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The official publication of the Tri-City Construction Council
2020-2021



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TCCC hands out \$10,000 in Scholarship Awards despite cancellation of annual gold tournament

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Conceptual of Phase One with initial roads & utility infrastructure



Conceptual of Phase One at build-out with private sector investment

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A message from
the executive director
of the TCCC

**SCOTT
HOWARD**

When starting my second year as executive director for the Tri-City Construction Council (TCCC), it was unimaginable that a Coronavirus pandemic would reach and affect our community the way it has. Fortunately, the negative impact on the construction industry has been softened in part due to shorter lockdowns compared to other business sectors. While there is no doubt that many of us have been negatively impacted by this virus in some form, I am inspired by the many ways our association members have adapted to doing business in this COVID-19 world. I also hold deep gratitude for those of you that have been willing and able to stick with us as we found ways to be able to serve you while keeping our office safe. Protecting the health of our staff and community has been our priority since the start of this pandemic.

The Virtual Plan Room service has been and will continue to be maintained like business as usual. Most TCCC staff continue to work from home for the foreseeable future, and they are ready to assist you with your needs

and answer any questions you have. Our phone service and office hours will continue to be limited during this time, but you can always reach out to us via info@tcplancenter.com, or contact me personally at scott@tcplancenter.com.

Last year part of my goal as director was to strengthen our connection to our members and community. The second edition of this magazine is a continuation of that plan. Since the establishment of an official newsletter in May 2019, we have sent out 18 total editions. My hope is that most of this correspondence has been useful to your needs, but I would also like to remind you that our newsletters are completely optional. You can opt out of these communications at any time by clicking on the unsubscribe button at the bottom of each email. I completely understand that we all receive too many emails, but for those of you that want to engage with our content, thank you for your time.

Another goal of mine was to add value to your membership. In recent years, we have implemented new features such as

downloading plans "as received" by our plan center, the batch downloading of specs or plans as a ZIP file, paperless invoicing, and recurring Square Invoices. Recurring Square Invoices is the latest service to be offered, making it easier to pay online by credit card. Please email scott@tcplancenter.com for more information on either the paperless invoicing or the Recurring Square Invoice service, or send an opt-in request if you are already familiar with these service options.

Whether you utilize our printing services or log into the Virtual Plan Room, we want to thank you for your continued support. If you have not yet read up on the other programs that we offer, I'd like to invite you to visit tricityplancenter.com/programs/. You will also find flyers advertising these programs within this magazine. However you connect with us, it is greatly appreciated. Please do not hesitate to reach out to us if you ever have any questions or concerns.

On behalf of the entire TCCC staff and the board of directors, we wish you a better, safer, and healthier 2021! ▲



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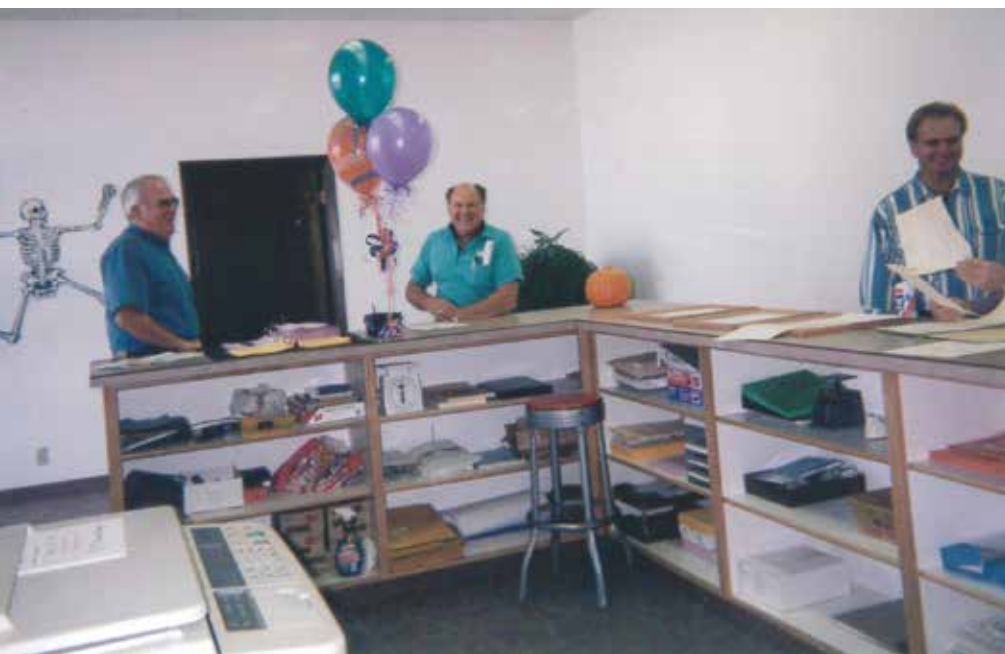
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The TCCC celebrates 70 years



