



INTERNATIONAL SLURRY SURFACING ASSOCIATION

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ISSA ANNOUNCES 2011 PRESIDENT'S AWARD

The International Slurry Surfacing Association (ISSA) is pleased to announce the presentation of its 2011 President's Award for Excellence to member firm Intermountain Slurry Seal, of Salt Lake City, Utah. The announcement was made during ISSA's 49th Annual Convention, held in Tucson, Arizona; the award was presented by ISSA President Tim Harrawood, Vance Brothers, Inc., Conway, Arkansas.

ISSA's annual President's Award is presented in recognition of contracting achievements which exemplify the highest quality of workmanship, and compliance with the best standards of practice. Roadway projects submitted for consideration are judged on the merits of utility, appearance, schedule completion, customer satisfaction and safety. Intermountain Slurry Seal qualified for the Award after completion of its work on the Grand Canyon North Rim Pavement Preservation Project. .

Accepting the award for Intermountain Slurry Seal was Nathan Niemann. For additional information on the award and its corresponding project, contact Nathan at nathan.niemann@gcinc.com or call 801-526-6146.

The International Slurry Surfacing Association is an international non-profit trade association comprised of slurry surfacing, micro surfacing, chip seals and crack treatment contractors, equipment manufacturers, public officials, research personnel, consulting engineers and associated industry interests, working together to promote the increased and more efficient use of slurry surfacing in roadway pavements.

(continued)

Project Information

Project AZ NPS GRCA-PRES-1(09)

Owner: Federal Highway Administration Central Federal Lands

| Main Items of Work: | Original Bid | Actual Placed |
|---------------------------------|---------------------|------------------------|
| Contractor Testing | 20 Day | 40 Day |
| Surface Treatment 1C (3/8 Chip) | 430,000 SY | 393,175 SY |
| Fog Seal (CSS-1 Dilute) | 280 Ton | 219 Ton |
| Emulsified Asphalt CRS-2P | 760 Ton | 588 Ton |
| Micro Surfacing Type 3 | 70,000 SY | 75,542 SY |
| Crack Sealing | 40 Mile | 35 Mile |
| Flexible Patching Type 1 | 300 SY | 0 SY |
| Flexible Patching Type 2 | 150 SY | 1,829 SY |
| Pavement Markings | 2,600 Gal | 2,466 SY |
| Pavement Messages | 50 EA | 69 EA |
| Traffic Control | 20 Day | 40 Day |
| Vehicle Positioning Guides | 45 Mile | 28 Mile |
| Flagging | 800 Hour | 791 Hour |
| Pilot Car | 400 Hour | 160 Hour |
| Flexible Patching Type 3 | Change Order | 738 SY |
| Minor Asphalt Patching | Change Order | 27 areas Skin Patching |
| Surface Treatment Pay Factor | Bonus | 100% |

Based on QC Tests during Chip Seal Production

Intermountain Slurry Seal, Inc originally planned on beginning work in April to complete the project before the park became too busy ,due to a very heavy snow year the roads where not cleared and open until may 15th. This caused scheduling delays right from the start. Starting in June Intermountain Slurry Seal (ISS) began patching. Unknown to ISS, the owner had added 6 times the amount of patching than the original bid quantities. Patching continued until the end of July. Because of this additional work ISS knew it would be a challenge to complete this project before the weather started to cool off. Despite what first comes to mind when thinking of the Grand Canyon, the North Rim is over 8000 ft in elevation and even in mid-summer rarely sees temperatures over 90 degrees. This allows a very narrow work window for Chip Sealing and Micro Surfacing. Overlapping major work items would have expedited the project, but would also cripple park access severely. ISS chose to run a more linear schedule to lessen the impact on the park and the visitors. Micro Surfacing began the end of July. This is the height of the "busy season" for the park, with the Micro Surfacing needing to be placed in all of the parking areas and camp areas, scheduling was very important and very difficult. On average it took three days to clear a parking lot. Pre-notification was posted at all 43 locations seven days in advance. Some revisions were made as the work progressed to accommodate for unforeseen changes, however ISS was able to complete all of the work without having to tow a single car!

Chip seal began the end of August, along with monsoon season in the park. Most days the work could not start until 9 or 10 o'clock in the morning due to temperature. In the project plans the roads were shown to be 22 to 24 feet wide, in reality all of the scenic drives are only 18 to 20 feet wide very winding mountainous roads. ISS made the request to close these road's in order to safely perform the work. Although the park was not in favor of this method they saw the merit of the request and agreed it was the only way to keep the public and our employees safe. While this action kept everyone safe it added tremendous pressure to keep the schedule which had to be published a month in advance of the work, in order to allow the closure, and only allowed 3 days to complete the scheduled roads. Chip Seal proceeded in a modified fashion, again because of the narrow roads all of the dump trucks had to run in a group from the site to the stockyard in order to cover the full width of the road in one pass. There was no way to allow the trucks to pass around the chipper without moving it off the road. The material for chip sealing on Federal projects is subject to quality acceptance testing which is based on test result averages. This means the chips have to be very consistent in gradation. A test meeting the gradation wide band requirements if not within the average band could still cause a deduction on the available bonus. Tests were required to be run every 20,000 SY which equated to 20 samples that were collected split and processed on a daily basis.

For photos, contact cerone@slurry.org.

Full details of the project follow the President's Award link on www.slurry.org.

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