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The 2016 Alliant Build America Awards will recognize general and specialty contractors working as prime contractors for projects completed between November 1, 2014 and November 1, 2015. For 2016 Alliant Build America Awards information, including deadlines, criteria, application materials, and details regarding the electronic submission process, go to **[www.agc.org/awards](http://www.agc.org/awards)**.

## 33RD ANNUAL

## 2015 BUILD AMERICA AWARDS

Thursday, March 19 | 12:15 PM | AGC's 96TH ANNUAL CONVENTION | San Juan, PR

### WELCOME

Alan L. Landes, 2014 AGC President

Peter Arkley, Senior Managing Director, Alliant Construction Services Group

### LUNCHEON

### 2015 AWARDS CEREMONY

AGC Marvin M. Black Partnering Award

Alliant Build America Awards

### SPEAKER

Joby Ogwyn, Mountaineer

### GRAND AWARD PRESENTATION

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...to the 2015 Alliant Build America Awards Luncheon.

Alliant is honored to sponsor these distinguished awards and to recognize the highest achievements in construction for state-of-the-art advancement, outstanding project management and innovative construction techniques. Recipients of the Build America Awards have demonstrated construction excellence and are building a better world and improving our quality of life. Each project reflects the crucial combination of contractor excellence with talented workers and quality safety programs.

We continue to be inspired by the ability of contractors to engineer and build such remarkable projects. Their accomplishments are testaments to our industry's commitment to quality and why they are being honored with this prestigious award. It is an honor to present these deserving winners with an Alliant Build America Award. As recognized by a jury of contractor peers, the projects voted as Alliant Build America Award recipients exemplify the best in the construction world.

In appreciation of a successful and long-standing partnership, Alliant thanks the AGC of America. We also appreciate the hospitality shown by the AGC of Puerto Rico as Convention host.

—**Peter Arkley, Senior Managing Director, Alliant**

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# THE ALLIANT BUILD AMERICA AWARDS

## THE CONSTRUCTION INDUSTRY'S "OSCARS"

For 30 plus years, the Alliant Build America Awards have been given in recognition of excellence in the construction industry. These prestigious and highly coveted awards are given to projects selected by a panel of a contractor's toughest critics — other contractors. Judges look for projects that have excelled in the following areas:

- State-of-the-art advancement
- Excellence in project management
- Innovation in construction or use of materials
- Contribution to the community
- Superiority in client service
- Rising to the challenge of a difficult job
- Sensitive treatment of the environment and surroundings
- Partnering excellence

This year's competition netted a stellar number of exemplary entries, yielding 11 Merit Winners and 23 Alliant Build America Awards. Awards were given to new constructions and renovations in the following categories: Building Under \$10 million; Building \$11 million to \$199 million; Building Over \$200 million; Construction Management; Construction Management Civil; Design-Build construction; Environmental Enhancement, Federal & Heavy construction; Highway & Transportation construction; Highway & Transportation Under \$10 million; International construction; and Utility Infrastructure construction. Small and large projects are considered equally and judged on the same criteria. This marks the second year awarding companies with the AGC Build America Marvin M. Black Partnering Award (represented by a category within the Alliant Build America Awards). AGC urges all members to consider current projects for next year's competition. For 2016 Alliant Build America Awards information, including deadlines, criteria, application materials, and details regarding the electronic submission process, go to [www.agc.org/awards](http://www.agc.org/awards). Congratulations to all winners and entrants of the 2015 Alliant Build America Awards!

## 2015 BUILD AMERICA MERIT AWARD WINNERS

### **BUILDING NEW \$11M TO \$199M**

NEMA  
San Francisco, CA  
Swinerton Builders

### **BUILDING NEW OVER \$200M**

Marriott Marquis Washington DC  
Washington, DC  
Hensel Phelps

### **BUILDING RENOVATION \$11M TO \$199M**

Memorial Union Reinvestment – West Wing  
Renovation  
Madison, WI  
The Boldt Company

### **CONSTRUCTION MANAGEMENT NEW**

Will Rogers Elementary School  
Stillwater, OK  
Lambert Construction Company

### **DESIGN-BUILD**

St. Jude Medical Center Northwest Tower  
Fullerton, CA  
McCarthy Building Companies, Inc.

