the vernal pools dry up during the summer. However, the amphibian species that breed in vernal pools require this habitat to dry out because permanent pools draw predatory species that are dependent upon stable bodies of water year round, such as fish and bullfrogs. Upon maturation the species will take up residence in the surrounding forest habitat.

Christine and Aaron perform sampling with these amphibian species during the larval stage of their lifespan for the ease of capture as opposed to adult amphibians, which prove to be more difficult to capture. The surveyors also placed acoustic equipment on site to record frog calls. They will analyze this data over the next few months. Once data is sufficiently collected and compiled, it is then compared

to previous studies—in this case from 2018—to see if there were any changes to the amphibian community. For the Harrison Road East Onsite Mitigation Wetlands Amphibian Visual Encounter Survey, this means investigating the ecological health of the area and its inhabitants as a result of the surrounding development along Innovation Way in Johnstown, Ohio.

During this particular survey, a variety of species were detected and identified, including: smallmouth salamander, chorus frog, spring peeper, and the American toad. Christine and Aaron will continue to monitor the data in combination with vegetation and hydrology to determine the impact of the surrounding development on the protected wetland area. ■

To learn more about EMH&T's Environmental Division, please contact Christy Pirkle, Senior Project Manager for public sector work, at cpirkle@emht.com or (614) 775-4516.







**Liberty Way
Interchange**

Liberty Center



TRANSPORTATION DESIGN

EASING CONGESTION AND SPURRING DEVELOPMENT

Interstate 75 and State Route 129



Cincinnati
Children's Hospital

The Christ Hospital
Medical Center
Liberty Township

Butler County, located north of the Interstate 275 outerbelt in suburban Cincinnati, has been among Ohio's fastest growing counties for many years. The State Route 129 (SR-129) and Liberty Way corridors connect the towns of Mason and Hamilton to Interstate 75 (I-75) and provide access to growing residential communities as well as business, retail, and entertainment destinations, including the 100-acre multi-use facility, Liberty Center, which was completed in 2015.

Planned, or recently developed, land use changes around the I-75/SR-129 interchange, together with growing traffic congestion and operational

issues, prompted the Butler County Transportation Improvement District (TID) and the Butler County Engineer's Office to pursue a study of the area roadway network.

EMH&T was commissioned in 2015 for the study to deliver a solution that would ultimately provide better access to additional undeveloped land east of I-75 and improve traffic operations near the I-75 and Liberty Way interchange, just south of SR-129.

The EMH&T team, led by Abby Cueva, PE, Director, Transportation Planning and Design, was chosen as the expert to study the traffic around the new Liberty Center mall area because of the team's

experience with development and traffic studies like those in and around the similar Easton area of Columbus.

During the preliminary engineering phase of the project, the Transportation Planning and Design team began evaluating alternatives and quickly observed that the Liberty Way interchange was not only providing access to the growing retail establishments in the area, but also serving as an east-west connection for traffic along SR-129.

"We determined that the most efficient and practical solution would be to create a direct connection from SR-129 to the east side of I-75," Abby said. "The

“EMH&T’s outstanding design will continue to spur development in the area while providing excellent traffic management for generations to follow.”

**Greg Wilkens, PE, PS
Butler County Engineer.**



decision was also made to remove the existing ramps that connected SR-129 and Liberty Way.”

This solution would allow traffic utilizing SR-129 as an east-west connection to forgo the over-taxed Liberty Way interchange and offered the added benefit of improving access to at least 150 acres of undeveloped land east of I-75.

When the team determined that a connection to the east could successfully be made, and a roundabout with Cox Road the best option, they pivoted their attention to completing construction plans and an interchange modification study for approval by the Federal Highway Administration and the Ohio Department of Transportation.

The connection from the Cox Road roundabout to Liberty Way, currently under construction, was always planned to be development driven and a future phase of planned improvements for the land east of I-75.

Since the onset of the study, this area has welcomed The Christ Hospital Medical Center Liberty Township, as well as, various outpatient medical facilities, and continuing retail development, including a new Costco slated to open its doors in late 2022.

