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AGGC 2022



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For more information about what AGC membership can do for you and your organization, call today and talk with membership director Stacy Mullane at 206.284.0061, or email her at smullane@agcwa.com.

YOU REALLY SHOULD BE HERE.

Celebrating a Century of Service



AGC HONORS TOP PROJECTS, PEOPLE AND SAFETY

AGC of Washington on May 19 held the 2022 Build Washington Awards celebration with a return-to-live event format at Seattle's Museum of Flight. The annual program recognizes members' top projects, programs and people over the past year — this year presenting awards across 37 categories. The event was sponsored by Moss Adams.

"Congratulations to our 2022 Build Washington Award recipients!" said AGC 2022 president Dawn Stephens of Charter Construction. "It is amazing to once more see so many innovative programs, challenging projects and wonderful AGC members receiving their well-deserved recognition. The projects, companies and individuals who have submitted, and those receiving awards, should all be proud of their contributions to the construction industry."

Construction Excellence judges included Anne Timmermans, Paramatrix; Joe Gildner, Sound Transit; John Schaufelberger, University of Washington; Eric Pearson, DCI Engineers; and Derek Case, WSDOT.

Safety Excellence judges included Chris Miller, AGC Oregon Columbia Chapter; Doug Buman, LIUNA Health & Safety Fund of North America; Sathy Rajendran, Central Washington University; Kevin Cannon, AGC; and David Conley, Labor & Industries.

Specialty Award judges included Gordon Krippaehne, Howard S. Wright; Elaine Ervin, Moss Adams; and Brenda Nnambi, Sound Transit.

AGC 2022 BUILD WASHINGTON AWARDS

GRAND AWARDS

CATEGORY

Construction Safety

HONOREE

Manson Construction Co.
Exxel Pacific

SPECIAL AWARDS

CATEGORY

Excellence in Innovation
AGC/Moss Adams Community Service
Champion of Diversity Award

HONOREE

Hensel Phelps
The Walsh Group
Absher Construction Co.

INDIVIDUAL AWARDS

CATEGORY

Rising Star
Brian Salsgiver Safety Professional of the Year
Project Manager of the Year
Superintendent of the Year

HONOREE

Kabri Lehrman-Schmid, Hensel Phelps
Scott Streuli, Guy F. Atkinson Construction
Jeff Asavalertpanich, DPR
Matt Perhatch, Aldrich & Associates

2022 CONSTRUCTION EXCELLENCE AWARDS

CATEGORY

Public Building (\$2M - \$5M)
Public Building (\$5M - \$20M)
Public Building (\$20M - \$50M)
Public Building (over \$100M)
Private Building (\$5M-\$20M)
Private Building (\$20M-\$50M)
Private Building (\$50M-\$100M)
Private Building (over \$100M)
Tenant Improvement (under \$5M)
Tenant Improvement (over \$5M)
Highway/Transportation (under \$5M)
Highway/Transportation (\$5M-\$15M)
Highway/Transportation (\$15M-\$50M)
Highway/Transportation (over \$50M)
Heavy/Industrial (under \$5M)

PROJECT

Repair Life-Safety Environment Madigan
Arlington Drive Youth Campus
Bates CAHE
North Satellite modernization
Aspen Terrace
Parque Kirkland
Esterra Park — Block 3
Spire
2501 North Alder Legal Offices
Lyell Lyfe Manufacturing Center
2021 Clark County HMA overlays
I-5 SB/E to N Fork Lewis River pavement
Mukilteo Ferry Terminal (phase 2)
Mukilteo Ferry Terminal
Boundary Dam Spillway No. 1 TDG Removal

HONOREE

Washington Patriot Construction
Korsmo Construction
The Walsh Group
Hensel Phelps
Walsh Construction
W.G. Clark Construction
JTM Construction
PCL Construction
Washington Patriot Construction
DPR Construction
Granite Construction
Granite Construction
Manson Construction Co.
Imco General Construction
Imco General Construction

SAFETY EXCELLENCE AWARDS

CATEGORY

Construction Manager (under 100K hours)
Construction Manager (over 250K hours)
General Contractor, Highway/Civil (under 500K hours)
General Contractor, Highway/Civil (over 500K hours)
Specialty Contractor (under 100K hours)
Specialty Contractor (100K-500K hours)
Specialty Contractor (500K-1M hours)
Specialty Contractor (over 2M hours)
General Contractor (under 150K hours)
General Contractor (150K-250K hours)
General Contractor (250K-500K hours)
General Contractor (1M-1.5M hours)
General Contractor (over 1.5M hours)

HONOREE

Centennial Contractors
Exxel Pacific
Orion Marine
Granite
Danard Electric
Andgar Corp.
UMC
MacDonald Miller
Washington Patriot Construction
Hensel Phelps
JTM Construction
Turner
Howard S. Wright

ON THE COVER

Mason Construction Co. won the Grand Award for Construction Excellence for its work on the new Mukilteo Ferry Terminal.

PHOTO COURTESY OF MASON CONSTRUCTION CO.

SECTION TEAM

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HIGHWAY/TRANSPORTATION \$15 MILLION TO \$50 MILLION

MUKILTEO FERRY TERMINAL (PHASE 2)

Location: Seattle

General contractor: Manson Construction Co.

The Mukilteo Ferry Terminal phase 2 construction project meant the first new terminal location in 40 years for the country's largest ferry system. State Route 525 serves as a key Puget Sound transportation link for the public to Whidbey Island, and the Mukilteo Ferry Terminal serves 4 million passengers annually.

**GRAND AWARD
CONSTRUCTION**

Washington State Ferries awarded a \$26.4 million contract to Seattle-based Manson Construction Co. for construction of new marine terminal elements, including a passenger overhead loading system, vehicle transfer span, new ferry-berthing structures and demolition of the existing 63-year-old terminal's in-water structures. It also included installation of a new public fishing pier.

To the satisfaction of WSF and other key stakeholders, Manson successfully achieved tight fabrication and installation tolerances of heavy structural elements with no re-work; on-time delivery with no serious terminal interruptions; coordination with the concurrent upland terminal contractor; and zero safety recordables.



The Mukilteo Ferry Terminal Phase 2 construction project was the first new terminal location in 40 years for the country's largest ferry system.

PHOTO COURTESY OF MANSON CONSTRUCTION CO.

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Discover how our construction industry-focused services can help your business stay ahead of change and plan for what's next.

We're proud to support the 2022 AGC Build Washington Awards.

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CONSTRUCTION MANAGER MORE THAN 250K HOURS EXXEL PACIFIC

Exxel Pacific moves forward with one eye on what has made it successful to this point, and another eye on “change” that will make it better in the future.

Exxel’s Dropped Object Protection Program has been in place for over five years, and it has been extremely successful since its inception. It focuses on pre-planning of dropped objects from projects and overhead operations including scaffolds and aerial lifts. Exxel’s purple netting is used at openings where materials could fall. Tool lanyards and tie-back methods are also utilized to help protect from falling tools and equipment.

As Exxel’s portfolio progresses into projects that have more levels and building towers in the urban core of Seattle, the hazard of dropped objects grows and Exxel is continually looking at proactive physical change. Exxel is currently constructing a student housing project with 22 levels in a very tight area of the University District. There are neighboring buildings within feet of this project. With very little room around the perimeter, Exxel knows some tried and true methods needed to advance.

One advancement of Exxel’s program was to install debris outrigger nets. It is an engineered debris net system, using poles that extend out from the building approximately 20 feet and extend over the property lines. Between the poles are layers of reinforced netting to capture any additional items that could accidentally come out from the building. The nets trail the active working deck and are advanced at each deck cycle.

The nets are always kept within five levels of the top deck. At the end of the shift, the nets are pulled back and debris, if any, is removed to ensure it’s not pre-loading the net or could possibly come dislodged during a wind event. The net systems caught nails and small pieces of debris from coming down on an active project.

A second advancement Exxel deployed on this project was from a lesson-learning session. A freak accident occurred when a concrete troweling fan blade came loose of the spinning troweling machine, cutting through the typical netting. Through investigations, Exxel determined a fastener had broken during operation and allowed the fan blade to come off the machine. The root cause, mechanical failure of the machine, was remedied by using a different method to attach the fan blades, but Exxel also recognized that it could implement more robust controls to the typical perimeter netting. The Exxel team researched many different types of reinforced netting. Most didn’t have cut protection to provide the control Exxel was looking for. Exxel found its solution from the fishing industry and procured a netting that had Dyneema woven in. Dyneema is a steel fiber woven material found in cut-resistant gloves that are used in the construction industry. This net was layered on the active top deck of the project to provide a cut-resistant barrier to the active deck and is a best practice for Exxel concrete towers going forward.

**GRAND AWARD
SAFETY**



Exxel Pacific is continually looking at proactive physical changes to bring safety measures to work sites.

PHOTO COURTESY OF EXXEL PACIFIC

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EXCELLENCE IN INNOVATION

HENSEL PHELPS

The North Satellite Modernization project's continuous collaboration fostered innovative ideas to execute complex operations and take advantage of schedule acceleration opportunities. The following examples demonstrate the team's innovative approach.

