PRESS RELEASE

2007 NPHQ Awards Announcement

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Highway Quality Award Goes to Colorado and Minnesota

States Utilize Design-Build to Reduce Construction Time on Major Roadway Projects

Austin, TX/November 13, 2007 – For the first time since the inception of the National Partnership for Quality (NPHQ) National Achievement Award program in 1995, the highway advocacy group has awarded its highest honor to two states.

The states, Colorado and Minnesota, have both demonstrated innovation in utilizing the design-build (D-B) process on complex urban projects – Minnesota on an interstate reconstruction in the Twin Cities area, and Colorado on a multi-modal transportation endeavor in Denver.

The announcement was made in San Diego, California, by NPHQ, a partnership among federal, state, and roadway industry leaders and officials that promotes highway quality, safety, and service to the highway user.

"We spent considerable time looking for a way to distinguish between these two exceptional projects and were unable to do so," said NPHQ Executive Director Bob Templeton. "Both demonstrate a commitment to quality, innovation, and customer satisfaction that will serve as the hallmark for future endeavors."

The 2007 award winners include:

National Achievement Award

- Colorado Department of Transportation (CDOT); the Regional Transportation District (RTD); and Southeast Corridor Constructors, a joint venture between Kiewit Construction and Parsons Transportation Group, for the **Transportation Expansion (T-REX)** project.
- Minnesota Department of Transportation (Mn/DOT); Granite Construction Co. and C.S. McCrossan, Inc. (Granite McCrossan); Parsons Transportation Group; HNTB Corporation; and Short Elliott Hendrickson, Inc., for the **I-494 Design-Build Reconstruction in Plymouth, Minnetonka, and Eden Prairie**.

Special Recognition of a Small Project

- Federal Highway Administration (FHWA) Western Federal Lands Highway Division (WFLHD); Gallatin National Forest; Yellowstone National Park; the Montana Department of Transportation (MDT); Rice-Kilroy Construction Company, Inc.; and Robert Peccia and Associates for the **Beartooth Highway, Segment 1, MTPFH 59-1(1)**.

Special Recognition of a Structures Project

- Maryland State Highway Administration (MSHA); Corman Construction, Inc.; and KCI Technologies for **Rowe Boulevard: Enhancing Maryland's Capital Gateway through Community Outreach**.

Gold Level Winners

- Pennsylvania Department of Transportation (PennDOT) District 8; FHWA; JBC Associates, Inc.; Erdman, Anthony, Associates, Inc.; TW Consultants, Inc.; Kinsley Construction, Inc.; and Gannett Fleming, Inc., for the **Reconstruction and New Alignment of Interstate 83 in York County, PA**.
- Michigan Department of Transportation (MDOT); Walter Toebe Construction; and DLZ of Michigan for the **I-75/M-81 Interchange Reconstruction with Roundabouts**.
- Louisiana Department of Transportation and Development (LADOTD); FHWA; City of Baton Rouge; Coastal Contractors; and ABMB Engineers, Inc., for the **Continuous Flow Intersection Design, Siegen at Airline**.
- California Department of Transportation (Caltrans) District 8 and Coffman Specialties, Inc., for the **I-15 Rapid Rehab at Devor**e.

State Winners

- Illinois Department of Transportation (IDOT); United Contractors Midwest; Walsh Construction; Alfred Benesch & Company; Foth & Van Dyke, Inc.; Hanson Professional Services; Homer L. Chastain & Associates; Parsons Transportation Group; STS Consultants, Ltd.; and URS Corporation for the **Peoria, Illinois, Interstate 74 Upgrade**.
- Illinois Tollway; McDonough Associates, Inc.; Walsh Construction Company; F.H. Paschen; K-Five; Hanson Professional Services; Stanley Consultants; and TranSystems for the **South Tri-State Tollway Rebuild & Widen**.
- Texas Department of Transportation (TxDOT); Williams Brothers Construction Company; Houston District-Central Design A; and East Harris Area Engineers' Office for the **US 59-Southwest Freeway/Spur 527**.
- Kansas Department of Transportation (KDOT); City of Lenexa; City of Overland Park; Clarkson Construction; and Parsons America for the **87th Street and I-35/U.S. 69 Interchange**.
- Georgia Department of Transportation (GDOT); the Georgia Institute of Technology; Sunbelt Structures, Inc.; and Arcadis for the **Fifth Street Pedestrian Bridge**.