“EMH&T’s outstanding design will continue to spur development in the area while providing excellent traffic management for generations to follow,” said Greg Wilkens, PE, PS, Butler County Engineer.

EMH&T delivered a highly functional solution for the economic growth and private development vision for this area in collaboration with the Butler County TID and Engineer’s Office by designing the infrastructure improvements for the SR-129 and I-75 interchange with a reasonable budget and minimal local impact. ■

To learn more about EMH&T’s Transportation Planning & Design Division, please contact Abby Cueva at acueva@emht.com or (614) 775-4604.





Newly Developed Land

The EMH&T project concluded just east of the roundabout at Cox Road, successfully providing direct connection to 150 acres of undeveloped land. The newly constructed, development-driven, Veterans Boulevard provides a connection for SR-129 traffic to Liberty Way, east of its interchange with I-75.



3D LASER SCANNING TECHNOLOGY

As a leader adopting to new equipment advancements within our profession, our Land Survey Division recently added the new Trimble SX12 total station. This advanced equipment is able to collect 3D scanning at 26,000 points-per-second, increasing efficiency in the field. EMH&T operates 12 two-person field crews, and each crew is equipped with the knowledge and the tools for every kind of horizontal and vertical land survey need. Survey Crew members appreciate how important survey is because it lays the foundation in determining the success of a project.

“As the critical backbone for EMH&T’s engineering

design and construction layout services, survey is the foundation for everything that we do,” said Land Survey Division Director Mike Peacock, PS. “Our engineers trust their designs on our survey, so it needs to be accurate.”

“We have an experienced group of surveying staff with a thorough understanding of all survey types. The new Trimble equipment allows our survey crews to maintain a project’s schedule and provide timely surveying services that coordinate with an overall project,” said Mike.

Applications for the Trimble SX12 include boundary, land title surveys, topographic, stakeout, surface inspection,

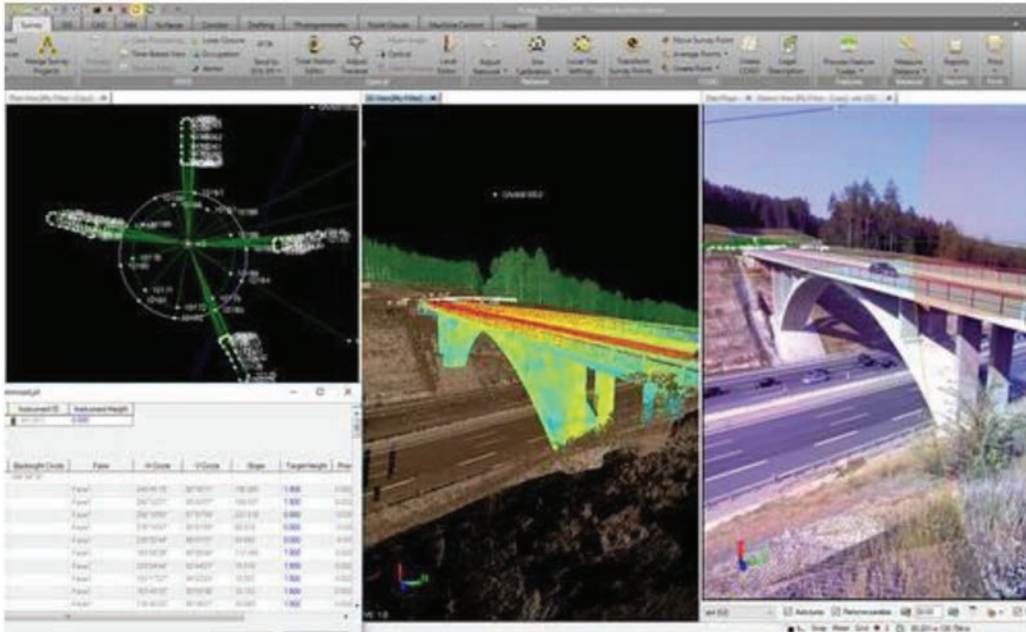


Using traditional surveying procedures, Jon Schwartz is able to operate the SX12 seamlessly, maintaining productivity and data quality.

roadway, corridor surveys, and vast infrastructure surveys.