Micro-sequencing: Throughout construction, the North Satellite remained operational for main tenant Alaska Airlines. The North Satellite Modernization was built in two phases, which included 22 micro-sequences. The team worked collaboratively during pre-construction to develop a design and construction plan that aligned with project and stakeholder goals while keeping the airport functions operational and safe during construction. This included a focus on maintaining a minimum number of gates, restrooms and passageways operational to maintain a positive passenger experience during construction.

Steel truss installation: To build the 80-foot river over the central core, Hensel Phelps installed 2 million pounds of steel trusses over the active facility. Using two 16,000 Mani-

towoc cranes on the east and west side of the building, every pick was critical due to multiple cranes or weight of truss; and every pick was documented on Hensel Phelps' critical pick work sheet. Weather patterns were carefully considered, and the team constantly communicated with the air traffic control tower due to the height of the cranes. This took tremendous efforts from all parties involved and resulted in no injuries, incidents or near misses during the steel truss installation.

Dance floor scaffold: To install the high river's MEP and ceiling 80 feet over the concourse below, 26 beams were installed during steel erection over the central core to support a dance floor scaffold that provided trade partners a safe working surface. The 26 47-foot temporary I-beams were removed after the high river ceiling was finished. A picking apparatus skid was engineered and built to sit on the temporary beams as they were being removed. The beams were maneuvered onto the catwalk level of the building, where they



The North Satellite Modernization was built in two phases, which included 22 micro-sequences.

PHOTO COURTESY OF HENSEL PHELPS

were cut up and taken out of the building.

Operation Silver Cloud: During the early stages of the COVID-19 pandemic in 2020, the NSAT team recognized an opportunity to take advantage of low passenger flow in the central core, which was the most heavily phased portion of the project and the critical path. The team developed a revised plan, reviewed the plan with project

stakeholders, received buy-in, and executed to the benefit of the project in both schedule savings and cost savings for the port and Hensel Phelps. Known as Operation Silver Cloud, it allowed the project team to open the new facility on June 30, 2021, under a temporary construction occupancy in lieu of the original Oct. 26, 2021, date.

Completing follow-on prior to turnover: Phase 1 was opened

with temporary AHUs. The original schedule removed the temporary AHUs after turnover of Phase 2, when all gates would be operational. The team expedited the last three months of schedule by installing new AHUs within the Phase 2 penthouse earlier and tying it into Phase 1. This allowed the temporary equipment to be removed prior to turn over, reducing potential impact to airline operations.



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PHOTO COURTESY OF THE WALSH GROUP

AGC/MOSS ADAMS COMMUNITY SERVICE AWARD THE WALSH GROUP

The Walsh Group Seattle office values community and serving in the areas in which it has influence. Each year, Walsh gives back to local nonprofits, whether it is through monetary donations, volunteer hours or donating goods.

In 2021, Walsh helped give back to the following community organizations.

In January, Walsh ran a clothing drive for the University District Food Bank in Seattle that resulted in over 3,000 warm clothes donated; and in the winter, it also donated time to Habitat for Humanity. One project Walsh did was spending a Saturday framing walls for residential buildings.

Each year Walsh donates time, canned foods and money to Food Lifeline. Through the annual Food Frenzy competition, Walsh competed against companies in the AEC sector with the common goal to achieve the most points by either volunteering at the Food Lifeline warehouse, raising money and/or collecting canned goods. After the two-week competition, Walsh donated over \$17,000, collected over 120 cans of food and volunteered 80 hours at the Food Lifeline warehouse. The company ended up in 11th place in the overall competition and second in the AEC category.

Moving on through the year, Walsh supported Cascade Regional Blood Services by holding two blood drives at its regional office, one in June and one in September. In total, the company donated 17 pints, saving over 50 lives.

As a national supporter of Rebuilding Together, Walsh Seattle has spent numerous years working with Rebuilding Together South Sound. Walsh Seattle donates to Rebuilding Together South Sound by sponsoring the program, and in 2021, worked two different Saturdays repairing the homes of elderly/disabled homeowners.

Walsh also supports Childhaven, participating in DCI's annual event to raise money. In the fall, Walsh held a book drive for King County Coalition of Homelessness and collected over 150 books.

In October, Walsh sponsored and volunteered in person at the NAIOP Community Enhancement Day, spending a day landscaping and improving the land around a local YMCA. On Nov. 13, the company participated in the final Rebuilding Together project of the year, which focused on helping veterans for Veterans Day.

As a federal contractor working at Joint Base Lewis-McChord, Walsh makes it a point to volunteer with Fisher House and Toys for Tots before the end of the year. Fisher House Foundation is a charity that builds comfortable homes where military and veteran families can stay for free while a loved one is in the hospital. In addition to supporting Fisher House around the thanksgiving holiday, two of Walsh's JBLM jobsites assembled and donated over 140 turkeys to a group of men and women at the brigades down by the sites. To end the year of volunteering, Walsh donated over 260 toys through the Toys for Tots foundation.

In 2021, Walsh's region logged approximately 350 volunteer hours, plus the two-week Food Lifeline Food Frenzy competition and the book drive.

CHAMPION OF DIVERSITY AWARD ABSHER CONSTRUCTION CO.

Absher is committed to fostering, cultivating and preserving a culture of diversity and inclusion. It currently has 253 employees representing six different cultures, including 49 minority and 48 female team members. While Absher is proud of where it was in 2018 when it received the first Champion of Diversity Award, the work of diversity, equity and inclusion is long-term. Absher has many new efforts and programs since then to continue to become a more equitable organization.

Absher believes that fostering a culture of care is not only critical to having a diverse and inclusive workplace, but it is inherent in its core values: Absher cares about people. Absher is a servant leader. It does things right. It does right things.

Absher's Culture of Care means that it is committed to hiring a diverse workforce and fostering an inclusive environment for all team members, and it achieves this by caring for its co-workers in mindfulness words and actions. Absher is mindful about the differences, experiences, knowledge and talents each of its employees brings to the team. These considerations are part of its planning and processes for procuring work, hiring, and setting compensation and benefits.

Absher creates a positive environment using respectful and inclusive language that values every member of the team. The words it uses reflect its diversity of team, support an environment of respectful communication, and foster cooperation and teamwork. Absher puts into practice policies, procedures and plans that are inclusive and support the needs of the diverse staff and help it to continually attract team members from every background.

With regard to its trade partners, Absher provides mentoring and training opportunities for DBE, Section 3- and women/minority-owned businesses. Absher introduced a Business Equity Enterprise buyout tracking program on the UW Oak Hall project. UW embraced it and is now incorporating it into its standard operating procedures on all projects. All contractors are now following this format to show contract dollars paid or awarded to BEE firms. Absher currently has four mentor-protégé relationships with MBE/WMBE firms.

Absher University provides an in-house curriculum of educational courses to small businesses, including all facets of construction project management, construction craft skills,



PHOTO COURTESY OF ABSHER CONSTRUCTION CO.

construction software technical courses, construction regulations, OSHA training and more.

Absher provides a project-compliance software class for SBES including MBE/WBE/DBE firms that have first time or limited experience using software like Procore, GC Pay and LCP Tracker. Classes are led by Absher's IT and accounting departments. The company hosts free small business summits focusing on building relationships with local contractors, providing them with valuable information on a vari-

ety of business topics and how to bid work with Absher. For 2021, these summits moved to a virtual monthly meeting due to COVID.

Absher's commitment to diversifying the industry is long-term and holistic, including the launch this year of the BIPOC student scholarship to encourage students to pursue careers in construction. Absher staff members serve on pre-apprenticeship program boards that help women and people of color obtain careers in construction trade.

Turner
is proud to receive the
AGC
2022 Build Washington
Award for Safety Excellence
GC Building 1M – 1.5M worker hours!



“Turner’s goal is to provide the best possible working environment for our trade partners and staff. We strive to eliminate workplace incidents through Turner’s Building LIFE program, which is focused on Planning, Active Caring, and Worker Engagement.”

Jeremy Taylor
Business Unit EHS Director

PUBLIC BUILDING \$2 MILLION TO \$5 MILLION

REPAIR LIFE-SAFETY ENVIRONMENT OF CARE, 5-NORTH PSYCHIATRIC UNIT, MADIGAN ARMY MEDICAL CENTER

Location: Joint Base Lewis-McChord
Contractor: Washington Patriot Construction

Washington Patriot provided design-build services for the repair and renovation of a 14,000-square-foot psychiatric patient care unit. This included patient care room renovations, improved safety of staff work areas, floor and ceiling refreshes, and the addition of behavioral health specific finishes and hardware throughout the floor. The project scope included improvements to the nurse call, fire alarm, access control, and security systems within the patient care area, which greatly improved the overall standard of care in the unit, as well as the staff and patient safety. Work was completed over six phases to allow facility operations to continue while Washington Patriot performed the tenant improvement renovations. It was imperative that the unit was able to continue its mission-critical objectives during construction. Hospital infection control and patient safety measures were utilized throughout the project and unique behavioral health specific elements were custom made for the project.

The psychiatric patient care unit included patient care room renovations and improved safety of staff work areas.



