











BUILDING NEW (UNDER \$20 MILLION) PHILLIPS FUNDAMENTAL LEARNING CENTER

Martin K. Eby Construction Wichita, Kansas

BUILDING RENOVATION (UNDER \$20 MILLION) THE ALLEN

Guido Construction San Antonio, Texas



BUILDING NEW (\$20 MILLION TO \$75 MILLION)

METHODIST RICHARDSON MEDICAL CENTER EMERGENCY DEPARTMENT VERTICAL EXPANSION

Skiles Group Richardson, Texas BUILDING RENOVATION (\$20 MILLION TO \$75 MILLION)

CITY FOUNDRY STL TENANT IMPROVEMENT WORK

Integrate Construction Partners
St. Louis, Missouri







BUILDING NEW (\$76 MILLION TO \$125 MILLION)

FORT BEND COUNTY EPICENTER

Satterfield & Pontikes Construction
Rosenberg, Texas

BUILDING RENOVATION (\$76 MILLION TO \$125 MILLION)

BOSTON MEDICAL CENTER, YAWKEY 5 AND 6 INPATIENT EXPANSION

Walsh Brothers, Incorporated Boston, Massachusetts



BUILDING NEW OR RENOVATION (\$126 MILLION OR MORE)

NASHVILLE INTERNATIONAL AIRPORT TERMINAL LOBBY AND INTERNATIONAL ARRIVALS FACILITY

Hensel Phelps

Nashville, Tennessee

CONSTRUCTION MANAGEMENT NEW (UNDER \$99 MILLION)

THE BURNETT SCHOOL OF MEDICINE AT TCU - ARNOLD HALL

Linbeck Group, LLC Fort Worth, Texas







CONSTRUCTION MANAGEMENT RENOVATION (UNDER \$99 MILLION)

MSU TOM IZZO FOOTBALL BUILDING

Granger Construction Company
East Lansing, Michigan

CONSTRUCTION MANAGEMENT NEW OR RENOVATION (\$100 MILLION OR MORE)

MIDTOWN UNION

Brasfield & Gorrie Atlanta, Georgia



DESIGN-BUILD BUILDING (UNDER \$100 MILLION)

UNIVERSITY OF WISCONSIN-MADISON CAMP RANDALL SOUTH END ZONE RENOVATION

JP Cullen Madison, Wisconsin DESIGN-BUILD BUILDING (\$100 MILLION OR MORE)

KANSAS CITY INTERNATIONAL AIRPORT NEW SINGLE TERMINAL AND GARAGE

Clark/Weitz/Clarkson, A Joint Venture Kansas City, Missouri









CONSTRUCTION MANAGEMENT CIVIL LYNNWOOD LINK EXTENSION L300

SKANSKA

Shoreline, Montlake Terrace and Lynnwood, Washington

DESIGN-BUILD CIVIL

HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT PLANE TRAIN TUNNEL WEST EXTENSION

Clark-Atkinson-Technique, a Joint Venture Atlanta, Georgia





ENVIRONMENTAL ENHANCEMENT

VIGOR SHIPYARDS SW YARD NRD HABITAT PROJECT

Orion Marine Contractors Seattle, Washington

FEDERAL & HEAVY NEW

DIVERSION INLET STRUCTURE

Ames Construction Horace, North Dakota







FEDERAL & HEAVY RENOVATION

DALLAS FLOODWAY - 277K LEVEE RAISE

Kiewit Infrastructure South Co.
Dallas, Texas

HIGHWAY & TRANSPORTATION NEW (UNDER \$20 MILLION)

COLUMBIA RIVER CARBONATES NEW MARINE TERMINAL

Advanced American Construction, Inc.
Woodland, Washington



HIGHWAY & TRANSPORTATION RENOVATION (UNDER \$20 MILLION)

MCKELLIPS RD- STATE ROUTE 101 LOOP (SR 101L) TO ALMA SCHOOL ROAD

Pulice Construction, Inc. Mesa, Arizona HIGHWAY & TRANSPORTATION RENOVATION (\$20 MILLION TO \$100 MILLION)

BROADWAY PROGRESSIVE DESIGN-BUILD

Sundt Construction San Antonio, Texas







HIGHWAY & TRANSPORTATION NEW (\$100 MILLION OR MORE)

SOUND TRANSIT - L200 LYNNWOOD LINK EXTENSION

Stacy Witbeck / Kiewit, a Joint Venture Seattle, Washington

HIGHWAY & TRANSPORTATION RENOVATION (\$100 MILLION OR MORE)

SEA BAGGAGE OPTIMIZATION PHASE 2

Hensel Phelps Construction Co. SeaTac, Washington



UTILITY INFRASTRUCTURE NEW

SOUTH DAKOTA CAPITOL LAKE DREDGING PROJECT

Morris, Inc.

