2006 Best Of Awards

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Judges chose a Grand Award for the first time, in a three tier process.

This year's Best of judging took place over a three-week period, starting in mid-August. Jim Duncan, recently named Chairman of Seattle-based Sparling, and Grant Larson president of Mercer Island's Express Construction made the first cut of the 50 entries. At the end of several hours, they had picked the Best of Washington and nominated two projects for the Grand Award.

Then it was onto Portland, whoever judged the Oregon Projects and nominated two Oregon Projects for the Grand Award.

Back in Seattle, Robin Rogers, Sustainability Director for Otak, Greg Bogard, project manager for BN Builders, and president of the Design Build Institute of America Northwest Chapter and Noel Greenberg, architect with DLR Group grappled with the final decision – who would win the Grand Award.

The trio came down to the wire, asking the finalists for more information and comparing notes for several days. Because of its outstanding sustainable features, its ability to fit into the environment and incredible craftsmanship, the judges agreed unanimously on the $8 million Mount Angel Abbey Academic Center.

In another initiative to promote workforce development, Northwest Construction is awarding the University of Washington Research Center the Project of the Year Award, with commendations to John Schaufelberger, Ph.D. dean of the construction management department in the UW School of Architecture.

Mark your calendars for August 1, 2007 as the due date for 2007 Best of Entries.

Best of 2006 Oregon

Walsh Construction

Best Tenant Improvement

At the center of the restoration of the historic 1910 Crane Building in downtown Portland is the new home for Guardian Management.

The project transformed the second and third floors of the 5-story building into conference and gallery areas, office spaces and work areas.

The heart of the restoration is the historic office space along the west half of the second floor. Originally containing the Crane Co.'s open office space, the historic area has generous open space for art installations and company parties. All of the original plaster columns, coffered ceilings and moldings, white oak doors and windows with leaded glass were restored.

Beyond the historic office lies both open work stations and office space configured to maximize light and encourage employee interaction.

Project Team

Owner Guardian Management LLC

Architect Emmons Architecture

General Contractor Walsh Construction

Subcontractors Heinz Mechanical, Peninsula Plumbing, Ron Rust Drywall, Verle Slaughter Plastering, Inc.

Otak Engineering

Best Transportation

Established in 1986, the Columbia River Gorge Scenic Area represents 85 miles of Northwest Treasure. Native species benefit from the protected environment, recreational opportunities abound, and industries of all types rely on the corridor to move products to and from regional ports and cities. With such a diverse constituency the Columbia River Gorge project has been the catalyst for discussions about transportation and development in an environmentally sensitive, yet commercially important area. A long-term vision and design guidelines have finally been created to protect the area.

Federal, state and county officials hoped to establish such guidelines for the 79 miles of Interstate 84 that run through the scenic area. The goal was to provide a framework for highway management and improvements in a manner that met both public safety needs and transportation needs.

Several complexities stood in the way of developing the strategy, most notably building consensus between the disparate users of the corridor, the technical challenges of the Corridor's proximity to the Columbia River, unique terrain and historic values of the region.

Otak's strategy fostered a truly collaborative approach for all interested users. Otak devised a three-tiered structure in which the Oregon Department of Transportation, Columbia River Gorge Commission, USDA Forest Service and local counties were divided into a transportation development committee. Level One was a technical working group, which issued documents processes and technical design issues on a weekly basis. Level Two consisted of managers who met monthly to resolve disputes. Level Three, which met when necessary, consisted of executive staff from each partnering agency, which gathered to align priorities and make policy decisions.

The strategy also has implications outside the Northwest, as it is among the nation's first long-term design guidelines for a National Scenic Area.

Project Team

Owner Oregon Department of Transportation

Prime Consultant OTAK Engineering

Subconstractor R2JM, Parsons Transportation, Yeh & Associates

Best of 2006 Oregon

New Columbia Phase II
Walsh Construction

Best Urban Planning

Walsh Construction Co., Oregon, served as the general contractor for this two-phase, $100 million Hope IV redevelopment project in Northeast Portland.