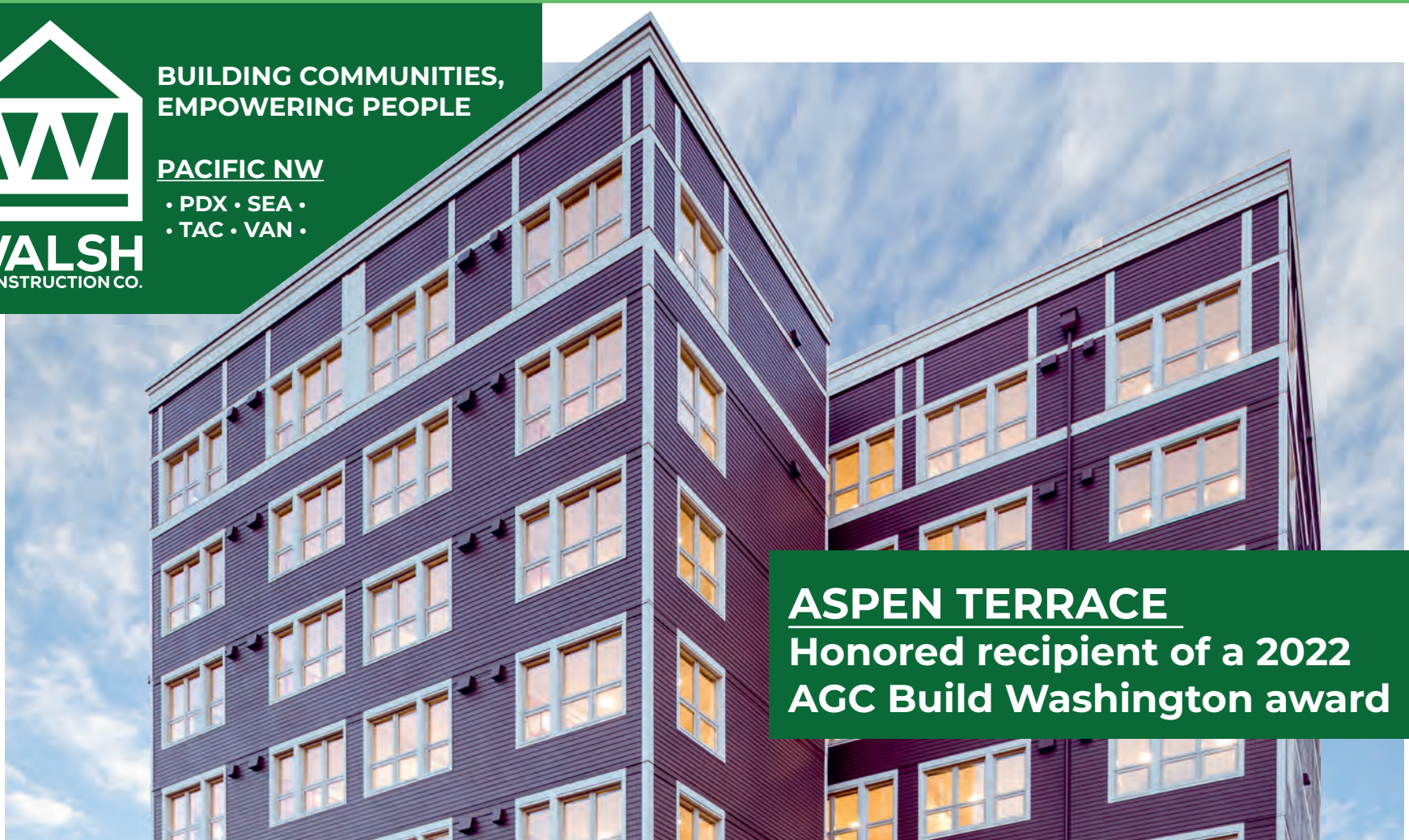
PHOTO COURTESY OF WASHINGTON PATRIOT CONSTRUCTION



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PUBLIC BUILDING \$5 MILLION TO \$20 MILLION

ARLINGTON DRIVE YOUTH CAMPUS

Location: Tacoma
General contractor: Korsmo Construction

The Arlington Drive Youth Campus in Tacoma provides housing and services for youths and young adults who are experiencing homelessness, making the transition from foster care, or are otherwise at risk. The campus consists of a 12-bed crisis residential center for children ages 12 to 17, and a 58-unit apartment building for homeless young adults ages 18 to 24, with about 30% of the residents being parents of babies or toddlers. The Social Impact Center of the YMCA of Greater Seattle provides on-site supportive services, and Community Youth Services provides educational resources and job training. The young adults were included in the design process for the apartment complex. The building includes elevator access, bicycle storage, office space, clinical space, a community room, computer room, laundry center, restrooms and on-site parking. The project involved multiple community and funding partners and meets the Evergreen Sustainable Development Standard.



The Arlington Drive Youth Campus in Tacoma has a 12-bed crisis residential center for children ages 12 to 17; and a 58-unit apartment building.

PHOTO COURTESY OF KORSMO CONSTRUCTION

Parque Kirkland

2022 AGC Build Washington Award
 Private building \$20-50 million



W.G.CLARK
 CONSTRUCTION CO.

HENBART, LLC
 GRAPHITE DESIGN GROUP

PUBLIC BUILDING \$20 MILLION TO \$50 MILLION

BATES TECHNICAL COLLEGE CENTER FOR ALLIED HEALTH EDUCATION

Location: Tacoma

General contractor: The Walsh Group

This progressive design-build project included classroom and lab spaces to replace the existing West Annex Building on the Bates Technical College downtown campus in Tacoma. The building is 65,500 square feet and contains a state-of-the-art sim lab, skills lab and STEM facilities. The goal of the building is to advance the use of simulation technology to enhance learning, provide a safe and effective way to train students, and develop a more qualified workforce in a number of allied health-science fields.



PHOTO COURTESY OF THE WALSH GROUP

The progressive design-build Bates Technical College project included classroom and lab spaces to replace the existing West Annex Building on the Tacoma campus.

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The North Satellite modernization increased the number of aircraft gates from 12 to 20 and extended the building 181,000 square feet.



PHOTO COURTESY OF HENSEL PHELPS

PUBLIC BUILDING MORE THAN \$100 MILLION

NORTH SATELLITE MODERNIZATION

Location: Seattle
General contractor: Hensel Phelps

This \$488 million project renovated and expanded the existing 95,000-square-foot North Satellite at Seattle-Tacoma International Airport, increased the number of aircraft gates from 12 to 20 and extended the building 181,000 square feet to better serve passengers on Alaska Airlines. Surrounded by warm wood and sunlight, the new NSAT celebrates the natural wonder that is the Pacific Northwest. When flying out of the North Satellite, passengers emerge from the renovated train station up onto the concourse level beneath an 80-foot-high “river” of light, known as the Central Core. Using the general contractor/construction manager delivery method, the multi-disciplinary team worked side-by-side throughout the project. Through collaboration, the NSAT team delivered a complex and architecturally stunning facility with enhanced amenities for all end users within the budget established in 2017 and three months earlier than the scheduled completion date.

PRIVATE BUILDING \$5 MILLION TO \$20 MILLION

ASPEN TERRACE

Location: Seattle
General contractor: Walsh Construction

Aspen Terrace (formerly Pioneer Belmont) is the first new construction project for local nonprofit Pioneer Human Services. Aspen Terrace is a short walk/bike ride to the Capitol Hill light rail station. With 90 apartments, including a live-in staff unit, the seven-story building provides permanent housing and on-site supportive programs to those overcoming the challenges of having a criminal history, exiting homelessness, or whose income is 30%, 50% and 60% of AMI. Support services for residents include one-on-one case management, employment services and connections to community resources; and computer training and workshops to enhance job skills are also available within a spacious classroom setting. A large community room with a full kitchen, business center with computers, printers, free WiFi, on-site laundry facilities and bike stor-



Aspen Terrace, with 90 apartments, is a short walk/bike ride to the Capitol Hill light rail station.

PHOTO COURTESY OF WALSH CONSTRUCTION

age are also spread throughout the 42,000-square-foot building. Special features include solar

panels, a shared private courtyard for residents, and units reserved for local veterans.



Esterra Park Block 3 was designed with technology-oriented tenants in mind.

