Seattle Daily Journal of Commerce

AGC2025

BUILD WASHINGTON AWARDS

January 27, 2025

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Howard S. Wright

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KELLEY'S AREAS OF FOCUS IN 2025

The DJC contacted incoming AGC of Washington President Bryan Kelley for a look at his plans as he leads the association in 2025. Kelley is a Senior Vice President and Chief Legal Officer for Howard S. Wright, which joined the Balfour Beatty family of companies in 2011. He has 23 years of experience as a construction attorney and executive, working on commercial building, civil, and transit projects.

This interview was edited for clarity.

Q What are your priorities for the AGCW this year?

A: I have a hiker's mentality and like the feeling of always moving ahead, so the short answer is "we'll advance everywhere we can." Three specific areas for focus are: (1) how we engage others about our industry; (2) how we welcome people into our industry; and (3) how we strengthen our community.

First, we can do more to educate or remind the public and our elected officials on how important construction is to Washington. Studies show for each $1 invested in new construction, an additional $2.09 in economic activity is generated for the state's economy. But it's also important to understand construction is a volume-based, low-margin business. Regulations and tax policies that overlook or misinterpret our business realities can increase project costs or otherwise stall new work.

Second, AGCW will continue to support inclusion by advocating for small and minority, women, and veteran-owned businesses. But we also advocate for socio-economic diversity, and specifically the importance of trade- school education. Trade schools are vital to workforce development and deserve equal recognition alongside traditional four-year universities.

Third, AGC of Washington has nearly 700 members. Our organization plans to meet with every member this year and discuss the impact and value membership has on their success. Our local industry can accomplish a lot when aligned, so seeking and understanding member feedback is key.

Q What are the biggest challenges facing the industry? Locally and Nationally?

A: Workforce development and, specifically, a shortage of skilled labor. Adding to this challenge, our tech-centric region often has "mega projects" that depend on certain trades like electricians. Hiring and retaining the best, and inspiring workers to live and work locally, should be everyone's concern. Those more interested in this topic should get involved with the AGC Education Foundation, which supports 12 skills centers and serves 90 school districts through its Core Plus Construction program.

Mental health and well-being is another challenge. Although our industry has made great strides in acknowledging mental health, construction by nature tends to be a performance-based industry, full of pressures like budget, schedule, client expectations, or physical demands.

'Although our industry has made great strides in acknowledging mental health, construction by nature tends to be a performance-based industry, full of pressures like budget, schedule, client expectations, or physical demands.'

Bryan Kelley,
incoming AGCW president

AGC of Washington's safety director Mandi Kime leads local and national efforts to bring this issue to the forefront – that mental health and wellbeing is an essential factor in safety and performing at our best.

Lastly, rising costs and inflation still impact our industry. Construction cost is driven by many factors, not only material price escalation, but also rising wages and labor costs, taxes or other business costs. It doesn't feel that long ago when a $100 million commercial construction project or a $1 billion infrastructure project was exceptional, but now it's the norm. Our industry constantly needs to find ways to counteract or accommodate rising costs in an ever-changing business environment.

Q What are some opportunities or areas of growth you foresee in construction next year?

A. Using technology to improve our productivity and become more efficient. Companies that are nimble and open-minded to adopting technologies already are experimenting with AI, robotics, visualization tools, drones, wearable technology, 3D printing and other innovations.

Q What keeps you up at night?

A: Time – there just isn't enough of it. That extends to everything, not just work. I encourage my kids to take this time in their lives to explore any pursuits or hobbies that might interest them.

Q What was your path into construction?

A: I was born in Maine. My father owned a construction company. We spent many family vacations at AGC conventions, so I grew up around construction and construction professionals.

I went to college and law school, then moved to Seattle with my wife, April, who is from Vashon. I was fortunate early on to find mentors in Seattle's construction community. There are many, but I'm particularly grateful to Jim Crutcher for calling in favors that led to job interviews. I eventually landed at (what is now) Smith Currie Oles, where I worked on countless construction issues. It was a great way to learn the business – not just what could go wrong, but how to get past disputes and arrive at solutions everyone could live with.

I joined Howard S. Wright in 2016. HSW is a natural fit for me, and I'm grateful to work at a company with such a strong people-first culture and local history but also international experience and resources. Each day, I can look out my window at the quintessential Seattle building – the Space Needle – and think "we built that!"

Q What is something that most people don't know about you?

A: I'm a Classics major and took eight years of Ancient Greek and Latin. I like to say that my choice after college was law school or unemployment. So, I'm very happy with how things played out.

BUILDING THE FUTURE: CORE PLUS CONSTRUCTION RESHAPES EDUCATION AND WORKFORCE DEVELOPMENT

The free curriculum teaches high school students essential construction industry skills such as safety, blueprint reading, tool handling and project management, and includes varied formats, tools, and teaching strategies to support diverse learning styles.

In an era where workforce readiness and hands-on skills are crucial, Core Plus Construction is making a significant impact in Washington state. Developed by the AGC Education Foundation, this career and technical education (CTE) program aims to prepare high school students for careers in construction and related trades, while addressing the growing need for skilled workers in the industry.

BY SARAH PATTERSON
AGC EDUCATION FOUNDATION

WHAT IS CORE PLUS CONSTRUCTION?

Core Plus Construction offers a comprehensive curriculum that prepares students for careers in construction by teaching essential skills such as safety, blueprint reading, tool handling, and project management. Graduates earn industry-recognized certifications, giving them a competitive edge in the workforce or further education.

As a graduation pathway in Washington state, Core Plus Construction is available to all K-12 schools, including public, private and tribal compact schools, completely free of charge to both students and schools. By integrating academic content in math, science, and English, the program ensures that students meet graduation requirements while gaining real-world experience.

Core Plus Construction is supported by grants administered by the Office of Superintendent of Public Instruction (OSPI), provided by legislative funding though growing demand highlights the need for continued legislative investment to expand the program statewide.

MEETING WORKFORCE NEEDS

Designed in collaboration with industry leaders and workforce specialists, Core Plus Construction aligns with the evolving needs of the construction sector. Feedback from employers and advisory committees ensures that the curriculum mirrors real-world job expectations, equipping students with the skills employers require. Core Plus Construction serves as a direct response to the industry's labor shortage, preparing students for immediate employment upon graduation.

INVESTING IN EDUCATORS

Core Plus Construction's commitment to excellence extends to its educators. The program provides ongoing professional development, equipping instructors with the tools, industry standards and best practices needed to teach effectively. By fostering industry-experienced instructors, Core Plus Construction ensures students receive instruction that prepares them to meet the demands of a fast-paced, dynamic field.

CONTEXTUALIZED LEARNING FOR STUDENT SUCCESS

Core Plus Construction stands out for its immersive, hands-on approach to learning. By integrating core academic subjects directly into the curriculum, students see the immediate relevance of what they are learning.

For example, in math, students calculate material quantities, interpret blueprints, and measure distances and angles for specific projects. In science, they apply principles of physics to understand the materials and tools they work with. English is integrated through technical writing, project planning, and safety documentation.

This approach fosters critical thinking, collaboration, and problem-solving skills while ensuring students are well-prepared for real-world challenges. The program reinforces academic skills and promotes the development of soft skills like communication, teamwork and leadership, which are essential in the workplace.

RAPID GROWTH AND ADOPTION

Since its state approval in March 2020, Core Plus Construction has grown rapidly. In just four years, over 90 school districts and 12 skill centers across Washington state have adopted the program. This swift adoption demonstrates the relevance and effectiveness of the program in addressing both student needs and the industry's demand for skilled workers.

However, the increasing demand for the program highlights an ongoing challenge: securing sufficient funding to meet this growth. Continued legislative investment is necessary to expand Core Plus Construction to more districts, particularly in underserved and rural areas where access to such programs may be limited.

EQUITY AND ACCESS

Core Plus Construction is committed to providing equitable access to all students. It ensures that students from diverse backgrounds, including those from underrepresented groups in the trades, have opportunities to succeed in the construction industry. By reaching underserved areas, Core Plus Construction ensures that students, regardless of their location, have access to high-quality education and career pathways.

The development of Core Plus Construction curriculum and instructional resources is grounded in Universal Design for Learning (UDL) principles. UDL ensures that all students, including those with diverse learning needs, can engage with the material in a way that works best for them. The program incorporates multiple means of representation, expression, and engagement, providing varied formats, tools, and teaching strategies that support diverse learning styles. This commitment to UDL ensures that every student, regardless of their learning style or location, can succeed in the construction industry—an industry that values diverse skills and perspectives.

STUDENT SUCCESS AND WORKFORCE READINESS

Core Plus Construction is already demonstrating real-world results. In Spokane, for example, a high school senior who participated in the program turned a summer internship into an apprenticeship, securing full-time employment after graduation. Students who complete the program enter the workforce ahead of their peers, saving employers significant training costs—$5,000 to $15,000 per year per student in some cases.

These outcomes are not just anecdotal. Students who complete two to three years of Core Plus Construction training graduate with hands-on experience, certifications and soft skills that set them apart in the competitive construction job market. The program's success speaks to its ability to reduce the typical training time needed for new workers in the industry, allowing graduates to immediately contribute to projects and grow into leadership roles.

INCORPORATING SOFT SKILLS TRAINING

Beyond technical expertise, Core Plus Construction emphasizes the development of critical soft skills — skills that are just as essential for career success in the construction industry. Students are trained in communication, time management and decision-making — skills necessary for leadership and team collaboration.

These skills, honed in the classroom and through hands-on experience, ensure students are not only job-ready but capable of thriving in high-pressure, team-oriented environments.

LOOKING AHEAD: EXPANDING IMPACT

Core Plus Construction's rapid adoption is a testament to the program's effectiveness, but its long-term impact depends on continued growth. In partnership with local trade schools and community colleges, Core Plus graduates can receive advanced placement into carpentry certification programs and construction management programs, further enhancing their career prospects.

With the state's construction industry facing a predicted shortage of over 30,000 workers, programs like Core Plus Construction are critical in bridging the gap. By continuing to invest in the next generation of construction professionals, Core Plus Construction is helping to build stronger communities and a more robust economy for Washington state.

Core Plus Construction offers a proven model for workforce development that can be replicated across other industries facing similar labor shortages. With expanded funding and continued partnership between education and industry, Core Plus Construction will play a key role in shaping Washington's construction workforce for years to come.

Sarah Patterson is the workforce development director for the AGC of Washington's Education Foundation.

ON THE COVER

Stretching over 1,100 feet, the Redmond Technology Station Pedestrian Bridge enhances safety with separate paths for pedestrians and cyclists, under-canopy lighting and tactile indicators.

PHOTO COURTESY OF KIEWIT

DJC TEAM

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AGCW HONORS TOP PROJECTS, PEOPLE AND SAFETY

After a one-year hiatus, AGC of Washington's annual Build Washington Awards event returned on Jan. 24 to the Hyatt Regency Bellevue, with **Moss Adams** as Title Sponsor, and **Orion Marine** as Supporting Sponsor.

For the first time, the 2025 event was combined into a single-day Grand Celebration including the President's Dinner, the 2025 Annual Meeting, the BUILD PAC Dessert Dash and more. For the Annual Meeting Dinner, the Diamond Sponsor was **H2 Precast**; Platinum Sponsors were **Alaska National Insurance**, **Ashbaugh Beal** and **Howard S. Wright**; Gold Sponsors were **Integrity Surety**, **Liberty Mutual Surety**, **Manson Construction**, **Miller Nash**, **Propel Insurance**, **Smith Currie Oles**, and **Parker, Smith & Feek**; and Silver Sponsor was **IMAGINIT Technologies**.

What hasn't changed, however, is the Build Washington Awards' focus on honoring and celebrating AGCW members' best and brightest people, projects and programs over the past year. Once again, the 2025 awards include 33 categories in all, including awards for Superintendent of the Year, Safety Professional of the Year, Construction Manager of the Year and more — as well as, of course, the Grand Awards for Excellence in both construction and safety.

"AGC of Washington's Build Washington Awards recognize the superior accomplishments of our members from the past year and provide a venue for the construction industry to come together and reflect on the projects and people that have brought our communities closer together," said 2024 AGC of Washington President **Phil Wallace**. "Award winners have demonstrated excellence in innovation, exceptional safety records, overcoming adversity and, finally, outstanding customer satisfaction. They represent the best of our industry. Our local communities are significantly improved as a result of their extraordinary efforts, and we should all be proud of their contributions to our state."

Construction Excellence judges included **Derek Case**, Washington State Department of Transportation; **Joseph Gildner**, Sound Transit; **John Schaufelberger**, University of Washington; **Ann Timmermans**, Parametrix; and **Eric Pearson**, DCI Engineers.

Safety Excellence judges included **Dr. Sathy Rajendran**, Central Washington University; **Carl Heinlein**, American Contractors Insurance Group; **Alden Strealy**, AGC Oregon-Columbia Chapter; **Dave Conley**, Washington State Department of Labor and Industries; and **Tony Militello**, Willis Towers Watson.

Specialty Award judges included **Brenda Nnambi**, Sound Transit; **Gordon Krippaehne**, Howard S Wright; and **Aaron Faulk**, Moss Adams.

