

Seattle Daily Journal of Commerce • May 26, 2017

AGGC 2017

BUILD WASHINGTON AWARDS



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AGC member Jerry Bush, University Mechanical Contractors

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THE CONSTRUCTION
INDUSTRY

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AGC's retirement plan provides you and your employees with some of the lowest fees around, reduces your exposure and risk, and eliminates plenty of paperwork and hassle. And it's a plan that's built on a stable, rock-solid foundation with a proven record. It's yet another one of many reasons why so many organizations have come to—and stayed with—AGC of Washington.

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You're not fully connected with the construction industry unless you're connected with AGC. You can bet, though, that many of your peers, your customers and your *competitors* are. From a regular offering of industry forums, forecasts and networking events to weekly news on everything from new technologies, business practices and the latest on the legislative and regulatory fronts, AGC is your eyes, ears and voice to the industry. *You really need to be here.*

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



PCL, CENTENNIAL TAKE TOP AGC AWARDS

Associated General Contractors of Washington recognized the chapter's top individual and company performances in construction and safety excellence, innovation and community service over the past year at the Build Washington Awards, held at Seattle's Museum of Flight on May 25.

"It's a real treat each year to see so many examples of challenges met and quality work delivered by our members in construction, safety, community service and innovation, as well as the individual awards that are so well deserved," said AGC President Jake Jacobson of Osborne Construction Co.

PCL Construction Services received the construction grand award for their work on the Delta Air Lines Sky Club at Sea-Tac Airport.

Centennial Contractors Enterprises earned the safety grand award for their demonstrated commitment to, and leadership in, construction safety.

Absher Construction Co. won the AGC/Moss Adams Service to the Community award, and Kiewit/General/Manson received the innovation award for the state Route 520 floating bridge project.

Steve Garrett of Turner Construction Co. was superintendent of the year, Jim Zusy of Guy F. Atkinson Construction was project manager of the year, and Scott Kubiszewski of Swinerton Builders was the Brian Salsgiver Safety Professional of the Year.

Construction excellence judges were Marco Foster, Washington State Department of Transportation; Jessie Bresnanhan, Pacific Project Management; David Glassman, Ankrom Moisan Architects; Bill Bender, University of Washington; and Mark D'Amato, DCI Engineers.

Safety excellence judges were Anne Soiza, Washington State Department of Labor & Industries; Jamie Stuart, National Electrical Contractors Association; Doug Buman, Laborers' International Union of North America; and Curt Nead, Inland Northwest AGC.

The 2017 Build Washington Awards were sponsored by Moss Adams, HUB International and Dodge Data & Analytics.

GRAND AWARDS

Construction
Delta Airlines Seattle Sky Club • PCL Construction Services

Safety
Centennial Contractors Enterprises

SERVICE AND INNOVATION AWARDS

AGC/Moss Adams Community Service Award
Absher Construction Co.

Innovation
Kiewit/Manson/General, A Joint Venture

CONSTRUCTION AWARDS

Tenant improvements
Under \$5 million
Skyway Luggage building/The Nature Conservancy • W. G. Clark Construction

Over \$5 million
Wings Over Washington flying ride • W. G. Clark Construction
777X Systems Integration Labs • Washington Patriot Construction

Highway/transportation
Under \$5 million
State Route 121 Blooms Ditch fish barrier removal • Granite Construction Co.

\$5 million-\$15 million
Angle Lake Station • PCL Construction Services

\$15 million-\$50 million
State Route 167 Puyallup River Bridge replacement • Guy F. Atkinson Construction

Heavy/industrial
Mukilteo Ferry Terminal Phase I • Pacific Pile and Marine

Public buildings
\$2 million-\$5 million
Bellevue City Hall east garage expansion • Lydig Construction

\$5 million-\$20 million
Abbey Lincoln Court • Walsh Construction Co.

\$20 million-\$50 million
UW Denny Hall renovation • BNBuilders

Private buildings
\$2 million-\$5 million
Washington Hall modernization • Lydig Construction

\$5 million \$20 million
Crane Aerospace & Electronics Fuel-Flow Transmitter Test Facility • Trico Cos.

\$20 million-\$50 million
Delta Airlines Seattle Sky Club • PCL Construction Services

\$50 million-\$100 million
Venn at Main • Exxel Pacific

SAFETY AWARDS

Specialty contractors
Under 500,000 hours
Andgar Corp.

500,000-1 million hours
University Mechanical Contractors

Over 1 million hours
MacDonald-Miller Facility Solutions

Construction managers
Under 100,000 hours
Centennial Contractors Enterprises

Over 100,000 hours
Swinerton Builders

Civil contractors
Under 100,000 hours
Tunista Construction
Nova Group

Over 100,000 hours
Guy F. Atkinson Construction

General contractors
Under 100,000 hours
Washington Patriot Construction

100,000-250,000 hours
Charter Construction

250,000-450,000 hours
Exxel Pacific

Over 450,000 hours
Turner Construction Co.

INDIVIDUAL AWARDS

Project Manager of the Year
Jim Zusy • Guy F. Atkinson Construction

Brian Salsgiver Safety Professional of the Year
Scott Kubiszewski • Swinerton Builders

Superintendent of the Year
Steve Garrett • Turner Construction Co.



PHOTO COURTESY OF PCL CONSTRUCTION SERVICES

ON THE COVER

PCL Construction Services was the construction grand award winner for its work on the Delta Air Lines Sky Club at Sea-Tac Airport. PCL was also the category winner for private buildings between \$20 million and \$50 million.

PHOTO COURTESY OF PCL CONSTRUCTION SERVICES

DJC TEAM

SECTION EDITOR: JON SILVER • SECTION DESIGN: JEFFREY MILLER
WEB DESIGN: LISA LANNIGAN • ADVERTISING: MATT BROWN

PRIVATE BUILDING

\$20 MILLION-\$50 MILLION

DELTA SEATTLE SKY CLUB

Location: SeaTac**General contractor:** PCL Construction Services**Owner/developer:** Delta Air Lines**Primary designer:** ECH Architecture

PCL Construction Services built a 23,400-square-foot, two-story Sky Club lounge for Delta Air Lines at Seattle-Tacoma International Airport.

The work involved adding new second- and third-story spaces adjacent to concourses A and B. The lounge includes 18,900 square feet of concourse-level spaces and 3,000 square feet of mezzanine-level spaces, and a new mechanical tower. The location provided an incredible challenge. The lounge was constructed directly above an active baggage-handling facility, between two active gates, with wing tips constantly within 25 feet of the project. Nonstop tug traffic was even closer. Building this project required extensive coordination.

GRAND AWARD
CONSTRUCTION

Design elements included an outward-sloping curtain wall that incorporates View Dynamic Glass, which automatically adjusts tinting to reduce glare and energy use. The interior scope included curved walls, soffits, ceilings, floors and casework. All these elements posed their own challenges and required precise coordination during submittal and construction.

A full building-information model was created and used to coordinate all aspects of the construction, even down to the interior glass handrails. This also allowed for early development of shop drawings and release of material for production, which minimized lead times and accelerated construction.

"My experience with PCL on the Delta Seattle Sky Club has been outstanding," said John Head, general manager of corporate real estate for Delta. "Meeting a tough schedule has been a driving factor throughout this project. This gave me concern that to meet the schedule, quality would be sacrificed. To the contrary, the quality to date has been some of the best I've seen in my 30 years at Delta."

The Sky Club lounge was built directly above an active baggage-handling facility, between two active gates.



PHOTO COURTESY OF PCL CONSTRUCTION SERVICES

CONSTRUCTION MANAGER: SAFETY

UNDER 100,000 HOURS

CENTENNIAL CONTRACTORS ENTERPRISES

Centennial Contractors Enterprises views project pre-planning and early communication with the health, safety, environmental and quality (HSEQ) team as the best way to eliminate or engineer hazards out of the work process.

Centennial routinely provides its project staff with tools and resources to pre-plan and identify

GRAND AWARD
SAFETY

hazardous acts or conditions by proactively addressing potential hazards and processes instead of reacting when faced with challenges or adversity. Hazard recognition is not a skill gained only through attending health and safety courses, but a performance-based standard that is necessary to effectively pre-plan for safety.

Centennial also promotes the advancement of its HSEQ staff through professional development courses at no cost to employees. The company's HSEQ staff members hold numerous professional certifications offered by the Board of Certified Safety Professionals, National Registry of Environmental Professionals, and the International Board for Certification of Safety Managers.

The effort required in developing an outstanding health and safety culture and climate at Centennial has been an ongoing commitment carried out through the calculated actions of every employee.



Centennial employees can exercise "stop work" authority when subcontractors put themselves or others at risk.

PHOTO COURTESY CENTENNIAL CONTRACTORS ENTERPRISES

AGC/Moss Adams Community Service Award

ABSHER CONSTRUCTION CO.

Each year, Absher and its employees sponsor and support numerous community service events.

Its largest and most significant program is the annual Holiday Lights program. This giving program provides an opportunity for all of Absher's owners, employees, subcontractors, suppliers, clients and associates to reach out during the holiday season and support families in the each of the communities where we have construction projects.

Absher employees organize food purchases and donations, assemble each food basket and deliver them to up to 750 families each year. Past recipients have also received blankets, backpacks, warm clothing and other assistance to meet their urgent needs.

Since its inception in 2004, Absher's Holiday Lights program has raised over \$180,000 and has served over 2,500 families throughout Washington and beyond.

Together, Absher and its partners have made a difference to so many, and have been able to demonstrate the industry's deep care for and connection to the communities they build.



Absher employees assemble food baskets and deliver them to up to 750 families a year.

PHOTO COURTESY OF ABSHER CONSTRUCTION CO.

Intense collaboration

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Congratulations to Great Western Pacific and our Flying Ride team for creating a world-class waterfront attraction.



**Wings Over Washington
Flying Ride**

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AGC Build Washington Award
TI over \$5,000,000
W.G. Clark Construction
Great Western Pacific
Johnson | Main Architecture

INNOVATION

The state Route 520 bridge has a precast concrete deck panel system that eliminated the need for exposed steel.