Pierre, South Dakota

UTILITY INFRASTRUCTURE RENOVATION

BIG CREEK WATER RECLAMATION FACILITY (WRF) EXPANSION

Archer Western -Brown and Caldwell, JV Roswell, Georgia







SPECIALTY CONTRACTOR

CALTRAIN PENINSULA CORRIDOR ELECTRIFICATION PROJECT

Modern Railway Systems San Francisco Peninsula, California

RAPID RESPONSE PROJECT

CALTRANS I-10 EMERGENCY FIRE PROJECT

Griffith Company
Los Angeles, California



MARVIN M. BLACK EXCELLENCE IN PARTNERING AND COLLABORATION (PROJECTS UNDER \$20M)

COLUMBIA RIVER CARBONATES - NEW MARINE TERMINAL

Advanced American Construction, Inc.
Woodland, Washington

MARVIN M. BLACK EXCELLENCE IN PARTNERING AND COLLABORATION (BUILDING PROJECTS \$20M AND ABOVE)

UNIVERSITY OF WISCONSIN-MADISON CAMP RANDALL SOUTH END ZONE RENOVATION

JP Cullen
Madison, Wisconsin

MARVIN M. BLACK EXCELLENCE IN PARTNERING AND COLLABORATION (CIVIL PROJECTS \$20M AND ABOVE)

NORTHWEST PHASE II LIGHT RAIL EXTENSION PROJECT

Kiewit-McCarthy, a Joint Venture
Phoenix, Arizona

43RD ANNUAL 2025 BALDWIN GROUP BUILD AMERICA AWARDS

Wednesday, April 9 | 7:30 AM | AGC ANNUAL CONVENTION | Columbus, OH

WELCOME

Tom Brown, AGC President

SPONSOR'S MESSAGE

Joe Charczenko
Partner & Construction Practice President
The Baldwin Group

2025 AWARDS CEREMONY

Merit Awards
The Baldwin Group Build America Awards
Marvin M. Black Excellence in Partnering and Collaboration Awards

GRAND AWARD PRESENTATION

The Baldwin Group Build America Grand Award

WELCOME...

...TO THE 2025 BALDWIN GROUP BUILD AMERICA AWARDS CEREMONY.

The Baldwin Group is a proud supporter of the Association of General Contractors (AGC) and the 2025 Build America Awards.

The AGC, its member companies, and the Build America Awards represent excellence in the construction industry. Today, we recognize the innovation, design, planning, and delivery of these projects, which have resulted in structures that will be admired for decades to come. On behalf of all of us at The Baldwin Group, we would like to extend our sincere congratulations to all the organizations and individuals who participated.

The complexities and ingenuities of the Build America Awards projects are indicative of the rapidly changing construction industry. New technology, alternative delivery methods, an evolving workforce, advancements in automation, and emerging risks remain an ongoing challenge. As an organization, we are proud to partner with the AGC and its member companies in developing construction surety, insurance, and risk management solutions in this evolving landscape.

In closing, we would like to thank our client, carrier and strategic partners for their continued trust and support. As an organization, we remain committed to delivering best-in-class service, and we look forward to future of collaboration and innovation.

Best regards, Joe Charczenko Partner & Construction Practice President The Baldwin Group

About the Baldwin Group

The Baldwin Group is a full-service insurance and surety brokerage firm with a singular focus in the construction industry. Our specialization enables us to maintain a deep understanding of each client's business environment, allowing us to quickly identify and evaluate the risks to their business and design customized products and services that deliver unique value. We are a nimble, solutions-based company that is solely motivated to help our clients achieve their goals and objectives.

For further information about the Baldwin Group, please visit our website www.baldwin.com and follow us on LinkedIn at the Baldwin Group.

THE BALDWIN GROUP BUILD AMERICA AWARDS

THE CONSTRUCTION INDUSTRY'S "OSCARS"

For 43 years, the Baldwin Group 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 18 Merit Award winners and 29 Baldwin Group Build America Award winners representing some of the best new and renovation construction projects this year in the following categories: Building Under \$20 million; Building \$20 million to \$75 million; Building \$76 million to \$125 million; Building Over \$126 million; Construction Management Under \$99 million; Construction Management \$100 million or More; Construction Management Civil; Design-Build Building; Design-Build Civil; Environmental Enhancement, Federal & Heavy Construction; Highway & Transportation Under \$20 million; Highway & Transportation \$20 million to \$100 million; Highway & Transportation \$100 million or more; Utility Infrastructure Construction; Specialty Contractor; Rapid Response, and the Marvin. M. Black Partnering Excellence Award Building Project \$20 million or more, and Marvin M. Black Partnering Excellence Award Civil Project \$20 million or more.

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 the 2026 Baldwin Group 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 2025 BALDWIN GROUP BUILD AMERICA AWARDS!

