

ACEC 2021

**ENGINEERING
EXCELLENCE
AWARDS**



NATIONAL FINALISTS

BEST IN STATE

ENGINEER OF THE YEAR

INCLUSION AWARDS

February 5, 2021

NATIONAL FINALIST: PLATINUM AWARD

STRUCTURAL SYSTEMS

Magnusson Klemencic Associates

Project: Chase Center
Client: Golden State Warriors

Chase Center is much more than a basketball arena and the new home of the Golden State Warriors. It is an urban, mixed-use complex that anchors San Francisco's Mission Bay District — transforming the once deteriorating, uninspired, industrial landscape. The massive undertaking included designing a jewel box building housing an 18,000-seat arena, team headquarters, and practice facilities for the NBA team as the centerpiece to the project, including two 11-story office towers, a 950-car parking garage, 29 unique retail outlets, multiple public plazas and a future 13-story hotel.

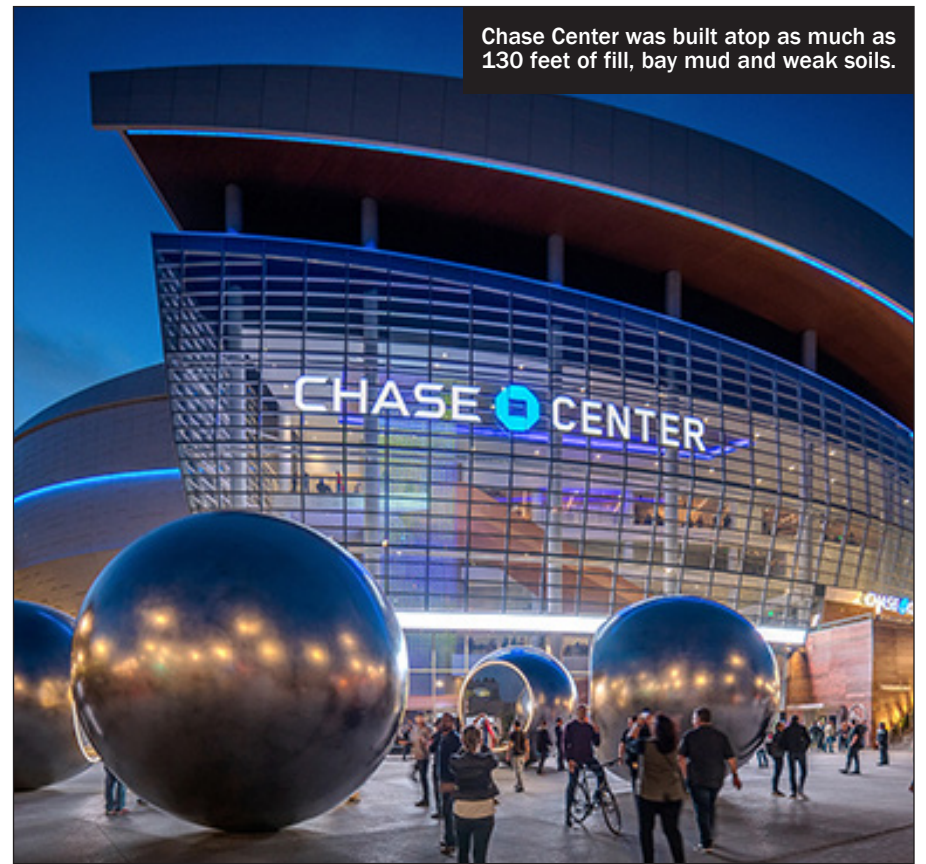
While the shoreside Chase Center is not literally in the bay, the site was once part of the bay. It may look like solid, flat earth, but it is a varying 40-foot to 130-foot layer of fill, bay mud and weak soils sitting on top of steeply sloping bedrock. The bedrock drops 90 feet from one side of the site to the other. The waters of the bay are still there — only 5 feet below the ground's surface. Yet, the development program required two levels of below-grade construction into the water.

