



EXCELLENCE IN CONSTRUCTION PARTNERING

First Annual Awards



State Highway Projects Greater than \$10 Million



EXCELLENCE IN CONSTRUCTION PARTNERING First Annual Awards



- Cloverdale Rd Overpass Br, Boise, Ada Co
 - District 3: Caleb Lakey; (208)334-8301
- Costco Public Road Improvements
 - District 3: Caleb Lakey; (208)334-8301
- I-15 Northgate Interchange
 - District 5: Todd Hubbard; (208)239-3327
- I-84 Blacks Creek Rd Interchange
 - District 3: Caleb Lakey; (208)334-8301
- I-84 Jerome Interchange to Twin Falls Interchange
 - District 4: Jesse Barrus; (208)886-7801



EXCELLENCE IN CONSTRUCTION PARTNERING First Annual Awards



- I-84 Northside Blvd to Franklin Blvd
 - District 3: Caleb Lakey; (208)334-8301
- Junction SH-53 Interchange UPRR BR
 - District 1: Damon Allen; (208)772-1201
- Raft River Bridge Eastbound and Westbound Lanes
 - District 4: Jesse Barrus; (208)886-7801
- SH-55 Snake River Bridge
 - District 3: Caleb Lakey; (208)334-8301



EXCELLENCE IN CONSTRUCTION PARTNERING First Annual Awards



ITD/AGC Annual Excellence in Construction Partnering Awards - 2020 Nomination Form -

Contract Number/Route/Milepost: KN 20842 Cloverdale Road Overpass of I-84	Construction Engineer: Jayme Coonce
Project Name: CLOVERDALE RD OPASS BR, BOISE, ADA COUNTY	Date Project Started: 11/15/2018
Contractor Name: Concrete Placing Company	Date Project Completed if applicable: 8/23/2019
Email: zane@cpcboise.com	Phone #: (208) 850-2619

1. Did the Contractor/ITD team participate in a Partnership Workshop or informal partnering?

Y ☒ N ☐

2. Category of Award (select one):

State Highway Projects (select size):

- ☐ Projects less than \$1 million
☐ Projects \$1 million - \$5 million
☐ Projects \$5 million - \$10 million
☒ Projects greater than \$10 million

Local Road Projects (select size):

- ☐ Projects less than \$3 million
☐ Projects greater than \$3 million

3. Application:

Please provide an overview of the project explaining scope of work, cost, and schedule. Be sure to include the below evaluation criteria where applicable.

Evaluation Criteria:

(1) Safety First, (2) Customer-Focused Results, (3) Innovative Problem Solving, (4) Overcoming Extraordinary Challenge, (5) Effective Contract Administration, and (6) Timely Completion of Project.

Project Overview:

On June 16th, 2018 a tragic vehicular accident occurred on Interstate 84 underneath the Cloverdale Overpass located in Boise, Idaho. The resulting fire from this seven-vehicle crash caused major damage to one span of the Cloverdale Overpass. The ITD Board decided that the prudent solution was to build a new structure that would meet the current and future transportation needs of this region. The new overpass design would accommodate a future expansion of Interstate 84 and be widened to meet increased traffic volumes on Cloverdale Road. The 51-year-old existing overpass allowed only for two vehicular travel lanes with no pedestrian or bicycle facilities. ITD recognized the need to expand the overpass to serve all modes of transportation and concluded that the overpass would be built to include four vehicle travel lanes and a multiuse path on both sides.

Responding to the critical needs of the citizens who passed over and under this old bridge after the deadly accident, ITD initiated an emergency response project to replace the Cloverdale Overpass. The Ada County Highway District recognized the need to improve and expand Cloverdale Road between Overland and Franklin in tandem with the replacement of ITD's overpass, matching the width of the new overpass. Both agencies seized on the need to focus keenly on their customers needs, and immediately committed to timely results.

The greatly improved safety for all modes of traveling public was the first consideration in both design and execution of this project. The new bridge allows both for wider travel lanes on the interstate as well as greater vertical clearance above it. The innovative design of the raised 5-foot bike lane and the first-ever 7-foot sidewalk over the bridge ensures safe passage of walkers and bikers who had long used the narrow older bridge competing on the bridge road surface with vehicular traffic.

The transportation network would not fully benefit from a widened overpass unless Cloverdale Road was also expanded, so ACHD initiated an emergency response project to expand and restore Cloverdale Road. ACHD determined the road would be improved to include five lanes, curb, gutter, raised bicycle lanes and sidewalk. The raised bike lanes would be a new type of bike facility within ACHD's network, an innovative solution to sharing overpass space with ever-increasing vehicular traffic.

The Cloverdale Road improvements also required expanding the Ridenbaugh Canal bridge, installing improved street lighting, and providing a new signalized pedestrian crossing of Cloverdale Road itself in order to accommodate the school near the overpass.

Project timing and Right-of-Way acquisition provided extraordinary challenges, both of which were overcome in spectacular fashion by the ITD/ACHD team. Canal bridge work on Cloverdale Road north of the overpass had to be completed during the winter months when there was no water in the canal. Property was purchased by the ACHD Right-of-Way team in record time from homeowners, HOAs and the local school district in order to meet the extraordinarily tight project timing.

ACHD and ITD publicly committed to reopen Cloverdale road and overpass within one year from the date the accident occurred. Both the overpass and roadway were reopened to the public on June 16th, 2019, record timing about 2 years faster than normal for a project of this magnitude. The result of this joint effort restored this critical north-south connection over the interstate and provided improved connectivity, accessibility, efficiency, safety and increased capacity for the users of ACHD and ITD's transportation network. Through collaboration ACHD, ITD and their stakeholders created a shared vision allowing for successful delivery of this emergency response project.











