



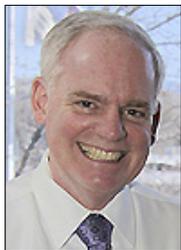
ACTing –
Football –
Materials...
See below.

6 BITS

Snow trenching on Henry's Lake Flats along U.S. 20

NEWSLETTER FOR EMPLOYEES AND FRIENDS OF ITD DISTRICT 6 | FEBRUARY 2011 (VOLUME 11, ISSUE 1)

Time to ACT . . .



“Everything we do in carrying out our daily responsibilities will be measured against [accountability, customer service and teamwork (ACT)] focus

areas,” says Director Brian W. Ness in a letter Dec. 14.

“This will extend the department’s commitment to accountability from an organizational level to the personal level and ensure that we all move forward together with the same overall goals.”

“...As we integrate the new ACT focus areas, employees will be able to demonstrate how their performance supports the department’s vision.

“Supervisors will determine specific performance objectives for each employee within a general framework provided by Human Resource Services.

“...Accountability, customer service and teamwork will be driving forces that make us better as a department and move us forward in our goal to be the best in the country.”



Family

Oregon Duck Mark Asper, #79, who helped Oregon almost win the BCS, is Asst. District 6 Engineer Karen Hiatt’s 6-foot-7-inch, 322-pound brother. He played for Bonneville High School in Idaho Falls from 2003-07. Above: Purdue game.

Material study: Getting to the bottom of things

This is the fifth in a series of articles on how to complete a highway project.

Work your way up. Good advice for a career. Good advice for building a road, too.

The foundation comes before the pavement. Substructure comes before superstructure.

But what of the ground beneath? Is it

firm enough? Will it hold up the structure for its life span?

Enter five guys. Not the restaurant. Materials. Materials Section, that is.

1. Paul Steele. Materials engineer. He supervises.
2. Shawn Enright. Geologist. He digs.
3. Korby Hansen. Technician. He tests.

4. Bruce Smith. Technician. He tests testers.

5. Eric Larson. Technician. He covers land.

The Right Materials

They get down to earth.

(There’s more to this tale on pages 3-5.)



Top row: Karen Hiatt, Matt French, Bryan Young and Verl Miller. Bottom row: Dennis Ahlstrom, Rhett Green, Ryan Wright and Matt Davison. Photos were taken at the fall employee benefit luncheon on Oct. 20, 2010, in Idaho Falls, presided over by Karen.

District 6 honors employees for service, safety

Assistant D-6 Engineer Karen Hiatt presented service and safety awards to employees at the district benefit luncheons this past spring and fall.

Service Awards

5 Years

Robert Holbert, Idaho Falls
Norman Tavenner, Dubois
Ryan Wright, Ashton

10 Years

Warren Cuppy, Construction
Bob Dial, Bridge
Shawn Enright, Materials
Glenn Goddard, Gibbonsville
Todd Grover, Traffic
Nancy Luthy, Administration
Derk Williams, Traffic

15 Years

Tony Black, Right of Way
Ken Hahn, Maintenance Operations
Joe Kopplow, Construction

20 years

Darrin Johnson, Construction
Gary Madsen, Vegetation
Darrell Ricks, Irwin

Blake Rindlisbacher, District Engineer
Tony Rojas, Arco
Frank Unrein, Gibbonsville
Dave Walrath, Project Development
Troy Williams, Project Management

25 Years

Scott England, Leadore
Jerry Mastel, Construction
Darrin May, Dubois
Dave Rolfson, Port of Entry

35 Years

Darrell Haddon, Special Crew
Terry Johnson, Salmon
Gary Willmore, Construction

Safety Awards

5 Years

Denise Cooley, Supply
Norman Tavenner, Dubois

10 Years

Doug Armstrong, Salmon
Ron Atchley, Ashton
Bobby Dial, Bridge
Shawn Enright, Materials
Todd Grover, Traffic
Kim Ker, Dubois

Nancy Luthy, Administration

15 Years

Tony Black, Right of Way
John Cleveland, Construction
Ken Hahn, Maintenance Operations
Joe Kopplow, Construction
Shawn Madsen, Information Services
Tony Rojas, Arco
Sherril Weaver, Port of Entry

20 Years

Scott England, Leadore
Gary Madsen, Vegetation
Verl Miller, Sugar City
Blake Rindlisbacher, District Engineer
Frank Unrein, Gibbonsville
Tracy Whitmore, Driggs

25 Years

Cleston Mason, Sign Crew
Mike Poole, Construction
Dave Rolfson, Port of Entry

30 Years

Joe Martinez, Idaho Falls

35 Years

Byron Tavenner, Special Crew
Gary Willmore, Construction

Materials Section: Five guys get down to earth

(continued from page 1)

They gather and test samples of the subsurface to determine if the ground passes muster.

Is there something underground that could pose a problem?

Earthquake fault?

Soft clay?

Spring?

There's no use building on "goo."

Man of Steele

"We find out the structural [bearing] capacity of the ground," Supervisor Paul Steele says.

Each type of foundation must be designed with ground conditions in mind.