This would be a difficult site in any city, but when you add in the seismic risk of San

Francisco, the magnitude of the challenge is exponentially greater. The bay mud will also liquefy during significant earthquake events, requiring everything to be supported structurally, both vertically and horizontally. The project's enormity further enhances complications — it covers the equivalent of eight downtown San Francisco-sized city blocks.

To conquer all of these challenges, Magnusson Klemencic Associates created a water-tight, concrete structural "boat" to hold back the water and contain all of the buildings in a single structure. The boat uses long compression piles to bedrock to support areas where the heavy building loads would make it sink and tension piles anchored in the bedrock to hold down other places where the building would be lifted out of the ground by the water force.

MKA's multiple engineering innovations made this all possible, including integrating and creating the structural boat, graduated pile foundations, a utility "cocoon" system, and a single, comprehensive base structure with nine projecting concrete cores providing earthquake resistance. The firm also worked with the contractor using an unusual earthquake joint-elimination technique and a new super-truss roof system for the long spans that allowed a 90-by-60-foot "hole" at the center of the span to serve as a garage for the largest scoreboard in the NBA.



Chase Center was built atop as much as 130 feet of fill, bay mud and weak soils.

PHOTO BY JASON O'REAR/CHASE CENTER

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MAGNUSSON KLEMENCIC ASSOCIATES WINS TOP PRIZE FOR CHASE CENTER

Magnusson Klemencic Associates is the top winner in the American Council of Engineering Companies of Washington's annual Engineering Excellence Awards program. The firm took home the top honor — the Platinum Award — for its design of the Chase Center in San Francisco.

Sponsored by ACEC's Washington state chapter, the awards program recognizes projects that represent a wide range of engineering achievements and which demonstrate the highest degree of skill and ingenuity.

Fifteen projects were honored in this year's program. The top national awards will go on to compete in the ACEC national competition in Washington, D.C., in April.

Project entries were evaluated by a five-judge panel: Kathy Robertson, engineer emeritus at Pickets Engineering; Bob Axley, engineer emeritus at Wood Harbinger; Supriya Kelkar, principal architect at Sound Transit; Steve Johnston, engineer emeritus at Landau Associates; and Benjamin Minnick, construction editor at the Daily Journal of Commerce.

ACEC Washington is a professional trade association representing consulting engineering, land surveying and affiliated scientific and planning firms statewide.

NATIONAL FINALISTS

PLATINUM AWARD

STRUCTURAL SYSTEMS

Magnusson Klemencic Associates
Project: Chase Center
Client: Golden State Warriors

GOLD AWARDS

WATER RESOURCES

Parsons and GeoEngineers
Project: Coffee Creek fish barrier removal
Client: Washington State Department of Transportation

TRANSPORTATION

HDR
Project: Northeast Spring Boulevard
Client: City of Bellevue

SPECIAL PROJECTS

HDR
Project: Tumwater Falls Hatchery modernization
Client: Washington State Department of Fish and Wildlife

STRUCTURAL SYSTEMS

KPFF Consulting Engineers
Project: University District Gateway Bridge
Client: City of Spokane

SILVER AWARDS

STRUCTURAL SYSTEMS

HWA GeoSciences
Project: Fairview Avenue Bridge
Client: City of Seattle

Parsons and HNTB
Project: Gerald Desmond Bridge replacement
Client: Port of Long Beach

BEST IN STATE

GOLD AWARDS

FUTURE VALUE TO THE ENGINEERING PROFESSION

Century West Engineering
Project: Grant County International Airport — Runway 14L-32R line-of-sight improvements
Client: Port of Moses Lake

SOCIAL, ECONOMIC AND SUSTAINABLE DESIGN

Parametrix
Project: Lake To Sound Trail, Segment A
Client: King County Parks

COMPLEXITY

Notkin, a P2S company
Project: Hybrid biplane operating room
Client: Harborview Medical Center/Aldrich and Associates