Mike continues, “There is no need to do complex, time consuming post processing

for orientation with survey data provided by the SX12. The scan data comes in geo-referenced automatically into the software. In addition, the program has the same workflows in Trimble Access



No need to do complex, time consuming post processing for orientation and geo-referencing with survey data.

This advanced equipment is able to collect 3D scanning at 26,000 points-per-second, increasing efficiency in the field.

that we are familiar with, since we typically run Trimble equipment. So there is no need to learn another software, which optimizes productivity."

Several recent projects that utilized the new equipment include a healthcare project in central Ohio, an ODOT District 6 project at Sullivant Avenue Bridge over I-270, and the Ohio Department of Natural Resources (ODNR) Salt Fork State Park Bridge Rehabilitation.

The Salt Fork Bridge project in Cambridge, Ohio, required rehabilitation to the existing 3-span continuous steel beam bridge, to not only address deficiencies in the structure, but also consider impacts to the heavily used roadway and the recreational use of the lake, surrounding wooded areas, and trails.

"Bridge projects are an instance where we definitely need to utilize a 3D Scanner, as it provides valuable

information for the structural engineer," continues Mike. "We utilized the SX12 total station to gather points to both reduce field time and provide a 'check' for field located survey controls," said Mike. With so many different types of usage of the Salt Fork Bridge, it was imperative to have the right foundation to design and construct the rehabilitation.

3D scanning is not new, but a combination of the scanner and total station is.

"Not every project needs the 3D scanner, but if we need it, we have it," says Mike. "Technology is constantly evolving. Staying on top of it allows surveyors to perform more efficiently and with more accuracy." ■

To learn more about how EMH&T's Land Survey Division can assist with a project, contact Mike Peacock, PS, at mpeacock@emht.com or (614) 775-4104.



Applications for the Trimble SX12 include boundary, land title surveys, topographic, stakeout, surface inspection, roadway, corridor surveys, and vast infrastructure surveys.

- Fully functioning high accuracy total station with 1-inch angular accuracy
- Prism range of 1 to 5,500 meters (3.4 miles)
- 3D Scanning with 5-inch angular accuracy
- Coarse scan mode, full dome in 12 minutes
- 26,000 points-per-second 3D Scanning
- 3 built-in calibrated cameras in telescope collecting 8.1 megapixel jpegs
- 107x total zoom
- Long range radio frequency for total station use, switch to WiFi for scanning



EMH&T staff gather for a group photo during the company's annual family picnic. In 2022, the event was held at the Columbus Zoo and Aquarium.

CULTURE IS KEY TO GREAT SERVICE

A recent trend in workplace environments is a shift to focus on culture. How the employees of a company interact with one another on both a professional and personal level make up a company's culture. While the popularization of the term has skyrocketed since the return to the workplace post-pandemic, the value of engaged employees is undeniable.

According to Forbes Magazine contributing author and business consultant Larry Alton, the benefits of a strong culture include positive corporate values, employee retention, and elevated brand identity.

While each of those benefits on their own equate to an enjoyable place to work, EMH&T President Sandy Doyle-Ahern recognizes that those benefits manifest excellent client service.

"Culture as a pundit buzzword seems to be equated with satisfied employees," said Sandy. "I would contend that the benefit less talked about is the one

that means the most for our clients. That's client service."

Company values encourage employees to mirror those values. They set and achieve goals. They personally invest in project outcomes. They enthusiastically search for and find creative innovations to better an outcome.

Employee retention means long, historical knowledge and strong client relationships. Clients rely on their go-to person to be there, to respond, and to know the standards.

Elevated brand identity means that a company is known for delivering—everyday projects and marquee projects—with the same diligence.