Historic photo from 1996 at the TCCC open house celebrating when they moved into their current location. From L to R: Craig Grieb, Don Thacker, and Craig Mayfield.

The Tri-City Construction Council (TCCC) was incorporated as a viable business on March 7, 1950. A statement of operations from 1951 shows that the council operated with a net profit of \$19.76 back in 1951.

Originally established in Pasco, WA, the TCCC office has moved a couple of times, once to 34 Vista Way in Kennewick, WA, and finally to our current location at 20 E. Kennewick Avenue in Kennewick, WA. The 5,000-square-foot facility was a perfect location for subcontractors to meet. There were cubicles and tables available to look at hard-copy prints, a copy machine for spec documents, and a large-format printer to run blueprints on demand. Physical documents were even available to check out overnight at the time and a couple offices were available to rent as well.

"Nonprofit keeps subcontractors informed about local projects" was a headline in the *Tri-Cities Area Journal of Business*, October 2004 issue. In January of that year, the Virtual Plan Room had been established when the council began scanning project plans and specs and posting them on its website, www.tricityplancenter.com. Jamie Lennick, former executive director of 23 years, was quoted in the article noting that "ideally, they like to receive at least one project a day, but when construction is hot, there may be several." By 2009, the Virtual Plan Room had expanded to receiving and posting 2,600 projects annually, and has grown to nearly 6,500 projects annually in recent years.

As online services gained popularity and document issuers transitioned away from mailing blueprints and specifications to

TRI-CITY CONSTRUCTION COUNCIL PASCO, WASHINGTON PROFIT & LOSS - 1951 <i>Open House</i>		
INCOME:		\$2499.44
Dues & Inv. Fees		
EXPENSES:		
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Adv.	84.00	
Taxes & Lic.	36.44	
Office Supplies	271.93	
Misc.	147.26	
Ins.	<u>175.00</u>	
TOTAL		<u>\$2479.68</u>
NET PROFIT		\$ 19.76

The TCCC statement of operations in 1951.