UNIQUE OR INNOVATIVE APPLICATIONS

Parr Excellence
Project: Sarah Creek habitat restoration
Client: Cowlitz Indian Tribe

SUCCESSFUL FULFILLMENT OF CLIENT/OWNER NEEDS

COWI North America and HNTB
Project: South Lander Street grade separation
Client: Seattle Department of Transportation

SILVER AWARDS

FUTURE VALUE TO THE ENGINEERING PROFESSION

Otak
Project: Oakes Road, Race Road to Houston Road connector
Client: Island County

SUCCESSFUL FULFILLMENT OF CLIENT/OWNER NEEDS

GeoEngineers
Project: Everett Smelter Area A1 remediation
Client: Washington State Department of Ecology

SOCIAL, ECONOMIC AND SUSTAINABLE DESIGN

Tetra Tech
Project: Lower Coal Creek flood hazard reduction
Client: City of Bellevue

ENGINEER OF THE YEAR

Semyon Treyger
HNTB

INCLUSION AWARDS

Coughlin Porter Lundeen
KBA

ON THE COVER

University District Gateway Bridge in Spokane, a national finalist, won a Gold Award.

PHOTO COURTESY OF ACEC

DJC SPECIAL SECTION TEAM

SECTION EDITOR: SAM BENNETT • SECTION DESIGN: JEFFREY MILLER

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NATIONAL FINALIST: GOLD AWARD

WATER RESOURCES

Parsons and GeoEngineers

Project: Coffee Creek fish barrier removal

Client: Washington State Department of Transportation

Population levels of salmon, steelhead and other critical fish species have continued to drop across Washington state, impacting overall ecological health and the lucrative fishing industry. Older culverts and other manmade infrastructure are important factors in fish declines. Physical barriers and narrow channels with unnaturally rapid flow rates often prevent fish from accessing critical spawning and rearing habitat upstream. For decades, Native American tribes and conservation organizations have advocated to improve fish passage at the thousands of stream crossings beneath Washington roads.

The Washington State Department of Transportation is currently overseeing a massive state-wide culvert replacement effort to address this important ecological

and economic issue following a federal court ruling requiring fish passage improvements.

As part of this state-wide effort, WSDOT identified a small culvert beneath U.S. Route 101 near Shelton that was blocking critical fish species from accessing more than 13 miles of upstream spawning and rearing habitat in Coffee Creek.

For the first time on a fish-passage project, WSDOT decided to use a design-build project delivery approach for the infrastructure improvements at Coffee Creek.

The Parsons/Scarsella Joint Venture developed an alternative technical concept as part of the design-build procurement process. Parsons, as lead designer, and GeoEngineers, as principal subconsultant, proposed the Coffee Creek improved channel corridor solution that included completely rerouting Coffee Creek through nearly a mile of carefully designed habitat toward a new confluence with nearby Goldsborough Creek. Once joined with Goldsborough Creek, the channel could cross U.S. 101 beneath an existing bridge.



For WSDOT, Parsons and GeoEngineers proposed the Coffee Creek improved channel corridor solution that included completely rerouting Coffee Creek through nearly a mile of carefully designed habitat.

IMAGE COURTESY OF ACEC

NATIONAL FINALIST: GOLD AWARD

TRANSPORTATION

HDR

Project: Northeast Spring Boulevard

Client: City of Bellevue

Long used for light industry, the BelRed subarea of Bellevue is transforming into a state-of-the-art, mixed-use and transit-oriented neighborhood. The Spring District is a vibrant, new \$2.3 billion neighborhood made up of walkable streets, open spaces and independent shops. Centrally located, transit-oriented and buzzing with activity, the completed development area will support approximately 2,000 residents and 13,000 office workers. The multiple transit options provided by Northeast Spring Boulevard connect the Spring District to downtown Bellevue, making it a transit-oriented development.

