



THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA
AND CONSTRUCTION RISK PARTNERS PRESENT

THE 2018
CONSTRUCTION RISK PARTNERS
BUILD AMERICA AWARDS

THE 2019 CONSTRUCTION RISK PARTNERS
BUILD AMERICA AWARDS WILL RECOGNIZE
GENERAL AND SPECIALTY CONTRACTORS
WORKING AS PRIME CONTRACTORS FOR PROJECTS
COMPLETED BETWEEN NOVEMBER 1, 2017 AND
NOVEMBER 1, 2018. FOR 2019 CONSTRUCTION RISK
PARTNERS BUILD AMERICA AWARDS INFORMATION,
INCLUDING DEADLINES, CRITERIA, APPLICATION
MATERIALS, AND DETAILS REGARDING THE
ELECTRONIC SUBMISSION PROCESS,
PLEASE VISIT WWW.AGC.ORG/AWARDS.

Cover Photo: Build America Award Winner I-40 Bridges Fast Fix 8, Nashville, TN, Kiewit Infrastructure South Co.

Back Cover Photo: 2016 Grand Award Winner Blue Lake Expansion Project | Sitka, AL | Barnard Construction Company, Inc.



MARVIN M. BLACK PARTNERING
EXCELLENCE

**WHITE TANKS FLOOD RETARDING
STRUCTURE NO. 4 REHABILITATION**

Sundt/Rummel, a Joint Venture
Buckeye, AZ



MARVIN M. BLACK PARTNERING
EXCELLENCE

TRUNK HIGHWAY 53 RELOCATION

Kiewit
Virginia, MN



BUILDING UNDER \$10 MILLION NEW
SKYLINE HILLS BRANCH LIBRARY

Barnhart-Reese Construction, Inc.
San Diego, CA



BUILDING UNDER \$10 MILLION RENOVATION
**FLOWERY BRANCH ELEMENTARY SCHOOL
RENOVATIONS**

Carroll Daniel Construction Company
Flowery Branch, GA



BUILDING NEW \$10 TO \$99 MILLION
THE CLUBHOUSE AT DOMAINE SERENE

A.C. Schommer & Sons
Dayton, OH



BUILDING RENOVATION \$10 TO \$99 MILLION

PROMEDICA HEADQUARTERS

Rudolph Libbe Group
Toledo, OH



BUILDING NEW OVER \$100 MILLION

MERCEDES-BENZ STADIUM

Holder-Hunt-Russell-Moody, JV
Atlanta, GA



BUILDING RENOVATION OVER \$100 MILLION

**LOGAN INTERNATIONAL AIRPORT - TERMINAL E
RENOVATION AND ENHANCEMENTS**

Suffolk
Boston, MA



CONSTRUCTION MANAGEMENT NEW

LITTLE CAESARS ARENA

Barton Malow Hunt White
Detroit, MI



**CONSTRUCTION MANAGEMENT
RENOVATION**

**LONGWOOD GARDENS MAIN FOUNTAIN
GARDEN REVITALIZATION**

Bancroft Construction Company
Kennett Square, PA



DESIGN-BUILD BUILDING

**VENTURA COUNTY MEDICAL CENTER
HOSPITAL**

Clark Construction Group
Ventura, CA



FEDERAL & HEAVY NEW

**FOLSOM DAM AUXILIARY SPILLWAY
(PHASE IV)**

Kiewit Infrastructure West Co.
Folsom, CA



FEDERAL & HEAVY RENOVATION
**COMMERCIAL CREW TRANSPORTATION
CAPABILITY AT SPACE LAUNCH COMPLEX 41**

Hensel Phelps
Cape Canaveral AFS, FL

HIGHWAY & TRANSPORTATION UNDER \$10 MILLION NEW
OATMAN - TOPOCK (OLD US 66) SACRAMENTO WASH

Pulice Construction, Inc.
Topock, Mojave County, AZ



HIGHWAY & TRANSPORTATION UNDER
\$10 MILLION NEW
SELLWOOD BRIDGE REPLACEMENT PROJECT

Sundt/Slayden Joint Venture
Portland, OR



HIGHWAY & TRANSPORTATION
RENOVATION
**HENNEPIN COUNTY FRANKLIN
AVENUE BRIDGE RESTORATION**

Kraemer North America
Minneapolis, MN



UTILITY INFRASTRUCTURE NEW
HAZLEHURST 72MWDC SOLAR FACILITY

McCarthy Building Companies, Inc.
Jeff Davis County, GA



UTILITY INFRASTRUCTURE RENOVATION
**CHILHOWEE DAM NORTH EMBANKMENT
REMEDIATION PROJECT**

Barnard Construction Company, Inc.
Tallassee, TN



CONSTRUCTION MANAGEMENT CIVIL
TRUNK HIGHWAY 53 RELOCATION

Kiewit
Virginia, MN



DESIGN-BUILD CIVIL
OHIO RIVER BRIDGE EAST END CROSSING

Walsh-Vinci Construction Joint Venture
Southern Indiana; Louisville, KY



ENVIRONMENTAL ENHANCEMENT
**PHASE IV - REMEDY IMPLEMENTATION,
GLOUCESTER, MA**

Charter Contracting Company
Gloucester, MA



36TH ANNUAL 2018 CONSTRUCTION RISK PARTNERS BUILD AMERICA AWARDS

Tuesday, February 27 | 12 PM | AGC's 99th ANNUAL CONVENTION | New Orleans, LA

WELCOME

Art Daniel, 2017 AGC President

SPONSOR'S MESSAGE

Al Marquis, Partner,
Construction Risk Partners

SPEAKER

Neil Jacobstein, Chair of AI and Robotics
at Singularity University at the NASA Research Park
In Mountain View, CA

2018 AWARDS CEREMONY

Merit Awards
AGC Marvin M. Black Partnering Excellence Awards
Construction Risk Partners Build America Awards

GRAND AWARD PRESENTATION

Construction Risk Partners Build America Grand Award

THE 2018 CONSTRUCTION RISK PARTNERS BUILD AMERICA AWARDS