PHOTO COURTESY OF JTM CONSTRUCTION

PRIVATE BUILDING \$50 MILLION TO \$100 MILLION

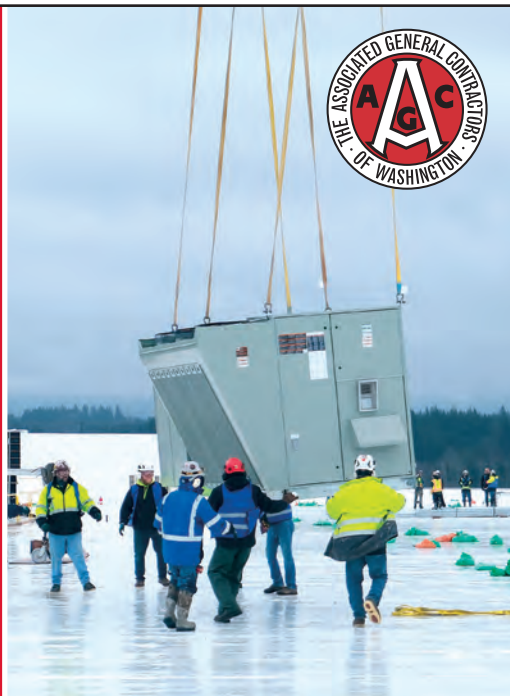
ESTERRA PARK BLOCK 3

Location: Redmond
General contractor: JTM Construction

Esterra Park Block 3 was designed with technology in mind. Located on the northeast corner of Esterra Park, Block 3 features 235,000 square feet of office space on seven floors. Floor plans were designed with technology tenants in mind: large floors, open office spaces, flexible infrastructure, and lots of power enabled for high-density and productive workgroups. With its stun-

ning mountain views, Esterra Park is designed to foster innovation and productivity while providing all the elements of a balanced lifestyle. Building systems are optimized to reduce operating expenses. The floor-to-ceiling glass fills office spaces with natural light, while the common areas are warm and nicely appointed, making them a pleasant place to work, collaborate and innovate. Three levels of below-grade parking include a new access road and bike storage.

Safety. It's our culture.



MacDonald-Miller is honored to receive the AGC Build Washington *Safety Excellence Award for Specialty Contractor, Over 2 Million Worker Hours* for the 8th year in a row! We would like to congratulate ALL the winners of the Build Washington Awards. Thank you for supporting our culture of safety!



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The 151,454-square-foot LEED Gold Parque Kirkland includes 70 luxury apartments.

PHOTO COURTESY OF W.G. CLARK CONSTRUCTION

2022 AGC/MOSS ADAMS BUILD WASHINGTON AWARD WINNER



Arlington Drive Youth Campus | Tacoma, WA

Korsmo Construction is proud of our collaborative work with Tacoma Housing Authority, SMR Architects, and the entire project team to deliver this critical supportive housing solution for at-risk youth and young adults.

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PRIVATE BUILDING \$20 MILLION TO \$50 MILLION PARQUE KIRKLAND

Location: Kirkland
General contractor: W.G. Clark Construction

Parque Kirkland is a high-tech, high-end mixed-use project with forward-thinking features throughout. The 151,454-square-foot LEED Gold project includes 70 luxury apartments, shared amenities, and 17,613 square feet of retail. Parque is the first mixed-use project to utilize electrochromic glazing on all exterior windows. Residents can reduce energy usage and heat loss by controlling the tint level of their windows via a smartphone app. A central grand staircase is visible through the five-story curtain wall, connecting the street to a rooftop terrace and acting as a focal point for the project. A stacking automated parking system, also controlled by smartphone, accommodates parking for the building. Unique amenities include a grotto and wine bar area designed by Dillon Works, and a rooftop amenity space with electrochromic glass that can convert to television screens on demand. Like other projects for this developer, the focus is on high-quality materials, sustainability and lasting design.

PRIVATE BUILDING MORE THAN \$100 MILLION SPIRE

Location: Seattle
General contractor: PCL Construction

Spire is a mixed-use, 41-story building with views of Puget Sound and nine levels of below-grade parking. Located near the Space Needle, the building's ground level has several core and shell retail spaces. Levels 4 through 39 contain 342 condos. Levels 40 and 41 are amenity levels that offer residents co-working spaces, fitness studios, a theater and roof-top terraces. The foundation is concrete, cast-in-place mat slab. The vertical structure is cast-in-place, reinforced concrete and the horizontal elevated slabs are post-tensioned, cast-in-place concrete. The building exterior is window wall. Spire features the first automated parking system in Seattle and can self-park 266 cars. Three separate elevators deliver cars to specified locations within the below-grade parking system. Residents drive their cars into one of the elevators and exit the vehicle. The system then dispatches the car to its location. When leaving, the resident calls for their car, and the system delivers the car.



Spire is a mixed-use, 41-story building with views of Puget Sound and nine levels of below-grade parking. The automated parking system can self-park 266 cars.

PHOTO COURTESY OF PCL CONSTRUCTION



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UMC is honored to be recognized by AGC. Our **"Pride-based Safety"** program is built on knowing you are doing the right thing at the right time for the right reasons, especially when no one is looking. Our safety culture is driven by powerful mantras that are always top of mind:

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KNOW WHEN TO STOP

If you're unsure, STOP, ask, get more information.

Pride-based Safety.

umci.com



TENANT IMPROVEMENT LESS THAN \$5 MILLION

2501 NORTH ALDER LEGAL OFFICES

Location: Tacoma

General contractor: Washington Patriot Construction

The North Alder Legal Offices project renovated an existing 5,400-square-foot, 1930s-era heritage brick building located in a residential area of Tacoma. The objective was to convert the building from a neighborhood food market to shared legal offices while preserving its historic architectural character. Project scope included complete interior demolition, structural upgrades, exterior envelope upgrades, new interior buildout, finishes, and all new mechanical, electrical and plumbing systems. Exterior envelope upgrades included new single-ply TPO membrane roofing with partial new composition shingle roofing, existing brick envelope repair, new siding and storefront windows. Site work included regrading, parking-lot replacement, new utility tie-ins, and right of way improvements including new concrete walks and all new landscaping.

The North Alder Legal Offices project renovated an existing 5,400-square-foot, 1930s-era heritage brick building located in a residential area of Tacoma.



PHOTO COURTESY OF WASHINGTON PATRIOT CONSTRUCTION

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The Lyell Lye Manufacturing Center project was a tenant improvement fit-out of two buildings.



PHOTO COURTESY OF DPR CONSTRUCTION

TENANT IMPROVEMENT MORE THAN \$5 MILLION

LYELL LYFE MANUFACTURING CENTER

Location: Bothell

General contractor: DPR Construction

The Lyell Lye Manufacturing Center project was a tenant improvement fit-out of two buildings. Both were existing shipping warehouses requiring significant demolition. The first building, a laboratory and manufacturing facility supporting immunotherapy and cancer therapy, is a 44,718-square-foot current good manufacturing process (cGMP) space

including prefabricated modular clean room suites, quality control labs and a warehouse. Though technically a one-story warehouse, the space also included the buildout of a new structural mezzanine for all MEP systems, in lieu of rooftop units, for easier accessibility, maintenance and protection from the elements. The second building, 27,800 square feet in size, supports administrative space in a modern, open-office format.

HIGHWAY/TRANSPORTATION UNDER \$5 MILLION

2021 CLARK COUNTY HMA OVERLAYS

Location: Clark County

General contractor: Granite Construction

The 2021 Clark County HMA overlays package included placing approximately 20,500 tons of hot-mix asphalt, various-depth cold planning, force account crack sealing, utility adjustments and several new traffic induction loops. The work occurred across seven mainline roads and 17 chip-seal roads within Clark County, spanning from residential streets to rural country roads and major arterial thoroughfares. The goal of this project was to maintain and update the county's roads through pavement preservation tactics that primarily involved repairing damaged areas and overlaying existing roads. In total, there were nearly 8 miles of roadway that were mainline paved over the course of this project.

PHOTO COURTESY OF GRANITE CONSTRUCTION



The 2021 Clark County HMA overlays project maintained and updated the county's roads through pavement preservation tactics.

HIGHWAY/TRANSPORTATION \$5 MILLION TO \$15 MILLION

I-5 SB/E. FORK LEWIS RIVER TO N. FORK LEWIS RIVER CONCRETE PAVEMENT REHABILITATION

Location: Near Woodland, Clark County

General contractor: Granite Construction

This project rehabilitated a nearly 2-mile stretch of southbound I-5 from milepost 18.28 to milepost 20, just south of Woodland in Clark County. This existing stretch of I-5 is constructed of aged and deteriorating concrete roadway, including cracked and sunken panels that were in dire need of repairs. The scope of work included cracking and seating the existing concrete panels and overlaying lanes and shoulders with hot-mix asphalt, replacing the existing underdrain system, modifying the existing electrical system, installing wetland buffer mitigation improvements, replacing existing guardrail and high-tension cable barrier, and replacing pavement markings. The goal of this \$5.7 million project was to extend the life of the roadway, provide a smoother surface and safer ride for drivers, and reduce the need for costly emergency repairs and maintenance work.

PHOTO COURTESY OF GRANITE CONSTRUCTION



This concrete rehabilitation project included a stretch of southbound I-5 from milepost 18.28 to milepost 20, just south of Woodland in Clark County.

HIGHWAY/TRANSPORTATION OVER \$50 MILLION

MUKILTEO FERRY TERMINAL

Location: Mukilteo

General contractor: Imco General Construction

The Mukilteo Ferry Terminal project, Washington's first new ferry terminal in 40 years, enhances mobility for passengers traveling from Mukilteo to Whidbey Island, one of WSDOT's most active routes serving over 4 million riders annually. The new terminal improves safety and accessibility, reduces traffic along the waterfront, improves loading efficiency, and enhances train station access with new holding lanes and structures. With proximity to commuter trains via the Mukilteo Sounder Station, the terminal's walk-on ridership is expected to increase by 124% by 2040. The new facility is a beautiful public space on the Mukilteo waterfront with a new promenade connecting downtown Mukilteo to the beach, creating an elevated pathway for public use. The longhouse-style terminal building incorporates the cultural influence of the Pacific Northwest's native people, and boasts sustainable design features, having earned LEED Gold certification.