The gateway into BelRed, and backbone for area redevelopment, is Northeast Spring Boulevard. This new half-mile, five-lane roadway includes five intersections, two bridges crossing the Eastrail regional trail, and East Link light rail. There are also a multipurpose pathway, cycle tracks, parking and drop off zones, bioretention stormwater treatment, and a unique urban corridor.

The HDR team overcame significant hurdles to deliver this project, including remediating a former industrial area, weathering a global pandemic, concurrent projects, and the area's seismic demands. Public involvement was a key component throughout planning, design and construction. It began with in-person forums and continued via social media and remote feedback through the pandemic. A large variety of stakeholders — from residents, businesses and public



Northeast Spring Boulevard is a half-mile, five-lane roadway with five new intersections and two bridges.

PHOTO COURTESY KING COUNTY DNR/PARKS

agencies to the Cascade Bicycle Club — were involved.

The final design focuses on “complete streets” — a transportation policy and design approach that requires streets

to be planned, designed, operated and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation. The new

Northeast Spring Boulevard bisects the BelRed area and improves mobility for people who walk, bike, drive or take transit while unlocking development potential in the area.

NATIONAL FINALIST: GOLD AWARD

SPECIAL PROJECTS

HDR

Project: Tumwater Falls Hatchery modernization

Client: Washington State Department of Fish and Wildlife

Built to help spawning salmon traverse the Deschutes River over 50 years ago, the Tumwater Falls Hatchery's fish ladders needed repair, and its holding ponds had become too small for current needs. The \$9 million modernization project built larger holding and rearing ponds, extended the fish ladder, and expanded production quantity to more than 3.8 million chinook salmon annually. The new facilities also improve access for the more than 250,000 annual park visitors to come face-to-face with salmon through new fish viewing windows in the holding ponds and ladder.

The facility upgrades included a new mechanical building to house pumps, backwash equipment and alarms; a new surface water intake; pollution abatement facilities; public restrooms; and a backup generator to keep the facility operable during power outages. The new water diversion system using surface water

for holding and rearing fish was paramount because it provides the unique scents that fish use to return to their natural spawning waters. Water quality is preserved downstream by the system that removes excess fish food and waste, and river sediment is controlled to reduce maintenance within the hatchery.

Extensive bedrock, a dam foundation and contaminated soils inside a tight in-water work window presented a host of complexities. While bedrock was expected, it became a challenge to remove it quickly while monitoring noise, staying on schedule, and working in an active community park. The HDR team worked with stakeholders and expedited shop drawings, and reorganized construction activities to circumvent the unforeseen issues to finish in time for the fall chinook run.

HDR's design team employed a low-impact development strategy with new landscaping and additional impervious surfaces. Stormwater is used to recharge groundwater using bioswales and permeable pavement. This will improve the native vegetation around the site and reduce erosion and water entering the sewer system.

The Tumwater Falls Hatchery project was a \$9 million modernization that included a larger holding and rearing pond.



PHOTO COURTESY OF ACEC

NATIONAL FINALIST: GOLD AWARD

STRUCTURAL SYSTEMS

KPFF Consulting Engineers

Project: University District Gateway Bridge

Client: City of Spokane

When the city of Spokane began working on a university neighborhood master plan, the concept of constructing a pedestrian/bicycle bridge spanning the railroad tracks and connecting the East Sprague area to the University District emerged as a key catalyst in the master planning. This new connection now supports economic development for two vital and developing neighborhoods separated by railroad tracks and a busy arterial.

The bridge needed to create a welcoming sense of place while supporting future mixed-use development in the Sprague area and the medical district lying south of this corridor to the Riverpoint Campus academic facilities on the north where several universities have campuses.

KPFF's final bridge design resulted from extensive stakeholder outreach and public involvement providing integral parts of the process. Outreach was broad and included elected officials, property owners, academic institutions, neighborhood groups, business owners and many special interest groups.