### **DESIGN-BUILD**

The Treehouse Memorial City  
Houston, TX  
Anslow Bryant Construction

### **FEDERAL & HEAVY NEW**

Social Security Administration National Support Center  
Urbana, MD  
Hensel Phelps

**HIGHWAY & TRANSPORTATION NEW**

Northern Rail Extension

Salcha, AK

Kiewit Infrastructure West Co.

**HIGHWAY & TRANSPORTATION RENOVATION**

SR 520 Eastside Transit & HOV Project

Bellevue, WA

Eastside Corridor Constructors,

a Joint Venture between Granite Construction  
and PCL Construction

**MARVIN M. BLACK PARTNERING EXCELLENCE**

Denver Union Station Transit Improvements

Denver, CO

Kiewit

**MARVIN M. BLACK PARTNERING EXCELLENCE**

Mariposa Land Port of Entry

Nogales, AZ

Hensel Phelps

## 2015 BUILD AMERICA AWARD WINNERS

### **MARVIN M. BLACK PARTNERING EXCELLENCE**

#### **Draper Light Rail Transit Design-Build Project**

Sandy City and Draper, UT

Kiewit/Herzog/Parsons, A Joint Venture

The Joint Venture team of Kiewit, Herzog and Parsons was selected by the Utah Transit Authority in October 2010 to design and construct 3.8 miles of electrified double ballasted track in a former freight corridor purchased by UTA. The project included the construction, two sidings, seven at-grade crossings, six traffic signal controlled pedestrian crossings and 20,000 feet of noise barrier walls. The Joint Venture team also built three new traction power substations, an 84-inch Dry Creek drainage structure, an equestrian underpass for future use and a Historic Plaza adjacent to the Draper Town Center station. The team had to work through a number of challenges including funding timelines, city betterments that were to be incorporated into the project, the shared usage of the existing corridor, and an extended scope during the course of the project. Through the partnership, the team worked to value engineer over \$13 million from the initial cost and brought the project in 16 percent below budget.



## MARVIN M. BLACK PARTNERING EXCELLENCE

### **St. Jude Medical Center Northwest Tower**

Fullerton, CA

McCarthy Building Companies, Inc.

**Lead Architect:** TAYLOR

**Lead Engineer:** KPFF Consulting Engineers

Part of the multi-phased renovation of the St. Jude Medical Center, the construction of the Northwest Tower included a four-story, 200,000-sf patient facility with 120 patient rooms and a 20,000-sf central utility plant. While re-routing major site utilities on the active medical campus, McCarthy Building Companies demolished an existing medical records building, made surface parking and street improvements, and added an additional 215 parking spaces to an existing 455-car parking structure. The 120-bed tower features a rooftop garden offering respite for patients, visitors and staff. The Northwest Tower now allows for cutting-edge technology for medical activities and spaces for patient care and healing and recovery, including 14 new operating rooms with “smart” surgical suites. Through the comprehensive partnering approach, the project was completed five months early and under the initial budget by more than 10 percent.

## BUILDING UNDER \$10M NEW

### **Kalamazoo College Arcus Center**

Kalamazoo, MI

Miller-Davis Company

**Lead Architect:** Studio Gang Architects

Kalamazoo College's Arcus Center for Social Justice Leadership is the world's first purpose-built structure dedicated to developing emerging leaders and sustaining leaders currently in the fields of human rights and social justice. This one-of-a-kind \$5 million, 10,000-sf, Y-shaped, steel-framed, single-story pavilion embodies the school's founding commitment to serve as a catalyst for positive social change. Over 13,300 pieces of steel were used to construct the Arcus Center, with no two pieces alike. Construction work was accomplished in the midst of one of the coldest Michigan winters in decades. Miller-Davis Company served as the Construction Manager, while also self-performing concrete and general trades, which accounted for approximately 25 percent of the project cost. The project is currently seeking LEED Gold certification.

