



EXCELLENCE IN CONSTRUCTION PARTNERING

Second Annual Awards



State Highway Projects

1 Million to 5 Million

N Canal Bridge

SH-11 Grangemont Road to HQ

I-15, Bridge Rehabilitation

Little Salmon River Bridge

Zenner Road to Nez Perce



EXCELLENCE IN CONSTRUCTION PARTNERING

Second Annual Awards



ITD/AGC Annual Excellence in Construction Partnering Awards - 2021 Nomination Form -

Contract Number/Route/Milepost: 8613/ SH-25/ MP 0.5	Construction Engineer: Travis Hitchcock
Project Name: N Canal Bridge	Date Project Started: 11/02/2020
Contractor Name: Coldwater Group, Inc.	Date Project Completed if applicable: 06/08/2021
Email: matt@coldwaterinc.com	Phone #: 208-544-7915

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. Please also provide examples of how the project achieved each of the following six criteria:

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

Project Overview (5,000 characters or less)

Coldwater Group, Inc. was awarded the contract for project A020(165) in October of 2020. This project entailed the removal and replacement of the bridge over the N-Canal in Jerome, Jerome County. The original bridge was built in 1956 and had reached its life expectancy. Water flow measurements taken in September 2017 by North Side Canal Company indicated a flow rate of 250 cubic feet per second passing under the existing bridge. In order to accommodate a potentially faster flow rate, the new bridge was designed so that the lowest part of the structure has a higher clearance from the surface of the water when the canal is full. The new bridge is also longer and wider and can support heavier load capacities than the old bridge.

An effective schedule and efficient time management were crucial for this project because access to do the work within the canal was determined by the non irrigation season; generally from mid-October until the middle of March the following spring. A window of opportunity that had to be utilized quickly. The contractor began working with the utility company right away to arrange for the cables and boxes to be relocated as soon as the water for that irrigation year was out of the canal. Once this was complete the demolition of the bridge could commence.

Demolition of the eastbound lanes of the bridge occurred in November. The westbound lanes were kept intact to allow two way traffic to cross the canal. By the end of December the new bridge girders for that section had been set and work on the bridge deck began. By February work on the eastbound section was completed enough for traffic to be routed onto that section and the westbound bridge lanes could be demolished. Removal of this side of the bridge went smoothly; it was the installation of the new bridge girders that encountered an issue. The overhead utility lines were going to interfere with the crane that was needed to set the girders. The utility company arrived on site the day of the placement and set up their bucket truck to raise and even shift the lines as much as possible so that the crane could safely maneuver. The canal company notified the contractor around this time that water was going to be two weeks earlier than was anticipated. Work that required access to the dry canal was completed within days of the irrigation water being released back into the canal.

The bridge was finished and all lanes were open to traffic by the 8th of June. The structure had allowance for existing utilities to be placed underneath it and has room for a future pedestrian walkway to be constructed. This project took approximately 7 months to complete with coordination and cooperation between ITD, Coldwater Group, Northside Canal Company, City of Jerome, Producers Livestock and Idaho Power.

Safety First (1,000 characters or less)

ITD and the contractor were very focused on worker and public safety during this project. Traffic control and detours were setup in ways that allowed the best flow of traffic that did not hinder the project and allowed the traveling public to get through the affected travel lanes quickly. Personal protective equipment was worn at all times on site and any safety issues that arose were quickly addressed. Utility line work was extremely safety focused and the time was taken to move the lines in the safest manner possible while still maintaining the integrity of the lines. Weekly meetings were conducted and opened with a safety share where ITD inspectors and the contractor had the opportunity to address any safety issues or concerns.

Customer Focused Results (1,000 characters or less)

The approach for S 100 W in Jerome is within the project boundaries and needed to be blocked and closed in order for the bridge to be removed and replaced. This closure would affect multiple businesses, the school district bus barn and residents. ITD came to an agreement with local business, Producers Livestock, to use a portion of their property to construct a detour that the traveling public could use to access S 100 W. The agreement stipulated that ITD would construct and maintain the detour during the life of the project and that Producers Livestock would not block access to the detour at any time. Once the project was completed the temporary asphalt road would remain in place so that the business could use it as they saw fit. This detour provided much needed access to the commercial businesses in that area.

Innovative Problem Solving (1,000 characters or less)

The conditions on the two sides of the bridge for the abutments varied. The east side of the canal had a rock shelf while the west side was looser soils and rocks. In order to make the new bridge as strong as possible two different styles of abutments were fashioned. The east side rock shelf was conducive to pouring a standard abutment wall on top of the rock base. The west side of the canal did not have that rock shelf. Instead pre-drilled shafts with H-pile were placed in the ground with tubing around them that was then filled with concrete to create the stabilization for the abutment. Once the piles were ready the forms were set and a wall was poured around them all to create the abutment supporting structure.

Overcoming Extraordinary Challenge (1,000 characters or less)

One major challenge for this bridge replacement were the overhead utility lines on the north side of the bridge that spanned from east to west. These utility lines were directly in the path where the drill rig would be placed to drill for the H-piles and also where a crane would be utilized to place the bridge support beams and the bridge girders on the north side of the east-west bridge. In order to safely place these spans, on the day of placement the crane operators set their cranes and were able to place the first several girders without affecting the overhead lines. Work had to hold until Track Utilities was able to maneuver their bucket truck and worker into place. All safety precautions were taken to wrap the lines and keep them spaced so that they could be lifted and also pushed to the side so that the crane and girders did not get tangled with them. All involved parties communicated and worked together to facilitate the movement of the lines to best allow the bridge girder placements happened in a timely manner.

