



The 2025 HUB Build Northwest Awards Entry Form - Contractors

PROJECT TYPE

CHECK ONE (See **Project Category** section in Entry Packet for detailed descriptions of each project type.)

- Building (under \$10 million)
- Building (\$10 million and over)
- Highway & Transportation
- Heavy & Utilities
- Sub-Contractor
- Out of Area
- Small Projects
- Special Projects

CHECK ONE

- New Construction
- Renovation

CONTRACTOR INFORMATION

Must be an Inland Northwest AGC member in good standing

Company Name (list all if a joint venture): Acme Concrete Paving, Inc

Entry Submitted By: Kevin Schneider Title: Vice President

Email: kschneider@acmecpi.com

PROJECT TEAM INFORMATION

Owner: Montana Department of Transportation

General Contractor: Acme Concrete Paving, Inc

Lead Architect: N/A Lead Engineer: HDR, Inc

Major Sub-Contractors: Corridor Contractors, HighMark Traffic Services, Interstate Concrete & Asphalt, Pavlik Electric, Poteet Construction

PROJECT INFORMATION

Project Name: MDT I-90 Reconstruction - Taft-West

Location: I-90, Milepost 3.4 to 5.7

Contract Amount: \$37,999,999.99

Date Project Started: 5/6/2024

Completion Date: 10/17/2025

What was the percentage of volume of work on this project performed with your own field personnel? 54% %

Were there any fatalities on this project? Yes No

Attach additional sheets if necessary

Send this form and your completed entry package to:

Inland Northwest AGC
Build Northwest Awards
4935 E. Trent Ave.
Spokane, WA 99212

All entries must be received no later than 4:00 pm on November 6, 2025 at the AGC office. There will be no exceptions or extensions.



**Taft–West I-90 Reconstruction Project
MDT Project IM-NHFP 90-1(228)3**

The Taft–West I-90 Reconstruction Project represents one of ACME Concrete Paving’s most complex, technically demanding, and collaboratively executed highway reconstruction efforts. This 2.3-mile federal-aid project near Lookout Pass required the complete removal and replacement of multiple pavement structure layers originally constructed in the 1970s, delivered in a high-elevation, weather-impacted corridor with extremely limited working windows. The project was completed on time, under budget, and with zero lost-time injuries.

Key Project Achievements

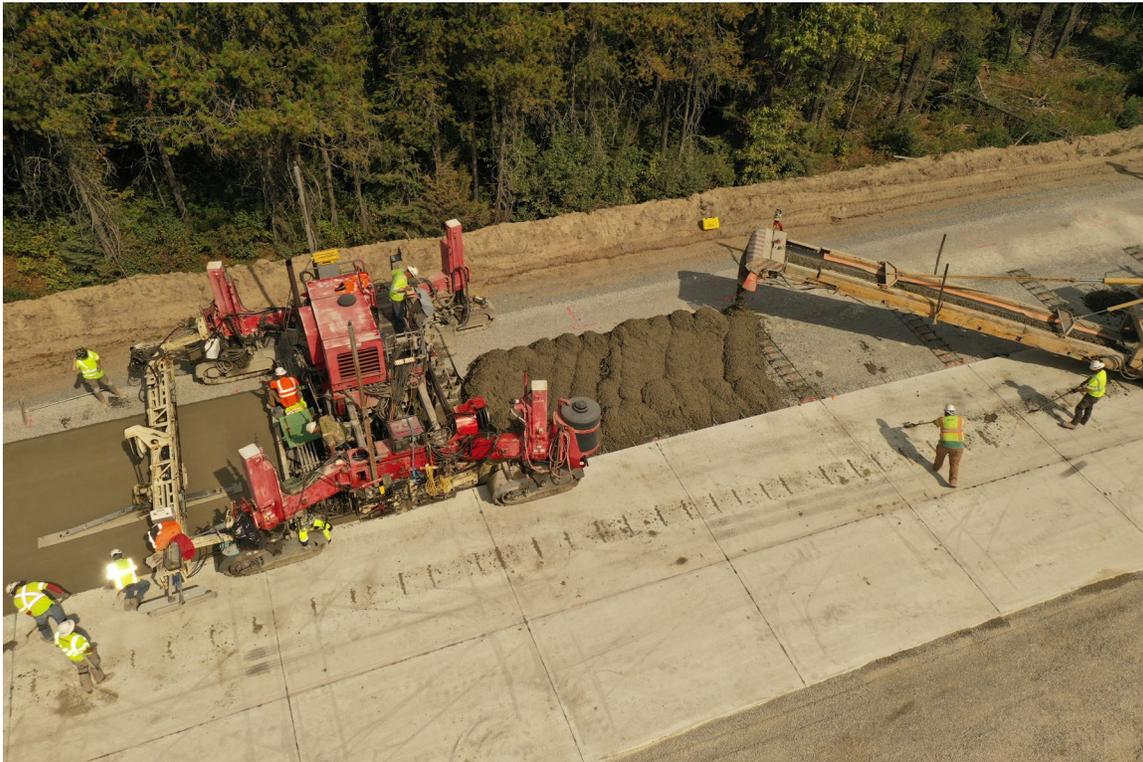
- Zero lost-time injury incidents throughout the entire project duration.
- FHWA mobilized its specialized mobile concrete testing trailer to validate material performance and enhance QC processes in real time.
- Earned significant incentives for PCCP aggregate gradation, air-content stability, and compressive strength performance.
- Successfully executed full-depth PCCP reconstruction, grading, drainage improvements, edge drains, barrier rail installation, rumble strips, and ramp transitions.
- Managed complex staging near Forest Service land, Lookout Pass Ski Area, the Hiawatha Trail, and active interstate traffic under severe spatial constraints.
- Completed the project on time and under budget despite high elevation, remote access, short seasonal windows, and unpredictable mountain weather.
- Implemented extensive stormwater and erosion-control measures to maintain environmental compliance during heavy precipitation events.
- Maintained strong coordination with MDT, FHWA, subcontractors, DEQ, recreation partners, private stakeholders, and suppliers.