## BUILDING NEW \$11M TO \$199M

### **Knight Hall and Bauer Hall, Olin Business School at Washington University in St. Louis**

St. Louis, MO

Tarlton Corporation

**Lead Architect:** Moore Ruble Yudell Architects & Planners

The 175,000-sf, \$90 million expansion of the Olin Business School at Washington University in St. Louis is the largest project completed in the shortest duration on campus, doubling the footprint of an already thriving business school. The Tarlton project team implemented front-end planning on a congested site surrounded by campus buildings and traffic with a fast-track schedule dictated by the academic calendar. After demolishing an existing building, two new buildings were constructed – Knight Hall and Bauer Hall – housing seven classrooms, numerous study rooms, a 300-seat auditorium, 75 faculty offices and several student and faculty lounges. The two new buildings are united by a soaring 5-story glass atrium, which features a 100-seat open cafeteria, a Starbucks, access to graduate student services, and a sweeping staircase that descends to the second floor. Natural light illuminates all five levels of the new space.

## BUILDING NEW OVER \$200M

### **Epic Deep Space**

Verona, WI

JP Cullen

**Lead Architect:** Cuningham Group Architecture, Inc.

**Lead Engineer:** Thornton Tomasetti

The Epic Deep Space Auditorium was duly named, as the entire facility is located 73 feet underground. Completely underground, it blends with the rural landscape with a rock- and cave-like façade and six acres of green roofing. The initial concept of a 7,500 seat, 405,000-sf auditorium quickly grew to an expected 11,400 seats over 800,000-sf, with additional conference, training and office space. While the project doubled in size, the completion date did not. To keep the building “invisible,” the project entailed over 495,000-cu yd of blasted and excavated rock, plus 309,000-cu yd of earth to nearly 80 feet below existing grade. A permanent earth retention system was constructed with 2,840 soil nails drilled 60 feet into the excavation site and five foot spacing walls to hold back 70,000-sf of 14-17 inch thick waterproof concrete retention wall supporting the adjacent buildings. After 40 months of work, JP Cullen delivered the project successfully, safely and on schedule.

## BUILDING UNDER \$10M RENOVATION

### **Myrtle Banks Redevelopment**

New Orleans, LA

Ryan Gootee General Contractors, LLC

**Lead Architect:** Eskew+Dumez+Ripple Architects

**Lead Structural Engineer:** Harmon Engineering, LLC

The demolition of a fire-ravaged, 100-plus year old brick schoolhouse within a disinvested New Orleans neighborhood was precarious and not without its challenges. However, Ryan Gootee General Contractors was able to convert the old 3-story school into a 23,000-sf Jack and Jake's Public Food Market, in addition to providing office space for small businesses and nonprofits. Because the building was a registered historic building, the project team worked carefully to preserve or recreate many of the interior and exterior components of the original building. Visitors to the revitalized building are drawn to the building's impressive 26-foot-high clerestory and exposed structural steel and wood joists. A modern take on a historic building, the project team successfully met the target completion date.

## **BUILDING RENOVATION \$11M TO \$199M**

### **Hall Of Justice – Repair & Reuse Project**

Los Angeles, CA

Clark Construction Group – California, LP

**Lead Architect:** AC Martin

**Lead Engineer:** Englekirk Structural Engineers

Originally constructed in 1925, the Hall of Justice in downtown Los Angeles was damaged by a 1994 earthquake and for nearly 20 years, sat practically dormant, unsound for continued occupation. Los Angeles County then awarded Clark Construction Group a design-build contract to reopen the building. The project included a complete structural retrofit, intricate historic restoration, and complete tenant improvement, as well as a new 1,000 car parking structure for building occupants. To accommodate a modern office building environment, the 11th and 13th floors of the building were removed to allow for double-height spaces, harnessing natural light in repurposing a dark former jail cell area. Clark delivered a modern, LEED Gold certified facility that maintained the building's historic elements on schedule and within budget.