EXCELLENCE IN CONSTRUCTION PARTNERING First Annual Awards



ITD/AGC Annual Excellence in Construction Partnering Awards - 2020 Nomination Form -

Contract Number/Route/Milepost: 21858/Chinden-Hwy 20/26	Construction Engineer: Jayme Coonce
Project Name: Costco Public Road Improvements	Date Project Started: 10/15/2019
Contractor Name: Idaho Materials & Construction	Date Project Completed if applicable: 9/15/2020 & 10/15/2020
Email: perry.braun@idahomaterials.com	Phone #: Perry Braun 208-284-3846

1. Did the Contractor/ITD team participate in a Partnership Workshop or informal partnering?

Y ☒ N ☐

2. Category of Award (select one):

State Highway Projects (select size):

- ☐ Projects less than \$1 million
☐ Projects \$1 million - \$5 million
☐ Projects \$5 million - \$10 million
☒ Projects greater than \$10 million

Local Road Projects (select size):

- ☐ Projects less than \$3 million
☐ Projects greater than \$3 million

3. Application:

Please provide an overview of the project explaining scope of work, cost, and schedule. Be sure to include the below evaluation criteria where applicable.

Evaluation Criteria:

(1) Safety First, (2) Customer-Focused Results, (3) Innovative Problem Solving, (4) Overcoming Extraordinary Challenge, (5) Effective Contract Administration, and (6) Timely Completion of Project.

Project Overview:

The Costco Public Road Improvements Project was a STAR Program project with a construction value that finished just under \$17,000,000.00. This project consisted roughly 4 miles of new full depth widening down Chinden Blvd (Hwy 20/26) to create 5 lanes between SH-16 and Linder Rd, full depth reconstruction and new widening and bike lanes down Ten Mile between McMillan to Chinden to create 5 lanes, as well as full depth reconstruction and widening of Black Cat between Larry Ln and Chinden to create 3 lanes. We also installed/reconstructed 5 major traffic signals and 1 signalized pedestrian crossing. This project included approx. 14,000 LF of temporary concrete barrier to protect and separate the work zone from the traveling public. Additionally to the traffic control subcontractor (Specialty Construction Supply), this project had a 3rd party traffic control inspection company (Stanley Consultants) that monitored and inspected our configurations daily to ensure all traffic control delineation met or exceeded MUTCD requirements, this also allowed us to document and respond quickly to any incidents that arose. This helped with creating public awareness and allowed the PI Firm (The Langdon Group) to communicate with the traveling public more effectively. This project was unique, challenging and successful all due to the teams ability to partner, one of the most difficult aspects of this project was the fact that this was a STAR Program Agreement/Project, which is a Sales Tax Anticipated Revenue Agreement with Costco and the State of Idaho (ITD). Costco pays the upfront cost to construct the public road improvements and gets reimbursed by the the State through its sales tax generated at that Costco location. Due to the way the STAR contract is structured and the specific location of this project, it created a private/public cooperative with many stakeholders involving Costco, ITD, ACHD, City of Meridian, Settlers and North Slough Irrigation Districts, private developers, private residents, farmers and HOA's, that at times were challenging to work with along the 4 miles of frontage and right of way as they all had their own unique needs. The contract administrative team played a huge role in this project to ensure that all document control was precise and archived as proper documentation was necessary to a complete reimbursement. Constructing such a massive project in such little time and keeping all the stakeholders happy was difficult at times, we partnered very well with all parties involved, through constant communication and 2 partnering meetings per week we were able to work through and stay ahead of any potential issues to ensure the overall success that otherwise could have been catastrophic to the project. We commenced work on 10/15/2019 and substantially completed all work as of 9/15/2020, as well as met the final completion date of 10/15/2020. Despite an approx. additional \$750,000.00 in change orders, majority due to stakeholders adding scope as well as the most unfortunate Corona Virus Pandemic, the teams ability to overcome this major unexpected challenge that altered operations and productions at every level, we were still able to complete this project within the original contracted deadlines.













EXCELLENCE IN CONSTRUCTION PARTNERING First Annual Awards



ITD/AGC Annual Excellence in Construction Partnering Awards - 2020 Nomination Form -

Contract Number/Route/Milepost: 8450/I-15/MP 73	Construction Engineer: Greydon Wright
Project Name: I-15; Northgate IC	Date Project Started: December 2018
Contractor Name: Cannon Builders	Date Project Completed if applicable: December 2019
Email: greydon.wright@itd.idaho.gov	Phone #: 208-239-3317

1. Did the Contractor/ITD team participate in a Partnership Workshop or informal partnering?

Y ☐ N ☒

2. Category of Award (select one):

State Highway Projects (select size):

- ☐ Projects less than \$1 million
☐ Projects \$1 million - \$5 million
☐ Projects \$5 million - \$10 million
☒ Projects greater than \$10 million

Local Road Projects (select size):

- ☐ Projects less than \$3 million
☐ Projects greater than \$3 million

3. Application:

Please provide an overview of the project explaining scope of work, cost, and schedule. Be sure to include the below evaluation criteria where applicable.

Evaluation Criteria:

(1) Safety First, (2) Customer-Focused Results, (3) Innovative Problem Solving, (4) Overcoming Extraordinary Challenge, (5) Effective Contract Administration, and (6) Timely Completion of Project.

Project Overview:

The Northgate Interchange Project started at a partnership between the two cities, a county, the Idaho Transportation Department (ITD), and a private company. It was the largest public-private partnership ever created in Idaho. It was the vision of all to build a new interchange in Pocatello (1st since the construction of the West Pocatello Interchange in 1968) to connect the northern boundaries of Pocatello and Chubbuck. The area is a large untapped ground poised for development. ITD has discussed building an interchange at this location for over 20 years. It took 2 years for the partnership to be completed and the project to be designed and ready to be constructed.

Once this project was awarded, ITD knew how important it would be to have an excellent partnership with the Contractor, Cannon Builders, if we wanted this to continue to be a project that we could all be proud of. The first thing ITD did was explain to the Contractor how important this project was to the partners and to the community. Cannon Builders was excited to be a part of it.

Safety A high majority of the project could be, and was, constructed without ever affecting traffic. How luckily can you get when building a new alignment/interchange. However, when we did start affecting traffic on I-15, we watched it and when it starting getting busy we opened the lanes. This called for us starting work early so we could open lanes for the evening commute, which was much appreciated by the commuters. One idea that the Contractor had was to set girders at night and divert the I-15 traffic onto US-91. Volumes were extremely low at night and we knew the risk of setting girders above live traffic. We had a huge public campaign and set the girders over 2 successful nights.