2025 BUILD AMERICA MERIT AWARD WINNERS

BUILDING NEW (UNDER \$20 MILLION)

The Nest at Saddleback Mountain PC Construction
Sandy River Plantation, Maine

BUILDING NEW (\$76 MILLION TO \$125 MILLION)

DPS Murray-Massenburg Elementary School LeChase Durham. North Carolina

CONSTRUCTION MANAGEMENT NEW (UNDER \$99 MILLION)

Nexus Health MOB and Cancer Center Skiles Group Santa Fe, New Mexico

CONSTRUCTION MANAGEMENT RENOVATION (UNDER \$99 MILLION)

Toomer Elementary School Renovations and Additions Carroll Daniel Construction Company Atlanta, Georgia

CONSTRUCTION MANAGEMENT NEW OR RENOVATION (\$100 MILLION OR MORE)

Intermountain Health Lutheran Hospital Barton Malow Wheat Ridge, Colorado

ENVIRONMENTAL ENHANCEMENT

Blacklick Woods Metro Park Canopy Walk and Tower Setterlin Building Company Columbus, Ohio

FEDERAL & HEAVY NEW

Cle Elum Dam Fish Passage Juvenile Facility Intake Structure, Helix & Gate Chamber Garco Construction, Inc. Ronald, Washington

FEDERAL & HEAVY RENOVATION

NASA Stennis Space Center Navigation Lock-Miter Gate Rehabilitation Massman Construction Co. Hancock County, Mississippi

HIGHWAY & TRANSPORTATION NEW (UNDER \$20 MILLION)

Lahaina Small Boat Harbor Ferry Pier Improvements Healy Tibbitts Builders, Inc. Lahaina, Maui

BUILD HAWAII WINNER

HIGHWAY & TRANSPORTATION NEW (\$20 MILLION TO \$100 MILLION)

Birmingham Air Cargo Facility Stone Building Company Birmingham, Alabama



HIGHWAY & TRANSPORTATION RENOVATION (\$20 MILLION TO \$100 MILLION)

Virgin River Bridge No. 1 Kiewit Infrastructure West Co. Littlefield, Arizona

HIGHWAY & TRANSPORTATION NEW (\$100 MILLION OR MORE)

Northwest Phase II Light Rail Extension Project Kiewit-McCarthy, a Joint Venture Phoenix, Arizona

HIGHWAY & TRANSPORTATION RENOVATION (\$100 MILLION OR MORE)

Third Avenue Bridge Ames Construction Minneapolis, Minnesota

UTILITY INFRASTRUCTURE RENOVATION

1800 North Sewer Realignment Phase 2 Whitaker Construction Company Salt Lake City, Utah

SPECIALTY CONTRACTOR

Environmental Remediation & Debris Removal - Wales, AK ChemTrack Alaska, Inc. Wales, Alaska

INTERNATIONAL

New U.S. Embassy Windhoek, Namibia BL Harbert International, LLC Windhoek, Namibia

MARVIN M. BLACK EXCELLENCE IN PARTNERING AND COLLABORATION (BUILDING PROJECTS \$20M AND ABOVE)

Contra Costa County Administration Building B and Plaza Contra Costa County Martinez, California

MARVIN M. BLACK EXCELLENCE IN PARTNERING AND COLLABORATION (CIVIL PROJECTS \$20M AND ABOVE)

56th Avenue Travel & Safety Improvements: Peoria St. to Peña Blvd. Ames Construction, Inc. Denver, Colorado



2025 BUILD AMERICA AWARD WINNERS

BUILDING NEW (UNDER \$20 MILLION)

PHILLIPS FUNDAMENTAL LEARNING CENTER

Martin K. Eby Construction Wichita, Kansas

The new Phillips Fundamental Learning Center features three wings laid out in a radial pattern. It contains a dyslexia screening center, two high-tech teacher training studios, and a school for 200 students. Every element of the building is either curved or a radial line extending from a center dome ring structure. This includes the curved masonry and limestone base for the 50-foot spire that extends through the top of the dome. The Martin K. Eby team utilized a Robotic Total Station to help perform the complicated layout efficiently and accurately. The Learning Center project was completed with no recordable accidents for Eby or its subcontractors.

BUILDING RENOVATION (UNDER \$20 MILLION)

BUILDING NEW (\$20 MILLION TO \$75 MILLION)

THE ALLEN

Guido Construction San Antonio, Texas

The Guido Construction team renovated the Allen, a historic building, by lowering the second floor, adding structural supports, exposing original windows, and converting warehouse areas into office space. The team had to adhere to historic preservation standards, including matching flooring, bricks, and tiles to original materials, and even salvaging wood wall panels and staircases for reinstallation. The team uncovered a few hidden challenges during the project and maintained daily safety meetings to identify issues and ensure a safe workspace. They also had to contend with record-breaking temperatures by setting up cooling stations and fans throughout the site, and making water breaks mandatory.