WELCOME...

...TO THE 2018 CONSTRUCTION RISK PARTNERS BUILD AMERICA AWARDS LUNCHEON.

Construction Risk Partners, a JLT Group Company is honored to partner with the Associated General Contractors of America in sponsoring the 2018 Build America Awards. AGC, its member companies and The Build America Awards represent the very best of the construction industry, and we are proud to be associated with these ideals.

The construction projects being recognized today are truly amazing. They represent the perfect integration of project vision, design ingenuity, construction mastery and flawless execution; which is inspiring to us all. We offer our congratulations and reverence to both the organizations and the individuals who participated. Your ability to innovate, design, plan and deliver on these projects has left the world with structures that will be admired for decades to come.

○ The complexity and risk profile of the Build America Awards nominated projects does speak to one of the challenges we will all face in the years to come. New technology, alternative delivery methods, a changing workforce, advancements in automation and emerging risks require a different type of specialization to address. We look forward to working with the AGC and its member companies as stewards of the business to help pave the way. As an organization, we will continue to bring global construction surety and risk management capability to contractors of all sizes across the United States, and we would also like to personally thank those who have been on this journey with us and who displayed trust and confidence in our work.

We will continue to work hard every day to service our clients and earn your business.

Sincerely,
Joe Charczenko
Partner
Construction Risk Partners

About JLT/CRP

A little over a year ago we announced JLT and Construction Risk Partners joining together to expand our global construction practice and focus on doing what is best for our clients. A year later we are proud to report that we have a JLT global team of 400+ construction and real estate specialists. Our collaborative approach delivers efficient solutions that set new industry standards - ensuring greater protection for contractors, government departments, project owners, developers, investors, builders and trades.

THE 2018 CONSTRUCTION RISK PARTNERS BUILD AMERICA AWARDS

THE CONSTRUCTION RISK PARTNERS BUILD AMERICA AWARDS

THE CONSTRUCTION INDUSTRY'S "OSCARS"

For 30 plus years, the Construction Risk Partners 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

We are proud to recognize 13 Merit Award winners and 21 Construction Risk Partners Build America Award winners representing some of the best new and renovation construction projects this year in the following categories: Building Under \$10 million; Building \$10 million to \$99 million; Building Over \$100 million; Construction Management; Construction Management Civil; Design-Build Building; Design-Build Civil; Environmental Enhancement, Federal & Heavy construction; Highway & Transportation construction; Utility Infrastructure construction; the AGC Build America Marvin M. Black Partnering Excellence Award

Small and large projects are considered equally and judged on the same criteria. AGC urges all members to consider current projects for next year's competition. For 2019 Construction Risk Partners Build America Awards information, including deadlines, criteria, application materials, and details regarding the electronic submission process, go to www.agc.org/awards.

CONGRATULATIONS TO ALL WINNERS AND ENTRANTS OF
THE 2018 CONSTRUCTION RISK PARTNERS BUILD AMERICA AWARDS!



2018 BUILD AMERICA MERIT AWARD WINNERS

BUILDING UNDER \$10 MILLION RENOVATION

The New Orleans Advocate
Palmisano
New Orleans, LA

BUILDING NEW OVER \$100 MILLION

150 North Riverside
Clark Construction Group, LLC
Chicago, IL

BUILDING NEW \$10 TO \$99 MILLION

Washington State University Digital Classroom
Clark Construction Group, LLC
Pullman, WA