Mukilteo Ferry Terminal is on one of WSDOT's most active routes, serving over 4 million riders annually.

PHOTO COURTESY OF IMCO GENERAL CONSTRUCTION



Wayne's Roofing, Inc. would like to give a special thanks to Seattle Public Schools, the Team, and E&I Cooperative for making the Historic West Seattle High School Roof Replacement project a great success.

Team players include-

General Contractor: Wayne's Roofing, Inc.

Architect: Stemper Architecture Collaborative

Envelope Consultant: Building Envelope Technology & Research

Sub-Contractors: Architectural Sheet Metal, Alpine Waterproofing & Masonry Restoration.

Project Included -

51,384sf of Multi-ply Derbigum APP Insulated Roofing System installed by *Wayne's Roofing, Inc.*

12,357sf removal and reinstallation of Historic Clay Tiles over 2-Ply Underlayment with New Ludowici Classic Clay Tiles where required.

33,892sf of new AEP Span Design Span Sheet Metal Roofing Panels installed by *Architectural Sheet Metal, Inc.*

Historic Brick Masonry work at several locations performed by *Alpine Waterproofing & Masonry Restoration*

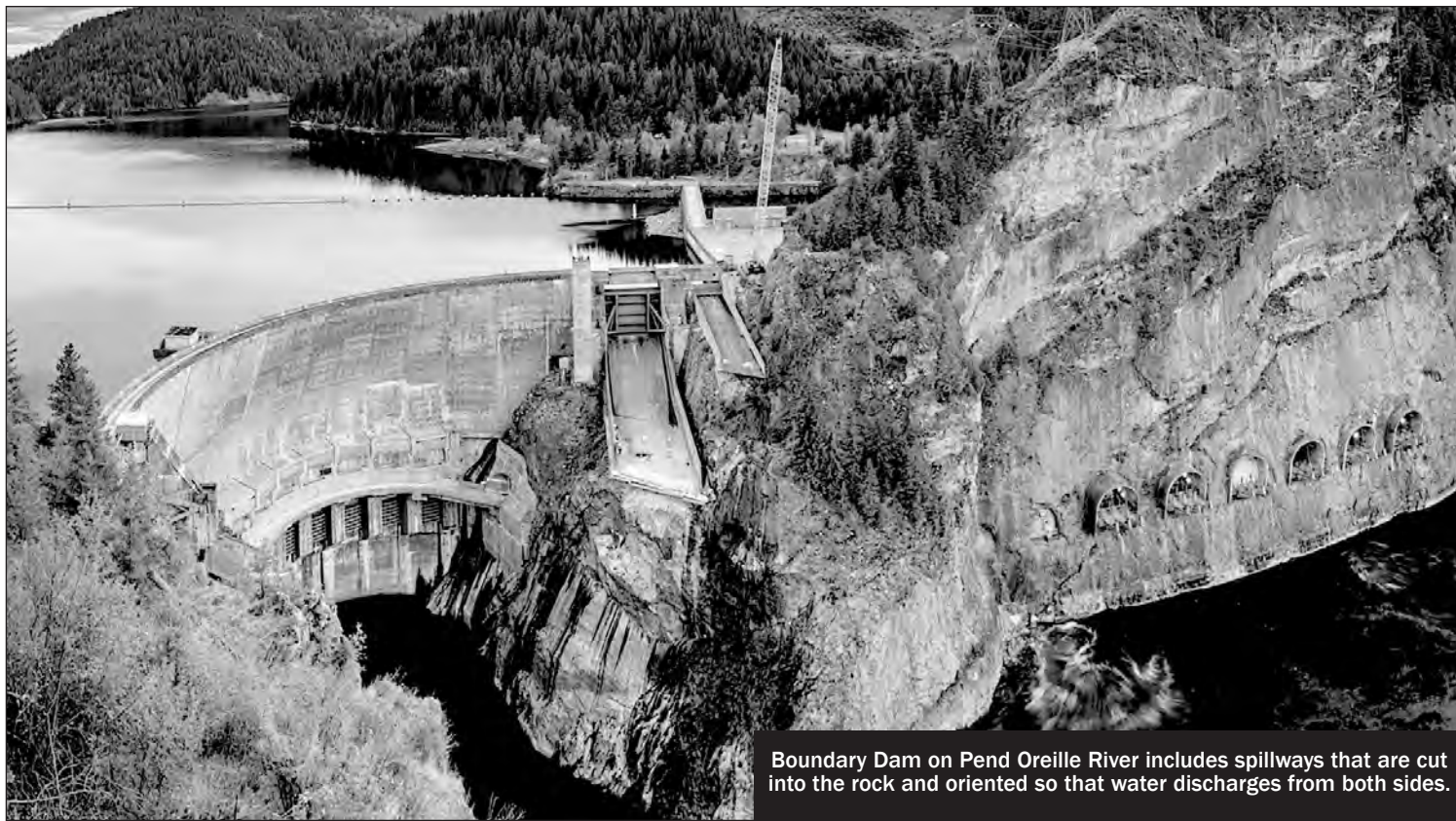
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HEAVY/INDUSTRIAL UNDER \$5 MILLION

BOUNDARY DAM SPILLWAY NO. 1 TDG MODIFICATIONS REMOVAL

Location: Northeastern Washington
General contractor: Imco General Construction

Boundary Dam is located on the Pend Oreille River in northeastern Washington. The unique spillways are cut into the rock and oriented so that water discharges from both sides and meets midair to dissipate the falling-water energy that might otherwise erode canyon walls. It is the largest underground power-generation dam in the nation and provides nearly 50% of the power generated by Seattle City Light. The project goal was to remove total dissolved gas modifications made in 2016 and restore the spillway to original conditions. Stainless-steel roughness elements increased TDG in the river, adversely impacting the fish population, and structural concerns when struck by debris. Imco removed concrete and roughness elements with demolition equipment and by hand, decommissioned post-tensioned anchors, and placed reinforced concrete to match the existing spillway slope and contours. Significant fall hazards required heightened safety precautions. The work was completed in 10 weeks.



Boundary Dam on Pend Oreille River includes spillways that are cut into the rock and oriented so that water discharges from both sides.

PHOTO COURTESY OF IMCO GENERAL CONSTRUCTION



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in the category of General Contractor – Building 250,000 – 500,000 worker hours.

JTM IS HONORED TO BE AWARDED TWO 2022 AGC BUILD WASHINGTON AWARDS

WINNER | ESTERRA PARK BLOCK 3 PROJECT

in the Private Building: \$50M – \$100M category.



CONSTRUCTION MANAGER LESS THAN 100,000 WORKER HOURS CENTENNIAL CONTRACTORS

In early 2021, Centennial rolled out a series of virtual monthly lunch and learns beyond COVID-19 that addressed safety in the field and office, thus keeping all safety topics front and center, not just COVID-19. Lunch and learn safety topics included falls, trenching, confined space, electrical, emergency action plans, active shooter, defensive driving, wildfire smoke and heat illness. The virtual lunch and learns were limited to 60 minutes. This helps

to ensure that the information was received and understood by employees and management.

To support greater awareness of utility safety, the "Fine the Line" utility strike prevention campaign was developed. The campaign was in direct response to utility strike incidents. The campaign focused not just on underground but also utility hazards encountered above ground and overhead. The campaign also helped to support the requirements for

proper utility locates and proper notification at the forefront. Every utility must be located and visually verified before any construction activities take place near such utilities. The Find the Line campaign was rolled out during the monthly all hands call and reinforced and discussed during monthly lunch and learns and other meetings. These discussions were led and supported by the HSEQ members and staff.

To keep incident prevention at the forefront, Centennial stepped up its focus on doubling the reporting of unsafe conditions and near misses in 2021. Unsafe and near miss reporting should be looked at as a positive and not a negative action. Not reporting an unsafe or near miss could become the next incident resulting in a worker injury, property damage or worse — a serious injury or fatality.

To aid in the support of the HSEQ program, the Centennial Project Safety Officer's Academy III was added. Centennial project safety officers were enrolled in nine online safety training courses. Classes covered fall protection, electrical safety, equipment safety, crane safety and general construction related safety

In early 2021, Centennial rolled out a series of meetings that addressed safety in the field and office.



PHOTO COURTESY OF CENTENNIAL CONTRACTORS

operations and leadership. The project safety officers were also mentored with the help of the Centennial HSEQ staff and were trained in high-risk plan reviews, site inspections, hazard recognition, incident reporting and incident mitigation processes. Each Centennial office has a project safety officer assigned that helps to ensure that safety is the number one core value. The Centennial HSEQ safety committee also receives input from the project safety officers.