- New York State Department of Transportation (NYSDOT) and Ramsey Constructors, Inc., for the **Rt. 65/251 Modern Roundabout**.
- New Mexico Department of Transportation (NMDOT); City of Albuquerque; FHWA; Twin Mountain Construction II Company; and Parsons Transportation Group for the **Coors and I-40 Interchange Reconstruction**.
- South Carolina Department of Transportation (SCDOT); FHWA; Palmetto Bridge Constructors, a joint venture of Tidewater Skanska, Inc., and Flatiron Constructors, Inc.; and Parsons Brinckerhoff Quade and Douglas for the **Arthur Ravenel Jr. Bridge**.
- Virginia Department of Transportation; Wilbur Smith Associates; Richard F. Hoffman; McLean Contracting, Inc.; W. Barry Bryant Contracting, Inc.; and Parson Brinckerhoff Quade and Douglas for the **Route 33 West Point Mattaponi Bridge Replacement Project**.

Templeton discussed the various project innovations and recurrent stakeholder focus as indications of a new transportation era, one that demonstrates the industry's focus on managing the nation's transportation assets.

National Achievement Award Winners

When faced with reconstructing the country's 14th busiest interchange as part of the nation's largest multi-modal project, **Transportation Expansion (T-REX)**, Colorado established a separate governmental entity to oversee the project. That groundbreaking move, along with the use of the design-build process and a comprehensive quality assurance plan, enabled CDOT to complete the $1.67 billion project 19 months ahead of schedule.

Minnesota faced similar challenges with the **I-494 Design-Build Reconstruction in Plymouth, Minnetonka, and Eden Prairie**. In order to complete this $135.6 million project in a timely manner, Mn/DOT utilized its statewide programmatic design-build program for the first time, reducing the project schedule by one year and project costs by over $1 million.

Special Recognition Projects

Noted for its high mountain passes and breathtaking views, the **Beartooth Highway** had endured several decades of neglect before FHWA's Western Federal Lands Highway Division took charge of revitalizing the "orphaned highway" that crosses three national forests, three counties, and two states. Thanks to innovative quality control specifications, work on Segment 1 between Cooke City, Montana, and the Montana/Wyoming state line was completed under the $11.2 million bid and prior to the adjusted completion date – and that in spite of more than 30 contract modifications totaling over $4 million!

Across the country on the East Coast, Maryland's **Rowe Boulevard** project in the city of Annapolis required innovative storm water management techniques in order to protect and enhance two fragile watersheds. MSHA met its goal of minimizing environmental impacts by having an environmental monitor inspect the project daily and shut down

construction if deficiencies were not remedied within 48 hours. These efforts, combined with several enhancements requested by the community, make Rowe Boulevard the model for context-sensitive solutions in Maryland.

Gold Level Winners

Reconstruction of the 1.7-mile section of **I-83 in York, Pennsylvania**, known locally as "Dead Man's Curve," required extensive public input. PennDOT garnered participation via two week-long community design centers where customers worked with project engineers to plot their suggestions and incorporate them into a computer aided design and drafting (CADD) station. PennDOT received the 2007 Pride Award from the American Road and Transportation Builders Association (ARTBA) for its community outreach efforts.

Innovation took center stage in Michigan when the state chose a design for the **I-75/M-81 Interchange** that it had never before utilized – a two-lane bridge with roundabouts. The public was skeptical whether the proposed design would address congestion and operational issues, but MDOT prevailed, reconstructing the interchange almost completely within the original footprint and improving traffic operations from a level of service C/D to A.

Louisiana employed another revolutionary technique to address operational issues at the heavily congested intersection of **Airline Highway at Siegen Lane/Sherwood Forest Boulevard** in Baton Rouge. Instead of adding additional through lanes, the LADOTD added a two-leg continuous flow intersection (CFI). With CFI, left-turning vehicles cross opposing traffic several hundred feet prior to the main intersection, thereby removing the left-turn phase. This "green time" is allocated to the other signal phases, increasing intersection capacity and reducing congestion.

Concern for the public was evident when Caltrans began the **I-15 rehabilitation project near Devore**, California. Faced with steep mountain grades and a 22-mile detour for daily commuters, Caltrans addressed constituent concerns by implementing a Rapid Rehab approach that reduced project delivery from 10 months to 4 weeks and reduced construction costs by $6 million.