AGC 2025 BUILD WASHINGTON AWARDS

GRAND AWARDS

Grand Award for Construction Excellence:
Kiewit
Redmond Technology Station Pedestrian Bridge

Grand Award for Safety Excellence:
Exxel Pacific

SPECIAL AWARDS

Excellence in Innovation:
Guy F. Atkinson Construction
US 12 New Highway - Nine-Mile Hill to Frenchtown Vic

Excellence in Sustainability:
Skanska
Lynnwood Link Extension
L300

Moss Adams Community Service Champion of Diversity Award - Business Diversity:
Skanska

Champion of Diversity: Corporate Commitment and Workforce Diversity:
Lydig Construction

Mental Health Visionary Award (new for 2025):
Graham Construction

2025 CONSTRUCTION EXCELLENCE AWARDS

Public Building: $2M - $5M
Edmonds Library
Faber Construction

Public Building: $5M - $20M
Cedar Avenue Apartments
Faber Construction

Public Building: $20M - $50M
Maddux
W.G. Clark Construction Co.

Public Building: $50M - $100M
UW Innovation Hall
Lease Crutcher Lewis

Private Building: $5M - $20M
Washington Park
W.G. Clark Construction Co.

Private Building: $20M - $50M
Pride Place
Walsh Construction

Private Building: $50M - $100M
Janicki Building
Chad Fisher Construction

Private Building: Over $100M
The Rise on Madison and Blake House
Turner Construction

Tenant Improvement (public/private): Under $5M
Top Pot production facility
Wilcox Construction

Tenant Improvement (public/private): Over $5M
Port of Vancouver Berth 17
Advanced American Construction

Highway/Transportation: Under $5M
Parkview Safe Routes to School
Faber Construction

Highway/Transportation: $5M - $15M
SR-9 Fish Passages
Faber Construction

Highway/Transportation: $15M - $50M
SR 520 148th Ave. Interchange
Granite Construction Company

Highway/Transportation: Over $50M
Redmond Technology Station Pedestrian Bridge
Kiewit

Heavy/Industrial: Under $5M
Milltown Island Unit Restoration Project
TRICO Companies

Heavy/Industrial: $5M - $20M
Columbia River Carbonates – New Marine Terminal
Advanced American Construction

Heavy/Industrial: Over $20M
Vigor Shipyards
Orion Marine Contractors

2025 SAFETY EXCELLENCE AWARDS

Construction Manager (under 500K hours)
Exxel Pacific

Construction Manager (over 500K hours)
PCL Const. Services

General Contractor Highway/ Civil (under 500K hours)
Orion Marine

General Contractor Highway/ Civil (500K - 1M hours)
Granite

General Contractor Highway/ Civil (over 1M hours)
Skanska

Specialty Contractor (under 500K hours)
EC Electric

Specialty Contractor (500K - 1M hours)
UMC

Specialty Contractor (over 1M hours)
MacDonald Miller

General Contractor (under 200K hours)
Washington Patriot

General Contractor (200K - 400K hours)
JTM Construction

General Contractor (400K - 600K hours)
Turner

General Contractor (over 600K hours)
BNBuilders

INDIVIDUAL AWARDS

Rising Star Award
Matt VanderVeen, Exxel Pacific

Project Manager of the Year
Thor Konradsson, Skanska

Superintendent of the Year
Aspen Swartz, Turner Construction

Safety Professional of the Year
Brian Sorensen, Exxel Pacific

102 years. Still *the* construction association.

Some things just get better with time.

AGC of Washington's commitment to the success of our members — now over 600 firms — is now over a century old. In this ever-changing industry, we continue to deliver a wide range of specialized services that help our members to be their very best on all fronts.

AGCW membership is about making truly meaningful connections and enjoying tailored benefits, day in and day out, as well as giving our members a needed voice at local, state and national levels.

You really should be here.

Scan the QR code to learn more.

OUR VISION

Building an economic and vibrant Washington where community, family and business prosper.

OUR MISSION

AGC of Washington is the leading professional association of contractors in the state of Washington, committed to enhancing the performance of all of our members, advocating for their interests, and increasing the impact of commercial construction.

For more information on AGCW membership, scan the QR code above, visit www.agcwa.com or email Membership Director Stacy Mullane at smullane@agcwa.com.

AGC WASHINGTON CHAPTER
THE CONSTRUCTION ASSOCIATION

Associated General Contractors of Washington • 1200 Westlake Ave. North, Suite 301 • Seattle WA 98109 • 206.284.0061 • www.agcwa.com

GRAND AWARD FOR CONSTRUCTION EXCELLENCE

Kiewit
Redmond Technology Station Pedestrian Bridge
Redmond

The Redmond Technology Station Pedestrian Bridge exemplifies the power of innovative design, construction, and collaboration between public and private entities. Benefitting clients, communities and the construction industry alike, it provides a stunning, functional and sustainable solution that raises the bar for public infrastructure projects.

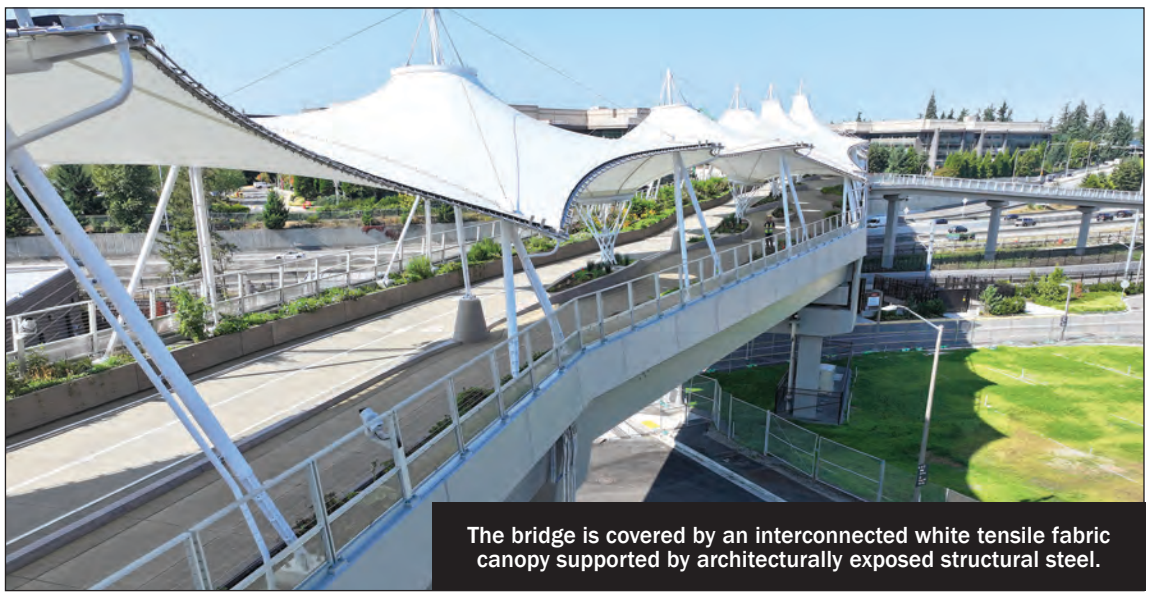
Great efforts were made to create both beautiful and functional spaces on the bridge. Separated lanes allow cyclists and commuters to travel quickly, while meandering paths invite users to slow down and enjoy the crossing.

With the bridge footprint on the ground limited, the structure is supported by drilled shafts, with a combination of post-tensioned WF102G girders and trapezoidal tub girders forming the superstructure. To integrate the structural elements with the architectural design, Kiewit utilized Building Information Modeling (BIM) for precise planning, minimizing waste, improving efficiency and visualizing potential challenges before construction began.

After thorough mock-ups, ideal finishes were selected for the architectural concrete, resulting in flawlessly executed placements that create a visually appealing mix of finishes. Numerous pre-cast components were meticulously set and aligned throughout. The team ensured that all colors and patterns were well-coordinated, contributing to the bridge's cohesive and polished appearance, connecting the design languages of Microsoft's new East Campus, the existing West Campus, and Sound Transit's Redmond Technology light rail station. The team excelled in executing this complex design with exceptional quality and craftsmanship.

To protect users from the elements, the bridge is covered by an interconnected white tensile fabric canopy supported by architecturally exposed structural steel. The membrane panels alternate between push-up steel masts and pull-down steel elements, which are integral to the rain gardens on the bridge. At night, the bridge is illuminated by light reflected off the underside of the canopy membrane.

This bridge sets new industry benchmarks, demonstrating that infrastructure can be both functional and beautiful. By prioritizing user experience alongside utility, it inspires future projects to embrace innovative design and construction techniques. Its environmentally responsible features, such as native plantings and improved pedestrian and cycling pathways, highlight the potential for public infrastructure to support sustainability.



The bridge is covered by an interconnected white tensile fabric canopy supported by architecturally exposed structural steel.

PHOTO COURTESY OF KIEWIT

Kiewit's safety culture on the Redmond Technology Station (RTS) Pedestrian Bridge Project centered around the company's Craft Voice in Safety (CVIS) Program. Driven by craft engagement, Kiewit employees played a crucial role as the first line of defense by proactively managing risks, identifying hazards and promoting safety. The CVIS team, composed of craft workers from various trades and subcontractors, determined any additional training beyond what was required by industry standards. The CVIS team met directly with project management at least weekly to promote open communication.

Kiewit completed the project on time and within budget, meeting the client's expectations for both schedule and financial constraints. The early use of value engineering allowed for cost savings without sacrificing quality, which the client greatly appreciated.

Additionally, throughout the project, Kiewit maintained constant communication with the client, providing regular updates on progress and promptly addressing any concerns. The client expressed satisfaction with the transparency and responsiveness of Kiewit's team, highlighting these aspects in post-project

GRAND AWARD FOR SAFETY EXCELLENCE

Exxel Pacific

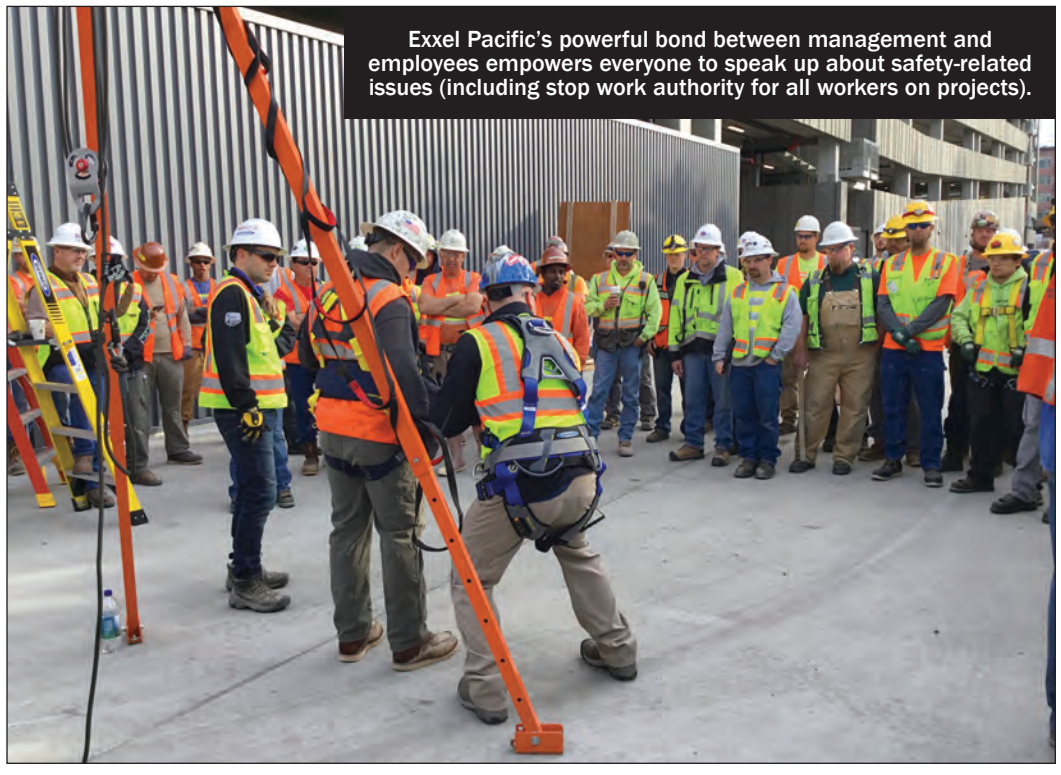
Employee involvement is key to the safety program at Exxel Pacific, and the impetus behind successful and honest employee feedback is safety culture. Exxel Pacific's core values teach the importance of treating each other like family. When these values are upheld, they create a special bond between management and employee.

From this bond comes the willingness to speak up about safety-related issues (including stop work authority for all workers on projects), provide regular feedback, and work together with the safety team to create solutions and improve the program on a consistent basis.

One way this is accomplished is through Exxel Pacific's safety committee, which regularly meets to discuss safety trends by inspecting monthly project incident logs and finding common themes. This committee does more than simply fulfil a regulatory requirement, they bring action items to the table that are diligently considered and often put into practice.

Recently, the safety committee came up with the idea of modifying its approach to subcontractor involvement in jobsite safety by creating a Jobsite Safety Team. A Jobsite Safety Team (JST) is created at the start of every project and is made up of project leadership, field supervision, and safety representatives from Exxel Pacific and all major subcontractors.

The JST meets regularly (monthly at a minimum) to discuss project safety concerns, incident trends, compliance issues, and upcoming project work, or activities that may require additional safety planning and/or coordination. All best practices reported on the JST meeting minutes are submitted to the Exxel Pacific Safety Committee for review. The intention is not only to bolster safety participation on projects, but to constantly improve the safety program holistically.



Exxel Pacific's powerful bond between management and employees empowers everyone to speak up about safety-related issues (including stop work authority for all workers on projects).