CONSTRUCTION MANAGEMENT NEW

Kaiser Permanente San Diego Medical Center
Hensel Phelps
San Diego, CA

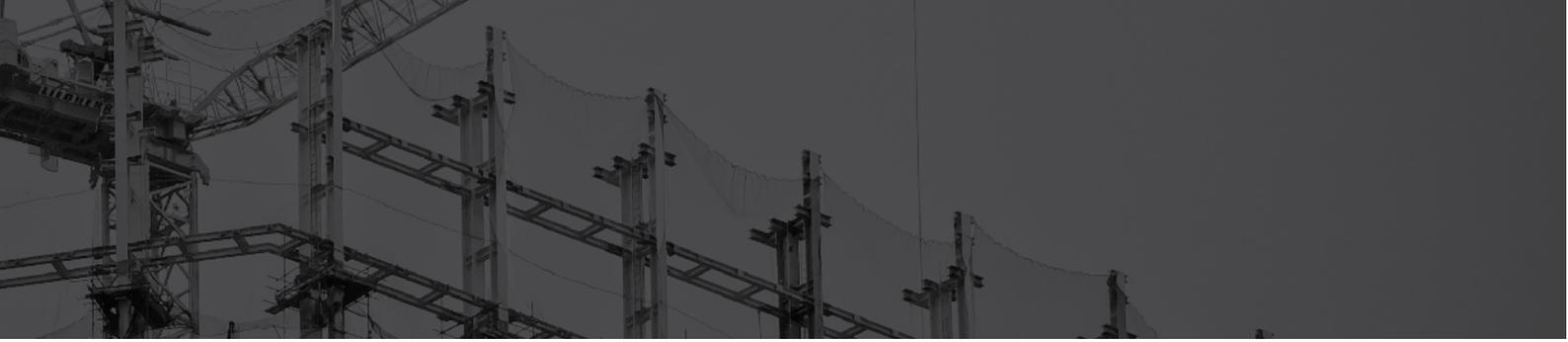
BUILDING RENOVATION \$10 TO \$99 MILLION

Lane Tech College Prep High School
Tyler Lane Construction, Inc.
Chicago, IL

DESIGN-BUILD BUILDING

Park West, Texas A&M University Student Housing
The Weitz Company
College Station, TX

10



HIGHWAY & TRANSPORTATION

UNDER \$10 MILLION RENOVATION

Parker Bullhead SR 95 & Aviation Way
PAVECO INC.
Bullhead, AZ

HIGHWAY & TRANSPORTATION NEW

Broadway Bridge Replacement over the
Arkansas River
Massman Construction Co.
Little Rock, AR

HIGHWAY & TRANSPORTATION RENOVATION

I-95 @ JT Butler (SR 202) Design-Build
SEMA Construction, Inc.
Jacksonville, FL

UTILITY INFRASTRUCTURE RENOVATION

The Santa Ana Wastewater Treatment Plant MBR
Expansion Project
MWH Constructors
Pueblo of Santa Ana, NM

DESIGN-BUILD CIVIL

I-15/I-215 Devore Interchange Improvements
Atkinson Contractors, LP
San Bernardino, CA

ENVIRONMENTAL ENHANCEMENT

Berths 142-143 Backlands Improvements
Griffith Company
Wilmington, CA

PARTNERING EXCELLENCE

Parker Bullhead SR 95 & Aviation Way
PAVECO INC.
Bullhead, AZ

WHITE TANKS FLOOD RETARDING STRUCTURE NO. 4 REHABILITATION

Sundt/Rummel, a Joint Venture
Buckeye, AZ

This project required raising the White Tanks dam two feet to prevent the Roosevelt Irrigation District canal from flooding. When flooded, large amounts of sediment clog the canal and prevent water from getting to farmers for crops and livestock. The Sundt/Rummel team partnered to excavate over one million cubic yards around the 6,000-linear-foot earth dam, and install 19,000 cubic yards of sand filter, as well as reconstruct the principal outlet and add two new concrete drop structures, new auxiliary spillway, and a 1,615-foot concrete channel. Similar projects had required change-orders that doubled the costs, so the partnering team worked to assuage concerns about change-order management. The team engaged in an initial workshop, monthly meetings, and a midway partnering workshop, which helped them to effectively address potential issues and resolve them early on to prevent any negative impact on the schedule or budget.

TRUNK HIGHWAY 53 RELOCATION

Kiewit
Virginia, MN

The Minnesota Department of Transportation and Kiewit Infrastructure partnered to deliver a new 3.2 mile roadway, overpass bridge, and 1,132-foot-long structural steel bridge, which was delivered five weeks ahead of schedule. The entire team functioned as one unit founded on openness and transparency, participating in partnering sessions throughout the project to discuss the current status of the project and to clarify future actions. Thanks to these sessions, no issues were escalated to senior levels for resolution. The executive team, staff and craft workers all showed a commitment to partnering, and participated in pre-activity planning meetings. This set the stage for inspectors and frontline supervisors to jointly establish quality expectations. While this project had many stakeholders, including the residents of Virginia and surrounding towns, as well as city governments, public utilities and even local snowmobile associations that use area trails, the team worked together and with the community to make a positive impact, using 21 local subcontractors of the 22 on the job.