Effective Contract Administration (1,000 characters or less)

ITD and the contractor had to communicate effectively with each other and several other entities to make sure that this contract and project was executed in the best manner possible. The proactive actions of our engineers allowed for detour agreements to be in place and ready for construction as well as arranging for utility relocation during several phases of the project. Coldwater Group was very conscientious of federal regulations required for this job and worked with ITD to make sure all guidelines were followed.

Timely Completion of Project (1,000 characters or less)

The removal of the old N canal bridge and construction of the new bridge had a definitive window of time that most of the construction had to occur during. Irrigation water was out of the canal by mid-October of 2020 and allowed demolition and construction to commence. The water was slated to be turned back into the canal toward the end of March 2021. This allowed approximately five months for removal and replacement of the bridge structure that spanned the canal. Once the water was back in the canal, bridge deck and other surface work could be completed. In all, not counting the seeding warranty associated with the contract, the project took approximately 7 months to complete.

Jesse Barrus - District Engineer

ITD Applicant or Local Agency Contact Name



ITD or Local Agency Applicant Signature



Contractor Applicant Signature

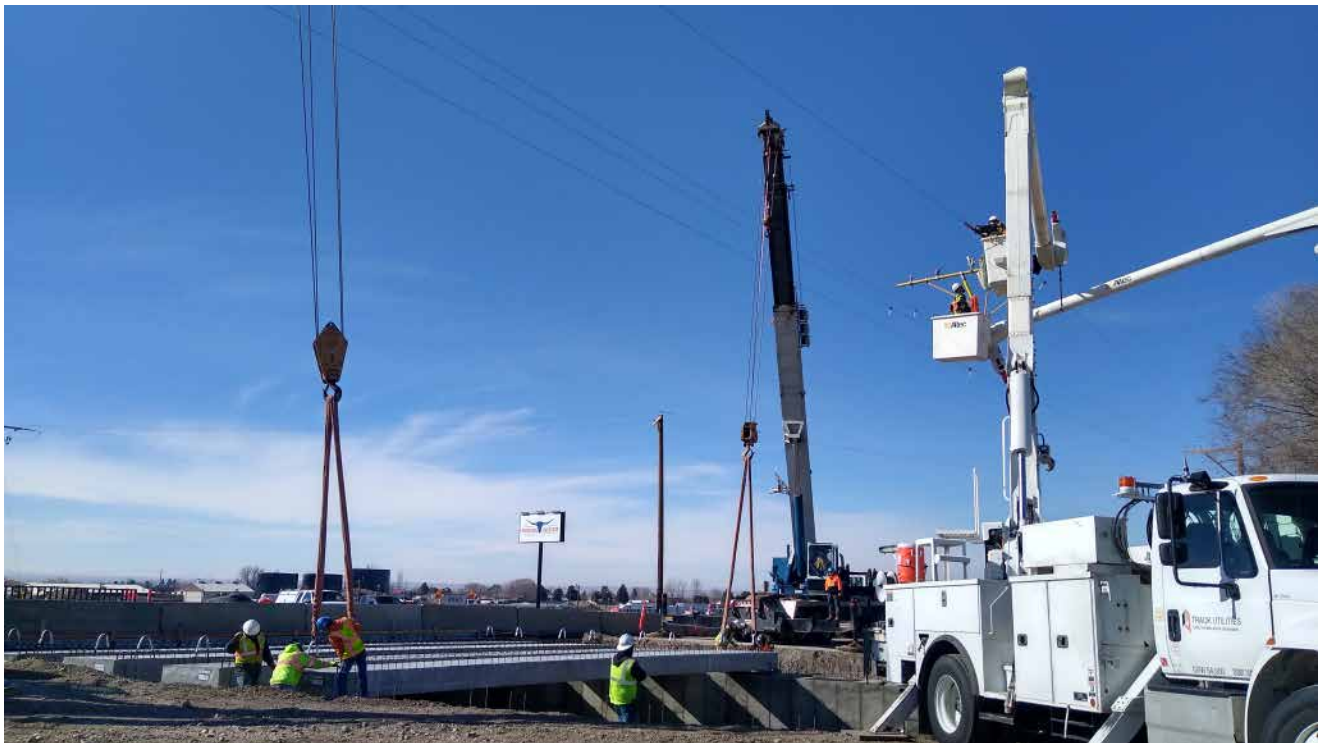
A valid application package should include a completed and submitted nomination form, 3-5 photos emailed to ITDCommunication@itd.idaho.gov with contract number and project name in the subject line, all received by **October 22, 2021**.