This project exemplifies everything the Build Northwest Awards are designed to honor: exceptional technical execution, innovative solutions under extreme conditions, unwavering safety performance, and a collaborative team unified around delivering lasting value to the traveling public. Taft–West stands as a benchmark for modern interstate reconstruction in one of the region’s most challenging environments.



TAFT-WEST I-90 RECONSTRUCTION PROJECT

FULL NARRATIVE SUMMARY BUILD NORTHWEST AWARD SUBMISSION



MDT I-90 Reconstruction – Taft–West
Full Project Narrative
ACME Concrete Paving, Inc.

Project Owner: Montana Department of Transportation
Federal-Aid Project: IM-NHFP 90-1(228)3
Prime Contractor: ACME Concrete Paving, Inc.
Contract Amount: \$37,999,999.99
Construction Start: May 6, 2024
Completion: October 17, 2025
Location: Mineral County, Montana – Lookout Pass Corridor

Major Quantities:

- Remove Concrete Pavement – 63,532 SY
- Remove Bituminous Pavement – 133,515 SY
- Excavation – Unclassified – 58,692 CY
- Crushed Aggregate Course – 58,018 CY
- Portland Cement Concrete Pavement (10") – 115,102 SY

- Culverts / Drainage Pipe
- Reinforced Concrete Culvert Pipe (Various Sizes) – 1,800 LF
- Corrugated Polyethylene Pipe (HDPE) 6" – 22,976 LF

- Storm Drain System
- Storm Drain Pipe – Various Sizes – 1,200 LF

A. Difficulty in Construction

The Taft–West segment of I-90 is one of Montana’s most challenging operating environments for heavy civil reconstruction. The 2.3-mile corridor sits on the east slope of Lookout Pass—a high-elevation zone prone to rapid weather shifts, heavy snowfall, freezing events even in late spring, and significant precipitation throughout the paving season. Short working windows and unpredictable weather required ACME to tightly coordinate production cycles, grade management, drainage installation, and PCCP placement to meet MDT’s aggressive schedule.

The project scope involved the full-depth removal of the existing pavement structure, originally built in the 1970s, including HMA layers and deep excavation to subgrade. The corridor features steep side slopes, tight median widths, and varying elevation profiles, reflected across numerous typical sections and transition geometries in the plan set.

Safely constructing these sections while maintaining traffic on a major interstate required intricate staging and real-time adjustments.

Complicating staging further, the project footprint borders U.S. Forest Service land, MDT maintenance facilities, and the access routes to the Lookout Pass Ski Area and Route of the Hiawatha Trail—two of the region’s highest-traffic recreational destinations. ACME maintained access and mobility for these stakeholders while simultaneously controlling traffic through a narrow mountain corridor with limited shoulder width and steep grade transitions.

Beyond geometric difficulty, environmental sensitivity was a significant constraint. Stormwater controls, sediment basins, slope management, and ditch control required near-continuous adaptation due to heavy rainfall and large disturbed areas. Through careful coordination with MDT’s environmental staff and DEQ, ACME prevented water quality impacts and maintained compliance despite highly erosive conditions.