"Since taking the helm at EMH&T, one of my strongest goals has been to foster a strong corporate culture as a benefit for both employees and clients," said Sandy. "That's relationship building, and it needs a strong advocate that is dedicated to building that culture."

Enter Heather Billstone.

Heather joined the EMH&T team in the spring of 2022 as the inaugural Engagement Manager. Team building, community service, employee recognition, and establishing a grant program, are just a few of the focus areas that fall under the newly created role.

"I strongly believe that team building activities translate into interpersonal relationships that pay dividends to our clients," said Heather.

An example of team building is a recent off-site activity that pitted EMH&T's Public Works Division staff against the company's Water Resources Division staff at LVL UP Sports Paintball Park in Grove City, Ohio. It demonstrated how teamwork goes beyond the paintball field. After a morning of "competitive" paintball skirmishes between the divisions, they enjoyed lunch and took a tour of recent projects in the Grove City Town Center and the adjacent Beulah Park district.



Mike Keller (left) and Miles Hebert, take time out during their team building activity in Grove City.



The Environmental Division served lunch at the Ronald McDonald House in Columbus, OH. The team paid for, cooked, and served the meal for residents who needed to stay near their children being cared for at Nationwide Children's Hospital.

"Over the years, Miles [Hebert, Director of Water Resources Engineering] and my relationship, both our personal relationships with our client (Grove City), has fostered open communication, strategic planning (or brainstorming) and innovative solutions," said Mike Keller, PE, Director of EMH&T's Public Works Division. "The Beulah Park tour highlighted the 'EMH&T way.' We collaborated on ideas to come up with a concept to create a re-naturalized urban stream in West Water Run. It has become a community amenity and the foundation of the generational investment into the Beulah Park Redevelopment.

Over multiple years and numerous projects, the divisions coordinated

on planning, funding, land acquisition, engineering, developer coordination, permitting, plan reviews, and construction phase services that revitalized an abandoned racetrack (Beulah Park was Ohio's first thoroughbred racetrack) into a premier walkable community that encapsulates new urbanism.

"Public Works and Water Resources may have battled it out at paintball, but when it came to Beulah Park in Grove City, there was nothing but alliance between the two," said Project Engineer Mariah Anderson, MS, PE.

This is just one of the many examples on how culture is key to great service at EMH&T. Team building activities have included golf competitions,

bowling, and canoeing, as well as many philanthropic activities including community gardening, Ronald McDonald House Charities volunteering, and food pantry stocking.

"It has been rewarding to see company divisions take the opportunity to participate in team building and community service activities together," said Heather. "Employees are engaging and having fun, but what they are also doing is building trust and long-term relationships with one another."

With every project delivered, the impact of EMH&T's culture is everywhere you look. ■

EMH&T had 29 employees participate in 14 events during the 2022 Community Cup presented by The Columbus Foundation.

EMH&T's Engagement Manager Heather Billstone shows off the EMH&T Fish at a beach in Florida.





THE ROAD TO ECONOMIC DEVELOPMENT

City of Dublin University Boulevard

The City of Dublin purchased roughly 100 acres situated between Avery Road and Eiterman Road, flanked by US Route 33 (US-33) and Shier Rings Road to facilitate development within the City's West Innovation District. The West Innovation District is envisioned as an industrial hub servicing medical, technology, and light manufacturing.

EMH&T was initially brought on to the project to plan, design, and permit the realignment and restoration of a small agriculture stream, Cosgray Ditch, and because of our significant experience working on a number of developments and projects in the area for both private and public infrastructure.

Not long after the City of Dublin began advancing plans for the realignment of Cosgray Ditch, the City began discussions with The Ohio State University Wexner Medical Center about potentially constructing The Ohio State Outpatient Care Dublin facility on that site. The only problem is that there was

no road servicing the desired tract of land on which Ohio State wished to build its new facility.

In order to further facilitate development in the area, including service for the new Ohio State Outpatient Care Dublin facility, EMH&T was chosen to design an extension of University Boulevard.