PHOTO COURTESY OF EXXEL PACIFIC

EXCELLENCE IN INNOVATION

US 12 - Nine Mile Hill to Frenchtown Vic
Guy F. Atkinson Construction

The project built a four-lane divided highway with 11 bridges and two full-diamond interchanges, providing a direct route between Wallula Junction and Walla Walla. Grade-separated median crossovers were added at four intersections to improve safety by separating local and through-traffic. The design achieved an 88% obstruction-free clear zone and reduced maintenance costs.

Atkinson shortened the three-span bridge over the Touchet River for durability and performed quality assurance, earning bonus incentives. The project replaced three at-grade crossings with interchanges, enhancing safety for local residents and agricultural traffic. Community meetings ensured alignment with local preferences and improved access and signage.

The complex, $918M, 3.7-mile light rail extension included two elevated stations and a 1,650-stall parking garage, certified LEED Gold.

PHOTO COURTESY OF SKANSKA

EXCELLENCE IN SUSTAINABILITY

Lynnwood Link Extension L300 - NE 200th Street to Lynnwood Transit Center
Skanska

Skanska USA's Civil and Building divisions worked hand-in-hand as joint-venture partners to plan and construct the Lynnwood Link Extension L300 - NE 200th Street to Lynnwood Transit Center Project (L300). L300 project extended the Link Light Rail Line 3.7 miles from Shoreline to the Lynnwood Transit Center. The scope included two elevated stations with vertical circulation, 2.3 miles of elevated guideway and 1.4 miles of at-grade track. Additional work encompassed demolition, clearing and grubbing, utility relocations, trackwork, retaining walls, site work and a new LEED Gold-certified 1,650-stall parking garage.

Coordination with the Washington State Department of Transportation (WSDOT) was a critical component due to the majority of work being constructed over and along Interstate 5. This required extensive planning and collaboration to ensure minimal disruption to the public. The project also involved significant engagement with multiple local governments and transit authorities to facilitate connectivity with bus services and parking solutions at the transit centers.

MOSS ADAMS COMMUNITY SERVICE CHAMPION OF DIVERSITY AWARD

BUSINESS DIVERSITY

Skanska

Skanska aims to uphold an inclusive culture where team members are recognized, respected, included and supported.

Skanska emphasized diversity and inclusion on its work on the L300 link light rail line extension, constructing 3.7 miles from Shoreline to Lynnwood Transit Center, including two elevated stations, 2.3 miles of elevated guideway, 1.4 miles of at-grade track, and a 1,650-stall parking garage. The project exceeded goals for people of color, DBEs, and SBEs. The project involved significant engagement with local governments and transit authorities, and coordination with WSDOT was crucial due to construction along Interstate 5.

In 2023, Skanska enhanced its internship program with virtual sessions and global networking. The Skanska Women's Network celebrated its 10th anniversary, focusing on professional development and mentorship.

Headquartered in Sweden, Skanska's diversity & inclusion (D&I) infrastructure includes councils and committees at the global, national and local levels to implement strategic initiatives, enable connectivity across the business and ensure local offices in the U.S. have what they need to succeed. All D&I efforts align with Skanska USA and Skanska Global's D&I strategy.

Reflecting Skanska's commitment to D&I in the U.S., the company established a national D&I team to enable its D&I strategy and better support its people, customers and communities. Skanska's D&I program provides D&I resources to employees and project teams including supplier diversity, training, EEO and affirmative action resources and training, and a roadmap to promoting, enforcing, and monitoring Skanska D&I metrics on an annual basis.

CHAMPION OF DIVERSITY AWARD CORPORATE COMMITMENT AND WORKFORCE DIVERSITY

Lydig Construction

Lydig's motto, "Diversity is a Fact. Inclusion is a Choice," guides the company's efforts. Since 2021, with the hiring of a D&I professional, Lydig has seen D&I work become uniting, innovative, holistic and people-centered.

Superintendents and crew leads, often generational construction workers, are empowered with D&I training to lead diverse teams effectively. Key achievements include the first female CFO co-owner, a 50/50 gender split among project managers in the Western Region, and two national DEI awards from NAWIC. Lydig's D&I efforts aim to impact the entire industry.

MENTAL HEALTH VISIONARY AWARD (NEW FOR 2025)

Graham Construction

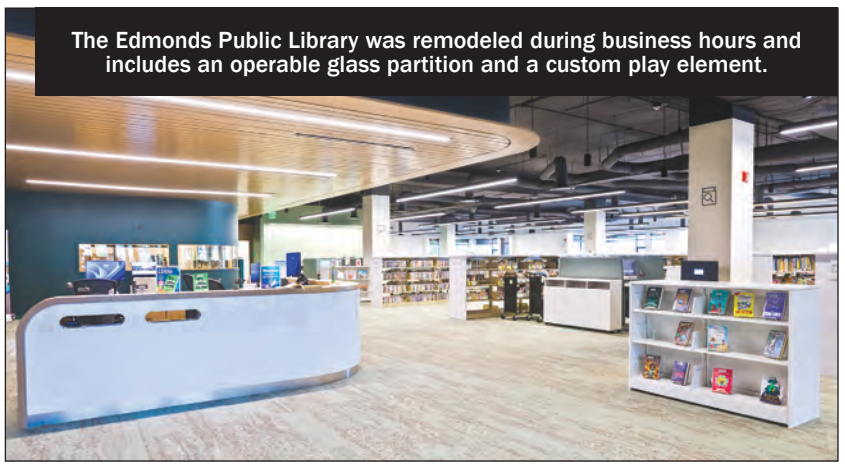
This year, AGC of Washington announced a new award category — Mental Health Visionary — to highlight the works of AGCW members in promoting worker wellbeing and mental health. AGCW said all of the applicants for this new category have had a deep impact in guiding the industry in taking great care of its workforce: Orion Marine, Evergreen Erectors, Graham Construction, Turner and Granite.

The inaugural Mental Health Visionary Award goes to Graham Construction. As an organization, Graham has taken a strategic approach to communicating mental health, substance-use disorder and worker wellness through a host of employee resources, training and apps, all focused on worker support and wellbeing, including their families. Surrounding workers with a feeling of being cared for as a whole, unique human being — not just a workhorse — has garnered good engagement from all tiers of the company.

Hardhats off to Graham Construction for its efforts and successes, AGCW said. AGCW looks forward to seeing how the company continues to help its workers thrive.

PUBLIC BUILDING $2 MILLION TO $5 MILLION

Edmonds Library Renovation
Edmonds
Faber Construction



The Edmonds Public Library was remodeled during business hours and includes an operable glass partition and a custom play element.

PHOTO COURTESY OF FABER CONSTRUCTION

This project involved the interior renovation of the 16,000-square-foot Edmonds Public Library including an open floor plan, circulation desk, meeting room and administrative office space with exterior work on the plaza deck above to remediate ongoing issues with water intrusion.

Work included a complete refinish of floors, walls and the ceiling, with a new lighting and controls system. Other elements included an operable glass partition and an arts package with graphic wall coverings, acoustic ceiling clouds and a custom play element for children.

Work was performed during normal business hours in a partially occupied building with public access to the floor above. The project was originally slated to be completed within an approximate six-month time-period because of unexpected flood damage caused by a ruptured pipe in the mechanical penthouse, but Faber was granted a 42-day schedule extension due to complications arising from the specified operable partition, possible VE options that were later de-selected and coordination of structural supports.

PUBLIC BUILDING $5 MILLION TO $20 MILLION

Cedar Avenue Apartments
Marysville
Faber Construction

The Cedar Avenue Apartments project included the construction of a new three-story, 23,679-square-foot apartment building. Also included were the associated common areas, parking, open space and sitework. The 26-unit project was done for the Housing Authority of Snohomish County in order to provide more low-income housing in the Marysville area.

The construction of 26 units on a 3/4-acre lot presented several challenges. The project began in early January 2022, with site clearing and foundation work. Due to anticipated post-COVID lumber price increases, Faber was required to take delivery of the entire building package at once, necessitating stockpiling on a constrained lot. One major hurdle involved the window package, as the industry was experiencing significant delays in vinyl window delivery.

To address this, Faber adjusted the construction sequence, installing the weather barrier systems and siding ahead of windows — a deviation from standard procedure, but one that was executed successfully.

Working in close proximity to residential homes presented further challenges, including material and equipment theft, a common issue in construction today. Weather also impacted the schedule, particularly during the early stages of groundwork and concrete work. Despite these obstacles, the project was completed in late winter to early spring 2023. Strong collaboration with the owners, architects and the city contributed to the smooth execution of the project.

To address delays in vinyl window delivery, Faber adjusted the construction sequence, installing the weather barrier systems and siding ahead of windows.

PHOTO COURTESY OF FABER CONSTRUCTION

PUBLIC BUILDING
$20 MILLION TO $50 MILLION

Maddux
Seattle
W. G. Clark

The project included substantial street improvements.

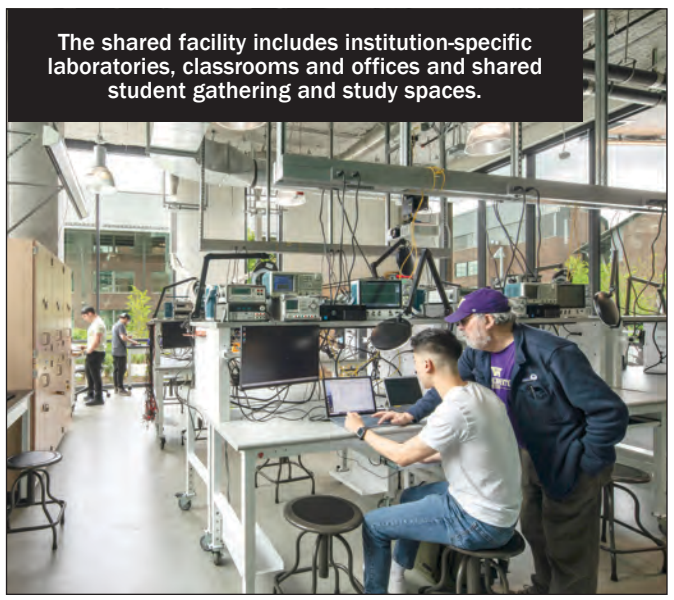
PHOTO COURTESY OF W. G. CLARK

Maddux is a two-building, multifamily, affordable housing project located near Seattle's Mount Baker light rail station. Maddux North is 110,000 square feet with 101 family-sized units. Maddux South has 102 efficiency units and is approximately 58,000 square feet. South McClellan Street, a busy arterial, runs between the north and south buildings, and the project included substantial street improvements. Maddux's six and seven-story buildings include parking, offices and approximately 3,500 square feet of commercial space.

Soil remediation work was extensive and complex. Maddux North was the former site of a dry-cleaning business, and Maddux South had been the site of a gas station. The Maddux project was funded by an initial collaboration between the Washington State Department of Ecology and the Seattle Office of Housing and is the first project to emerge from the DOE's Toxics Cleanup Program's innovative approach of combining environmental cleanup with the development of affordable housing.

PUBLIC BUILDING
$50 MILLION TO $100 MILLION

UW Innovation Hall
Bothell
Lease Crutcher Lewis



The shared facility includes institution-specific laboratories, classrooms and offices and shared student gathering and study spaces.

PHOTO COURTESY OF LEASE CRUTCHER LEWIS

Open to students in January of 2024, Innovation Hall is a $79 million, 80,000-square-foot building on a campus shared by the University of Washington Bothell and Cascadia College.

This new facility signals a significant expansion in STEM (science, technology, engineering, and mathematics) research and education, expanding opportunities to meet the ever-growing need for STEM graduates in Washington state.

The building includes 21,500 square feet of program space for each institution, with an additional 5,000 square feet of shared space. Educational programs offered include biology, chemistry, computer science, physics and electrical and mechanical engineering, with classes open to the respective institution's majors.

State-of-the-art laboratories, classrooms and offices are designated for each institution and distributed across each floor so that related programs are adjacent to one another. Together with shared student gathering and study spaces, they foster collaboration between the two institutions and create more opportunities for cross-disciplinary studies.

