



EXCELLENCE IN CONSTRUCTION PARTNERING

Second Annual Awards



State Highway Projects

5 Million to 10 Million

US-91

US-95, Corridor

US-95, Sandpoint



EXCELLENCE IN CONSTRUCTION PARTNERING

Second Annual Awards



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

Contract Number/Route/Milepost: 8612 US-91 MP 118.7 to 122.88	Construction Engineer: James M. Orner
Project Name: US-91, Shelley to York Rd. PH2	Date Project Started: October 28, 2020
Contractor Name: H -K Contractors, Inc.	Date Project Completed if applicable: NA
Email: james.ornier@itd.idaho.gov	Phone #: 208.239.3358

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):

The US-91 Shelley to York PH2 project was designed to widen 4.18 miles of US-91 from the North end of Shelley to the South end of Idaho Falls from a two lane highway to a five lane highway with a continuous center left turn lane and additional right turn lanes at major intersections. This required purchasing additional Right of Way on the west side of US-91; replacing and extending six siphons to the new property line, reconstructing 4315 feet of ditches with irrigation distribution systems, repairing landscaping, and approaches.

Work commenced on the siphons and irrigation distribution system in late October and was ready for operation by early April of 2021. The contractor replaced and extended four of the siphons across US-91, placed the inlet and outlet minor structures, constructed approximately 3,075 feet of irrigation ditch which included two short siphons, twelve approaches, sixteen check gates, approximately 2,00 feet of pipes, and 65 pre-cast concrete head gates. The pre-cast 5'X4' 235 foot long concrete siphon was fabricated in late 2020 with installation starting February 24, 2021 with closure pour and outlet structure completed early April. The installation only required minimal traffic impacts with shoe-flay detour operation for three days. This was a significant benefit for the public's mobility and safety.

In early March the contractor started construction of the new lanes on the west side of US-91 while maintaining two lanes of traffic on the existing roadway. This was a full ballast section construction in early spring on land that had been the location of the irrigation system. There were a few areas that required over excavation to remove unsuitable materials. The project started paving on the southbound lanes May 17th. The contractor completed the southbound paving on June 10th and switched the traffic to the new pavement then started reconstruction the original two northbound lanes. The projects completed the remaining paving and the approaches on August 26th 2021. The project had all lanes open to traffic on September 21st 2021 was substantially completed with stripping and pavement markings. Some final seeding work on the shoulders is being completed.

Safety First (1,000 characters or less):

H-K Contractors and ITD agreed to share in the cost for additional message boards and radar speed display trailers. These devices were used to raise the public awareness of changing construction activities and enhance work zone safety by active advising traffic of speed. The radar speed trailers were moved to only reducing the speed in active work areas or hazard locations. This increased safety by focusing attention at active work areas where needed, and reduced speeding while minimizing the impact to the traveling public's mobility and economic opportunity.

Customer-Focused Results (1,000 characters or less):

The contractor and ITD staff worked collaboratively to meet with property owners and keep them informed of upcoming work and resolve concerns with business approach impacts, landscaping, and irrigation. These meetings were used to verify Right of Way obligation and contractual limitations.

Innovative Problem Solving (1,000 characters or less):

H-K and ITD used weekly coordination meetings and quick response on-site meetings to collaboratively resolve property owners concerns, discuss required irrigation system adjustment, and utility conflicts. We worked to quickly evaluate impacts and cost for removal of several septic systems, capping abandoned wells, and other items of work that were not identified in Right of Way agreements.

Overcoming Extraordinary Challenge (1,000 characters or less):

The contract required the replacement and extension of six siphons across the existing US-91 and to the new Right of Way. This work and reconstructing the property owner's irrigation system on temporary easement needed to be completed on one non-irrigation season; October 13th to April 1st. The contract also required the contractor to maintain a minimum of 1(one) 12' lane in each direction throughout the duration of the project.

The contractor maintained consistent traffic flow by constructing temporary shoe-fly at each of the six siphon location to provide continuous two-way traffic for the duration of the project. The contractor would construct the shoe-fly, shift the traffic, remove and replace the siphon across the existing highway, shift the traffic back to the existing two lane with a patched surface, then construct the extension past the new right of way line.