The Materials Section determines the stability of subsurface rock and soils ("materials") to identify foundation needs.

Is the ground firm enough?

"Spread footings" or steel piles driven into bedrock may be necessary for bridges, while extra crushed rock ("base") or gravel ("borrow") may be necessary for roads.

If subsurface characteristics pose a risk that foundation adjustments can't alleviate, Paul may recommend that offending soils be removed or somehow bridged, or that the proposed road or bridge be moved to a different location.

"If a proposed roadway traverses a landslide, we recommend rerouting it," Paul says.

Who better than *Steele* to ensure a solid foundation?

Plumbing the Depths

Discovering what lies below is the province of Geologist Shawn Enright, who arranges and coordinates subsurface exploration drilling.



Materials Engineer Paul Steele, supervisor.

Shawn may start an investigation by looking for geologic indicators above ground such as "fault scarps," which are steep cliffs formed by movement along one side of a fault.

"Basalt," "stratigraphic column," "lava tubes," "phi angle" roll off his tongue.

But Shawn is down to earth. A feet-on-the-ground sort of guy.

Awhile back, he led a statewide effort to record boring (drill) logs in a database for future reference.

"Material I drill today likely will be

the same 100 years from now," he observes.

Private Eye

Pinpointing the type and percentage of soils requires laboratory analysis.

Technician Korby Hansen, Materials Laboratory operator in Rigby, is the man.

Clay, silt, sandy soils?

Gravel size ("gradation")?

The point at which solids become flowable?

Other stuff?

Donning a lab apron, he goes to work.

Technicians in Boise also test samples for rock strength, degradation rate and other properties.

Korby also tests samples of contractor test strips for proper blend and compaction of plant mix (asphalt and crushed rock) pavement.

"Korby's expertise allowed us to be the first district to run its own test strips," Paul announces.

Results Don't Lie

Results of rock and soil analysis reach Paul and Shawn, who figure out what it all means and then recommend foundation requirements to the Project Development Section. (contd. next page)



Geologist Shawn Enright: "Folks don't want to 'feel the earth move under [their] feet.'"

(continued from page 3)

Recommendations may fine-tune early estimates of the Planning and Project Management Section (2PM).

Results beget results.

Into the Abyss

Fortunately, eastern Idaho has lots of bedrock, gravel and coarse soils, Shawn says.

The region does not have extensive limestone deposits or salt domes, which can dissolve in water.

Residents thus need not worry about sinkholes appearing to swallow buildings, vehicles and people.

Southeast Idaho is not bedeviled by such terrors. No unsettling settling here.

Over the Top

So the first job of Materials is to characterize the ground to determine needed foundation design.

Job two is determining the type and extent of pavement needed, whether flexible (asphalt) or rigid (concrete).

Depending on traffic, soils and climate, a good road may consist of 6 to 10



Technician Korby Hansen describes the lab process to test compressive strength.



Now retired, driller Don Hanni of District 1 obtains subsurface information in a slide mass below Idaho 31, milepost 13. Shawn uses the data to monitor slide movement.

inches of pavement (6 inches of asphalt or 8 to 10 inches of concrete) on 8 inches of crushed rock ("base") on 2.5 feet of gravel ("granular borrow"), creating a roadway about 3.5 feet deep.

Three and one-half feet of road depth generally gets you below the frost line, Shawn says.

Insufficient road base of crushed rock and gravel invites upheaval, since water can't drain. This water freezes, expands and pushes up pavement. Then it melts, contracts and abandons the pavement, inviting slumps.

Fifty years ago, crews did not add enough crushed base and gravel under pavement, Shawn mentions.

Road Runner

Shawn extracts cores from existing roadway every half mile or so to identify material thickness and quality.

Meanwhile, Paul walks the pavement in search of cracks, rutting and patching – "stresses."

Crews from ITD Headquarters run a

falling-weight deflectometer across the road to determine base strength.

Paul and Shawn analyze findings to ascertain the type of footings required for a bridge and the type of base and pavement required for a road.

"Analyzing the data is fascinating," Paul says.

"I try to propose the best solution possible, given material characteristics and project budget."

Start to Finish

Starting at the bottom is important.

So is ending at the top.

Bruce Smith, independent assurance inspector (IAI), agrees.

He randomly audits ITD and contractor testing of materials to ensure that correct procedures are followed and that accurate results are obtained.

"Results must be reliable," he says.

"Procedures need to be followed, and equipment must be properly calibrated. Federal funding depends on it."

Testing testers is challenging, Paul explains.

“It is sensitive work that requires a seasoned professional – and one with tact.

“In some districts, IAI is the enemy. In District 6, Bruce maintains a good rapport with contractors. He’s there to help.”

Bruce established ITD’s first functional lab database, Paul explains. He sets the standard.

“Bruce and Korby are excellent technicians,” Paul states. “I would rather have them test my asphalt than anyone else in the state.”

Last Shall Be First

Eric Larson, source manager.

A “source” is a gravel pit.

District 6 has 90 sources.

“I search out, acquire, maintain, reclaim and dispose of state sources,” Eric says.

That covers it.

