



EXCELLENCE IN CONSTRUCTION PARTNERING

First Annual Awards



ITD/AGC Annual Excellence in Construction Partnering Awards - 2020 Nomination Form -

Contract Number/Route/Milepost:	Construction Engineer:
Project Name:	Date Project Started:
Contractor Name:	Date Project Completed if applicable:
Email:	Phone #:

1. Did the Contractor/ITD team participate in a Partnership Workshop or informal partnering?

Y ☐ N ☐

2. Category of Award (select one):

State Highway Projects (select size):

- ☐ Projects less than \$1 million
- ☐ Projects \$1 million - \$5 million
- ☐ Projects \$5 million - \$10 million
- ☐ Projects greater than \$10 million

Local Road Projects (select size):

- ☐ Projects less than \$3 million
- ☐ Projects greater than \$3 million

3. Application:

Please provide an overview of the project explaining scope of work, cost, and schedule. Be sure to include the below evaluation criteria where applicable.

Evaluation Criteria:

(1) Safety First, (2) Customer-Focused Results, (3) Innovative Problem Solving, (4) Overcoming Extraordinary Challenge, (5) Effective Contract Administration, and (6) Timely Completion of Project.

Project Overview:

The Old Highway 37, The Narrows Project, in Oneida County was constructed by Western Construction Inc. (Western). This project was a FHWA funded project for Oneida County (Sponsor), administered by LHTAC, designed by Keller Associates, Inc. and the CEI was performed by Civil Science. The project rebuilt approximately 3 miles of Old Highway 37 within Rock Creek Canyon. The canyon roadway was a narrow two-lane road with minimal or no shoulders, numerous substandard curves, and steep embankments with frequent rock falls and flood related undercutting of the roadway by the adjacent Rock Creek. The context sensitive design project was designed in coordination with the adjacent Caribou-Targhee US Forest Service (USFS) Rock Creek Restoration Project, including a shared NEPA document. This project was completed on time, with excellent communication and execution of the contract. Safety First- To expedite construction the roadway was closed to the traveling public. To maximize safety to both Western and the public, an extensive public notification and road closure/detour route was provided. A month prior to the start of construction, schools, the newspaper and each county, city, and emergency service within a 45-mile radius of the project was provided written notification including posters of the construction schedule, road closure, detour map and contact information for the construction manager. Western and the Sponsor developed a plan to allow 24-7 safety personnel access through the closed road if emergency response was needed. Effective signage was installed notifying the traveling public of the closure and detour. There were no project related accidents associated with this project. Customer-Focused Results- Western communicated with businesses and the traveling public. Western even provided access within the road closure to these businesses when necessary. Western met weekly and distributed detailed meeting minutes to update the Sponsor of the project progress. Western averted potential environmental related delays related to sensitive archeological sites, migrating birds and wetlands. Western, Civil Science and LHTAC worked with governmental agencies to quickly address issues. Coordination included archeological monitoring and the protection and monitoring of two adjacent Red-Tailed Hawks' nests. This coordination protected these resources, kept the project compliant with the law, and built trust with agencies. Innovative Problem Solving-Through Western's coordination with the adjacent USFS work, Western's project manager, Jack Snyder, was introduced to the USFS creek restoration hydrologist, Louis Wasniewski. With the help of the USFS, LHTAC, and Civil Science, Western implemented a VECP that expanded the planned USFS creek restoration work. The expansion moved Rock Creek away from the roadway in several locations. It installed safety slopes, eliminated hazards within the clear zone including up to 10-foot drop-offs, decreased stream-bank erosion potential of the roadway, increased wetland vegetation, eliminated a H-Pile wall, sheet piling, and some of the rock gabion retaining walls. Work included acquisition and revision of required environmental documents and permits. The final result of the win-win VECP was a project savings of approximately \$414,000. Overcoming Extraordinary Challenge - Within the last 5 weeks of the project, Western encountered 1450 feet of unsuitable extremely saturated clay subgrade at the north end of the project. Excavation and potholing performed by Western on the east side of the roadway indicated the saturated subgrade soils extended beyond 6 feet in depth and were caused by a natural spring located on the east side of the roadway. The spring drained through the roadway and into a marsh area on the west side which accounted for the super saturated soft clay subgrade soils underlaying the existing roadway. The soft soils impacted the construction of the roadway and the construction of a gabion wall located within the soft spot area. Western Construction quickly provided the general spring location and subgrade information necessary for LHTAC, Civil Science, Keller Associates and Western to provide a cost-effective long-term solution. The solution included limiting excavation, slightly raising the vertical roadway alignment and installing an alternative ballast section (using waste material from another project) through the unsuitable subgrade section. The alternative ballast section included a minimum of 2 feet of shot rock underlain geogrid and subgrade separation fabric. The ballast section will allow the spring to continue to drain from east side of the roadway to the west side while providing the necessary long term support the roadway requires. Western was exemplary in their execution of this project contract and deserve recognition.