The second phase of the project, included construction of 313 rental housing units. Overall this revitalized community includes 127 one-, two- and three-story structures totaling 650,000 sq. ft. The project includes 82 acres of infrastructure, a comprehensive park system and the demolition of over 225 units.

The federal government approved funding for four Hope IV projects in the Northwestm one in Portland, one in Tacoma and two in Seattle. The project scope called for demolishing an existing housing project or area, and creating a new community that would bring new life and dignity to the existing residents.

Coordination of multiple subcontractors and supplies was the main difficulty with the project, especially because of the residents. A carefully developed safety plan involving both residents and neighbors was implemented.

The judges opened the Urban Planning category for this project because of its contribution to the community. A once crime-ridden and rundown area of Portland now provides safe housing for low-income residents.

Project Team

Owner Housing Authority of Portland

Architect Dull Olsen Weekes Architects

General Contractor Walsh Construction

Subcontractors Ron Rust Drywall, Accent Verticals, Merit Electric; Hydro-Temp Mechanical

Best of 2006 Oregon

North Jefferson-Santiam Interchange North Albany

Best Highway

The $20.5 million, 8-mile long reconstruction of Interstate 5 just north of Albany, Ore. Included paving, roadway rubblization, installation of a new guardrail, new permanent signage drainage overflow structures, a culvert, temporary concrete barrier and removal of seven detour bridges.

Hamilton faced many hurdles including observing the in-water work window to protect salmon and construction of a UPRR structure over the railroad tracks, Jefferson highway and a sensitive wetland.

The original construction sequence suggested that the cast-in-place girder box prior to the placement of the concrete girders. Unfortunately, that sequence meant that the falsework for the girder would block the crane.

The team looked at the two constants in the process – night delivery of the beams and borrowed track time from the railroad. Through many auto cad drawings, field measuring and crane research, Hamilton found a crane that would fit in between the already constructed piers. Two cranes were actually used to lift the beams in to place.

Hamilton also used the existing concrete base as the new road base. The existing asphalt was ground off – up to a foot deep in some places. Then a concrete rubbilzer was brought to the site to break up the concrete, and a massive roller was used to seat the concrete into the ground prior to paving. From there, five lifts of asphalt were placed.

Project Team

Owner Oregon Department of Transportation

General Contractor Hamilton Construction, Springfield, Ore.

Subcontractor Morse Brothers, Willamette Valley Steel and Dirt and Aggregate.

Best of 2006 Oregon

OBEC Consulting Engineers
Lowell Bridge Interpretive Center

Best Historic Renovation

Closed to traffic for 25 years, the Lowell Covered Bridge near Eugene, Ore. was recently renovated as an information and recreation site, complete with roadside parking, a latte stand, restrooms and interpretive signage and exhibits.

The center is a highway wayside and provides visitors with information about Oregon covered bridges and bridge-building technology.

The first Lowell Bridge was built in 1907 for $6,295 as a single-lane covered bridge. In the early 1940s the bridge was replaced at a cost of $25,473, after a logging truck knocked the truss out of alignment. Carrying a 23-ft.-wide roadway across a 165-ft. span, the bridge is one of the longest covered bridges in Oregon, the state with the most covered bridges west of the Mississippi.

In 1981, the bridge was damaged by dump truck and closed to traffic permanently.

In 1998, Lane County and the U.S. Forest Service secured a grant to transform the bridge into an interpretive center.

The rehabilitation required complete replacement of floor beams, stringers, decking, house framing, siding and roof, and repair of the truss. The bottom chords were reinforced with post-tensioning and the floor beams were replaced. The hangar rods were cleaned and lubricated, 2GConstruction was the general contractor.

Project Team

Owner Lane County, Oregon

General Contractor 2G Construction

Subconstractor Shorey Construction, Roseburg; Lantz Electric, Eugene; Foundation Engineering; Eugene; and Heritage Research Associates, Eugene.

Best of 2006 Oregon

Baker Prairie Middle School
Emerick Construction

Best K-12

Responding to overcrowded schools, the Canby School District, Emerick Construction and BOORA Architects, both of Portland, joined together to design and build Baker Prairie Middle School. The first phase of the project was ready for school opening in September and includes 26 classrooms, eight science rooms, and two gyms. The second phase, scheduled for completion this month, includes offices, media room, commons art and technology wing and the district-wide school kitchen.