METHODIST RICHARDSON MEDICAL CENTER EMERGENCY DEPARTMENT VERTICAL EXPANSION

Skiles Group Richardson, Texas

The Skiles Group team completed a two-story vertical expansion on top of an active, at-capacity hospital and emergency department. They added 15 new patient rooms, renovated the trauma unit, and relocated the pharmacy and lab. Skies used a phased implementation approach on the project, allowing the firm to complete key ER areas and treatment spaces early. The hospital remained operational throughout the project, creating space limitations and significant logistical hurdles. The team had to raise and relocate the hospital's mechanical, electrical and plumbing systems. They also had to move the elevator shaft, to accommodate the new structure. The team used a nearby parking garage as a laydown area and a tower crane to solve space and access complications. Skiles conducted training in using water containment kits and shutdown procedures to ensure safety during the project. There were no significant incidents during the 107,000 work hours required to build the project.



BUILDING RENOVATION (\$76 MILLION TO \$125 MILLION)

FORT BEND COUNTY EPICENTER

Satterfield & Pontikes Construction Rosenberg, Texas

This entertainment and sports center has already hosted many regional, national and international events. The space includes a multipurpose flex space and a covered outdoor pavilion that can easily accommodate sports courts, equestrian shows, or agricultural events. The centerpiece of the venue is an arena that holds up to 10,400 people for sports, concerts and more. The main arena also includes conference rooms, a ballroom, locker rooms, kitchens and concessions, as well as green rooms and communal spaces. Building the horseshoe-shaped arena and installing the 260-foot-long roof trusses presented a challenge to the team. Each truss weighs 160,000 pounds and required four cranes to simultaneously position the trusses into their supports, 100 feet above ground and susceptible to high winds. The S&P team used BIM with integrated Assemble software, to manage bids, estimating and scheduling. There were no lost-time safety incident during the over 300,000 work hours required to complete the project.

BOSTON MEDICAL CENTER, YAWKEY 5 AND 6 INPATIENT EXPANSION

Walsh Brothers, Incorporated Boston, Massachusetts

Walsh Brothers renovated the fifth floor and added a new sixth floor to the largest safety net hospital and busiest trauma center in New England. They added new ICU beds, an observation unit and operating rooms. Boston Medical Center was originally built in the 1970s and needed new beds to support an aging community and increasingly longer hospital stays that community requires. The Walsh Brothers team met with the Building Commissioner and fire officials ahead of submitting its building permit application, and shared plans to mitigate logistical challenges and risks. The team had to work over a major 4-lane thoroughfare and above occupied adult, neonatal and pediatric intensive care units. They established a loading zone with direct materials hoist, and used prefabricated curtainwall and headwall systems, saving time and money. There were no safety incidents in the over 293,000 workhours required to complete the project.

BUILDING NEW OR RENOVATION (\$126 MILLION OR MORE)

CONSTRUCTION MANAGEMENT NEW (UNDER \$99 MILLION)

NASHVILLE INTERNATIONAL AIRPORT TERMINAL LOBBY AND INTERNATIONAL ARRIVALS FACILITY

THE BURNETT SCHOOL OF MEDICINE AT TCU - ARNOLD HALL

Hensel Phelps Nashville, Tennessee Linbeck Group, LLC Fort Worth, Texas

Hensel Phelps completed the Nashville Airport project in two phases to open the space to passengers more quickly and provide revenue to the airport. The first phase involved renovating the terminal lobby, including installing a new and iconic airwave roof that provides cover for roadways and curbside access, and building a new pedestrian bridge. The second phase included the international arrivals facility and marketplace, which features contemporary dining and retail concessions, an inviting passenger hold room, mother's room, service animal relief space, prayer room and sensory room. The Hensel Phelps team built the new roof over the existing terminal. This eliminated the need for any retrofit and saved more than \$20 million. The new terminal includes a cutting-edge gueue management system that monitors passenger wait times and large-format digital screens at the 24-lane TSA checkpoint. Hensel Phelps completed the fiveyear project on time and within budget.

Arnold Hall is a learning and research hub for undergraduate medical students at Texas Christian University and the first off-campus facility for the school. Placed in the heart of Fort Worth's Medical Innovation District, the building puts students close to healthcare experts. It will also and soon open to graduate students as well as local hospital affiliates, making it an educational and entrepreneurial center. The Linbeck team used hundreds of thousands of pounds of bricks and cast stone to make sure the building is consistent with other TCU structures. The building also features 21 distinctive 25-foot arches. which required the Linbeck team to install 3,600 pounds of supporting steel. Despite unanticipated site impacts, Linbeck delivered the project under budget and one month early. Even better, there were zero lost time incidents during the 350,000 workhours required to build the project.

