# 2016

THE ASSOCIATED GENERAL Contractors of America And Alliant Insurance Services present the

# MERICA



A W A R D

The 2017 Alliant Build America Awards will recognize general and specialty contractors working as prime contractors for projects completed between November 1, 2015 and November 1, 2016. For 2017 Alliant Build America Awards information, including deadlines, criteria, application materials, and details regarding the electronic submission process, go to **www.agc.org/awards**.



# 34TH ANNUAL 2016 Alliant Build America Awards

Thursday, March 10 | 11:30 AM | AGC's 97TH ANNUAL CONVENTION | San Antonio, TX

#### WELCOME

Charles L. Greco, 2015 AGC President Peter Arkley, Senior Managing Director, Alliant Insurance Services

#### LUNCHEON

#### **SPEAKER**

Sheryl Connelly, Manager, Global Consumer Trends and Futuring, Ford Motor Company

#### 2016 AWARDS CEREMONY

AGC Marvin M. Black Partnering Excellence Award Alliant Build America Awards

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#### SPECIAL GRAND AWARD PRESENTATION AGC/Alliant Build America Grand Award





...to the 2016 Alliant Build America Awards Luncheon.

Alliant is once again 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 Alliant 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.

#### -Peter Arkley, Senior Managing Director, Alliant Insurance Services

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# THE MIANT BUILD AMERICA WARDS

#### 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

We are proud to recognize nine Merit Award winners and 23 Alliant Build America Award winners in the following categories, representing some of the best new and renovation construction projects this year: Building Under \$10 million; Building \$10 million to \$199 million; Building Over \$200 million; Construction Management; Construction Management Civil; Design-Build Building; Design-Build Civil; Environmental Enhancement, Federal & Heavy construction; Highway & Transportation construction; Highway & Transportation Under \$10 million; International construction; Utility Infrastructure construction; and now in its the third year, the AGC Build America Marvin M. Black Partnering Excellence Award (represented by a category within the Alliant Build America Awards). 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 2017 Alliant 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 2016 Alliant Build America Awards!

# 2016 BUILD AMERICA MERIT AWARD WINNERS

#### BUILDING NEW \$10M TO \$199M

Sutter Santa Rosa Regional Hospital Santa Rosa, CA Unger Construction Co.

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

The Ohio State University Wexner Medical Center Expansion Columbus, OH Turner Construction Company

#### BUILDING RENOVATION \$10M TO \$199M

Discovery High School Lawrenceville, GA Carroll Daniel Construction Company

#### **BUILDING RENOVATION \$10M**

TO \$199M

Provo City Center LDS Temple Provo, UT Jacobsen Construction Company, Inc.

CONSTRUCTION MANAGEMENT CIVIL DIA HTC Denver, CO Kiewit

FEDERAL & HEAVY NEW Barracks & Company Operations Facility at Fort Leonard Wood, MO Fort Leonard Wood, MO Caddell Construction Co.

#### INTERNATIONAL

Afghanistan Ministry of Defense Complex Kabul, Afghanistan Gilbane Federal Facilities – International

#### PARTNERING EXCELLENCE

Blue Lake Expansion Project Sitka, AK Barnard Construction Company, Inc.

#### PARTNERING EXCELLENCE

State Route 86 from Sells to Fresnal Improvement Project Sells, AZ Combs Construction Company Inc.

# 2016 Maint Build America Award Winners

# MARVIN M. BLACK PARTNERING EXCELLENCE

County of San Diego Las Colinas Detention and Reentry Facility

Santee, CA Balfour Beatty Construction

Lead Architect: Kaplan McLaughlin Diaz

Comprising 25 buildings across 45 acres, and utilizing 464,000 square feet of building space, the Las Colinas Detention and Reentry Facility serves as the new point of intake for women inmates in San Diego County. Based on a groundbreaking design setting a new standard for future detention facilities, the facility was constructed to provide inmates the tools needed to succeed upon release through spaces for academic education, pre-employment training, recreation services, religious and library services and inmate industries. Through a highly successful partnering process, the Balfour Beatty team was able to fulfill the owner's vision for the project, and even exceed owner expectations by exploring options for innovative construction, material and operating cost savings then put back into the project as value enhancements. Even with 850,000 manhours worked, the Balfour Beatty team completed this zero punchlist project on time, within budget and with zero recordable incidents.