The design of the school needed to accommodate successful community use after school hours ...

The greatest challenge was the budget. When the project bids came in at over $26 million, the District chose Emerick to build the project for $23 million. To make sure the schedule wasn't affected, the District and Emerick agreed to work together to meet the necessary savings. The caveat? No reductions in project scope were allowed.

The greatest challenge was the budget. When the project bids came in at over $26 million, the District chose Emerick to build the project for $23 million.

The courtyards of the building naturally ventilate the surrounding spaces and allow daylight into the first floor of the building. These controlled outdoor rooms bring natural light into the media room, which typically can't open to the outdoors for safety and control reasons. All the classrooms, media center, gyms and common spaces are daylit with either solar tubes or skylights. A displacement ventilation system cools the building. Automated mechanical louvers located under the windows, optimize natural ventilation. Although LEED Silver was the target, the team may achieve LEED Gold.

The design of the school needed to accommodate successful community use after school hours while serving as an effective educational tool during the school day.

Project Team

Owner Canby School District

Architect BOORA, Portland

Consultants Nishian Dean Engineering, Portland

General Contractor Emerick Construction, Portland

Subconstractor LaRusso Concrete Company, AC&E Electric, Hydro Temp Mechanical

Seattle Aquarium
Turner Construction

Best Renovation

A successful site logistics plan was the lifeblood of the renovation at the Seattle Aquarium. Phasing had to be coordinated with the in-water work, tides, public access, structural sequencing and on-going aquarium events.

Located on Pier 59 and 60 in Elliott Bay, the building and pilings, all close to 100 years old, had to be refurbished to accommodate new exhibit space inside. Bankia, marine worms that eat wooden structures, had destroyed over 100 pilings and much of the pier also had to be replaced. Sequencing was critical to ensure the safety of the structure at all times.

Mammals, birds and sea life were monitored daily, sometimes hourly, to make sure they were not impacted by the construction process.

Located on Pier 59 and 60 in Elliott Bay, the building and pilings, all close to 100 years old, had to be refurbished to accommodate new exhibit space inside.

Due to the large number of replacement piling and additional structural steel added to the underside of the existing building, special custom floats had to be fabricated to transport steel from Pier 62 to the underside of the existing building.

Due to tight constraints on the pier aprons, the pump house was prefabricated on the newly replaced pier aprons, and hoisted into place in one piece complete with paint. The barge derrick, which was on the site for marine work, was used for the pick.

Custom gangways meeting all building code and ADA requirements were constructed to allow patrons to pass from Pier 59 to 60 during the north apron work. This was one component needed to keep the aquarium open during construction.

Project Team

Owner City of Seattle

Architect Consultants Turner Construction, Seattle

Subcontractor ACC/Hurlen Construction, Seattle; R. W. Rhine, Tacoma; Veca Electric, Seattle

Best of 2006 Washington

Cherberg Renovation Project
Berschauer Phillips

Best Historic Renovation

Berschauer Phillips renovated the Cherberg Building, which is listed on the National Register, as part of the Washington State Capitol Campus Historic District. Construction began on the original building in 1935 and was completed in 1937. The building is a defining element of the Capitol Group planned by Wilder and White. The Cherberg serves as the primary office and hearing rooms for the Washington State Senate.

The project had several quality innovative features including reproduction of several historic materials originally produced in the 1930s. Custom lighting fixtures, fire extinguisher cabinets, skylights, oak flooring and metal base pieces were all replicated to match the original construction. This was a monumental task, since every piece of historic material had to be removed, tagged, photographed and accounted for during the entire procedure. Other challenges included maintaining the proper project schedule.

The renovation of the building included several elements including selective demolition and abatement, a seismic upgrade with cast in place concrete footings and shear walls from the basement to the roof.

The project could not be extended because of the constraints of the beginning of a new legislative session, and the 2006 session had to go on as planned during construction. The extensive mechanical and electrical systems were fit into very tight spaces.