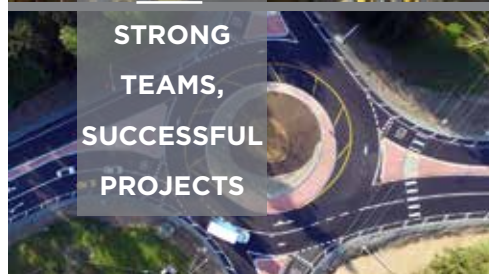
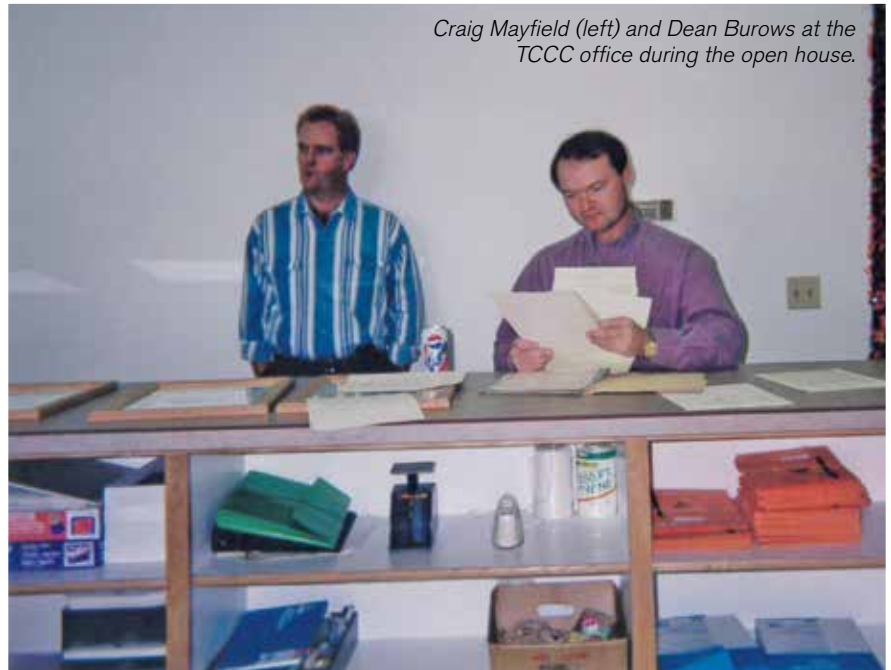
Above: Rob Rodger looking at the plans at the TCCC during the TCCC open house in 1996.



Craig Mayfield (left) and Dean Burows at the TCCC office during the open house.

distributing documents exclusively in digital format, it became clear that the industry was changing. The main room of the facility needed a renovation reflecting the drop in attendance to the physical facility. So out went the private cubicles with a table and an electrical conduit at each station. The old carpet was removed, and the concrete was ground and sealed to make way for a large new meeting venue for use by association members at no extra cost. Folding tables and chairs in the space offer flexibility for any meeting purpose.

The Tri-City Construction Council would not still be here today without the ongoing support of the community and its members. Thank you to all the companies that have supported TCCC over the past 70 years, and a special thanks to those who continue to support us now. To the 60 or so persons who have held the office of president, the many others who have served as an officer, and the countless individuals who have volunteered their time to serve on the TCCC board as a director, your service has been and continues to be truly appreciated. The Tri-City Construction Council will continue its commitment to you, to not only provide your business with the latest construction leads, but to also ensure that our Virtual Plan Room is maintained with accurate, timely updates on the details and documents for each of your bidding opportunities. ▲



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TCCC hands out \$10,000 in Scholarship Awards

despite cancellation of annual golf tournament

For the first time ever since the Tri-City Construction Council Golf Tournament was established, the 23rd annual event unfortunately had to be cancelled. Due to uncertainty around the Coronavirus pandemic and the restrictions in place at the time regarding the statewide mandate, we were unable to proceed with the scheduled May 2020 date. There were no apt available dates to postpone the event.

The good news is that despite the cancellation of the golf tournament, donations from a very generous

group of companies helped us fund \$10,000 in total scholarship money, distributed evenly to five deserving students, which is an increase from \$8,000 to four students in previous years. Thank you again to all the companies that were able to donate this year! The list of companies that were able to donate is available on our website: tricityplancenter.com/scholarship-golf-tourney.

Next year, we hope to continue the tradition of hosting the annual golf tournament to continue




providing scholarships to deserving students. Every year, the scholarship committee selects winners based upon the following criteria: academic achievement, community and school involvement, financial need, leadership potential, and relationship of the student's field of study to the construction industry.

Over the past 23 years, a total of \$138,000 has been awarded to students.

