



100 <sup>1923</sup>  
YEARS  
<sup>2023</sup>







100 YEARS  
1923  
2023







[illegible]

George W.  
Sully



Earl B.  
★ Miller ★



Sully-Miller Contracting Company has a long and storied history full of accomplishments made possible by the passion and perseverance of our many-thousands of faithful employees. Since 1923, we're proud to have worked on much of the infrastructure that connects Southern California; a spectrum of work that includes roads and highways, seaports, airports, rail and intermodal facilities, public works, and unique specialty projects.

This book celebrates 100 years of developing California – from our iconic mule teams to our modern heavy equipment and manufacturing facilities, and the extensive technology used today. We continue to follow in the footsteps of our founders, maintaining a firm commitment to quality and integrity, now reinforced by 10 decades of quality contracting and construction material production.





## SULLY-MILLER CONTRACTING Co.

A COLAS COMPANY

### Sully-Miller Contracting Company

The Sully-Miller story begins in 1923, when two visionary entrepreneurs; George W. Sully and Earl B. Miller, considered Southern California's quickly growing transportation needs and recognized an inherent opportunity. The Los Angeles area was beginning to experience an influx of people arriving by car from around the country, due in large part to the onset of the aircraft and film industries, oil drilling, business speculation and suburban development.

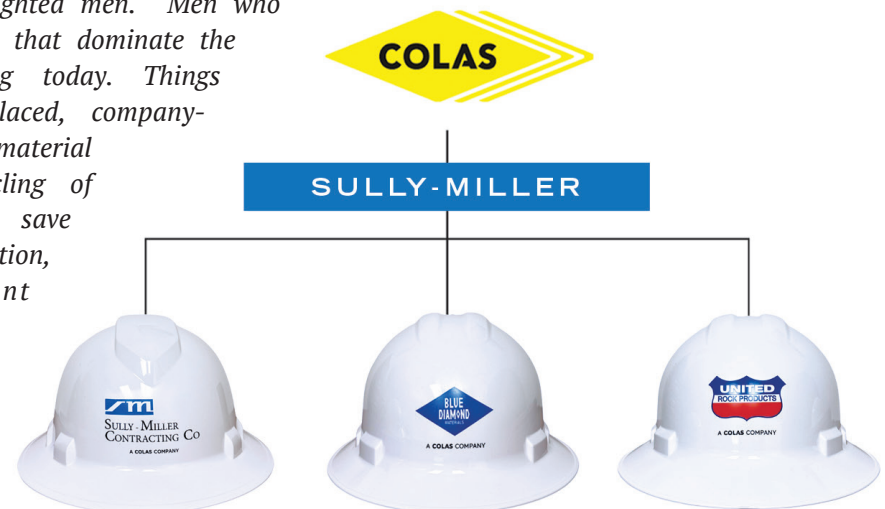
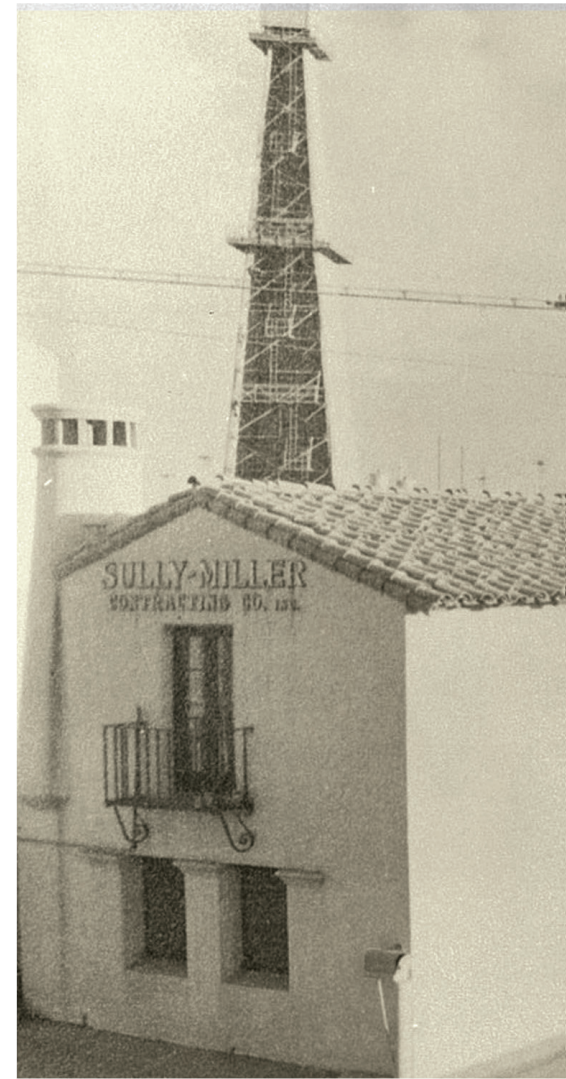
The City of Long Beach was one of Sully-Miller's first clients, and one of the first projects for the City in 1923, was grading and paving Nadeau Avenue and 17th Street in Long Beach, "... for the sum of 30 cents per square foot." In the early years, driveways, small concrete and asphalt paving projects were the focus. As the Port of Long Beach expanded many grading and paving projects for the port were completed. This Long Beach partnership would grow to span 100 years and encompass work on the City's streets, harbor, pier, and airport.

Mr. Miller, who remained President until 1966, and Mr. Sully, who was active as Vice President until 1957, stressed quality and integrity over expansion. This foundation created a proud organization generally recognized at the time as the most successful public works road contractor in Southern California. Paradoxically, that emphasis proved to be the key to the company's ultimate growth.

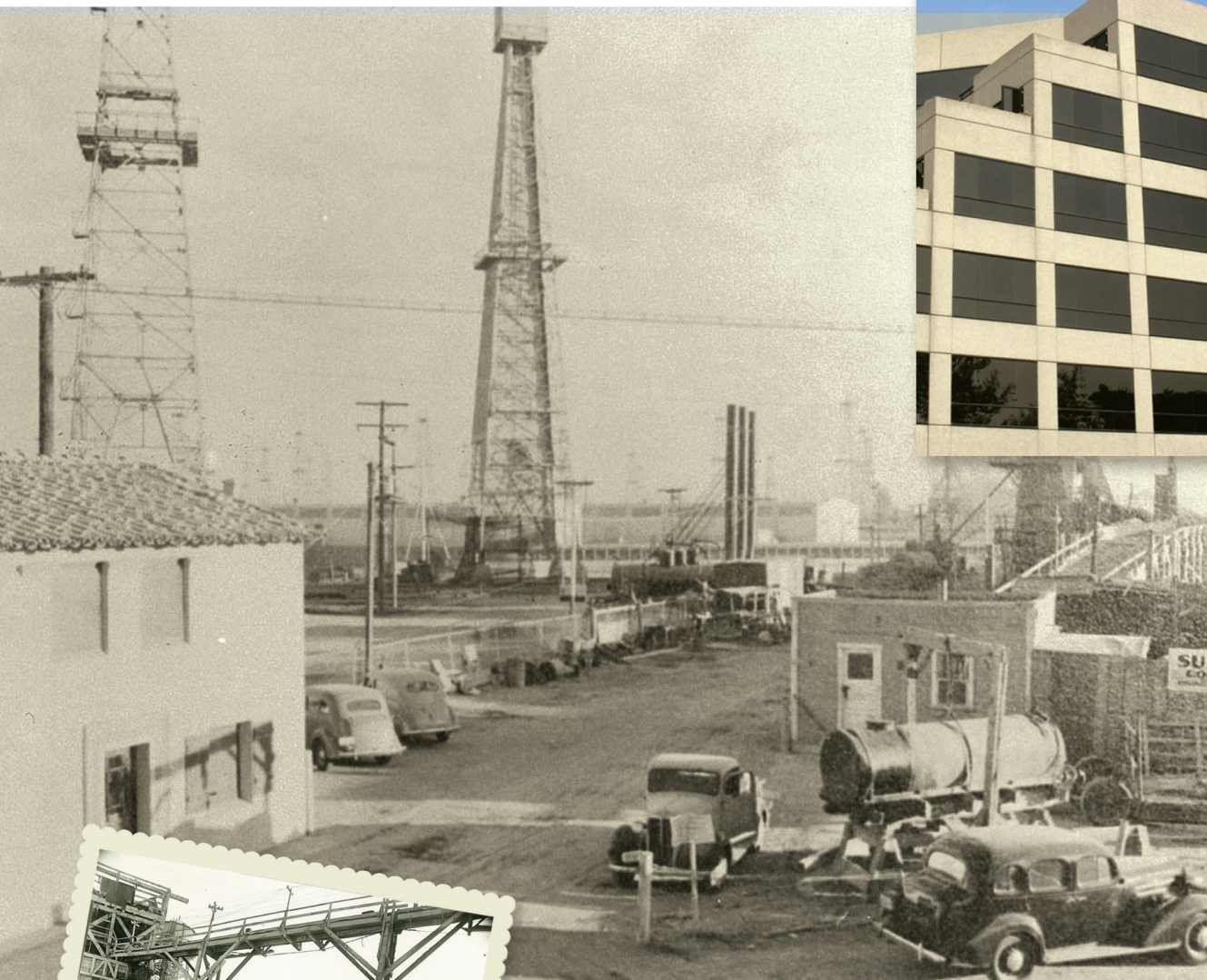
In 1966, the ownership was transferred with the purchase of Sully-Miller by one of the country's great industrial firms of the time, Union Oil Company. While the ownership changed, the values and foundation of the organization remained firm to its roots. From road building, road patching and maintenance, pipeline, and structural construction, to the production of construction materials, the word diverse was often used to describe Sully-Miller's operations.

