

GENERAL MOTORS

Pontiac Stamping Secondary Die Tryout Facility Building Addition

LOCATION

Pontiac, Michigan

SIZE

91,500 sf

CONTRACT

\$36,000,000

CONSTRUCTION

07/2015 - 01/2017

DELIVERY METHOD

Design/Build

ARCHITECT/ENGINEER

IBI Group, Southfield, MI

REFERENCE

Paul Sinelli
Director, GM Global Facilities
248-207-6685



CCC was contracted by General Motors to construct a 91,500-square-foot building addition to accommodate a new state-of-the-art tryout press for their North Stamping Plant in Pontiac, Michigan. CCC's scope of work included:

- Relocating existing utilities, and plant support roads while maintaining facility production
- Construction and commissioning of a new cooling water system to support the new and existing facility while maintaining normal facility production
- Shoring and mass excavation for the 90'x170'x25' press pit and support tunnels adjacent to and through the existing facility. Small foot print of the project made sequencing and scheduling a key component of meeting the aggressive schedule
- Coordinate and lead the A/E and MEP subcontractors design efforts from concept to final implementation, construction and commissioning
- Fast Track design process and equipment changes required numerous revisions to the project documents
- Outdated and inaccurate as-built documentation provided a challenge for the design and construction teams
- Coordinated with several independent project stake holders to provide a facility that meet or exceeded the project requirements

UNIQUE FEATURES AND CHALLENGES

- Despite the aggressive schedule, difficult site conditions, and numerous changes, CCC had the facility ready for press installation in 9 months
- CCC self-performed all site exterior concrete, building foundations, press pit concrete, scrap tunnel concrete, interior slab-on-grade concrete, rigging for new electrical substation, installation of metal studs, drywall, ceilings and trim for new locker rooms and offices.
- Relocating underground fire water, sanitary lines and domestic water lines without shutting down or interrupting the existing operations.
- As-built drawings were inaccurate leading to unexpected removal of caisson caps in the location of the new scrap tunnel and lots of exploratory digging to locate existing underground utilities.
- **The design of the press changed several times once our design was finished and construction had begun.** Quick decisions were required by the project team to maintain schedule.