Please contact ITDCommunication@itd.idaho.gov with application questions

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EXCELLENCE IN CONSTRUCTION PARTNERING

Second Annual Awards



ITD/AGC Annual Excellence in Construction Partnering Awards - 2021 Nomination Form -

Contract Number/Route/Milepost: 8660 SH-11 MP 35.35 to MP42.54	Construction Engineer: Howard Cooley
Project Name: SH-11 Grangemont Road to Headquarters	Date Project Started: July 12th 2021
Contractor Name: Knife River Corporation	Date Project Completed if applicable: Not Completed
Email: Howard.Cooley@itd.idaho.gov	Phone #: 208-799-4245

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
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Project Overview (5,000 characters or less)

This project is a 7.1 mile HMA overlay with culvert replacements. Designed and PS&E in winter/spring of 2020 then 7 culvert replacements were added to the project and re-PS&E spring 2021. Project was advertised and Knife River Corporation (KRC) was awarded the contract. Mix design approval process started shortly afterward and there were some hurdles over the aggregate Gsb determination. ITD central lab and the contractor differed in Gsb results. National paving expert Tim Murphy was hired by ITD to help in the resolution process. Ultimately a third party lab re-analyzed the aggregate sample and the Gsb values were given to the contractor for mix design.

Prior to construction a 250 long 12 ft wide land slide occurs within project limits and the northbound lane slide down the hillside. ITD immediately began slide analysis and monitoring to aid in a repair design. ITD developed a shear key buttress design and also a soil nail wall design and quote was offered by GeoStabilization International. ITD asked KRC to submit costs for the designs and the soil nail wall was the most cost effective alternative that also had less environmental concerns because the majority of the work could be done from the roadway surface.

The condition of the pavement prior to construction was considerably worse than the condition during the design phase of the project. There was severe potholing throughout the project that was not anticipated. ITD and the KRC had to get creative in order to repair the potholes and stay within project budget.

Safety First (1,000 characters or less)

- Safety First

- oEnhanced Work Zone Safety of the team and raised public awareness

- This project had the small community of Cardiff within project limits. The community has a 35 mph speed reduction so care had to be taken to ensure safety.

- oEmployed effective protection of the public's safety.

- There were some complaints of excessive speed in the community of Cardiff and ITD and the contractor promptly made adjustments to traffic control equipment and personnel.

- oEffectively used the various safety tools and devices available

- Contractors traffic control subcontractor had the appropriate temporary traffic control for the size and scope of the project

- oEffectively measured and responded to accidents occurring on the project, both internally and externally

- No accidents occurred during the project construction window

Customer Focused Results (1,000 characters or less)

- Customer-Focused Results

- oEffectively mitigated impacts to the traveling public, general public, adjacent businesses and residents

- ITD and contractor worked well together to have minimal delay and keep traffic moving.

- oEffectively communicated the project and its impacts with stakeholders and customers

- ITD has 511 and website information about the project and the contractor provided up to date schedules to inform the public about delays and traffic constraints.

- oEstablished effective means for community recognition of the project, the difficulties the project faced, the team's efforts, and successes in overcoming challenges

- The overall grade of the road was raised 0.2 ft higher than the original design. This grade change was noticeable in Cardiff and the contractor and ITD worked together to get the residential approaches to a safe condition where residents could safely get onto the highway

Innovative Problem Solving (1,000 characters or less)

•Innovative Problem Solving

oExtraordinary obstacles overcome during the project

- There were Mix design approval process hurdles and discrepancies
- There was a 250 foot long 12 ft wide landslide that occurred in early spring within the project limits
- The roadway was in worse condition than the design condition. Severe potholing.

oExtraordinary coordination and/or cooperation with other adjacent work

- Contractor coordinating new sub consultants to repair the landslide

oDisputes that were resolved timely to the benefit of all parties and customers

- No major disputes or claims at this point.

oA team that focused on outcomes rather than processes and utilized an effective disputes resolution process.

- The contractor and ITD worked together to use the current budget and items to repair more roadway. We collaborated on removing a soft spot repair item and a cold milling item then use those savings to create a pothole patching change order. These changes allowed the department and contractor to repair more roadway than the original contract would have allowed. The team focused on quality of the finished product rather than sticking to the contract

Overcoming Extraordinary Challenge (1,000 characters or less)

•Overcoming Extraordinary Challenges

oEmergency contracting

The landslide required emergency contracting from both the contractor and ITD. ITD had to contract drilling consultant's to install slide monitoring equipment. The contractor had to sub contract GeoStabilization International to construct the soil nail wall

oComplex, unique, or unexpected features that were encountered

- Landslide was not part of the original design and was unexpected

oUse of unique construction methods

- No unique construction methods utilized

oThe team's ability to overcome adversity

- The project team had to overcome hurdles during the mix design process and accompanying changes. ITD project staff was flexible and worked some weekends to get the project mix design approved and change orders finalized so the roadway could be paved on time. The contractor was also accommodating in the mix design process hurdles also working weekends to get the oven correction factors for the acceptance of the mix during production.

- The landslide offered a lot of adversity to work with because of the additional temporary traffic control required. The landslide repair had to be designed during active construction and the contractor also had to prepare costs estimates to ITD during active construction. ITD and the contractor were able to come to a timely agreement on design, price, and schedule very effectively.