Congratulations to all the following students who were each awarded a \$2,000 scholarship in 2020:

- Bryson Knapik
- Kendall Josephson
- McKenna Migas
- Patrick Bolsoy
- Richard Zoller

To be eligible to apply for next year's scholarship, one must be currently enrolled or planning to enroll in an accredited public or private college, university, or trade school. The criteria, application process, and deadline will be announced by February 2021. Subscribe to the Tri-City Construction Council's Announcements and Events newsletter to be notified when the application process opens. ▲



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EVENT LISTINGS

TCCC EVENTS FOR 2021

On behalf of the TCCC board of directors, it is understood that the cancellation of our 23rd Annual Scholarship Golf Tournament and the 2020 Annual Christmas Party may have been a disappointment for many that participate in these popular events. Unfortunately, with the ongoing uncertainty regarding the pandemic and the evolving restrictions on large gatherings, there was little choice but to cancel these events. I know we all look forward to the time we can get back to a sense of normalcy in our community.

As we look forward into 2021, here are the following events currently being planned:

TRI-CITY CONSTRUCTION COUNCIL (TCCC) 23RD ANNUAL SCHOLARSHIP GOLF TOURNAMENT

When: To Be Announced (May 2021)

Where: Canyon Lakes Golf Course, Kennewick, WA

2021 is the year we resume tradition with the 23rd annual scholarship golf tournament. Help us continue providing scholarships to deserving students! Support can be provided by either reserving a team of four players or by sponsoring a hole. Team registrations include green fees, a cart, range balls, dinner, and a goodie bag. This is a very popular event and team slots fill up quickly. Be sure to subscribe to the Announcements and Events newsletter to be notified about the 2021 registration.

TRI-CITY CONSTRUCTION COUNCIL (TCCC) 70TH+1 ANNIVERSARY OPEN HOUSE

When: To Be Announced (Spring or Summer 2021)

Where: Tri-City Construction Council office, Kennewick, WA

Unfortunately due to the Coronavirus pandemic, we didn't get to celebrate our 70th anniversary through an open house event like we planned. Think of this magazine as the safe way to celebrate 70 years, but then also cross your fingers that we can celebrate in person properly come spring or summer 2021. We will call it the TCCC 70th+1 Anniversary Open House because it sounds more exciting than calling it a 71st anniversary. Full event details will be announced in 2021. This is a great opportunity to meet the staff and get an inside look at how we operate. The event will be free to all members and non-members alike.

TRI-CITY CONSTRUCTION COUNCIL (TCCC) ANNUAL CHRISTMAS PARTY

When: Friday, December 3, 2021

Where: Red Lion Hotel, Pasco, WA

The annual Christmas party is a great and affordable way to host a holiday party for your office. Let the TCCC do the party planning and come enjoy the appetizers during social hour, a full banquet dinner, no host bars, prizes, and music. With tables for eight and up, you can reserve several to accommodate a larger staff.

The Red Lion Hotel offers a special holiday party rate for those that want to spend the night.

Tickets and pricing will be announced soon! Subscribe to the Tri-City Construction Council Announcements and Events newsletter to get the opportunity to make your reservations early. ▲

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- 11 x 17 prints (B&W and color) \$0.50/Page
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*Color large-format prints refers to all technical drawings with lines and partial page renderings (drawings with less than 50 percent ink fill density). All printing costs are based on standard projects. Please note that ink dense or custom projects will be subject to price adjustments.

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The Tri-City Construction Council purchased a new large-format printer and scanner in 2019. The new HP PageWide XL 5100 printer allows us to offer highly competitive pricing on large-format color drawings. As a member of the plan room, you will receive the benefit of color printing on large-format drawings at no extra cost. For more information and pricing, please visit www.tricityplancenter.com/print-copies.