PHOTO COURTESY KIEWIT/GENERAL/MANSON

KIEWIT/GENERAL/MANSON

The superstructure of the state Route 520 floating bridge consists of three distinct structures supported on columns that connect to the pontoons along the bridge's 1.5-mile length: two high-rise components — one at each end of the bridge — and a unique, 5,500-foot-long, low-rise component.

That long, low-rise superstructure that was specially designed to comply with maximum height requirements set by the bridge owner, the Washington State Department of Transportation. WSDOT had restricted the maximum height above water to avoid blocking nearby residents' views of Lake Washington and Mount

Rainier.

As constructed, the superstructure deviated significantly from the original concept design, which included significant steel bracing. The Kiewit/General/Manson team evaluated several potential alternatives, focusing on solutions that maximized off-site construction of bridge components to minimize work over water and expedite on-lake construction. The resulting low-rise superstructure uses segmental precast concrete deck panels to form both the structure and roadway surface.

Using these panels significantly shrunk the height of the structural section, providing superior vertical clearance between the pontoon deck and superstructure soffit. The Kiewit/General/Manson design provided 10-foot clearance, well above the 7-foot-6-inch minimum identified in RFP documents. This clearance improves maintenance access on the pontoon deck, allowing WSDOT bridge maintenance staff to maneuver and perform critical tasks more easily and safely below the roadway deck.

Another major benefit of this unique panel system is the elimination of exposed steel elements in the bridge superstructure. The Kiewit/General/Manson design provides an all-concrete superstructure that removed exposed steel envisioned in RFP conceptual documents. This provides a much more durable structure with greater performance in the difficult conditions of Lake Washington.

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TENANT IMPROVEMENT

UNDER \$5 MILLION

Salvaged wood and heavy timber were reused in a tenant improvement for The Nature Conservancy.

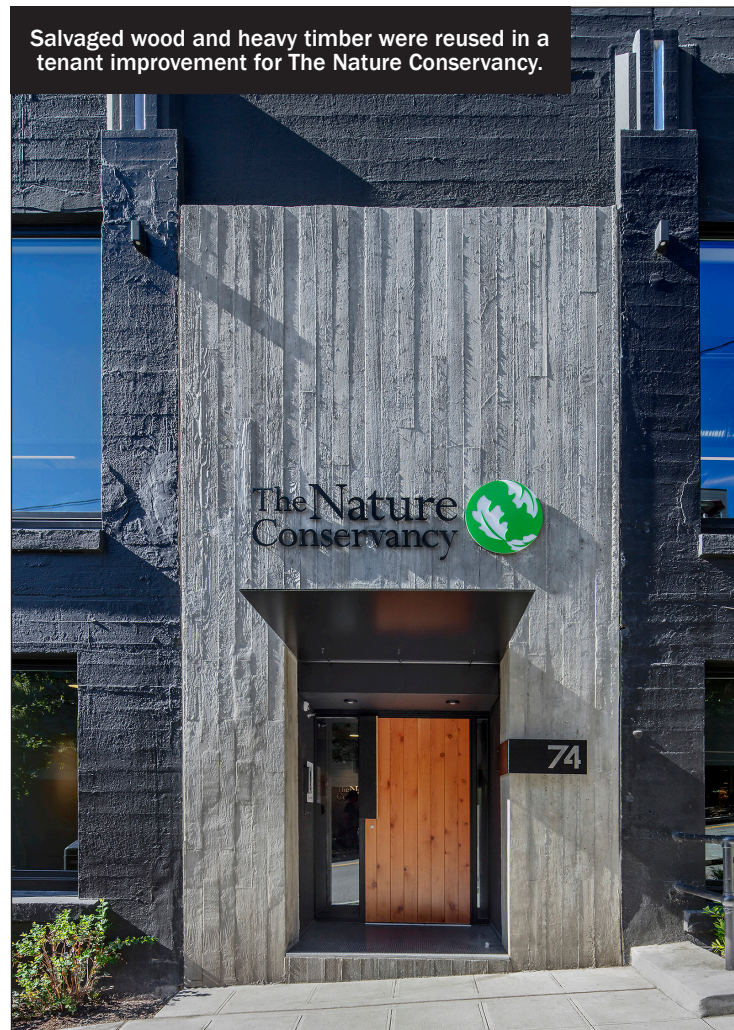


PHOTO COURTESY OF W.G. CLARK CONSTRUCTION

SKYWAY LUGGAGE BUILDING/
THE NATURE CONSERVANCY

Location: Seattle

General contractor: W.G. Clark Construction

Owner/developer: Western and Wall LLC

Primary designers: SABArchitects, SHED Architecture & Design

The Skyway Luggage building was originally constructed in 1910 as a fish-processing plant. It later became a coffee-roasting plant, and from 1940 until the 1990s it was the world headquarters for Skyway Luggage.

The new owners wanted to renovate the building to make it ready for leasing as Class A office space. The Nature Conservancy toured the building and liked the exposed heavy timber construction, convenient location with under-building parking, and the ability to add a rooftop deck for events, which made this a great location for their new headquarters.

Repurposing the salvaged wood and heavy timber materials for reuse in the tenant improvement was in tune with The Nature Conservancy's philosophy and sustainability goals.

The project began as a shell-and-core renovation of the three-story building, an early 1900s "form board" concrete shell with heavy timber decks and roof structures. The shell-and-core work included structural upgrades with new concrete/steel shear walls and reinforcement to bring the building up to current seismic codes.

W.G. Clark's first big challenge occurred about midway through the shell-and-core work when the client secured The Nature Conservancy as a tenant for the building. W.G. Clark immediately began working with the tenant's design team to establish the budget/scope, entering into an agreement with the tenant to integrate the tenant-improvement build out into the shell-and-core work. This allowed W.G. Clark to reduce the construction duration and get The Nature Conservancy into the new space before the lease in their existing office space expired.

TENANT IMPROVEMENT

OVER \$5 MILLION (TIE)



W.G. Clark installed the Wings Over Washington ride on a century-old pier that sways in rough weather.

PHOTO COURTESY OF W.G. CLARK CONSTRUCTION

WINGS OVER WASHINGTON FLYING RIDE

Location: Seattle
General contractor: W.G. Clark Construction
Owner/developer: Great Western Pacific
Primary designer: Jackson|Main Architecture

This highly complex renovation at Pier 57 on the Seattle waterfront was for the addition of the flying-ride attraction Wings Over Washington.

The project team consisted of architects, above-pier structural engineers, below-pier structural engineers, marine contractors, audio visual, movie screen design, ride mechanical fabricator, interior designers, acoustical engineers, film producers, animatronics and more.

W.G. Clark completed the renovation of the pier, structural modifications and additions, additional show and facility rooms and mezzanines, and specialty wood finishes throughout the ride areas and theater. Manson Construction completed all below-pier structural modifications to support the ride.

This project presented many unique challenges for W.G. Clark and its project team members. For example, the project is located on an over-100-year-old pier where nothing is plumb or level. It sways as much as 6 inches in heavy weather.

This was the most compact installation of a "flying ride" ever attempted, so substantial field engineering and site-specific adaptations had to be communicated throughout the project team. W.G. Clark took a lead role in facilitating this exchange of information and coordination among the multiple ride vendors, design teams, building inspectors and subcontractors to keep the project moving forward with a minimum of delays or cost impacts.

"Our job was a complicated and difficult job which required excellent communications and planning," said Pier 57 General Manager Kyle Griffith. "We had a compressed time line and many trades working together. W.G. Clark did a terrific job on the Wings Over Washington ride project."

TENANT IMPROVEMENT

OVER \$5 MILLION (TIE)

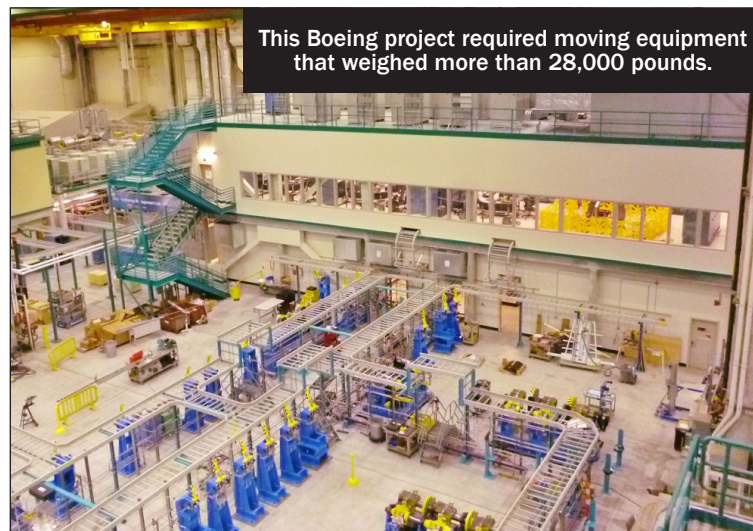
777X SYSTEMS INTEGRATION LABS

Location: Seattle
General contractor: Washington Patriot Construction
Owner/developer: The Boeing Co.
Primary designer: Harris Group

The \$26 million-plus project included repurposing six separate lab areas throughout the 500,000-square-foot 2-122 Boeing Plant 2 building to serve the new testing program for the 777X aircraft program.

The project included moving a variety of new and existing equipment, many weighing over 28,000 pounds and requiring specific move plans, specialty cranes and lab-specific safety protocols. The project was time- and budget-driven to support the 777X development program, and demanded continual earned-value management, weekly critical-path schedule reviews and updates, and daily end-user meetings.

The uniqueness of the project required flexibility and the development of new construction techniques to install, sequence



This Boeing project required moving equipment that weighed more than 28,000 pounds.

PHOTO COURTESY OF WASHINGTON PATRIOT CONSTRUCTION

around, and develop strategies to complete a project for parts never developed prior to this project. Changes were common given the innovation and fast-paced aerospace industry. A collaborative design, construction and owner team made it a great success.