- The roadway condition at the time of construction was considerably worse than the condition during the design period. As discussed previously the department and the contractor were able to remove items to create savings to get the right fix for the roadway to produce a quality product.

oA uniqueness of the project itself or some aspect of implementing or delivering the project

- Nothing particularly unique other than a having a large set of small issues

Effective Contract Administration (1,000 characters or less)

•Overcoming Extraordinary Challenges

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Timely Completion of Project (1,000 characters or less)

•Timely Completion of Project

oAll aspects of the work completed in a timely manner

- All original contract work was completed in the working day allotment
- The soil nail wall was constructed ahead of schedule

oTimely use of project schedule

- Yes

oEnvironmental issues effectively addressed

- No serious environmental issues on this project and all necessary BMP were in place and functioning during soil nail wall construction.

oThe progress of work was enhanced in some manner

- The progress of work was similar in nature to other projects administered by the department. No major delays.

oInnovative management of traffic in an effort to reduce impacts and expedite project completion

- Temporary traffic control on this project was fairly standard practice, effective, and no major complaints or delays encountered.

Howard Cooley, Ph.D., PE

ITD Applicant or Local Agency Contact Name

ITD or Local Agency Applicant Signature

Matthew Wavra

Digitally signed by Matthew Wavra
Date: 2021.11.04 08:19:03 -07'00'

Contractor Applicant Signature

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EXCELLENCE IN CONSTRUCTION PARTNERING

Second Annual Awards



ITD/AGC Annual Excellence in Construction Partnering Awards - 2021 Nomination Form -

Contract Number/Route/Milepost: Interstate 15, mileposts	Construction Engineer: James Orner
Project Name: FY21b D5 Bridge Rehabilitation	Date Project Started: May 17, 2021
Contractor Name: Coldwater Group, Inc.	Date Project Completed if applicable: July 19, 2021
Email: kevin.sonico@itd.idaho.gov	Phone #: 831-595-3236

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
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Local Road Projects (select size):

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3. Application:

Please provide an overview of the project explaining scope of work, cost, and schedule. Please also provide examples of how the project achieved each of the following six criteria:

- (1) Safety First
- (2) Customer-Focused Results
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- (5) Effective Contract Administration
- (6) Timely Completion of Project

Project Overview (5,000 characters or less)

This last year, the value of a “team” has taken on new meaning for me. As a fresh, enthusiastic, but unseasoned ITD employee, my supervisor assigned me as the Project Engineer for a District 5 2021b Bridge Rehabilitation project. At first glance, the thought of managing a \$1.5 million+ construction project seemed an Everest task for me. This was my first construction project, and during the COVID-19 pandemic, I was not sure how I was going to pull it off.

Luckily, and fortunately, Coldwater Group, Inc. was the contractor that bid on this project. Coldwater Group is a newly formed construction company based out of Ogden, Utah. Coldwater came to my level, as an enthusiastic, but inexperienced engineer. The owner, Matt Montano, communicated with me through every step of the way.

The FY21b Bridge Rehabilitation involved rehabilitation of 9 bridges throughout Southern Idaho on Interstate 15 from mileposts 2.54 to 29.43 in 50 working days. Though it consisted of routine epoxy overlay, joint replacements, and concrete repair, Coldwater Group delivered in a way that set them apart from other contractors. Communication was first and foremost with Coldwater Group. The first thing the owner did was reach out to me and build our trust. It seemed like we formed an instant connection. From that point on, I felt much more comfortable giving the contractor feedback, and having them take the lead on the project. It felt like the contractor really cared about their relationship with ITD.

Safety First (1,000 characters or less)

I was once told that good work doesn't attract attention. I saw this with Coldwater Group when it came to safety. Coldwater's responsiveness was instant. For instance, we had a subcontractor that was reluctant to submit a traffic control plan. It was in a rural area and the subcontractor was under no pressure to enforce traffic control. When told that we would shut down the work if they didn't comply, Coldwater Group stood by us and agreed to stop work until we saw acceptable traffic control. Coldwater Group made sure to keep traffic control in place on the Interstate. Incidentally, no accidents or injuries occurred on this project.

Customer Focused Results (1,000 characters or less)

With so much focus on customer service, both ITD, and Coldwater Group acted as the customer on this project. As a partner, Coldwater group shared transparent concerns with us as they faced setbacks with shipping and materials on this project. We wanted to provide everything that the contractor needed for the project to be a success. Coldwater was interested from the beginning in forming a partnership. They were passionate about serving Idaho, and about fulfilling what they had signed to on the contract. It wasn't just the product they delivered. Every time I visited the project, Coldwater's employees were out working. Some even looked happy to be out there! As I got to know the owner, he struck me as someone invested in the people he did business with, and it showed through the morale of his employees. They always seemed to enjoy being there, and as a result, they delivered quality work.

Innovative Problem Solving (1,000 characters or less)

Some think of innovation as technological breakthroughs, but Coldwater Group's approach to communicate "early and often" was a unique method that made for much smoother construction, and with many less setbacks than projects where communication is few and far between. A case in point is when the expansion joints on several bridges did not fit the specified width in the plans. Rather than wait for ITD to decide what to do, Coldwater Group ordered 1.5 inch expansion joints for the bridges and decided to use the 1 inch expansion joints on another project. They communicated this as soon as they encountered the problem, with virtually no time delay.