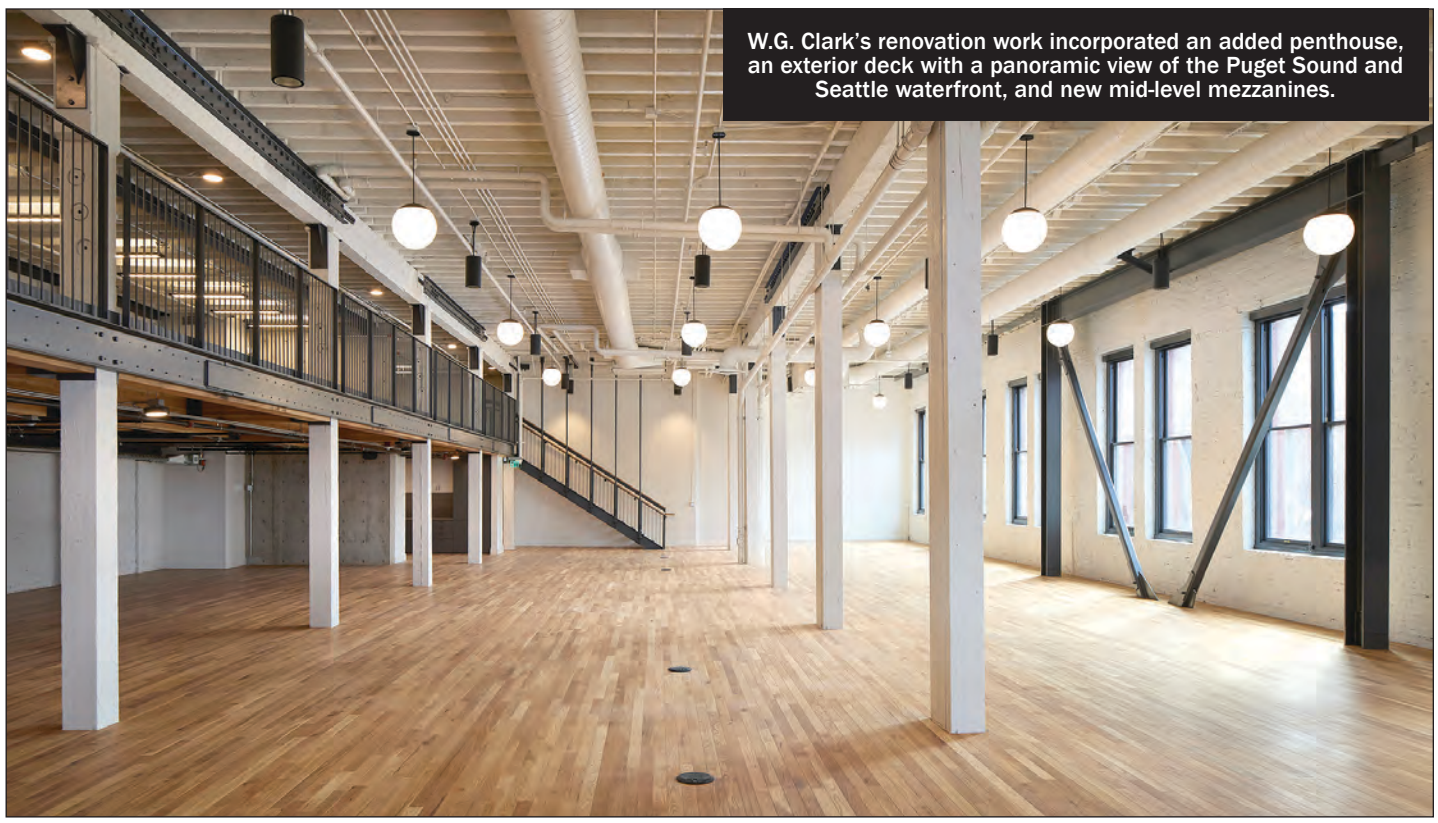
PRIVATE BUILDING $5 MILLION TO $20 MILLION

Washington Park
Seattle
W.G. Clark Construction

Washington Park is a 134-year-old historic building in Downtown Seattle's Pioneer Square neighborhood. The building has an existing basement with an areaway and three existing floors. Originally developed in 1890, Washington Park was damaged in the 1949 earthquake, with modifications made in 1955.

W.G. Clark's renovation work incorporated an added penthouse, an exterior deck with a panoramic view of the Puget Sound and Seattle waterfront, as well as new mid-level mezzanines on all above-ground floors covering one-third of each floor. The work included seismic stabilization to current code, all new MEPF systems and new finishes throughout.

Washington Park's entry level is split into two separate commercial areas. One includes a grand staircase made from steel and wood combining the entry and lower levels, while the other is intended for retail or restaurant use. The rest of the building is designated as office space.



W.G. Clark's renovation work incorporated an added penthouse, an exterior deck with a panoramic view of the Puget Sound and Seattle waterfront, and new mid-level mezzanines.

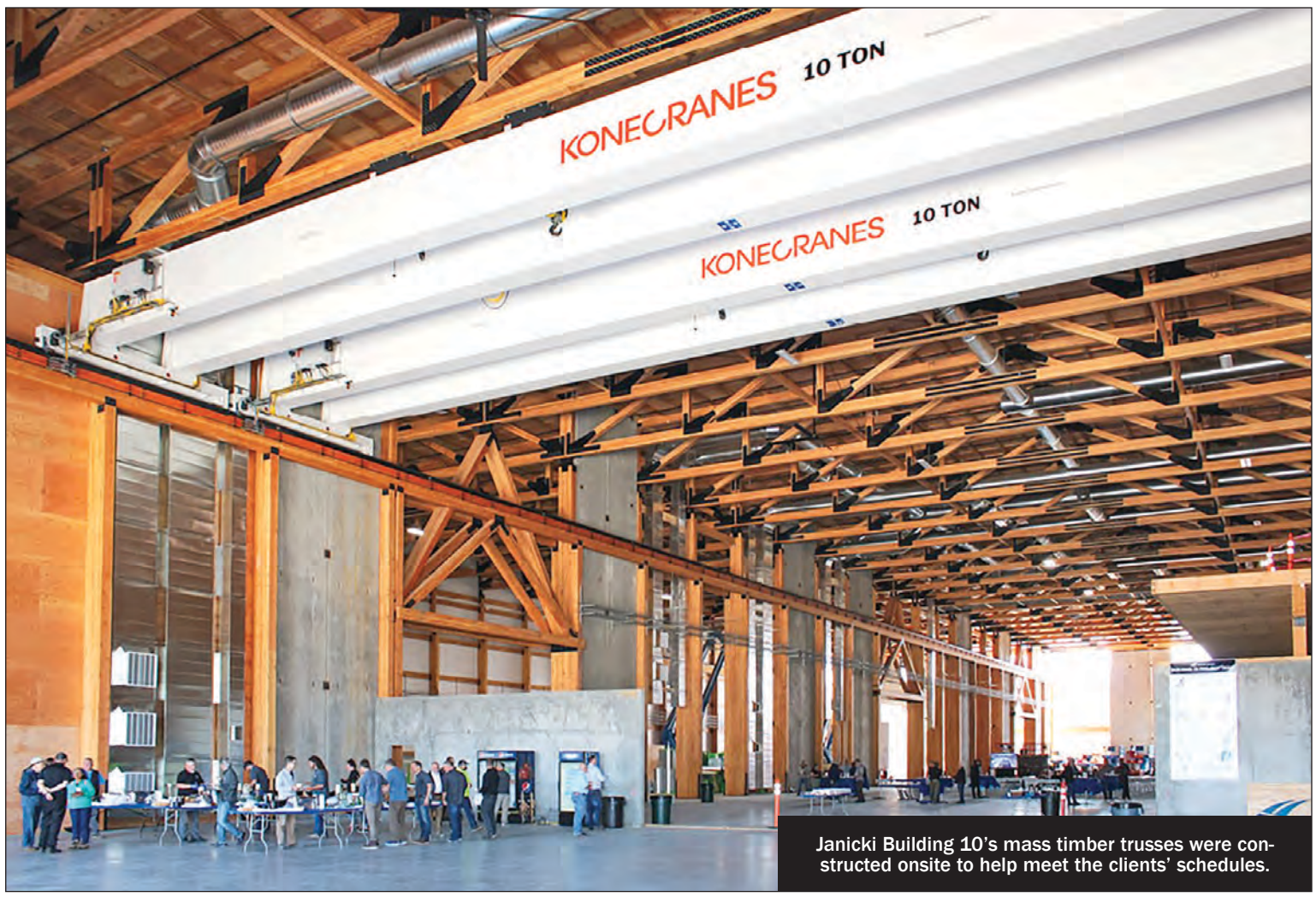
PHOTO COURTESY OF W.G. CLARK CONSTRUCTION

PRIVATE BUILDING $50 MILLION TO $100 MILLION

Janicki Building 10
Hamilton
Chad Fisher Construction

Janicki Building 10 is a 188,0000-square-foot aerospace manufacturing facility. It is constructed with 55-foot concrete tilt-up walls with glulam columns supporting glulam trusses spanning 80 to 102 feet and weighing up to 16,000 pounds.

The two-story office portion of the building was constructed with mass timber, including glulam beams and columns, cross-laminated timber (CLT) walls, and glulam timber (GLT) floor and roof panels. The mass timber trusses were constructed onsite to help meet the clients' schedules. From the time Chad Fisher broke ground to when the owner could occupy the space for equipment installation, only nine months elapsed, with final completion occurring nine months later.



Janicki Building 10's mass timber trusses were constructed onsite to help meet the clients' schedules.

PHOTO COURTESY OF CHAD FISHER CONSTRUCTION

PRIVATE BUILDING
$20 MILLION TO $50 MILLION

Pride Place
Seattle
Walsh Construction

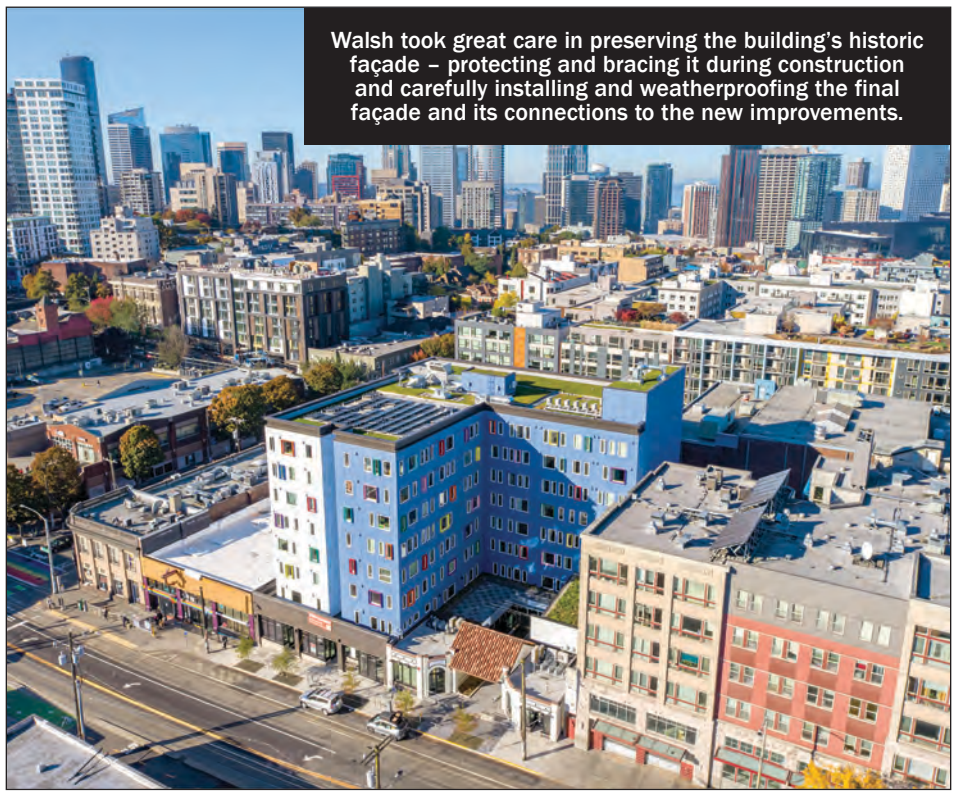
The Pride Place project is one of the most unique, complex and rewarding projects Walsh has completed. Through integrated design and steadfast collaboration with Community Roots Housing, GenPride, Environmental Works, subconsultants and subcontractors, Walsh was able to exceed client needs around community engagement, cost, durability and performance.

The project was executed on a tight mid-block site with very limited access and included preserving a historic façade of the existing building on the site. Walsh's team diligently worked with city agencies and subcontractors to lay out a detailed schedule and construction management plan.

This project was designed prior to the current 2018 building code, but Community Roots Housing wanted to explore an all-electric building utilizing Energy Recovery Ventilation (ERV) and heat pump hot water heaters due to incentives that were available at that time. Working with their MEP subs, Walsh provided a cost-benefit analysis to help CRH make their decision to pursue the all-electric path. Once the all-electric system was selected, Walsh's BIM, layout and QA/QC team played a critical role in reviewing MEP and building enclosure plans and working with subcontractors to successfully install a complex, new system within a crowded, complex building structure.

Walsh worked with CRH to mitigate the impacts of the concrete strike in early 2022, balancing the need to reduce overhead costs while shifting scopes of work forward to minimize overall schedule impacts of the strike.

Walsh prides itself on being a partner to nonprofit owners in responding to community goals, and to being an inclusive and respectful partner during construction. This was especially important for this project which previously housed a historic neighborhood business that was being repurposed to provide housing and services to Seattle's LGBQT+ community. Specific examples of being responsive to the neighborhood included: frequent communication with Gen Pride and CRH to share with the Capitol Hill community, and a commitment to being an inclusive and tolerant jobsite, especially with regards to homophobia or racism for workers, clients, visitors or people passing by.



Walsh took great care in preserving the building's historic façade – protecting and bracing it during construction and carefully installing and weatherproofing the final façade and its connections to the new improvements.

PHOTO COURTESY OF WALSH CONSTRUCTION

PRIVATE BUILDING OVER $100 MILLION

The Rise on Madison and Blake House
Seattle
Turner Construction

The Rise on Madison and Blake House is located in Seattle's First Hill neighborhood. The building is the first affordable high-rise in Seattle in over 50 years.

The building is a joint development between Plymouth Housing with Bellwether Housing. Plymouth operates 112 studio apartments for seniors and veterans who have experienced chronic homelessness, plus three live-in staff apartments. Bellwether operates another 250 units for lower income working individuals and families.

Turner construction provided preconstruction and construction services for this 17-story landmark at Madison Street and Boylston Avenue that includes over 300 residential units and 4,100 square feet of retail on the first level within its 256,215-square-foot building. Levels two to five are dedicated to Plymouth Housing for homeless seniors, and Levels Six to 17 provide affordable housing by Bellwether Housing.