Project Team

Owner State of Washington General Administration

General Contractor Berschauer Phillips, Olympia

Architect Cardwell Architects

Key Subcontractors Totem Electric. Tacoma; Capitol Heating & Plumbing; Nuprecon; Sunset Air; PCI; Miller & Sons; Knight Fire Protection

Best of 2006 Washington

William H. Foege Building University of Washington

Best Mechanical Electrical Design

With the help of a major gift from the Bill and Melinda Gates Foundation, the University of Washington, Seattle, has secured its position as an emerging world leader in genomics research.

University Mechanical Contractors provided full mechanical services for the 265,000-sq.ft. building and Sparling was in charge of the electrical design.

The building is designed to house research labs for the study of genomic sciences. Researchers will study solutions to global problems such as food production, pollution and relief from illness.

The ground level is the base support floor with glass wash and lab support systems. The building also houses the normal range of university building services – classrooms, a full-service kitchen, dining room and a major computer hub for the university.

As in any lab facility, the number of lab utilities required for support made the project difficult to coordinate. For six months, UMC lead the effort to help all the trades work together and coordinate their work.

UMC supplied and delivered the custom air-handling facility, which takes up nearly the entire basement of the building.

That unit had to be custom built in 18 pieces and brought in on nine semis and flown into the building down the elevator shaft. The unit then was reconstructed and sandwiched around two building columns.

Sparling was in charge of the electrical design for the building, which consists of a biology wing and a genomic research wing. One electrical room serves both wings, but is designed to address each department's unique needs.

The system has to stay on-line to support life saving research conducted in the building. A 1.5 megawatt generator provides backup power to critical lab loads and life-safety systems fed by a completely separate electric system.

Having a common electrical system required innovative solutions to bring the bio wing four months before the genome wing was completed. Sparling decided to use tie-circuit breakers, which permit any two substations to provide power to the third substation should a transformer or feeder experience a loss of power. Other challenges were coordinating two construction schedules, working with two lab consultants, and mitigating fault current issues.

Project Team

Owner University of Washington

General Contractor Hoffman Construction, Seattle

Architect CO Architects, formerly Aschen & Allen, Los Angeles

Consultants Sparling, Seattle and Notkin Engineering, Seattle

Subcontractor University Mechanical

Best of 2006 Washington

Olympic Sculpture Park
Sequoyah Electric LLC

Best Electrical

Sequoyah Electric won the Award for the best electrical project in Washington.

The company was selected in 2004 to complete the electrical work for the 8.5 acre park, located along Eliott Bay in Seattle. Central to the design of the park is a 2,000-sq.ft. zigzag shaped route that follows a continuous landform, linking three parcels of land that will create one park. Sequoyah installed the complete electrical and lighting for the park's pavilion, café, trees, greenhouse, amphitheater, pathways, sculpture lighting, pedestrian bridges and underground parking.

The company used extensive AutoCad design and construction coordination drawings in the construction of the project. Over three miles of conduit were installed in the concrete deck and over 200,000 feet of wiring. AutoCad ensured proper clearances, routing and dimensional coordination between the electrical, mechanical and fire protection systems.

Working in advance of installation with the other trades, Sequoyah, increased its efficiency, eliminated design conflicts and reduced labor hours.

The process also provided a blueprint for the field construction process, which aided in ordering and scheduling field or bench prefabrication. Field crews worked diligently to illuminate columns, buildings, trees water features pathways and glass.

Major lighting control systems include seven Lutron panels for the Pavilion alone. Special systems included lighting controls, shade controls, audio visual, CCTV and security. The wire routing for the special systems in the park's pavilion is virtually invisible.

Project Team

Owner Seattle Art Museum

Architect Weiss/Manfredi Architects

Consultants Consultants: Charles Anderson Landscape Architecture, Seattle; MKA, Seattle; Hart Crowser; Seattle; Tuefel Landscape Commercial Services

General Contractor Sellen Construction

Kirtley Cole

Best Green

Zoomazium at Woodland Park is an 8,500-sq-ft. environ-mental learning and nature play space for children under the age of 8 to use year-round. It is composed of a large open exhibit space, stage area and administrative offices.