Overcoming Extraordinary Challenge (1,000 characters or less)

Earlier this year material and shipping prices shot up. The cold front that raged through Texas caused the price of epoxy to jump. In addition, the Washington port where bauxite aggregate usually ships for Idaho projects was closed. This resulted in bauxite aggregate being shipped from the east coast to the project site. Coldwater Group, as a DBE, communicated the challenges well before any preconstruction meetings. This was a concern for District 5, as we were unsure how we would compensate the contractor for higher epoxy and shipping costs. To prove that they were committed to the project, Coldwater Group completed the project according to the contract. What made this project unique is that even with higher material and shipping costs, Coldwater completed the work they had promised ITD. There was little time delay and impacts to the project.

Effective Contract Administration (1,000 characters or less)

Coldwater Group was extremely detail-oriented when it came to construction. Austin, the company's office manager, who isn't older than 21, made sure all the correct forms were submitted to ITD for material acceptance and payment. He worked both in the office, and on the construction site, effectively managing his time. This dedication showed when bridge repair drawings were constructed correctly, making sure not to unreasonably exceed work and materials used.

Timely Completion of Project (1,000 characters or less)

Despite higher material and shipping prices and other unforeseen 2021 circumstances, Coldwater Group substantially completed this bridge repair in the allotted 50 working days. Coldwater Group paid a premium to procure epoxy from the Texas supplier in order to perform the work in contract time. Higher shipping costs also threatened to delay the project, but Coldwater ensured materials were delivered on time. As a DBE, Coldwater Group successfully completed this project on time, and is ready and willing to collaborate with ITD on future projects.

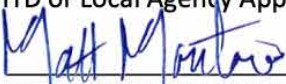
Kevin Sonico

ITD Applicant or Local Agency Contact Name

Kevin Sonico

Digitally signed by Kevin Sonico
Date: 2021.09.24 16:02:07 -06'00'

ITD or Local Agency Applicant Signature



Contractor Applicant Signature

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project name in the subject line, all received by **October 22, 2021**.

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ITD/AGC Annual Excellence in Construction Partnering Awards - 2021 Nomination Form -

Contract Number/Route/Milepost: 8625 / US 95 / 160.2	Construction Engineer: Luke Myers
Project Name: Little Salmon River Bridge	Date Project Started: April 12, 2021
Contractor Name: Braun - Jensen, INC	Date Project Completed if applicable: October 22, 2021
Email: Luke.Myers@itd.idaho.gov	Phone #: 208-334-8965

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):

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Project Overview (5,000 characters or less)

The Little Salmon River Bridge project consisted of replacing an aging bridge on US95. Due to the close proximity of the Little Salmon River to the highway embankment, the stream channel approaching the bridge needed to be armored to protect the highway and new bridge. One of the unique features of the project is the stream bank armoring. The Department installed a combination of typical rip rap armoring along with a more environmentally sensitive armoring, Fabric Encapsulated Soil Lifts (FESL).

Construction phasing consisted of the typical alternating single lane which was signal controlled. The bridge and approaches were upgraded to current standards.

Safety First (1,000 characters or less)

The project is located in a rural area immediately west and adjacent to New Meadows. The posted speed limit west of the bridge is 55mph and 35mph east of the bridge. With temporary signals being placed in an area where typically free flow conditions existed the Department used an alternative traffic control device. Though not required or recommended, temporary rumble strips were used in the advanced warning area approaching the bridge. The rumble strips were placed in the advanced warning area after speeds were reduced to draw attention to the temporary traffic control.

We found that the temporary rumble stripes were very effective in drawing attention to the temporary traffic control. In many instances where we have traffic control like this established on rural highways we have issues where the traveling public fails to recognize the temporary traffic control. Throughout the entire summer this traffic control was in place with no issues.

Customer Focused Results (1,000 characters or less)

Innovative Problem Solving (1,000 characters or less)

Overcoming Extraordinary Challenge (1,000 characters or less)

Effective Contract Administration (1,000 characters or less)

he Residency initiated coordination with the Contractor prior to the pre-construction meeting. The Contractor and Department proactively addressed potential issues early. Minor issues arose and the Department and Contractor worked through them. One change order was executed adding work to the project. Working directly adjacent to an in the Little Salmon River posed challenges, especially with the in stream and stream bank work. Though relatively new to the Department and Contracting community, construction of the FESL bank stabilization progressed well with a product exceeding expectation. The project was completed two weeks early with budget.

Timely Completion of Project (1,000 characters or less)

This project was completed two weeks ahead of the completion date.

Luke Meyers, Daris Bruce

ITD Applicant or Local Agency Contact Name

Daris Bruce

Digitally signed by Daris Bruce
DN: C=US, E=daris.bruce@itd.idaho.gov, O=Idaho Transportation Department: State of Idaho, OU=District 3: Design Construction Group 1, CN=Daris Bruce
Reason: I have reviewed this document
Date: 2021.10.21 07:15:24-06'00'

ITD or Local Agency Applicant Signature

Daris Bruce

Digitally signed by Daris Bruce
DN: C=US, E=daris.bruce@itd.idaho.gov, O=Idaho Transportation Department: State of Idaho, OU=District 3: Design Construction Group 1, CN=Daris Bruce
Reason: I have reviewed this document
Date: 2021.10.21 07:15:47-06'00'

Contractor Applicant Signature

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Contract Number/Route/Milepost: Contract # 8663/ SH-62 & SH-162/ MP 11.26-15.41, 0.0-0.41	Construction Engineer: George Elliott
Project Name: SH-62 Zenner Road to Nezperce, Lewis County	Date Project Started: September 17, 2021
Contractor Name: Knife River Corporation	Date Project Completed if applicable: Currently active but near completion
Email: George.Elliott@itd.idaho.gov	Phone #: 208-799-4231