Mike Brehm, PE, Director of Transportation Partnerships and his team were chosen to design a new roadway corridor which generally parallels US-33, between Avery Road and Eiterman Road. This new roadway, named University Boulevard, included 7,000 linear feet of divided multi-lane roadway, bike lanes, sidewalks, shared-use paths, street lighting, stormwater drainage, and utility improvements to support development along the new corridor.

"The alignment of University Boulevard was designed to optimize the dimension of future development parcels, while providing for safe and efficient travel for



University Boulevard includes 7,000 linear feet of divided multi-lane roadway, bike lanes, sidewalks, shared-use paths, street lighting, stormwater drainage, and utility improvements to support development along the new corridor.

vehicles, bicycles, and pedestrians alike,” said Mike. “EMH&T’s study of new and modified access points determined that modern roundabouts provided the optimum level of traffic control at four intersections along the corridor, including the main entrance to the Medical Center.”

According to traffic analyses performed by EMH&T, nearly 30,000 vehicles are projected to frequent the area by 2032. The University Boulevard corridor, paired with Shier Rings Road and Eiterman Road now provides a thoroughfare for the entire area to Post Road. The corridor Mike and his team designed now services the entire area, including Ohio State Outpatient Care Dublin, which ultimately granted access to an additional 100 acres of developable land and provided improvements totaling around \$15 million in infrastructure improvements.

The entire University Boulevard corridor was designed to not only move traffic, but also to support

private development through the extension of water mains, sanitary sewers, electrical lines, and the City’s Dublin fiber optic communications pathway. The City’s goal was to provide serviceable connections, both vehicular and utility, to as many parcels in the area as was feasible to encourage economic development, as part of the mission of the West Innovation District. As construction is wrapping up on University Boulevard, another key link is in place and the City is well positioned for future public and private investment west from Eiterman Road and north to Post Road, including the area around the Ohio University Dublin campus.

With the addition of University Boulevard, economic development in the area is now more feasible with greater infrastructure and access.

“We’re excited about the infrastructure enhancements provided by our University Boulevard project,” said Dublin’s Director of Engineering Paul Hammersmith. “In addition to serving as access to the newly opened OSU Wexner Medical Center, it will offer a shared use path and opportunities to provide additional resources and services to residents and businesses as the West Innovation District continues to thrive.”

Once completed, the West Innovation District will be home to facilities providing research and development, an innovation hub to provide technological advancements, and residential and recreation areas. ■

To learn more about EMH&T’s Transportation Partnerships Division, please contact Mike Brehm at mbrehm@emht.com or (614) 775-4616.

Shorts

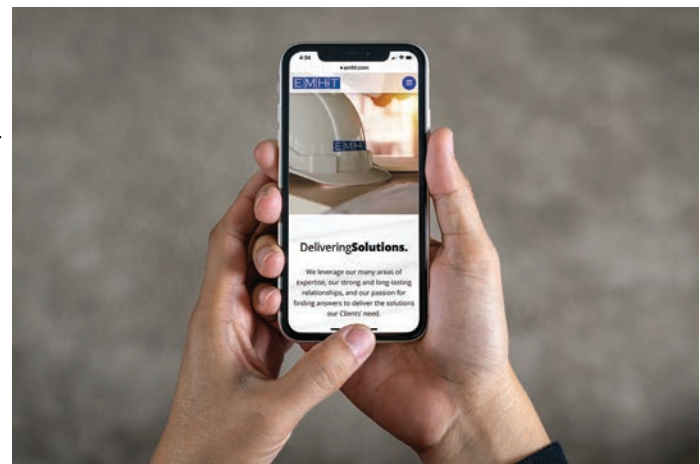
Making Room for Affordable Housing: Easton Groundbreaking



Above, Columbus Mayor Andrew Ginther delivers remarks at the ceremony. Below, a rendering of the new housing.