The project team desired to have the building be a natural extension of the Zoo's existing forest canopy. The unique curved lines formed by the support system of steel trusses and wood-beam measuring 69-feet in length, allow the eye to follow a natural line to the established forest.

Not only did Kirtley Cole manage traffic control for zoo visitors, it dealt with the resident animals as well. Extra precautions were taken when the lemurs began having babies in the spring. Keeping the free roaming peacocks off the slab when pouring concrete proved to be a bit of a challenge.

The building roof is "green" and contains well with over 21,000 native plants. The overall goal was to reduce water runoff. The curved roof supports an intricate roof membrane and drainage system under six inches of topsoil.

The project team chose to use dot-fritted glass on all exterior windows. The glass appears clear from the inside of the building and white from the exterior. One of the first efforts of this kind, it is intended to keep birds from flying into the windows.

The access floor tiles hide all plumbing and HVAC, allows the ceiling structure to be more pleasing, and provides easy access to mechanical and electrical systems.

The project team diverted just over 33 tons of construction waste from local landfills.

Project Team

Owner Woodland Park Zoo

Architect Mithun

Consultants Aldrich Pears and Associates; Dillon Works!m SVR Design Co., MKA

General Contractor Kirtley Cole Associates, Snohomish

Subcontractor Centennial Glass Company, Emerald Aire, Flack & Kurtz

Best of 2006 Washington

Eastern Washington University School of Computing and Engineering Sciences

Best Higher Education

The new School of Computing and Engineering Sciences blends state-of-the-art and architecture to create a facility that embodies elements of the historic campus neighborhood with more contemporary high-tech gestures. The 93,00-sq.ft. facility provides classrooms, labs, distance education conference rooms, faculty offices and support space as well as space for the cyber security program and engineering curriculum.

Integrus Architects, Spokane, completed the pre-design and programming for the facility in just three months, due to time constraints. Requirements included:

- A design that enhanced the learning process;
- A high image building that celebrates the programs housed there;
- A balanced architectural aesthetic that challenges the existing campus architecture.
- Provide flexibility for future program changes.

The building's placement into a naturally sloping site creates a three-story building viewed from the west and a four-story building viewed from the east. The intersection of the two sections creates a four-story atrium, the "Gallery of Technology". This space provides an important "people place" that exists both internally and externally with plazas and patios.

The building acts as a living "learning tool" and is expressive of its systems. Students are able to access building power factors, air and water flow rates, and air conditioning system pressures and temperatures.

Project Team

Owner State of Washington

Architect Integrus Architecture

Consultants MW Consulting Engineers; Thomas, Dean & Hoskins; AMEC and Sherry Pratt Van Voorhis

General Contractor Graham Construction & Management Inc.

Subcontractor McClintock & Turk, Inc., SMK Construction Co., Inc., Agee Electric

Best of 2006 Washington

Redmond City Hall
Mulvanny G2

Best Architectural Design

The economic boom of the late 1980s and 1990s fueled remarkable growth within the City of Redmond, home to software giants Microsoft and Nintendo America. The period saw a similar growth in the size of the city government. The city wanted a sleeker, more flexible facility that would serve the needs and represent the city entering a new era.

The new city hall building is the largest public works project ever undertaken in the city's history. In order to ease the financial burden that such a project would impose, the city agreed upon a public private funding mechanism.

The architect and design of the new city hall was chosen through a design competition held by the city and Wright Runstad & Co., Seattle.

The 113,000-sq.ft. building sits on a 17-acre campus and houses 260 employees with room for expansion.

Reflecting the city's desire for a "living room for the community, the building was envisioned as a public showpiece, a place used for public gatherings and as a means to exemplify the friendliness of the community.

The experience of the visitors and users defined the space; the forms arose from that. The design inspirations included the natural beauty of the Northwest forests, waters and mountains and Redmond's location at the gateway to the mountains; high-technology companies helping to make Redmond land of innovation and the symbols of government.

The main entrance gives a surprising sense of grandeur for a civic building. Steps lead up to the main entrance, which can be used as a stage or speaking platform. The exterior features natural limestone panels with golden colors. A wall of windows reinforces the notion of an exterior to interior connection. The soaring canopy entrance is supported by columns, inspired by the Northwest's fir tree forests.