His job is (a) ensuring contractors reshape slopes of pits and remove garbage before leases expire, (b) making certain operators comply



Technician Bruce Smith checks a form for Technician Warren Cuppy of Construction.

with all environmental regulations, and (c) helping cities, counties and private contractors obtain certification.

Source owners must recertify their sources every two years, Eric explains. Only certified sources qualify as sources of “material” for state and federal highway projects.

“He does a great job as our source manager and as a good assistant in road and bridge sampling,” Paul says.

The Right Stuff

Paul, Shawn, Korby, Bruce and Eric,

plus Design Technician Darryl Pinnock, who acts as driller, backhoe operator or technician when it doesn’t interfere with his main job in Project Development, all have the right stuff.

It’s a strong team. All self-starters and proficient, with a sense of humor that makes work fun and engaging.

Summary

To find out about ground, dig in it.

To learn more, collect and test samples.

Discover type, amount and density of materials and formations.

Discern water content and drainage.

No dirt is faultless.

Once you know about the sub-surface, you can design the right foundation, be it road or bridge.

It’s supportive work. It takes five guys. Qualified ones. ■



Design Technician Darryl Pinnock tests pavement and soils on U.S. 26.



Source Manager Eric Larson points out active District 6 sources alongside U.S. 26.



**116 employees attend
Christmas luncheon
on Dec. 21 in Rigby**



Plenty of food and drink





See "Wade..."
on next page



Comings and Goings at District 6

New employees are Beau Thomas, who transferred from District 5 to the Sign Crew as a transportation technician (TT); Clayton Beard, who previously worked as an hourly and is now full time in Driggs as a transportation technician apprentice (TTA); Lucas Richins, TTA, Driggs; Justin Ryan, TTA, Special Crew; and Dusty Maupin, TTA, Ashton. Also joining District 6 is Lori Wiederrick, TTA, Gibbonsville. She comes to ITD from a lifetime of long-haul truck driving. In addition, electrician Gary Wirkus has returned to District 6 to assist electrician Alan Boyack at the Rigby office. Gary returned last spring to help with the duties of journeyman electrician in the district. Other new employees are Vint Wykle, Brad Rhodes, Tracy Brewer and Kerry Fisher, all TTAs in Ashton; and Joe Merritt, TTA in Salmon (see below).



Beau



Clayton



Lucas



Justin



Dusty



Lori



Gary



Vint



Brad



Tracy



Kerry



Joe

A Utah native, Joe and his wife Kelsie honey-

moonied at Williams Lake above Salmon and liked it so much he applied for the job.

Promotions are Kevin Rinehart to transportation technician senior (TTS) in Island Park.

Moving on temporarily is TT Travis Sorenson of Location. He will enter boot camp in California for a six-month stint of training to become a marine in the National Guard.

Retirees are Terry Johnson, Salmon, 36 years (see **In Memoriam** below); Darrell Haddon, Special Crew, 35 years; Lamont Taylor, Challis, 30 years; and Larry Parker, Island Park, 27 years.

Growing Posterity

TT Sheldon Jones, Arco, has a new son, Jace Robert. He was born Dec. 1, weighing 7 pounds, 6 ounces. Mother and son are doing fine.

TT Camilo Serrano, Dubois, also has a new son, Benjamin Milo. He was born Jan. 20, weighing 9 pounds, 7 ounces. Mother and baby are fine.

In addition, TTS Kriss Bowman, Construction, has a new son, Kolter Quintin. He was born Feb. 8, weighing 6 pounds, 7 ounces. Mother and infant are fine.

In Memoriam

– TTS Terry Johnson, 54, died in a vehicle accident Jan. 16. As lead worker in Salmon, he had worked for ITD nearly 36 years and was planning his retirement Feb. 25.

– Casey Rinehart, 31, son of Kevin Rinehart of Island Park, died Oct. 31 in a vehicle accident near St. Anthony.

– Lou Brown, who used to work as an hourly worker for Gibbonsville maintenance, died in October. — District 6 expresses condolences to family and friends of those who have passed on. ■



Korby Hansen and Wade Allen, with the winning ticket and prize: a hunting rifle.

Wade, Korby win

Construction Engineer Wade Allen won the Remington 270 hunting rifle in the benefit raffle for TTS Korby Hansen. Korby pulled Wade's ticket out of the bucket at a drawing Feb. 2.

Sponsored by Materials, TTS Derk Williams and Traffic, the raffle provided Korby more than \$1,800 to help offset medical expenses. Last fall, Korby caught a misguided bullet in the chest in a hunting accident and was laid up in the hospital more than three weeks.

Below, Korby expresses appreciation to District 6 employees and friends for the raffle and other caring during the past several challenging months:

I wish to thank everyone at ITD for your kindness and support since my accident. I am grateful to each of you and am greatly blessed because of your thoughtfulness. It is an honor to call you all friends. My family and I were touched by your genuine caring and ongoing concern. I learned how quickly life can be turned upside down. Because of you, my life is truly blessed. Sincerely, Korby Hansen



TTS Ron Burnside, Driggs, gives school kids a ride, coaxing his percherons Thelma and Louise.