To ensure that the ever-changing COVID-19 policies were in place and followed, Centennial HR department and executive management took the lead again in 2021. The plans, policies and procedures were carried out from the top down, with plans and process as well as easy reporting and risk management tools to meet the ever changing Washington state and CDC requirements. Centennial has been an AGC Safety Team member since 2009.



Orion was in charge of berth modernizations at Terminal 5.


PHOTO COURTESY OF ORION MARINE

GENERAL CONTRACTOR, HIGHWAY/CIVIL LESS THAN 500,000 WORKER HOURS ORION MARINE

For the Fairview Avenue Bridge replacement project, Orion chose to use a method for the work/access trestle that had not been used in the past by anyone in the industry. This method involved using helical pile instead of driven pile due to vibration and noise restrictions associated with the close proximity to an adjacent historical building and medical facilities treating cancer patients. The historical building is approximately 4 feet from the new bridge. The use of the helical pile was showcased on an industry website: <https://tinyurl.com/Pileworks-Seattle>.

This project involved demolition of two existing bridges: one was founded on timber pile; and the other that was closest to the historical building was founded on concrete pile. The contract required complete removal of all piling including the concrete pile that were in very close proximity to the building. Orion proposed to use a concrete shear to cut the concrete piles off underwater at mudline to prevent erosion from occurring to the slope directly adjacent to the historical building. Removing the piles completely would have left voids that would cause the slope to shift, potentially undermining the building. Orion's method was approved by the owner and its geotechnical consultant.

Due to limited access for equipment and the length of the new bridge (550 feet), the 140,000-pound concrete girders couldn't be placed with two cranes but instead had to be rolled into their final position using hydraulic jacks, cable winch, and a roller sled on one end with crane support on the other. This method required thinking outside the box and was performed without incident by Orion's skilled craft workers.


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GENERAL CONTRACTOR, HIGHWAY/CIVIL MORE THAN 500,000 WORKER HOURS

GRANITE

One of the most dangerous risks Granite encounters on its heavy-civil transportation projects is working alongside high-speed multi-lane interstates at night. Most drivers are cautious as they travel through construction zones, but occasionally, Granite cannot account for irresponsible or reckless driving. Unfortunately, across the company, Granite has experienced many incidents where third-party motorists have crashed into its construction sites and have severely injured employees.

To promote safety for Granite crews, the company implemented several strategies to maintain a positive separation between crews and multi-modal traffic. Strategies implemented in recent years include the involvement of Washington State Patrol and creating smart workzones (with smart queues). Granite also recognized that crews on the back of truck-mounted attenuators (TMA), or vehicles it set traffic channelizing devices from, did not have much of a safety barrier to protect them from third-party motorist incidents.

To reduce this hazard, Granite identified three options: put everyone on the TMA in a seat and seatbelt; install a guardrail

around the TMA deck; and install a fall restraint system. Given the nature of work requiring employees to build barrels while on the deck and deliver them to another employee on the side of the TMA to set on the roadway, the first option was not feasible. The second option (installing a guardrail) would require crews to maneuver barrels around the guardrail, increasing ergonomic hazard substantially. The third option (installing a fall restraint system) proved to be the most efficient and logical choice to protect Granite employees.

Within the past year, Granite's Pacific Northwest Region outfitted seven TMA vehicles with a fall restraint system, which consists of anchors and anchor points, an engineered horizontal lifeline, and multiple lanyards of different lengths to ensure employees of all different sizes cannot reach the edge of the TMA where the fall hazard exists. There were, however, some challenges to implement this innovation. First, there was no industry precedence for installing a horizontal lifeline on a mobile vehicle. Second, a DOSH directive that referenced setting channelizing devices from mobile vehicles was produced in



To promote safety for its crews, Granite implemented several strategies to maintain a positive separation between crews and multi-modal traffic.

PHOTO COURTESY OF GRANITE

May 2021 that created a sense of urgency to get this system complete as fast as possible so Granite could resume work with its TMAs. Lastly, this innovation involved extensive coordination to retrofit the TMAs between four departments (safety, manage-

ment, traffic control, and equipment) and a third-party welding firm.

Though relatively uncommon and challenging to implement, the horizontal lifeline system provides the barrier of safety needed for Granite crews to work

alongside high-speed, and often unpredictable, traffic. Granite recognized the hazard and is responsible for mitigating the risk in every way possible to ensure its employees return safely to their loved ones at the end of the day.

SPECIALTY CONTRACTOR UNDER 100,000 WORKER HOURS

DANARD ELECTRIC

The most challenging aspect of Danard Electric's safety program is diversifying between different projects it does (state/federal/residential). Each job has different aspects of safety that Danard has to reflect on before doing the job. Danard has grown a lot in all areas, improved its training programs for employees and tried to bring safety more to the forefront for employees by getting them more involved in it.

Danard tries to not only learn from new laws/requirements that constantly are coming out, but also by readdressing its current policies and seeing if there is anything it can improve on to fit more of what is out there today on jobsites. It also learns from what it has seen (from other companies' incidents) and reviews safety protocols to prevent incidents from happening to Danard crews.

Danard Electric has been an AGC Safety Team member since 2007.



Danard Electric improved its training programs for employees and tried to bring safety to the forefront.

PHOTO COURTESY OF DANARD ELECTRIC



Andgar has achieved 701 days since its last recordable injury.

PHOTO COURTESY OF ANDGAR CORP.

SPECIALTY CONTRACTOR 100,000 TO 500,000 WORKER HOURS ANDGAR CORP.

Every day Andgar faces certain challenges within its safety program but none more challenging than complacency. Andgar has achieved 701 days since its last recordable injury, a record that continues to grow each day. With this success comes a sense of false security as employees become accustomed to doing their job tasks a certain way and become numb to the hazards that are present around them. It is not until the company or the employee themselves have a near miss or a severe injury that they regain their focus towards safety, but by then it is too late.

For a company that holds safety at the highest level, Andgar needed to change how it thinks and deals with complacency in safety. To combat complacency, Andgar has implemented the job hazard analysis form, which is to be completed each day before beginning work. The project supervisor will list each job task for the day, identify the hazards that are associated with each job task, and provide a control method/safeguard to eliminate the hazards. Once complete, the job hazard analysis form will be discussed, reviewed, and signed by all employees on site. During the day, if a job task changes, the job hazard analysis form will be updated, discussed, reviewed, and initialed by the employees that are performing the different job tasks.

Even by implementing the job hazard analysis form and bringing safety to the forefront to each employee before work has started, workers can still become complacent on how they fill out the job hazard analysis form and how they deliver the message of safety. Andgar keeps the process and message fresh when completing the job hazard analysis form. It shakes up the daily process and message with an energy that makes an everyday process and message seem interesting and engaging.

Coming up with a way to keep things fresh and interesting is as much of a challenge for management as it is to employees to stay interested. Andgar has accomplished this by having the project field supervisor assign each employee a day that they will be responsible to complete the job hazard analysis form, the discussion, and the review with coworkers, and updating the job hazard analysis form throughout the day if job tasks change. By doing this, Andgar also implements one of its core safety beliefs that safety is a team effort, and each employee needs to take ownership in keeping themselves and their coworkers safe each day.



UMC regularly takes steps towards recognizing and correcting safety hazards.

PHOTO COURTESY OF UMC

SPECIALTY CONTRACTOR 500,000 TO 1 MILLION WORKER HOURS UMC

UMC aims for the highest level of compliance, preparation and awareness — operating as a team, with each person responsible for the safety of every other person. Its crews work carefully and deliberately, watching out for one another, and regularly take steps toward recognizing and correcting hazards. The challenge is that this mindset of safety, that has been ingrained in the very fiber of the work UMC does, extends beyond its boundaries. UMC believes in focusing on the success of the entire team. After all, there is one objective — a safe and successful project — and from the client's perspective, all workers are on the same team.

This belief and mindset have led UMC to become more of a partner and consultant to other contractors and subcontractors — helping them with their safety programs. UMC takes on this additional role to help set the tone for each jobsite and drive safety. UMC also does not differentiate subcontractor performance from its own; its subcontractors are a reflection of UMC and are held to the same standards of UMC's own personnel. UMC accomplishes this by early planning, coordination and communication before project starts and during planning phases. A testament to UMC's success is its AGC of Washington Grand Award for Safety Excellence — an award that is almost exclusively given out to general contractors.

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SPECIALTY CONTRACTOR MORE THAN 2 MILLION WORKER HOURS

MACDONALD MILLER

The most challenging aspect of MacDonald Miller's safety program is that the safer it becomes the more difficult it becomes to get better without making safety a negative. To overcome this, the company has become more and more vocal about its culture of safety. Anytime it has the opportunity to speak internally, MacDonald Miller discusses that its culture demands it work safely first, produce a quality product second and then production will magically appear.

MacDonald Miller also talks about how not only do its employees have the right to stop unsafe work, but everyone has the responsibility to stop unsafe work and practices.

MacDonald Miller also incorporates near misses, lessons learned and incidents into its weekly safety meetings to allow the entire company to learn from others. Probably most importantly, it is always discussing ways to increase employee engagement. Some ways it is doing this is by encouraging safety managers to get to know every employee, earn their trust, get feedback, ask about issues and concerns, ensure employees get the right tools, train and coach employees, enforce procedures and policies, and recognize successes publicly.



