



From a Pit to a Park

To create a sprawling 160-acre recreational site, Utah contractor draws heavily upon GNSS solutions.



On a project to turn a former gravel pit into a regional park with multiple playgrounds, a disc golf course, biking and other trails, varied sport courts, and more, contractor Kenny Seng Construction (KSC) handled almost the early-phase construction services at the site. To do so, they maximized efficiency through the use of Topcon-based GNSS technology and solutions.

Company

Kenny Seng Construction,
Provo, Utah

Project

Creation of Bingham Creek Regional Park

Topcon Products

3D-MC² on numerous dozers and scrapers, Millimeter GPS on multiple motor graders, X-53i on several excavators

Project Scope

Creation of massive regional park on site of previous gravel pit

Topcon Dealer

Rocky Mountain Transit & Laser –
Murray, Utah

The first phase of the park project was aggressive — more than 700,000 cubic yards of soil was moved onsite to lay the groundwork for what was to come. Yet, not a single survey stake was pounded, testimony to the credence KSC places in GNSS technology.

“Right now we are grading for both this and future phases,” said Brandon Bunker, site superintendent. “We have a fleet of 16 excavators, dozers and scrapers — all equipped with machine control — getting everything to

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subgrade creating berms, and prepping for a bike track, bike trails, splash pad, soccer fields and a sledding hill.”

KSC’s use of GNSS solutions at the Bingham Creek site dramatically reduced the need for survey, minimized crew size and improved accuracies in almost every facet of the job. That efficiency extended all the way to a single digital model, created in-house and shared by every GPS-equipped machine working onsite.

“We feel we can turn things around much quicker by having our own people create our models,” said Travis Price, vice president of administration. “For any changes or adjustments that need to be made, we can call in to our people, describe the issue, and have it fixed in 20 minutes. We can also spot any problems before we even turn a bucket of dirt, which helps tremendously with QC.”

“Many people don’t realize how crucial the model is,” said Vance Baxter, field operations manager. “It gives you the ability to go to the owner at the outset and say: ‘We’ve identified a problem area and we can fix it now for this amount or we can fix it in the field for three times as much.’ It’s a very compelling argument.”



Joe Miklos, co-owner and sales engineer for Topcon dealer Rocky Mountain Transit & Laser, says that, without Kenny Seng’s ability to know what he wants and needs, their job would be much tougher.

“Kenny is one of the few owners who realizes that time is the most valuable commodity on the job,” he said. “A while back, they constructed a pair of elementary schools, one using all traditional methods, and the other modeled and done using all GPS. When complete, he said the two jobs were similar in cost, but they finished the GPS-driven project 30 days early. A month of savings for a fleet of equipment is a lot of money.”

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Though KSC is currently only handling the initial phase of the Bingham Creek project, subsequent phases include paving/curb and gutter work, excavation of footings, utility installation, creation of the bike tracks, and more.

“Those parts of the project have not bid yet,” said Price. “However, largely thanks to our GPS solutions, we saved at least a month on the Phase One schedule. That certainly can’t hurt going into the bid process.”



A [full-length version](#) of this story is on the Topcon website.



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