A 3-D building-information

modeling program was used to develop the complex routing of the electrical cable tray systems, sweeps and drops to marry up with the welded compressed air piping, large-diameter high voltage conduits, structural steel, and many duct drops fed from the three large air-handling units.



WASHINGTON PATRIOT CONSTRUCTION

Boeing 777X Systems Integration Labs

2017 AGC Build Washington Award winner for **Construction Excellence**

for Tenant Improvement Over \$5M!

CHALLENGING

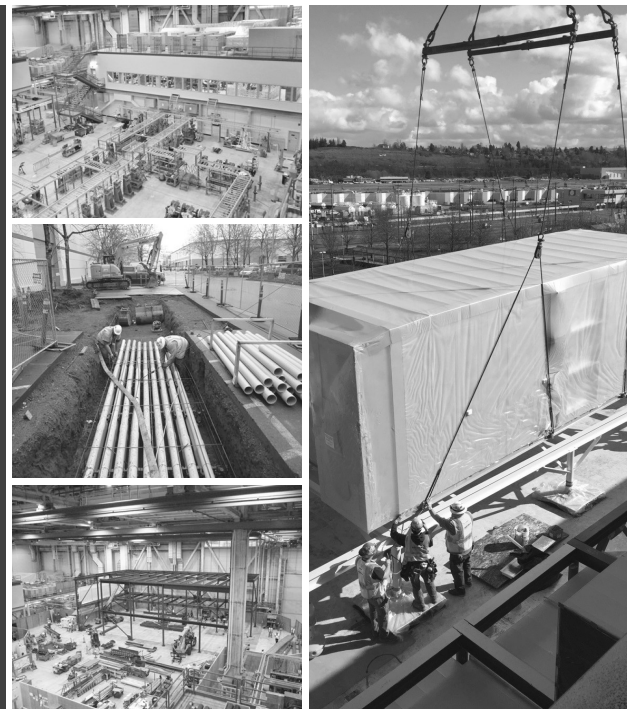
Multi-phased relocations and renovations of six Boeing Labs within a 500,000 SF occupied facility.

ADAPTIVE

Reutilization of existing labs, including a new 12,000 SF building built within the existing space.

REWARDING

A privilege to support the new 777x program, which is cutting edge technology and manufacturing in the Pacific NW.



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HIGHWAY AND TRANSPORTATION

UNDER \$5 MILLION

STATE ROUTE 121 BLOOMS DITCH FISH BARRIER REMOVAL

Location: Olympia

General contractor: Granite Construction Co.

Owner/developer: Washington State Department of Transportation

The project's primary goal was to improve fish passage within the Black River Watershed.

The existing conduit for the stream crossings along state Route 121 were old and undersized metal culverts. These culverts were identified as impingements for fish migration and required improvements to allow access to additional habitat for salmonids in the watershed.

Part of the work involved raising the roadway grades to limit closures due to flooding. Safety was improved by increasing sight distances and installing additional safety features.

This project had very challenging geotechnical conditions consisting of sands and silts in conjunction with a very high water table. Granite led a team of experts including a hydrologist, project engineer and drilling contractor to find a solution to the groundwater issue.

The team came up with an innovative groundwater-control plan composed of a deep well system and utilized adjacent forested areas for the infiltration of water. This system functioned well, drawing down the groundwater, allowing for installation of the culverts. It minimized impacted sensitive areas and the cost for treating water.

The new precast box culverts were designed to be installed within the same alignment as the existing stream channel. This being the case, a bypass of the existing stream was required.

Granite devised a bypass plan conforming to all permit and contractual requirements. During development of the bypass plan the team discovered that the design requirements were excessive. Granite was able to reduce the amount of flow that the bypass system had to be designed for, cutting costs and shrinking the footprint bypass system by over 33 percent.



Granite had to contend with a high water table to install new fish-passage culverts.

PHOTO COURTESY OF GRANITE CONSTRUCTION CO.



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CONGRATULATIONS TO ALL OF THE 2017 BUILD WASHINGTON AWARD WINNERS!



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HIGHWAY AND TRANSPORTATION

\$5 MILLION-\$15 MILLION

ANGLE LAKE STATION

Location: SeaTac

General contractor: PCL Construction Services

Owner/developer: Sound Transit

Primary designers: VIA Architecture, HDR Engineering

Sound Transit's Angle Lake Station is an elevated center-platform station spanning South 200th Street, providing access from both sides of the street.

Stainless steel and concrete finishes throughout a majority of the station provide for ease of maintenance and improve longevity. The lower plaza is finished with landscaping, pavers and colored concrete.

The platform is accessible by way of elevators, escalators and stairs. Riders on the platform are protected from the elements by wave-shaped canopies with metal soffits.

Constructing the station was complex because it required working on an elevated structure spanning an active four-lane street, and working in between two elevated guideway sections of segmental bridge structure. This bridge structure supports the light-rail tracks and is independent from the station's boarding platform.

The project team successfully overcame several challenges:

- Constructing 13,000 square feet of elevated deck and tile finish, built with 1 percent slope in two directions
- Fabrication and installation of the wave canopy
- Concealment of the fire protection system at the platform canopy: The owner wanted to conceal the electrical- and fire-protection infrastructure at the platform while keeping the assembly streamlined and open. After some trial and error, a design for both systems was confirmed that would offer concealment of the fire protection and rainwater drainage.

The project required working on an elevated structure spanning a busy four-lane street.

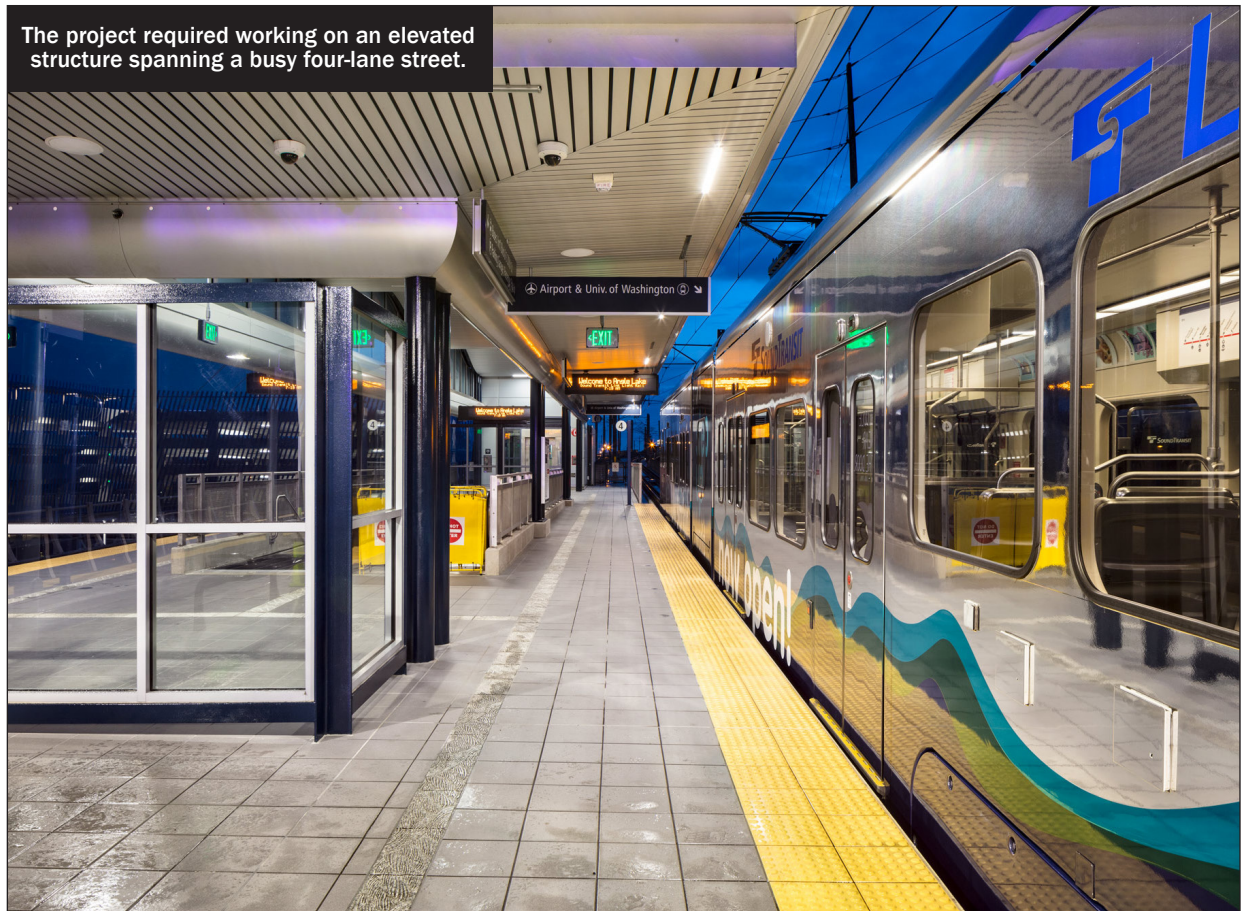


PHOTO COURTESY OF PCL CONSTRUCTION SERVICES



**Pacific
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138,080 SF (3.17 acres)
of over water timber
pier removed

3,900 creosote-treated
pile removed

Over 7,000 tons of
creosote timber
removed

Over 8,000 LF of lead-
coated fuel piping
removed

21,000 CY of material
dredged for open-water
disposal

Environmental constraints
from more than 12
Federal and State
agencies

Completed a full season
ahead of schedule



Build Washington
AWARDS

Congratulations to the entire
Project Team for such an
outstanding performance.



Mukilteo Ferry Terminal Phase 1: Tank Farm Demolition & Dredging

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HIGHWAY AND TRANSPORTATION

\$15 MILLION-\$50 MILLION

STATE ROUTE 167 PUYALLUP RIVER BRIDGE REPLACEMENT

Location: Puyallup**General contractor:** Guy F. Atkinson Construction**Owner/developer:** Washington State Department of Transportation**Primary designer:** Jacobs Engineering Group

This design-build project replaced an existing historic landmark — a 1925 Warren truss bridge — with a new, wider northbound bridge.