Groundbreaking of the Easton Place Homes development took place in September with an estimated completion date of 2023. The new development will provide 200 affordable homes to low-income individuals and families. The development will consist of eight buildings that form an urban village with large and small outdoor spaces. EMH&T, in partnership with the City of Columbus, Ohio Housing Finance Agency, the Georgetown Company and MA Design, was able to further Homeport's missions of creating strong communities by developing quality, affordable homes on a cornerstone of dignity, security, and opportunity.



Tiffin Railroad Safety Project

EMH&T was selected for the engineering design, construction administration, and inspection services for this roadway widening improvement project. The location was in proximity to a CSX-owned railroad and included curb and pavement replacement, traffic signal upgrades and improvements, sidewalk and catch basin replacement. Coordination for the project involved the City, Hopewell Township, the Ohio Rail Development Commission, Public Utilities Commission of Ohio, and CSX Transportation. Led by Abby Cueva, PE, Transportation Planning and Design Division Director, with support from multiple EMH&T Divisions, the project was a huge success, with a construction cost of roughly \$650,000.

New EMH&T Website

In early August, EMH&T launched a new and improved website that shows the impact made by EMH&T everywhere you look. The site includes information regarding the company's services, project portfolio, awards, and news.

Silicon Heartland Website

A \$20 billion investment from Intel to build one of the largest semiconductor manufacturing factories in the world, will be located in New Albany, OH. To keep the public fully abreast of the progress, the City of New Albany created the Silicon Heartland page on their municipal website.

<https://newalbanyohio.org/answers/new-albany-silicon-heartland/>



Giving Back

EMH&T has long valued its commitment to give back to the communities where we live and work. The firm offers employees paid time off so they can participate in a wide variety of charitable efforts. Working as individuals on personal passions, to division staff working together on a group project, philanthropic endeavors are held in high esteem at EMH&T. Here's a brief look at how some of our staff have been giving back.

Structured Giving

This past spring, EMH&T employees competed in can/food construction competition to benefit the Mid-Ohio Food Collective. EMH&T's program Structured Giving is a contest between teams of division to see how creative they can be in building structures using non-perishable food and personal need items. Structures created in 2022 included the Columbus Crew Stadium, Super Mario gaming display, a computer screen with a keyboard, and roundabout featuring a ravenous Pac-Man.

Mid-Ohio Food Collective representatives came to observe the completed structures and thank EMH&T employees for participating and giving back to their local communities. According to Mid-Ohio Food Collective, based on the composition of each structure, they estimated our work would result in about 2,000 meals for those experiencing food insecurity.



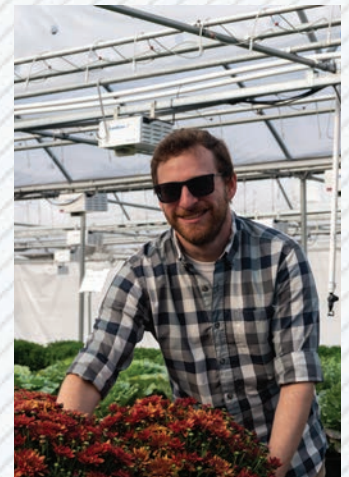
EMH&T recently launched a grant program enabling employees to apply for donations for the individual causes they champion.



Cross-Department Community Service

Staff from the Accounting, Administrative, Communications, and Survey Divisions spent a September morning donating their time and talents to give back at Lettuce Work Nursery. Lettuce Work is a non-profit dedicated to helping young adults with autism make a successful transition from high school into the workplace. They accomplish this mission by immersing their associates with autism into their on-site workplace where they operate a retail nursery and greenhouses.

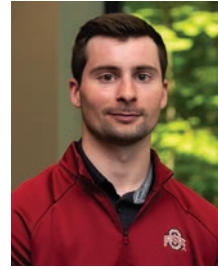
EMH&T volunteers painted doors, hung wall dividers, and moved nearly 1,500 mums from the greenhouse in helping Lettuce Work set up their retail space for Labor Day weekend.