BUILDING UNDER \$10 MILLION NEW

SKYLINE HILLS BRANCH LIBRARY

Barnhart-Reese Construction, Inc.
San Diego, CA

Due to a 60 percent growth in population in the Skyline Hills community in San Diego, the city required a new library to replace the outdated 40 year-year-old facility and act as a community hub. The new library is 15,000 square feet - more than three times the size of the original - and includes reading areas, a community room, computer rooms, staff offices, and public art. A 30 x 10 foot retractable glass door connects the indoors to the outdoor courtyard. The location of the library proved to be difficult, as it is adjacent to a busy bus route, a grocery store, an apartment building, and the existing library. This required the crew to make accommodations for the safety and comfort of the community. The new library includes many innovative features, including a chilled beam cooling system - a first for the City of San Diego - and achieved LEED Silver designation. Using the design-build delivery method, the team completed the project under budget and on schedule.

BUILDING UNDER \$10 MILLION RENOVATION

FLOWERY BRANCH ELEMENTARY SCHOOL RENOVATIONS

Carroll Daniel Construction Company
Flowery Branch, GA

Carroll Daniel Construction Company completed an interior gutting and re-roofing, and installed all new mechanical and electrical systems, walls, and flooring, in just eight weeks at Flowery Branch Elementary School. The school's roof had been leaking for years, and the county was under pressure to renovate the school before the damage posed a health risk. However, in order to avoid disrupting the school's operations, construction had to be completed during the summer break. In addition to the roof, work included replacing all ceilings, ductwork, light fixtures, HVAC units, flooring, and finishes. The team also ran a new fire line onto the site, and installed hydrants and a new sprinkler system. When work began, the construction team discovered that 70 percent of the entire roof deck had to be modified or replaced, which threatened to derail the project schedule. With the support of a skilled roofing contractor, the construction team completed the renovations on schedule, under budget, with zero lost time due to accidents.



BUILDING NEW \$10 TO \$99 MILLION

THE CLUBHOUSE AT DOMAINE SERENE

A.C. Schommer & Sons
Dayton, OR

This winery Clubhouse in the Pacific Northwest was inspired by Chateau de la Cree, a 15th-century estate in Santenay, Burgundy. The owners wanted to draw on the old-world construction materials blended with state-of-the-art techniques. The Domaine Serene Winery is known for Pinot Noir and Chardonnay, and the new visitor center and tasting room is a gift to the members of the winery, featuring old-world wine caves that required a unique design to meet current seismic and fire regulations. The team worked with third-generation contractors and retired craftsmen to learn new plaster techniques, and utilized interior dehumidifiers and propane heaters to allow the plaster to cure properly in the wet climate. This project required innovative material techniques and proactive problem solving. The Schommer & Sons team delivered this project to the family-owned winery on time and within budget, using the latest in construction advancements and safe building practices.

BUILDING RENOVATION \$10 TO \$99 MILLION

PROMEDICA HEADQUARTERS

Rudolph Libbe Group
Toledo, OH

Listed on the National Register of Historic Places, the 19th century Steam Plant sat empty for 30 years before being purchased by ProMedica. Now serving as the new headquarters campus for ProMedica, it required extensive renovations of the 78,465-square-foot Toledo Edison Water Street Station and the 102,101-square-foot five-story former KeyBank building. The crew preserved the Station building shell while removing the roof, east wall, and two smokestacks, and added a three-story, 45,000-square-foot addition with an open ceiling design. For the KeyBank building, the team completed a total interior renovation to create office space, as well as a YMCA and restaurant space. It now serves as a state-of-the-art workplace for one thousand employees of ProMedica. Due to meticulous planning and sequencing, the construction team ensured the safety of the workers and the 19th century building's structural integrity, while delivering to the Toledo community a symbol of rebirth for the downtown area and a catalyst for future development.

BUILDING NEW OVER \$100 MILLION

MERCEDES-BENZ STADIUM

Holder-Hunt-Russell-Moody, JV
Atlanta, GA

This Holder-Hunt-Russell-Moody joint venture project resulted in a stadium that provides up to 72,000 seats for National Football League and Major League Soccer games, expandable to 80,000 seats for marquee events. The stadium features a 59-foot high digital halo video board and a first-of-its-kind aperture style roof, which required more than 30 steel fabricators from across the globe. The team was selected after a design competition, which did not include any input on cost, schedule, or constructibility, but did promise an end date of Fall 2017 and \$1 billion budget. To address these issues, the team led a two-day all-hands-on-deck meeting that resulted in a new challenge to revise the design to incorporate the value analysis ideas required to maintain the project within an updated scope and budget, with no change in the end date. Using a variety of industry-leading practices, including owner management, BIM, virtual design and construction, laser scanning and reality capture, drones, and mobile onsite technologies, and in collaboration with the owner and more than 40 design firms, the team managed the ongoing design releases to enable just-in-time construction per the compressed schedule.