One of the siphons was designed as a cast in place 5'X4' box. Due to time constraints of multiple forming, placements, and cure sequences the contractor requested changing this to a pre-cast structure with cast in place outlet.

These efforts provided a significant benefit to public mobility and economic opportunity.

Effective Contract Administration (1,000 characters or less):

ITD and HK collaborated and agreed to change orders in a timely manner. This allowed the project to continue moving forward and not cause any unnecessary delays as we dealt with the items that were not identified in the plans.

Even with multiple work activities happening all at once out on the project estimates were processed timely for the most part once all the documentation could be gathered and verified. If documentation was misplaced or not submitted, we were able to work together to identify what was missing and get that gathered up and submitted quickly.

There was also a very good communication line between ITD and HK to ensure all paperwork was submitted in a timely manner. If questions or concerns were identified, the team would work together to get these resolved quickly and efficiently to not cause any delays. Considering all of the irrigation adjustments and coordination with landowners concerns about approaches and landscaping and other Right of Way issues combined with RR and utility coordination that were identified throughout the duration of the project, the fact that this project was completed timely says a lot about the effectiveness of the partnering between HK and ITD.

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

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James Orner - ITD D5
ITD Applicant or Local Agency Contact Name

Todd Hubbard
ITD or Local Agency Applicant Signature

Brian Hausa HK Contractors, Inc.
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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ITD/AGC Annual Excellence in Construction Partnering Awards - 2021 Nomination Form -

Contract Number/Route/Milepost: 8513 / US 95 / MP 430.32 - 439.95	Construction Engineer: CARRIE ANN HEWITT, PE
Project Name: US 95 N CORRIDOR ACCESS IMPROVEMENTS, CDA	Date Project Started: 7/15/19
Contractor Name: APOLLO, INC	Date Project Completed if applicable: 9/9/21
Email: carrieann.hewitt@itd.idaho.gov	Phone #: 208-772-1230

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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- (5) Effective Contract Administration
- (6) Timely Completion of Project

Project Overview (5,000 characters or less)

What do you do when you have a corridor that keeps growing but there's no major expansion of it planned or feasible with current funding? You get creative and make the best of what you have. According to a report completed by Kittelson & Associates in 2005, they had data from the Transportation Research Board (TRB) that concluded that a divided four-lane arterial with uniform signal spacing of ½ mile has a similar capacity to a six-lane arterial with ¼ mile signal spacing so basically by spacing your signals at ½ mile you could get the capacity of a six-lane arterial with only a four-lane arterial. With this data in hand, the plan became to remove the two signals on US-95 that were at a ¼ mile spacing (at US95 & Bosanko and Canfield) and install two new signals at the proper ½ mile spacing intervals where they previously did not exist (Wilbur and Miles). This would create continuous ½ mile spacing between signals throughout the entire corridor which would be easier to time.

This combined with adding right turn lanes to side streets and adding curbed medians to nonsignalized intersections seemed to be the best approach to working with what we had.

This high-priority project united many stakeholders in the CDA area, bringing together cities, the MPO and the state in a shared goal of optimizing the congested US-95 corridor in the heart of the City of Coeur d'Alene and the City of Hayden. The partnership extended past design concepts to include the contribution of matching funds from the cities in a successful grant application prepared by KMPO and ITD that netted \$5.1 million.

A grant was applied for and awarded that included the following aspects of the project:

- Removing traffic signals at US95 & Bosanko and US95 & Canfield,
- Adding traffic signals at US95 & Wilbur and US95 & Miles to maintain the ½ mile spacing,
- Continuing Wilbur Avenue from US95 to Government Way to complete the connector roadway,
- Adding right turn lanes at 8 different locations on side streets, separate from the new signal locations,
- Adding two left turn lanes off of US95,
- Adding six curbed medians at non-signalized intersections to reduce points of conflict,
- Adding two noise walls to reduce sound effects to two trailer park locations,
- 8.9 miles of shared use path improvements, and
- 93 ADA ramp improvements.