Project Team

Owner Wright Runstad & Company

Public Agency City of Redmond

Architect Mulvanny G2 Architecture

General Contractor Lease Crutcher Lewis, Seattle

Consultants MKA, Seattle, Geo Engineers; Hewitt Architects; MacDonald Miller Facility Solutions

Subcontractor Sasco

Best of 2006 Washington

Stadium High School, Tacoma
Skanska USA Building

Best K-12 Education

Skanska USA Building was the general contractor/construction manager for the historic renovation and modernization of Tacoma's Stadium High School.

The two year project included the complete interior demolition and significant seismic and ADA upgrades to the facility, built in 1893. Originally constructed as a hotel, the building was renovated as a high school in 1905. Skanska reconfigured classroom, administrative corridor and specialty spaces and completely replaced the mechanical and electrical systems. The school received new elevators and its existing swimming pool was repaired and upgraded.

New construction included an 80,000-sq.ft. gymnasium, performing arts building and structured parking garage.

Project Team

Owner Tacoma School District

Architect Krei, Tacoma

Consultants Basetti Architects, Travis Fitzmaurice; MKA; Notkin, Berber ABAM

General Contractor Skanska USA Building

Subcontractor Mid Mountain Contractors, Nuprecon; Deeny Construction, Woodworth & Company

Best of 2006 Washington

Wilder Construction

Best Highway

In October of 2003 a major rockslide, containing over 1 million-cu.-yds. of material covered a portion of SR 20 near Newhalem, Wash. The Washington State Department of Transportation repaired the road under an emergency contract. In early June of 2004 WSDOT let an emergency contract for bid to construct a large ditch to contain future rock slides.

Wilder's scope was to excavate 180,000-cu.yds. of rock from the slope, install rock bolts, reroute Falls Creek and construct a gabion basket berm along the highway. All of this was to be done while maintaining traffic on one lane of the two-lane highway with maximum road closures of 45 minutes. The ditch was to be 100-feet deep with a gabion basket wall along the road.

Geotechnical issues made a redesign of the slope necessary and required that a slope be cut into the mountainside to daylight almost 250 feet above the road elevation. The change required that the contract be carried over to 2005.

Wilder was required to haul all of the excavation materials from the project limits. This required sizing of all shot rock to fit into highway legal trucks. Maintaining traffic along the highway was always a challenge with the small amount of work area. Crews stopped every 20 minutes to let traffic through.

Difficulties of the project included the steepness of the terrain, rockfall hazards, loose rocky soil, limited work space, traffic, adjacent power lines and having Falls Creek and the Skagit River in the work zone.

The original design was completed on an emergency basis, but finally required almost $4 million in change orders.

Project Team

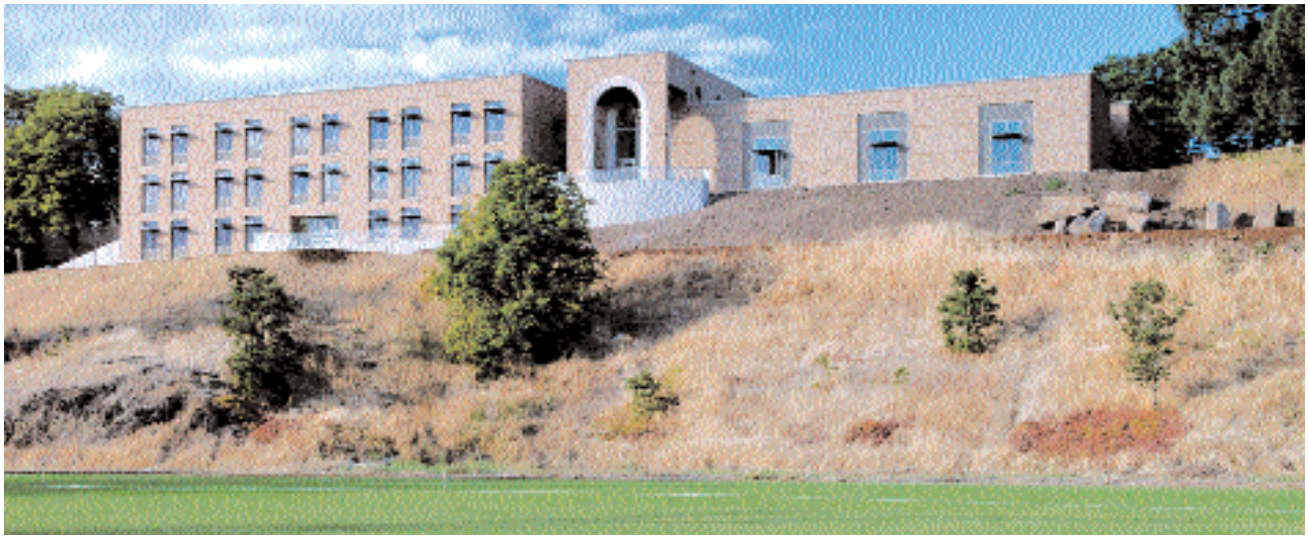
Owner State Department of Transportation