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OPTIONS

We are continuing to assess our members' needs while we consider offering additional media types, such as posters, banners, tear-resistant polypropylene paper, and more. Media can now be printed up to 40-inches wide. Enlargement or reduction of drawing size is available upon request, but please note that scale is not guaranteed on orders that request a change in size for printing. ▲



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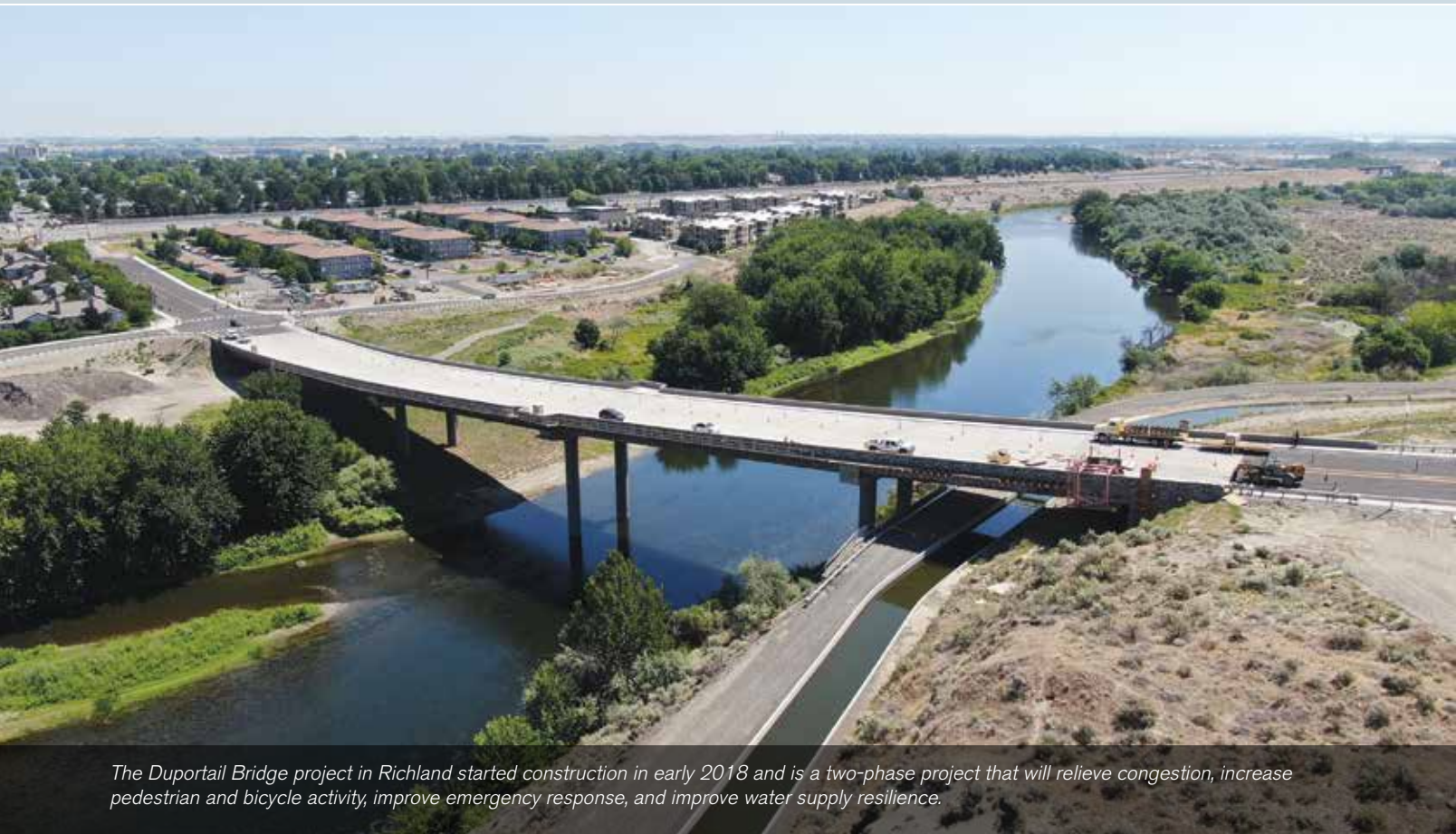
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Connecting the community

Duportail Bridge project in Richland nears completion

By Shayna Wiwierski



The Duportail Bridge project in Richland started construction in early 2018 and is a two-phase project that will relieve congestion, increase pedestrian and bicycle activity, improve emergency response, and improve water supply resilience.