The 17-story building at Madison Street and Boylston Avenue has over 300 residential units and 4,100 square feet of retail.

PHOTO COURTESY OF TURNER CONSTRUCTION

TENANT IMPROVEMENT (PUBLIC/PRIVATE) UNDER $5 MILLION

Top Pot production facility
Kent
Wilcox Construction

This project involved tenant improvements for a new 23,000-square-foot donut production facility in Kent to replace an outdated facility in Tukwila. The project consisted of production areas for two donut fryer lines, one electric and one gas-fired, including new cooking hoods, MAU's, ductwork, and fire suppression systems for production of up to 50,000 donuts a day.

The scope of work included support areas for dishwashing, refrigeration, dough proofers, mixers, cutting tables, storage, and shipping and receiving areas.

A major challenge was that the existing Tukwila facility could not come "off line" until new Kent facility was ready to take over production. Moving the critical equipment from Tukwila to Kent within just a few hours and getting them online so Top Pot could meet their production commitments required special coordination and scheduling across all disciplines to make this happen. This project was truly a TEAM effort to complete successfully.

The new lines can produce up to 50,000 donuts a day.

PHOTO COURTESY OF WILCOX

TENANT IMPROVEMENT (PUBLIC/PRIVATE) OVER $5 MILLION

Port of Vancouver Berth 17
Vancouver
Advanced American Construction

Advanced American Construction (AAC) rehabilitated Berth 17 at the Port of Vancouver, transforming it into a modern, high-capacity dock for merchant marine vessels. AAC approached the project with strategic precision, overcoming the distinct challenges of marine construction, and working within an active port environment. From the start, the project required careful logistical planning, including scheduling barge movements and ensuring efficient material deliveries via marine transport. By leveraging strong relationships with suppliers, AAC ensured timely delivery of critical materials like steel piles and mooring bollards, avoiding delays often encountered with land-based transport.

One of the most complex aspects of the project was the safe demolition of the Colby crane and conveyor gallery. Given its intricate design and proximity to the water, AAC used a multi-phase approach to dismantle the crane, cutting and lowering sections to avoid destabilization and ensure no debris entered the adjacent Columbia River. The team used specialized equipment and an innovative containment system to comply with stringent environmental regulations to protect the surrounding marine environment.

As part of the planning process, AAC used drone-based 3D modeling to improve the precision of the demolition. High-resolution aerial images were transformed into a 3D model, which enabled the team to visualize the crane's structure in detail and develop an efficient demolition strategy. This accelerated the planning process by 30%, allowing for quick adjustments as needed and keeping the project on schedule. The modeling also ensured that debris did not enter the surrounding marine environment during demolition.

Balancing construction activities within the active port added another layer of complexity. Throughout the project, AAC worked closely with the Port of Vancouver to minimize disruptions to port operations. Meticulous planning ensured that materials and heavy machinery could be moved within the restricted space, all while allowing the port to continue its daily operations safely.

The installation of new steel dolphins, equipped with mooring bollards and capstan winches, required precise in-water pile driving within a designated "in-water work window" (IWWW) to minimize impact on fish migration and habitat. AAC utilized advanced pile-driving equipment and total station technology to ensure accurate pile placement. Using 3D CAD modeling to align the batter piles, AAC reduced alignment issues by 25%, saving time and reducing the need for corrections.

These enhancements improved the port's infrastructure, increasing its capacity for modern maritime operations and facilitating efficient, safe docking. AAC successfully completed the project on time, navigating its inherent complexities with precision.

Meticulous planning ensured that materials and heavy machinery could be moved within the restricted space, all while allowing the port to continue its daily operations safely.

PHOTO COURTESY OF ADVANCED AMERICAN CONSTRUCTION

HIGHWAY/TRANSPORTATION UNDER $5 MILLION

Parkview Safe Routes to School
Bellingham
Faber Construction

The Parkview Safe Routes to School project included the installation of new sidewalk/ADA access throughout the surrounding neighborhoods of Parkview Elementary. A tear drop roundabout was also installed to improve traffic flow and safety for pedestrians during high-volume school foot traffic. An upgraded storm system and bike lanes were added to the surrounding areas.

The project posed major sequencing restraints due to being spread over multiple city blocks and neighborhoods. The side streets were difficult to navigate and all areas had to be coordinated with daily foot traffic from parents and students of Parkview Elementary.

Traffic control was a major challenge as construction was being performed in multiple locations at once while still keeping the local traffic moving. The roundabout sequencing was especially challenging as crews were unable to shut down the entire street and had to have one lane open at all times. Faber built the roundabout in half the time of the original schedule and finished the project on time even with multiple unforeseen changes due to existing conditions.

Traffic control was a major challenge as construction was being performed in multiple locations at once while still keeping the local traffic moving.

PHOTO COURTESY OF FABER CONSTRUCTION

HIGHWAY/TRANSPORTATION $5 TO $15 MILLION

SR-9 Fish Passages
Skagit County
Faber Construction

Faber Construction installed two fish passages on Washington State Route 9 from milepost 39.96 to milepost 41.19. Initial plans called for jet grouting to stabilize soils under both culvert sites and install bag/shotcrete walls for the Norway Park structure. Upon evaluation of the project's existing site conditions, Faber worked with WSDOT to provide a value-engineered solution to address the geotechnical situation.

This involved utilizing rigid inclusions at the Lake Creek fish passage and over-excavation at the Norway Park fish passage. Furthermore, Faber's previous experience with skewed culvert designs led to an engineered redesign that offered the installation of a MESA block wall in place of the bag walls/shotcrete. These innovative design modifications offered cost savings to WSDOT and subsequently, WSDOT has changed standard designs to offer block wall wing walls for future projects.

Another project issue which led to Faber offering innovative solutions was reflected in a bypass roadway design. Initial plans provided design for a bypass roadway to be built at the Lake Creek fish passage in order to minimize closures along SR-9. When Faber modeled this design, utilizing CAD software, it was clear that the bypass roadway would encroach on the proposed culvert's excavation area. As WSDOT was limited to available easements and wetland restrictions, the bypass roadway could not be moved. Faber offered a solution to build up an engineered Redi-Rock wall roadway to allow for the installation of the bypass route without encroaching within the roadway. This quick solution allowed for the continuation of the project within the allotted WDFW fish window.

The above-mentioned items are a few cases in which Faber's ability to look ahead and offer ingenuity were showcased; however, this project had several similar instances along the way. These instances stemmed from working around existing utilities, navigating unforeseen site conditions, building meaningful relationships with the surrounding neighbors/community, and navigating force majeure issues such as wildfires along the pass and roadway accidents.

Faber's previous experience with skewed culvert designs led to an engineered redesign installing a MESA block wall in place of the bag walls/shotcrete planned.

PHOTO COURTESY OF FABER CONSTRUCTION

HIGHWAY/TRANSPORTATION $15 TO $50 MILLION

SR 520 - 148th Ave. Interchange Overlake Access Ramp

Redmond

Granite Construction Company

The Granite team fostered a collaborative environment founded on clear communication between all parties on the 148th Avenue Interchange Overlake Access Ramp project. Due to this strong partnership, all challenges were resolved at the project level, and despite over 100 changes to the original design, Granite completed the project 34 days ahead of schedule.

Prior to groundbreaking, Granite and WSDOT identified that the Construction Stormwater General Permit was necessary for earthwork to begin on site but would take up to 90 days to procure, postponing earthwork activities. Granite used this downtime to plan work and identify constructability concerns. Proactively identifying constructability concerns associated allowed Granite and WSDOT time to collaborate and determine solutions prior to work beginning.

To proactively identify and resolve additional constructability issues, Granite used GPS, CAD, and Agtek models throughout construction. This allowed Granite to identify the need for a temporary shoring wall which was necessary for construction of the new off-ramp alignment. Additionally, Granite identified a conflict between the location of the planned soldier pile wall and the new overhead Sound Transit guideway early in the project. Granite proactively worked with WSDOT and the designer to shift the alignments and relocate the piles for the wall to eliminate the conflict before construction on these components began.

Using Plan Grid on the project allowed Granite to share real-time project plans, issues, photos, and forms through iPads and phones, improving efficiencies in team communication and overall access to crucial project information.

Granite used innovative sequencing to improve the project schedule and complete work safely with less impact to the traveling public. To minimize impacts to traffic along 148th Avenue Northeast, Granite developed an innovative construction strategy using 30-foot-deep shoring next to live traffic, which allowed the team to build the tunnel in only two phases, while maintaining traffic around the active work zone. Granite also coordinated with local businesses, voluntarily resequencing work on new city streets and roundabouts next to the Overlake Village shopping mall to accommodate public access for an additional three months.

Despite over 100 changes to the original design, Granite completed the project 34 days ahead of schedule.

PHOTO COURTESY OF GRANITE CONSTRUCTION

HIGHWAY/TRANSPORTATION OVER $50 MILLION

Redmond Technology Station Pedestrian Bridge

Redmond

Kiewit

The Redmond Technology Station Pedestrian Bridge exemplifies the success of public-private partnerships, led by Microsoft and later transferred to the city of Redmond in collaboration with Sound Transit and WSDOT. Spanning state Route 520 in Redmond, the bridge connects Microsoft's campuses, the regional SR520 bike trail, and Sound Transit's new light rail station.

Designed with a park-like atmosphere, the bridge features separate paths for pedestrians and cyclists, native plant beds and sustainable elements including a rain gutter system. Stretching over 1,100 feet, the bridge enhances safety with undercanopy lighting and tactile indicators. It provides a direct ramp to the Redmond Technology Station, promoting walking and biking for low-carbon commutes and reducing shuttle and vehicle reliance.

With the bridge footprint on the ground limited, the structure is supported by drilled shafts, with a combination of post-tensioned WF102G girders and trapezoidal tub girders forming the superstructure. To integrate the structural elements with the architectural design, Kiewit utilized Building Information Modeling (BIM) for precise planning, minimizing waste, improving efficiency and visualizing potential challenges before construction began.

The RTS Pedestrian Bridge stands as a testament to the successful collaboration between the design and construction teams. The team ensured that all colors and patterns were well-coordinated, contributing to the bridge's cohesive and polished appearance, connecting the design languages of Microsoft's new East Campus, the existing West Campus, and Sound Transit's Redmond Technology light rail station. The team excelled in executing this complex design with exceptional quality and craftsmanship.

Designed with a park-like atmosphere, the RTS Pedestrian Bridge features separate paths for pedestrians and cyclists, native plant beds, and sustainable elements like a rain gutter system.

PHOTO COURTESY OF KIEWIT

To protect users from the elements, the bridge is covered by an interconnected white tensile fabric canopy supported by architecturally exposed structural steel. The membrane panels alternate between push-up steel masts and pull-down steel elements, which are integral to the rain gardens on the bridge. At night, the bridge is illuminated by light reflected off the underside of the canopy membrane.

By focusing on both functional and aesthetic aspects, the project has delivered a superior user experience. The bridge enhances connectivity, promotes active transportation, and serves as a landmark enriching the community. The team's exceptional execution of the design has set a new benchmark for quality and craftsmanship in public infrastructure projects.

This partnership has improved mobility, accessibility, and connectivity for thousands of daily users.

HEAVY INDUSTRIAL UNDER $5 MILLION

Milltown Island Unit Restoration Project
South Fork Skagit River
TRICO Companies

Milltown Island was once entirely tidal marshland. Over decades, early homesteaders diked the island to create farmland. TRICO's Milltown Island Unit Restoration Project for the Washington Department of Fish &Wildlife aimed to restore fish and wildlife habitat to the island. The project improves tidal exchange by removing sections of the existing levee and constructing additional tide channels.

TRICO was responsible for removal and placement of approximately 30,000 cy of levee and channel material, grading, embankment, and rough restoration. Nearly 2.5 acres of levee were removed across 22 locations. The excavated material was used to form wetland habitat mounds to be planted with native species, creating scrub-shrub, and forested tidal wetlands. 13 new channel networks were excavated totaling approximately 9,050 feet, creating blind tide channels and tidal headwaters. Four 30" culverts were removed and replaced with tide channels. These features will help to restore the island for species like salmon, beaver, birds, and wildlife.

The Milltown Island restoration improves tidal exchange by removing sections of the existing levee and constructing additional tide channels.

PHOTO COURTESY OF TRICO COMPANIES

Advanced American Construction built offshore substructures, erected superstructures and installed various miscellaneous metals and a mechanized gangway on a mooring dolphin for the Columbia River terminal.

PHOTO COURTESY OF ADVANCED AMERICAN CONSTRUCTION

HEAVY INDUSTRIAL $5 MILLION TO $20 MILLION

Columbia River Carbonates – New Marine Terminal
Woodland
Advanced American Construction

The Columbia River Carbonates – New Marine Terminal is the first terminal constructed on the Columbia River in over 14 years, designed specifically to offload calcium carbonate mined in Alaska.

Advanced American Construction (AAC) partnered with Columbia River Carbonates to build their new facility in Woodland. AAC was brought on prior to the permitting process to provide early-stage consultation, constructability reviews and value engineering.

AAC's scope included building the offshore substructures, erecting superstructures and installing various miscellaneous metals. Other key tasks involved lifting over 300,000 pounds to certify the hoist crane, dynamically testing stowage hooks and installing a mechanized gangway on a mooring dolphin.

Throughout the project, AAC also provided offshore access and equipment to support other stakeholders, including environmental, engineering and construction teams, ensuring all critical path tasks were completed ahead of schedule.

The Harbor Island project involved removing over 6,000 creosote-treated pilings, contaminated soils and sediments, and creating new intertidal and marsh habitats using clean materials.