BUILDING RENOVATION OVER \$100 MILLION

LOGAN INTERNATIONAL AIRPORT - TERMINAL E RENOVATION AND ENHANCEMENTS

Suffolk
Boston, MA

Terminal E at Logan Airport opened in 1974, accommodating 1.4 million international passengers through 12 gates. In 2015, the same terminal serviced 5.5 million passengers. In order to meet increased demand, the terminal required not only more space for passengers, but also for larger aircraft. Suffolk constructed a 96,500 gross-square-foot New Large Aircraft Wing with three gates that include innovative two-level aircraft boarding jet bridges and vertical circulation nodes, new departure concourse hold rooms; and new arrivals level de-boarding areas connecting to the existing Customs Hall. The addition includes a fourth level that houses three new Airline Clubs that passengers can board flights from directly. The project included a renovation of the existing terminal, as well as an expansion. The crew renovated three existing gates, immigration facilities, and public restrooms, while implementing several configuration and design enhancements. The new space includes open atriums and improved accessibility thanks to 15 new elevators and escalators. Suffolk utilized lean design and construction principles to facilitate collaboration, including on-boarding, co-locating the entire team during the design and construction phases. This practice helped the project team to design and build the project in record time, with construction completed within a compressed 13-month schedule.

LITTLE CAESARS ARENA

Barton Malow Hunt White

Detroit, MI

A joint venture between Barton Malow and Hunt resulted in a new sports entertainment district to serve as the home of the Detroit Red Wings and Detroit Pistons, and play host to countless other sports, entertainment, and community events. Part of the unique approach to this project included ensuring that the impact of this massive project would stay within the community, benefiting the workforce, the city and the state of Michigan. Therefore, 94 percent of contracts were awarded to Michigan companies, which equates to nearly \$700 million that has been pumped into the local economy. In addition, 600,000 hours of work were logged by Detroit construction workers throughout the project. The commitment to utilizing the local community required training, and as a result, 836 apprentices were trained in new skills that will support their future careers. These apprentices represented over 15 percent of arena construction workforce, which is more than double a typical project of this size and more than any other construction project in Michigan during the same time period. Over 4,500 Michigan residents worked on Little Caesars Arena. The final project serves as an anchor to The District Detroit, a 50-block development bringing new businesses, restaurants, green spaces and event destinations.

LONGWOOD GARDENS MAIN FOUNTAIN GARDEN REVITALIZATION

Bancroft Construction Company

Kennett Square, PA

The Main Fountain Garden was designed and constructed in the 1920s under the direct supervision of Longwood Gardens' founder Pierre S. du Pont. It was intended to mimic the numerous fountain gardens found in Europe. This project sought to preserve and restore the timeless beauty of the original garden and incorporate innovative technologies and techniques. This required a complete rebuild of mechanical and electrical systems, state-of-the-art fountains and lights, major hardscaping and landscaping, as well as structural soil systems. In addition, the team added new architectural elements, including a new stair at the East Wall, a Grotto at the Loggia, and a new trellis bridge. The work required much research and exploration early on to conceal the required subterranean world that supported the rehabilitation, which includes nearly 1,400 linear feet of tunnels. The project also required input from a diverse group of experts based all over the country, including fountain experts, historical conservators, horticulturalists, soil scientists, and lighting and audio experts. Their collaboration resulted in unique basketweaves, spinning nozzles, horticulture, acoustics, soils, MEP systems, LED lights and custom fountain equipment sourced from multiple international vendors.

DESIGN-BUILD BUILDING

VENTURA COUNTY MEDICAL CENTER HOSPITAL

Clark Construction Group
Ventura, CA

The Ventura County Medical Center is one of the most technologically advanced facilities in the nation, featuring a fully-integrated, comprehensive healthcare system for acute care, clinical and specialty services. Clark Construction Group designed and constructed a four-story, 230,000 square-foot hospital wing to replace a portion of the hospital built in the 1950s. It includes 128 private beds and seven operating rooms. Designed to achieve LEED® for Healthcare Silver certification, the facility supports numerous medical services, including emergency, surgery, obstetrics, intensive care, neonatal intensive care, pediatric intensive care and imaging. The team added a new central utility plant and loading dock to the campus. In addition to overcoming challenges related to working around an operational hospital, the crew utilized an innovative design-build approach to meet the client's four-year accelerated project schedule, relying on integrated project delivery and lean strategies. At the same time, the project team members participated in many service projects and built goodwill within the community.

FEDERAL & HEAVY NEW

FOLSOM DAM AUXILIARY SPILLWAY (PHASE IV)

Kiewit Infrastructure West Co.
Folsom, CA

As part of the \$900 million Folsom Dam Auxiliary Spillway Program, Phase IV included construction of a new 4,000 foot-long by 180-foot-wide emergency spillway adjacent to the Folsom Lake Dam. It took Kiewit more than 1.1 million craft man hours to complete the project, which included a 1,100-foot-long approach channel, 2,000 foot-long upper spillway channel, 900 foot-long step chute, and a 200 foot-long stilling basin. The team utilized drones to conduct 3-D mapping of the rock foundation, which improved the safety of the operations and created a more accurate product. The project is a cooperative effort between the U.S. Army Corps of Engineers and U.S. Department of the Interior. Working side-by-side over 41 months, the Corps and Kiewit identified and mitigated project risks and delivered an extremely complicated project ahead of schedule and under budget. Kiewit worked over three years with a recordable frequency rate of 0.18 and a Days Away and Restricted or Transferred Case incident rate of 0.20, one of the best the Corps has experienced. Scheduling was a critical component to the project, as its critical path included 130 activities, many of which overlapped and required multiple work operations to take place at the same location. Despite these challenges and the addition of substantial amounts of contract scope, creative work sequencing and resource management allowed the project to finish four months early.