A new bridge that will provide better connectivity between Central Richland and the Queensgate area is nearing completion.

The Duportail Bridge project started construction in early 2018 and is a two-phase project that will relieve congestion, increase pedestrian and bicycle activity, improve emergency response, and improve water supply resilience. Since the city of Richland is bisected by the Yakima River, the only way to cross the river at this point is via

state highways, which were high-speed freeways. There is no local street connectivity and both sides of the river were experiencing population and traffic growth that was straining their local streets. The freeway was also a point of congestion, which will change once the bridge opens in November.

The project was first identified in 2005 after the City of Richland did a long-range planning study that said that this connection across the river would be important as the population growth

would continue to strain the state highway facilities and connections. As a result, the City indicated that a connection via Duportail Street was the most cost-effective way to do this, and a few years later they broke ground.

The project consists of two primary components. There is the street and bridge, as well as a water pipeline. Since the city's water supply was primarily focused on the north side of the Yakima River, they needed to have a way to supply water to the south side



The project was first identified in 2005 after the City of Richland did a long-range planning study that said that this connection across the river would be important as the population growth would continue to strain the state highway facilities and connections.



The project consists of two primary components. There is the street and bridge, as well as a water pipeline.

The project consists of two primary components. There is the street and bridge, as well as a water pipeline. Since the city's water supply was primarily focused on the north side of the Yakima River, they needed to have a way to supply water to the south side where there is a growing population.

where there is a growing population. As a result, they also built a resilient pipe connection across the river.

"Not a lot of people know that the existing water supply south of Richland is provided through an old water main, a 36-inch concrete watermain from the 1950s," says Andrey Avetisyan, civil engineer II with the City of Richland. "It was old and in need of replacing. This project also provided brand-new watermain across the river, underneath the bridge."

Phase 1 of the \$37.5 million project included the bridge itself and the street improvements west of Riverstone Drive. Phase 2 of the project included improvements to the SR240 intersection, the at-grade railroad crossing and street improvements that end near Cottonwood drive. The project is set to be completed in November of this year.

The general contractor of the project is Apollo, Inc. with the design engineer



Phase 1 of the \$37.5 million project included the bridge itself and the street improvements west of Riverstone Drive.

being BergerABAM, who was acquired by WSP at the end of 2018. The nearly 800-foot-long bridge includes six piers overall, with five spans across that include 10 pre-stressed concrete girders at each span and also features a sidewalk for pedestrians and a dedicated bike lane. It will also have a rest area and viewpoint halfway through, as well as some architectural features that a local arts group commissioned to add some visual flair.

Although the project is set to be open in November 2020, there were a number of challenges that the contractors ran into. Pete Rogalsky, public works director for the City of Richland, says that the biggest issue they had was in the winter between 2018 and 2019 when they had to replace the irrigation canal.

"The irrigation water goes off here in October and comes back in March, so we are supporting a lot of the ag economy through the irrigation canal, so you can't interrupt service through the canal," says Rogalsky. "You take the winter time to replace it, but during the winter we had a record snowfall



The nearly 800-foot-long bridge includes six piers overall, with five spans across that include 10 pre-stressed concrete girders at each span and also features a sidewalk for pedestrians and a dedicated bike lane.

in the month of February which took most of the [month] out of productive construction work. It was a Murphy's Law kind of thing where we had the most critical schedule demand on the project happen when we had a record weather event."