People In The News



J. Johnson



N. Ovens



R. McCurnin

New Professional Licenses

Congratulations to EMH&T's newest recipients of professional designations: Joe Johnson is now a Professional Landscape Architect, Nick Ovens and Robert McCurnin each earned their Professional Engineer license.

Keller Finishes ACEC Ohio Term



M. Keller

The American Council of Engineering Companies, or ACEC, "is a non-profit trade association comprised of firms that provide a wide array of engineering and other professional services for all types of construction and environmental improvement projects. ACEC-Ohio member companies provide services to local, state, and federal government agencies, as well as commercial and industrial clients" (ACEC of Ohio). At the annual meeting, Mike Keller, PE, Director of Public Works, along with two other 2021-2022 Board of Directors, were honored for completing their term of service. Mike was recognized for being the At-Large Director for the ACEC, Ohio Chapter. Congratulations Mike!

Top Workplaces Wins

EMH&T won the *Business First* "Best Places to Work" Award. This is the fourth time the firm was an honoree in the Extra Large Company category! Employees will attend a celebration in November.

EMH&T was also awarded a *Columbus CEO* magazine "Top Work Places of 2022" award. The award recognizes the firm culture, meaningful work experience, and encouragement of new ideas!

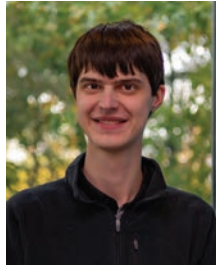


Joining the Team



T. Wilson

Tyler Wilson, PE, joined EMH&T in July as an Engineer working in the Transportation Planning and Design Division. Tyler graduated with his Bachelor's degree in Civil Engineering from The Ohio State University in May 2014, and obtained his PE in 2019.



J. Reifeis

Jack Reifeis came to EMH&T in June as an Engineer Intern working in the Traffic Engineering Division. Jack graduated with his Bachelor's degree in Civil Engineering from Rose-Hulman Institute of Technology in May 2022.



B. Mullaney

Brian Mullaney, PE, joins us as a Senior Engineer working in our Public Works Division. He is a graduate of The Ohio State University with a Bachelor's degree in Civil Engineering. His experience includes ODOT projects, site development, design at another consulting civil engineering firm, and facilities project management at a large automobile development and manufacturing plant.



E. Becker

Emilee Becker recently joined the Environmental Division. She graduated from Ohio University in May 2022 and grew up in Newark, Ohio.



B. Moreaux

Bruce Moreaux joined EMH&T in May as a Landscape Designer working in the Planning and Landscape Architecture Studio. Bruce graduated with his Bachelor's degree in Landscape Architecture from The Ohio State University in May 2020.



M. McMaster

Marissa McMaster joined EMH&T in May as an Engineer Intern working for Shawn McPheron in the Traffic Engineering Division. Marissa graduated with her Bachelor's degree in Civil Engineering in May 2022 from The Ohio State University. Marissa's most recent internship was with OSU working in the Campus Transit Lab.

Contact Us

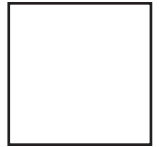
Contact EMH&T today to schedule a visit at your office. You can reach us at **614.775.4500** or by email at **info@emht.com**.

You are also welcome to contact any of the experts identified at the end of each article in this issue of *Ingenium*.





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Moving Forward Together for a Brighter Tomorrow

October 25 & 26, 2022
Greater Columbus Convention Center
Columbus, Ohio
Visit us at Booth 601/603.

Thursday, October 25 | 3:30 to 5 p.m.

**Waters of Ohio and the United States:
Regulatory Framework and Updates**

Christy Pirkle, MS
EMH&T, Columbus, OH



Christy will moderate this session that will review the basics surrounding the changing regulatory environment relating to water law and land use, including infrastructure projects.

Friday, October 26 | 10 to 11:30 a.m.

Construction Erosion and Sediment Control

Mariah Anderson, MS, PE
EMH&T, Columbus, OH



Mariah will moderate this session about stormwater quality and erosion and sediment control techniques, innovations, and advancements.