# **BUILDING NEW UNDER \$10M**

**Outdoor Adventure Center of South Dakota** Brookings, SD Mills Construction Inc.

Lead Architect: David O. Bertelson, Mills Construction Inc.; Angela Boersma, Mills Construction Inc.

Lead Engineer: Karl Liester, Geotechnical; Brad Bruggeman, Engineering & Technical Services Inc., Structural; Brad Wermers, Banner Associates, Civil; Loren Schoeneman, ProEngineering Inc., Mechanical; Mark Joffer, PE Group, Electrical

Mills Construction's desire to give back to the community motivated construction of the Outdoor Adventure Center of South Dakota, a multiuse facility providing activity space for 4-H, the Boys & Girls Club and a local PBS show. The project was both rewarding and challenging as the team faced the demands of linking three different building types: architectural precast concrete for the live fire range, structural steel for the concourse and offices and pre-engineered metal for the archery range. Since all three were supplied by different vendors, a high degree of coordination was needed to make sure that all three building types and the different subcontractors worked harmoniously with each other. Mills also carefully handled sensitive environmental concerns due to the facility's location adjacent to Brookings' largest park, once a city landfill. The project team also successfully isolated noise from the live firing range and archery range so as to not disturb park visitors.

# BUILDING NEW \$10M TO \$199M

Anaheim Regional Transportation Intermodal Center (ARTIC)

Anaheim, CA Clark Construction Group

Lead Architect: HOK

Lead Engineer: Parsons Brinckerhoff

The state-of-the-art Anaheim Regional Transportation Intermodal Center has united and revolutionized transit in Orange County with a 67,000 square foot terminal hosting 10 modes of transportation and 10,000 daily boardings. Clark's scope of work included constructing the terminal, including 200,000 square feet of ethylene tetrafluoroethylene (ETFE) roof supported by a series of 40 curved steel arches, each with a unique double curve and tolerances of as little as five millimeters, as well as a civil package including a railroad bridge, two-sided rail platform, baggage and pedestrian tunnels. Through Lean principles and cutting-edge three dimensional modeling efforts, the team was able to continually reduce the time it took to complete work over four successive weekends, ultimately showing a 25 percent improvement. The project's collaborative environment also led to exceeding expectations in budget, schedule and safety with no lost time incidents reported over the life of the project.

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

Cincinnati Children's Hospital – Location T – Clinical Sciences Pavilion

Cincinnati, OH Messer Construction Co.

Lead Architect: GBBN Architects

Lead Engineer: Fosdick & Hilmer Inc.; THP Limited Inc.

The vision for this project that Messer Construction turned into a reality was to create a state-of-the-art facility embodying the Cincinnati Children's Hospital collaborative style and bridging the "gap between research and clinical care." Messer accomplished and exceeded their goals through Integrated Project Delivery (IPD), harnessing the talents of multidisciplinary teams to reduce waste and optimize efficiency through all phases of design and construction. With all eight IPD team stakeholders co-located, the team was more readily able to discuss issues and develop solutions as they arose. The end result is a 446,500 square-foot Clinical Sciences Pavilion standing at the center of the hospital's campus; at 15+ stories tall, it rises above all other hospital and neighborhood buildings making it a beacon in the community. The Messer team's efforts resulted in delivering the project on schedule and \$20 million under budget.

# **BUILDING RENOVATION UNDER \$10M**

#### **Francis Hall Renovation**

College Station, TX Satterfield & Pontikes Construction, Inc.

Lead Architect: BRW Architects

Lead Engineer: Jaster-Quintanilla

Satterfield & Pontikes Construction renovated Francis Hall's 32,500 square-foot interior to repurpose the facility for construction science studies at the Texas A&M University College of Architecture. The hall provides new classrooms, specialized labs, a state-of-the-art BIM studio, a high-tech conference/bid room and other resources to deliver a top-notch construction science education. Even the building itself serves as a learning laboratory, with exposed mechanical, engineering and plumbing (MEP) and structural components that allow students to view operational systems and construction methods. After interior demolition was completed, students toured the structure every two weeks to learn about methods and materials used in the original 1918 construction, 1950 addition and the current renovation. A significant accomplishment of the project is Satterfield & Pontikes' value engineering effort that gave back more than \$500,000 to the owner. The team implemented a phased scheduling system, allowing for multiple parts of the project to be worked on simultaneously, exemplifying expert schedule management and subcontractor coordination.