By 1973, Sully-Miller had grown from its humble beginnings to one of the largest builders of road and civil infrastructure in California. With over 1,300 employees during peak season, 750,000 tons of asphalt were placed on 2,500 large and small projects, 5-million cubic yards of earth were moved, and \$25,000,000 worth of bridges and culverts were built. Sully-Miller produced for internal and external crews, 3-million tons of asphalt, 4.5-million tons of sand and gravel, 500,000 tons of recycled base, and 350,000 cubic-yards of concrete.

In 1973, as a celebration of Sully-Miller's 50th anniversary, the following was published in a company brochure to acknowledge the past and future: *"...The company was built by innovative, farsighted men. Men who pioneered advances that dominate the company's thinking today. Things like strategically-placed, company-owned plants and material sources, the recycling of used materials to save money and cut pollution, and the constant introduction of new techniques and*







Following in the footsteps of Mr. Sully and Mr. Miller, the team at the time; Ken MacGregor, Duane Rash, John Berton, Dick Molyneux, Curt Brown, and Bob Holland emphasized quality and integrity. These values coupled with the organizations contracting experience created opportunities for growth and expansion.

In 1975, Sully-Miller acquired Blue Diamond Materials from the Flintkote Company. The Flintkote Company was founded in 1901 to manufacture roofing materials

such as asphalt shingles and in the 1920's began manufacturing asphalt emulsions for road building and maintenance. An expansion and diversification program beginning in 1956, spurring a series of acquisitions, Blue Diamond Materials Company of Tehachapi, California in 1959, positioned Flintkote as a leader in the industry producing construction materials, gypsum, pipe, paper products, asbestos, and cement. Construction and building materials, especially roofing and asphalt, were the mainstays of the company through the 1970's.

The purchase of Blue Diamond Materials from Flintkote expanded the already strong network of construction material operations, added a series of ready-mix concrete operations, and the sand and gravel facilities and pits in Irwindale to the Sully-Miller organization.



*machinery to speed and improve work. We plan to accept projects for the company that will utilize all our skills in earthmoving, paving, pipework, bridgework and structures. We plan to expand our ability to*

*source and develop raw materials to support these projects. We plan to widen our market by capitalizing on our greatest strengths. Sully-Miller's fifty-year reputation gives us a sound base to work from. Our young, aggressive management has caught the spirit of the founders. This combination indicates the second fifty years at Sully-Miller will indeed be innovative and productive."*



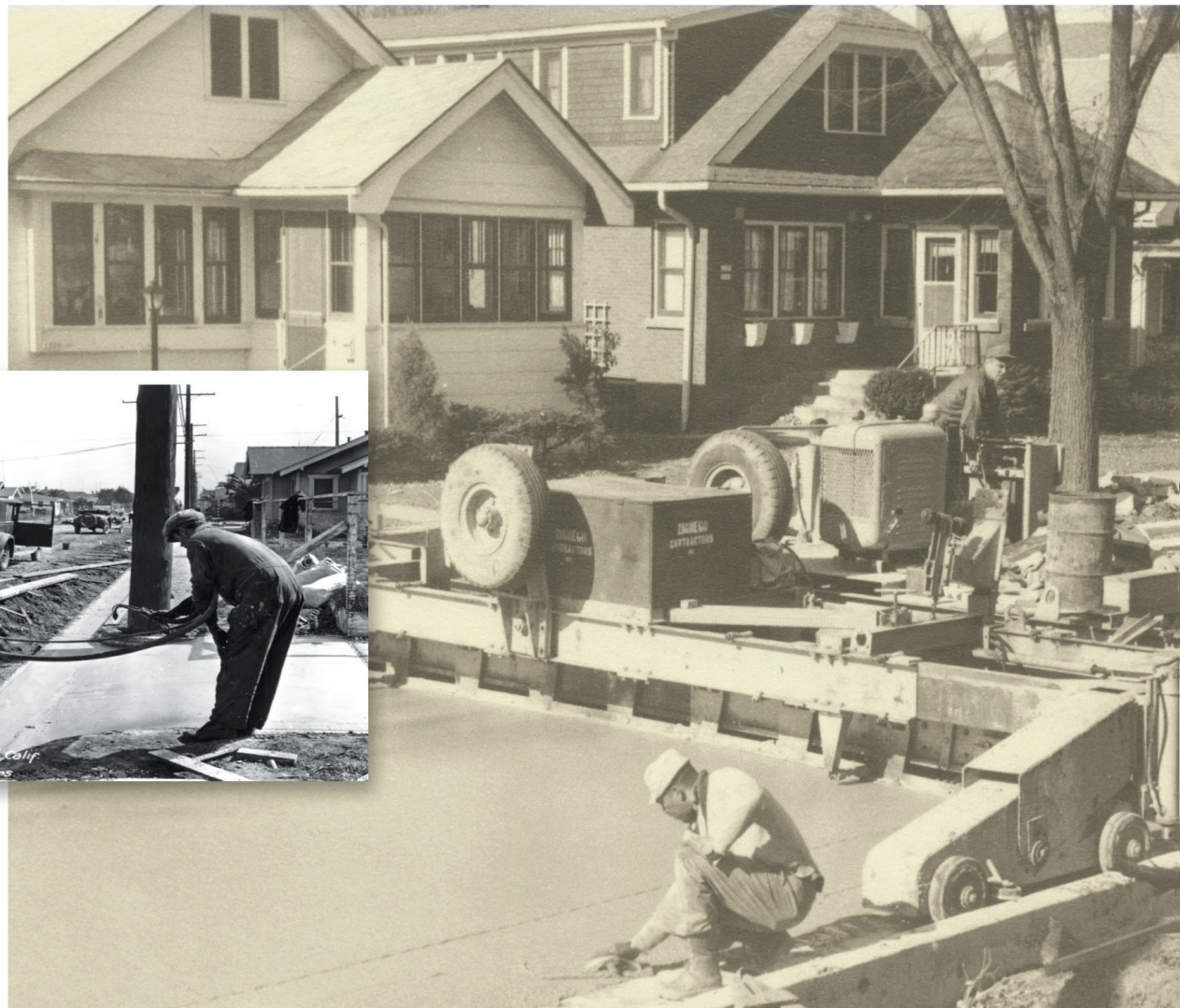


BETTER TOGETHER

In 1978, Sully-Miller was purchased by the Koppers Company which was founded by Dr. Heinrich Koppers in 1912. By the mid-1980's, Koppers evolved from a small engineering construction firm into a nation-wide leading producer of materials for the construction, the reconstruction and repair of highways and bridges; and one of the country's largest suppliers of construction aggregates. The value of quality was highly regarded by the Koppers Company and this alignment with the core principles of Sully-Miller extended a time of prosperity for the organization and positioned it for further success.

In early 1988 Beazer, a British conglomerate that rapidly expanded into international markets in the 1980's, launched a hostile takeover of Koppers Company for sum of \$1.81 billion in cash. As part of the transaction, required by antitrust laws in-place to maintain fair competition and prevent monopolies, Beazer was required to divest elements of Koppers. These divestures included the sale of the Blue Diamond Materials Ready Mix and Irwindale aggregate operations to United Ready Mix, a small family run business. The Irwindale aggregate operation was renamed United Rock Products Corporation.