CONSTRUCTION MANAGEMENT RENOVATION (UNDER \$99 MILLION)

CONSTRUCTION MANAGEMENT NEW OR RENOVATION (\$100 MILLION OR MORE)

MSU TOM IZZO FOOTBALL BUILDING

Granger Construction Company East Lansing, Michigan

MIDTOWN UNION

Brasfield & Gorrie Atlanta, Georgia

Granger expanded and renovated the football building at Michigan State University, resulting in world-class training and team spaces, and engaging experiences for fans, alumni and recruits. The hallways, locker room, team rooms and lounge spaces of the new Tom Izzo Football Building are punctuated with sleek graphics and branding, along with entertainment and recliner seating where players can relax and bond with teammates. The Granger team had to do the work around and during the football season under an aggressive schedule. After demolishing a portion of the existing building, the Granger team completed 16 months of construction and renovations, using 7-day weeks and two shifts at times. Given the high-profile nature of the project, the worked closely with MSU's Women in Construction Student Builder Organization, and offered local high school students and others tours of the project.

This large mixed-use development project features an impressive 26-story office building, 26-story residential tower, 14-story hotel, 32,000 square feet of retail space, and 1,909 structured parking spaces set across an entire city block. Before work could begin, the Brasfield and Gorie team demolished an existing building that was located just five feet from an active daycare. During construction, the project team worked with the daycare owners to construct a protective steel and concrete structure to provide overhead coverage for the playground. The team had to deliver the three main towers and ground-level components simultaneously, so they used detailed scheduling techniques and a full-time scheduler for the project. At peak, they had more than 1,500 craft laborers and 30 supervisory employees working on site. Using its own, AGC Innovation Award winning Stuff That Can Kill You program, the Brasfield & Gorrie team had zero lost time incidents in the more than 385,000 workhours required to complete the project.

BUILD GEORGIA WINNER

DESIGN-BUILD BUILDING (UNDER \$100 MILLION)

DESIGN-BUILD BUILDING (\$100 MILLION OR MORE)

UNIVERSITY OF WISCONSIN-MADISON CAMP RANDALL SOUTH END ZONE RENOVATION

JP Cullen Madison, Wisconsin

JP Cullen completed the first major update to the University of Wisconsin's football stadium since 2005. The team replaced 6,000 bleacher seats with 2,500 premium seats, which now include access to hospitality clubs with indoor and outdoor spaces, new food and beverage offerings, and a climate-controlled environment. The project preserved the character of the surrounding stadium and the adjacent Field House. They replaced one-third of the roof of the adjacent Field House while keeping a second-floor mechanical room operational throughout the renovation. The JP Cullen team coordinated with the university to allow the space to host events during the project, including commencement. The team completed the work on budget in just nine months.

KANSAS CITY INTERNATIONAL AIRPORT NEW SINGLE TERMINAL AND GARAGE

Clark/Weitz/Clarkson, A Joint Venture Kansas City, Missouri

The new 1.1 million square-foot project includes a new, two-level, 40-gate terminal, parking structure, central utility plant, and improved landside and airside areas. The joint venture team of Clark Construction Group, The Weitz Company, and Clarkson Construction Company completed the project ahead of schedule and on budget. One of the greatest challenges of the project involved the 800-footlong headhouse with a wide front overhang located over an elevated roadway. The joint venture team used a precast wall with steel structure over the top and assembled its columns onsite. They lifted the entire overhang as one piece. In addition to meeting the city's goals for accessibility, inclusivity and diverse participation, the new terminal achieved LEED Gold certification.

Building Excellence Award from The Builders: A Chapter of AGC

LYNNWOOD LINK EXTENSION L300

SKANSKA Shoreline, Montlake Terrace and Lynnwood, Washington

This project extended Sound Transit light rail service by 3.7-miles to the new Lynnwood Transit Center. The Skanska team built 2.3 miles of elevated guideway, 1.4 miles of at-grade guideway, two elevated stations, and a parking structure. As the guideway runs alongside and crosses I-5, the team had to organize 14 full freeway closures during the project. Skanska also devised a temporary work platform over the highway, which reduced the number of closures overall. The team even had to find a way to overcome a shortage of semiconductors that would have delayed the installation of two key escalators by at least six months.

HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT PLANE TRAIN TUNNEL WEST EXTENSION

Clark-Atkinson-Technique, a Joint Venture Atlanta, Georgia

Clark Construction led this Clark/Atkinson/Technique joint venture to deliver a 700-foot tunnel extension for the Hartsfield-Jackson Atlanta International Airport. The tunnel extension makes it easier for the airport's passenger train to unload passengers and then start again. As a result, the train system can move an additional 2,000 passengers per hour, increasing its efficiency by 15-20 percent. The joint venture team had to do extensive horizontal and vertical construction, all beneath and around the world's busiest airport. The project team coordinated every detail with the client and airport stakeholders. They also provided innovative solutions to save time and money. For example, while the construction shaft and emergency escape was intended to be placed within twenty feet of the SkyTrain and MARTA stations, the team developed a solution to relocate it and decrease the overall cost and disruption.