General Contractor Wilder Construction, Bellingham

Best of 2006 Oregon

Mount Angel Abbey

Grand Award Winner



Outstanding commitment to sustainable design and construction were they key factors that earned Emerick Construction, Portland and the Academic Center at Mount Angel Abbey the Grand Award in the Best of 2006.

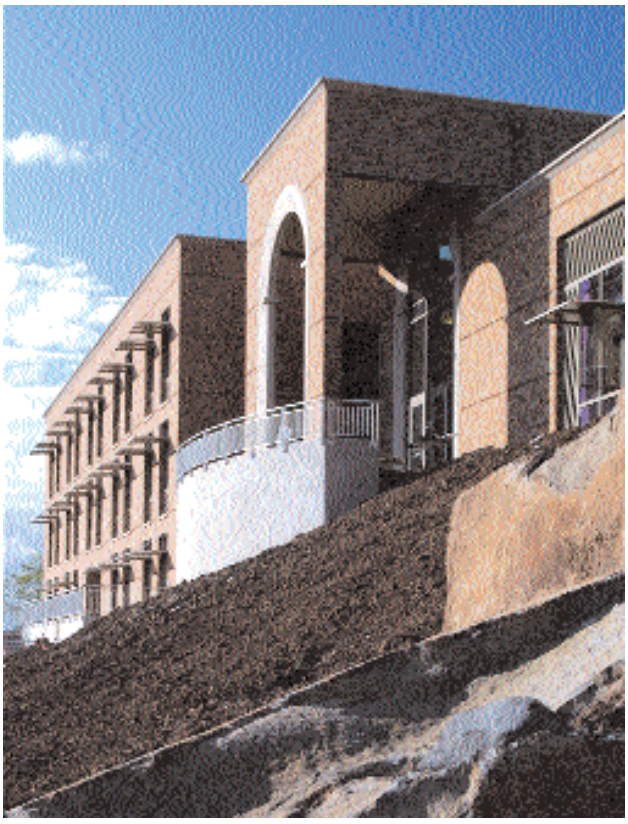
Located in Mount Angel, Ore., the Academic Center Mount Angel, Ore. will serve the a growing monastic community and is the new first building since the Alvar Aalto library was built at the seminary in 1970. Planning for the center necessitated a comprehensive look at the entire hilltop.

The steady increase in the seminary enrollment necessitated the new $8 million, "Center for Theological Studies" which will provide the Mount Angel Abbey seminary with 21,000-sq.-ft. of much needed space. Six new classrooms and three meeting rooms are being built as part of the Academic Center, which was completed in November 2006.

Using Green Design, the Academic Center incorporates innovative natural ventilation and daylighting solutions for minimal energy use. The naturally daylighted classrooms will need no artificial illumination 95 percent of the day.

The high performance Academic Center was designed and built using the latest innovations in Green Design, becoming a model for architects and builders. Natural light provides a better work and study environment for students than artificial light, in addition to saving money.

The Academic Center classrooms have a 10-foot square sky-



Grand Award Winner

light that allows natural light to spill into the room. A rectangle hangs below the skylight, deflecting light toward the walls. Computer-controlled louvers in the skylight, control the amount of light coming into the room, controlling the light and temperature. The distribution of light is evenly spread, even on overcast days. Daylighting was one of the primary reasons the judges awarded the building both the best Green Award and the Grand Award.