At the time of the takeover, Koppers was the second largest aggregate business in the United States, but it also had a long-standing chemical and wood treatment business that proved to be significant environmental liabilities for Beazer. With their rapid expansion, a worldwide property recession and



increasing environmental liabilities Beazer was overburdened with debt and was forced sell to Hanson in 1991.

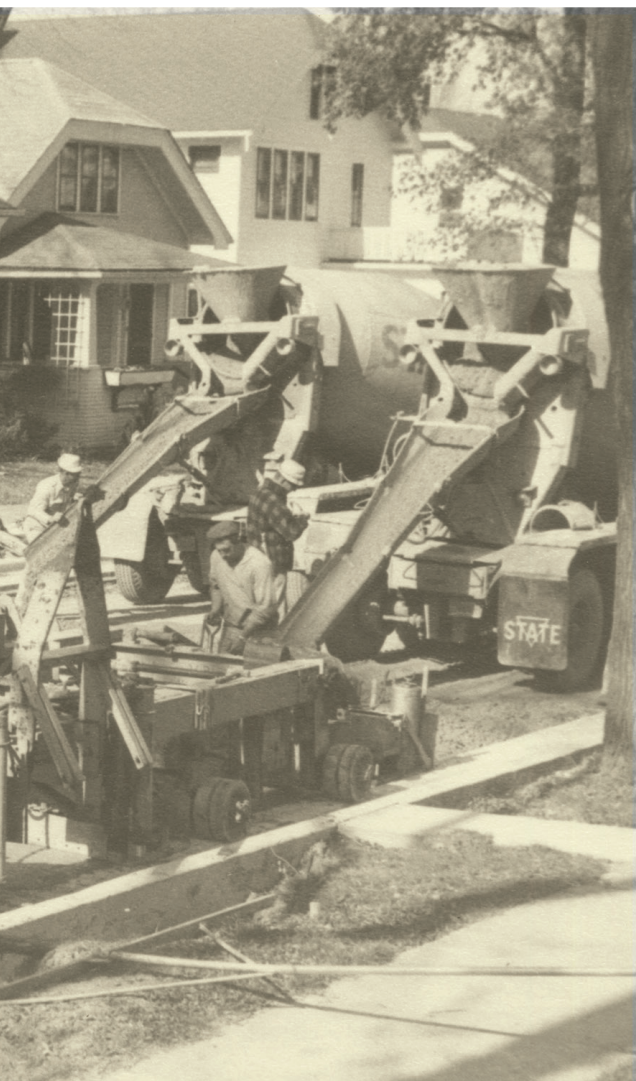
Hanson rose to the forefront of the United Kingdom corporate world during the 1970's and 1980's when the organization was transformed into a large, diverse conglomerate. During the two-decade period, Hanson invested in a wide range of businesses that established their enterprise in many countries. In the mid-1990's Hanson reorganized its interests into separate business lines (Tobacco, Energy, Chemical, Construction Materials) with the construction materials business maintaining the Hanson name.



**SULLY-MILLER  
CONTRACTING Co.**

A COLAS COMPANY





Hanson, with its narrowed focus on construction materials looked to expand their position in the United States through acquisition in the highly fragmented market. In 1995, the California assets of Boral Resources were acquired. Thus, adding the operations of Fontana Paving, Vernon Paving, Blair Paving, Desert Construction, and Santa Ana River Rock to the group.

As a construction material producer, Hanson desired to withdraw from the riskier contracting business segment and packaged some of their assets for divestiture. On April 17, 1998, Colas acquired the Spectrum Construction Group which was comprised of HRI in Pennsylvania, Sloan Construction in North and South Carolina, Reeves Construction in Georgia and Sully-Miller Contracting, including 9 Blue Diamond Asphalt plants, in California from Hanson.

The following year, Sully-Miller acquired United Ready Mix. As part of the transaction, the ready-mix concrete operations were sold to National Ready Mixed Concrete Company, and the Sand and Gravel operations at Irwindale once again became part of the Sully-Miller organization maintaining the name United Rock Products.

“Safety, our most important core value is realized through our Living Goal Zero Philosophy. Living Goal Zero means providing a safe and healthy workplace where everyone goes home safe at the end of the day.”

Through its seven subsidiaries operating throughout the continental United States and Alaska, Colas USA maintains its operations as a vertically integrated materials and road construction company. While anchored by traditional delivery methods, the Group is extending our expertise into the continually developing alternative delivery market.

Colas USA, a subsidiary of Colas SA headquartered in Paris, France was founded in 1929 to exploit the Cold Asphalt bitumen emulsion patent, which revolutionized road construction and maintenance techniques. Over the decades, the Group has relentlessly fostered its pioneering spirit, and widened its business ranges, expanding around the world, while developing new products and processes.

Sully-Miller Contracting is currently comprised of three operating units: United Rock Products (Sand and Gravel Operations), Blue Diamond Materials (Asphalt Manufacturing), and Contracting.

From our humble beginnings to now, through the many changes in ownership, the changes to our operating environment, the changes in equipment and plant technology, and the changes in mobility and infrastructure one thing has remained the same – our belief that a company that performs Quality Work with Integrity will be successful.

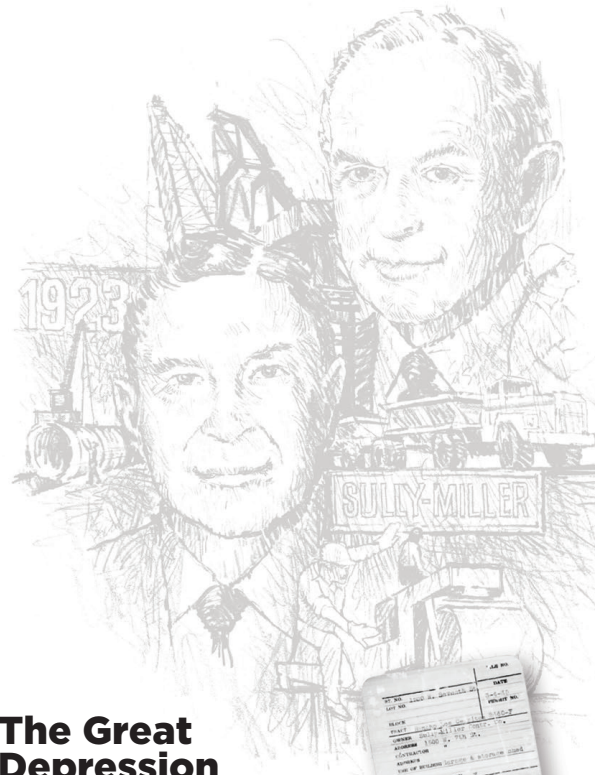




**1923**

*Employed by the Griffith Company, George W. Sully and Earl B. Miller decide to start their own company, and Sully-Miller is founded in 1923*

*The Carroll Park Project is Sully-Miller's first job with the City of Long Beach. First payroll is comprised of 20 checks totaling \$85.40*

**The Great Depression  
1929-1939**

*Paving on loading area at Berth 48, Long Beach Harbor and Willow*

**WWII  
1939-1945**

*East Birch Street improvements for City of Brea*

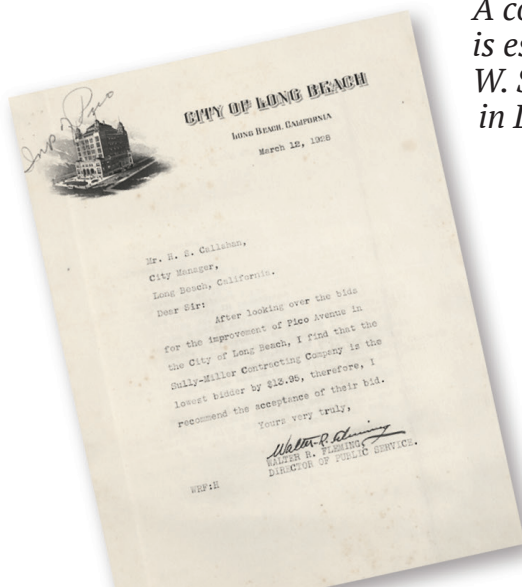
*City of Anaheim Bid for Commercial Street Paving*

1920

1930

**1926**

*A corporate office is established on W. Seventh Street in Long Beach*

**1936-1939**

*Long Beach street improvements included Ocean Blvd, State Street, and Willow*







Hydrated lime plant of the Blue Diamond Plaster Co., Los Angeles, Calif.