Customer-Focused Results Before we did a traffic change, started a new phase or the project, or when we completed a major milestone of the project we would put out a news release or a Facebook post. ITD and the Contractor knew how interested the public was in the project and how closely they were following it. ITD also was keeping the original partners during design in the loop as well. They were a huge asset in getting this project off the ground.

Innovative Problem Solving This project had multiple items come up that there not on the plans from a water line to missing pay items. We also had soft soils and massive fills and that required extra care that it if was not for the Contractor's innovative thinking it would not have happened. We had a disputes review board set up, met once to introduce them to the project, and never had to meet again. We were able to have the constructive conversations that did not need to involve any external help.

Overcoming Extraordinary Challenges This was the first new interchange in Pocatello since 1968. It was also a project that had a new road (through a field) and had to tie into work already completed by others. The farmer was still working the fields and had crops. We had to be sure he could still access the fields while we worked. Some days, getting a tractor though or working around pivots could be interesting. A challenge with building a new interchange is that we had no access to the project off I-15. We had to access the project from the connecting roads that were still being built as we were constructing our project. This required partnering with others not directly involved with our construction project.

Effective Contract Administration During the project we had weekly meetings with the Contractor to get updated on the status of the project, cover any issues, and come up with plans to mitigate anything. We held these meetings religiously. We knew that in order to complete a successful project you have to have a great line of communication. At these meetings we discussed certifications, pay estimates, change orders, and other items. After a few weeks in the Contraction realized that we don't have to wait until these meetings to bring things up, we can do it anytime. Because of these meetings our change orders turned out to be things that were missed in the original design or unexpected events that came up.

Timely Completion of Project The project was completed one (1) year after it started. It was completed with a ribbon cutting ceremony with dignitaries from all over the area to open the new interchange. As the public drove through the new interchange "Oh's and Ah's" filled the area because of how it turned out. A month after the project opened it already had over 5,000 vehicles a day using it and that number is still going up today. ou can tell that both ITD and Cannon took pride in the work and did everything they could to complete it on time. Without the excellent partnership between ITD and Cannon Builders this project would not have finished as quickly as it did. This project has sparked growth in the area and gives a great taste of what ITD and a Contractor can do when we work tog











EXCELLENCE IN CONSTRUCTION PARTNERING First Annual Awards



ITD/AGC Annual Excellence in Construction Partnering Awards - 2020 Nomination Form -

Contract Number/Route/Milepost: A019(874)/I-84/MP64	Construction Engineer: Antone Contento
Project Name: I84 Blacks Creek Rd. Interchange	Date Project Started: 09/09/2019
Contractor Name: Knife River Corporation	Date Project Completed if applicable: Substantial Completion 10/18/2020
Email: antone.contento@kniferiver.com	Phone #: 907-378-3788

1. Did the Contractor/ITD team participate in a Partnership Workshop or informal partnering?

Y ☒ N ☐

2. Category of Award (select one):

State Highway Projects (select size):

- ☐ Projects less than \$1 million
- ☐ Projects \$1 million - \$5 million
- ☐ Projects \$5 million - \$10 million
- ☒ Projects greater than \$10 million

Local Road Projects (select size):

- ☐ Projects less than \$3 million
- ☐ Projects greater than \$3 million

3. Application:

Please provide an overview of the project explaining scope of work, cost, and schedule. Be sure to include the below evaluation criteria where applicable.

Evaluation Criteria:

(1) Safety First, (2) Customer-Focused Results, (3) Innovative Problem Solving, (4) Overcoming Extraordinary Challenge, (5) Effective Contract Administration, and (6) Timely Completion of Project.

Project Overview:

nife River Corporation (RC) was the successful bidder for the Idaho Transportation Department (ITD) I-84 Blacks Creek Interchange Project on July 30th, 2019 for \$12,076,359.00. In the contract was a 378 calendar day contract with \$4,000 liquidated damages. the start date was no later than September 9, 2019. The contract also had 34 crossover days, 60 I-84 single lane closure days, 72 Blacks Creek closure days and 43 ramp closure days, with \$7,800 per lane per 24 hour rental costs after the allotted days were used up. The nature of the project was construction of two bridges off alignment then sliding them into place, new crossovers, reconstructing ramps, lower Blacks Creek roughly five feet, lengthening accel/decel lanes and reconstructing the approaches on and off the I-84 Bridges. The contract had a phasing plan but allowed the contractor to submit an alternative. ITD had originally looked at letting this project in the spring so their plan consisted of all I-84 work being constructed on the front end during the summer and sliding the bridges in the winter. Because the project was let in the fall, RC proposed starting with the crossovers, then temp overlaying the bridges to maintain them through the winter and do the I-84 reconstruct during the bridge slide phases. This allowed RC to construct two phases at the same time, essentially doubling the time for both. ITD agreed to the plan.

When working next to the highway there are inherent safety risks. This project proved riskier because traffic patterns were constantly changing. The longest a traffic pattern stayed in place roughly 18 days, and the average traffic pattern was erected for one to five days. Because this was the case moving temporary concrete barrier was a costly endeavor. RC proposed two ideas that would change how the project was constructed. First, we asked the 60 I-84 lane rental days be split into 60 days and 60 nights. This allowed us to construct most earthwork and paving during the daytime so we didn't have workers interfering with the traveling public at night when it's harder to see. Second, it allowed RC to move traffic far enough from the workers that temporary concrete barriers were not needed for positive protection. RC and ITD also came up with the idea of installing shooflys at the exit ramps so the acceleration and deceleration lanes could be constructed during crossover traffic patterns so the only vehicles would be the ones using the on/off ramps. This took the largest portions of the I-84 work from construction next to everyday I-84 traffic and allowed construction during very minimal traffic that came by could be slowed way down to 35 MPH, and no lane rentals or temp. concrete barriers were required. This increased productions and saved ITD money.