Atkinson's design differed from the Washington State Department of Transportation's plan to build a new four-span concrete bridge to the west of the existing bridge. Instead, Atkinson built a three-span, 557-foot-long steel girder bridge within the existing northbound Warren truss bridge footprint. That change eliminated a proposed southbound widening, retaining wall, utility relocation, ground improvement and signalized intersection work.

Atkinson built new temporary piers and approach roadways, then rolled the Warren truss to the east for use as a temporary northbound detour, allowing crews to maintain northbound traffic during construction.

The steel bridge benefits included eliminating the in-water pier and fish window constraints, providing flexibility for future master plan construction, and accommodating the future levee widening. Once completed, Atkinson moved the historic Warren truss bridge intact to a location northwest of the project site for WSDOT's future use.



Atkinson Construction rolled away this old state Route 167 bridge to make way for a new bridge.

PHOTO COURTESY OF GUY F. ATKINSON CONSTRUCTION

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HEAVY/INDUSTRIAL

MUKILTEO FERRY TERMINAL PHASE 1

Location: Mukilteo
General contractor: Pacific Pile & Marine
Owner/developer: Washington State Ferries

This work represented the first phase of a multimodal project to relocate the existing Mukilteo Ferry Terminal to a former U.S. Department of Defense fuel storage facility known as the tank farm. The property includes a large pier extending into Possession Sound.

The project was accomplished while complying with environmental constraints from over 12 different federal and state agencies.

Deconstruction of the tank farm began in 2015 with a planned construction schedule of two years. In-water work was restricted to between July 15 and Feb. 15 each season, with some elements, such as dredging and pile extraction, further constrained by the National Marine Fisheries Service.

The project removed 138,080 square feet of over-water timber pier, including approximately 3,900 creosote-treated piles. Piles were removed with a vibratory hammer and transloaded and transported for disposal to a landfill in Eastern Washington.

Pacific Pile & Marine utilized a shearing method to remove the pile, significantly reducing the duration required for demolition, condensing the in-water work window to a single season. Twenty-one thousand cubic yards of material were dredged in the navigation channel for open-water disposal.

The Mukilteo-Clinton ferry route is part of state Route 525, a major transportation corridor connecting Whidbey Island to the Seattle-Everett area.

The Washington State Department of Transportation said Pacific Pile & Marine “used innovative means and methods to demo pier This accelerated their progress and allowed them to complete dredging during the first work window, eliminating the need to return next season.”

The project removed a 138,080-square-foot timber pier, including 3,900 creosote-treated piles.

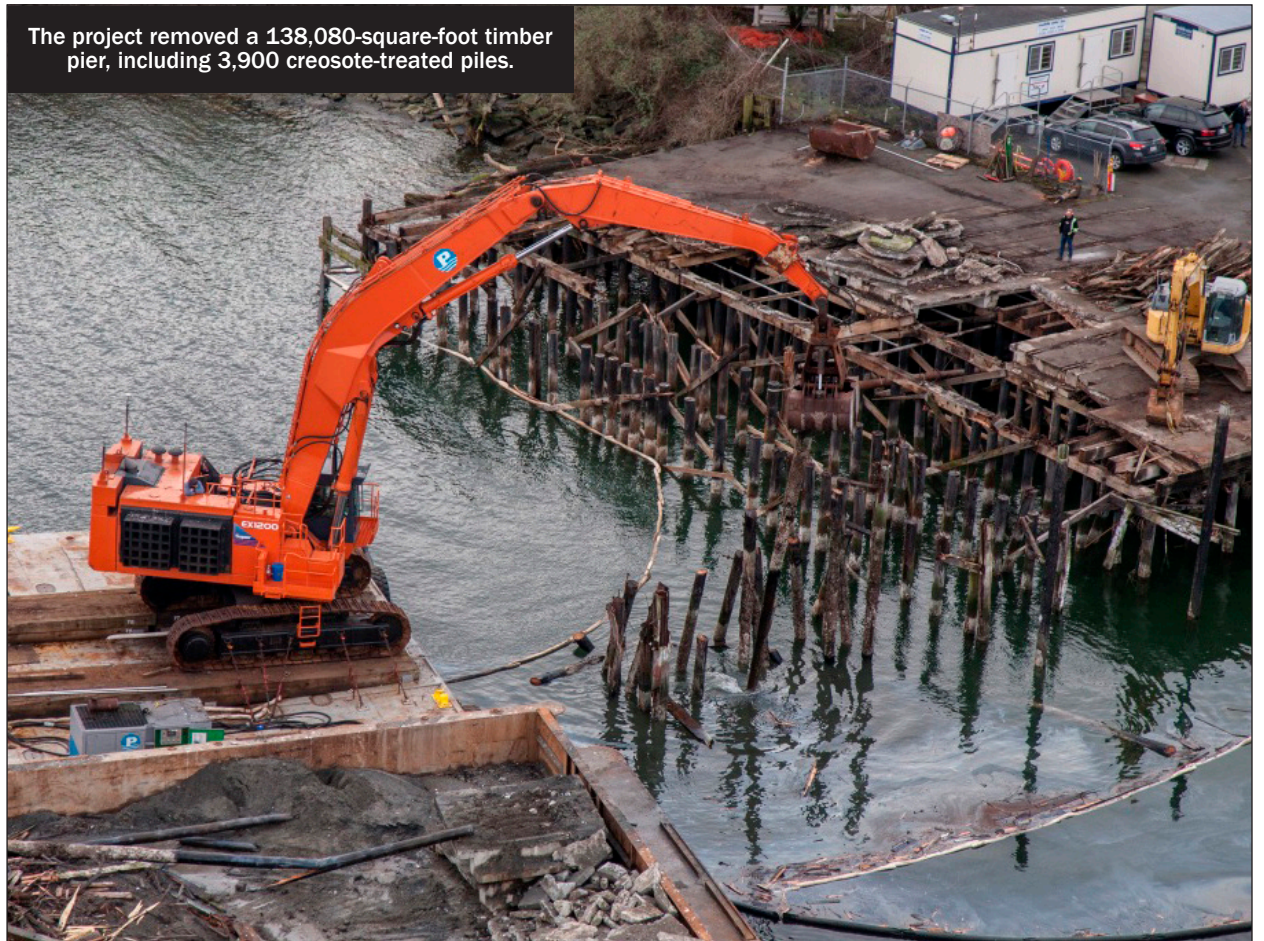


PHOTO COURTESY OF PACIFIC PILE & MARINE

PUBLIC BUILDING

\$2 MILLION-\$5 MILLION

BELLEVUE CITY HALL EAST GARAGE EXPANSION

Location: Bellevue
General contractor: Lydig Construction
Owner/developer: City of Bellevue
Primary designer: SRG Partnership

Lydig Construction expanded Bellevue City Hall's east garage, adding 49,000 square feet and 165 stalls of parking off 110th Avenue Northeast. The project helped offset the loss of parking in the north garage due to Sound Transit's East Link construction adjacent to the property.

Work included mechanical, electrical and structural upgrades to the existing garage, revisions to two garage openings, modifications to the building envelope, and site work. This required construction scheduling to ensure owner's uninterrupted use of the facility.

Lydig used virtual construction to model the underground portion of the garage, which aided in rerouting City Hall's main sewer line early and out of sequence, and helped to complete street work prior to an overlay project. Another key activity was coordination with the city and designer on design elements, including revisions to the main shear wall that minimized noise and duration of work next to conference center.

The expansion to the existing occupied facility required a great deal of coordination with the city, as well as police and 911 facilities, to ensure services were not disturbed during construction.

Lydig expanded a Bellevue City Hall garage to help offset parking losses from nearby light rail construction.