The height of the structure and the cable-stayed bridge's aesthetics were intentionally chosen to stand out in the landscape to draw attention to the South University District area. Traditional railroad bridges inspired the robust details of the 450-foot span. Simultaneously, the 120-foot-tall concrete arch establishes

The bridge is anchored on the north by a spiral ramp and grand stair connecting to a new WSU campus promenade.



PHOTO COURTESY OF ACEC

the bridge as an icon and significant new landmark on Spokane's skyline.

The selection of ramps for the approaches addressed challenging vertical grade requirements over railroad, roadway and transit corridors as high as 30 feet. This

key decision also drove the structural solution from the shortest, perpendicular path across the rail and roadway corridors to a skewed bridge alternative. By skewing the bridge and adding length to the bridge spans themselves, part of the

vertical height users would travel is taken up in the bridge deck's slope. Reducing the height of the landings at both ends of the bridge, in turn, reduced the lengths of the approaches to make it more attractive to users.

BEST IN STATE: GOLD AWARD

FUTURE VALUE TO THE ENGINEERING PROFESSION

Century West Engineering

Project: Grant County International Airport — Runway 14L-32R line-of-sight improvements

Client: Port of Moses Lake

Grant County International Airport in Moses Lake seems a long way from Puget Sound. Still, it plays a vital role in relieving congestion from the overcrowded skies of western Washington.

Airspace in Puget Sound is highly congested due to the significant number of airports supporting commercial flights, commercial aircraft manufacturing flights and military flights at Boeing Field, Seattle-Tacoma International, Renton Municipal, Paine Field, Bellingham and Joint Base Lewis McChord airports. This congested airspace causes delays on the ground taxiing and inefficient flight paths that burn greater amounts of fuel and impact the environment.

The airport and Runway 14L-32R provide facilities for many Boeing test flights in uncongested airspace, relieving pressure on the Puget Sound area. Runway 14L-32R line-of-sight improvements allow operations on the runway to occur around the clock, further reducing congestion across the region.

At 13,503 feet long and 200 feet wide, Runway 14L-32R is one of the United States' largest runways. Though the airport, which is managed by the Port of Moses Lake, also operates four other runways, Runway 14L-32R is critical to aviation operations. It is necessary for general aviation activities, narrow and wide-body aircraft flight tests, wide-body cargo shipping, pilot training, military operations and everything in between.

The new runway, completed on an aggressive design and construction schedule, provides much-improved sight distance, upgraded edge lighting with LED fixtures, and signage, which increases runway safety while reducing energy consumption and required maintenance.



Located at the Grant County International Airport, Runway 14L-32R provides facilities for Boeing test flights in uncongested airspace.

PHOTO COURTESY OF ACEC



Congratulations Engineer of the Year

ACEC Washington 2021

Semyon Treyger

National Practice Consultant – Bridges

HNTB congratulates you on this well deserved recognition. Thank you for your exceptional contributions to our industry over the last four decades. You are an asset to our clients, the communities we serve, and our firm.

HNTB

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Semyon's signature projects include (photos at right from top to bottom): New Tacoma Narrows Bridge (Tacoma, Wash.); Tilikum Crossing (Portland, Ore.); South Park Bridge Replacement (Seattle, Wash.)

BEST IN STATE: GOLD AWARD

SOCIAL, ECONOMIC AND SUSTAINABLE DESIGN

Parametrix

Project: Lake to Sound Trail, Segment A
Client: King County Parks

The Lake to Sound Trail is a sustainable, long-term solution to the community's non-motorized transportation needs by building access across many physical, environmental, legal and safety constraints. The completion of Segment A, a 1.1-mile-long section, fills an essential missing link within the overall corridor, navigating natural and built environment barriers such as rivers and major railroad lines.

Parametrix was responsible for project management, design of the trail, civil and structural engineering, landscape architecture, surveying and construction management.