## BUILDING RENOVATION OVER \$200M

### Harvard Art Museums

Cambridge, MA

Skanska USA Building Inc.

**Lead Architect:** Renzo Piano Building Workshop/Payette

**Lead Engineer:** Robert Silman Associates

The expansion and renovation of the Fogg Museum, located on the Harvard University Campus, was both complex and historically significant. Work involved the selective demolition of the 1927 historic structure, including all mechanical, engineering, and plumbing systems and the removal of five separate additions, while historic façades, travertine stonework and columns replicating a 15th century Italian piazza were all protected in place. The team at Skanska not only restored the original façade and courtyard, but constructed a 130,000-sf new addition. In addition to increasing the gallery space, providing multiple upgrades and several building code updates, the project and its end result stayed true to the museum's original mission to remain a teaching museum and allow unrestricted access to the artwork on display. The four-year project was completed on schedule and on budget.

## CONSTRUCTION MANAGEMENT CIVIL

### **SouthEast Connector Phase 1 CMAR**

Reno, NV

Kiewit Western Co.

**Lead Engineer:** Ty Lin International

Phase 1 of the SouthEast Connector project included a new six-lane, high-access control arterial thoroughfare approximately 5.5 miles in length as well as a 1,400-foot-long steel girder bridge. Among several bridges included in the project scope, the steel girder bridge and viaduct was built over the Truckee River, positioning the entire project within a Critical Flood Zone 1 as identified by the Truckee River Flood Management Agency. Kiewit Western Co. also completed mass site excavation, several utility relocations, the installation of drainage systems, and the concrete pavement of the route that serves as an alternate route for the heavily traveled US-395/I-580 freeway and Southeast McCarren Boulevard. The utility relocations and discovery of unknown waste, unforeseen challenges experienced during construction, were addressed with minimal disruption to progress due to the strong, collaborative relationships developed by the project management team. The project was successfully completed six months ahead of schedule.



## CONSTRUCTION MANAGEMENT NEW

### **Tobin Center for the Performing Arts**

San Antonio, TX

Linbeck Zachry Joint Venture

**Lead Architect:** LMN Architects

**Lead Engineer:** Walter P Moore

The construction of the Tobin Center for the Performing Arts consisted of the complete renovation of the historic Municipal Auditorium's treasured façade, while incorporating a brand new 183,000-sf, 1,700-seat, multipurpose performance arts hall into the original framework. The joint venture team of Linbeck Group LLC and Zachry Corporation was successful in addressing all of the challenges and complex acoustical requirements that come with this type of project – all HVAC and duct work had to be internally insulated in an acoustical enclosure to further manage unwanted noise. Electrical and fire protection systems were installed in the audience chamber and stagehouse following a complicated path of twists and turns to get to required locations. These systems required extremely close coordination so as to ensure their fit within the minimal spaces allocated and the architectural demands of the project. The Tobin Center for the Performing Arts has quickly become a new landmark for the San Antonio community and a new performance arts venue in high demand by both the community and tourists.

## CONSTRUCTION MANAGEMENT RENOVATION

### **Lambeau Field North & South End Zone Stadium Improvements**

Green Bay, WI

Miron Construction Co., Inc.

**Lead Architect:** Elkus Manfredi Architects

**Lead Engineer:** Thornton Tomasetti

The \$145 million Lambeau Field Stadium Improvement project encompassed renovations and the addition of 350,000-sf, including nearly 7,000 new seats over heated concrete in the south end zone. Miron Construction Co. built upper level and rooftop viewing platforms in both end zones, as well as two new HD video boards totaling more than 5,200-sf and a new sound system. Twenty-two restrooms and 21 concessions were also added. Two new gates – one in the south end zone and one in the north – were constructed and include 10 elevators total and several pairs of escalators to more efficiently move fans in and out of the stadium. The new gates serve to lessen traffic at other points throughout Lambeau Field, improving the stadium's overall entrance and exit patterns.