Several intersections on US-95 lacked basic turn lanes to separate turning traffic from through traffic. To maximize mobility at these intersections – some seeing 50,000 vehicles a day, nearly rivaling traffic counts on the interstate—ITD added eight turn lanes to six intersections. All of these additional right turn lanes at side streets, etc., were meant to help keep the "regular" flow moving by not blocking certain areas with vehicles that could keep moving.

Nonsignalized intersections were also addressed with this project. Turning restrictions, in the form of curbed medians, would reduce conflict points at six intersections. Access to businesses in the core commercial area would still be provided by redirecting drivers to perform U-turns at signalized intersections.

Changes also made US-95 more accessible, with 60 more ADA ramps improved on US-95 and another 33 ADA ramps on nearby adjacent side streets. Nearly nine miles of shared use path was reconstructed by repaving it and widening it to meet ADA standards. Certain areas of the path were also regraded to avoid being too steep. State policy requires ITD to build but not maintain paths, so during design ITD worked with the locals to assume ownership of the path once newly constructed. This was the last path in the state that did not have a maintenance agreement in place.

The project further maximized mobility for all by extending Wilbur to connect US-95 and Government Way, a highly traveled local route that runs parallel to the highway. As a result of adding capacity, impacts to noise

were examined during design, and two noise walls—the first to be built in District One—were added to the project.

Partnership allowed the project to evolve during design—when ITD was awarded the grant, the City of CDA added a change order to their ongoing construction project at the time to add a signal at Government Way and Wilbur to further facilitate movements once the road was extended.

The partnership momentum continued forward with the great construction team that was put together. In construction, the team consisted of:

ITD District 1

Prime Contractor: Apollo, Inc.

Major Subcontractors:

- Thorco – Traffic Signals
- Traffic Corp – Traffic Control
- Five Star Concrete – ADA Ramps
- Pacific Foundation – Noise Wall Shaft Foundation Construction
- CDA Paving – Asphalt
- Woods Crushing & Hauling - Aggregate Supply

CE&I Consultant: Ruen & Yeager

This project had nearly everything: traffic signals, paving, curbed medians, noise walls, ADA ramps and a shared use path. They were at locations spread more than 8.9 miles, and the project team had to oversee construction of it all while ITD was still purchasing right-of-way from twenty-four (24) property owners and moving various utilities. This was high-stakes construction, with the corridor lined with businesses who didn't want access interrupted, and 35,000 vehicles traveling through each day. It took a committed team working together to get this accomplished. There were literally lots of moving parts – maybe this utility was in the way yet, or this ROW had recently been purchased, or this signal pole wasn't going to get shipped on time. Constant communication, coordination, and adaptation made this project a success – all key elements of working together as a team.

Safety First (1,000 characters or less)

With 35,000 vehicles per day along US-95 there was a concern for ADA access across US95 during construction. At the direction of ITD, Apollo and their sub Traffic Corp placed business cards at each sidewalk closed sign that included a phone number to call for assistance with crossing US-95 if help was needed. The cards were also dropped off at retirement centers, pharmacies, and some gas stations. Information was included on the website, flyers, postcards, news releases, email updates and social media posts. The goal was to have a way to provide assistance crossing without having a flagger at each intersection 24/7. Construction was also staged at alternating intersections to avoid two signalized intersections adjacent to each other to help reduce long detours.

With this project spanning over three years, we have the luxury of some safety data:

- At Canfield, where we removed a signal and installed a curbed median, there were typically 18 crashes a year on average. After the signal was removed, the number dropped to 1.
- At Bosanko, where we made similar changes, there were typically 4-5 crashes per year, and at this time, there have been no reported accidents at this location.