Trying to get the paperwork in place for the contracts and do the frontend work so the crews had what they needed in the beginning was a task both RC and ITD admittedly fell short at times. There were some issues that came up early on which made it apparent a partnering meeting would be beneficial to the project. An informal partnering meeting was put together that was attended by the project team, and upper management on both sides. At the meeting all issues that had been brought up by RC, with recommendations, were verbally agreed to with the paperwork forthcoming. Because of this act of good faith, RC had a better feeling about moving forward with verbally agreed upon resolutions for the life of the project which proved pivotal later while working under lane closures and crossover traffic patterns. It allowed the project team so solve issues when they came up and work in good faith so the project could move forward without additional lane closures.

The DRB was convened at the front end so they could become familiar with the project which ended with them giving kudos to both ITD and RC for working through the issues that came up and solving problems in good faith. The plan was to have them back a few months later but COVID had most management personnel working from home. After hearing from both sides as to how the project was coming along, they again complimented the teams for working together to overcome issues on such a technical project. The phasing changes worked for all involved parties, but it did push much of the project into being constructed in the last 70 days of the contract. This was because the bridge slides set the schedule. Roughly half the contract, or \$5.8M, was paid from July 1 through the end of the project. Once the first crossover pattern was erected July 10th 2020, everything on the schedule was critical path. RC applied the crews necessary to meet the schedule and ITD did their part by approving change order and additional days for the extra work. In the end, change orders were accompanied by additional days and closures and RC met the new completion date.







EXCELLENCE IN CONSTRUCTION PARTNERING First Annual Awards



ITD/AGC Annual Excellence in Construction Partnering Awards - 2020 Nomination Form -

Contract Number/Route/Milepost: 8580 / I-84 / MP 166.6 to 173.5	Construction Engineer: Walter Burnside P.E.
Project Name: I-84 Jerome IC to Twin Falls IC	Date Project Started: May 6, 2020
Contractor Name: Western Construction, Inc.	Date Project Completed if applicable: Anticipated July 2021
Email: garry@wciboise.com	Phone #: 208-573-0596 m

1. Did the Contractor/ITD team participate in a Partnership Workshop or informal partnering?

Y ☒ N ☐

2. Category of Award (select one):

State Highway Projects (select size):

- ☐ Projects less than \$1 million
- ☐ Projects \$1 million - \$5 million
- ☐ Projects \$5 million - \$10 million
- ☒ Projects greater than \$10 million

Local Road Projects (select size):

- ☐ Projects less than \$3 million
- ☐ Projects greater than \$3 million

3. Application:

Please provide an overview of the project explaining scope of work, cost, and schedule. Be sure to include the below evaluation criteria where applicable.

Evaluation Criteria:

(1) Safety First, (2) Customer-Focused Results, (3) Innovative Problem Solving, (4) Overcoming Extraordinary Challenge, (5) Effective Contract Administration, and (6) Timely Completion of Project.

Project Overview:

The I-84, erome IC to Twin Falls IC project is a \$15M, two-year project consisting of constructing and paving crossovers, rehabilitation and replacement of irrigation and stormwater pipes, construction of a new stormwater seepage bed system, rest area removal, illumination, and mill and overlay of the existing interstate roadway. The project began in the spring of 2020. Westbound I-84 lanes were completed on time during the 2020 construction season. Eastbound I-84 lanes are scheduled for completion in the spring of 2021 with a scheduled project completion of uly 2021.

Bi-weekly partnering meetings were held onsite and virtually via phone and Microsoft Teams to minimize the risk of COVID19, and onsite team members communicated daily on work tasks. Early in construction, the team collaborated on traffic control to ensure signs and message boards were on site to communicate changing traffic patterns and move interstate traffic safely through the work zone. The team worked with Idaho State Police for improvements to the traffic control plan.

With construction scheduled over two years, the condition of the existing eastbound travel lane pavement created challenges. During construction of the westbound lanes, westbound traffic was moved to the eastbound side in opposing lanes via crossovers. This put all eastbound traffic on a single travel lane, increasing the traffic volume on the lane. The team collaborated on ways to ensure safe travel during the duration of construction. The team developed the idea of utilizing a portion of the outside shoulder for the eastbound traffic. This resulted in moving the shoulder three feet to avoid the damaged left wheel path of the eastbound travel lane. Making this three-foot adjustment provided for a centerline buffer with the centerline paint separating traffic, and offered more separation between the opposing traffic lanes. This innovative practice resulted in a change order that was quickly executed to perform the work. Though this traffic setup was developed to preserve the pavement, the three-foot buffer also provided safety benefits. By utilizing a centerline buffer and active monitoring of the traffic control, the project had minimal accidents within the work zone.

The new ITD standard specification for Superpave Hot Mix Asphalt was driving changes in testing and acceptance as it evolved through the summer of 2020. Western deployed team members to work with teams from AGC and ITD to find a revision to the specification that was fair and utilized the latest testing methods. The revised 405 specification was change ordered into the project. With earlier season work completed for ITD, Western had already done variations and testing to figure out the new 405 specifications. Western took those lessons learned and applied them to dial in a mix design that has had bonuses applied in every lot on I-84. The HMA has been consistently meeting and exceeding specification. All parties had to come together for a common understanding of testing, sampling, application of results with new process, and testing equipment included in the latest revision of the specification.

Another achievement by our team was led by our DBE pipe subcontractor, Summit Construction. Summit was able to work with the local canal company to coordinate a short-term shut-off of the irrigation water at a 48-inch pipe replacement on the project. This shut-off resulted in minimizing potential environmental risks as well as eliminating inconvenience to the traveling public. The original plan included moving traffic back to the eastbound lane using the crossovers for a three-day period during the risky winter months while irrigation water was not flowing. Summit was able to remove and replace the pipe within the canal companies' narrow shut-off window.

Regular communication with ITD and our subcontractors has ensured compliance with the wage and DBE requirements of the project. We worked with our DBE subs to increase the DBE participation on the project from the originally specified 5 to a projected DBE participation of approximately 7 .

The project team is committed to providing the best product to the public, always putting safety first, finding ways to improve the project, and utilizing innovation within the industry as we move forward with better technology. We do this by working together, keeping those goals in mind.