# **BUILDING RENOVATION \$10M TO \$199M**

**Kings Theatre** Brooklyn, NY Gilbane Building Company

Lead Architect: Martinez + Johnson Architecture

Lead Engineer: Lundy & Franke Engineering

Built in 1929, Kings Theatre is a historical landmark in Brooklyn, NY. After closing in 1977, it sustained extensive physical damage as a result of decades of neglect. With Gilbane Building Company as the construction manager, Kings Theatre was completely rehabilitated and restored to its beautiful original state. The revitalization of the theatre included restoration or faithful recreation of every interior element from the original theatre. Expert craftsmen and designers worked to restore the high curved ceilings, ornately carved American walnut paneling, ornamental fixtures and mosaics. Gilbane collected information from the field and updated detailed quality information using BIM field management software, creating a fully integrated approach for all project team members, including owners, architects and subcontractors. This performing arts venue now serves as both a cultural hub and catalyst for economic growth. In the spirit of helping the local area, project leaders met with the community board and councilman on a regular basis and developed an action plan for community outreach, which ultimately led to a substantial portion of its workforce coming from the immediate community.

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

Love Field Modernization Program

Dallas, TX Hensel Phelps

Lead Architect: Corgan

Lead Engineer: L.A. Fuess Partners, Inc.

The Love Field Modernization Program, Dallas Love Field Airport's most ambitious construction effort to date, required the undertaking of 637,000 square feet of new construction and 255,000 square feet of renovated space in a fully functioning airport. Through the work of the Hensel Phelps team, this state-of-the-art facility now includes new baggage and ticketing halls, an efficient security checkpoint, baggage and handling systems and expanded concessions space. In handling the challenges posed by undocumented underground conditions in place since the early twentieth century, the Hensel Phelps team employed laser scanning and BIM coordination to plan the work before shovels ever hit the ground. They purchased 22 tablets setup to directly connect to the most up-to-date information available, including drawings, to ensure construction was performed to the level of quality expected. Over the five-year schedule, the team was able to ensure that construction never interfered with any airport operations and completed the project approximately \$19 million under budget.

# CONSTRUCTION MANAGEMENT CIVIL

#### Houston Metro Solutions Phase II

Greater Houston, TX The Houston Rapid Transit Joint Venture

Lead Architect: PARSONS

**Lead Engineer:** PARSONS; Dannenbaum Engineering Corporation; OMEGA Engineers, Inc.; Lockwood, Andrews & Newnam, Inc.; Huitt-Zollars, Inc.

This design-build project extended the Houston Light Rail by approximately 15 miles along three different corridors through downtown Houston, while adding system safety and operational upgrades to the existing light rail system. This was the largest public works initiative in Houston's history and was the largest design-build transit project in the U.S. while under construction. The Houston Rapid Transit (HRT) Joint Venture performed all major portions of work, including design, construction staging and phasing, utility relocations, and the building of 24 station platforms, eight rail bridges, track work, signal and communication systems, two new storage and inspection facilities and renovations to an existing Rail Operations Center. Downtown Houston experienced unprecedented growth during the project, with several high-rises built adjacent to the project, requiring extensive coordination between HRT, the developers and the city. HRT successfully executed this massive landmark project within budget in the middle of one of the largest and most congested cities in America, responded to challenges on the fly, and communicated and coordinated with public agencies and private business owners to the satisfaction of everyone involved.

# CONSTRUCTION MANAGEMENT NEW

### Corning Museum of Glass – North Wing Expansion

Corning, NY Gilbane | Welliver

Lead Architect: Thomas Phifer and Partners

The 100,000 square foot expansion of The Corning Museum of Glass by Gilbane Building Company and its joint venture partner, Welliver, was a successful demonstration of the mastering of complex scaling challenges and innovative structural and material techniques to showcase the beauty of the very material the museum commemorates. The wing expansion serves as home to five exhibit spaces, a newly reconstructed ventilator building with hot shop, and a 500-seat amphitheater to give spectators a 360-degree view of live glassmaking demonstrations. Gilbane led a team of stakeholders through an integrated Lean approach to meet the tight three-year finish date without compromising safety or going over budget. By inviting constant input from all parties involved and with rigorous analysis, modeling, research, review and communication, Gilbane and Welliver allowed all collaborators to offer innovative solutions – notably the much praised seamless glass envelope, gallery ceiling with precast concrete joists, inventive sky lighting, and custom flooring.