PHOTO COURTESY OF ORION MARINE CONTRACTORS

HEAVY/INDUSTRIAL OVER $20 MILLION

Vigor Shipyards
Seattle
Orion Marine Contractors

In June 2023, an innovative aquatic habitat restoration project was completed at Vigor Shipyards on Harbor Island, supporting juvenile salmon migration at the mouth of the Duwamish River. The project is the result of 22 years of efforts to remediate contamination and restore habitat at the site, formerly a shipyard and tank farm. A Consent Decree in 2017 with federal and tribal agencies addressed damage claims from historical pollution.

The project involved the removal of over 6,000 creosote-treated pilings, contaminated soils, and sediments, followed by the creation of new intertidal and marsh habitats using clean materials. The restoration also included riparian plantings, a protective berm, and upgrades to the shipyard's infrastructure.

Exxel Pacific's safety committee regularly meets to discuss safety trends by inspecting monthly project incident logs and finding common themes, bringing action items to the table that are considered and often put into practice.

PHOTO COURTESY OF EXXEL PACIFIC

CONSTRUCTION MANAGER UNDER 500K HOURS

Exxel Pacific

Exxel Pacific's safety manual is updated regularly to provide its employees with the most current information, becoming a living document that features up-to-date standard revisions and hyperlinks to the code for teams to reference as needed.

The Aclaimant safety management software has provided an efficient and effective way for employees to complete safety-related documents via the app on their phone/tablet, or on their desktop.

One feature that has become far more useful now that the company has a year-plus of data is the analytics tab. These analytics provide Exxel Pacific with raw numbers relating to items like nature of injury, frequent body part affected, incident severity, reporting times, frequency of inspection, and so on, which assists the company in determining themes and trends to aid the safety team in planning training, toolbox talks and more. Because of these analytics, some projects have shifted their safety toolbox talks to Wednesdays because they noticed their project had more of their incidents occurring on Wednesdays.

By utilizing employee feedback, Exxel Pacific has seen a positive trend in reduced severity and DART rates.

CONSTRUCTION MANAGER OVER 500K HOURS

PCL Construction

In the past year, PCL Construction has introduced several innovations and best practices aimed at enhancing communication, engagement and safety within the Seattle District. These initiatives focus on promoting accountability and fostering a strong safety culture on PCL jobsites.

Adopt-a-Crew sessions:

The Adopt-a-Crew initiative was designed to bolster communication between trade contractor partners. This program emphasizes engagement and ownership among all parties involved to eliminate incidents onsite. PCL supervision and staff are encouraged to adopt a proactive approach, taking responsibility for both the success of trade partners and the overall safety culture. By fostering strong relationships and encouraging open dialogue, PCL aims to create a collaborative environment that prioritizes safety.

Plan of the Day (P.O.D.) Meetings:

Similar to Adopt-a-Crew sessions, P.O.D. meetings enhance communication among trade contractors and PCL staff. These meetings are a platform for discussing daily operations, safety protocols, and any potential challenges. By promoting engagement and accountability through regular check-ins, we reinforce the expectation that all team members contribute to the safety culture and work collaboratively to prevent incidents.

Influencing ZERO campaign:

PCL's corporate leadership launched the Influencing ZERO Campaign Tour to advocate for a zero-incident philosophy across the organization. The campaign's key objectives include identifying behaviors that influence safety outcomes, addressing current challenges to our health, safety, and environmental (HSE) culture, and focusing on human organizational performance (HOP). Through this campaign, PCL strives to cultivate a mindset where every employee feels empowered to prioritize safety and take proactive measures to mitigate risks.

30/60/90 training curriculum:

To ensure new hires are equipped with the necessary HSE knowledge, PCL developed the 30/60/90 training curriculum. This structured schedule mandates that essential HSE training occurs within the first 30, 60, and 90 days of employment. Each training session is assigned, tracked, and monitored within PCL's internal training database, allowing for accountability and thorough oversight of employee training progress. This approach ensures that new employees are well-prepared to contribute to a safe work environment from day one.

PCL fosters a culture of safety and continuous improvement, ensuring employees feel engaged and accountable in their roles. Pictured is PCL's Terminal Solid Waste project at Seattle-Tacoma International Airport.

PHOTO COURTESY OF PCL CONSTRUCTION

Deployment of innovations

These innovations were deployed through systematic training and communication strategies. The Adopt-a-Crew sessions and P.O.D. meetings were rolled out at the project level, where team members were educated on their importance and encouraged to participate actively.

The Influencing ZERO Campaign was introduced organization-wide, supported by workshops and leadership discussions to promote a unified safety vision. Finally, the 30/60/90 training curriculum was implemented within PCL's internal training database, ensuring all new hires are aware of and complete their safety training on time.

Through these initiatives, PCL is committed to fostering a culture of safety and continuous improvement, ensuring that all employees feel engaged and accountable in their roles.

GENERAL CONTRACTOR HIGHWAY/CIVIL UNDER 500K HOURS

Orion Marine

Over the past three years, Orion Marine has successfully managed diverse and complex projects posing unique safety and operational challenges while exemplifying the company's adaptability in large-scale construction. Below are three key projects that illustrate Orion's ability to overcome these challenges while maintaining a strong commitment to safety.

Vigor Shipyard NRD Habitat Restoration Project

This project transformed a contaminated industrial site into a thriving aquatic habitat for juvenile salmon. A unique challenge in marine construction is the "fish window," a restricted period during which companies can work in-water to protect migrating fish. This window, typically during the worst weather months, requires crews to work long hours around the holidays, with limited time off. Despite these pressures and over 140,000 man-hours worked, the team had only one minor recordable incident during the punch list phase.

The project involved the demolition of old structures, including a pier and shipway, and the pulling of 4,300 creosote-treated piles — tasks fraught with unknown hazards. Diligent planning and the strategic use of machinery helped keep people out of harm's way while ensuring the project's success.

Port of Seattle Terminal 5 Modernization

This project modernized a key terminal to handle ultra-large container ships, significantly enhancing the region's shipping capacity. The job involved driving over 2,100 piles, including 350 that were 24 inches in diameter and more than 180 feet long. Seismic requirements and environmental restrictions, especially around underwater work, added to the complexity. Safety remained a top priority, with 100% participation in the Job Hazard Analysis (JHA) observation program. Four project leaders were awarded safety recognition pins by the Port of Seattle Safety Leadership Group in 2023.

In addition to the piling work, the team tackled a large stormwater upgrade project, which required setting 24 deep precast concrete stormwater structures, with 13 of them involving complex bypass systems to manage existing stormwater flows. The deepest excavation reached 27 feet, influenced by tides and a high-water table. The team safely handled the discovery and disposal of 20,000 tons of contaminated soil without incident.

For the Port of Seattle's Terminal 5 modernization, the Orion team maintained 100% participation in the Job Hazard Analysis observation program, and four project leaders were awarded safety recognition pins by the Port of Seattle.

PHOTO COURTESY OF ORION MARINE

Pearl Harbor Naval Shipyard Dry Dock, Hawaii

Part of the Navy's Shipyard Infrastructure Optimization Program (SIOP), this project involved driving 84-inch piles to create Dry Dock 5, which will support the U.S. Navy's Pacific Fleet. The dry dock, designed to accommodate Virginia-class submarines, presented significant technical challenges, particularly in a marine environment with strict seismic and environmental regulations. The work requires precision and adherence to rigorous safety protocols to ensure the long-term viability of this $2.8 billion infrastructure upgrade.

Each of these projects highlights Orion's ability to navigate challenging environments and conditions while prioritizing safety and delivering high-quality work.

GENERAL CONTRACTOR HIGHWAY/CIVIL 500K TO 1 MILLION HOURS

Granite

148th Interchange Project

This project included building two new direct access off-ramps at State Route 520 and 148th Ave. N.E., a new cut and cover tunnel, several new side streets, and two new roundabouts in a heavily traveled urban environment adjacent to a local shopping mall and busy intersection. Granite teams worked more than 110,000 hours without a single recordable injury.

The safety of field employees and subcontractors was paramount for this project to succeed. Granite developed exhaustive work plans that anticipated potential hazards, and outlined strategies to mitigate them focusing on the company's STCKY (Stuff That Can Kill You) hazard recognition program. These plans were not static; they evolved with the project, incorporating feedback, and adapting to new challenges.

Constructing the 148th Interchange required working near live traffic, which presented unique safety challenges. The team focused on positive separation, in the form of temporary concrete barriers, whenever possible, and relied on police officers and internal traffic control teams to manage work zone traffic. Extensive coordination with third-party utilities was required to relocate or protect in place several large utilities within the tunnel footprint.

Platforms like Autodesk Build were utilized to ensure that information was seamlessly shared with field supervisors, enabling real-time updates, better coordination, and swift decision-making, significantly enhancing the team's ability to maintain a safe and efficient work environment.

GOR1A Data Center

Granite is performing the civil grading and utilities scope for the development of a 100-acre former aluminum smelter site into a new data center campus. Work scope includes drilling and blasting, aggregate crushing, concrete foundation work, grading and paving, all while operating within the requirements of this Superfund site. In addition to the strenuous Superfund site requirements, the team was challenged by the presence of unanticipated asbestos piping and unknown underground structures during deep and complex excavations. Additionally, during construction the GOR1A team conducted confined spaces training on site with a group of young Granite engineers.

Working on a Superfund site introduced the challenge of managing contaminated materials, and abatement procedures required strict adherence to environmental regulations. Comprehensive safety protocols were implemented to mitigate exposure risks, ensuring the safety of crews and the surrounding community. Success on this project was driven by thorough planning and collaboration across multiple departments.

Comprehensive Job Hazard Analyses (JHAs) were developed and reviewed for each scope of work, ensuring all potential risks were addressed in advance. The high standards of the client's safety program further elevated the knowledge and risk-awareness of crews, requiring innovative safety solutions and fostering a culture of proactive risk management.

The diverse nature of the project scope, coupled with the environmental hazards and high-profile client expectations, required strong collaboration and communication between various teams. Engineers, environmental specialists, safety personnel and construction crews worked together to overcome complex challenges.

McNary Substation

This project involved the complex demolition and replacement of 112 concrete foundations in an active 230 kV switchyard. Given the high-voltage environment, meticulous planning, execution and coordination with the owner were required to ensure the safety of all personnel while maintaining adherence to project schedules and outage windows.

The GOR1A team conducted confined spaces training on site with a group of young Granite engineers.

PHOTO COURTESY OF GRANITE

Granite encountered several unique safety challenges that required continuous coordination and communication. Working in an energized switchyard presented significant risks, particularly during excavation and drilling. Safety watchers were deployed to monitor real-time conditions and ensure that work only proceeded in areas that were fully de-energized. The team coordinated with the owners to schedule outages, ensuring that specific areas were de-energized before work began. To stay ahead of potential hazards, the team held regular meetings with site superintendents and safety professionals, adjusting schedules and addressing any upcoming risks, ensuring a proactive approach to safety.

GENERAL CONTRACTOR HIGHWAY/CIVIL OVER 1 MILLION HOURS

Skanska

In the past year, Skanska has implemented several innovations and best practices to enhance workplace safety and efficiency. Key improvements include:

1 Enhanced Digital Safety Management with PlanIt Tool

Innovation: Skanska integrated the PlanIt tool across projects to digitize safety management processes, including the creation of Construction Work Plans (CWPs), hazard assessments and real-time tracking of environmental, health and safety (EHS) risks.

Deployment: Skanska trained project teams to use the digital tool effectively by holding workshops and conducting hands-on demonstrations. Workers and subcontractors can now access safety plans, update assessments and track safety metrics from the field. This tool ensures real-time communication, faster response to potential risks and better oversight of safety protocols.

2 Care for Life Mental Health and Wellbeing Program

Innovation: Skanska expanded its Care for Life initiative to focus more on mental health and overall worker well-being, recognizing that a healthy mind is as important as physical safety. This includes offering mental health resources, stress management workshops and flexible work schedules to support work-life balance.

Deployment: Skanska rolled out the program through company-wide seminars, awareness campaigns and a dedicated portal for mental health resources. Supervisors were trained to recognize mental health issues and provide support to teams. The program is reinforced through monthly check-ins, toolbox talks and by access to confidential mental health services.

3 Upgraded Head Protection to Type 2 Hard Hats

Innovation: To improve head protection, Skanska transitioned from ANSI Type 1 to Type 2 hard hats, which offer enhanced protection against lateral impacts. This change not only increases safety for our workers but also sets a higher standard by requiring subcontractors to adopt the same protection.

Deployment: Skanska conducted a pilot program where various hard hats were tested for comfort, usability and safety features. Craft workers provided feedback, and the company selected a model they preferred. This collaborative approach ensured worker buy-in and increased the likelihood of compliance. Skanska communicated the new requirement to all subcontractors and integrated it into project safety protocols.


Skanska expanded its Care for Life initiative offering mental health resources, stress management workshops and flexible work schedules.

PHOTO COURTESY OF SKANSKA

SPECIALTY CONTRACTOR
UNDER 500K HOURS

EC Electric

EC uses several innovative technological advances in project management. The company's Building Information Modeling and Prefabrication Department promotes safety by modeling and devloping offsite manufacturing building systems in EC Electric's prefabrication facility, a controlled environment. This improves safe job performance by minimizing work under challenging jobsite weather conditions, and challenging, repetitive ergonomic environments.