LONG BEACH (CALIF.) PRESS-TELEGRAM  
TUESDAY, APRIL 5, 1949

### City Awards Street Contracts

Award of two contracts totaling \$49,492 to Sully Miller Contracting Co. for resurfacing South St. between Atlantic and Orange Aves. and Santa Fe Ave. between 20th and Hill St. was approved Tuesday by the city council.

The projects will be financed from the quarter cent state gas-tax fund. Sully Miller was best of four bidders for the St. job and the lowest of improvement of Santa Fe. The cost of \$36,804 worth of work for the gas department was awarded to Economy Pipe and Supply Co. and the Crane Co. also was approved by the council.

The companies submitted the lowest of six bids received by the city. The Crane Co. of 824 W. Anaheim was awarded a contract for \$21,427. The Economy Pipe and Supply Co. of Los Angeles received a \$15,377 contract.

IS CALIFORNIA 47  
36 J 227



**1955**

*The last wagon pulled by mule team serves a Sears Store in Long Beach*



**1960**

*First contract with the Los Angeles Zoo*

1940

1950



**1947**

*El Toro Marine Corps Air Station Runway and Taxiway repair work*



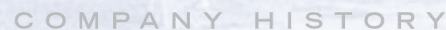
**1956**

*Ken MacGregor has an idea to use crushed material as a base, which years later would become part of Blue Diamond Materials*

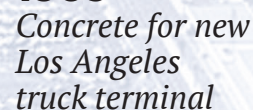


**BLUE**  
SERVICE  
**DIAMOND**  
COMPANY





*Bill Hamilton  
was President of  
Southern Pacific  
Milling Company  
when Sully-Miller  
acquired them*



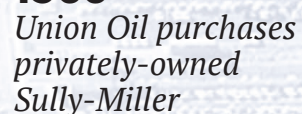
## Paving for United Airlines at LAX



## 50th Anniversary, Sully-Miller reaches \$100M in sales

1970

*Sully-Miller works  
on Main Street  
Disneyland*



**Sully-Miller  
Long Beach  
Offices**



*Road construction  
and paving at Point  
Mugu, Port Hueneme*





**These Long Beach firms have eye to future**

By CHARLES SUTTON  
Staff Writer

The Carpenters Joint Apprenticeship Committee...  
...the honor were announced at a luncheon in...  
...where 15 members of...  
...industry and education...  
...right answers to a...  
...question that has long...  
...clashed: Why aren't more...  
...employing apprentices?  
...ON THE face of it, the...  
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Cooper said the main problem lies in the fact that they must pass a two-month probation. They must go through a four-week program (a total of 600 hours) of on-the-job training. They're also required to take 144 hours of classroom instruction every year.

Another is that carpenters are taken so seriously as to often be considered "a dumping ground for those unable to earn a living elsewhere," he said.

Apprenticeship represents a long, tough road to journeyman status. Apprentices must have a high school education or its equivalent, and must pass aptitude and evaluation tests before they're accepted. Then they must pass a two-month probation.

They must go through a four-week program (a total of 600 hours) of on-the-job training. They're also required to take 144 hours of classroom instruction every year.

But Severton also struck a sore point when he said, "We think there's quite a value in apprenticeship, but we (also) hope cities won't steal them from us."

T. V. & R. E. ace roughly in Southern California. Twenty-six per cent of

## New plan to start back-to-city idea

OAKLAND, (UPI)—Agency and the Federal Housing and Urban Development Department (HUD) want to restore 50 blocks of the homes.

The bank is committing \$1 million to the project.

"It's a new way of doing things for the people who live here," said John Williams, head of the development.

"When they were first built, they were first-class. We've tried to do as much as we can to restore them in an effort to bring some vitality back to the neighborhood."

Williams said the bank will be working with the city and other agencies to restore the homes.

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**1989**

**British home builder Beazer began stock buy-out of Koppers, requiring some assets to be divested, including the Irwindale aggregate plant and ready-mix concrete division**

**KERN ROCK CO.**

**1985**

**Sully-Miller acquires Kern Rock**

**BEAZER HOMES**

**1978-79**

**Koppers buys Sully-Miller from Union Oil**

**KOPPERS**

**INDEPENDENT PRESS-TELEGRAM and THE EVENING NEWS**

LONG BEACH, CALIF., MONDAY, JAN. 30, 1972

**Hanson**

**1991**

**British company Hanson buys Koppers assets from Beazer, including Sully-Miller**

## Landmark homes close to hospital

Landmark Homes in Garden Grove are located adjacent to a new shopping center now under construction. The homesite is also on the planned location of the Kaiser Hospital.

The shopping center, which will feature a "Thirty Drug Store" and a "Lucky Supermarket," is being built at the corner of Magnolia Street and Kalamita Avenue.

The developer also will build a new 200,000-sq-ft hospital, which will include men's services as a major feature. The center, said the developer, is expected to be completed by July.

The Kaiser Hospital, which started work last year, will be located on the corner of Euclid Avenue and Chaparral Avenue.

The \$1.5 million project is located on Homewood Drive off Kalamita Avenue, just east of Magnolia Street in Garden Grove.

**1980**

**1990**



**1984**

**Superbowl of Motocross event at the Los Angeles Memorial Coliseum**



**1989**

**United Ready-Mix buys the aggregate and ready-mix companies from Beazer. United Rock Products is born**

**UNITED ROCK PRODUCTS**





**1999**

*Sully-Miller acquires  
United Rock Products*

**2001**

*The Port of Los Angeles  
awards Sully-Miller a  
contract for Pier 400  
Phase 1, the world's  
largest proprietary  
container terminal*

**2010**

*Widening of  
the 710 Freeway,  
1st Perpetual  
Pavement project  
in California*

2000

2010

**1998**

*Colas acquires the Spectrum  
Group from Hanson Materials  
which includes Sully-Miller  
Contracting*

**2007**

*"Woodpecker"  
Safety Award  
Awarded by  
Colas*

**2007**

*Sully-Miller joins  
the California  
Climate Action  
Registry, voluntarily  
taking action to  
track, report, and  
certify its greenhouse  
gas emissions*

**2011**

*Sully-Miller completes  
the Los Angeles Valley  
College Solar Energy  
Project*

**COLAS**





**2014**

*Hollywood Walk of Fame Restoration*



**2023**

*Our work with CalTrans continues with the \$121M Oak Hills project*



**2020**

**2020**

*LAX new Taxiway P is Sully-Miller's biggest job to date*

**2023**

*Our successful partnership with LAX continues with construction of Taxiway D West Extension*



**2023**

*Sully-Miller celebrates their Centennial Year at the Petersen Automotive Museum*





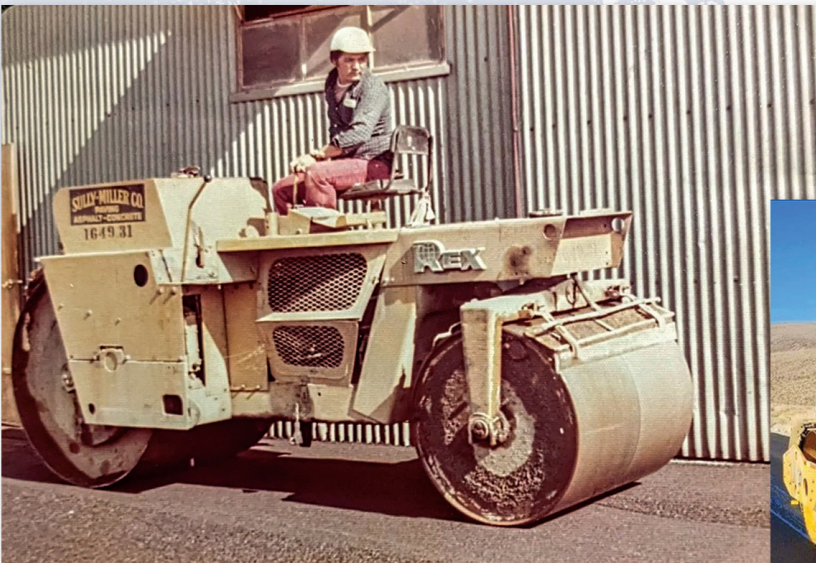
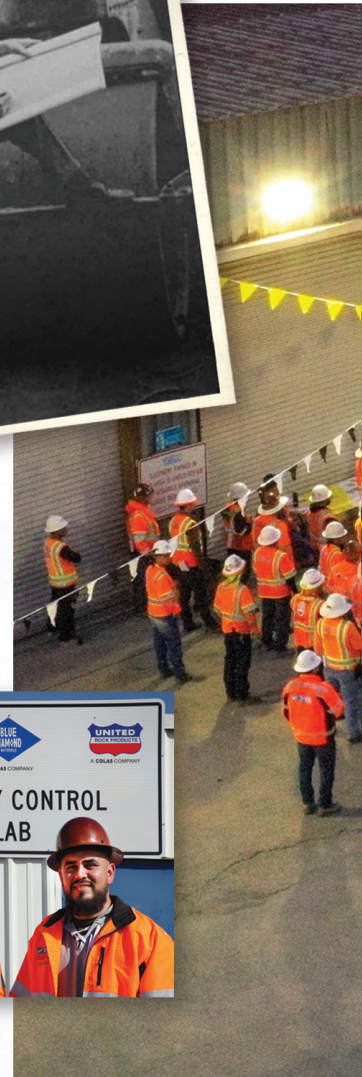