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

Y ☒ N ☐

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- (6) Timely Completion of Project

Project Overview (5,000 characters or less)

This project was a pavement preservation project. It was designed using ITD resources. SH-62 is a two lane roadway through rural north central Idaho that meanders through the prairie farm fields. There a multitude of heavily used farm field approaches. The sub grade is somewhat weak through this area. Cracking of the pavement shoulders was evident where farm field approaches met the roadway. The existing surface was rutted with some small concentrated potholing. The roadway displayed transverse cracks and concentrated areas of alligator cracking. The treatment plan developed for this project was primarily a 0.2' full width mill and inlay project on SH-62. We also planned to pave the heavier use farm field approaches in an attempt to protect the edge of the mat. During a meeting with City of Nezperce officials during project development, some drainage issues on SH-162 were brought to our attention. In an attempt to address these concerns we committed to some catch basin improvements as part of the project. Additionally, there was a short section of SH-162 in Nezperce that received a smoothness grind and 0.15' overlay. There were several manhole lid height adjustments made on both sections of roadway.

The project went out for bid in early spring of 2021. Knife River was selected for the work in April 2021. We determined early on that with our Districts construction work load, we would seek CE&I help from a consultant. Since our District already had a general agreement with HMH for CE&I services for 2021 construction season, we utilized that agreement.

Through communication with Knife River we found out that their plan was to use the same crew for this job and one other in the area (KN 20689 SH-11 Grangemont to Headquarters). The District coordinated with HMH and we planned to use the same ITD and HMH crews for both jobs as well. This seemed like an efficient use of resources. The only problem was when the first project got delayed, the second was also late. ITD, Knife River, and HMH were able to work through these challenges though.

Construction began September 17, 2021. We had limited ITD staff available to help with this project but we were able to provide a lead inspector to be on site for the bulk of the work and another TTO that was willing and able to help with inspection of night shift milling. The remainder of project staffing was provided by HMH resources.

The bulk of this work was your typical milling/paving operation. They milled about 1.5 miles at night, then paved that 1.5 miles back the next day. Since the mat was thin in this section, the contract required that the contractor keep traffic off the milled surface to avoid damage. There was an area encountered that required some extra consideration, discussion, and a change order to address. It will be described in more detail later on in this application.

Temporary Traffic Control consist of two approved Temporary Traffic Control Plans. The bulk of the work utilized a pilot car with two flaggers. The in town work utilized flaggers but no pilot car.

The catch basin work in town was a challenge from start to finish. Between the flatness of the grade and the lack of cover over the stormwater collection pipe, every step was a challenge. Then availability of materials was a secondary challenge. We encountered many Covid related shortages along the way. This work came about to address ponding issues at two different ADA ramps. We struggled to achieve the required slope to get things to drain properly. It required partnering between the City of Nezperce, Knife River, HMH, Design/ Construction, and our Materials section to develop a strategy to achieve the desired results.

Safety First (1,000 characters or less)

This project had daily safety meetings to discuss any safety concerns which enhanced work zone safety. This project also used a new Traffic Control Supervisor SP that was recently developed in an attempt to hold the traffic control supervisor more accountable for safety on the job site. This new SP provides a daily payment for the traffic control supervisor. It is geared towards keeping a TCS on site at all times that traffic is impeded. It requires that the TCS be available to manage the job rather than doubling as a flagger. If requirements of this SP are not met, the Department has the ability to withhold payment for each non compliant day. This SP seemed to really motivate the TCS to maintain a safe work zone.

Public awareness is a key factor in creating a safe work zone. If the traveling public know when and what we're doing then they have a chance to plan ahead. Some may choose a different route, others will allow more time when traveling through the area. This project achieved public awareness by a couple different means. To start we arranged an in person meeting City of Nezperce officials. We discussed project goals, time lines, and listened to any concerns that they had. We kept this communication going after the initial meeting by staying in frequent communication by email and/or phone conversations with the City of Nezperce. As the work schedule evolved, we kept them in the loop. The City of Nezperce then took the information we were providing and spread it to the community by word of mouth and also by their city website. The District took this one step farther and sent out mailers to residents and also created a press release on social media.

Phasing plans and traffic control plans were created by the contractor. The Department reviewed and approved each prior to the start of construction. Approved traffic control plans were carefully followed to ensure we had the safest work zone possible. The Traffic Control Supervisor SP mentioned previously establishes reasonable time lines for a TCS to identify and correct issues with temporary traffic control. Utilizing Idaho State Patrol to enforce work zone speeds is a tool we implemented to maximize safety. This job was essentially a 24 hour operation with night milling and paving operations in the day. For night work it was important to put some pressure on the traffic control subcontractor to ensure work lights were on and functional prior to sunset. All traffic control devices used were in compliance with MUTCD.

There were no accidents reported on this project either internally or externally.