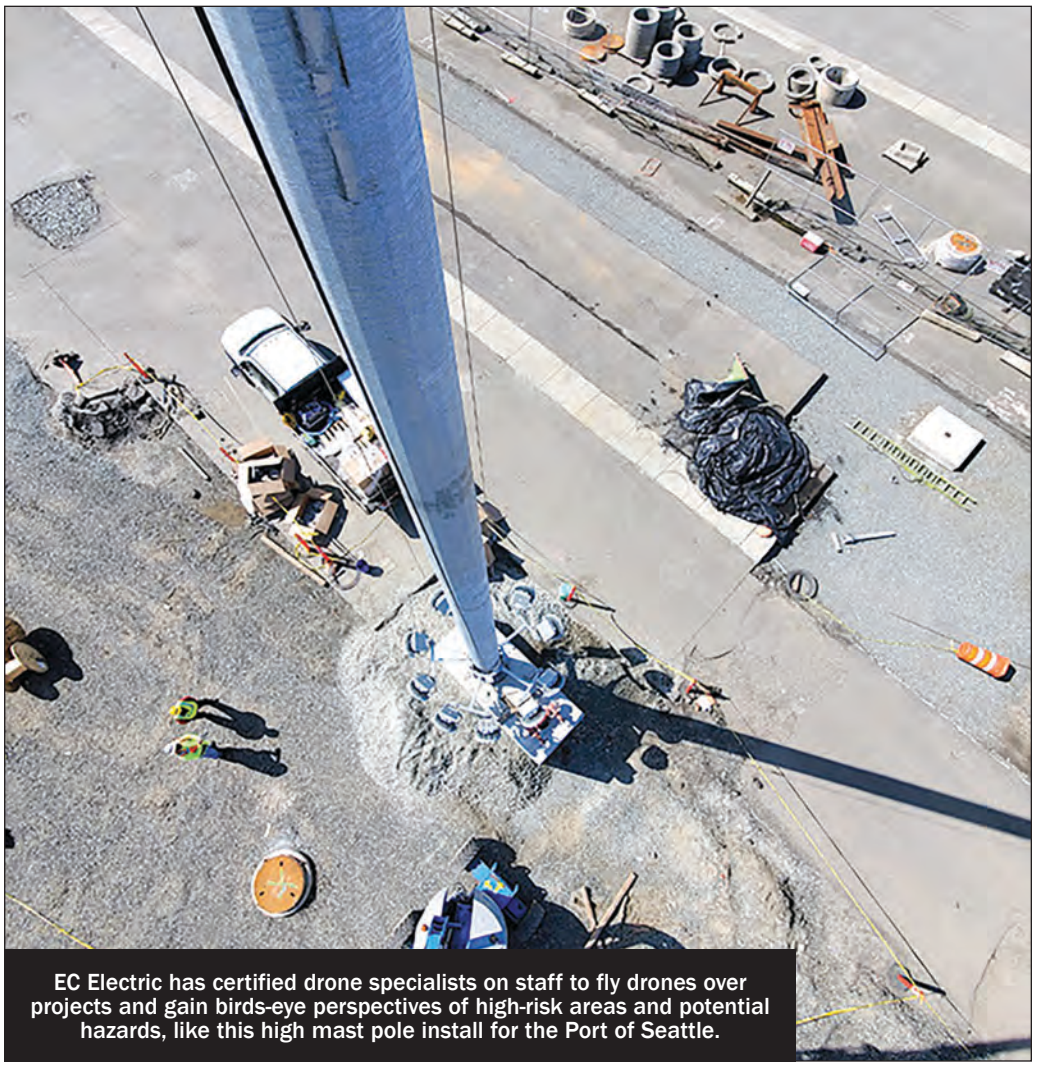
EC electricians use virtual reality wear software and headgear for virtual walkthroughs. This technology enables our employees to identify clashes and to see the final project prior to build out. Additional benefits include identification of areas where fall anchor points should be installed or moved to provide final placement for harness tie-offs.

EC also has certified drone specialists on staff to fly drones over projects and gain birds eye perspectives of high-risk areas and potential hazards.

White Board Briefings

With EC's daily pre-task planning, the company has added whiteboard briefings across several projects and continue to roll it out on new projects daily, along with training and review of the process with each project team before a project begins. Once the whiteboard approach is reviewed, it is then led by supervisors and involves the entire crew, as an essential part of establishing safety culture and expectations daily.

These briefings are held around a whiteboard to increase awareness of daily tasks and hazards, and encourage teamwork on the mitigation plan to solve problems. Information is recorded on a whiteboard with a template, and the crew comes together to ensure everyone is aligned on safety priorities. This inclusive approach gives all team members a voice in safety discussions, fostering a sense of ownership and shared responsibility across the project. Using insights and experience from those directly involved in the work helps identify and reduce risks more effectively across the company.



EC Electric has certified drone specialists on staff to fly drones over projects and gain birds-eye perspectives of high-risk areas and potential hazards, like this high mast pole install for the Port of Seattle.

PHOTO COURTESY OF EC ELECTRIC

The most useful resource for Northwest businesses

Locally-owned, the DJC has been serving the construction community for over 100 years. Publishing Six days a week, the DJC covers areas of construction, architecture, engineering, consulting, commercial real estate, government, urban planning and law.

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SPECIALTY CONTRACTOR 500K TO 1 MILLION HOURS

UMC

Building upon UMC's successful safety standards, the company incorporated psychological safety into its pride-based safety program, working for all team members to feel physically and psychologically safe in their work environment.

PHOTO COURTESY OF UMC

True innovation is not a new policy or using a new tool. It is a philosophy to think differently. In 2020, the Centers for Disease Control and Prevention released a study saying that 40% of adults in the U.S. reported struggling with mental health or substance use, and 11% of adults seriously considered suicide. When breaking this data down into the various industries, the construction industry has the highest rate of suicide at 53.2 per 100,000 U.S. workers. That rate is four times greater than the national average and five times greater than all other construction fatalities combined, inspiring us to examine our program.

Building upon UMC's successful safety standards, the company incorporated psychological safety into its pride-based safety program. This is a concept where people are physically and psychologically safe in their work environment. They are empowered to speak up and act, knowing that everybody is working toward the same goal and support. One of the best definitions of an excellent safety culture — even in a chaotic situation that is in the absence of direction, in changing conditions — is everybody knows exactly what to do.

One of the best ways to describe this is a military rescue team in adverse conditions. They go forward with confidence, knowing that they have a mission to complete and that everyone on the team is pulling for the success of the mission, and that under no circumstance will any team member be left behind. This mindset and mentality are key to having the most effective workforce possible.

Another way to describe the concept is by telling a story; every team member knows how the story is supposed to end because they're all working together to try to make that story a reality. In a film, we often treat the workforce as extras; however, we focus on making each team member feel like a main character. The protagonist knows how they contribute and help successfully complete the mission.

This is not a training program but a different way to engage individually with each team member. It will take some time to be fully incorporated throughout the organization. UMC has piloted it with its foremen and trained the concept to peers in industry training, where the company has garnered rave reviews. UMC reports already seeing a considerable change in motivation and engagement. These micro-missions keep every member driving towards common goals with unlimited support. Another aspect is that all decisions and all resources are utilized with the mission's success in mind with 100 percent involvement.

SPECIALTY CONTRACTOR OVER 1 MILLION HOURS

MacDonald Miller

In the past year, MacDonald Miller has introduced several innovations and best practices aimed at improving both safety and efficiency within its operations. Two key implementations include Stop Work Authority (SWA) and replacing traditional utility knives with auto-retracting knives.

Stop Work Authority (SWA)

MacDonald Miller's Stop Work Authority (SWA) program empowers every employee — regardless of position or seniority — to halt any task they believe poses a potential risk to health, safety or the environment. This authority fosters a proactive safety culture by ensuring that employees feel confident in speaking up about unsafe conditions or practices.

Deployment: To implement this, MacDonald Miller conducted comprehensive training sessions with all employees, emphasizing that safety is the top priority and that there will be no negative repercussions for stopping work when safety is a concern. The company also trained supervisors to support employees who invoke SWA and ensure that any issues raised are addressed promptly before work resumes. SWA cards were distributed to remind employees of their rights and responsibilities, reinforcing that they are empowered to protect themselves and their peers.

Auto-retracting knives

Another important change the company is currently working on is transitioning from traditional utility knives to auto-retracting knives to reduce the risk of cuts and lacerations, which had been a significant injury trend in MacDonald Miller's safety data. Auto-retracting knives automatically retract the blade as soon as the blade is removed from the material being cut, providing an extra layer of protection against accidental injuries, especially in fast-paced environments. These knives have a spring-activated blade that automatically retracts when cutting is paused or stopped. Blade retraction cannot be overridden, even when the blade slider is engaged.

MacDonald Miller trained supervisors to support employees who invoke their Stop Work Authority, and ensure that any issues raised are addressed promptly before work resumes.

PHOTO COURTESY OF MACDONALD MILLER

Deployment: To make this transition smooth, MacDonald Miller conducted a pilot program on a project and formed a stakeholder committee to gather feedback from workers on different models of auto-retracting knives. Once the most effective design was selected, MacDonald Miller began initiating a company-wide training sessions that focused on proper knife handling techniques and the specific features of the new tools.

GENERAL CONTRACTOR UNDER 200K HOURS

Washington Patriot

Washington Patriot has implemented the use of the Procore Safety module and it has become a staple for management and site crews. The use of the Procore Safety Module allows the company's team to store all safety related documentation, such as incident reports, inspection forms, and safety checklists in one platform.

Site teams can use the mobile app to perform safety inspections, keeping track of site conditions and potential hazards. Having this information centralized makes it easy for site crews to access important information using their iPads or iPhones. This leads to greater efficiencies and allows safety updates, inspections, and incidents to be communicated more quickly, reducing the risk of oversight.

WA Patriot has a designated safety officer/corporate warehouse manager who the company re-hired and retrained through the Department of Labor Industries' Preferred Worker Program. This re-hire and retraining of one of the company's carpenters has proven to be a huge success and benefit to its corporate safety program. The safety officer/corporate warehouse manager is responsible for equipment inspection and maintenance, delivery and pick-up of material and equipment, and he serves as a consultant/mentor on best safety practices and procedures from his 40+ years of experience in commercial construction.

He and the site superintendents conduct weekly and special safety inspections (cranes, excavations, etc.), identifying potential hazards that may be overlooked. Using Procore's Safety Module, he ensures compliance by tracking inspection completion, safety reports and corrective actions. He has integrated WA Patriot's standard safety inspections into the module, including pre-dig checklists, daily trench inspections, elevated work platform and ladder safety, Lockout/Tagout, materials handling, pre-task checks, and site safety inspections, tailored to each project.

The company reports that having its safety officer and field crews perform safety duties in conjunction with the use of Procore and iPads in the field has helped the team improve safety practices, ensure compliance, and reduce risks, thereby creating an overall better safety management process.

Washington Patriot's designated safety officer/corporate warehouse manager has integrated standard safety inspections into its Procore Safety module.

PHOTO COURTESY OF WASHINGTON PATRIOT

GENERAL CONTRACTOR 200K TO 400K HOURS

JTM Construction

In the past year, JTM Construction has introduced several safety innovations aimed at elevating worker safety and promoting inclusivity, efficiency and collaboration on job sites. These innovations include leveraging technology in incident investigations, using virtual reality (VR) for training, organizing quarterly forums and recognition programs for trade partners, and providing targeted outreach and support to underserved Women and Minority Business Enterprises (WMBE). Each of these initiatives reflects JTM's commitment to continuously enhancing safety and fostering an inclusive and collaborative construction environment.

JTM has embraced technology to streamline and improve the incident investigation process. Over the last year, the company implemented tools like digital reporting platforms and data analytics software to capture and analyze incidents more effectively. When an incident occurs, JTM can now use mobile applications to document details in real time, including photos, videos and GPS data, which creates a more comprehensive record.

Another key innovation at JTM has been the introduction of virtual reality (VR) training. VR technology allows workers to immerse themselves in simulated construction environments and experience real-world safety challenges without the associated risks. These simulations replicate high-risk scenarios such as working at heights, operating heavy machinery, or responding to hazardous situations, providing hands-on learning in a controlled environment.

To strengthen collaboration and communication, JTM initiated quarterly safety forums with its trade partners. These forums serve as open platforms for discussing safety trends, sharing best practices, and addressing challenges experienced on job sites. By engaging trade partners in regular dialogues, JTM fosters a culture of shared responsibility for safety, ensuring that every team member, regardless of their role, is aligned with the company's safety objectives.

In addition to the forums, JTM has established a recognition program to honor trade partners that demonstrate exceptional commitment to safety. This recognition not only motivates partners to uphold high safety standards but also reinforces the importance of continuous improvement and innovation in safety practices across the entire workforce.

Recognizing the unique challenges faced by Women and Minority Business Enterprises (WMBE), JTM has expanded its outreach and support to these businesses, particularly in the realm of safety. JTM offers tailored safety training and mentorship programs designed to help WMBE contractors and subcontractors meet and exceed safety expectations. By providing access to resources, educational materials, and one-on-one guidance, JTM helps these businesses navigate the complex safety regulations that are critical for long-term success in the construction industry.

JTM also supports WMBEs through networking opportunities and capacity-building initiatives that encourage these businesses to actively participate in our larger safety culture. By doing so, JTM promotes greater inclusivity and ensures that all workers, regardless of the size or background of their company, are equally equipped to maintain safe work environments.