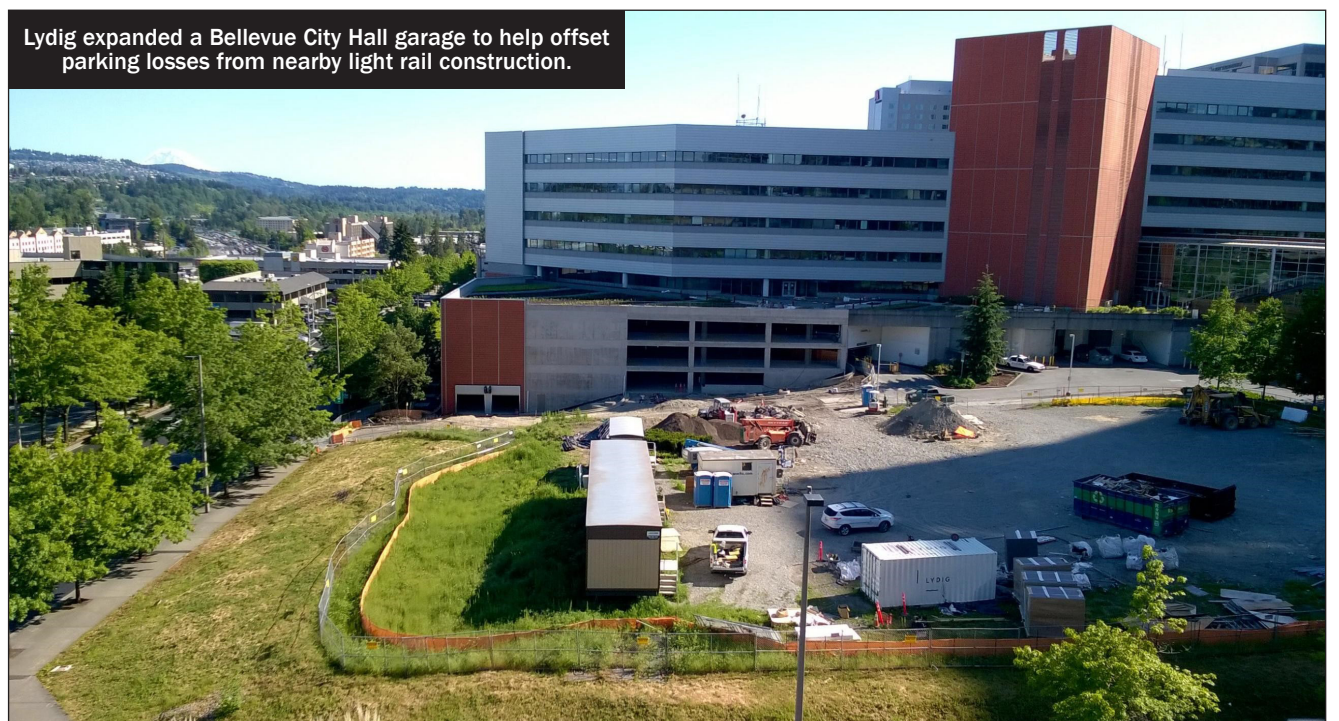


PHOTO COURTESY OF LYDIG CONSTRUCTION

PUBLIC BUILDING

\$5 MILLION-\$20 MILLION

ABBHEY LINCOLN COURT

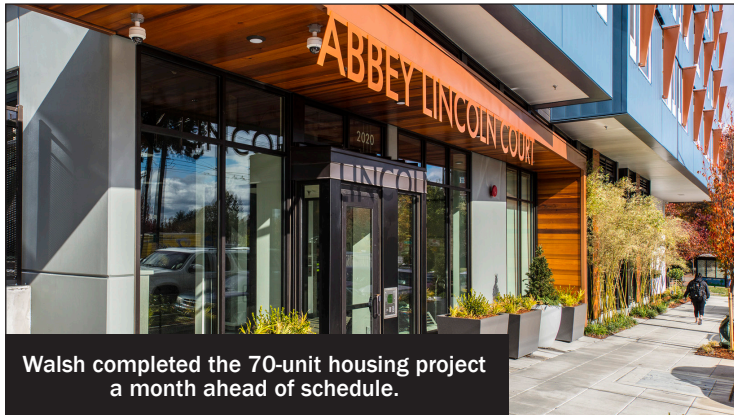
Location: Seattle
General contractor: Walsh Construction Co.
Owner/developer: Low Income Housing Institute
Primary designer: Runberg Architecture Group

Abbey Lincoln Court is a six-story, 70-unit workforce housing project in Seattle's Central District.

Nathan Connaway, superintendent for Walsh Construction, introduced lean practices that greatly improved productivity and participation. Connaway implemented brief morning meetings and a visual board which, as a result, saved a considerable amount of time and removed the need for lengthy and inconvenient traditional weekly subcontractor meetings.

Walsh worked with the project team to achieve goals for energy efficiency and resident comfort, providing full preconstruction services, including estimating, value engineering and document-review coordination.

Early and careful planning involved analyzing potential



Walsh completed the 70-unit housing project a month ahead of schedule.

PHOTO BY MICHAEL WALMSLEY

impacts to the neighborhood and the seniors living adjacent to the site, which minimized and eliminated disruptions. This was a necessary step as the scope of work included the creation of new common areas that would be shared between Abbey Lincoln Court and its companion building, Ernestine Anderson Place, located within a few feet of the new footprint.

Abbey Lincoln court was completed a month ahead of schedule and within the owner's

budget.

"The Low Income Housing Institute, sponsor and owner of Abbey Lincoln Court, experienced the fastest lease up of units in the 21-year history of LIHI's building affordable housing," said LIHI housing director Robin Amadon.

She said "this quality built and beautiful building spoke to the market place and attracted record numbers of residents eager to live in this quality Walsh-built development."

PUBLIC BUILDING

\$20 MILLION-\$50 MILLION

One challenge of the renovation was the building had no large openings to move big items through.



PHOTO COURTESY OF BNBUILDERS

UW DENNY HALL RENOVATION

Location: Seattle
General contractor: BNBuilders
Owner/developer: University of Washington
Primary designer: Hacker Architects

BNBuilders recently completed a comprehensive renovation to Denny Hall, the oldest building on the University of Washington's Seattle campus.

Denny Hall was originally built of heavy timber and load-bearing stone in 1896. Its exterior of sandstone, brick and terra cotta still honor its pioneer-era heritage.

In 1957, a substantial renovation removed all the interior walls and wood decking, and replaced them with steel and concrete columns and floors. None of the original interior character was retained.

Today's renovation seeks to restore the grandeur of the 1890s interior while modernizing all building systems, improving accessibility and increasing seismic integrity. The complexity of the project necessitated a lengthy preconstruction process to plan the sequence of structural upgrades, coordinate installation of new systems within the existing building, and identify an efficient work-execution approach that still protects the building. All told, the project was in preconstruction for over 14 months.

Early in preconstruction, BNBuilders' teams worked with the design team to identify elements of the renovation that would need to be moved into or out of the existing building. The lack of any large-scale opening made this challenging.

Since this work was heavily planned in advance, crews were able to efficiently execute work without damaging the building or negatively impacting the schedule. The use of lean techniques, including building-information modeling and prefabrication, helped further construction efficiencies.

The renovation to historic Denny Hall was a success. Not only was project executed safely, it was also completed six months early. This was due to extensive planning done before the start of construction and a diligent approach to efficiently executing the work, always with an eye towards safety.

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Photo By Doug Scott.

PRIVATE BUILDING

\$2 MILLION-\$5 MILLION

WASHINGTON HALL MODERNIZATION

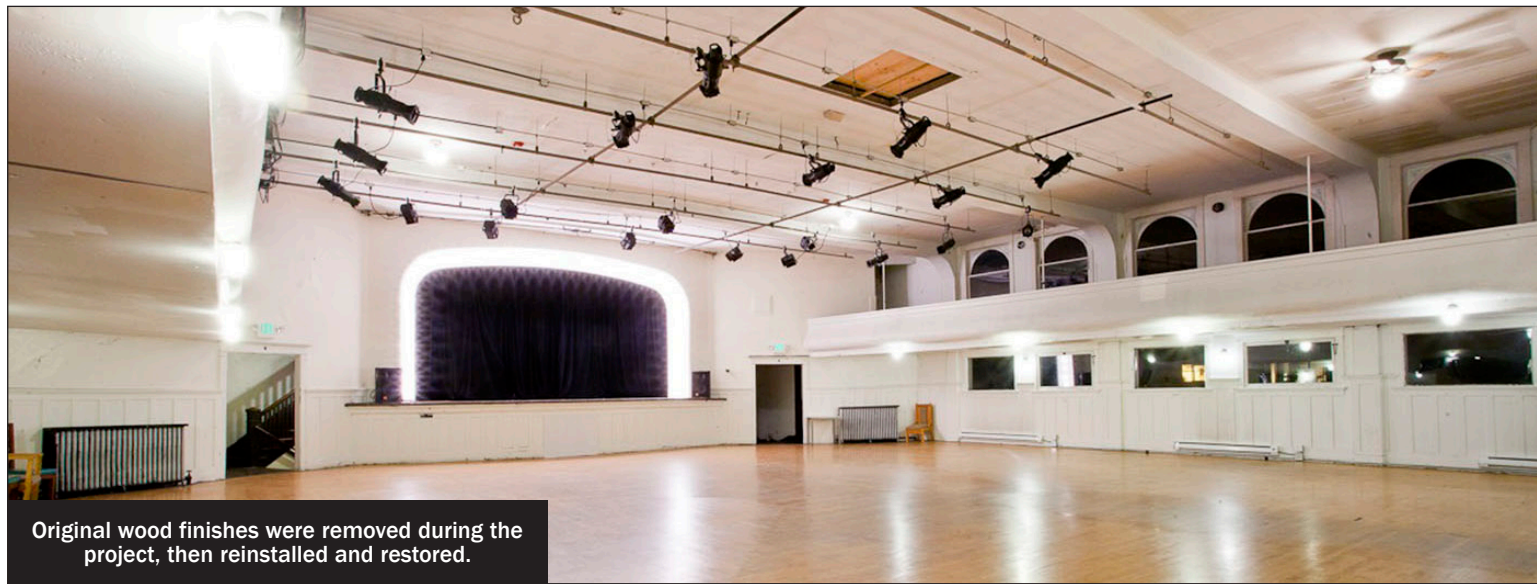
Location: Seattle**General contractor:** Lydig Construction**Owner/developer:** Historic Seattle**Primary designer:** Ron Wright & Associates

Lydig Construction completed two of the final phases of the historic renovation of Washington Hall, a 1908 performance space building in the Central District of Seattle.

Phase 3 focused on a seismic retrofit, ADA compliance, fire safety upgrades, finishes, and a performance and operating space build out. A new elevator shaft and elevator were installed, and electrical and mechanical systems were brought up to current code compliance.

The original plaster and wood finishes were restored. As part of the restoration, the fire escapes were taken off site, restored and reinstalled on the building.

During the final phase, the historic windows were restored off-site and reinstalled, and a new community recording studio was



Original wood finishes were removed during the project, then reinstalled and restored.

PHOTO BY DAN HAWKINS

built in the space.

Original structural components (mostly wood) were left in their original condition, and seismic bracing was added (mostly wood and specialty connections). All the wood restoration and seismic work was done by Lydig team

members.

In order to meet current structural and seismic codes, a shear wall was installed across the entire east face of the building. This required the removal of all interior walls, a protected stair running four stories, and pro-

tected wood trim and paneling.

During the third phase, Historic Seattle worked to gain additional funding for the final phase of the project, which would complete the top floor of the building. Historic Seattle was successful and issued a change order for

the additional work for Lydig to continue the project. The client recognized the value in keeping Lydig on the team and even worked with Lydig's marketing on public relations and involvement efforts to help keep the project active and in the spotlight.

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PRIVATE BUILDING

\$5 MILLION-\$20 MILLION

CRANE AEROSPACE & ELECTRONICS FUEL FLOW TRANSMITTER TEST FACILITY

Location: Lynnwood
General contractor: Trico Cos.
Owner/developer: Crane Aerospace & Electronics
Primary designer: Harris Group

Trico Cos. built a 12,000-square-foot research and testing facility

for Crane Aerospace & Electronics designed to test mass fuel flow transmitters at extreme operating conditions.

The facility has 12-inch-thick blast-proof walls and a custom-built cryogenic chiller system. There's no other facility like it.