Two crossings in this project created unique and complex design challenges. Within a short distance, the trail needed to cross both the Black River and Monster Road. Many factors added difficulty to the design, including structural constraints of the existing road bridge, vertical clearance area for the undercrossing, environmental constraints such as ordinary high water and flood elevations of the Black River, the occurrence of listed aquatic species, and seismic instabilities at the riverbank. Designers determined a new pedestrian-only structure was needed for the river crossing.

This completed project, one piece of a larger multi-phase connection of a network of trails, is the result of extensive outreach with a wide variety of stakeholders, including permitting and property acquisitions, as well as design and operational coordination with the cities of Tukwila and Renton, historical and cultural input from the Muckleshoot and Duwamish tribes, wildlife groups, adjoining property owners, King County pump station operators on the Black River, and the Union Pacific and BNSF railways. Interpretive signs along the trail share stories of native people and the importance and history of the land, forests and the Black River in sustaining them.



The 110-foot-long pedestrian bridge was pre-manufactured in Minnesota and trucked cross country in a single piece. It was placed by crane in a single afternoon.

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BEST IN STATE: GOLD AWARD

COMPLEXITY

Notkin, a P2S company

Project: Hybrid biplane operating room
Client: Harborview Medical Center/
 Aldrich and Associates

Harborview Medical Center is a publicly owned critical-access hospital. It is the only Level 1 trauma center in the state and has served the public for over a century. The installation of a new biplane neurosurgery suite is an example of maintaining performance and excellent care within aging infrastructure constraints.

Planning a construction project within a functioning surgical suite presents numerous unique and complex challenges. In addition to the normal design and engineering for new construction, there are challenges with accessibility, infection control and maintaining functional utilities. Notkin, a P2S company, participated in many planning exercises not only with design partners but with the hospital project managers, surgical staff, facilities staff, construction crew and equipment vendors. This full-team approach to information gathering enabled a thorough perspective of the project constraints and led to a successful outcome.

The need to maintain live utilities to adjacent surgical suites during construction required a highly detailed level of planning with installers and the facilities crew in the field to identify the actual points of demolition and new connections for a wide variety of necessary piping systems.

This project was executed within a



Harborview's hybrid biplane operating room project required maintaining live utilities to adjacent surgical suites during construction.

PHOTO COURTESY OF ACEC

complex infrastructure zone. The ceiling area in this type of surgical suite is exceedingly congested with multiple mechanical systems, including hygienic air delivery, water, equipment booms, lighting, medical gases, power, A/V and communications cabling.

The team's meticulous planning efforts

also increased the overall efficiency of the mechanical systems. Taking into account the high rate of air exchange required when surgery is in progress, new operating room controls were installed with automated modes for when the space is occupied versus vacant. A local display allows the surgical staff to monitor the

room mode and produces an alarm if the room is occupied but not in the correct air exchange mode. These features provide energy efficiency by allowing the air delivery systems to ramp down when necessary but also maintain safety and hygiene as a high priority.

BEST IN STATE: GOLD AWARD

UNIQUE OR INNOVATIVE APPLICATIONS

Parr Excellence

Project: Sarah Creek habitat restoration
Client: Cowlitz Indian Tribe

Washington's natural salmon runs are critical to the health of the Puget Sound ecosystem, as well as to the sustenance of the Cowlitz Indian Tribe. The Sarah Creek habitat enhancement is one of 10 projects that have been implemented by the tribe in the Abernathy Creek Watershed, which is part of the Lower Columbia Intensively Monitored Watershed.

A unique combination of stream restoration approaches was the ultimate solution to overcome many site and regulatory barriers to transform this section of Sarah Creek from a fish barrier to nurturing fish habitat. The project included an innovative application of boulder ballast for large wood structures placed over bedrock.

This project's fish passage design included creating a roughened channel fishway in the reach downstream of a 7-foot-high bedrock waterfall located approximately 300 feet upstream of its confluence with Abernathy Creek and a 600-foot-long sheet of bedrock that formed the stream bed upstream of the waterfall. The waterfall and supercritical flows through the upstream bedrock reach impeded coho salmon passage.