## Powered By People

### The Heartbeat of Sully-Miller

**A**s an organization, we aim to please our customers by providing quality service and being a trustworthy, honest contractor that operates with integrity. The growth and success of Sully-Miller over the past 100 years is primarily a result of the dedication and motivation of our employees. Sully-Miller proudly recognizes the value delivered to our clients comes from an experienced team of professionals prepared to accept new challenges as they arise with grit and determination fostering a Can-Do Will-Do attitude.

We're proud of so many who came to Sully-Miller for a job and ended up finding a career. We're honored by those of you who shared your family with us – multi-generational family members committed to doing good work. You work together, take pride in your work, and personally care about the outcomes as part of the company.

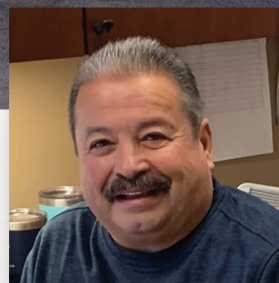


▶ *Gilbert Alvarez Sr. as a Roller Operator in the late 60s*

▶ *Gilbert Alvarez Jr., currently employed as a second-generation Roller Operator*







“ People come to Sully-Miller and build a career here. We have that family feel even though we are part of a large multinational company. We care about our people and our people care about our business.”

**Bill Boyd**, President







# OUR PEOPLE







COLAS INC.  
MEMORANDUM

Dec. 23rd 99

To: Estimating Crew  
Fr: L.R.G.

Ref: \$75,180,086.00

Dear Sirs,

How sweet it is!  
Congratulations for  
a target well set  
and properly achieved.

Thanks for the good work,  
and Merry X-mas to all.  
Louis



“After high school, I worked at a pizza parlor. A guy from Blue Diamond came in and mentioned he was looking for a guard at a work site. That would be my first job with Sully-Miller. This company provides opportunities for someone willing to work hard and is dedicated to success.”

**Scott Bottomley**, Vice President Blue Diamond Materials





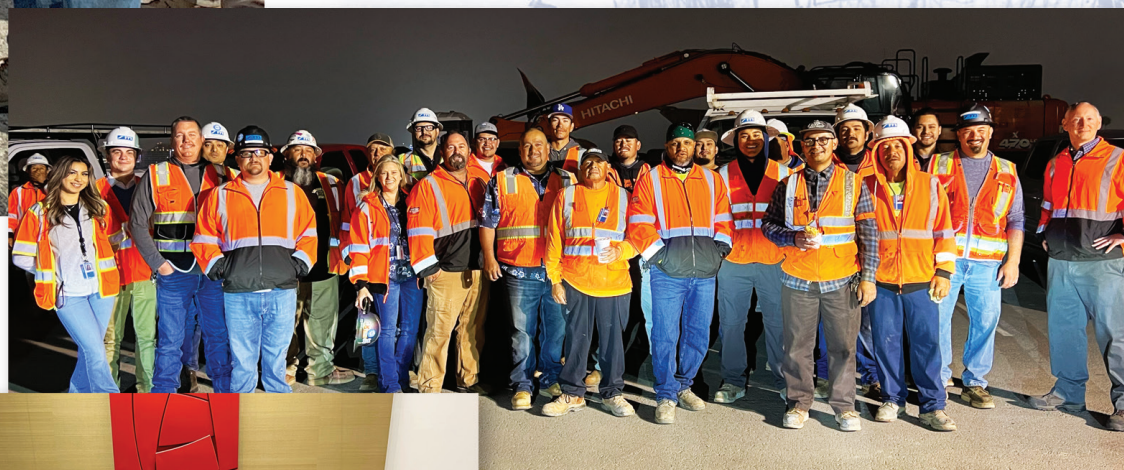


“While the ability to leverage global resources differentiates us from many of our competitors, we are committed to preserving our longtime culture as a local, family-orientated business. Numerous second and third generations work here, with the average tenure over 10-years, with many employees having between 25 and 50 years of service.”

**Bill Boyd**, President











BETTER TOGETHER



A COLAS COMPANY

## United Rock Products

Construction Aggregates  
& Inert Landfill

The average person typically does not give much thought to the subject of aggregates, yet they are something that impacts all of us. For instance, each Los Angeles resident requires approximately 4 tons of aggregates per year for the construction of streets, schools, shopping centers, homes, and other civil infrastructure. The Los Angeles region consumes about 50 million tons of aggregate per year, where we have been and continue to be a significant supplier.

Mining of construction aggregates at United Rock Products (URP) in the San Gabriel Valley has taken place since 1929. Originally started by URPs' sister company Blue Diamond Materials, our top-rated 300-acre site is located in Irwindale, California, just 25 miles east of Los Angeles. Primarily consisting of crushed rock, sand and gravel, URP manufactures products that specifically cater to the construction, ready-mix, and asphalt industries.

Producing over 3,000,000 tons per year in the 1990's this facility ranked among the nation's 10





Scale in Miles  
VENTURA COUNTY  
SANTA PAULA



largest aggregate plants. With a keen focus on safety, quality, and sustainability current production exceeds 2,000,000 tons per year.

Over the years, the URP's operation has been modernized by upgrading plant crushers, and screens. Adding a floating clamshell dredge equipped with dual 16-cubic yard clamshell buckets to access reserves below water. Dredging has allowed URP to reach additional reserves to a depth of 190-feet below the water level. Our dredge currently resides in Pit 3, but will be moved to the Olive Pit, our current mining site, over the next couple of years where it will happily mine for many years to come.

When purchased in 1999, URP was comprised of 3 pits and the plant site. Pit 1 was depleted and partially reclaimed prior to selling in 2004 and is currently being developed as an industrial/commercial property with large warehouses and retail businesses. Mining operations were completed in Pit 2 in 2008 and reclamation activity began in 2017 with the placement of inert materials (concrete rubble, soil, and brick).

United Rock takes great care to repurpose construction debris to safely refill our pits and return the land to its natural state. The reclamation activity will continue for approximately 25 years, after which the land will be developed for industrial and commercial uses.

“United Rock dependably supplies consistent, superior-quality aggregates in a very demanding market throughout the Greater Los Angeles area and they are an integral component to the success of our business.”

**Steve Lode**, President, National Ready Mixed Concrete Company





BETTER TOGETHER



We believe an organization is only as good as the people behind it. United Rock is proud to employ some of the most skilled and experienced professionals in the industry. As a result, our performance in safety, quality, and production is more than a directive; it's part of our culture. We strive for excellence.

Another key success factor of United Rock is our affiliation with local, state, and federal associations. The California Construction and Industrial Materials Association (CalCima) has recognized our operations with multiple awards for Excellence in Safety in the Large Mine Category for California.

United Rock Products is deeply rooted and extremely active within our community. A longstanding Cornerstone Member of the Irwindale Chamber of Commerce since 1989, URP provides post-secondary education scholarships for graduating High School students residing in Irwindale through the Irwindale Education Foundation, and sponsors community events such as recognizing first responders, job fairs, and toy drives.



“Great company to work with. Honest people that help us work through our issues on both the aggregate and the landfill side of our business. Could not be happier with our partnership.”