## DESIGN-BUILD

### **Fort Benning Martin Army Community Hospital (FBMACH)**

Columbus, GA

Turner Construction Company / Design-Builder

**Lead Architect:** AECOM (Ellerbe-Becket)-RLF A Joint Venture

The Martin Army Community Hospital project was a 745,000-sf replacement hospital for the U.S. Army, built by Turner Construction, on a 52-acre greenfield site. The contract is the government's first firm fixed-price design build replacement hospital with only 1,200 calendar days for design and construction, procured without any bridging documents. The new building is terraced into a sloping site, providing views to its natural wooded surroundings. There are three main building masses, a hospital with six stories above grade and two below. Two clinic wings were constructed, separated from one another by a courtyard and separated from the hospital wing by a grand concourse, which serves as the main circulating and gathering space. The complex also includes two 1,000 car parking garages, a detached hazardous materials storage building, an ambulance shelter with mass casualty storage, as well as a telephone switching station and dedicated exit ramp.

## DESIGN-BUILD HIGHWAY & TRANSPORTATION

### Denver Union Station Transit Improvements

Denver, CO

Kiewit

**Lead Architect:** Skidmore, Owings, and Merrill LLP

**Lead Engineer:** AECOM

At \$374.8 million, the Denver Union Station Transit Improvements project is the largest current transportation project in the U.S., and spanning over 20 acres and seven city blocks, it is also the largest multimodal project to receive LEED Gold certification from the USGBC. Kiewit effectively transformed 20 acres of blighted former rail yards into the centerpiece of a vibrant, bustling downtown Denver by anchoring and facilitating connections between the region's transit systems. Riders can now hop between bus, light rail, or commuter rail by way of a new iconic, eight-track commuter rail train hall, light rail station, and an airy, airport-like 22-bay underground bus concourse. The project served multiple public and private agencies and was delivered under a design-build contract model which was an extremely rare combination due to the need for intensive collaboration and trust between owner, architect and contractor on a public project.

## ENVIRONMENTAL ENHANCEMENT

### **Ocotillo Brine Reduction Facility**

Chandler, AZ

Sundt Construction, Inc.

**Lead Architect:** Sundt Construction, Inc.

**Lead Engineer:** Gregory K. Ayres

With additional waste streaming to the City of Chandler's Reserve Osmosis (RO) Facility for treatment and reclamation after the expansion of semiconductor manufacturer Intel Corporation's Ocotillo campus, Sundt was enlisted to make significant upgrades to the current facility, including increasing the treatment capacity and other upgrades to the brine treatment and management processes. Working together with Intel, the City of Chandler, Maricopa County, the Arizona Department of Environmental Quality (ADEQ), and various utility companies, the Sundt team was highly successful in meeting the goal held by all stakeholders involved. The volume of brine leaving the RO facility has been reduced to less than 60 gallons per minute. It also allows for the recovery of a high quality water product for use at the Intel campus, offsetting its potable water demands.

## FEDERAL & HEAVY NEW

### **Project P-204, Apra Harbor Wharf Improvements Phase 1, Naval Base, Guam**

Apra Harbor, Naval Base, Guam

Guam MACC Builders A JV

**Lead Engineer:** Moffatt & Nichol (Navy A/E) and Halcrow, Inc. (GMBJV A/E)

Guam MACC Builders, a joint venture between Healy Tibbitts Builders, Inc., Watts Constructors LLC and Obayashi Corporation, successfully completed Phase 1 of the U.S. Navy's \$89 million wharf improvement project. The project team restored and upgraded the large wharf complex, badly damaged by a magnitude 8.2 earthquake in 1989. Working very closely with the Navy, Guam MACC Builders took a facility deemed unusable and constructed a state of the art U.S. naval wharf that was designed and built to handle all operations and missions it was established to perform. The project team's innovation also shone front and center in their management of logistics on the isolated and resource-constrained island. Despite the hazardous conditions involved, Guam MACC Builders had a near-perfect safety record on the project.