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Team: ITD District 4: Walter Burnside, Resident Engineer/Brock Dille; Horrocks Engineers, Construction Engineering and Inspection; Western Construction, General Contractor; Summit Construction, Pipe Work and Seepage Beds; Lafferty Construction, Blasting; Aspen Traffic Control; REG Contracting, Concrete Structures; Whitaker Construction Company, Cured-in Place Pipe; Sawtooth Land Surveying; All Rail, Guardrail; Idaho Lines and Signs, Pavement Markings and Rumble Strips; Mountain West Hydroseeding; Northwest Landscape, Signs and Delineators; Electric One West, Illumination/ATR













EXCELLENCE IN CONSTRUCTION PARTNERING First Annual Awards



ITD/AGC Annual Excellence in Construction Partnering Awards - 2020 Nomination Form -

Contract Number/Route/Milepost: 8520/I-84/MP 34.5-36.0	Construction Engineer: Styles Salek
Project Name: I-84, Northside Blvd. to Franklin Blvd.	Date Project Started: 7/15/20
Contractor Name: Concrete Placing Company, Inc.	Date Project Completed if applicable: Ongoing
Email: styles.salek@itd.idaho.gov	Phone #: 208-459-7429

1. Did the Contractor/ITD team participate in a Partnership Workshop or informal partnering?

Y ☐ N ☒

2. Category of Award (select one):

State Highway Projects (select size):

- ☐ Projects less than \$1 million
☐ Projects \$1 million - \$5 million
☐ Projects \$5 million - \$10 million
☒ Projects greater than \$10 million

Local Road Projects (select size):

- ☐ Projects less than \$3 million
☐ Projects greater than \$3 million

3. Application:

Please provide an overview of the project explaining scope of work, cost, and schedule. Be sure to include the below evaluation criteria where applicable.

Evaluation Criteria:

(1) Safety First, (2) Customer-Focused Results, (3) Innovative Problem Solving, (4) Overcoming Extraordinary Challenge, (5) Effective Contract Administration, and (6) Timely Completion of Project.

Project Overview:

Concrete Placing Company and District 3 D/C Group 3 project staff are partnering to complete a complex \$64 million interstate widening and interchange reconstruction project. The project includes widening the existing 4-lane section (2-lanes each direction) to an 8-lane section (3-lanes each direction plus auxiliary lanes each direction between interchanges). It also includes replacement of the Mason Creek Culvert under I-84 with a 12 x 13 x 218 concrete box culvert; replacement of the twin I-84 UPRR Bridges with one 162 single-span concrete box beam bridge; and full reconstruction of the Northside IC to a SPUI which includes the construction of one 223 single-span steel girder I-84 bridge over Northside Blvd.

The project has a demanding schedule, having started in July of 2019 with the bulk of the work required to be complete by January of 2021. The contractor is challenged to meet various contract milestones in order to reduce the impacts to the traveling public and ensure conflicts are avoided with adjoining construction projects. In fact the contractor has assigned a traffic control manager position to an individual whose tasks include coordinating temporary traffic control and traffic control phase changes with other projects currently under construction. The contractor has not been the only one to rise up to this challenge, as many other stakeholders have had to work and communicate timely, openly, and honestly. This was an expectation set early on with all parties in the project in order to avoid encumbering the contractor's work. Some of the many stakeholders include the City of Nampa, and the vast team of local consultants providing staff augmentation for construction engineering and inspection services, testing services, public outreach services, and engineer of record services.

To date, the contractor has successfully navigated through the complex staging plans provided by the Department which allow for the Northside interchange to remain almost fully operational throughout the construction duration with the use of temporary ramp connections. Traffic impacts are further mitigated by employing working hours and lane restrictions during non-peak hours (typically 10PM-5AM). While the project has not been immune to the COVID-19 epidemic, the contractor was permitted to increase the lane restriction duration due to the measurable decrease in traffic volumes that resulted. The Department evaluated traffic counts on a weekly basis in order to optimize the working hours.

The project has overcome a number of major challenges along the way. The contractor is still working to complete the project on time despite experiencing some significant delays resulting from the steel girder fabricator; precast girder plant fabrication error; utility delays; and COVID-19 illness within concrete paving crews, bridge crews, MSE wall crews, and subcontractor crews. The contractor has been able to make up for a lot of the time lost through perseverance and diligence. Also, some amount of time was able to be recouped through partnering and the Department and CPC working closely to explore phasing alternatives.

COVID-19 has also presented challenges with social distancing that the project team has been able to overcome. Project meetings have been held virtually whenever practical and only essential personnel attend meetings in person.

The number one priority of the project is safety, and not only that of the traveling public, but also all the workers and construction staff out in the field. The project has invested in 32,000 linear feet of temporary concrete barrier in order to protect motorists from the hazards of the work zones as well as protect the workers themselves. A speed reduction has been implemented for the duration of the project to help traffic navigate through the work zone more safely. In addition, the Department has partnered with the Idaho State Police in order to increase patrols through the project limits in an effort to curb aggressive driving and speeding.

The contractor initiates every project meeting with a relevant, thoughtful safety discussion and there is never a lack of safety topics as there is typically many different work activities occurring at any given time. Often times, the contractor has to develop hour by hour schedules to help safely juggle the multiple work crews required to be out on the project.

Lastly, like many projects, the Department and contractor staff have been through a number of disagreements. To date, most disagreements have been resolved without turning into claims. A select few disputes are still being worked through and there are plans to involve the DRB to help resolve them. Despite this, the Department and contractor continue to maintain a good working and professional relationship.