State Winners

The Illinois Department of Transportation accomplished an engineering feat when it removed 180 feet of truss from the Murray Baker Bridge in order to lengthen ramps and raise the road grade as part of the **Peoria, Illinois, Interstate 74 Upgrade**. IDOT utilized a specially designed load transfer device that could support 2.2 million pounds during the initial cut, with newly built piers supporting the remainder of the bridge segment.

The Illinois Tollway implemented several new procedures when it reconstructed 5.4 miles of the **Tri-State Tollway**. They include the assignment of a construction corridor manager, a 10-day-notice requirement for contractor lane closures, and the use of a GIS-

based automated system for tracking lane closures. The maintenance of traffic plan for this project was so successful that it has been used on all subsequent Tollway projects.

TxDOT's **US 59-Southwest Freeway/Spur 527** project was a political hot potato that threatened to divide the city of Houston, much as US 59 did one of the city's oldest and most prestigious neighborhoods. The agency listened to constituent concerns and designed the roadway accordingly. At the communities' request, TxDOT shut down mainline work for a year in order to accommodate the 2004 Houston Super Bowl and still had work substantially complete nine months ahead of schedule.

Kansas showed its responsiveness to community needs by partnering with the Cities of Lenexa and Overland Park for the **I-35/87th Street/US 69 Interchange** project on the state's most heavily traveled stretch of highway. The strong working partnerships between the cities and KDOT – and the use of the innovative Single Point Urban Interchange (SPUI) design that allows for simultaneous traffic movements while reducing stops for turning traffic – have set precedence for how KDOT does business.

Partnering and innovation were integral to the **Fifth Street Pedestrian Bridge** project in Atlanta, Georgia, where the structure was reconfigured to accommodate increasing pedestrian and vehicular traffic on the Georgia Institute of Technology campus. The completed bridge – the first design-build project undertaken in Atlanta – stands an impressive 223 feet wide and has three traffic lanes, two bike lines, 24-foot-wide sidewalks and the ability to accommodate HOV lanes in each direction should traffic warrant.

In contrast, the **Rt. 65/251 Modern Roundabout** is nestled in the historic bedroom community of Mendon, New York, approximately 14 miles south of Rochester. Skewed crossroads, poor sight distance, and high travel speeds necessitated a higher level of traffic control, but local officials were opposed to any drastic change. An active public outreach effort helped overcome public opposition, with the town supervisor championing the project as it came in on time and under cost.

Public involvement proved key to the "escarpment" theme for the **Coors and I-40 Interchange** project in Albuquerque, New Mexico. The goal was to use the natural landscape of Albuquerque's West Mesa to create a rich, layered design. Utilizing this context-sensitive approach while accommodating the movement of 160,000 vehicles per day was no small feat, but New Mexico did so through the use of the design-build process, with construction taking place within the core of the interchange.

Public outreach played a prominent role in the construction of North America's longest cable stay span (a bridge where cables attached to a pylon support the bridge deck), the **Arthur Ravenel Jr. Bridge** in Charleston, South Carolina. As a result of community input, ramps to Morrison Drive in Charleston and Wingo Way in Mount Pleasant were added to the design, as were a pedestrian/bicycle component and numerous aesthetic enhancements.

Overcoming strict environmental challenges with the Chesapeake Bay watershed that included time-of-year restrictions for working in water, tidal influences, and a soft subsurface, the Virginia DOT completed the **Route 33 West Point Mattaponi Bridge Replacement** on time, on budget, and without claims. As a result, the project team was awarded the 2006 Virginia Construction Quality Award, an honor designed to recognize a team whose work exemplifies the best in highway construction quality and management practices statewide.

"As these projects show, highway quality is being taken to new levels across the country – from the most rural of sites to the most urban," Templeton said. "The bar has been raised significantly in all facets of project development."

The NPHQ National Achievement Awards recognize overall project quality; the partnership between state departments of transportation and private contractors; technical and materials innovations; the effectiveness and creativity of public involvement; the teams' effectiveness in meeting or exceeding expected deadlines, costs, and deliverables; responsiveness to environmental needs and opportunities; and adherence to other principles of quality management.

NPHQ is the only nationally-formed organization dedicated to achieving total commitment to highway quality and customer satisfaction in every state. Its partners include the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), the Texas Transportation Institute (TTI), the National Institute for Certification in Engineering Technologies (NICET), the Associated General Contractors of America (AGC), the American Concrete Pipe Association (ACPA), Delcan Corporation, Granite Construction Company, Kiewit Corporation, RedVector, URS Corporation, and Williams Brothers Construction Co., Inc. More information is available at www.nphq.org.