COMMERCIAL CREW TRANSPORTATION CAPABILITY AT SPACE LAUNCH COMPLEX 41

Hensel Phelps

Cape Canaveral AFS, FL

NASA's Commercial Crew Transportation Capability project was designed to retrofit the Launch Complex-41 to accommodate the new CST-100 Starliner Space Capsule and provide safe access to and from the International Space Station. While keeping the complex fully operational, Hensel Phelps constructed a new Crew Access Tower, a Crew Access Arm, and modified the platforms inside the existing Vertical Integration Facility building adjacent to the Launch Complex. The Crew Access Tower supports the Crew Access Arm, which is moveable by a hydraulic system, and will allow future Astronauts easy access to the capsule. The platforms inside the integration facility, where launch vehicles are assembled, were renovated to fit the outer mold of the new capsule. The construction team completed the work in two phases; the Commercial Crew Integrated Capability took two years and included the design and preplanning to complete the project's second phase. In addition to designing and building a one-of-a-kind structure, the team also had to develop a plan to construct the tower and make modifications to the launch pad without disrupting unmanned mission launches that occurred every four to six weeks. Hensel Phelps took the lead on creating an achievable schedule. Designers inspected the integrity of the Crew Access

Tower after each of the 17 launches that took place during the construction phase to ensure that nothing was compromised from the rocket blast just 43 feet away. The completed Crew Access Tower stands 250 feet tall and features a 30-foot hydraulic egress arm that is capable of a 120.8-degree swing radius to bring Astronauts within 10 inches of the outer platform on the capsule.

HIGHWAY & TRANSPORTATION UNDER \$10 MILLION NEW

OATMAN - TOPOCK (OLD US 66) SACRAMENTO WASH

Pulice Construction

Topock, Mojave County, AZ

Following thirty-three days of road flooding over a two-year period, Old US Route 66 required 1,400-foot of roadway improvement, including elevating it approximately ten feet, and a new 114-foot, single-span bridge. Utilizing Accelerated Bridge Construction methods and prefabricated bridge elements, the construction team completed the bridge with just 87 hours of closure - nine hours under the window allowed - saving local motorists \$2.6 million in detour expenses. To save time, crews fabricated the bridge in Phoenix, and transported it in sections to the construction site, which was roughly four hours away. The temporary assembly off-site allowed the team to realize and resolve any potential issues. Likewise, local subcontractors that could easily travel to the remote construction site helped the team meet project schedules and achieve high quality results. The site is between environmentally-sensitive areas, which required careful planning to overcome space-constraints. The team brought in components on an as-needed basis during the sequencing of construction, which required simultaneous bridge and road work to meet the schedule. Two earthmoving equipment and personnel spreads eliminated the need for equipment to continually pass through the bridge construction site and provided redundancy in the event of equipment breakdowns. This allowed more working area for the structures, crews, and cranes and also accelerated the roadway construction, while also minimizing safety risks posed by earthmoving equipment traversing the structures area.

HIGHWAY & TRANSPORTATION NEW

SELLWOOD BRIDGE REPLACEMENT

Sundt/Slayden Joint Venture

Portland, OR

This Sundt/Slayden joint venture required reconstructing a 2,000-foot-long bridge - originally built in 1925 - that crosses over the Willamette River from Sellwood to West Portland. The bridge's age and deficiencies meant that buses and trucks could not use it, and its narrow lanes and sidewalks made it unpleasant for pedestrians and difficult for drivers to maneuver. The team used multiple complex phases, and even relocated the old Sellwood Bridge for temporary use during construction, to prevent road closures and allow public access to OR-43. The new bridge features an open steel deck arch structure, six-foot-wide cycle lanes, and two 12-foot-wide sidewalks, as well as two vehicle lanes in each direction, allowing plenty of space for all modes of travel. Before it was reconstructed, Sellwood Bridge had many deficiencies including narrow travel lanes and one restricted sidewalk. There were no shoulders or bike facilities, and tight access turns. The bridge also had weight restrictions, was not designed to withstand earthquakes and a landslide on the west end was compromising the structure. The new bridge is designed to the latest seismic standards and construction engineering.