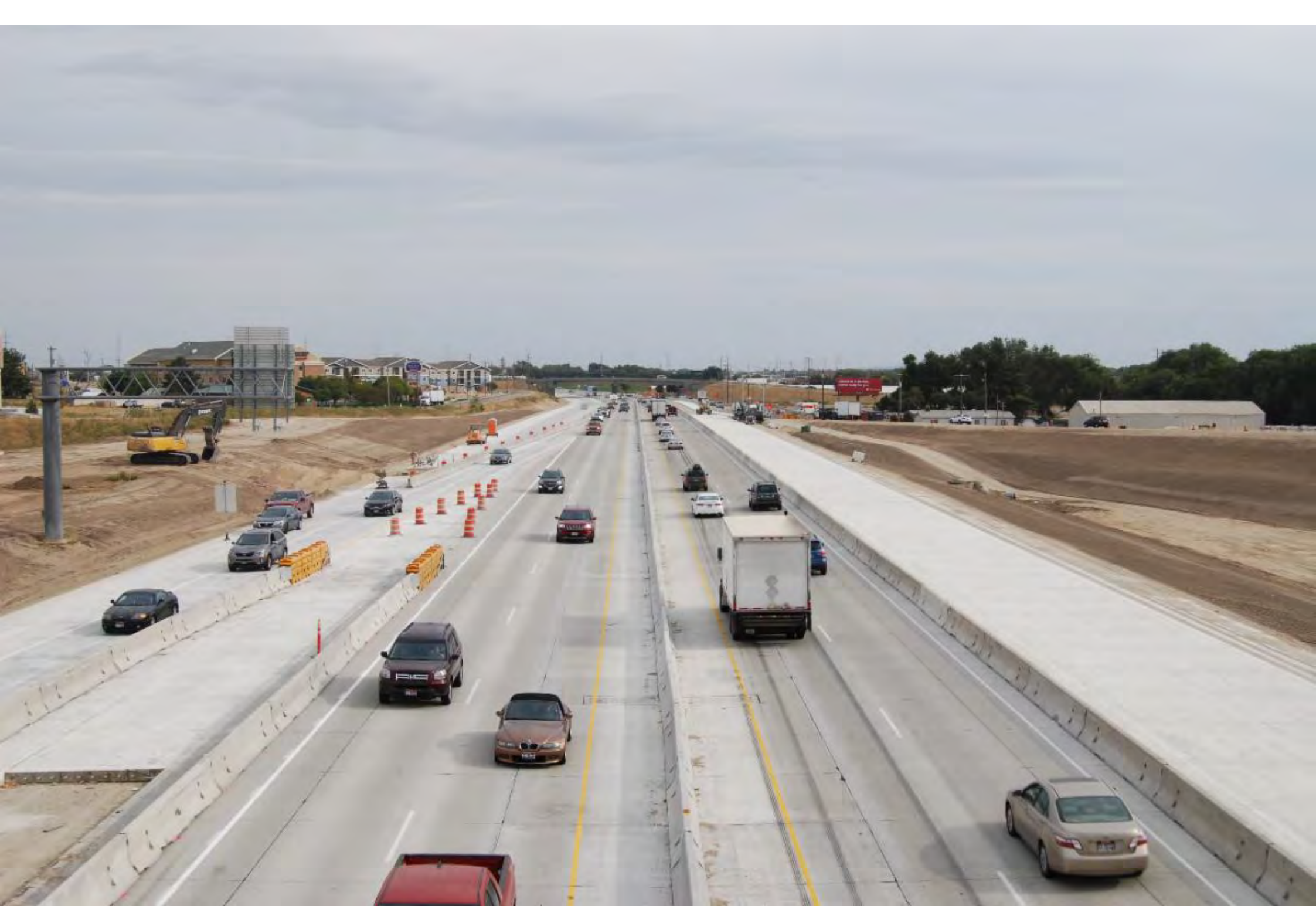






EXIT 33
55 SOUTH
Nampa
Marsing

EXIT 35
SOUTH





EXCELLENCE IN CONSTRUCTION PARTNERING First Annual Awards



ITD/AGC Annual Excellence in Construction Partnering Awards - 2020 Nomination Form -

Contract Number/Route/Milepost: 8515 / US-95 / 438.4 - 439.4	Construction Engineer: Justin Wuest
Project Name: JCT SH-53 IC, UPRR BR	Date Project Started: 07/08/19
Contractor Name: Scarsella Bros, Inc.	Date Project Completed if applicable: N/A
Email: joseph.sprague@itd.idaho.gov	Phone #: 208-772-1806

1. Did the Contractor/ITD team participate in a Partnership Workshop or informal partnering?

Y ☐ N ☒

2. Category of Award (select one):

State Highway Projects (select size):

- ☐ Projects less than \$1 million
☐ Projects \$1 million - \$5 million
☐ Projects \$5 million - \$10 million
☒ Projects greater than \$10 million

Local Road Projects (select size):

- ☐ Projects less than \$3 million
☐ Projects greater than \$3 million

3. Application:

Please provide an overview of the project explaining scope of work, cost, and schedule. Be sure to include the below evaluation criteria where applicable.

Evaluation Criteria:

(1) Safety First, (2) Customer-Focused Results, (3) Innovative Problem Solving, (4) Overcoming Extraordinary Challenge, (5) Effective Contract Administration, and (6) Timely Completion of Project.

Project Overview:

This project has constructed a new interchange in place of the existing at-grade intersection, realigned and added bicycle lanes to SH-53, replaced a deficient railroad bridge, and constructed new frontage roads and a roundabout. The project is in its closing stages with a few cleanup items left to accomplish in the spring. A highly effective partnership between ITD, HMH Engineering (construction consultant), David Evans & Associates (engineer of record), and the contractor, Scarsella Bros, Inc. (SBI) and their subcontractors has fostered a cooperative work environment focused on safety, mobility, and providing Idaho taxpayers with a quality project.

Safety of the traveling public and construction staff has been the top priority of everyone involved. From the implementation of traffic-calming radar speed signs to collaboration with ISP, project staff has continually looked for ways to improve work zone safety. SBI reports a total of 47,000 hours of injury-free work on the part of their staff and that of their subcontractors. This focus on safety was especially crucial with the onset of COVID-19. SBI implemented their own set of procedures for employee safety, which kept staff healthy and saved untold hours of lost time from any potential outbreaks.

The design of this project minimized impacts to the traveling public since most of the work could be accomplished offline with SH-53 detoured along a frontage route and US-95 unrestricted. The public involvement team has kept locals and interested parties current with the project status through the project website, seasonal postcards, monthly email updates, press releases, and message boards around the project.

The project has faced numerous schedule risks, including late acquisition of right-of-way, delayed railroad agreements, utility conflicts, and a pandemic. The project team has worked together to mitigate risks as much as possible to keep the project on schedule. SBI implemented a value engineering change proposal which involved the construction of a highway transition with 24/7 work under single lane traffic. This reduced the time of traffic impacts by approximately one week and saved over \$240,000.