## FEDERAL & HEAVY RENOVATION

### **D/B Restoration of Building 1102 / Phase Two at Joint Base Pearl Harbor, Hawaii**

Joint Base Pearl Harbor – Hickam, HI

CNMS Joint Venture

**Lead Architect:** Mason Architects

**Lead Engineer:** InSynergy Engineering, Inc.

The CNMS Joint Venture performed a meticulous upgrade and retrofit of a historic 1930s building, originally a sprawling barracks complex, hallowed by the death of scores of U.S. servicemen who died in the attack on Pearl Harbor in 1941. The building was later converted into offices serving various military organizations including the Pacific Air Command. The project was significantly complicated by the mandate that this important facility with 2000+ personnel continue operating without interruption or interference. Also, historically important reminders from the Pearl Harbor attack, such as bullet and shrapnel damage, had to be carefully protected and preserved. Hundreds of delicate wall tiles from the original structure were uncovered, cleaned, and reinstalled while all mechanical and electrical systems were brought up to code and modernized. The CNMS JV team of Caddell, Nan, Inc., and Samsung completed the project on-time and to superior quality with minimal disruptions to ongoing activities.

## HIGHWAY & TRANSPORTATION UNDER \$10M NEW

### **Greenway Parkway Bridge**

Phoenix, AZ

Hunter Contracting Co.

**Lead Engineer:** Gannett Fleming, Inc.

The City of Phoenix Street Transportation Department selected Hunter Contracting Co. to replace an existing bridge built in 1988 which was situated over an active wash and had recently been declared structurally deficient and unsafe. Bridge improvements included the removal of the existing span bridge and its replacement with a three cell 12' by 19' cast-in-place box culvert, which provides additional strength and will necessitate fewer repairs than the old bridge. Hunter's innovative approach to bridge demolition and construction, including the use of a floating slab forming system and cellular concrete fill, along with the successful coordination of construction activities over an active wash, allowed the project to be completed ahead of schedule. More specifically, the decision to close the Greenway Parkway to the 28,000 cars that would cross the bridge on a daily basis saved taxpayers approximately \$1 million and reduced construction time by three months.



## HIGHWAY & TRANSPORTATION NEW

### **I-5 Willamette River Bridge – Whilamut Passage**

Eugene-Springfield, OR

Hamilton Construction Co.

**Lead Engineer:** OBEC Engineering, Inc.

The I-5 Willamette River Bridge project is Oregon DOT's largest bridge project and first using a Construction Manager/General Contractor delivery system. The new twin bridges span 1,985 horizontal feet, with 400 ft. arches, making them the largest single arch spans in the state. In addition to the advanced design and technical achievements, Hamilton Construction Co. integrated many notable environmental innovations that have set new industry standards for protecting the environment. These included fully contained workbridges to protect the river from construction debris and contaminated run-off, the recycling, reuse and repurposing of materials taken from the demolition of the old bridge – reused beams and steel resulted in a new pedestrian bridge not included in original project plans – and several installations which will serve to protect endangered species in the area. Completed four months ahead of schedule and \$15 million under budget, vehicular, rail, river, pedestrian and cycling traffic were all safely maintained throughout the entire project.

## HIGHWAY & TRANSPORTATION UNDER \$10M RENOVATION

### **Lone Bridge Rehabilitation**

Lone, WA

West Company, Inc.

**Lead Architect:** Donald A. Ramsey, P.E.

**Lead Engineer:** Bob Hilmes, WSDOT

Constructed in 1934, the Lone Bridge is an 830-foot-long steel truss bridge spanning the Pend Oreille River located on SR 31 Sullivan Lake Road near Lone, Washington. Rehabilitation work consisted of major bridge maintenance and repairs requiring varying types of work, including foundation scour repairs, timber pile splicing and preservation treatments, sub- and super-structure concrete spall repairs, epoxy crack injection and sealants, pier refurbishment utilizing carbon fiber wrapping, bridge jacking, steel bearing refurbishment, timber stringer and expansion joint replacement, steel grid decking repairs and lead-based paint removal prior to bridge painting. With a focus on safety and efficiency, West Company was able to finish the project 57 working days ahead of schedule.