The project consists of cast-in-place concrete footings and slabs, and a steel structure with metal joists and decking. The exterior includes split-face, integrated-color, 8-inch CMU block, storefront windows, and concealed-fastener sheet metal sid-

ing and roofing. A yard includes equipment that supports skids, including fuel storage tanks and the cryogenic chiller linked with a pipe-support bridge.

The building enables Crane to meet increased development and testing requirements on new fuel-efficient engines. The project broke ground in September 2015 and became operational in November 2016.

This facility had several challenges to overcome, many reflected in schedule. Due to the large volume of construction in the area and limited labor and material resources, timely

procurement was an enormous challenge on the project.

The facility deals with jet fuel, an extremely flammable substance, so many additional precautions were applied, including hazardous-area fixtures and equipment, blast walls, doors and skylights and meeting all requirements determined by the owner's insurance company.

The owner shared they valued Trico's expertise, transparency about budget from start to finish, MEP coordination, and most of all, attitude and actions that said, "we're going to find a solution, no matter what."



The building was designed to handle extremely flammable jet fuel.

PHOTO COURTESY OF TRICO COS.

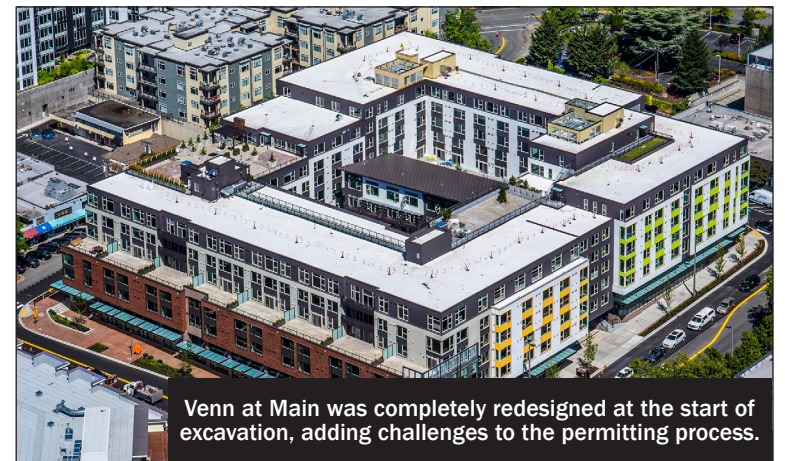
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- ✓ PARTNERSHIP
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- ✓ ENVIRONMENTAL RESPONSIBILITY

ATKINSON
 C O N S T R U C T I O N

PRIVATE BUILDING

\$50 MILLION-\$100 MILLION



Venn at Main was completely redesigned at the start of excavation, adding challenges to the permitting process.

PHOTO COURTESY OF EXXEL PACIFIC

VENN AT MAIN

Location: Bellevue
General contractor: Exxel Pacific
Owner/developer: The Wolff Co.
Primary designer: Baylis Architects

Venn at Main is a 350-unit mixed-use building located in the heart of Bellevue, on the corner of Bellevue Way and Main Street.

It has seven levels of apartments, 40,000 square feet of retail space and four levels of below-grade parking. Amenity spaces include a mezzanine fitness center with a separate yoga/spinning studio, a media room with big-screen TVs, an interior courtyard, community kitchen and game room.

At the start of excavation, the owner elected to completely redesign the structure. Such drastic revisions while construction was in progress posed many difficulties for the onsite team surrounding the permitting process. Baylis and the Exxel team were successful with executing plan revisions, including mechanical, electrical, plumbing and fire-protection design-build scopes, so the project never suffered a delay due to permitting.

When Exxel finished excavation and was ready for the crane, Exxel had entered the city's holiday moratorium (Thanksgiving through the New Year's), when it was not allowed to set the tower crane. With an excavation 60-70 feet below street level, not having a tower crane nor the space to set a mobile at street level almost shut down the job site.

The only possible solution was to put a mobile crane into the excavation before the earthwork ramp was removed and to pick the crane back out when setting the tower crane. By doing this, Exxel was able to keep the schedule, avoid impacts to the area and properly maintain safety.

SPECIALTY CONTRACTOR: SAFETY

UNDER 500,000 HOURS

ANDGAR CORP.

Andgar has always worked to have its employees be trained and have the skills they need to perform their jobs safely and accurately.

On-the-job training is essential for any new employee coming on board for any of the product areas that are supported. The service product area trains its technicians continually so their skill levels are current and accurate.

Other product areas have classes to train on sheet metal work. The skills employees receive allow them to begin field work and operate some of the equipment in the shops, and do it safely.

When Andgar employees go onto a job site they know they have the responsibility to do their jobs safely and provide the very best product.

A site-specific job site handbook is prepared by the manager, who includes job site safety pages that identify the managers, coordinators, emergency numbers and safety details. Safety details included are a job hazard analysis worksheet, fall protection work plan and, if needed, a crane operation plan, which are prepared and ready before the work start date for the assigned product areas.

SPECIALTY CONTRACTOR: SAFETY

500,000-1 MILLION HOURS



UMC employees are reporting more job site incidents, but the company is seeing fewer reportable injuries.

PHOTO COURTESY OF UNIVERSITY MECHANICAL CONTRACTORS

UNIVERSITY MECHANICAL CONTRACTORS

AGC's stated values of skill, integrity and responsibility dovetail with the values of the UMC Safety Department.

These principles are the foundation of the company's goals, approach and action. However, it can be difficult to assess the effectiveness of the program since we are only as good as our last moment or decision.

UMC's safety record (an EMR of 0.6034 and incident rate of 1.29 in 2016) indicates that the company has the skill to work safely. Skill isn't just about the workmanship; UMC takes pride in developing its employees so they can identify potential hazards in their upcoming work and current environment, and make the necessary corrections to ensure safe work.

To advance the skills of its employees, UMC customizes its training to each specific job site's working area.

UMC's program relies heavily on trusting its employees to communicate safety concerns and incidents. A recent shift UMC has noticed is an increased number of reported incidents, yet a decrease in the number of reportable injuries.

In 2016, UMC had 106 reports to its safety department. Of these reports, 16 were near miss and 24 were nonwork-related. Additionally, only four reports were above a first aid, a clear indication of the program's effectiveness.



Andgar managers provide employees handbooks with job site-specific safety pages.

PHOTO COURTESY OF ANDGAR CORP.

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Build Washington, AGC/Moss Adam's Service to the Community Award: Holiday Lights Program

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Thank you SO MUCH! This really helped my family!



#thankyou #community #servantleadership #teamwork #makeadifference #AEC

SPECIALTY CONTRACTOR: SAFETY

OVER 1 MILLION HOURS

MACDONALD-MILLER FACILITY SOLUTIONS

MacDonald-Miller's safety program and all other departments within the company promote skill, integrity and responsibility.

The company receives all its field workers from the union hall, who arrive with the skills to do the job. Then supervisors assign a journeyman to mentor the apprentices and teach them how to work safely.

Every employee attends a new employee orientation on day one. In this class, one of the many things that gets covered is the company's safety culture. MacDonald-Miller spends time explaining that its rules and policies are not recommendations, they must be followed in order to work there.

MacDonald-Miller tells new employees the company is very willing to teach what they need to know, and if they have any questions they can ask them. However when there are employees that just simply refuse to follow the rules and work safe, the company cannot afford to employ them.

All employees have the right and responsibility to stop work if they believe that something is unsafe.

Employees often say how much they appreciate how friendly and open they find the safety department at MacDonald-Miller. The company takes great pride in the fact that employees feel comfortable bringing up concerns without fear of retaliation.



New employees are taught the company's safety culture and encouraged to ask questions about working safely.

PHOTO COURTESY OF MACDONALD-MILLER FACILITY SOLUTIONS



Congratulations.

We salute this year's AGC Build Washington Award nominees and winners, particularly in a complex business environment. Building on this foundation, we wish you continued success.

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CONSTRUCTION MANAGER: SAFETY

OVER 100,000 HOURS

SWINERTON BUILDERS

All superintendents and many project managers are certified Safety Trained Supervisors by the Council on Certification of Health, Environmental and Safety Technologists. Some will pursue the Construction Health and Safety Technician (CHST) credential. This shows that Swinerton's employees are interested in furthering their education and experience in safety as well as the added value of being cross-trained on the job.

All of Swinerton's safety managers are credentialed by the Board of Certified Safety Professionals as Construction Health and Safety Technicians or higher certifications such as Occupational Health and Safety Technologist, Certified Safety Professional, Certified Industrial Hygienist, or Certified Hazardous Materials Manager.

Swinerton invests heavily in the training of its safety, environment and health professionals. They in turn, offer their knowledge, training and expertise in a variety of topics within their divisions. Their effort is ongoing throughout the year, and tailored to the specific needs of job site personnel and the safe execution of construction operations.

The "stop work" card gives every Swinerton and subcontractor employee the real authority to stop operations if there is an injury, unsafe situation or questionable safety issue.

Swinerton requires every business unit to prepare and commit to an annual safety business plan, which makes safety a budget line item. The company also trains all its foremen in OSHA 10, first aid/CPR, stretch-n-flex, pre-task planning and supervisor accident-reduction techniques.



