



Taking Control

Creating a single source solution for the Oakland International Airport

Skilled in design, engineering, project management and construction, Devcon Construction Inc. works primarily in the private, technology and sports facility sectors. In the past, the company has not actively sought federal projects, but Devcon's skilled and experienced team recently placed the company in a position to take on the Oakland International Airport Control Tower project.

"Devcon as a whole has not done a lot of federal work," says Doug Browne, Project Executive for Devcon Construction, "but the team we have assembled is very well-suited to working with the Federal Aviation Administration (FAA) and doing federal projects. They are well versed in not only working with the FAA, but in knowing the requirements, sequencing, quality levels and standards required for air traffic control towers."

The \$32 million project, which broke ground in fall 2010, will create a single air traffic control tower to replace two existing towers at the Oak-

land, California airport. The structure features a 14,000 square-foot base and the tower rises 236 feet above the ground. The additional height and central positioning allows the control tower to look over both runways at the airport.

"The biggest thing is height," Browne says. "From the two existing towers, this tower is co-located between the two runways at Oakland, and it is over double the size of the existing main tower."

EXPANSIVE ACCREDITATION

While the control tower represents a relatively new challenge for Devcon, achieving the tower's LEED Gold certification puts the company in familiar territory. Devcon has completed extensive LEED certified work in Silicon Valley, and about one-third of Devcon's staff is LEED accredited.

"The FAA has said achieving LEED Gold is very important to them in this project, and they have made that clear to us," Browne says.



Devcon
Construction
Inc

Project Executive
Doug Browne

Project Manager
Jason Beck

Location
Milpitas, California

Some of the green initiatives include a rainwater containment system, solar energy production and geothermal cooling. An aggressive recycling program for construction waste has also been put into place, requiring Devcon to recycle 95 percent of construction waste materials.

"We have never done a project that has greater than 75 percent recycling, so to achieve 95 percent seems almost unrealistic, but believe it or not we're accomplishing it," Browne says. "We set such a strict recycling program and monitoring on the site to make sure that everything is being recycled instead of going to landfills that we've been between 90 and 96 percent construction waste recycling every month. It has been a remarkable achievement."

NEW DESIGN

The unique design of the cab console, the place where air traffic controllers perform their duties, also sets the tower apart. As air traffic control technology changes and advances, similar cab console designs will eventually arrive at airports across the country.

"This is the first tower to incorporate what they call a slat wall system, which basically incorporates new technology like flat screen TVs and everything," says Jason Beck, Project Manager. "They are not the old console style with the built-in monitors. They are basically opening up the cabs to increase their square footage and use a reticulating arm for each of their monitors."

Beck says that the design not only caters to the new technology, but also allows for the future rearrangement of the cab, if needed.

"It's not only the technology and computer screens that they are unitizing, but they are also maximizing their space and they are making it more user-friendly to incorporate new accessories so that they can change things up throughout the cab and move things around in the cab as they need," Beck says. "It's a more futuristic type of cab."


A specialized cab glass will cover the completed cab console, which will optimize clarity and also feature energy-efficient coatings.

With a completion date set for April 2012, Devcon has completed approximately 75 percent of the project. Site work and infrastructure work remains, as well as the installation of government equipment. The FAA requires a strict commissioning process during the last month of the project in

addition to hosting an in-depth demonstration and training program.

"We have to bring in all the FAA personnel to operate the facility," Browne says. "It isn't the typical private building where you build an industrial building and have a half-day walk around. It is an in-depth two weeks' worth of classes from all the manufacturers of all the components in the building. It's almost like a crash course at a technical college on how to operate an air traffic control tower."

Devcon's exemplary work at the Oakland International Airport will not conclude with the completion of the new tower. The company will also do some infrastructure work on the existing towers before the FAA fully moves into the new tower.


"Once we get our tower completed, they don't destroy the existing towers for another couple of years," Browne says. "The FAA will spend a year doing their own internal training and instrumentation, so they have to keep the other towers up and running." 

TRULINE

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1415 Panther Lane, Suite 240
Naples, Florida 34109



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