# CONSTRUCTION MANAGEMENT RENOVATION

**Dallas/Fort Worth International Airport Terminal A PH II Renewal and Improvement Program** Dallas/Fort Worth International Airport, TX BARC, a Balfour Beatty Construction, Azteca, H.J. Russell, CARCON Joint Venture

Lead Architect: Jacobs Engineering Group; Corgan

**Lead Engineer:** Jacobs Engineering Group; Aguirre Roden; Cage Inc.; CH2M Hill; L.A. Fuess Partners, Inc.; Multatech, Ross & Baruzzini, Inc.

The BARC team led 126 second-tier and 43 third-tier contractors through a 400,000-square-foot terminal renewal that posed unique hazards as well as the challenges that come with the demolition and rebuilding of mechanical, electrical, communications, security and fire protection systems in an active passenger airline terminal. On average, 14 million passengers passed through the terminal safely and uninterrupted while construction was in full swing. The team's advanced application of BIM, digital documents, virtual plan rooms and laser scanning ensured a continuous, real-time flow of information and project status updates, enabling the team to make informed decisions about the project every step of the way. Reusing the existing building significantly reduced the project's carbon footprint and the use of high-performance glass, daylighting, LED and fluorescent lighting optimized energy performance. The project team diverted over 1,621 tons of metals from the landfill and returned \$624,197 to the airport.

# **DESIGN-BUILD BUILDING**

#### Benjamin P. Grogan & Jerry L. Dove Federal Building

Miramar, FL Hensel Phelps

Lead Architect: Gensler

Lead Engineer: Syska Hennessy Group; Atkins; Walter P Moore

Totaling 383,000 square feet, the completion of this project consolidated a federal agency's forces, previously spread across 12 separate locations. This LEED-certified project included enhanced security specifications and the construction of an enclosed parking structure and multiple buildings on a 20-acre site. This federal building includes a cutting edge all-glass curtainwall system that allows natural light to penetrate deep into the building; at the same time, the structure has met stringent specifications for federal buildings set forth by the General Services Administration (GSA) and hurricane wind-withstanding code requirements in South Florida. The Hensel Phelps team was able to achieve LEED Platinum for core and shell and LEED Gold for commercial interiors. The project also included a one-megawatt photovoltaic (PV) system mounted to the roof, which offset nearly 20 percent of the campus' total energy cost. Hensel Phelps faced a significant time setback following a change order, but they worked closely with the owner and vendors to shorten lead times. This achievement brought the project in under budget so that the savings could be reapplied to the project, ultimately enhancing quality and shortening the schedule.

# **DESIGN-BUILD CIVIL**

#### **LBJ Express**

Dallas, TX Ferrovial Agroman US Corp.

Lead Engineer: Ferrovial Agroman, Jansen & Spann and Bridge Farmer

Ferrovial Agroman US Corp, as a member of the Trinity Infrastructure joint venture with Webber, managed the design and construction of the 13-mile LBJ Express project, which resulted in over 15 million hours worked and provided more than 9,000 jobs to over 250 local and regional construction companies, including 100 Disadvantaged Business Enterprises (DBE). One of the nation's largest road construction projects, built in less than five years and opened three months ahead of schedule, the LBJ Express project was an incredible engineering feat. With over six million cubic yards of excavation, 5.8 million square feet of bridge deck built and approximately two million square feet of retaining wall needing to be constructed, Ferrovial Agroman and Trinity Infrastructure were able to maintain mobility for 250,000 motorists a day through one of the busiest corridors in the nation. Design, utility relocations and initial construction activities all overlapped at the early stages in order to complete a significant portion of the proposed work while utility relocation was underway.

# ENVIRONMENTAL ENHANCEMENT

West Riverfront Park Redevelopment

Nashville, TN Skanska USA

Lead Architect: Hawkins Partners, Inc.