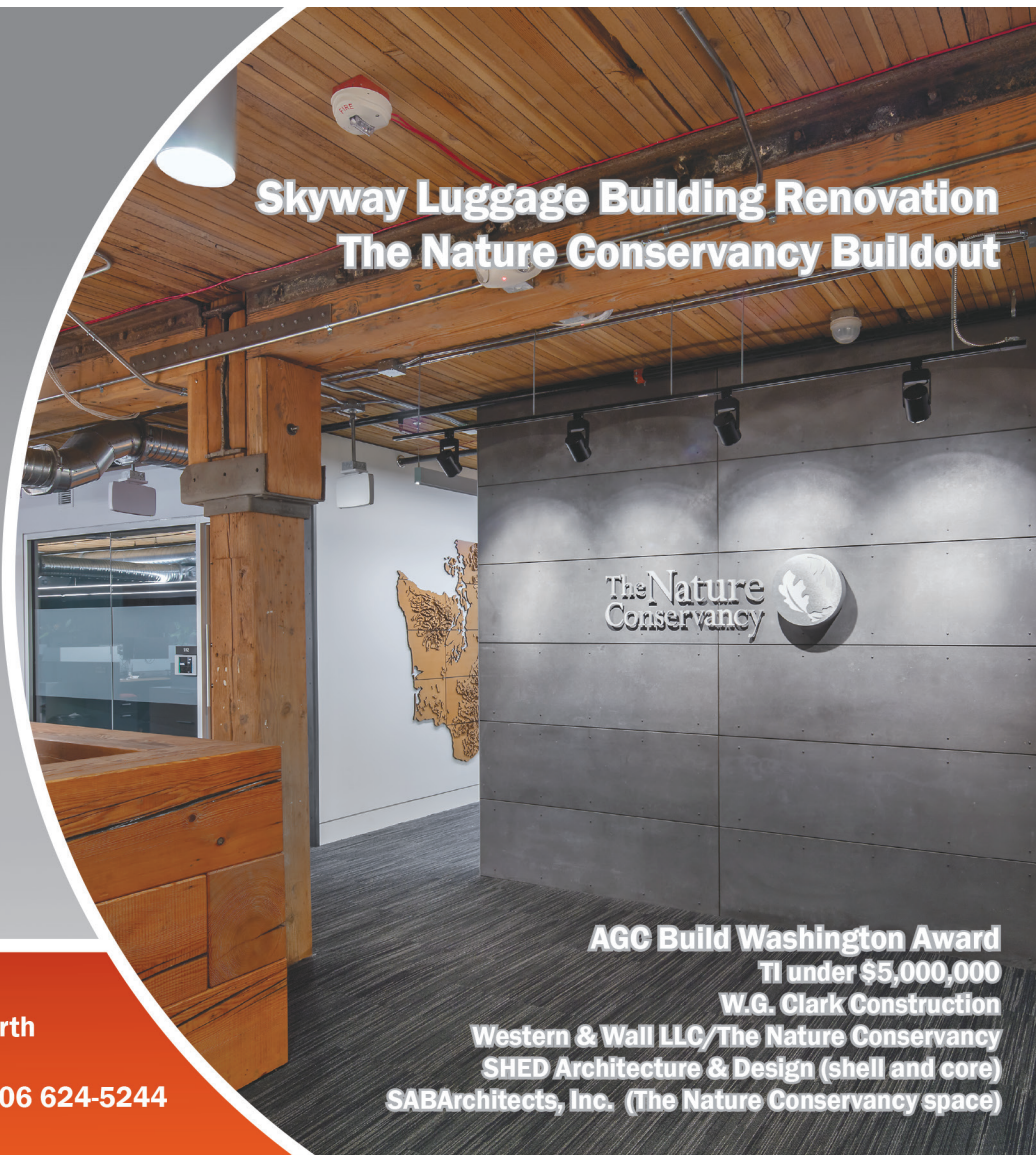
Swinerton invests heavily in the training of its safety, environment and health professionals.

PHOTO COURTESY OF SWINERTON BUILDERS

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CIVIL CONTRACTOR: SAFETY

UNDER 100,000 HOURS (TIE)

TUNISTA CONSTRUCTION

Tunista's safety program promotes all three of AGC's values: skill, integrity and responsibility.

Skill comes in to play with every employee. Each employee must have the necessary safety training prior to accessing construction sites, operating equipment and engaging in construction activities.

Every person in the company takes responsibility for safety, from the top down. Tunista establishes the need for continual safety training and has implemented a company-wide training program to ensure compliance and success. All employees are encouraged to take the responsibility upon themselves to stop work, and stop someone else's work if they see an unsafe work condition or hazard.

Tunista's safety program assists in encouraging this by providing "stop work" wallet cards in English and Spanish that all employees receive on their day of hire at orientation. If they have to hand them out and don't get them back, there plenty available at each job site so they can always have them on hand.

CIVIL CONTRACTOR: SAFETY

UNDER 100,000 HOURS (TIE)

NOVA GROUP

Nova's safety program strives to make sure that employees and subcontractors have the knowledge and skills to perform their jobs safely.

Nova requires that all the safety training documents are listed with an activity hazard analysis. Copies of training documents for each worker are kept on each project. Spreadsheets are posted on project sites showing training certifications for workers.

Nova's safety program promotes safety integrity in its program by requiring risk analyses for specific hazards. Written procedures for reducing these risks are required, and procedures must be adhered to. If workers witness any safety misconduct in any form, they are encouraged speak up.

Nova offers various ways to let employee voices be heard, including an open-door policy and a 800 number employees can call and report anonymously.

Nova's safety program requires the involvement of employees and subcontractors to resolve safety issues, concerns and corrections daily in a timely manner.



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CIVIL CONTRACTOR: SAFETY

OVER 100,000 HOURS

GUY F. ATKINSON CONSTRUCTION

Skill is promoted through communication. Atkinson wants to be the best communicator in the industry and provide opportunities for its people to succeed.

To do this Atkinson communicates clear expectations, measures performance, and follows up with feedback and recognition.

Atkinson incrementally introduces achievable goals, provides a system of measurement to ensure success, then provides feedback and, ultimately, recognition for the work completed. Nothing is left unmeasured and ambiguous.

Atkinson asks each job site to conduct weekly safety audits, weekly safety meetings and daily pre-task meetings.



Atkinson offers its employees feedback and recognition for their work.

PHOTO COURTESY OF GUY F. ATKINSON CONSTRUCTION

**CONGRATUATIONS
Steve Garrett**

on receiving the
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GENERAL CONTRACTOR: SAFETY

UNDER 100,000 HOURS

WASHINGTON PATRIOT CONSTRUCTION



Washington Patriot doesn't begin its work until safety plans have been approved.

PHOTO COURTESY OF WASHINGTON PATRIOT CONSTRUCTION

Washington Patriot continues to grow in the industry with diverse and challenging projects. Washington Patriot's senior managers and general superintendent have set out and implemented a culture of safety where employees talk daily, share safety memos, safety reports, safety talks and safety lessons learned.

The company's safety culture now includes daily safety pre-task planning. No work takes place until safety plans are approved and unless hazard assessments are posted and received for each project.

The team discusses what technology they have researched and what training that has been recently given to personnel. Washington Patriot promotes the use of safety experts and asks them to all its project sites.

Employees train on any hazard they have not been previously been trained on that applies to company job sites (such as recent ammonia-hazard and lead-awareness training). Employees attend safety meetings held by the company's clients to learn and share best practices.

WASHINGTON PATRIOT CONSTRUCTION

Thank you AGC of Washington for honoring **WASHINGTON PATRIOT CONSTRUCTION** with a 2017 Safety Excellence award in recognition of our efforts to make sure *everyone goes home safe each day.*

We are proud to partner with the AGC Safety Team to ensure the safety programs we enforce on our projects are adaptive, relevant, and effective. Thanks to our project teams for *leading the way!*

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GENERAL CONTRACTOR: SAFETY

100,000-250,000 HOURS

CHARTER CONSTRUCTION

Charter Construction's safety program promotes values of skill, integrity and responsibility by having integrity and accountability in all their actions, exceeding client expectations in everything they do, having a strong and intelligent work ethic, promoting a culture that helps team members achieve their highest potential, and earning a profit from their work.

Recently Charter Construction has started using an external application for auditing its construction sites. The application, iAuditor, has been an integral part of the company's safety auditing structure.

Its features allow Charter to develop and customize the audit template in order to reflect the needs of Charter's small and large projects. Additionally, photos can be taken with smartphones or tablets, and immediately imported into the application.

The innovation with this technology allows Charter's safety team to audit sites in real time and have the information available immediately, which allows the team to make any safety corrections without much lag time.

As safety is often a time-sensitive issue, the technology at hand allows the team members to close loops much sooner and address any immediate and ongoing safety concerns.



Elske Finnoe is Charter Construction's safety director.

PHOTO COURTESY OF CHARTER CONSTRUCTION

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GENERAL CONTRACTOR: SAFETY

250,000-450,000 HOURS

EXXEL PACIFIC

Exxel Pacific promotes AGC's values of skill, integrity and responsibility with the "Pig," an award for being 100 percent committed to safety.

The award started with a simple concept: a breakfast of bacon and eggs. There are two contributors to that breakfast, the chicken and the pig. Whereas both contributed, when you look at the level of commitment the chicken only participated, but the pig was fully committed.

The company uses this to illustrate the level of safety commitment it strives for. The Pig is awarded three times a year at company-wide safety meetings. Past recipients have included superintendents, project managers, foremen and executives/owners.

What does it take to win the Pig? First, you must be a safety leader. Someone that, by his or her leadership and example says, "Safety is a value to me!"

These individuals do not compromise their safety or that of others. They also choose to work safely because they know it is the right thing to do, and not because they have to or because they are being watched.

Exxel's current experience modification rate of 0.5988 ranks the company as a top performer in safety.

As a member of the AGC of Washington Safety Team, Exxel is committed to sharing its belief that the skill, integrity and responsibility necessary for making safety a value is shared with its projects, families and the communities in which it works.

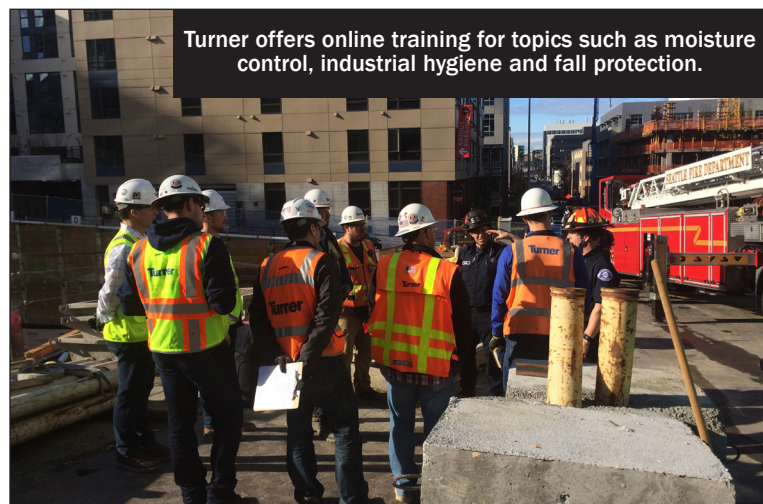


Exxel has an EMR of 0.5988, ranking it as a top performer in safety.