Once the bridge is fully open to the public it will help residents and businesses bypass Highway 240. It will also help the fire department, paramedics and police officers to access the community as previously they were limited to the state highways. Rogalsky says that once the bridge opens, it will provide the community

with significantly better emergency response services by having easier connections to a lot of residents.

"A lot of people are looking forward to it. It relieves a lot of pressure on some transportation connections where we have a lot of congestion, so traffic should flow smoother. It also allows people that aren't driving vehicles to bicycle around our community," says Rogalsky. "Before the bridge opened had no way to get across the river aside from next to a state highway, and so this is a dramatic improvement to the accessibility to walking and bicycling around the community." ▲



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The new Kennewick High School is being built at the same location as the previous one, which was built in the 1950s and was beyond repair.

New space for students

New Kennewick High School to replace aging facility

By Shayna Wiwierski



Students going to Kennewick High School will soon have a new building to learn out of.

Currently under construction, the Kennewick High School replacement project is set to be open to students in the fall of 2021. The school, which is being built on the same site as the old school at 500 S. Dayton Street, was identified as needing a replacement since the former Kennewick High building was built in the 1950s and was beyond repair.

The building, which started construction in the summer of 2019, will feature two floors spread over 292,000

Currently under construction, the Kennewick High School replacement project is set to be open to students in the fall of 2021.

The school will also feature a relocated track and synthetic turf field for football and soccer, new tennis courts, a new baseball field, and various new and expanded parking facilities.

The building is made up of mainly structural steel and masonry with several large clear-span areas to create an open feel.

square feet. Contractors kept around 50,000 square feet of the existing school, which is comprised of the main gym structure and the auditorium structure, which are receiving minor upgrades while the rest of the existing structures are being demolished entirely. The school will also feature a relocated track and synthetic turf field for football and soccer, new tennis courts, a new baseball field, and various new and expanded parking facilities.

The building is made up of mainly structural steel and masonry with several large clear-span areas to create an open feel. It will feature an open two-story-high project area for collaboration and activities outside of the traditional classroom setting. There will be a large number of glass to create that open feel, which is meant to create collaboration and interest between different areas of study. The finishes include durable wallcoverings which will result in lower routine



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Contractors kept around 50,000 square feet of the existing school, which is comprised of the main gym structure and the auditorium structure, which are receiving minor upgrades while the rest of the existing structures are being demolished entirely.

When open, the new Kennewick High School will be able to accommodate up to 2,000 students, which is more than the previous building was able to hold.

maintenance costs and also allow for opportunities for various types of display.

Since the existing structure was so old, there was a large amount of abatement work that was needed before demolition could occur.

“During the abatement and demolition phase, it was discovered that there was an original asbestos-containing coating on the entire concrete structure that had been covered over during several

remodels,” says Rich Barger, project manager at the Wenaha Group, which served as the owner’s representation in support of the district’s internal capital projects team. “This caused a complete shift in the way that the building could be demolished and threatened to add months of time to the schedule, as well as extra costs.”

The team, which comprised of Fowler Construction as the general contractors, MMEC Architecture & Interiors, and the DLR Group, ended

up coming together to devise a new sequence and process for the demolition. This ended up saving the district about \$1 million of the potential \$2.5 million this could’ve cost and resulted in being able to keep with the original schedule.

Another challenge that contractors ran into were the traffic revisions and the rebuilding of the surrounding city streets. The street work was originally planned to happen in small phases throughout the two-year

project in order to maintain access at all times. The school ended up cancelling in-class teaching last spring due to the COVID-19 pandemic, so the team discussed the opportunities that the empty campus would provide. With the cooperation from the City of Kennewick, they decided that they would begin the street work immediately and perform most of the work in a single phase. As a result, the new streets are now largely complete and ready for students to return.