The West Riverfront project, the urban renewal of a former thermal plant, was the first phase of the City of Nashville's new riverfront development. Originally designed to achieve LEED Silver certification, Skanska USA secured enough LEED points during construction to achieve Gold. Major project components included the 1.5-acre Ascend Amphitheater with capacity for up to 6,800 people, redevelopment of 1st Avenue, a 45-foot-tall sculpture mimicking the flow of the nearby Cumberland River and the Betty Brown Tree Trail that includes 225 individual trees representing 43 different species. In completing these components, Skanska turned a large brownfield site in downtown Nashville into a unique event venue using 22 percent less energy than the average LEED baseline and with six percent of its energy needs met by onsite renewable geothermal and solar energy generation systems. Measures were taken to minimize soil erosion along the river with biweekly soil erosion inspections and rainfall monitored daily to prevent waterway sedimentation. In addition, Skanska proactively worked to reduce energy used onsite during construction.

# FEDERAL & HEAVY NEW

Maid of the Mist Winter Storage Facility Niagara Falls, NY LPCiminelli, Inc.

Lead Architect: Parsons Brinckerhoff

Lead Engineer: Parsons Brinckerhoff

The new Maid of the Mist Winter Storage Facility includes a lower boat storage area and an upper maintenance area for boats near iconic Niagara Falls. To create a suitable site for these facilities, LPCiminelli removed 22,680 tons of limestone and debris. Given the difficult location, the team had to develop innovative ways to transport people, tools and equipment safely to the jobsite. A temporary crane lifted material and equipment 200 feet into the lower gorge. In addition, the LPCiminelli team constructed a new 200 feet deep elevator within an existing elevator shaft. In order to stay on schedule, it was mandatory that work continue through harsh winter conditions. Pneumatically powered hand tools used for tunneling were rotated from a heated storage structure to keep them functional. To overcome grout from freezing, electrical heat trace was installed in the horizontal casings constructed during the elevator shaft tunneling. The new site now complies with the American Disability Act guidelines, making Niagara Falls accessible to a larger audience.

# FEDERAL & HEAVY RENOVATION

**Blue Lake Expansion Project** Sitka, AK Barnard Construction Company, Inc.

Construction Manager: McMillen Jacobs Associates, Inc. (formerly known as McMillen LLC)

Lead Engineer: Hatch Associates Consultants, Inc.

With the Blue Lake Expansion Project, Barnard Construction Company raised the then-145-foot-tall Blue Lake Dam by 83 feet to its maximum geotechnical height and built a 15.9 megawatt powerhouse. Construction was undertaken on a fast-track schedule under the intense scrutiny of a heavily-invested public, reliant on the dam for power and on Blue Lake for drinking water. The team successfully completed construction in difficult conditions exacerbated by the dam's remote island location in one of the rainiest locations in the U.S. Spillway construction proved to be a particularly challenging aspect of the project given the dam's radius shape along with the curved ogee shape. This issue was solved by designing a formwork system for the new dam spillway, ensuring a quality finished product, delivered on schedule while limiting the safety concerns with working several hundred above the ground. Throughout construction, there were no interruptions to the City's drinking water and the team was mindful of the natural fish barrier just below the dam, using construction methods that allowed salmon to spawn downstream of the dam.

# **HIGHWAY & TRANSPORTATION UNDER \$10M NEW**

#### Isa Lake Bridge

Yellowstone National Park, Teton County, WY Knife River

Lead Architect: Mike Angermeier/Dan Rhodes, National Park Service

Lead Engineer: Colleen Smith, FHWA Western Federal Lands

The Isa Lake Bridge was constructed in the pristine environment of Yellowstone National Park just a short distance from Old Faithful. Knife River replaced a unique timber bridge over Isa Lake with an aesthetically pleasing 176-foot concrete bridge meticulously constructed to look like a wooden bridge. The project posed unique environmental and logistical challenges, including demolishing and replacing the bridge without causing impacts to the lake or the surrounding environment. The remoteness of this project meant that the closest subcontractors and material suppliers were two hours away. While drilling holes for the abutment pilings, the project team hit hot steam. In order for work to proceed forward, they assisted the project owner in a geothermal imaging process to identify all of the hot spots and any significant impacts the steam could have on the structure. Despite these challenges, the Knife River team delivered the project under budget and ahead of schedule. The bridge was opened to traffic one day earlier than the predetermined milestone, and the overall project was completed nearly a month early without any recordable incidents or lost time injuries.