The curved edges of the interchange bridge deck posed a unique challenge to the bridge subcontractor, C.L. Heilman Company, Inc. In order to pave the deck, their innovative solution was to turn the rails for their paver transverse to the roadway and fashion “seesaw” pieces of rail at the high point of the roadway crown. This allowed for the paver to work from the outside edge into the middle, ride onto the seesaw, and then rock back to the other side of the crown by jacking the seesaw to slope the other way. This innovation allowed for a smooth bridge deck while still constructing the distinctive hourglass-shaped deck, which saved money in bridge materials and will set this bridge apart from other similar interchange designs. This single-point urban interchange is the first of its kind in North Idaho.

The contract has been administered effectively and according to all state and federal aid requirements. As a project of interest with FHWA and being funded by GARVEE, all change orders have been vetted by both parties in addition to the typical internal approval authorities. HMH has maintained a materials acceptance plan, ensuring that all materials requirements are met prior to authorizing payment for each item, and completing a bulk of the closeout work prior to project completion. All labor requirements have been met. Communication has been key throughout the project, with all parties working together to meet all contract requirements.

The majority of the project has been completed on time. Unfortunately, due to manufacturing and supply challenges driven primarily by covid, the installation of the signal and the subsequent opening of the interchange has been delayed by several months. This has pushed a small amount of work into next season. Nevertheless, the project team has performed admirably in trying to mitigate schedule impacts wherever possible and minimizing impacts to the traveling public. The amount of work safely accomplished amidst a global pandemic is to be commended.

With all the parties associated and all the moving parts to this complex project, its success is a testament to the hard work and effective communication of everyone involved. SBI and its subcontractors have tackled this project with a commitment to safety, workmanship, and cooperation. The construction team of HMH and ITD staff have fostered an atmosphere of teamwork and have worked with the contractor to develop practical solutions and ensure a quality finished product. DEA provided ITD with a high quality design, has been helpful and prompt in responding to questions, and has helped provide guidance when design expertise is needed. Together we have built a project that Idaho can be proud of.







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EXCELLENCE IN CONSTRUCTION PARTNERING First Annual Awards



ITD/AGC Annual Excellence in Construction Partnering Awards - 2020 Nomination Form -

Contract Number/Route/Milepost: 8482 I-86 MP 14.32-14.33	Construction Engineer: Douglas Yearsley
Project Name: Raft River Bridge EB and WB Lanes	Date Project Started: 02/18/2019
Contractor Name: Western Construction, Inc.	Date Project Completed if applicable: 12/05/2019
Email: garry@wciboise.com	Phone #: 208-345-1440

1. Did the Contractor/ITD team participate in a Partnership Workshop or informal partnering?

Y ☒ N ☐

2. Category of Award (select one):

State Highway Projects (select size):

- ☐ Projects less than \$1 million
☐ Projects \$1 million - \$5 million
☐ Projects \$5 million - \$10 million
☒ Projects greater than \$10 million

Local Road Projects (select size):

- ☐ Projects less than \$3 million
☐ Projects greater than \$3 million

3. Application:

Please provide an overview of the project explaining scope of work, cost, and schedule. Be sure to include the below evaluation criteria where applicable.

Evaluation Criteria:

(1) Safety First, (2) Customer-Focused Results, (3) Innovative Problem Solving, (4) Overcoming Extraordinary Challenge, (5) Effective Contract Administration, and (6) Timely Completion of Project.

Project Overview:

In 2017, widespread spring flooding in South-central Idaho caused a three day closure of Interstate 86 near Raft River. This prompted ITD to move forward more quickly with plans to replace three antiquated bridges in the area. Crews replaced the three aging structures in 2019; two bridges were on the interstate, and a third ran parallel to the highway on a county route.

Raft River is usually a dry riverbed about the size of an irrigation ditch, but there is always potential for the channel to fill with water. Such was the case in 2017 when heavy rain coupled with rapid snowmelt caused a massive amount of water to converge on the dry riverbed. The water continued to rise until it flooded over the interstate, resulting in a closure that severed a vital transportation link.

Sediment from up-stream had begun collecting under the bridges from the time they were built. The sediment build-up had raised the channel floor about five feet, increasing the flood potential. To mitigate this, crews not only dug out 3,000 cubic yards of sediment, they also factored in a continuing sedimentation rate and raised the roadway 10 feet to accommodate continued sediment buildup and subsequent raise of water level.

During construction, a substantial amount of fill was needed to raise the interstate. Materials sources close to the project had very silty and sandy properties that would not work well for fill. Because of this, the department decided to blast rock knobs out of the roadway median in order to acquire needed materials. Not only did this get rid of rock that could be a hazard, it also created a safety zone for vehicles drifting into the median and provided rock materials that would hold up better in wet conditions. There were multiple benefits to this approach; the contractor was able to move large amounts of materials quickly, and using on-site materials allowed ITD to accomplish more with the funds allocated for the project.

Before construction, ITD spoke with neighboring property owners to determine what impacts the work would have. ITD worked to keep operations moving and not make construction onerous for nearby farmers and dairies dependent on the county roadway. The area sees heavy agricultural use and a closure of the county road would have required individuals to detour around the site, adding 40 miles to their trip. ITD was very aware of the need to maintain routes for farmers transporting products. The project team provided options that ultimately eliminated the need for a detour.

The contractor and ITD coordinated with multiple agencies to make this project successful.

The Idaho Department of Fish and Game worked with ITD and the contractor, Western Construction, to put up fencing in the area that abuts the Minidoka National Wildlife Refuge.

Raft River Recharge Group, LLC also worked with ITD to acquire a permit and have Western Construction install pipe casings via trench when work in the area was underway. The casings will be utilized in the future as part of an ongoing project to help recharge and stabilize ground water levels, address flood prevention, and reduce sediment loads.

Realizing it would be foolish to replace the two interstate bridges if there would still be a bottleneck for the water on the county system at the Baseline Road bridge, ITD conducted outreach with the local Burley Highway District. With the understanding that another flood event could undermine the functionality of the interstate, it was determined that replacement of the county owned Baseline Road bridge would become part of the ITD project.