VIGOR SHIPYARDS SW YARD NRD HABITAT PROJECT

Orion Marine Contractors Seattle, Washington

The Orion Marine team completed this aquatic habitat restoration project to restore habitat on Harbor Island and the Duwamish River ecosystem. The Vigor Shipyard site supported commercial and naval shipbuilding during both World Wars, leaving the site polluted. The team removed more than 6,000 creosote-treated pilings, contaminated soils and sediments, then creating new intertidal and marsh habitats. Crews operated around the clock to meet deadlines, completing nearly 24-hour shifts of dredging and placing armor rock to stay within the state-mandated window. The team built a first of its kind for an urban area embankment using dredged materials, layering the material with geogrid and rock. This method saved the project more than \$1 million in imported material costs.

DIVERSION INLET STRUCTURE

Ames Construction Horace, North Dakota

This diversion inlet includes three 50-foot wide Tainter gates, a vehicle service bridge, mechanical platform and control building – all designed to deliver floodwater into a 30-mile-long bypass channel from an upstream staging area. While work began in 2017, activities were halted for 19 months following a federal injunction imposed by the U.S. District Court of Minnesota. As a result, the Ames Construction team had to update permits and agreements, in addition to managing changes to the jobsite. The project took place below the groundwater table, so the Ames team used three levels of protection throughout the project. The team also incorporated foundation piling to overcome the "clay monster" soil known to the area, which does not support the required construction equipment.



HIGHWAY & TRANSPORTATION NEW (UNDER \$20 MILLION)

DALLAS FLOODWAY - 277K LEVEE RAISE

Kiewit Infrastructure South Co. Dallas, Texas

COLUMBIA RIVER CARBONATES - NEW MARINE TERMINAL

Advanced American Construction, Inc. Woodland, Washington

Kiewit Infrastructure South upgraded 23 miles of levees along the Trinity River to provide improved flood protection to the city of Dallas. Kiewit introduced innovative solutions to minimize slope failure and improve the safety of future maintenance activities and protect flood control structures from increased loads. As a result, the team was able to reinforce the levees without having to do extensive excavation, saving time and money. The team also used advanced modeling software to simulate slope stability under various conditions, allowing Kiewit to identify and mitigate risks early. And, the team created custom sealing solutions for three historic bridge crossings to ensure watertight protection at critical junctures to make sure the levee will not be compromised by water infiltration. Despite the complicated nature of this project, the team completed work 138 days ahead of schedule.

This brand-new terminal was built to offload calcium. carbonate, the first on the Columbia River in nearly 15 years. The project presented engineering and logistical challenges that the Advanced American Construction team managed with careful coordination and engagement with the owner. The team found an innovative way to build the project without having to do any offshore drilling. This saved money and enhanced the stability of the new structure. The team had to install two temporary H-piles to protect the project from the river's strong currents and avoid disturbing the nearby public beach. The team lifted over 300,000 pounds to certify the hoist crane, and installed a mechanized gangway on a mooring dolphin, which they assembled off-site to ensure a smooth installation. There were no reportable injuries or illnesses during the 19,000 work hours required for the project.

HIGHWAY & TRANSPORTATION RENOVATION (UNDER \$20 MILLION)

HIGHWAY & TRANSPORTATION RENOVATION (\$20 MILLION TO \$100 MILLION)

MCKELLIPS RD- STATE ROUTE 101 LOOP (SR 101L) TO ALMA SCHOOL ROAD

BROADWAY PROGRESSIVE DESIGN-BUILD

Pulice Construction, Inc. Mesa, Arizona Sundt Construction San Antonio, Texas

Soil conditions at the site posed a major challenge for Pulice's work to improve state road 101L in Mesa, A fivefoot sand layer -- sandwiched between cohesive soil and cobble -- caved off upon excavation, increasing the trench width from six feet to 18 feet wide. The Pulice team installed a trench box and used pre-planned detours to complete roadway improvements and install storm drains, a sewer line and water line. Throughout the project, the team maintained public access to local businesses located along the road corridor. Since the work took place on sovereign land within Native American territory and adjacent to a nest of the rare and endangered Desert Bald Eagle, the Pulice team was careful to protect the nearby environment and wildlife. In addition, the team processed 16,000 cubic yards of dirt on site, making it available for use on future projects while reducing their carbon footprint during the work.

The Sundt team reconstructed a one mile stretch of Broadway Street to add sidewalks, space for bicycles and mass transit to the critical artery that connects downtown to the northern inner-city neighborhoods. In addition to installing new traffic signals and drainage improvements, the Sundt team installed new utilities, landscaping and pedestrian lighting. The project required removing one of the traffic lanes while adding bike lanes and nine bus stops. The green infrastructure used to manage storm runoff helps remove pollution, slow the flow of stormwater runoff, reduce erosion and recharge groundwater. The team adapted to the ever-changing construction environment by using Subsurface Utility Engineering and BIM to drastically reduce the number of potential delays. There were no recordable safety incidents during the more than 290,000 workhours of the project, thanks to Sundt's jobsite-specific safety orientation and on-the-spot safety recognition program.



