



## Nomination Form

### “Partnership for Excellence in Contract Administration” Award

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Contract Number: 008070

Project Name: Eastern Region Bridge Deck Repair 09/11

Contractor Name: West Company, Inc.

Project Engineer: Chad Simonson

Date Project Accepted: Physically Complete on July 31, 2011 - No Outstanding Issues

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**Category of Award** (*please underline one category*):

#### **Eastern Washington**

- Projects Less than \$3,000,000
- Projects \$3,000,000-\$10,000,000
- Projects Greater than \$10,000,000

#### **Western Washington**

- Projects Less than \$3,000,000
- Projects \$3,000,000-\$10,000,000
- Projects Greater than \$10,000,000

#### **Statewide**

- Special Mention City/County or Other Project Administered by the WSDOT/Contractor Team
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### **Brief Overview of Nominated Project**

This \$942,000 project on I-90 in Spokane and Spokane Valley replaced the badly deteriorated existing Latex Modified Concrete and Asphalt overlays with fly ash Modified Concrete and Asphalt overlays on two bridges. These bridges carry over 115,000 vehicles per day on I-90 over Altamont and Havana streets. The bridges are 1.32 miles apart with on and off ramps between them. This project was set up in stages to provide two lanes for traffic in each direction during construction. The ramps between the bridges were also closed to ensure unimpeded flow for through traffic on I-90. Because the reduced capacity caused major impacts to traffic and the closed ramps impacted the local business community, this project was set up to be completed in 30 days with incentives to complete the work early and disincentives for completing the work late. Thirty days was a very short time period to complete this work; in fact, the estimated working days for this project were 75 days, but during design a decision was made to shorten this to 30 days which would require work activities around the clock. Coordination of the Prime Contractor, the Subcontractors, and WSDOT inspection staff was essential for completion of this project within the allotted time. The Contractor's schedule showed this project being completed in 25 days - five days ahead of the allowed days. The project was in fact completed in 20 days, providing the maximum incentive payment to the Contractor. The prime Contractor fostered a spirit of cooperation and flexibility among the 10 subcontractors and everyone involved with this project strived to complete it as quickly as possible while not compromising quality. As the project progressed, tasks were moved ahead on the schedule and the affected subcontractors or the Prime Contractor personnel mobilized to accomplish the task so the project could move forward without delay. The WSDOT inspection team was always informed of upcoming tasks and was prepared to inspect or test materials and there were no delays resulting from inspection issues.

### **Description of Team's Accomplishment That Warrants This Nomination**

1. Customer Focused Administration:

The Contractor was very aware of the impacts this project created for the traveling public and local business community and they were much focused on completing this project as quickly as possible. Keeping the public informed of the project was very important and was normally accomplished through the weekly press release by the WSDOT Public Information Officer (PIO). The work activities and schedule updates were relayed to the PIO through the WSDOT

Project Manager. There were a couple of onsite interviews with a local television reporter that were done to inform the public about the project and to report on progress. The subcontractors they hired, not all of which were local companies, were cognizant of the need for completing this project quickly and committed to the Prime their dedication to this project; as their tasks moved ahead on the schedule they directed resources to the tasks. Even though timely completion of this project was a focus, quality and safety were not overlooked. Acceptance testing of material and inspections of completed work document the Contractor's compliance with Plans and Specifications and no worker injuries were reported.

2. Innovative Problem Solving:

The contract plans were very good resulting in no change orders; however, this does not mean there were no problems. For example, the work to install the concrete pavement expansion joints did not go smoothly. While making the full depth saw cuts through the concrete pavement, the saw blades sometimes became stuck. Because these saw cuts were made in the finish surface, care was required in removing the blades so as to not damage the surface. Another saw was brought in to cut close to the stuck blade to free it up. This was causing the work to exceed the scheduled time and in order to stay on schedule, the Contractor put additional saw cutting crews on the job and enough laborers to accomplish this work in a timely manner.

3. Overcoming Extraordinary Challenge:

The short time allowed for completion of this project required around the clock operations. The Prime Contractor coordinated their staff and the ten subcontractors in performing the tasks without delay to the project. Working around the clock presented challenges as different crews rotated onto and off of the job performing tasks in various stages of completion and if questions arose during the night; an answer was sometimes unavailable until morning. The staging of this project also presented 4 different workzones. Getting personnel, equipment, and material into and between the workzones required coordination with traffic control and also required planning ahead as sometimes the work required a reduction in lanes down to 1-lane which was only allowed during overnight hours.

4. Effective Contract Administration:

This project was set up to begin contract work on a specified day. This was to coordinate with other public works projects in the vicinity that would be impacted by the rerouting of traffic which this project would cause. This firm begin construction date allowed more time from contract execution to beginning of working days and the Contractor took advantage of this time, meeting with both the WSDOT inspection team and subcontractors to ensure all required

documentation was submitted and necessary approvals given prior to beginning work. A special meeting to review the Contractor's schedule was held. The schedule resulted in a single critical path as every work activity impacted the next due to the reduced allotment of working days. Schedule revisions were made and the revised schedule was submitted timely for approval by the Project Engineer. When work days commenced, there were no delays due to missing paperwork or material documentation.