**Scott Struiksma**, West Coast Sand & Gravel, Inc.











BETTER TOGETHER



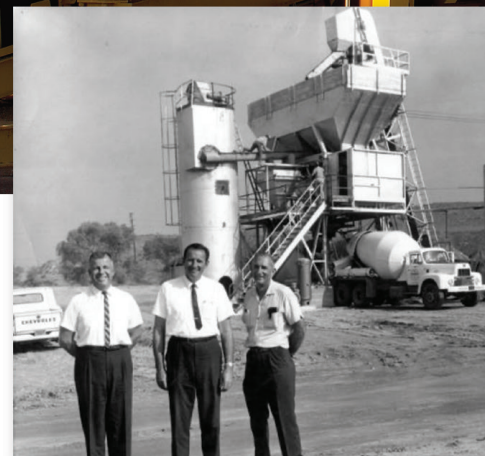
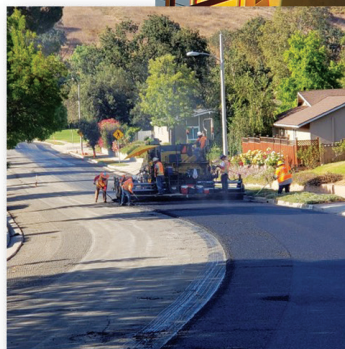
A **COLAS** COMPANY

## Blue Diamond Materials

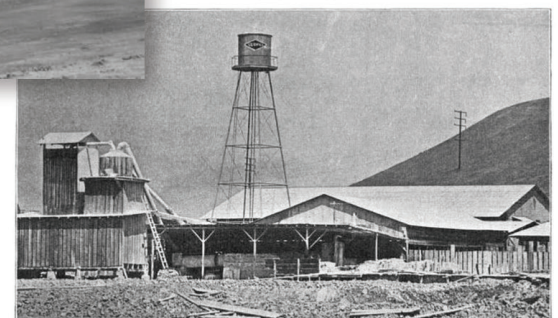
Asphalt Mix Manufacturing  
and Construction Rubble  
Recycling

At the time of its purchase by Sully-Miller Contracting in 1975, Blue Diamond Materials (Blue Diamond) was one of the very few organizations to produce construction materials in four major industries – rock and sand, asphaltic concrete, ready-mixed concrete and recycled materials. During the late 1970's Blue Diamond, was the third largest supplier of asphaltic concrete in the nation, among the top ten national suppliers of ready-mix concrete and a pioneer in the recycling industry.

During this time, Blue Diamond operated five rock crushing plants, nine asphaltic concrete plants, six ready-mixed concrete plants and two portable rock crushing plants throughout Southern California with the capacity to produce eight million tons of aggregate, three million tons of asphaltic concrete, and one million cubic yards of ready-mixed concrete.

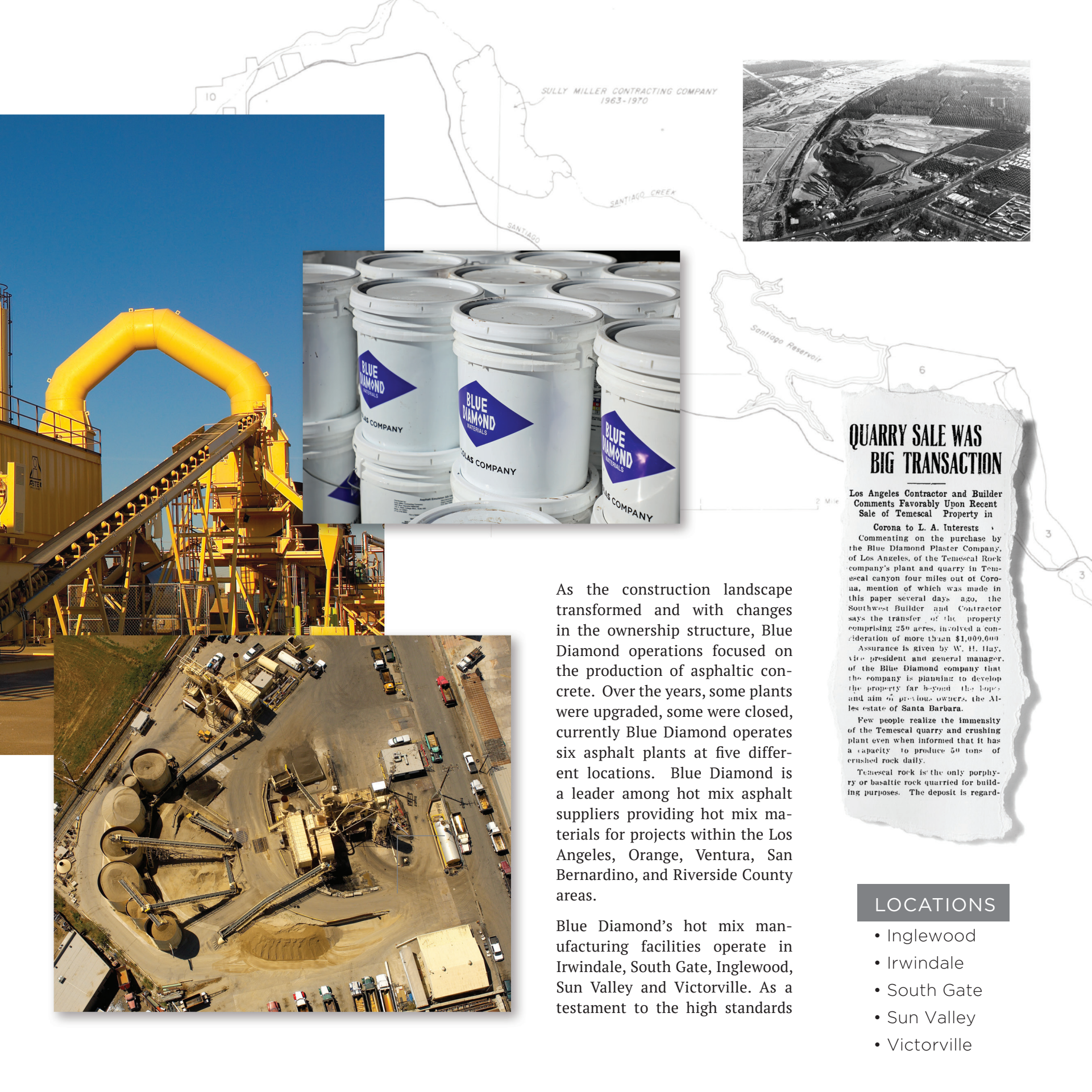


Rock Products



Hydrated lime plant of the Blue Diamond Plaster Co., Los Angeles, Calif.





## QUARRY SALE WAS BIG TRANSACTION

Los Angeles Contractor and Builder Comments Favorably Upon Recent Sale of Temescal Property in

Corona to L. A. Interests

Commenting on the purchase by the Blue Diamond Plaster Company, of Los Angeles, of the Temescal Rock company's plant and quarry in Temescal canyon four miles out of Corona, mention of which was made in this paper several days ago, the Southwest Builder and Contractor says the transfer of the property comprising 250 acres, involved a consideration of more than \$1,000,000.

Assurance is given by W. H. Hay, vice president and general manager, of the Blue Diamond company that the company is planning to develop the property far beyond the hopes and aim of previous owners, the Altes estate of Santa Barbara.

Few people realize the immensity of the Temescal quarry and crushing plant even when informed that it has a capacity to produce 50 tons of crushed rock daily.

Temescal rock is the only porphyry or basaltic rock quarried for building purposes. The deposit is regard-

As the construction landscape transformed and with changes in the ownership structure, Blue Diamond operations focused on the production of asphaltic concrete. Over the years, some plants were upgraded, some were closed, currently Blue Diamond operates six asphalt plants at five different locations. Blue Diamond is a leader among hot mix asphalt suppliers providing hot mix materials for projects within the Los Angeles, Orange, Ventura, San Bernardino, and Riverside County areas.

Blue Diamond's hot mix manufacturing facilities operate in Irwindale, South Gate, Inglewood, Sun Valley and Victorville. As a testament to the high standards

## LOCATIONS

- Inglewood
- Irwindale
- South Gate
- Sun Valley
- Victorville





at Blue Diamond, all plants have been awarded Diamond Quality Commendations and Diamond Achievement Commendations by the National Asphalt Pavement Association.

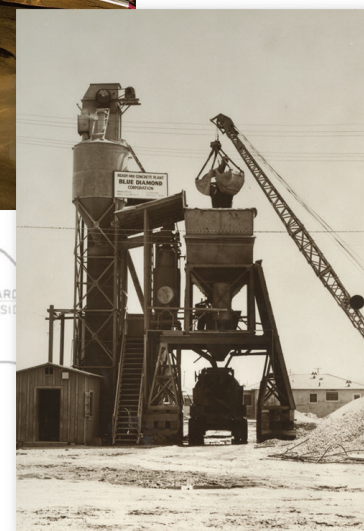
Quality and award-winning service are the twin themes of Blue Diamond's operations. Our high-volume capability is a result of the flexibility of our plants in producing and delivering materials to differing specifications alternately throughout each day.