ITD coordinated with the Burley Highway District and determined there was enough money in the budget to build all three bridges. By including the third bridge replacement in the project, it also allowed ITD more flexibility with grades and with the placement of retaining walls further from the interstate.

During construction, ITD and Western Construction successfully executed a plan that allowed traffic from Baseline Road to move across the closed eastbound lanes of the interstate, as well as across a pipe in the river. Because of very wet soil, in a practice not common to South-central Idaho, geogrid was utilized to place the pipe which allowed for vehicles to cross the river while crews simultaneously constructed the bridges without impacting interstate traffic.

In order to further reduce impacts to interstate traffic, ITD required the contractor to build the Baseline Road bridge and the eastbound I-86 bridge at the same time.

ITD also used a completion-date contract, requiring the contractor to complete the project in one season instead of two. Western Construction, partnered with ITD throughout all phases of the project to complete each in a timely manner. A project that typically would have taken multiple construction seasons, due to the number of bridge replacements and significant change in road grade, was completed in just nine months.

Interstate flooding 2017 over the Raft River Bridges



Raft River prior to construction (taken from Baseline Road bridge)



Removing rock knob in median



View of construction on two bridges and water in Raft River



Aerial view of Finished Project looking to the south west.















EXCELLENCE IN CONSTRUCTION PARTNERING First Annual Awards



ITD/AGC Annual Excellence in Construction Partnering Awards - 2020 Nomination Form -

Contract Number/Route/Milepost: #8447/SH-55, M.P. 0.0 - 2.8	Construction Engineer: Shawna King, P.E./David Barrett, P.E.
Project Name: SH-55, Snake River Bridge	Date Project Started: 10/3/2018
Contractor Name: Wadsworth Construction	Date Project Completed if applicable: 10/14/2020
Email: david.barrett@itd.idaho.gov	Phone #: 208-860-7878

1. Did the Contractor/ITD team participate in a Partnership Workshop or informal partnering?

Y ☐ N ☒

2. Category of Award (select one):

State Highway Projects (select size):

- ☐ Projects less than \$1 million
☐ Projects \$1 million - \$5 million
☐ Projects \$5 million - \$10 million
☒ Projects greater than \$10 million

Local Road Projects (select size):

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☐ Projects greater than \$3 million

3. Application:

Please provide an overview of the project explaining scope of work, cost, and schedule. Be sure to include the below evaluation criteria where applicable.

Evaluation Criteria:

(1) Safety First, (2) Customer-Focused Results, (3) Innovative Problem Solving, (4) Overcoming Extraordinary Challenge, (5) Effective Contract Administration, and (6) Timely Completion of Project.

Project Overview:

This was a joint bridge and roadway project in City of Marsing on State Highway 55. The bridge spanning the Snake River was rebuilt and the highway was reconstructed through the city's downtown core. Wadsworth Construction based in Salt Lake City, Utah was the contractor and the bid was for \$21.9 Million. Work began in October 2018 and was substantially complete as of October 2020.

Even before construction began many hurdles had to be addressed. This stretch of the Snake River is under the jurisdiction of the US Coast Guard. The USCG bridge construction permit required that river access be maintained at all times with clear channels for river traffic. Early on, the challenge of obtaining a permit required the combined effort of ITD and the Contractor, threatened to delay the completion date. A temporary federal government shutdown in early 2019 added to the uncertainty. No work in the river could commence prior to obtaining this.

An endangered species, the Snake River Physa Snail, was suspected to inhabit the river within the project limits. Specific requirements limiting the river bottom disturbance were placed on the contractor. In addition, special monitoring above and beyond the normal environmental requirements with continuous turbidity monitoring during all in-river activity. Through this, both the Contractor and ITD worked closely to ensure compliance with no reported infractions.

At the west end of the bridge, a City park situated on an island is split by the roadway. This meant that Federal 4f guidelines had to be followed ensuring that minimum impact to the park function at all times of the day. This park also serves as a river boat launch whose only access was through the park and under the bridge under construction.

SH-55 serves as an interstate commercial route. In addition, the City of Marsing, built on the edge of the Snake River, is a growing community. Reconstructing half of the bridge and roadway at a time provided the best balance for Contractor and traveling public. During the two years of construction, temporary traffic lights at either end of the bridge allowed a single lane of traffic on this busy stretch of SH-55.

Before bridge construction began, several meetings between the State, contractor and local emergency responders were set up to discuss how to maintain emergency services. It was decided that a combination of local contractor observance and remotely controlled traffic signals would prove the most effective. Follow up conversations with fire and ambulatory services confirmed that this plan proved successful.

For the first half of the project, reconstruction of SH-55 through the city posed a number of hurdles in maintaining business and resident access. Reconstruction of several irrigation structures within the city required work in the winter. During the first winter, significant portions of the roadway asphalt had to be removed requiring constant maintenance on unpaved surfaces. ITD and the contractor worked closely to address concerns as they arose. This project improved the walkability and access to main street businesses while preserving safety and mobility of the highway. Regular communication with City leaders and businesses confirms that the community is happy with the result.

The new bridge is the third bridge built at this location. During construction, the contractor notified ITD that concrete and steel rubble from the first bridge was visible on the river bottom during periods of low water just upstream of the new bridge. The debris prevented installation of the temporary work structure. A larger long-reach excavator was brought in to help remove this. The contractor recognized that some of this rubble posed an on-going safety hazard to boaters. Wadsworth proposed and ITD approved, with the concurrence of all federal and state agencies, to clean as much of this rubble as possible as the work structure was being removed.

Numerous chunks of concrete, some with rebar sticking out, were removed and others were pushed down ensuring that navigation through this segment of the Snake River will be safer in the coming years.

Unexpected challenges delayed the project, but innovative partnerships between ITD, Wadsworth, and other regulatory agencies resulted in more improvements than originally scoped. At the completion of the project, the community of Marsing has a safer waterway, improved access to the iconic river park, a revitalized downtown commercial district, safer corridor for interstate freight, and a landmark bridge that will stand for many decades to come.