Customer Focused Results (1,000 characters or less)

The District and Knife River work together to mitigate impacts to the traveling public, general public, adjacent businesses, and residents. To start with, the District and Knife River discussed staging and allowable work zone length. Knife River expressed an interest in milling at night and then paving during the day. The mill was capable of 2 miles a night but the work zone limitations would have restricted the productivity of the mill. Knife River proposed a two mile work zone length in trade for three less working days since this would allow them to complete the work faster. This was viewed as a benefit to the tax payer since the milling would now be done at night when traffic volumes are lower and the job would finish sooner than originally anticipated. Work zone wait times were reported in the 7-10 minute range for the duration of the project which meant minimal delays for the traveling public.

The largest mitigated impact to the public was working around the Lewis County Fair. The original contract start date would have kept us away from working during the fair but the start date of this contract was adjusted several times after the design was complete. The District, Knife River, and the City of Nezperce put their heads together and figured out how to schedule the work in a fashion that minimized the impacts of construction during the fair. The fair was held with little, if any inconvenience caused by construction. The district agreed to not charge contract time during the fair so Knife River was not penalized for taking a long weekend off.

During the catch basin work in town there were several nearby businesses. The catch basin work required work in or near ADA ramps. Work was carefully planned to minimize impacts on sidewalk and/or ADA ramp access.

The District worked with Knife River to ensure nearby business's still had adequate access during construction. Business owners seemed grateful that the drainage issues were being addressed and they were also patient and understanding because they knew what we were doing before it happened.

The last mitigated impact to mention is milling near town. Most of the work on SH-62 was out of town with no nearby residences. As the operation worked its way towards the City of Nezperce we received one informal noise complaint which referenced the City's noise ordinance. At this point the District and Knife River discussed the complaint and opted to finish the job with strictly day shift operations to alleviate the problem.

The District effectively communicated the project and its impacts with stakeholders and customers mainly by means of the meeting mentioned earlier between the City of Nezperce and the Department. The purpose of this meeting was to discuss project goals, provide a schedule, and address any concerns that the City of Nezperce may have had. This initial meeting was during Preliminary design so that if the City of Nezperce had concerns, we could address them. There were at least two more less formal meetings after award with Knife River, the District, and the City of Nezperce present. The city maintenance foreman had several ideas and concerns that were incorporated along the way. The City of Nezperce did a great job of informing residents by word of mouth and also had information posted on their website. The District sent out mailers to residents and had a press release that was shared via facebook. The mailers and press release generated a few questions that were mostly answered by phone. The road crew said that many people stopped and commended the work they were doing. Some questions that the public had were answered by representatives in the field.

This project faced some difficulties worth noting. The first of these was a section of roadway on SH-62. There was roughly a mile long section that displayed delamination issues after the 0.2' mill was performed. The morning after this section was milled the consultant doing CE&I for the District (HMH) called bringing the issue to my attention. At this point we set up a on site meeting to view the defects in person and discuss possible solution. At this point HMH representatives, District representatives, and Knife River met up and walked through the problematic areas. We bounced ideas off each other. By the end of the day we had an approved plan to remedy the situation and move forward. The end result was a better result for the tax payer at a fair price. A second difficulty faced was complications with the catch basin replacement work. The original plans were based on "as built" plans. Depth of cover was based on those plans. When construction began we quickly discovered variance between "as built" and field conditions. Precast catch basins were no longer feasible because we didn't have adequate cover. Once again a last minute meeting was called. In this meeting HMH, Knife River, City of Nezperce Maintenance, and District staff all met up to look at field conditions and develop a plan. By the end of the meeting we had a path forward mapped out. In a matter of a couple days we had details worked out and an approved path forward. The third and last challenge worth mentioning is material availability due to Covid related shortages. Several materials to be used for catch basins were back ordered due to Covid. Then when field conditions change the plan it complicates this even further. In the end we worked with Knife River and our Materials section to find materials that were acceptable and available.

Innovative Problem Solving (1,000 characters or less)

This project had several extraordinary obstacles to overcome during construction. The first of the obstacles was the delamination issues mentioned earlier. In this area we were left with a crumbling surface after the 0.2' mill was complete. Knife River offered to extract some informational cores. It was found that there was little to no HMA left beneath the milled surface. We called a meeting and HMM, Knife River, and the District met up in the field. We looked at the area of concern and discussed options. We decided the best option was to mill an additional 0.1' for 0.3' total. This left us with virtually no mat left. Knife River put together pricing for the additional work. We negotiated some of the process to keep costs down and set a path forward. Changes of this nature during mainline paving are generally costly because of the down time associated with the decision making process. In this case we lost two days of production but that seemed pretty minimal considering the approval process and negotiations that had to take place to make the changes. The second extraordinary obstacle was the catch basin work. The catch basin work was designed based off information gathered from "as built" Knife River ordered their materials based on the information we provided. In the end field conditions varied such that the precast materials that were ordered for the job were not usable. It is well known in our district that the area in question is very flat and achieving drainage is a challenge. With the lack of cover over the HDPE stormwater collection pipe, precast was no longer an option. In our on site meeting we started brainstorming ideas. A member of Knife River's pipe crew mentioned that ADA county does a lot of precast catch basins in similar conditions. After some research and a few phone calls we located a standard drawing for this design. We worked through cost details and we were able to come up with a feasible solution.