MacDonald Miller incorporates lessons learned and incidents into its weekly safety meetings to allow the entire company to learn from others.

PHOTO COURTESY OF MACDONALD MILLER

GENERAL CONTRACTOR UNDER 150,000 WORKER HOURS

WASHINGTON PATRIOT CONSTRUCTION

In the past year, Washington Patriot has put emphasis on developing process maps that help its teams understand the reporting process for injury, property damage or property loss to anyone on its jobsites. These process maps are kept at each jobsite in a binder for reference so in the event of an incident or accident, there is no question about what the right process or procedure is. The information is readily available and allows Washington Patriot superintendents to make an immediate, proper response. Their first responsibility is to see that proper medical treatment or first aid is provided to any injured person, and determine that there is no continued exposure to any unsafe conditions. They are also reminded of the importance of implementing the company's reporting procedures so the proper steps can be taken and an investigation can occur while the facts are still clear in their minds. By using these process maps, Washington Patriot superintendents can respond to incidents appropriately and consistently across the company and on jobsites with no question as to what the right step is at any time in the process.

Washington Patriot has been an AGC Safety Team member since 2012.



Washington Patriot superintendents can respond to incidents appropriately and consistently across the company and on jobsites.

PHOTO COURTESY OF WASHINGTON PATRIOT CONSTRUCTION



Safety Accountability For Everyone is Hensel Phelps' proprietary safety tracking program.

PHOTO COURTESY OF HENSEL PHELPS

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GENERAL CONTRACTOR 150,000 TO 250,000 WORKER HOURS HENSEL PHELPS

SAFE (Safety Accountability For Everyone) is Hensel Phelps' proprietary safety tracking program that relies on all Hensel Phelps employees to make both unsafe and safe behavior and environmental observations in the field. Corrective measures are immediately taken if a deficiency has been identified, as well as thanking those individuals that have implemented safety into their work. The data from either observation is then entered into the system in real time. Once the information is entered into the SAFE program, project leaders have access to both positive and negative trends that have occurred on the jobsite. This information is shared with Hensel Phelps' trade partners and staff to help identify areas where additional training or oversight may be needed to prevent injuries.

The SAFE program is not intended to be punitive but can be used in that matter if multiple unsafe observations are entered for the same trade partner with the same circumstances. Highlighting and sharing this information with trade partners fostered an exemplary safety culture on the jobsite.

GENERAL CONTRACTOR 250,000 TO 500,000 WORKER HOURS

JTM CONSTRUCTION

It is difficult in an industry so heavily reliant (and comfortable) on negative lagging indicators to shift the focus of leadership and employees to more valid metrics. At JTM, the company works hard to label the OSHA and Labor & Industries lagging injury metrics the “business” of safety. JTM has improved heavily on its ability to case manage and make itself competitive in its industry, but the “business” of safety has very little to do with the organization’s (and its trade partners’) safety, health and wellbeing.

JTM has focused its attention to the “experience” of safety to metrics like safe workdays; building on success as opposed to failures; successfully identifying issues that could lead to injury; and successfully completing training.

Safe workdays are a celebration of all days where JTM completed all tasks successfully without incident. This is the inverse of the old “days safe” sign that resets every time someone gets injured. Safe workdays do not reset on a project or at JTM as a whole. They are earned, and build, reflecting the successes of JTM team members. If JTM does not have a safe workday, it has a day for learning and opportunity. This may result in a “learning team” activity, or simply an analysis of how JTM ended up with a negative outcome. At JTM projects, the company has started to display safe workdays at gathering areas and communicate it weekly in toolbox talks. In 2021, JTM had 298 safe workdays.

Hazard recognition and near miss reporting and analysis at JTM has been an evolving process. Each observation is seen as an opportunity to eliminate a potential injury and is celebrated as such. In 2021, JTM recognized these observations as important and has since been working on programs to better track, trend, and learn from them. When JTM has an observation that is significant, it is communicated to all JTM employees in an “It happened to us” document, one which details the observation or event, and discusses the corrective action or change in process.

JTM’s safety training program took off in 2021. After identifying the need for better engagement (in the 2021 Safety Action Plan), JTM turned the completion of training into a competition, and celebrated those who consistently completed their training, as well as those teams who helped each other be successful. Each month consisted of a theme, and beyond the training, other talking points and materials were available. At the end of the year, JTM crowned its first Safety Training Champion Project – 100 & Main in Bellevue.



JTM identifies issues that could lead to injury.

PHOTO COURTESY OF JTM CONSTRUCTION



WA PATRIOT
CONSTRUCTION

LEAD | BUILD | SERVE | LIVE

WA Patriot thanks the AGC of WA for recognizing two of our projects with Build Washington awards, and for recognizing our commitment to safety with a Safety Excellence award.

Congratulations to all of our project teams for leading the way with outstanding service and safety!



2501 N. Alder St. Legal Offices,
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Madigan 5 North Psychiatric Patient Care Unit, Public Building \$2M - \$5M

GENERAL CONTRACTOR 1 MILLION TO 1.5 MILLION WORKER HOURS TURNER

Turner is amongst industry leaders requiring Type II, four-point chinstrap helmets for all Turner employees. Type II helmets provide greater protection against side impact than traditional construction hardhats. The four-point chin strap ensures that the helmet stays on during impact, especially in case of a fall.

Turner experienced one same level fall in 2020 where a Turner laborer tripped while walking backward while moving his cart. The worker's head struck the concrete deck during the fall. The helmet stayed on throughout the fall and prevented injury. If a traditional hardhat had been in use, there was a high likelihood that the hardhat would have fallen off during the fall, potentially resulting in head trauma.

This year, Turner joined more than 1,000 companies during the first annual Construction Inclusion Week to advance diversity, equity, and inclusion in the construction industry. This year's theme was "Building the Foundation for Inclusion," and provided content included toolbox talks for project sites, table talks for office locations, activities for use at home, and a bevy of supplemental resources for deeper exploration. The daily themes included leadership commitment and accountability, unconscious bias, supplier diversity, jobsite culture, and community engagement. By working together, learning from one another, and being consistent in commitments and actions towards maintaining a safe and inclusive work environment, Turner will encourage a positive change in the industry for generations of workers to come.



Turner employees have regular coordination meetings.

PHOTO COURTESY OF TURNER

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Howard S. Wright held a safety stand down in May.

PHOTO COURTESY OF HOWARD S. WRIGHT

GENERAL CONTRACTOR MORE THAN 1.5 MILLION WORKER HOURS HOWARD S. WRIGHT

Howard S. Wright implemented quite a few best practices in the previous year. One practice that has enabled HSW to track all craft worker training is a hardhat sticker system. Each standard that is trained has a corresponding sticker for the participant to display on their hardhat. This enables HSW to verify an individual immediately, ensuring that only trained and qualified personnel are performing the appropriate tasks.

Along with the training stickers, HSW was able to dedicate a primary trainer with a daily schedule of classes. This helped to ensure that all personnel were put through proper courses promptly. Part of the training curriculum included developing a foreman course with a binder that contained site safety policies, best practices, and leadership guidance. All foremen were required to attend a series of courses designed to set them up for safety success, culminating with a receipt of the binder for use as a template going forward.

HSW also developed and implemented a mobile elevated work platform (MEWP) inspection tag to be used on all equipment, not only for HSW but also for its subcontractors. This is a waterproof tag with the components that need to be checked and verified on one side, and on the other, spots for daily initials after inspection. This tag system ensures that HSW has an inspection sheet able to withstand outdoor elements, and like the hardhat stickers, can be verified at a glance. HSW has placed them at the entrance gates on each MEWP to serve as a visual reminder for the occupants to perform proper safety inspections. HSW made sure to deploy this new implementation at multiple morning safety meetings while handing out tags to all the crews.

As the construction industry continues to innovate new products and designs for safety equipment, HSW is committed to embracing a new style of the hardhat. The company finally decided on a brand based on several safety factors. This manufacturer has developed a new damage control system that absorbs maximum force, minimizing the potential energy transferred to a user's head. The hardhat provides direct and angled impact protection, ensuring reduction in the risk of a life-altering injury to the skull and brain. Lightweight and comfortable, they come with removable ANSI Z87.1 rated visors and magnetic closing chin straps that will eliminate the dropping of a hardhat due to a fall or looking downward. Another impressive feature is an integrated digital tool enabling personnel to upload and store vital information. Utilizing this tool, the user can input important contact information and medical notifications. In the event of an emergency, a simple tap to the back of the hardhat with a smart device and the designated app will produce stored information in a matter of seconds. HSW rolled out this new hardhat to all employees toward the end of 2021 in a nationwide campaign.

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RISING STAR AWARD

KABRI LEHRMAN-SCHMID HENSEL PHELPS

Kabri Lehrman-Schmid is a 15-year veteran in the construction industry who is using her diverse skill set and passion as a project superintendent to effect change in an industry that historically struggles with diversity and inclusion.