When open, the new Kennewick High

School will be able to accommodate up to 2,000 students, which is more than the previous building was able to hold. It is budgeted at \$87.4 million, which is being funded by local bond dollars and money from the state School Construction Assistance Program.

This project is just one of many from the Kennewick School District, who has completed 14 capital projects in the last five years. They currently have three capital projects in progress, which in addition to the Kennewick High School replacement,

they have 12-classroom additions and athletic facility improvements to both Southridge and Kamiakin High Schools.

"These projects were all part of the same bond measure that voters approved in 2019," says Robyn Chastain, executive director of communications & public relations, Kennewick School District. "When completed in August 2021, each of these three high schools will be able to accommodate 2,000 students." ▲

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A much-needed update

The City of Pasco to replace aging underpass



The Lewis Street Overpass project will involve replacing an old, inadequate underpass that was built in 1937 and goes under the BNSF Railway tracks at their Pasco Yard.

The City of Pasco will soon be replacing an underpass with a new overpass that will enhance safety, connectivity, and economic development in the area.

The Lewis Street Overpass project is set to start construction in the first quarter of 2021 and is expected to be completed in the third quarter of 2022. The project will involve replacing an old, inadequate underpass that was built in 1937 and goes under the BNSF Railway tracks at their Pasco Yard.

"The underpass was built in the 1930s and it has seen better days. It was built when the standards are not what they are today, so it doesn't have adequate pedestrian and bicycle facilities," says Steve Worley, public works director for the City of Pasco. "The lanes are so narrow through the underpass that sometimes trucks going in opposite directions will hit their mirrors because they are so close to each other."

The project will include the construction of a bridge that crosses over the railroad tracks, rather than having a new roadway underneath them. The City chose this method since it's less expensive than an underpass and it will allow

the railway yard to keep operating during construction.

Construction will include two bridges; a four-span bridge over the Burlington North Railway Yard and then a smaller bridge over a local street. There will be abutments on either side of the railyard and three piers in the middle. From there, they will place girders and build a deck on top of the bridge. The overpass will also be built a little north of the current alignment so there will be a curve on either end of the bridge that brings Lewis Street back into its original intersections at Oregon Avenue and Second Avenue.

The project is set to go to tender in early 2021 and is anticipated to cost \$35.5 million. There are several partners funding this project, including the State of Washington under their Connecting Washington program, the State Motor Vehicle Fund, the State Transportation Improvements Board, and local funding. Although there has already been \$7.9 million spent for engineering, permitting, right-of-way acquisition, and demolition, Worley says that the biggest challenge so far for this project has been finding the money to fund it.

"It's a fairly large project and for a small jurisdiction like



The project will include the construction of a bridge that crosses over the railroad tracks, rather than having a new roadway underneath them.



Construction will include two bridges; a four-span bridge over the Burlington North Railway Yard and then a smaller bridge over a local street.



This new overpass will provide a gateway into Pasco, making it more recognizable for visitors and allow residents of east Pasco to conveniently access shopping, the hospital, as well as other services in downtown and the western area of the city.

The project is set to go to tender in early 2021 and is anticipated to cost \$35.5 million.

Pasco, it's difficult for us to fund a project like that," says Worley. "Being able to show the need and benefit for the movement of commerce from one side of the railyard to the other without having an at-grade crossing is a great thing for freight mobility and the connection from the residential area into downtown."

This project, once completed, will help to rejuvenate the downtown core. This new overpass will provide a gateway into Pasco, making it more recognizable for visitors and allow residents of east Pasco to conveniently access shopping, the hospital, as well as other services in downtown and the western area of the city. It will also improve accessibility for people with disabilities, or those who don't have access to a vehicle.

"This project, along with the Peanuts Park project soon to be going on downtown, is intended to revitalize the downtown core," says Worley. "We are going to tie the overpass improvement with other street improvements that will connect right into the new Peanuts Park we are building in downtown Pasco. It will help bring an increased livelihood to the downtown Pasco area." ▲



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