# **HIGHWAY & TRANSPORTATION NEW**

#### I-84 Sandy River and Jordan Rd. Bridges (Bundle 210)

Troutdale, OR Hamilton Construction Co.

Lead Engineer: Doug Johnson, P.E., David Evans and Associates, Inc.

After Hamilton Construction won the bid to replace two I-84 bridges over the Sandy River, flood modeling programs revealed that a traditional work bridge approach would cause increased flood risk to upstream residents. The company worked to develop an innovative "Top Down" construction method using a gantry crane/beam launching system. The method eliminated the need for temporary work bridges and allowed construction to take place year-round, shaving five years off the project schedule. The team also committed to safety and environmental sensitivity. Hamilton developed the innovative "See It Say It Fix It" safety campaign early on in the project, which successfully empowered staff at to address safety concerns immediately. A fulltime onsite Hamilton Safety Manger worked closely with crews and subcontractors to conduct routine job hazard analysis, daily safety huddles, weekly "Toolbox Talks" and monthly safety committee meetings. Environmental concerns for the river required rigid debris containment structures under the bridges to be demolished, and construction of access trestles to keep equipment out of the river to protect the endangered fish species making their home in the Sandy River.

# **HIGHWAY & TRANSPORTATION NEW**

#### U.S. 219 New Highway Construction, Earthwork Phase

Somerset, PA Fay, an i+iconUSA Company

Lead Engineer: SAI Consulting Engineers

The U.S. 219 New Highway Construction, Earthwork Phase mass excavation project, the first of three phases, included drainage and preparation for six new bridges. Having received a fast-track start time, the Fay team moved over 700,000 cubic yards of earth in less than three months to meet the first milestone date. Despite the challenges posed by maintaining safety across a project extending 11 miles, Fay worked 550,000 man hours without a lost-time incident. Their culture of safety was extended to their subcontractors, all of whom also reported no lost-time incidents. Local community involvement was demonstrated by the use of nearly 80% local workforce and 100 area suppliers. During the project, Fay put much effort on job fairs and media relations espousing the virtues of construction careers to local minority communities. Having since been recognized for outstanding achievements in value engineering, Fay was able to save a total of more than \$9 million, 8.2% of the original total project cost, with no impact on the project's overall construction schedule.

# **HIGHWAY & TRANSPORTATION UNDER \$10M RENOVATION**

State Route 86 from Sells to Fresnal Improvement Project

Sells, AZ Combs Construction Company Inc.

Lead Architect: Kimley-Horn

Lead Engineer: Arizona Department of Transportation

For this project, Combs widened inadequate shoulders on the two-lane undivided roadway of State Route 86, replaced pavement, added left-turn lanes at three intersections, extended seven major and six minor drainage structures and adjusted elevation on two curves. The Combs Construction Company completed the entirely of the roadway within the Tohono O'odham Nation, with the nearest materials supplier 1.5 hours away. During the project, Combs and the Arizona Department of Transportation discovered that they needed 9,400 more cubic yards of fill than predicted in the design, with hauling being very costly. Combs located enough material left over from a previous project nearby, with the cost of screening and hauling this material to the project significantly cheaper than getting material from the existing faraway material source. Given the project's location, Combs also invited and included representatives of the Nation in its initial Partnering Workshop, the initial project walk, its pre-activity and weekly construction meetings, and hired as many Nation members as it could appropriately use. Ultimately, the project was completed 45 days ahead of schedule with no recordable injuries.

# **HIGHWAY & TRANSPORTATION RENOVATION**

Milton Madison Bridge Replacement Project

Madison, IN The Walsh Group

Lead Architect: Burgress & Nipple Inc.

Lead Engineer: Buckland & Taylor

In their bridge replacement project, The Walsh Group replaced the Milton-Madison Bridge using the slide bridge technique. This lowered estimated project costs by \$20 million, reduced bridge closures to just a few weeks from an original estimate of at least one year and mitigated overall environmental impact. This challenging design-build project required Walsh to employ innovative engineering and construction solutions. The team kept the existing bridge open to traffic while the piers were rehabilitated, constructing the new bridge superstructure alongside on temporary piers, and then sliding it into its final position atop the rehabilitated piers. This was the first bridge of its size for which the advanced sliding technique was implemented. The longer length and continuity of the four truss spans of the Milton-Madison Bridge required the Walsh team to adjust their procedure and scale their approach. The methods adopted by Walsh reduced community and economic disturbances virtually guaranteed with the bridge's originally-budgeted closure duration.