HIGHWAY & TRANSPORTATION RENOVATION (\$100 MILLION OR MORE)

SOUND TRANSIT - L200 LYNNWOOD LINK EXTENSION

Stacy Witbeck / Kiewit, a Joint Venture Seattle, Washington

SEA BAGGAGE OPTIMIZATION PHASE 2

Hensel Phelps Construction Co. SeaTac, Washington

The joint venture of Stacy Witbeck and Kiewit delivered this five-mile transit segment to bring new Sound Transit light rail service north from Seattle into Snohomish County. The joint venture team worked hard to coordinate with, plan and schedule the many different partners involved in the project. The transit extension includes four aerial guideway bridge structures, as well as eight miles of walls. The team installed ten miles of ballast and direct fixation track and constructed two stations and parking garages. The team contended with wildfires, the pandemic and a five-month concrete strike during the project. But by strategically resequencing the work and adding shifts, they managed to complete the project on schedule and on budget.

The Hensel Phelps team expanded and optimized the Seattle-Tacoma International Airport baggage handling system. The team completely removed the conveyor to one of the airport's terminals gates and replaced it with a temporary system. They also removed the isolated handling system systems and replaced and expanded the system for two other terminals. They installed an expanded Checked Baggage Inspection System and Checked Baggage Resolution Area. The project took place within the operational airport in phases to minimize disruptions. To complicate matters, the baggage conveyors needed to remain in operation throughout the project. The team began strategizing nine months in advance to develop a sequence and design concepts for the work. The baggage optimization will allow the airport to meet current and future growth projections.

SOUTH DAKOTA CAPITOL LAKE DREDGING PROJECT

Morris, Inc.
Pierre, South Dakota

This 10-acre lake is a prominent feature in the South Dakota state capitol complex. But over the years, the lake had filled over the years with approximately 32,000 cubic yards of sediment filled with highly concentrated pollutants. As a result, the Morris team had to craft an approach that would not mix pollutants during the dredging process and elevate ammonia levels in the lake. The team disassembled and rebuilt the SeaDoo Switch to utilize it as an amphibious. GPS-equipped and remote-controlled excavator. Using mechanical dredging, the team transferred the sediment to shore, then transported it to a certified landfill. They did this over 2,000 times during the project. The team also invited Career and Technical Education students from a nearby high school to visit the project and learn about the hazards associated with the site to turn the project into a teachable moment that might entice some of the students to pursue careers in construction.

BIG CREEK WATER RECLAMATION FACILITY (WRF) EXPANSION

Archer Western -Brown and Caldwell, JV Roswell, Georgia

The Big Creek water reclamation facility expansion was designed to ensure the plant has enough capacity for the next thirty years. The project was also designed to resolve odor and noise issues. The facility supports the largest flow and service area in Fulton County, which experienced huge growth and required a significant increase in capacity. The Archer Western Construction team faced challenges working around the 60-year-old site. Those challenges included regularly encountering in-service pipelines and ductbanks, including one major line that traversed the entire new facility footprint. The Archer Western team organized monthly updates and weekly coordination calls to track progress. During work on the project, the team also coordinated with Georgia Power and others to support the water system's decision to install a full generator back-up unit - all without any incidents or unplanned outages.

CALTRAIN PENINSULA CORRIDOR ELECTRIFICATION PROJECT

Modern Railway Systems San Francisco Peninsula, California

The Peninsula Corridor project is the first conversion of a diesel commuter train line to electric propulsion in North America. The rail line is 52 miles long and accommodates over 100 trips per day. Modern Railway Systems had to install or build over 1,000 track circuits, 156 discrete wayside locations, 42 roadway crossings, 12 pedestrian crossings, and 200 signal locations. The team had to craft a complex phasing plan due to work around the active rail line and did much of the construction work during off-peak hours. The team led workshops, updated stakeholders frequently, and added extra briefings when necessary. By segmenting the work into 15 sections and taking additional steps to validate the system configuration data, the team ensured a smooth delivery. The Modern Railway Systems team beat the final schedule and handed over the project a month early.

CALTRANS I-10 EMERGENCY FIRE PROJECT

Griffith Company Los Angeles, California

Griffith had to repair a portion of elevated Interstate 10 that runs through downtown Los Angeles and carries more than 300,000 vehicles a day following a fire that damaged a portion of the road. The Griffith team mobilized immediately, removing 154 truckloads of debris and utilizing a temporary shoring concept before beginning work to rebuild the highway. They placed monitors along the bridge to provide alerts if any significant movements took place and procured and installed tubular bridge railing to replace what was melted during the fire. The team also reinstalled all damaged roadway signs and cleared and protected storm drain inlets. The Griffith team and Caltrans managed to reopen the highway just eight days after the fire, months earlier than originally expected. Then Vice President Kamala Harris attended the highway's reopening. Over those eight days, Griffith and its subcontractors logged more than 3.000 work hours without a recordable incident.

