PROJECTS $50 - $100 MILLION

CBG Building Company

Fort Totten Square

Fort Totten Square is a 345-unit, wood-framed apartment community with ground floor retail featuring D.C.'s second urban-format Walmart, with full-service grocery and pharmacy. The mixed-use community includes below grade parking plus a structured parking deck for additional retail and residential. To serve its studio, one, and two-bedroom apartments, the residential space features a clubhouse, fitness center, pool, and two courtyards. One courtyard features the building's swimming pool, encouraging a communal atmosphere for people to congregate. The second courtyard features a landscaped garden, fostering a relaxing ambiance in conjunction with the outdoor terrace. Using familiar materials, the building blends into the existing neighborhood while transforming interior spaces into destinations via impactful design features.

CBG ensured Fort Totten Square was delivered on time by promptly addressing issues as they arose. Some such instances included: ordering an additional $2 million in geopiers to solve bearing issues; resequencing the schedule by adapting the order from east-to-west to west-to-east as required by soil conditions; and incorporating a concrete batch plant onsite to expedite production and increase efficiency. As evidenced by these remedies, CBG remained cognizant of the project's timeline during each setback and put forth streamlined solutions to stay on schedule. CBG's awareness was the advantage needed to bring the mixed-use community to completion on time.

Fort Totten Square's siding material is a high-density fiber cement siding. Imported from Europe and cut into appropriately sized panels, the siding is then hung on the building's exterior. This creates a rain screen system with the building's skin, allowing rain to run down the side and fall away from the building.

The CBG team designed a loading dock in an elevated slab to save $100,000 for the owner. They also recommended and ultimately used a different material substitution for water proofing than originally intended, which saved the owner $80,000.

PROJECTS UNDER $5 MILLION

Independence Excavating Inc. - Mid-Atlantic Division

CSX National Gateway Improvement Program – Point of Rocks & Catoctin Tunnel Phase II

This project required lowering railroad tracks inside and outside of two tunnels to allow double stacking of freight containers to clear the tunnel ceilings. The excavation of hard rock and replacement with railroad ballast stone and tracks to correct final elevations necessitated very tight survey controls to be established, particularly since there were curves in the tunnel and the final clearance for the shipping containers would only be 9-inches from the arched tunnel ceiling. The final as-built survey provided documentation that the tight clearance tolerance was assured to allow trains to safely pass through the tunnels.

IX and our subcontractor Amtrac Railroad Contractors of Maryland utilized specialty Hi-Rail equipment including a crane to remove and replace track panels up to 40 feet long and dump trucks to remove excavated material and old rail bed stone and replace with new railroad ballast stone. Rock grinders and heavy duty hydraulic hammers were also utilized to remove extremely hard rock because rock blasting was not a safe option due to the close proximity of the passing trains and the old tunnel structure.

Due to the necessity of single track train traffic during construction, and this segment being only one piece of an extensive overall program for the National Gateway Initiative, it was imperative that this project be completed in order to open up another section for construction. IX achieved project completion established by the owner's milestone schedule to allow the program to move forward.

"CSX was impressed with IX's ability to adapt and be flexible with train schedules, resulting in minimal impact to commercial freight and commuter rail service making for a successful and safe project outcome." ***- Michael Hoey, Director of Construction Engineering, CSX Transpiration, Inc.***