Passive ventilation and night flushing will be used to cool the building instead of air conditioning, incorporating the communities desire to include environmentally-friendly innovations, continuing the Abbey's commitment to stewardship of its natural resources. The project also includes the renewal of the hilltop landscape, road and pedestrian ways, parking and lighting. As part of the project, the existing parking will be converted to a central plaza.

This project was constructed in a tight active environment on a steep hillside. Staging areas are at a premium, and site logistics require constant attention.

With the discovery and knowledge that energy efficient structures can save on costs over time, the Academic Center proves that the structure can be constructed at a competitive cost with no need for artificial lighting during the day, even in the rainy Northwest. Architects, builders and contractors are all studying the design concepts of the center in an effort to learn how to cut utility costs.

Project Team

Owner Mount Angel Abbey

Architect SRG Architects

General Contractor Emerick Construction Co.

Subcontractor Advanced Welding and Steel, Inc.; Archi Textures; Cedar Landscaping Inc.;WB Painting and Decorating; Paragon Tile; Michael's Precast Concrete Company.

Best of 2006

University of Washington

Project of the Year

Though the research and education center at the University of Washington is still under construction, it will make such an impact on construction education and workforce development, that Northwest Construction named it Project of the Year.

John Schaufelberger, Ph.D,, department chair deserves special commendation as well. "He is so unselfish and gives so much to our industry, without ever thinking about himself," said Kurt Boyd, marketing director at PCL Construction, and a former student of Schaufelberger's.

With support from the local construction industry in Seattle, the UW Department has embarked on an ambitious project to develop a research and education center at the old naval base at Sand Point in Seattle. The Department has 25,000-sq.ft. of unfinished space located in two levels. The site improvements will be performed in stages through four different construction/remodeling phases. The goal is to finish the entire complex by 2009. Construction of the first phase began earlier this year.

Dr. Eddy Rojas, Associate Professor in the Department of Construction Management, is the Executive Director of the Center and is responsible for development and implementing the Department's vision in conjunction with the rest of our faculty and partners (Human Interface Technology Laboratory, Department of Environmental and Occupational Health Sciences, and College of Education).

The Center will focus on three major areas of research:

The Virtual Construction Lab will focus on research in modeling, simulation, and visualization. It will house a 1,200-sq.ft. Holosuite and a giant 120 degrees projection screen (30' x 15') for virtual and augmented reality applications. This lab is being developed in collaboration with UW's Human Interface Technology Laboratory.

The Methods and Materials Lab will focus on productivity, safety, and health studies. It will incorporate two primary

"Sand Point will provide the department a unique opportunity to capitalize on the use of technology to research construction management issues and allow our students to visualize construction processes. In addition, it will provide a laboratory where our students can have a hands-on experience with construction materials and assemblies. The department is able to attract high-quality students, and we wish to provide the highest quality education experience as we prepare them for careers in the construction industry."
John Schaufelberger

components: a large high bay space in which construction systems can be used to work on specified building components or materials using standard or innovative techniques, and an integrated high-speed data acquisition system to capture multiple-feed digital video and instrument signals using high speed wireless telemetry. This space is being developed in collaboration with UW's Environmental and Occupational Health Sciences Department.

The Education Lab will investigate different pedagogical approaches related to construction education. It will house a two-way teleconferencing classroom with experimental tele-observation and tele-operation capabilities. It will also incorporate a state-of-the-art digital video production facility to create a variety of educational materials. This lab is being developed in partnership with UW's College of Education.

The Construction Management Program at the University of Washington has served the construction industry since 1964 by preparing individuals for entry-level technical and management positions in the construction industry. The interdisciplinary curriculum contains a mix of technical, managerial, and business courses to provide graduates with the essential skills needed to be successful in the construction industry. Graduates find positions with government agencies, private corporations, general contractors, specialty contractors, home builders, consulting firms, real estate developers, and construction material suppliers. The Department is a member of the Associated Schools of Construction and is fully accredited by the American Council for Construction Education.