

**Award: 1<sup>st</sup> Place 2007 In recognition of Excellence in Construction Supervision Services for Ootsa Nadina Road Upgrading**



Client: Ministry of Transportation, Region 2 "Interior"

Presented by: The Honorable Kevin Falcon, Minister of Transportation & Dirk Nyland, Chief Engineer for the Ministry of Transportation.

Received by Marcus Barber, Project Manager - Prince George Engineering Branch

The Ootsa Nadina Project is a 5.8 km section of secondary Highway which was re-constructed / rebuilt over last couple years. All construction supervision work was carried out by Marcus Barber, with assistance from Rob Buckham, Gary Malton, Tracy Zebart, Ron Thompson, Ken Maddox, and Bev Rein.

The project spanned 2 years, and had numerous challenges including difficult soils, out of spec material, inclement weather, an unanticipated Fish Bearing stream which required a major redesign, (subsequently removed from the contract and completed utilizing Day Labour Forces).

This was the Contractors first attempt and Highway construction and he was not familiar with the "Standard Specification for Road Construction" or the Ministry's Quality Management Requirements.

This Project ran concurrently with three major Day Labour Projects, and two large Crushing Contracts.

**Award: 1<sup>st</sup> Place 2007 In recognition of Excellence in Design & Contract Preparation – Roads for HWY97, Okanagan Lake Park to Greata Ranch 4-Laning**



Client: Ministry of Transportation, Region 2 “Interior”

Presented by: The Honorable Kevin Falcon, Minister of Transportation & Dirk Nyland, Chief Engineer for the Ministry of Transportation.

Received by Santino Pirillo, P.Eng. Design-Build Division Manager, Surrey Engineering Branch

McElhanney was applauded for our leadership and ability to adapt on short notice with our innovative design techniques and strong team approach. The icing on the cake was that this project was not only completed on schedule but at a \$1M below the project budget of \$17M.

The project consisted of upgrading a 5km segment of an existing 70km/hr Highway 97 from Okanagan Lake Park to Greata Ranch which is generally located midway between Peachland and Summerland. The projects constraints and achievements were as follows:

1. Achieved a 100km/hr 4 lane median divided high speed highway facility along steep unstable silt bluffs against steep rock outcrops along the Okanagan Lake;
2. Stabilize three active landslides, each of which presented unique challenges;
3. Integrate, improve and beautify the highway through a large well known Okanagan Lake Provincial Park that has high intensity recreational use;
4. Minimal to no disruption of highway traffic through extensive rock blasting as a result of well developed construction staging plans;
5. Achieved a net balance of project earthworks materials,
6. Significantly improved drainage by traversing underground across the beautiful Greata Ranch Wine Vineyards and prestigious waterfront private properties and then anchored along the steep silt bluffs prior to controlled discharge in the Okanagan Lake;
7. Implemented wildlife control measures to strategically guide wildlife migration to traverse the highway at controlled locations to significantly reduce the history of high vehicle/wildlife collisions; and
8. Improved safety, reliability and the mobility of one of the primary provincial highway corridors that serves tourists, wine vineyards and commuter traffic through the Okanagan Valley.

Each of the above items were challenges on their own and was noted as exceptional attributes on its own but the most unique item that really brought this project to a new level was that during construction a new slide occurred which interrupted and severed this primary Highway corridor which added a new challenge. The Contractor successfully re-opened the highway within hours via temporary gravel detour while McElhanney immediately adapted and developed a split grade road alignment in this area to stabilize the slide within days.