PHOTO COURTESY OF EXXEL PACIFIC

GENERAL CONTRACTOR: SAFETY

OVER 450,000 HOURS



Turner offers online training for topics such as moisture control, industrial hygiene and fall protection.

PHOTO COURTESY OF TURNER CONSTRUCTION CO.

TURNER CONSTRUCTION CO.

Safety training is mandatory at Turner, and the company is dedicated to providing its employees and subcontractors with the best and most current information to effectively do their jobs.

Turner requires all workers at a foreman level or higher, as well as Turner staff, to complete the OSHA 30-hour safety training course as well as an OSHA 30 refresher course every three years. Staying current on safety means and methods allows everyone to work safely on their projects.

Additional safety training on varying topics is done in full-day seminars, site safety meetings, weekly meetings, toolbox talks, daily huddles, one-on-one instruction sessions, written manuals, demonstrative videos, on-the-job educational inspection reviews and Turner's online university.

The company's online university provides a variety of web-based training topics, including moisture control, mold awareness, storm-water, industrial hygiene and fall protection, to name a few.

A large part of the company's job site workforce are subcontractors, so Turner wants to make sure they also have the proper resources for safety training. Training for subcontractors begins with pre-job orientation, which thoroughly covers Turner's Building L.I.F.E. safety program.

Turner's team approach and open communication culture promote cultivating each team member's skill levels, helping them grow and work better as a team.

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Thank you, AGC!
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Safety is our culture. Recently MacDonald-Miller has been recognized as a leader in workplace safety and health. We are proud of our safety record and even prouder to be considered a leader in this important aspect of the workplace. **Safety is our career.**

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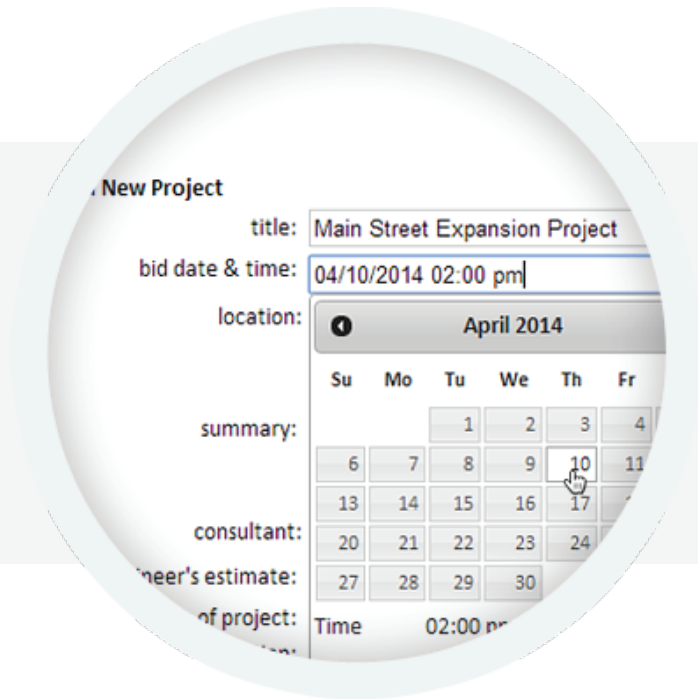
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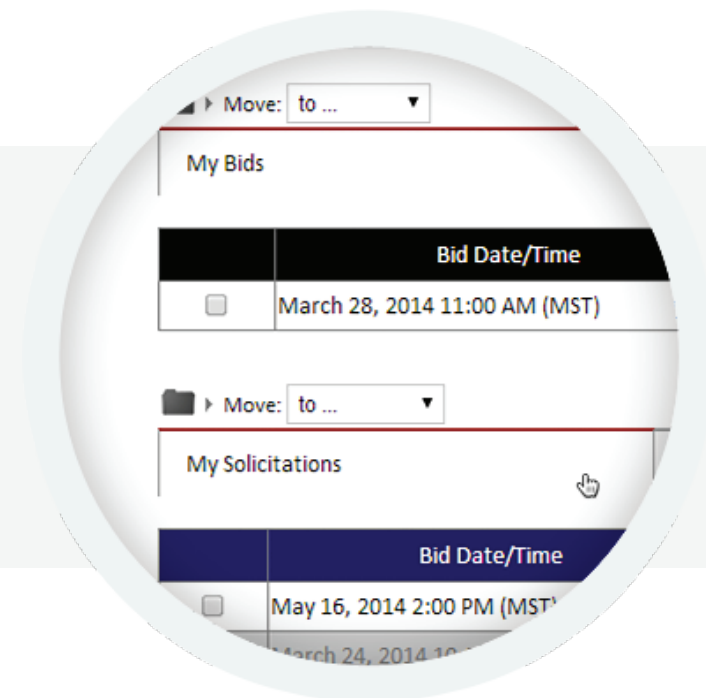


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PROJECT MANAGER OF THE YEAR

JIM ZUSY
GUY F. ATKINSON CONSTRUCTION

Jim Zusy was responsible for managing the state Route 167 Puyallup River Bridge replacement with a new multi-lane bridge built in its footprint. The existing bridge was a 371-foot-long Warren truss bridge.

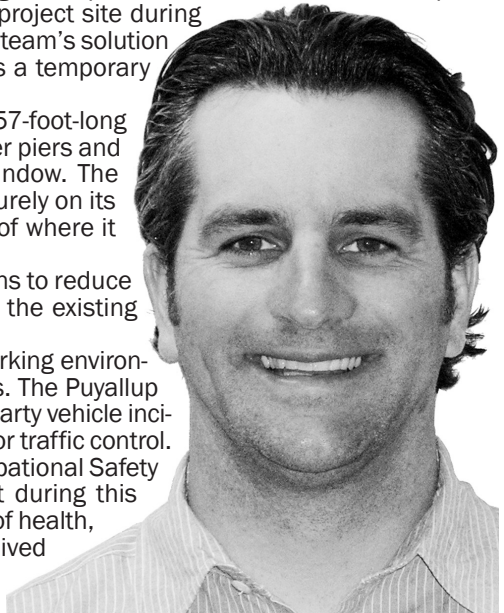
Zusy managed the process to innovate through multiple issues such as schedule impacts from the fish window, traffic flow through the project site during construction, and impact to the community. His team's solution was to use the existing Warren truss bridge as a temporary route while working on the new bridge offline.

The new bridge would be a three-span, 557-foot-long steel girder bridge that does not require in-water piers and therefore eliminates impacts from the fish window. The Warren truss bridge was rolled intact to sit securely on its temporary foundations a third of a mile north of where it had spent its previous 90-year life.

Zusy coordinated and vetted six separate plans to reduce risk and develop the right scheme for moving the existing bridge to its final resting place.

Zusy was responsible for managing a safe working environment for this project, as he is for all his projects. The Puyallup River Bridge replacement experienced no third-party vehicle incidents — a testament to pre-planning and superior traffic control.

Zusy's project experienced a Division of Occupational Safety and Health consultation and compliance visit during this period. The consultation resulted in a clean bill of health, as did the compliance visit. Zusy has not received any DOSH safety citations.



SUPERINTENDENT OF THE YEAR

STEVE GARRETT
TURNER CONSTRUCTION CO.

Steve Garrett is a leader on Turner job sites managing construction, improving safety and building teams.

During pre-construction, Garrett focuses on safety by design to accomplish two goals: to keep his team safe and to construct the project efficiently. When planning logistics, Garrett's approach is to implement administrative and engineering controls prior to hazards existing.

Here are some examples of this from Garrett's most current project, the 425 Fairview mixed-use complex:

- Rerouting power lines to eliminate typical hazards associated with construction.
- Working with the Seattle Department of Transportation to achieve a traffic control plan that reduces job site congestion.
- Constructing secure, high-visibility pedestrian access behind water-filled barriers.
- Engineering multiple suspended stair towers for access/egress throughout the job site.
- Placing debris nets surrounding elevated decks for overhead protection.
- Bringing permanent lighting early to reduce ongoing maintenance.
- Adding additional micropiles into the mat footing to control sand movement.

"What consistently impresses me the most about Steve is how he questions conventional ways of building," said Jeremy Taylor, Turner's safety director.

"Steve is not content to just build — he wants to improve the process. He also understands that the way to improve is to listen to the frontline workers and understand what's working and, most of all, what isn't working."



BRIAN SALSGIVER SAFETY PROFESSIONAL OF THE YEAR

SCOTT KUBISZEWSKI
SWINERTON BUILDERS

Scott Kubiszewski displayed his safety excellence in many ways over the past year, including his development of a company-wide safety manager monthly conference call.

He also developed a company-wide safety store for ease of getting uniform safety supplies across multiple divisions and sites. And he started an RFP to get a learning management system for all of Swinerton.

Kubiszewski continues to lead stretch and flex and huddle at all sites visited, and when an issue is found he works to find the true cause of the issue and get the needed supplies, equipment and/or training for the workers. He is active in the AGC safety forum, American Society of Safety Engineers and the Central Washington University safety program.

Kubiszewski helps to improve workforce development by hiring a minimum of one safety intern each year. The intern is introduced to all aspects of safety on multiple job sites in multiple states.

Kubiszewski also assists corporate marketing with editing all social media and publication photos for safety compliance. And on top of this, he has a Construction Health and Safety Technician credential from the Board of Certified Safety Professionals, and credentials to teach OSHA 30, OSHA 10, CPR, first aid and defibrillator use.

Kubiszewski actively participates in the company's philanthropic activities, including Beat the Bridge walk, Rebuilding Together Seattle Rebuilding Day and the American Heart Association Heart Walk.



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