## HIGHWAY & TRANSPORTATION RENOVATION

### **West 7th Street Bridge**

Fort Worth, TX

Sundt Construction, Inc.

**Lead Engineer:** Texas Department of Transportation

The West 7th Street Bridge project created a landmark gateway between Fort Worth's downtown and cultural districts. The new structure features 12 pre-cast, post-tensioned concrete arches embedded with stainless steel running the length of the 980-foot-long bridge, each measuring 24' tall by 160' long, and weighing 640,000 pounds. Sundt Construction found several ways to speed up bridge construction and minimize traffic closures during the 27 months of construction. In all, the road only had to be closed completely for a total of 120 days. It is said to be the world's first precast, network arch bridge. The bridge features four vehicle travel lanes, a center-raised median to potentially accommodate future street cars or light rail, and two pedestrian lanes to ease traffic flow, improve safety and support Fort Worth's increasing interest in bicycling and walking. The \$25.4 million project was completed a month ahead of schedule and has drawn considerable praise from the public.

## INTERNATIONAL

### **New U.S. Embassy in Malabo, Equatorial Guinea**

Malabo, Equatorial Guinea

Caddell Construction Co.

**Lead Architect:** Karn Charuhas Chapman & Twohey

The new 59,000-sf Embassy Compound in Malabo includes a chancery, a service building, an access pavilion for visitors, two residences, staff housing, and a recreational facility. Although among the U.S. State Department's smaller embassies, it nonetheless presented major challenges. This difficult local environment included several varieties of poisonous snakes, an often uncertain political climate, scarcity of local materials and supplies, high daily temperatures and humidity, a prevalence of infectious diseases, and heavy seasonal rains that produced an exceptionally viscous mud. Caddell was also tasked with preserving and protecting an outstanding specimen of Equatorial Guinea's national symbol – a majestic Ceiba tree that towers over the Embassy Compound. The Caddell team completed the project on time, to superior quality, and with LEED certification.

## UTILITY INFRASTRUCTURE NEW

### **Simon Solar Farm Photovoltaic Facility**

Social Circle, GA

Crowder Construction Company

**Lead Engineer:** HDR Engineering

The Simon Solar Farm project was both environmentally and economically friendly. Crowder Construction Company employed a large local labor force and created a compound that now produces solar energy and generates a full 38.6 megawatts of power. Work on the project included the installation of support piles, assembly and installation of 135,000 solar panels and all associated electrical work on a 170 acre site. In addition to the solar farm itself, Crowder constructed a 115 kV to 35 kV utility substation to connect the project to the transmission system, installed 40 inverter stations, and developed a number of access roads for the site. The Simon Solar Farm Photovoltaic Facility is the largest solar photovoltaic project east of the Mississippi.

## UTILITY INFRASTRUCTURE RENOVATION

### **McAlpine Creek WWMF Filter Expansion/Upgrade**

Pineville, NC

Crowder Construction Company

**Lead Engineer:** HDR Engineering

Crowder Construction was selected to upgrade and expand the McAlpine Creek Wastewater Management Facility which was a ground breaking project for both the owner and the state, as it was the first major municipal progressive design-build awarded in North Carolina. The project design criterion was to expand the facility's effluent filtration capacity from approximately 40 million gallons per day to nearly 80 million gallons per day. Construction work included the installation of nine new filter bays tied into existing filters, water control gates, pumped water for filter backwash, forebay improvements, modifications to existing manholes, additional chemical treatments, slope stabilization, stormwater improvements, and a new packaged electrical house for the filters. The project was successfully completed on time and under budget.

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