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SRP
The Griffith Observatory is a world-class icon, a cultural landmark of Los Angeles, and it appeared in many Hollywood movies. The observatory is a national leader in public astronomy with more than two million visitors every year.

The project is the observatory's first major capital improvement since its opening in 1935. The project's goal is to renovate and expand the existing observatory from 27,302 sf. to 60,000 sf. To account for the historical nature of the building, we decided to expand the facility underground to retain the aesthetic quality of the historic facade and the front lawn. The expansion is achieved by underpinning the existing building and addition below the existing front lawn.

Cost
$93 million

Start date
October 28, 2002

Completion date
September 15, 2006

Cost
$93 million

Owner
City of Los Angeles, Department of Recreation and Parks

Construction Manager
City of Los Angeles, Dept. of Public Works

Bureau of Engineering, Construction Management Division
Mt. San Antonio Science Building

The project also includes an exhibit and demonstration areas, including an interactive “exploratorium” and instructional museum designed to promote scientific inquiry and exploration for students and the general public.

The new building included modern instructional laboratories; student collaborative activity areas faculty, staff, and division offices; meeting and conference rooms; laboratory support areas, including stock rooms, specimen and supply storage, instrumentation and hazardous and pathogen materials control.

In addition, the project includes rooftop instructional areas, including astronomical observation center, specimen greenhouse, meteorological receiving stations, and demonstration solar panel array; instructional equipment laboratory instrumentation, classroom technology, and furnishings to support science programs.

The Science Building was required by Mt. San Antonio College to be open on August 28th, 2006 for the start of the fall session. This proved very difficult due to the record rainfall Southern California experienced the winter of 2005. Weather delays of three months along with $1,500,000 in owner-added scope provided an interesting schedule challenge for the project team. The schedule was recovered through re-sequencing the logic of the construction schedule, adding resources, both equipment and manpower, as well as adjusting delivery dates on equipment.

As a result the schedule was met and students filled the seats in the new building as expected. The project team of Phil Valadez, Superintendent; Jerry Jones, Senior

**Cost**
$25 million

**Start date**
December 6, 2004

**Completion date**
August 20, 2006

**Designer**
NTD Architects

**Owner**
Mount San Antonio College

**Construction Managers**
Bovis Lend Lease
This project extensively modified DCT’s activated sludge treatment process to reduce nitrogen compounds in the DCT effluent to comply with forthcoming nitrogen compound limits mandated by the Regional Water Quality Control Board (RWQCB). This project installed five baffles, internal recycle pumps, mechanical mixers and additional process monitoring and control equipment in each of the 18 aeration basins. Additionally, the aeration system in each basin was replaced, with City-furnished aeration equipment, creating anoxic and aeration zones needed for the nitrogen removal treatment process. This project also replaced the return activated sludge (RAS) systems with larger capacity pumps, piping and valves. DCT’s power distribution system was also upgraded by the addition of motor control centers, electrical substations. All instrumentation and control equipment was connected to DCT’s computerized network distributed control system. DCT remained in operation during this “overhaul” of its treatment process.

**Category:** Industrial Process/Manufacturing

**Nitrogen Removal Conversion Project**

**Donald C. Tillman Water Reclamation Plant**

**Cost**
$34.5 million

**Start date**
April 6, 2004

**Completion date**
January 8, 2007

**Designer**
City of Los Angeles, Department of Public Works, Bureau of Engineering

**Owner**
City of Los Angeles

**Constructor**
Kiewit Pacific Co.
The City of San Clemente has a new 3,510-acre master planned community called Talega. This community sits in the coastal hills North of the main coastal part of the City. The City had an existing fire station that served the North part of the City, but that station was only capable of housing one engine company. With the development of the Talega community, a new, larger station was needed which was capable of housing two firefighting companies—be they engine or truck.

What made the planning, design and construction of this new fire station unique was the fact that the City of San Clemente contracts with the Orange County Fire Authority for fire services, but the City owns the fire stations located within its City limits. This situation only occurs in one other city out of the 22 cities that receive firefighting services from OCFA. As such, during the planning, design and construction of the Talega Fire Station, both the City of San Clemente and the Orange County Fire Authority (OCFA) were heavily involved.

City of San Clemente
Talega Fire Station

Cost
$3.1 million

Start date
November 1, 2004

Completion date
January 24, 2006

Architect
RRM Design Group

Owner
City of San Clemente

Construction Manager
ABS Consulting Inc.
EXCEPTIONAL AWARD WINNER

**BP Flare Continuous Sulfur Analyzer & Sample Conditioning System**

Mangan worked with BP Carson Refinery, Thermoelectron, and Jacobs Engineering to partner with the local regulatory agency, SCAQMD, to create the world’s first ever continuous Flare Sulfur Analyzer. The team pooled their expert technical knowledge of flares, analyzers, sample systems, data acquisition, and sulfur detectors to build this world class, innovative system. This analyzer has set the standard for all other refineries in Southern California for sulfur emissions from flares.