JTM Construction's recent safety innovations highlight the company's proactive approach to worker safety, and its commitment to fostering an inclusive construction ecosystem. These efforts underscore JTM's leadership in driving meaningful improvements in safety culture and collaboration, ensuring that all workers and partners are supported in creating safer, more efficient job sites.

JTM Construction uses virtual reality training to immerse workers in simulated high-risk construction environments such as working at heights.

PHOTO COURTESY OF JTM CONSTRUCTION

GENERAL CONTRACTOR 400K TO 600K HOURS

Turner

Turner has implemented several innovations and best practices in the past year to enhance workplace safety, culture and climate. One key innovation is the use of virtual design and construction (VDC) and prefabrication.

VDC has been instrumental in developing a deeper understanding of projects, enhancing operational planning, and effectively communicating building plans. This technology provides visuals to the job site, aiding in safety and logistics planning before anyone steps on site. This proactive approach has significantly improved the company'ssafety measures.

At the Turner shop, the company has deployed prefabrication using CNC machines to precisely cut all edge forms and formwork for projects. This process reduces the need for manual labor and minimizes the risk of injuries, making the workplace safer. Turner's Seattle VDC team has developed an innovative workflow that combines BIM trade coordination, 3D parametric modeling, tool path development, and CNC routing to produce precise, prefabricated formwork components.

The deployment of these practices involved thorough planning and collaboration across various teams. Turner ensured that all project stakeholders were trained on the new technology and its applications for VDC. Regular workshops and training sessions were conducted to familiarize the team with the latest processes. Turner integrated the new workflow into its existing operations for prefabrication, ensuring a smooth transition and minimal disruption to ongoing projects.

These efforts have yielded positive results, as evidenced by reduced workplace injuries and overwhelmingly positive employee feedback. Technology has led to improved project outcomes and efficiency, and demonstrated the effectiveness of Turner's safety initiatives and technologies, reinforcing the company's commitment to a safe workplace.

Turner also has a full-time medic available to all workers, including trade partners, for work-related and personal injuries and illnesses. This medical service includes a fully equipped onsite clinic, providing immediate medical attention and care. The medic is trained to handle various health issues, from minor injuries to more serious conditions, ensuring that all workers can access the medical support they need at any time.

Turner's Seattle virtual design and construction team has developed an innovative workflow that combines BIM trade coordination, 3D parametric modeling, tool path development, and CNC routing to produce precise, prefabricated formwork components.

PHOTO COURTESY OF TURNER

GENERAL CONTRACTOR OVER 600K HOURS

BNBuilders

In the past year, BNBuilders has implemented several innovative practices and best practices to enhance safety, efficiency and overall project outcomes. These initiatives have been crucial in addressing specific challenges and improving the company's operational standards.

INNOVATIONS

Ai generated pre-task plans

One of the significant innovations BNBuilders introduced was the development of AI-generated pre-task plans. This initiative was undertaken by BNBuilders in collaboration with a software developer. The AI system analyzes WAC Regulations, BNBuilders Corporate Safety Manual and historical data to create detailed and optimized task plans. This not only saves time but also ensures that all potential risks are identified and mitigated before the commencement of any task.

The software listens to the daily huddle/ PTP discussion as a crew to generate said Pre-Task Plan. The deployment of this system involved extensive testing and validation to ensure its accuracy and reliability. Training sessions were conducted to familiarize the team them with the new system, ensuring a smooth transition and effective utilization.

Engineering out fall hazards

Another critical innovation was BNBuilders' partnership with a subcontractor to engineer out fall hazards during pile-drilling operations. The company utilized a drill rig with an integrated concrete delivery system, which significantly reduced the need for workers to be exposed to fall hazards during the extensive pile-drilling operation at the company's largest project in the region. This system allowed concrete to be delivered directly to the drilling site, eliminating the need for manual handling, and reducing the risk of falls.

BEST PRACTICES

Utility avoidance procedures

To prevent utility damage and ensure safety, BNBuilders implemented comprehensive utility avoidance procedures. These include policy updates related to the use of Vac Trucks, hand digging and potholing requirements, as well as scoping sewer lines. These methods help the company accurately locate and avoid underground utilities, minimizing the risk of damage and associated hazards. The deployment of these procedures involved training the team on the proper use of equipment and techniques. BNBuilders also established clear guidelines and protocols to ensure consistency and effectiveness in utility avoidance. The company has identified utility work on its "High Hazard Release Permit" which identifies operations which will receive leadership review of plan.

Near-miss reporting

To further enhance the company's leading/ lagging indicator usage, BNBuilders launched a comprehensive near-miss reporting initiative.

BNBuilders and a software developer collaborated to develop AI-generated pre-task plans. The software listens to the daily huddle/ PTP discussion as a crew as well as analyzing regulations, the company's safety manual and historical data.

PHOTO COURTESY OF BNBUILDERS

This included an awareness campaign to educate employees on the importance of reporting near misses, including breaking down what a near miss actually is. The company created hardhat stickers with QR codes that allow for anonymous submissions, making it easier and more comfortable for employees to report incidents. Additionally, BNBuilders placed posters around project sites to remind everyone of the reporting process.

To encourage participation, the company also implemented an award program recognizing employees who submit near miss reports. This initiative has significantly increased the number of reported near misses, allowing BNBuilders to address potential hazards and trends before they result in accidents.

Overall, these initiatives have significantly improved operational efficiency and safety standards. By leveraging technology and fostering strong partnerships, BNBuilders has been able to address key challenges and enhance its overall safety performance.

PROJECT MANAGER OF THE YEAR

Thor Konradsson
Skanska

Thorvaldur "Thor" Konradsson served as project manager on Skanska's Lynnwood Link Extension L300 - Northeast 200th Street to Lynnwood Transit Center Project (L300). The complex, $918M, GCCM, 3.7-mile light rail extension including two elevated stations, 2.3 miles of elevated guideway, 1.4 miles of at-grade guideway, and a 1,650-stall parking garage.

Konradsson has 35 years of experience in heavy civil construction including both U.S. and international experience in highway, transit, dam, tunnel, hydroelectric and fish passages. He has served in key leadership roles on various Skanska Northwest projects for 15 years.

On L300, Konradsson served as project manager responsible for overall project delivery. The project is complete and in closeout stage.

Konradsson led the project team through the COVID-19 pandemic and major concrete supply strike, finishing on time and on budget. When the pandemic hit, he demonstrated poise and leadership by working quickly to develop a safe work plan with procedures and safeguards that got crews safely back to work faster than any other public works project that was shut down by its customer. His swift action kept the job on schedule, people safe, and craft maintained steady income throughout.

When Konradsson's customer encountered challenges to reach terms for a temporary construction easement on property occupied by the Edmonds School District — which would have delayed the project's critical path — Konradsson stepped in to bridge the divide, working directly with a local designer and the school district to provide a solution that satisfied all parties.

The Lynnwood Link Program spanned 8 miles and was divided into 3 major contracts each managed by a different contractor, with Skanska holding the L300 contract. Recognizing the need for close collaboration between the three contractors, Konradsson led the efforts to develop a coordinated installation plan that identified key hand-over elements between the contractors. He ensured that egos were pushed to the side and contractors focused on doing what was best for the overall alignment. This ultimately led to an on-time project delivery without any claims or financial disputes between the different contracts.

Konradsson is a people-first leader. He focuses relentlessly on developing employees and diversifying their skillsets. He created rotational opportunities so staff could explore different roles, find their own strengths, and ultimately improve job satisfaction and work balance.

As the job neared conclusion, a change order was issued to improve the local streets surrounding the new Lynnwood Transit Center. It was of paramount importance to the community that the street and sidewalk improvements were finished in concert with the opening of the new line. Unfortunately, challenges between property owners and Skanska's customer resulted in several months of delay in property takes, putting the job behind schedule. Instead of accepting defeat, Konradsson rolled up his sleeves and worked with his superintendents and engineers to re-sequence the work, completing the city street improvements just in time for the light rail grand opening.

RISING STAR AWARD

Matt VanderVeen
Exxel Pacific

Matt VanderVeen has been with Exxel Pacific for 17 years and leads the company's Quality Control Program. He supports four managers and the implementation of their Building Envelope, Interior Quality Control, Survey/Layout and Warranty programs. His effectiveness starts with extensive redline plan reviews, identification of risks and integration of project-specific lessons learned. VanderVeen advocates for step-by-step mock-ups, pre-work kick-off meetings, and careful review of subcontractor's initial installs to ensure expectations are clear on each project.

VanderVeen's approach to listening and implementing feedback has been effective in continuously improving the programs and processes he oversees, while building strong relationships. In addition, being fluent in Spanish increases VanderVeen's effectiveness in our diverse industry:

He collaborated with an IT developer to create a custom Microsoft Access database to save key lessons learned so team members could learn from past mistakes. Teams can perform searches to quickly find applicable data; and entries can be printed into a two-page concise PDF for distribution.

VanderVeen is committed to providing effective resources needed to deliver a high-quality final product. He collaborated with managers to create online training programs through Talent LMS to raise awareness and increase team member knowledge on ADA, elevators and survey/layout.

VanderVeen is a dedicated and driven person. He created a slogan of 'aiming to build it right the first time' to reduce re-work. He designed a poster with input from team members and is kicking off a company-wide inaugural QC Day next month on every jobsite.

VanderVeen implemented OpenSpace technology for Exxel Pacific, which uses 360° cameras and AI to visually document jobsites to create 3D reality captures. By linking OpenSpace captures to QR codes, he was able to make pre-cover captures (MEPF, framing/blocking, etc) available to all subcontractors. OpenSpace corporate took notice of his innovative idea and created a case study on it.

VanderVeen wrote a Mold Prevention & Remediation Plan, and a Moisture Risk Management Plan to minimize potential risks from mold and moisture.

Outside of work, VanderVeen is involved in the community and is a strong advocate for children and youth. He was a Boy Scout volunteer for four years as a new member coordinator and he's led Exxel Pacific teams to Boy Scout events to raise funds for kids from low-income families to attend summer camp where they learn first aid, wilderness survival, safety, knot tying, blacksmithing, and more.

VanderVeen's advocacy for kids continues in his home through foster care. For the past six years, he and his wife have cared for seven children and given them a safe place to live. In addition to their three biological kids, they take 10+ hours of training each year to stay current with their license and most recently fostered a Spanish-speaking child.

On most Saturdays you can find him teaching high schoolers about construction through hands-on training. They've expressed appreciation for learning the safe use of power tools, best practices and how to run their own business someday.

SAFETY PROFESSIONAL OF THE YEAR

Brian Sorensen
Exxel Pacific

As the Director of Safety for Exxel Pacific, Sorensen manages the entire safety team, claims, and the corporate safety and health program. Through his influence, Exxel Pacific has achieved marked declines in incident rates, including severity rates and DART rates, further distinguishing Exxel as a market leader in safety. Since joining Exxel Pacific four years ago, he has grown the safety team and their capabilities to manage the company's growth and expanding project portfolio. Sorensen's focus and effort has resulted in Exxel winning three AGC Build Washington Awards for Safety Excellence and two Grand Awards.

These achievements are no small feat, considering Sorensen took on a program that had recently lost its well-respected safety director through a sudden passing. Sorensen quickly made it his mission to build relationships and trust with all teammates. He took action to hire versatile team members from diverse backgrounds, including past L&I inspectors, degreed safety professionals and the Certified Safety Specialist Apprenticeship Program. Sorensen strategically set the safety professionals up in positions to succeed geographically around the region, and focused on developing behavior-based safety mindsets to operate as positive collaborators with superintendents, project managers, subcontractors and field staff. Garnering trust has laid the groundwork for cohesive collaborations where employees' input is valued, heard and put into motion with the continuous improvement of the safety program.

Another successful strategy Sorensen implemented is making safety an integral part of Exxel Pacific's practices. Safety can often feel like it is another hurdle to overcome or an inconvenience. By building a culture where safety management is ingrained in every step of our process — project selection, subcontractor selection, preconstruction and execution of the project — he feels that exceptional safety performance can be achieved. In 2017, Exxel Pacific became a 100% employee-owned company where executing work safely was paramount to everyone's future success. With all employees being owners, their commitment to safety is much more important. If an accident were to occur, they all feel the impact, so they strive to eliminate hazards and call out unsafe behavior. This approach has been successful, and team members are reaching out to Sorensen prior to execution of work to "get it right" the first time. This is a proactive approach where risk can be eliminated rather than waiting until a critical moment, looking to safety to "fix it," allowing for more efficient and safer projects.

Sorensen is also focused on maintaining work-life balance, which was a large part of his draw to Exxel Pacific as a family-first company. Sorensen believes his main role in life is being a great dad to his sons, aged eight and 10. Through weekly communication with his team, Sorensen models this as a leader, encouraging his employees to monitor their work-life balance, ensuring that they are enjoying a robust life inside and outside of work.

SUPERINTENDENT OF THE YEAR

Aspen Swartz
Turner

Through her proactive approach, Aspen Swartz has consistently demonstrated her commitment to maintaining an industry-leading safety program. By implementing Turner Construction's safety protocols and improving them with site-specific practices, Swartz exemplifies a continuous improvement mindset. Her keen ability to identify and address challenges head-on ensures that safety remains a top priority, with her crews consistently going home safely.

Swartz's extensive experience in the industry, dating back to her time in the carpenter's union, equips her with a deep understanding of how far construction safety has evolved and the strides still needed. She regularly advocates for change and improvement, raising concerns and ensuring safety enhancements are made when necessary.

This dedication to continuous improvement and leadership, rooted in her long-standing experience, has solidified her as a key figure in maintaining and advancing practical safety standards at Turner.