Lehrman-Schmid is consistently acknowledged by owners, designers and trade partners for her technical skills, but stands out in the relationships that drive her projects' success. Her career has been characterized by highly phased aviation and higher education campus projects where ongoing operations are essential, while maintaining team safety.

It is her practical application of culture-building tactics that characterizes her management of crews and information to maintain psychological safety. On her projects — which included the \$488 million Port of Seattle North Satellite Modernization, where over 300 skilled tradespeople were working every day — she sets clear expectations for behavior and provides resources to overcome the stigmatized topics of suicide, mental health, and how to speak up against sexism and racism. This project recently won the 2022 Airport Business Project of the Year by Aviation Pro Magazine and was recognized for the innovative management of the critical path scopes in the face of COVID-19; the schedule acceleration of the high-risk phasing was Lehrman-Schmid's to manage.

Lehrman-Schmid uses her respected voice to build a following around the role psychological safety will play in growing and retaining the future workforce. She presents at multiple national conferences (including the 2021 AGC National Conference in Orlando, Florida) about the voice she has as a superintendent and the responsibility the position holds to create a culture of belonging. In 2021, she authored her second article, "Enhancing Crew Performance with Psychological Safety," published in Hammertech Magazine, and she participates monthly in forums with local and national organizations, including the National Association of Women in Construction, the Pacific Northwest Clean Water Association, and the Construction Management Association of America.

Lehrman-Schmid is working directly with her craft workforce, management and industry representatives to develop and lead training that educates on the industry's responsibility to overcome biases. One of the efforts she is most proud of is her participation as a mentor to Arcade Wayfinding's Foreman Basic Training Program, which seeks to fill the gap that exists in training field management to the responsibilities of leadership and instilling a culture of inclusion.

These "extracurricular" industry efforts are completed in addition to working with her company's corporate management to develop and pilot company-wide trainings on bias and mental health awareness. In 2021, Lehrman-Schmid was part of a small team that developed and implemented a company-wide training of over 1,200 managers on suicide awareness — the first time Hensel Phelps had addressed this industry crisis. She is currently heading a national effort that supports Hensel Phelps' commitments to community and diversity, with the development of an LGBTQ+ focused informational rollout to overcoming stereotypes and daylighting the effects of discrimination, harassment and isolation in the construction industry.

As a superintendent, Lehrman-Schmid's goal is to lead the change in jobsite culture that supports a safe, respectful and welcoming environment for all employees.



BRIAN SALSGIVER SAFETY PROFESSIONAL OF THE YEAR

SCOTT STREULI GUY F. ATKINSON CONSTRUCTION

Scott Streuli plays a key role in managing onsite safety orientations for both Atkinson employees and subcontractors. He developed Atkinson's comprehensive Safety, Health & Environmental Safestart program, which is a safety orientation process that each of Atkinson's subcontractors must complete prior to starting work. He plays a key role in developing procedures that increase communication on the project site, such as Atkinson's innovative approach to safety observation reporting and creating Atkinson's modern use of its Speak Up/Listen Up program.

Safety policy has been his focus over the past few years at Atkinson, helping develop innovative ways to orient safety and expectations to Atkinson crews and subcontractors. He develops lasting relationships with all stakeholders by creating avenues for participation in safety solutions and maintains open doors for innovative ideas from the ground up. This is evidenced in Atkinson's lower injury rate over the past three years and decreased spending on injuries due to the fact that injuries just are not happening as frequently and when they do occur, they are not that impactful.

The number one innovative program that Streuli plays a key role in is the Speak Up/Listen Up program that feeds directly into the Safety Observation program. Streuli has developed a positive way to communicate near miss scenarios so that Atkinson learns from them. Typically, near miss is a negative connotation, but Streuli has successfully convinced people not to shy away from reporting negative occurrences, but instead embrace and encourage more reporting to find trends and learn.



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PROJECT MANAGER OF THE YEAR JEFF ASAVALERTPANICH DPR

As the project manager on the Lyell Immunopharma project that broke ground in March 2020, Jeff Asavalertpanich found himself in charge of inventing, implementing and managing COVID-19 processes while enforcing DPR policies and CDC guidance, all on top of his “day job.” The Lyell project ended up working 132,253 team hours, with only three first aids, and zero recordables. There were a total of 13 reported, positive COVID-19 cases in 16,531 team days worked, but due to Asavalertpanich’s inexhaustible drive to protect the team and diligent contact tracing, there were zero transmissions within the jobsite.

The COVID-19 pandemic was the most significant safety challenge for DPR and Lyell. The project mobilized on March 8, 2020, just as the world was entering the new pandemic and all of its unknowns. DPR and Lyell enforced CDC guidance, travel was limited and quarantines were enforced as needed. DPR implemented a robust COVID-19 check-in for all workers, which included a QR code scan with daily survey for symptoms, outside of “border state” travel, and exposure to others with COVID-19 or its symptoms.

Navigating the uncertainty of the pandemic and enforcing new and evolving policies while safely building a world-class facility was an incredible challenge. Crew members were kept safe through mask wearing, social distancing, and robust contact tracing for high, medium and low exposures to the positive cases. There were zero known cases of transmission from crew member to crew member on the jobsite. Maintaining HPPA, respecting privacy and building trust were heavy challenges in sharing the right level of information within a large team. These once unimaginable challenges ultimately proved to be an honorable success story, largely due to Asavalertpanich’s non-stop diligence.

An outstanding project manager that maintains high, but fair, expectations and is perpetually accessible and available to consult on any issue, personal or professional, Asavalertpanich is an invaluable member of the DPR Seattle team. He volunteers his time within DPR as the DEI lead for the operations team, he leads DPR’s PM meetings, and is a highly sought mentor of the project engineers in DPR’s office. Asavalertpanich firmly believes in a team-build approach. In his words, “Our work should be inherently fun and enjoyable. But it is very important to also do fun stuff as a team outside of work.”



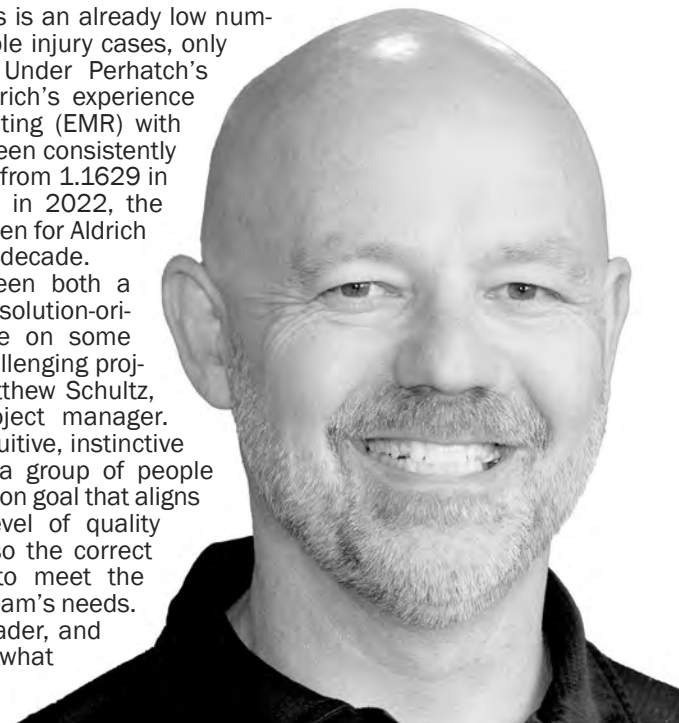
SUPERINTENDENT OF THE YEAR MATT PERHATCH ALDRICH & ASSOCIATES

Matt Perhatch has 35 years of hands-on construction industry experience and has worked for Aldrich since 2004. After a decade as superintendent, managing some of Aldrich’s most complex, multi-phase health care projects, Perhatch’s skills and leadership qualities earned him a promotion to general superintendent and safety officer in 2017.

In his role, Perhatch has oversight of continuing education and training of safety, lean practices, and infection control for all field personnel. Aldrich’s size and structure are specifically formulated to allow Perhatch to engage at a deeper level than is typical for his role. He regularly participates in preconstruction and early planning meetings to provide additional input and oversight into Aldrich’s strategies for site logistics, resource management and safety.

Perhatch has been instrumental in establishing the corporate safety program. Under his leadership and with the company’s investment in additional training of staff in lean and safety education, Aldrich has improved its safety protocols and overall performance. Aldrich’s safety record speaks volumes relative to the success of these practices within the most challenging work environments with zero OSHA 300 time lost in 2019, 2020 and 2021. Further evidence of this is an already low number of recordable injury cases, only two in 2021. Under Perhatch’s leadership, Aldrich’s experience modification rating (EMR) with the state has been consistently trending down, from 1.1629 in 2019 to .7153 in 2022, the lowest it has been for Aldrich in more than a decade.

“Matt has been both a calming and resolution-oriented influence on some of my more challenging projects,” said Matthew Schultz, an Aldrich project manager. “He has the intuitive, instinctive ability to rally a group of people around a common goal that aligns with a high level of quality control, but also the correct path forward to meet the entire project team’s needs. He is a true leader, and the epitome of what Aldrich stands for.”



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