**Cost**  
$3.5 million

**Start date**  
January 7, 2005

**Completion date**  
March 15, 2006

**Design Team**  
Mangan Inc., Jacobs Engineering, Thermoelectron

**Owner**  
BP

**Constructor**  
Jacobs Field Services North America

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Colorado Location: Boulder
Conversion of Costco Warehouse to New Magnolia Police Station

The City of Riverside conducted a search for a site to locate the new Westside Police Precinct. During that search an existing building was found that could potentially be converted into the police facility and thus save money as compared to building a brand new building from scratch. This existing building was a former “Costco” warehouse that had been closed and then subsequently acquired by Life Bank. Life Bank had converted half of this existing 104,000-square-foot warehouse into office space and had leased the other half out to an ice skating rink.

When the City of Riverside reviewed the Life Bank facility, they saw an existing facility of approximately 66,000 square feet, which had 56,000 square feet of office space and 10,000 square feet of warehouse storage. This seemed like a natural fit for a police precinct, which required both office space and a warehouse-type storage area for evidence/property storage. The City felt that it might be possible to just move right in with minimal changes being made.

As a result of the Statement of Qualifications submission and follow-on shortlist interview, the ABS Consulting team was selected to perform the design and management of the construction of the project envisioned as a simple, “patch and paint” project. The ABS Consulting team was selected for three prime reasons. First, it was lead by a structural engineering firm; second, that same lead firm was also a program and construction management firm; and, third, during the shortlist interview, the team had presented a “fast-track” approach and a design concept that potentially would complete the project in nine months (six months was not achievable in the team's opinion), and within the $4.8 million construction budget.

<table>
<thead>
<tr>
<th>Cost</th>
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<tr>
<td>Start date</td>
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<tr>
<td>Project Manager</td>
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<td>City of Riverside</td>
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<tr>
<td>Architect</td>
<td>W Williams Architects</td>
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</tbody>
</table>
Runway 8/26 and Runway 15/33 Pavement Reconstruction - Bob Hope Airport

The Bob Hope Airport, formerly called Burbank-Glendale-Pasadena Airport, is located in the City of Burbank, but owned and operated by the Burbank-Glendale-Pasadena Airport Authority. The Airport Authority selected DMJM Harris to perform planning, engineering design, and construction management services for pavement rehabilitation for Runway 8/26, Runway 15/33, and the airport's perimeter service road. Runway 8/26 is 5,801 feet long by 150 feet wide and is nominally five inches of asphalt over crushed aggregate base. Runway 15/33 is 6,885 feet long by 150 feet wide and is nominally five inches of asphalt over crushed aggregate base. Other project elements included drainage modifications, utilities, demolition, signing and striping, and overlay of five miles of service road.

DMJM Harris's scope of services for this FAA-funded, $10.3 million project included existing condition assessment; geotechnical and subsurface investigations; topographical survey and base map development; preliminary and final design; engineering support during construction; and construction management services, including resident engineering, construction inspection, surveying and materials testing. DMJM Harris's services, design and construction management, complied with FAA requirements, and DMJM Harris provided weekly reports to FAA and the Airport.

Pavement reconstruction underway for Bob Hope Airport

2007 Distinguished Project Awards

Category: Infrastructure

Runway 8/26 and Runway 15/33 Pavement Reconstruction - Bob Hope Airport

DMJM Harris congratulates all the recipients of the Western Council of Construction Consumers’ “2007 Distinguished Project Awards”

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Orange, CA 92868
T 714.567.2501

www.dmjmharris.com

Pavement reconstruction underway for Bob Hope Airport

Cost
$10.3 million

Start date
May 17, 2006

Completion date
November 11, 2006

Owner
Burbank-Glendale-Pasadena Airport Authority

Construction Manager
DMJM Harris, Inc.

Constructor
Sully Miller Contracting Company
This project was intended to modernize and expand an existing campus facility to meet the ever-increasing needs and numbers of students.

When meeting with the architect and builder, the college had several priorities and concerns. The four main goals of this project were to expand the facility to accommodate the Learning Resource Center, Beacon program and ESL/Foreign Language Programs, to reconfigure the existing LRC to support specialized reading and writing programs within the Humanities department, link multiple disciplines back to a common center at the Learning Resources Center and create a singular and unique statement for this forward-looking multidisciplinary program.

The majority of scope changes were due to existing underground utilities and subsurface site conditions that were not known at the time of construction. Numerous utilities required relocation as well as structural changes to the foundation to accommodate unknown subsurface conditions. The existing LRC built in the 1960's also had several unanticipated hidden conditions that required additional work by the contractor.

**American River College Learning Resource Center**

<table>
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<tr>
<td>Owner</td>
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<tr>
<td>General Contractor</td>
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<td>LPA Sacramento, Inc.</td>
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