The people of Blue Diamond Materials are what really set the company apart from the competition. A workforce with an average tenure of over 20-years brings dedication, commitment, and experience to ensure that every job is done right, with the right answers and the right approach. Our people provide a value-added benefit to every one of our customers, which makes us the supplier of choice.



12





“We recycle thousands of tons of asphalt pavement each year, saving valuable materials from landfills, conserving virgin aggregates, and reducing the demand for oil production while producing a product equal to, and in some ways superior to 100% virgin asphalt pavement.”

**Scott Bottomley**, Vice President Blue Diamond Materials





SULLY - MILLER  
CONTRACTING Co.

A COLAS COMPANY

**Sully-Miller Contracting**

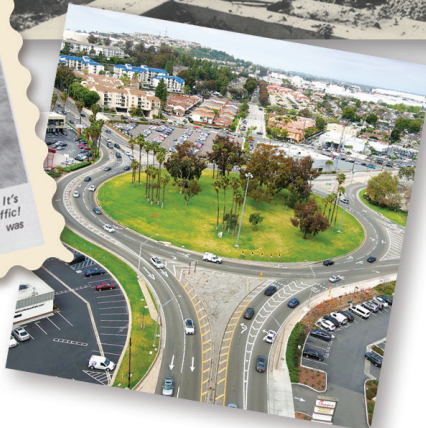
A Diverse Builder

## ROADS & HIGHWAYS OVERVIEW

From the late 1920's, people began to flood into Los Angeles, seeking better opportunities among the growing industries of aircraft manufacturing and film production. Suburban development boomed, and our iconic mule teams played a part in building and improving the streets and roads in many of the local communities, helping to grade land and prepare for concrete.



Does this look familiar to you? No, it's not a crater! It's the Long Beach Traffic Circle - before it had any traffic! We worked on this project when the whole area was nothing but bean fields.



“Built in 1963, the Los Alamitos Traffic Circle was converted to a modern roundabout by CalTrans in 1993.”

“Ruby and Shorty pulled their last wagon and did their last bit of grading in the City of Long Beach in 1955.”



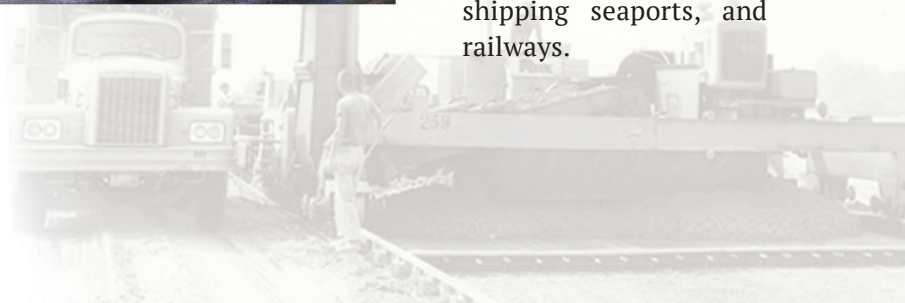


In 1951, The Long Beach Independent Press Telegram quoted job foreman Jim Maddelein as saying that mules are better than mechanical graders for this particular job because “...the mules are faster. They can also step over the headers [boards laid to hold over the concrete level when it is poured] without knocking them down.”

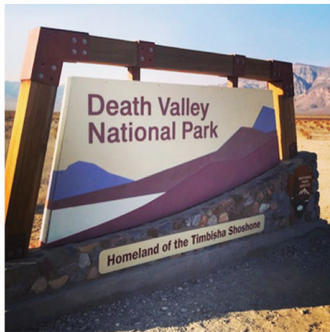
In fact, the mule teams served amid the modern development of Southern California until 1955 when they pulled their last wagon in the City of Long Beach.

Today, Sully-Miller Contracting continues to build the infrastructure that support so much of our daily lives – from our local streets, to

surrounding highways, to the 8 lane freeways that connect us across Southern California. Significantly, these are the roads that not only connect us to local parks and entertainment, but also connect airports, shipping seaports, and railways.







“The project consisted of 203,000 square yards of Cold-In-Place Recycling (CIPR) and 22,000 tons of hot mix asphalt.”





## Death Valley Project

San Bernardino County

The Death Valley Road project located near the main entrance to Death Valley National Park was 150 miles from Blue Diamond's Victorville Asphalt Plant. To meet our paving start time at 7:30am, the first truck loaded from the plant at 4:30am each day.

The project served as an Intelligent Compaction pilot project. Our shop retrofitted 2 steel drum rollers and a pneumatic roller with the Top Con Intelligent Compaction system to collect and analyze data detailing mat pass count, mat stiffness, and mat temperature for each roller pass.



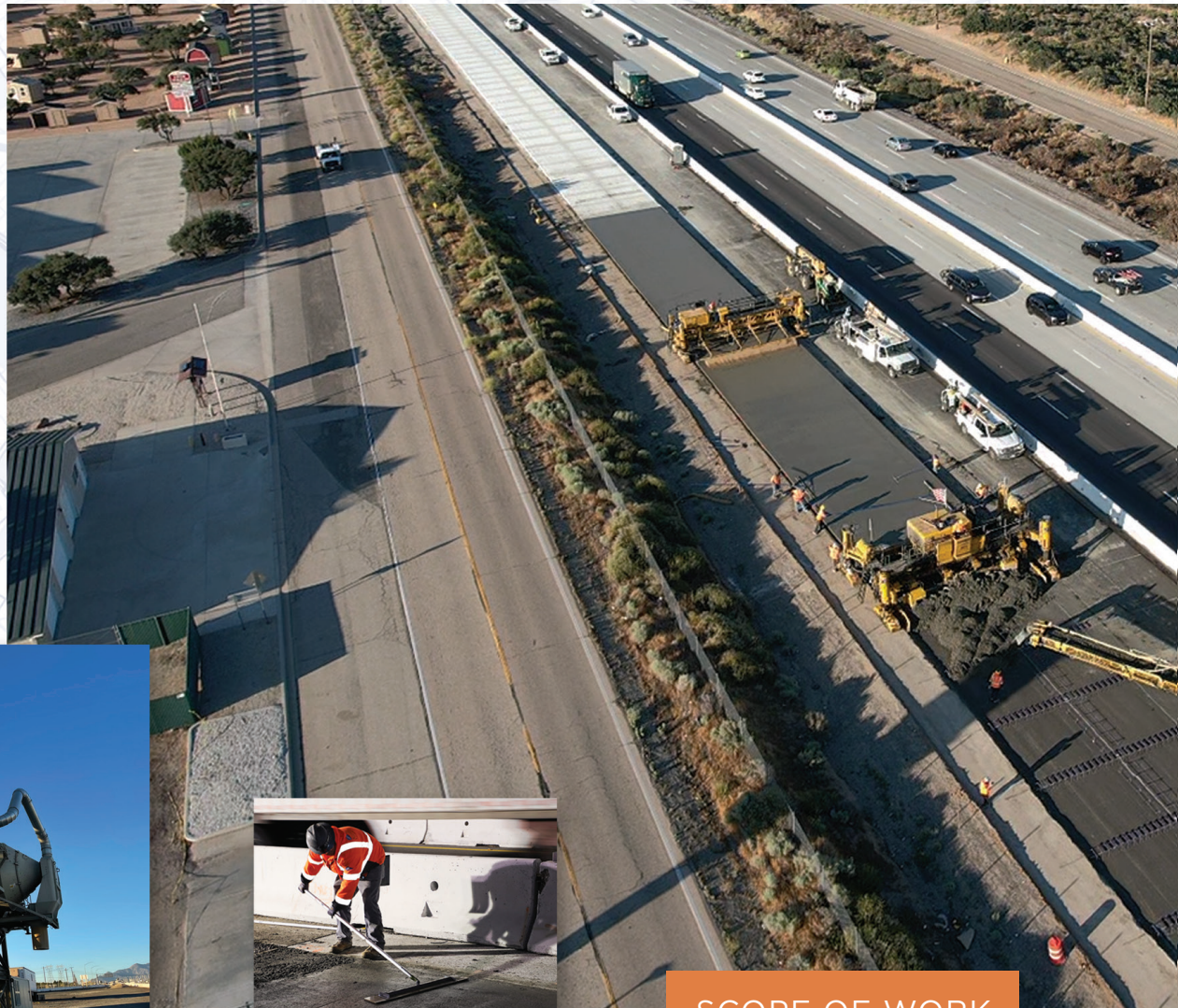
Additionally, the project implemented new strict smoothness specification using an inertial profiler to measure pavement smoothness. The data gathered throughout the project helped establish new standard guidelines for smoothness on statewide paving projects. Data collection runs were performed prior to beginning the work, and after each successive life of HMA and after each profile grind sequence. Using best standard paving practices, our paving crews successfully achieved substantial smoothness improvements on the completed roadway surface.