MARVIN M. BLACK EXCELLENCE IN PARTNERING AND COLLABORATION (PROJECTS UNDER \$20M)

MARVIN M. BLACK EXCELLENCE IN
PARTNERING AND COLLABORATION
(BUILDING PROJECTS \$20M AND ABOVE)

COLUMBIA RIVER CARBONATES - NEW MARINE TERMINAL

Advanced American Construction, Inc. Woodland, Washington

This brand-new terminal was built to offload calcium carbonate is the first on the Columbia River in nearly 15 years. The project presented engineering and logistical challenges that the Advanced American Construction team managed with careful coordination and engagement with the owner. The team found an innovative way to build the project without having to do any offshore drilling. This saved money and enhanced the stability of the new structure. The team had to install two temporary H-piles to protect the project from the river's strong currents and avoid disturbing the nearby public beach. The team lifted over 300,000 pounds to certify the hoist crane, and installed a mechanized gangway on a mooring dolphin, which they assembled off-site to ensure a smooth installation. There were no reportable injuries or illnesses during the 19,000 work hours required for the project.

UNIVERSITY OF WISCONSIN-MADISON CAMP RANDALL SOUTH END ZONE RENOVATIONS

JP Cullen

Madison, Wisconsin

JP Cullen completed the first major update to the University of Wisconsin's football stadium since 2005. The team replaced 6,000 bleacher seats with 2,500 premium seats, which now include access to hospitality clubs with indoor and outdoor spaces, new food and beverage offerings, and a climate-controlled environment. The project preserved the character of the surrounding stadium and the adjacent Field House. They replaced one-third of the roof of the adjacent Field House while keeping a second-floor mechanical room operational throughout the renovation. The JP Cullen team coordinated with the university to allow the space to host events during the project, including commencement. The team completed the work on budget in just nine months.

MARVIN M. BLACK EXCELLENCE IN PARTNERING AND COLLABORATION (CIVIL PROJECTS \$20M AND ABOVE)

NORTHWEST PHASE II LIGHT RAIL EXTENSION PROJECT

Kiewit-McCarthy, a Joint Venture Phoenix, Arizona

The Kiewit and McCarthy Building Companies joint venture built a 1.6-mile light rail extension for the Phoenix area transit system. The team had to relocate public and private utilities, build two at-grade stations, and install two single-span pre-cast girder bridges and a 1,350-foot-long single span bridge over I-17. The team also relocated a transit center and constructed a four-story parking structure. The team used a new steel fiber reinforcement concrete that reduced construction time by nearly half while providing a long-term, sustainable product. The team also held weekly quality and construction closeout meetings to address any defects or delays, and ensure all documentation was complete and compliant. As a result, they completed the project approximately \$40 million under budget.

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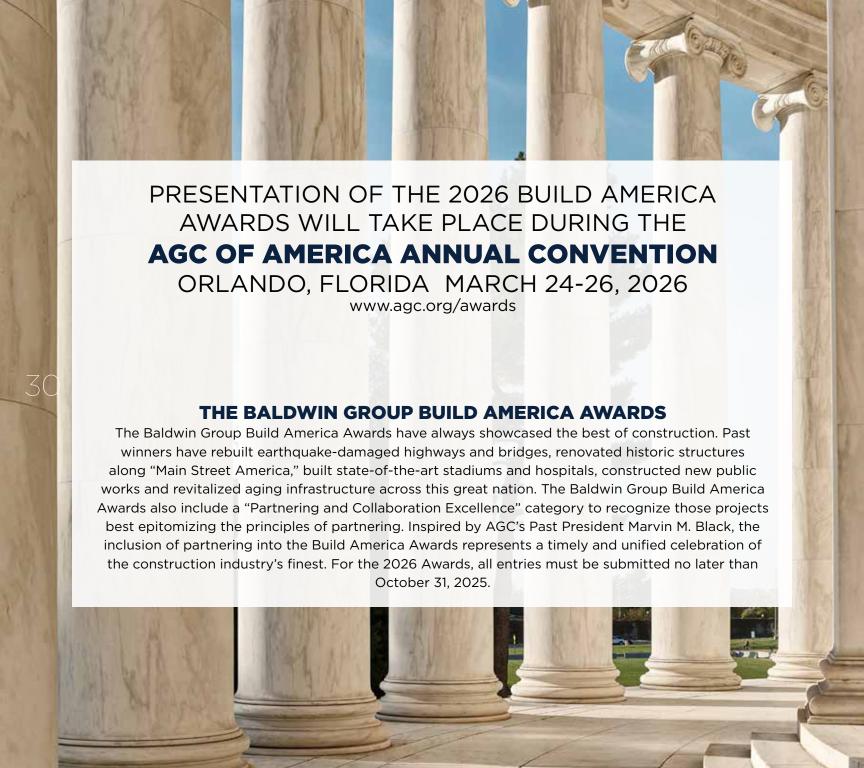
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Kiewit Infrastructure Co. Denver, CO

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