5. Timely Completion of Project:

The project was completed with 10 working days remaining and 5 days ahead of the Contractor's approved schedule. The Contractor effectively used their schedule in prosecution of the work, coordinating the work activities of 10 subcontractors as well as the WSDOT inspection team. The efficiency of their operations and the flexibility of the subcontractors allowed the work to be accomplished more quickly than planned. The contract traffic control plans were utilized and implementation of these plans to set up the barrier protected workzones was carried out in a safe and efficient manner which allowed the workzones to be set up and traffic restored to 2 lanes as quickly as possible.

6. Safety:

The Contractor's safety program included mandatory use of hardhats and safety glasses with ear protection when exposed to high noise level work operations. On site safety meetings were held weekly for each crew. No workplace injuries occurred during this project; however, there were minor incidents involving motorists in the workzone. During the set up and take down of the workzones, the high volumes of traffic created traffic backups and delays. Several collisions which were not serious occurred during this time and the traffic control subcontractor personnel responded quickly to help in clearing the accidents and resetting traffic control devices when necessary. The traffic control personnel responded quickly in addressing concerns identified by the WSP and Traffic Management Center within the workzones.

**Appendices**

*Project Photos - 3*

*Project Schedule*

*Final Weekly Statement of Working Days*

*Appreciation Letter from PE to West Company*



Washington State  
Department of Transportation

Chad Simonson's Project Engineer's Office

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WSDOT Applicant Team Name (Please Print)

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WSDOT Applicant Team Signature

West Company, Inc.

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Contractor Applicant Team Name (Please Print)

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Contractor Applicant Team Signature

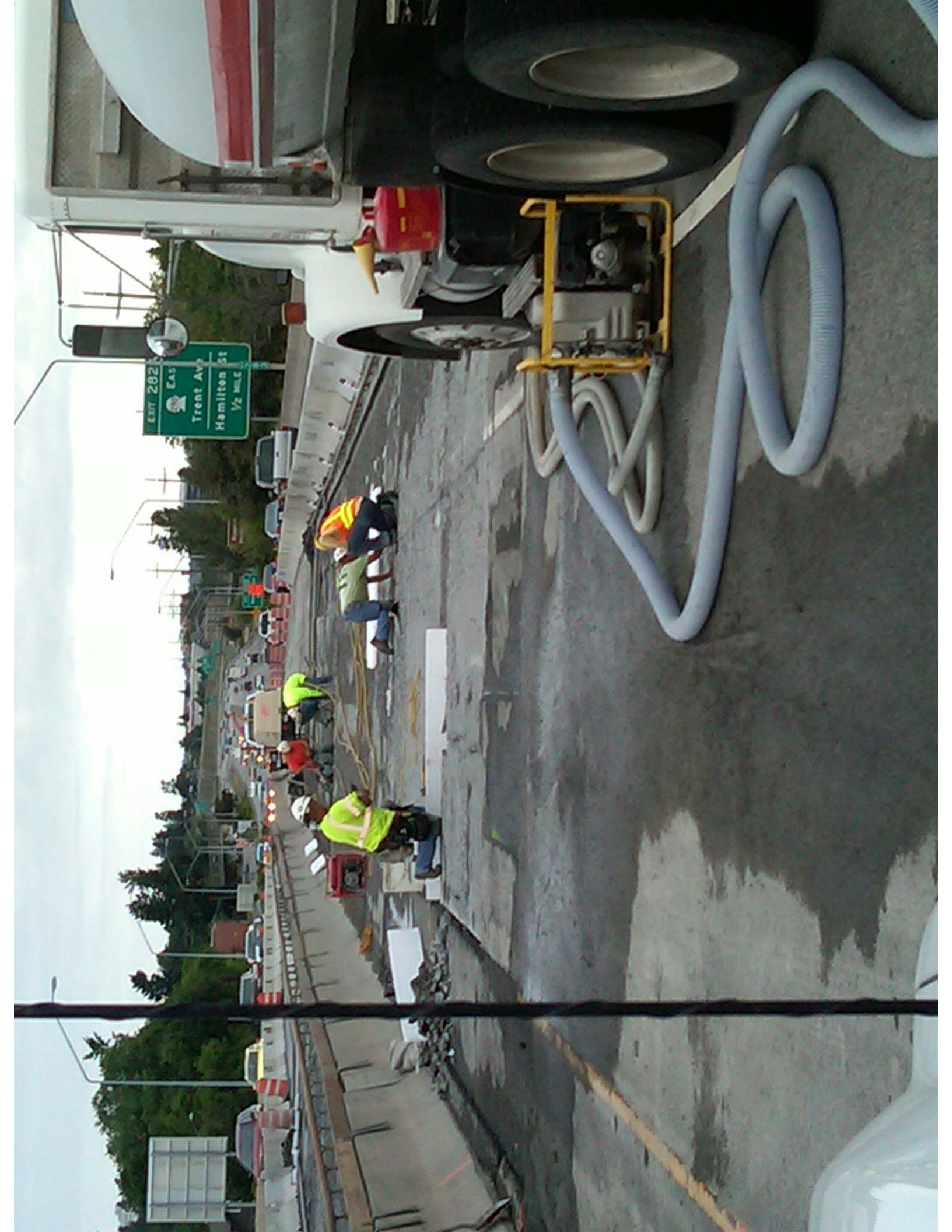
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Completed nomination form, overview, narrative, and any other appendices must be received on or before November 10, 2011.