As in the past, Sully-Miller Contracting continues to be an early adopter of new technologies, a trait that keeps us ahead of the pack.



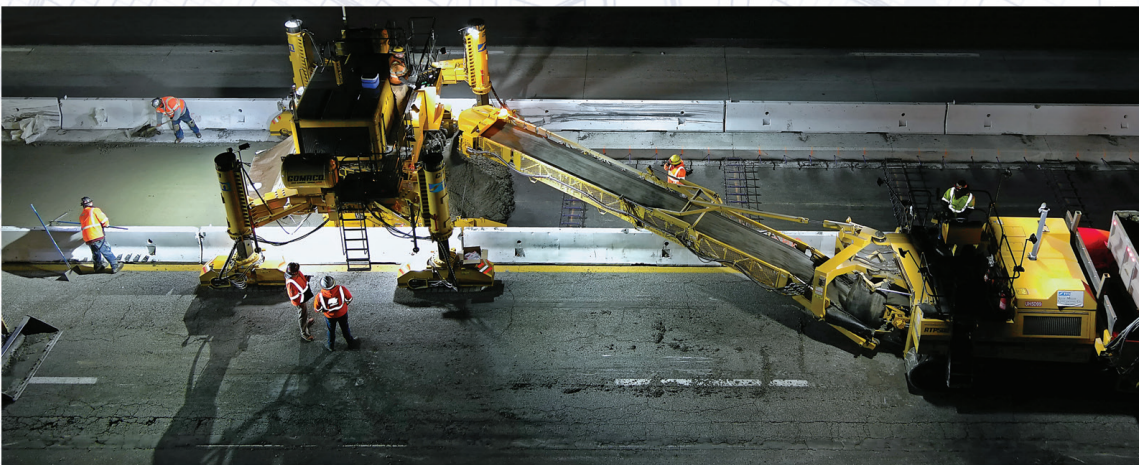


“A total of 176,000 cubic yards of JPCP will be placed across all six lanes before the concrete paving is completed in 2024.”

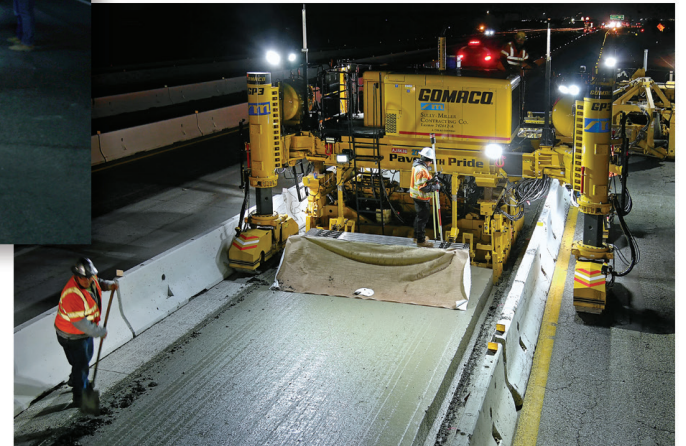


### SCOPE OF WORK

- 100,000 feet of K-rail Temporary Barrier
- 430,000 Cubic Yards of Removals + Excavation
- 600,000 Square Yards of Subgrade Preparation
- 325,000 Square Yards of Cold Milling
- 265,000 Tons of Asphalt Paving
- 176,000 Cubic Yards of Concrete Paving
- 45,000 Linear Feet Concrete Barrier Rail







## Route I-15/Oak Hills

San Bernardino County

Sully-Miller began construction on the I-15 Pavement Rehabilitation Project in partnership with Caltrans District 8 in November 2021. Also known as the Oak Hills Project, we are replacing the existing asphalt pavement with Jointed Plain Concrete Pavement (JPCP) on 59 lane miles from Oak Hills Road in Hesperia to just south of Bear Valley Road in Victorville.

This \$121 million dollar project will be constructed over 4 years in multiple stages, and is anticipated to be complete by the end of 2024. Stage 1 involved grading the existing median, installing storm water mains and laterals and surfacing with hot mix asphalt to temporarily divert traffic during the reconstruction of the northbound and southbound lanes. Stage 2 moves northbound traffic to the median while crews remove existing pavement and pave the new lanes with concrete along with other drainage and public safety improvements. Stage 3 repeats stage 2, on the southbound side of the I-15 freeway. Stage 4 involves removing the asphalt placed in stage 1 that was used to divert the traffic during stages 2 and 3 and install a concrete median to separate the traffic.

A new Gomaco GP3 Slipform Paver was recently acquired, equipped with the G+ control system with load-sensing hydraulics for maximum paving performance and optimum fuel efficiency, as well as Automated Machine Guidance (AMG). With this state-of-the-art technology, we are paving up to 30 feet at a time on this project, with peak performance of around 2,000 cubic yards of concrete per day produced from our recently purchased Astec RexCon portable concrete batch plant.







## Baldwin Avenue Grade Separation

The City of El Monte

**B**aldwin Avenue is a major city artery connecting the 10 and 210 freeways, that had an at-grade Union Pacific Railroad Crossing, which caused delays, excess emissions from waiting vehicles, and safety hazards that contributed to accidents and fatalities. Working with the Alameda Corridor-East Construction Authority (ACE), a grade separation was created by excavating over 100,000 cubic yards of soil for roadway underpass, building a precast girder bridge for the railroad, and installing a pedestrian bridge to improve traffic flow and safety for both motorists and train operators.

This phased project started with the relocation of utilities and construction of an access road for local businesses. A 3,000-track-foot temporary shoofly track was then constructed south of the railroad track at the original elevation, supported by a temporary beam and lag shoring wall where it crossed Baldwin Avenue. This allowed the north half of the underpass to be excavated and the new precast girder bridge to be built.

Next, the train was routed from the shoofly track to its permanent alignment on the precast girder bridge, while excavation of the south side underpass, sewer siphon, and pedestrian bridge were completed. A 40-foot-deep pump station was also constructed to pump storm drain runoff from the bottom of the underpass up into the existing storm drain line.

“ We created a grade separation by excavating over 100,000 cubic yards of soil.”







## SCOPE OF WORK

This was our first bridge project as a general contractor in many years. The most difficult component of the project proved to be the sewer siphon due to an un-approved design at bid time. Sully-Miller leveraged its expertise in underground wet utilities and relationship with Los Angeles County to create a viable design solution that satisfied all stakeholders.





“Our Project Management team ensured cost-effective solutions for the City of Irwindale, while also keeping the project on schedule.”

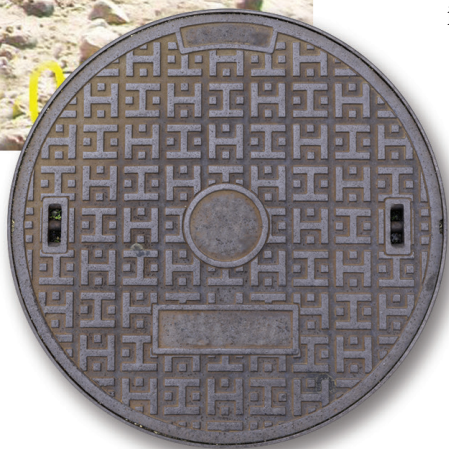




## Live Oak Avenue & Arrow Highway Improvements

The City of Irwindale

The partnership between Sully-Miller Contracting, United Rock Products and the City of Irwindale was instrumental in the successful completion of the Live Oak Avenue and Arrow Highway Improvement project. Beginning deep below the surface, Sully-Miller installed storm drains and catch basins that needed to tie into the existing Los Angeles County Flood Control Channel. Once the drainage systems were established and backfilled, the roadway surface improvements were constructed. We created stamped concrete intersections to handle the heavily travelled, heavily loaded truck traffic that serviced our aggregate operations and accommodate local industrial businesses. Lastly, landscaped medians were constructed along Arrow Highway and Live Oak Avenue to enhance the view within the community and create an attractive entrance into the area.



### SCOPE OF WORK

Asphalt was supplied by Blue Diamond Materials, and the aggregate base, topsoil, and fill sand were supplied by United Rock Products.