B. Unusual Construction Techniques

Taft–West required a combination of high-precision slipform paving, advanced mix optimization, and innovative quality control practices shaped by MDT’s updated Class Pave Concrete special provisions and IRI-based smoothness specification.

1. FHWA Mobile Concrete Testing Trailer – On-Site Collaboration

One of the project’s standout features was the deployment of the FHWA mobile concrete testing trailer, a specialized lab typically reserved for major interstate or research-driven paving projects. This allowed ACME, MDT, and FHWA to collaboratively validate mix performance—including aggregate optimized gradation, air content stability, hydration profiles, and strength development—using state-of-the-art real-time testing. The on-site

partnership materially improved QC responsiveness and informed mix adjustments under rapidly changing temperatures and weather events.

2. Optimized Gradation and Low-Paste Mix Design

Meeting the strict Class Pave requirements—limit of 550 lb/yd³ cementitious content, ≤25% paste volume, and optimized aggregate gradation—required careful material selection, blending, and stockpile control. ACME's batching team fine-tuned moisture management and aggregate blends to consistently hit gradation targets across the entire 115,102 SY, resulting in significant MDT incentive payments for gradation compliance and compressive strength.

3. High-Precision Slipform Paving Under Variable Grades

The corridor includes frequent transitions between super-elevation, tangent, and divided/undivided sections. ACME leveraged Leica total station wireless paving machine controls to achieve consistent slab geometry, joint spacing, and elevation controls.

4. Advanced Environmental Controls

ACME implemented adaptive stormwater BMPs to counter heavy precipitation and challenging slopes, including:

- Silt fence installations to intercept runoff and prevent sediment transport.
- Rock check dams strategically placed within ditches to reduce flow velocity and trap sediment.
- Straw wattles for slope interruption, perimeter control, and stabilization in high-flow areas.
- Rock berms and earthen berms constructed to redirect runoff, protect work zones, and contain disturbed soils.
- Coconut matting used for immediate erosion protection and slope stabilization in sensitive locations.

Culvert Pipe Access and Strategic Water Management:

To maintain environmental compliance in a highly dynamic watershed, Corridor performed controlled pumping operations under ACME's direction using a Montana DEQ 318 permit. Their crew diverted water from an actively flowing culvert into a designated dry containment area, creating a dry and stable workspace that allowed the culvert to be fully removed and replaced without releasing sediment-laden water into downstream resources. This coordinated pumping operation was essential for completing the replacement work safely and in compliance during periods of heavy precipitation and elevated flow conditions.

C. Final Appearance and Quality of the Finished Product

The completed Taft–West corridor represents a high-quality interstate reconstruction delivering smooth ride, durable performance, and aesthetic uniformity throughout the paving limits.

Quality & Smoothness

Using MDT’s IRI-based ride specification, the final pavement achieved excellent MRI values, particularly notable given the project’s temperature swings, grade breaks, and high-elevation paving. Concrete texture, joint alignment, surface uniformity, and edge profile exceeded MDT expectations, reinforced by the FHWA collaborative QC process.

Durability & Material Performance

The optimized Class Pave concrete achieved consistently high compressive strengths, stable air content, and robust paste distribution, which will deliver long-life performance on one of Montana’s highest-stress interstate.

Aesthetics & Uniformity

The corridor’s drainage structures, barrier rail installations, crossovers, and transitions blend seamlessly with the surrounding forested environment. ACME’s attention to detail in joint layout, sawcut uniformity, slope finishing, revegetation, and shoulder transitions created a clean, professional finished appearance that elevates the entire Lookout Pass approach.

D. Timeliness of Completion

Despite the inherent challenges of high-elevation work, strict seasonal limits, severe weather events, and extensive full-depth reconstruction, **ACME delivered the project on time and under budget.**

Key schedule achievements include:

Accelerated early-season excavation and grading to open paving windows.

Efficient mainline paving, consistently producing high-volume, high-quality PCCP despite limited calendar availability.

Real-time adaptation to weather threats, moving crews to drainage, grading, or environmental control tasks to preserve schedule momentum.

Sequencing tie-ins and ramp work around recreational peak traffic and forest service access.

These strategies minimized public impact and minimized interruption mobility on I-90.

E. Safety Performance

Safety was a defining success of this project. Across two full construction seasons, ACME recorded zero lost-time injuries—a remarkable achievement given the tight work zones, active interstate traffic, heavy machinery, night work, and steep grades.