The project combined both currently accepted philosophies — the prescriptive and the process-based approaches — to create a successful result.

The prescriptive philosophy would address a general lack of pools in a stream by excavating pools as a solution. Creating artificial pools this way is problematic if sediment transport is not well understood. In some locations, the pools would simply fill in during the next flood event.

Providing fish passage access to high-quality habitat has been shown to be one of the most effective restoration strategies. The newly formed roughened channel has three pools for resting areas and backwaters to enhance passage into the upstream reach.



Habitat restoration of Sarah Creek included creating a roughened channel fishway.

PHOTO COURTESY OF ACEC

BEST IN STATE: GOLD AWARD

SUCCESSFUL FULFILLMENT OF CLIENT/OWNER NEEDS

COWI North America and HNTB

Project: South Lander Street grade separation
Client: Seattle Department of Transportation

In Seattle, the busy Lander Street corridor — serving more than 13,000 vehicles, 1,400 pedestrians and 100 bicyclists daily — was frequently blocked by train traffic, causing long lines of waiting cars and trucks. Completing the South Lander Street grade separation project remedied long-standing traffic congestion problems in the essential east-west corridor in Seattle's Sodo District.

The new bridge is better designed to handle traffic from the Port of Seattle, King County Metro, regional freight, daily commuters and visitors. It has also reduced vehicle emissions and improved freight flow, supporting economic rejuvenation for Washington state.

COWI North America worked as the prime consultant for the preliminary and final design with HNTB, who was responsible for construction management. Together, they managed the design and construction of a new bridge to span over multiple active rail lines in a dense urban area. A total of four spans supported on five piers were built over the rail lines, providing four lanes of traffic and a protected 14-foot-wide bicycle-friendly and ADA-accessible pedestrian pathway.

With an original cost estimate based on 2007 plans, the engineering team value-engineered a \$20 million reduction in the overall project cost. This significant construction savings enabled the city to reallocate budgets to other city projects crucial to public safety and community development.

"This is an example of what SDOT can do, and the scale of projects we can deliver under budget, to build a safer, more livable and just city for all Seattleites," said Sam Zimbabwe, SDOT director.

Completing the South Lander Street grade separation remedied long-standing congestion problems in the essential east-west corridor in Seattle's Sodo District.



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ENGINEER OF THE YEAR

Semyon Treyger HNTB

Semyon Treyger, selected as this year's Engineer of the Year, is a registered professional engineer and structural engineer with 41 years of experience. He is a nationally recognized bridge structure design expert with a history of bringing iconic solutions to complex challenges, particularly with foundations in seismic conditions.

A 34-year veteran with HNTB, Treyger currently serves as director of bridges and tunnels for HNTB's West Division and has been the leader for design and delivery for more than 40 bridges in Seismic Zone 4.

Through his leadership during his extraordinary career, Treyger has demonstrated unparalleled expertise in suspension and cable-stayed structures, steel and concrete arches, concrete segmental bridges, and tunnels. He infuses detailed planning, intricate design, and steadfast construction discipline and support for bridge projects in dense urban areas, often where seismic conditions might otherwise deter project success.

Treyger regularly advances leading technologies to inform his expert analysis of seismic vulnerabilities to complex bridge types. His team recently engineered a new structure for the Port of Long Beach's Gerald Desmond Bridge replacement. Although the iconic bridge sits above an active 12.5-mile-long fault line, it can absorb shock from a major 1,000-year earthquake event.

His natural talent to balance functionality with beauty makes Treyger a national leader in delivering signature spans. His process places a huge value on listening, which has been pivotal to his ability to meet his clients' goals and the goals of the larger surrounding community.

"Semyon is a great mentor and continually demonstrates by example. After working with him, I have led the planning and design of some major long-span bridges currently under study. I am doing my best to carry on his high standards through my work and by providing mentorship to young engineers," said Yan Jiang, HNTB principal engineer.