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**Mail to:** Partnership for Excellence in Contract Administration Award  
c/o Dan Gasche  
[gasched@wsdot.wa.gov](mailto:gasched@wsdot.wa.gov)  
(360) 705-6970  
Washington State Department of Transportation  
P.O. Box 47354  
Olympia, WA 98504-7354









**WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
WEEKLY STATEMENT OF WORKING DAYS**

**CONTRACT NO:** 008070 **FEDERAL AID NO:** IM-0906 (222)  
**CONTRACTOR:** 911535846 WESTWAY CONSTRUCTION, INC.  
 2010 S FAIRVIEW HEIGHTS RD 99022 P O BOX 519 AIRWAY HEIGHTS , WA 99001 - 0519  
**CONTRACT TITLE:** I-90, EASTERN REGION BRIDGE DECK REPAIR - 09/11  
**STATEMENT NO:** 4 **STATEMENT DATE:** 08 03 2011

This statement shows the number of working days charged to your contract for the week ending: 08 06 2011

DATE	WEATHER	PHASE 00		PHASE		REASON
		WORK	UNWORK	WORK	UNWORK	
07 31 Sun	WARM CLR HOT PCLD	1.00	0.00	0.00	0.00	*
08 01 Mon		0.00	0.00	0.00	0.00	**
08 02 Tues		0.00	0.00	0.00	0.00	
08 03 Wed		0.00	0.00	0.00	0.00	
08 04 Thurs		0.00	0.00	0.00	0.00	
08 05 Fri		0.00	0.00	0.00	0.00	
08 06 Sat		0.00	0.00	0.00	0.00	
<b>Days This Week:</b>		1.00	0.00	0.00	0.00	
<b>Days Work Suspended:</b>			0.00		0.00	
<b>Days Previously Reported:</b>		19.00	1.00	0.00	0.00	
<b>Total Days To Date:</b>		20.00	1.00	0.00	0.00	

**CURRENT STATUS:**

<b>Days Specified In Contract:</b>	30.00	0.00
<b>Approved Extension of Time:</b>	0.00	0.00
<b>Total Authorized Time of Contract:</b>	30.00	0.00
<b>Less Workable Days Charged:</b>	20.00	0.00
<b>Working Days Remaining:</b>	10.00	0.00

**SUMMARY OF WEEKS ACTIVITIES:**

SAWCUT AND SEAL EXPANSION JOINTS, STRIPING, TRAFFIC CONTROL.  
 \* WORKING DAY PER SPECIAL PROVISION PAGE 120.  
 \*\* PHYSICAL COMPLETION GRANTED PRIOR TO START OF DAY, 8/1/2011.

**PROJECT ENGINEER:** \_\_\_\_\_

**NOTE:** The contractor will be allowed 10 days from the date of this report in which to protest in writing the correctness of this statement, otherwise it shall be deemed to have been accepted as correct.



**Washington State**  
**Department of Transportation**  
**Paula J. Hammond, P.E.**  
Secretary of Transportation

**Eastern Region**  
2714 N. Mayfair Street  
Spokane, WA 99207-2050  
509-324-6000  
Fax 509-324-6005  
TTY: 1-800-833-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

August 1, 2011

West Company, Inc.  
Attn: Jason West  
P.O. Box 519  
Airway Heights, WA 99001

RE: Contract 8070, I-90  
Eastern Region Bridge Deck Repair - 09/11  
Fed. Aid Proj. No. IM-0906(222)  
**Note of Appreciation**

Dear Jason:

It is with great appreciation that I send you this letter. The completion of this thirty day project ten days early is a testament to the commitment of your company. The project was extremely well coordinated and your subcontractors were firmly on board. Nate McKinley did an excellent job of keeping everyone informed and on task. No small feat when you consider the challenges of working in four separate areas at the same time.

So on behalf of WSDOT Eastern Region, my project office, and the commuters of Spokane... Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Chad Simonson'.

Chad Simonson, P.E.  
Project Engineer

cc: File 8070  
Keith Metcalf, Eastern Region Administrator  
Mike Gribner, ARA - Construction