This job was a great example of extraordinary coordination and/or cooperation with adjacent work. This job and KN 20689 SH-11 Grangemont to Headquarters were both awarded to Knife River Inc. HMM was hired by the District to provide CE&I assistance on both jobs. So essentially the same crew performed both jobs. ITD used the same crew on both jobs (other than the project manager). Knife River used one crew for both jobs, and HMM did essentially the same. This required coordination and cooperation. Unfortunately we found out that delays in one project schedule directly affected the other as well. We worked through these challenges though.

There were really no disputes associated with this contract. There were however some negotiations that happened over change order pricing. The District negotiated with Knife River over the change order pricing on the 0.3' milling and paving section. We also discussed the process to pave back which had some effect on the price. The catch basin work also included some negotiations on fill material, on patchwork, etc.

I would say that Knife River, the District, and HMM came together as a team with a common goal on the 0.3' mill and paving section. We all wanted a good product. If we would have adhered to the original plan, the pavement would have failed prematurely and everybody realized that. So we came together to develop a plan that would remedy the problem while staying within the district's budget for the job as a whole.

Overcoming Extraordinary Challenge (1,000 characters or less)

There was no emergency contracting on this job. Unique and unexpected features were encountered on this job. The lack of information on the roadway history made this job more challenging than your typical pavement preservation job. This job was designed and PS&E during the heart of the initial Covid Pandemic. People were mostly all working from home in our District and everyone was learning how to do their jobs remotely and we were figuring out how to interact remotely. If I had to design this job again, I would have figured out how to obtain informational cores from the roadway. This job was designed lacking that information and it created some avoidable but unforeseeable challenges. I knew what the "as built" said was there for pavement thickness but that doesn't keep track of blade patches or maintenance related repairs that can add substantial thickness over time. The flatness of the grade and lack of cover over the storm water collection pipe made this work unique to our District and definitely unexpected. I would consider the cast in place catch basin a unique construction method in our District. I believe that all involved with this work demonstrated excellent collaboration skills. There are subject matter experts everywhere working for the Department as well as the private sector. Being able to come together as a team to talk through the challenges that come up to reach a common goal is essential. In my opinion, the final product of this job speaks volumes for the value of partnering. In my mind this project is unique in the fact that it was designed during unprecedented times. Our design team got the design completed during covid while working remotely. As an additional challenge, the TTE that assisted me with this design passed of unexpected medical issues before we were able to build. That added additional challenges since I didn't know or remember the answer to all questions that arose. In the end we got through it and we as a team provided the public with a quality product.

Effective Contract Administration (1,000 characters or less)

There were five change orders that were administered on this project. The process of drafting these change orders and getting the associated approvals was smooth and relatively painless. HMM, the District, and Knife River discussed details of each change order to resolve any issues or questions prior to drafting the change order. This resulted in quick approvals since there were no surprises.

Materials and quantities used were tracked through out this project. The proper certifications were obtained for each material used. Quantity used vs certified was carefully tracked. The district anticipates no materials exceptions on the MSR for this project.

This was a state funded job so there were no federal labor requirements on this job.

We had very open communication between HMM, Knife River, and the District on this project. We openly spoke about problems as they arose and discussed solutions. It was very efficient and cost effective. All parties involved did an excellent job of looking ahead to see problems coming ahead of time. This gave us a little extra time to react and find a mutually beneficial solution.

An example of how assistance was provided between sides was when we entered the delaminating section, where the 0.3' mill occurred. Rather than just asking us what to do, Knife River took the initiative to offer to perform coring in the effected areas. This gave us all additional information to make the best choices possible. Another example is the catch basin work. The modifications to the contract to accommodate differing field conditions wasted some valuable time. The District recognized that the differing site conditions were not the contractors fault and they shouldn't be penalized for this. The District and HMM agreed to work with Knife River to allow extra time as part of this change order work.

Timely Completion of Project (1,000 characters or less)

This project was originally scheduled to be completed in 20 working days. By means of several change orders, the contract time was adjusted to 21 working days. The project is not quite complete at this point but it is on schedule to finish within the allotted time frame. Since the start of the project, Knife River has diligently pursued project completion. Currently we are waiting on materials to arrive that were change ordered into the contract. This project required a Pollution Prevention Plan. Knife River got the approval on the PPP prior to project start up and complied with each request made by the District Environmental section. Since this was largely a pavement preservation project within the existing roadway prism, the Environmental component was relatively simple. There were no Environmental complications. Progress of work was enhanced on this project when the milling/paving operation became a 24 hour operation. Of course this expedited the process but was not necessarily required by the contract. The innovative management of traffic component that I would point out would be the SP that our District has developed for the Traffic Control Supervisor. Our District has struggled to hold traffic control to the high standard that it should be held to. State Funded jobs in particular tend to pay less and that in turn results in a lesser quality of help. The intent of this SP as I mentioned earlier, is to really map out the expectations of the TCS. The expectations are laid out clearly. If they are met, there is a daily payment made. If they are not then payment can be withheld. The ability to withhold payment is meant to give the District more leverage to enforce safety standards, in turn promoting a safe work zone.

ITD Applicant or Local Agency Contact Name

ITD or Local Agency Applicant Signature

Contractor Applicant Signature

A valid application package should include a completed and submitted nomination form,
3-5 photos emailed to ITDCommunication@itd.idaho.gov with contract number and
project name in the subject line, all received by October 22, 2021.

Please contact ITDCommunication@itd.idaho.gov with application questions

Clear Form

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