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INCLUSION AWARD

MIDSIZE FIRM

Coughlin Porter Lundeen

Coughlin Porter Lundeen is committed to diversity, inclusivity and community within the firm, the community and the AEC industry. The company strives to improve the engineering workforce's diversity equitably and inclusively by identifying multiple support channels.

One method that has proven successful over the past few years is using engineering qualities (competency) documents, which provide clear, consistent direction for staff to enhance internal mentorship and career growth. Leadership uses these documents to guide employee development and provide equal opportunity for career advancement for all staff, and it's made a difference.

Currently, 40% of the engineering staff at Porter Coughlin Lundeen is female, exceeding industry averages and bolstering recruitment and retention achievements. The firm has filled several leadership positions with women this year and continues active mentorship to rapidly advance women and staff of color (BIPOC) to leadership that has cleared away industry-wide obstacles.

To influence diverse future engineers, a large percentage of the engineering staff at Coughlin Porter Lundeen actively engage in various community programs related to diversity in STEM. These include mentoring and internship programs aimed at elementary and high school students. Also, the company recently provided sponsorship and speakers to the annual UW Women in Science & Engineering Conference.

INCLUSION AWARD

MIDSIZE FIRM

KBA

KBA is guided by four core values: value people, relationships and community; provide creative solutions; professionalism and integrity; and delivering quality results.

Each of these core values supports fostering an inclusive work environment and a diverse workforce. From the beginning over 26 years ago, KBA's founder, Kristin Betty, strove to build a purpose-built firm, doing one thing, and doing it better than everyone else. These guiding principles included delivering services to clients, in addition to building teams of best-in-class talent and incorporating best business practices.

Having a diverse workforce that is not constrained by "group think" is one of those best practices used to build teams, both internally and when choosing consultants. KBA's workforce comprises 35.4% of women, 27.3% minorities and includes veterans and people with disabilities. Both women and minorities are represented in firm leadership positions, including but not limited to; president, engineer of record and board chair. This diversity extends throughout the company, including internships to students that help fill the pipeline of future talent to the engineering community.

As a firm that has recently grown from a single founder to a midsize firm of over 100, KBA frequently shares recent experiences to assist emerging firms. This help has included advice on business practices, ownership transition, leadership transition, business management, marketing and introductions to leaders at firms with business teaming opportunities. KBA believes that good competition and a diverse and inclusive workforce makes everyone better in business.



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**Working for Washington's
Engineering Community**

"One of the primary functions of ACEC of Washington is to lobby in Olympia on behalf of the consulting engineering community regarding proposed new legislation critical to our industry and members statewide. We find the advocacy one of the biggest benefits, among many, that makes our membership a good investment for our company."



Larry Swartz, Principal/ Engineering Group Leader - Notkin a P2S Inc. Company



"ACEC is a world of information about everything you need to know in the context of running your engineering business. As a new member, I have found this such a great opportunity for networking, collaborating and education."

Sherry Harris, CEO, Ergosynch Engineering

"Our membership to ACEC of Washington provides benefits well above the annual membership fee. The education and training opportunities for our employees at all levels are invaluable, from the Core Competencies for Professionals series and conferences to the educational seminars provided each month. We rely on ACEC to keep us informed on emerging issues and current best practices in our industry."



Ben Upsall, Associate Geotechnical Engineer, GeoEngineers, Inc.



"I am a member of ACEC of Washington because advocacy for small engineering firms has never been more important. ACEC provides invaluable tools, information and networking opportunities to help my business thrive in a highly competitive, rapidly evolving market."

Robin Kirschbaum, PE, LEED AP, ENV SP, President, Robin Kirschbaum, Inc.

"Through the efforts of ACEC, we continue to build paths that help us collaborate more successfully with our clients and be more innovative on the projects we help develop for our communities. ACEC is the voice that represents our collective business interests."



Mike Clark, Transportation Group Manager, David Evans and Associates, Inc.