HENNEPIN COUNTY FRANKLIN AVENUE BRIDGE RESTORATION

Kraemer North America
Minneapolis, MN

The Franklin Avenue Bridge is a nearly one hundred-year-old, 1,050-foot-long bridge crossing the Mississippi River. A vital link in the community, the bridge serves as a connection between two major pedestrian and bike corridors on either side of the river and stands beside the University of Minnesota, in addition to a vehicular connection across the river. Despite advanced degradation, the community's reliance on the bridge made closing it an unattractive option. However, Kraemer's accelerated bridge construction techniques reduced the closing time from two years to just four months. The construction team used prefabricated bridge elements and systems consisting of 43 precast spandrel cap beams, 350 deck panels, and 163 ornamental rail panels to replace the bridge deck and spandrel cap beams in 116 days. An onsite casting facility allowed the team to fabricate and test 350 unique deck panels that were later floated in on barges and placed with cranes. The prefabricated elements remained true to the bridge's defining historic features, including lights, exterior ornamental railings, and restored river pier overlooks. The new bridge features two, 12-foot vehicular lanes on the west end and four, 11-foot vehicular lanes on the east end.

HAZLEHURST 72MWDC SOLAR FACILITY

McCarthy Building Companies, Inc.
Jeff Davis County, GA

McCarthy Building Companies was selected to build a facility to house a 480-acre, 72-Megawatt solar energy plant that utilizes more than 630,000 solar panels - the largest to date in the state of Georgia. The facility was designed to provide enough low-cost, renewable power to serve more than 8,500 households each year. It took eight months to build the structure, on time and within budget, despite an expanded project scope, delayed start, and isolated geographic location. McCarthy committed to using the local workforce on the project, which also required training an inexperienced team of about 300 people. The size and timeline of this project required innovative techniques, which included technology such as BIM 360 and a Green Power Monitor SCADA system. The team also relied on a unique approach to teamwork: a competition between two teams split by a stream on the site, with 10 blocks on one side and nine on the other. The facility is the second solar facility to be completed by the partnership between Green Power EMC and Silicon Ranch. Combined with this project, the two make Jeff Davis County one of the top solar communities in the United States.

CHILHOWEE DAM NORTH EMBANKMENT REMEDIATION PROJECT

Barnard Construction Company, Inc.
Tallalasee, TN

The Chilhowee Dam on the Little Tennessee River is approximately 50 miles south of Knoxville, Tenn., and was constructed in the late 1950s. It generates hydroelectric power and controls lake levels. The lake, typically bustling with recreational use, had been off-limits to the public due to geotechnical investigations that drew the levels 40 feet below normal operating range. Throughout the remediation project, the team overcame complex conditions, sensitive environmental areas, high levels of public interest and tight schedule constraints. The project also generated continuous in-depth involvement of the Federal Energy Regulatory Commission. The construction team excavated 40 feet of the dam's earthen embankment, which required skilled equipment operators and close coordination between surveyors, engineers, and field personnel to prevent over-excavation and allow for material sampling and data acquisition. Next, crews placed a concrete slab for large equipment to access the north embankment area and installed 88 secant piles, which included an arc wall, an impervious water barrier, and a secant pile box. The most daunting challenge involved excavating inside the secant pile box, then backfilling it, before rebuilding the zoned earthen embankment. Upon completion, the lake was refilled and re-opened to visitors.

TRUNK HIGHWAY 53 RELOCATION

Kiewit
Virginia, MN

This project, which includes 3.2 miles of new roadway and an overpass bridge, was required to relocate U.S. Highway 53 in Minnesota to allow for iron ore to be mined from beneath the roadway. The tallest bridge in the state - 200 feet-high - stretches 1,132 feet across a water-filled Rouchleau open pit iron mine that provides drinking water for nearby cities. This required special care to protect the city's public water supply, as well as other challenges: there was limited access to the site due to nearly vertical rock face walls, and a harsh Minnesota climate, which can reach -40 degrees Fahrenheit. Although the timeline for this project was compressed, the crew delivered the project five weeks ahead of schedule and on budget, without any safety incidents. A temporary causeway allowed the construction team to avoid moving large marine equipment and building a temporary floating bridge in order to access a pier or set girders. The rock causeway was built in the pit and allowed much of the work to be performed as land-based rather than marine-based, saving \$2 million. While the many people working on the project brought more business to the community, the economic impact went beyond restaurants and hotels, as 21 of the 22 major subcontractors were local to the region. Kiewit's safety program kept those subcontractors and other members of the crew safe with the focus "Nobody Gets Hurt." In 334 thousand man-hours, there were no lost-time or recordable incidents.

OHIO RIVER BRIDGE EAST END CROSSING

Walsh-Vinci Construction Joint Venture
Southern Indiana; Louisville, KY

The Ohio River Bridges Project – East End Crossing connects Prospect, Kentucky to Utica, Indiana via a twin-bore tunnel and a cable-stayed bridge. This project resulted from a long-standing plan between the State of Indiana and the Commonwealth of Kentucky. It is critical to improving mobility in these regions, as well as improving safety, alleviating traffic congestion, and stimulating the economy in the entire region. It is the largest bi-state transportation project ever between the two states and was completed as part of a joint venture between Walsh and Vinci Construction. The team delivered the project on time and within budget, despite record floods in the area during the course of construction. The project included an extensive aesthetic study to ensure the views and character of the area was preserved, and was designed to accommodate additional lanes, if required in the future. In addition to the eight miles of new terrain highway and 1,700-foot tunnels under historic property, the project includes a pedestrian and bike path and employed approximately 1,200 local workers.