# **INTERNATIONAL**

U.S. Embassy Office Annex – Abuja, Nigeria

Abuja, Nigeria BL Harbert International, LLC

Lead Architect: Page – Architect of Record; AECOM – Design Architect

Lead Engineer: Hankins & Anderson

Originally designed in 2006, construction of the embassy annex by another contractor was halted in 2009, leaving the structural shell of the project only partially complete. After the halt, program requirements changed drastically and BL Harbert International was brought in. The design and construction of the annex ultimately included significant additions such as a four-story new office annex, a five-story parking garage and a two-story Marine Security Guard Quarters. BLHI realized early into the project that the necessary supervisory and trade skills were not available, and brought in approximately 46 skilled foremen from all over the world to train and lead the local workforce. Over 900 Nigerians were employed throughout the life of the project, and gained significant construction expertise from seasoned professionals. Upon completion, this workforce became highly sought after by other local construction companies. Through careful planning and execution, the U.S. Embassy Office Annex achieved substantial completion three months ahead of schedule and within budget.

# UTILITY INFRASTRUCTURE NEW

Austin Water Treatment Plant No. 4 Austin, TX MWH Constructors, Inc.

Lead Architect: Negrete & Kolar Architects

**Lead Engineer:** Carollo Engineers, Inc.; AECOM Austin; Black & Veach; Harutunian Engineering, Inc.; Jose Guerra, Inc.

With the Austin Water Treatment Plant No. 4 project, MWH Constructors helped the City of Austin meet its growing need for additional water for both residents and businesses. In building the plant, MWHC constructed a 300-million-gallon per day submerged raw water intake in the Lake Travis reservoir, a conveyance pump station with a mile-long and nine-foot diameter tunnel and a 50-million-gallon per day pump station with five 1500-horsepower vertical turbine pumps. During construction, MWHC worked with the city and other stakeholders to keep the community informed on the project status, operating a 24/7 hotline connecting callers to a team member. In addition, a commitment to hiring within the community led to 88% of hired subcontractors and vendors being based in the local and regional area. The Austin Water Treatment Plant No. 4 project was completed under budget and MWHC saved six months of schedule and avoided costly delays by addressing critical environmental considerations early.

# UTILITY INFRASTRUCTURE RENOVATION

#### Gilboa Dam and Associated Facilities Reconstruction Project

Gilboa, NY

Barnard Construction Company, Inc., and D.A. Collins Construction Co., Inc., A Joint Venture

Lead Engineer: Gannett Fleming/Hazen and Sawyer, PC, A Joint Venture

To continue providing a reliable water source to New York City, Gilboa Dam required extensive, complex repairs. The reconstruction work led by Barnard and D.A. Collins included buttressing and reshaping the spillway control section with nearly 66,000 cubic yards of mass concrete, reconstructing the spillway and plunge pool areas and their respective underdrain systems with 46,000 cubic yards of reinforced concrete slabs, and enhancing the dam safety instrumentation and security systems throughout the site. During the project, water management was critical, both in managing reconstruction without lowering the reservoir pool and in responding to the wrath of two hurricanes, including one estimated as a 500-year flood event. Hurricane Irene set the project back eight months, when much of the access and staging areas necessary for dam reconstruction work were either wiped out or seriously damaged. Despite delays from the hurricanes, the majority of the project, such as demolition, concrete and earthwork, was completed by the joint venture nearly two years ahead of schedule.



# VICTOR F. WESTON AND GERALD (JERRY) V. ANDERSON

After invaluable contributions to the construction industry, AGC of America and the Build America Awards, Vic Weston and Jerry Anderson have decided to retire from the judging of the Build America Awards. Both have had a profound impact on the Build America Awards, each serving as Chair of the AGC of America's Public Relations Committee. Weston served for more than two decades and Anderson for more than one decade as distinguished judges of America's premiere construction awards program. These men have left their mark on the Build America Awards and helped to identify and recognize a standard of excellence amongst America's finest construction projects. Both Vic and Jerry worked to elevate the Awards to the distinctive program you enjoy today. Thank you Vic and thank you Jerry for your hard work and dedication.

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