PHASE IV – REMEDY IMPLEMENTATION, GLOUCESTER, MA

Charter Contracting Company
Gloucester, MA

Partnering with the National Grid, Charter completed this \$30 million, multi-scope project at the most congested, industrial, and commercial waterfront in the country. The project goals went beyond a cleanup to enhancing the environment and the project's surroundings for the adjacent community, including replacing four main piers and reconstructing the seawall by installing 2,000 square-feet of granite blocks. Charter demolished 3,000 square-feet of the granite block seawall; removed 2,900 square-feet for cataloging for historical purposes, cleaning and reuse; and transported the remaining debris for disposal. The work was performed both along the historic waterfront and the upland and northshore area extending across 12 acres. Ultimately, Charter completed dredging, capping, dewatering, transportation, and reconstruction of the waterfront over multiple construction seasons. This required working within a constrained footprint with no laydown area while mitigating the impact on the waterfront, as well as businesses, residents, and visitors. Charter and National Grid worked together to ensure each task was executed to not only minimize impact, but to provide the best possible outcome for habitat and the environment. The complexities of the work and its proximity to the water required the team to be vigilant, including shutting down dredging operations for four months each season to accommodate fish windows. To compensate for the lost time, crews worked 24-hours per day, in double shifts, within 10-foot tides to excavate sediments and debris to a depth of 35 feet. From January to March of 2017 alone the team worked 65,000 safe hours; there were no incidents throughout the entire project.



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CATEGORIES

For the first eight categories listed you will be asked to distinguish between new or renovated projects.

Building (under \$10 million)	Federal & Heavy
Building (\$10 million to \$99 million)	Highway & Transportation
Building (\$100 million or more)	Highway & Transportation (under \$10 million)
Construction Management	Utility Infrastructure

For the following five categories, as well as for the Marvin M. Black Partnering Excellence category, there is no distinction between new or renovated projects.

Construction Management Civil	Environmental Enhancement
Design-Build Building	International
Design-Build Civil	

The 2019 Construction Risk Partners Build America competition is open to general contractors and specialty contractors who are current members of an AGC chapter working as prime contractors for projects completed between November 1, 2017 and November 1, 2018. All submitting companies, including all parties of a joint venture, must be AGC member firms. Membership with the local AGC chapter in the area of the project is highly valued and may merit extra consideration during the judging process.

CONSTRUCTION RISK PARTNERS

Joe Charczenko, Partner,

Excellent. Safe. Innovative. On-Time. These are words AGC contractors strive to achieve and live by every day. They are the same words your fellow construction leaders use to judge the winners of an Construction Risk Partners Build America Award. I encourage each member of the AGC to participate, apply and become a part of the Build America Award program. It is a unique and small set of contractors, contractors defined by excellence, safety, and innovation; all qualities we at Construction Risk Partners also strive to achieve on behalf of our clients. Being acknowledged by your peers with an Construction Risk Partners Build America Award is a proud moment for your construction firm and your project management teams. When the Award application process starts this summer, please consider submitting an application. Application information is available at www.agc.org/awards. See you next year in Denver.

MARVIN M. BLACK PARTNERING EXCELLENCE

The AGC Build America Marvin M. Black Partnering Award will be presented annually to construction project(s) that epitomize the principles of partnering. The goal of this category is to identify excellence in partnering, honor stakeholders and celebrate success while perpetuating the partnering process.

Those honored with this Build America award stand out for their ability in the following areas:

- Signing a formal partnering charter
- Adherence to the principles of partnering
- Achieving a common goal
- Honoring all stakeholders
- Resolving conflict
- Incorporating team-building activities
- Perpetuating the partnering process
- Team building
- Improved communications
- Conflict resolution
- Delivery of quality to the project
- General and specialty contractors working as the prime contractor must be AGC members in good standing.
- All members of the joint venture must be AGC members in good standing.

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THE CONSTRUCTION RISK PARTNERS BUILD AMERICA AWARDS

The Construction Risk Partners Build America Awards have always showcased the best of construction. Past winners have rebuilt earthquake-damaged highways and bridges, renovated historic structures along “Main Street America,” built state-of-the-art stadiums and hospitals, constructed new public works and revitalized aging infrastructure across this great nation. The Construction Risk Partners Build America Awards also include a “Partnering Excellence” category to recognize those projects best epitomizing the principles of partnering. Inspired by AGC’s Past President Marvin M. Black, the inclusion of partnering into the Build America Awards represents a timely and unified celebration of the construction industry’s finest. For the 2019 Awards, all entries must be submitted at www.agc.org/awards no later than Wednesday, October 24, 2018

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For Build America Awards information, including deadlines, criteria and to submit your project, go to www.agc.org/awards.