Customer Focused Results (1,000 characters or less)

The project was completed in 2020, but it became obvious that with the incredible growth that North Idaho was seeing, the queue lengths for the turn lanes at US-95 at Wilbur and Miles with the new signals were not long enough. We heard this from our customers, as well as partners in law enforcement, who asked for a solution. If this work wasn't added to the project, or even if a cost for the change order couldn't have been agreed upon, lengthening the turn bays wouldn't have happened for years if at all. Having spent millions to improve the corridor, it wasn't right to have cars waiting for room in the turn lanes to block through traffic. ITD worked with Apollo to come up with reasonable prices to address problem locations, even beyond the two original locations. While the public doesn't distinguish between change orders and the original project, they do notice when recent construction fails to address issues or even seems to create new problems. By adding another season of work to this project, ITD showed its customers that it cared about the results, not just building it to plans, and demonstrated the partnership skills necessary to see the work done.

Innovative Problem Solving (1,000 characters or less)

Faced with ongoing right-of-way negotiations and utilities that had yet to relocate, Apollo and their subcontractors had to proactively manage these risks when scheduling. Apollo had a Utility Coordinator to continually remind utilities of the commitments they had made and keep records to see results.

There were some field visits where everyone needed to gather on site to talk about utilities and stress that a certain utility needed to be moved by Monday or whatever impending date was forthcoming. Letters were sent out. There were talk of claims. Dollar figures were negotiated. Ultimately the utilities moved, and the project moved on to the next location where the cycle restarted. Adjusting their schedule around right-of-way purchases was another partnering element of Apollo working with ITD.

Overcoming Extraordinary Challenge (1,000 characters or less)

In June of 2019, a drunk driver ran into the existing signal at US-95 and Kathleen, nearly shearing all the bolts at the base and completely taking it out of commission. Normally, a signal replacement would take at least 2-3 years to design and another few more years to get funded as a project. The wait time on ordering the actual signal infrastructure itself was 6 -12 months out. Yet this signal served up to 50,000 drivers a day at peak times and needed to be replaced immediately.

ITD, Apollo, and subcontractor Thorco worked together to get a temporary signal in place, the plans designed quickly, a new signal ordered and the change order processed. As the project already included two other signal operations, ITD was able to incorporate cost and time savings into the schedule. It took that PARTNERING element and commitment by everyone agreeing that getting this signal up and running again at this major intersection was a top priority. By the end of June of 2020, the new signal was up and running almost exactly a year later, which was an amazing design/ construct accomplishment.

Effective Contract Administration (1,000 characters or less)

With the federal grant came federal oversight. Quarterly reports were submitted to FHWA, and the contract administration was closely monitored. Materials documentation was up to date and complete due to the thoroughness of Ruen & Yeager, the CE&I consultant. Even with extra approvals required, change orders were effectively administered and incorporated quickly for the public's benefit.

The contractor exceeded contract requirements. The DBE requirement for this project was originally 6%, but Apollo had 26.39% participation. Apprentice hours were required to have a minimum of 1,000 hours, but Apollo had 1,204 hours.

Apollo and ITD resolved conflicts through partnering rather than a DRB.

- Costs to repair sprinklers per the pay item would have been excessive. Apollo came up with an alternative approach that determined reasonable and fair for both parties and was adjusted through a change order.
- Some asphalt failed QASP standards. Apollo and Coeur d'Alene Paving fulfilled their contractual obligations to remove and repave the asphalt as required.
- Apollo submitted paperwork regarding a delay by utilities. After discussion, ITD negotiated the costs and compensated Apollo.

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

This project was originally intended to be a two-year contract, which Apollo met that deadline. ITD then asked for a change order extending the contract for a third year to make additional improvements to the US-95 corridor to best serve customers. Apollo met that schedule as well.

Throughout the project, ITD, Apollo and their subcontractors worked together to make the project a success. Whether it be coming together after an emergency to help add another traffic signal to the project or extending turn lanes to the project after ITD realized that with the growth we've experienced, we still needed more, it's all about working together to get the job done.

CarrieAnn Hewitt, PE

ITD Applicant or Local Agency Contact Name

APPROVED

By dallan at 2:05 pm, Oct 22, 2021



Digitally signed by CarrieAnn M. Hewitt, PE

Date: 2021.10.22 13:20:16-07'00'

ITD or Local Agency Applicant Signature

John Wilfong



Digitally signed by John Wilfong

DN: cn=John Wilfong, o=Apollo, Inc., ou=Project Manager, email=john.wilfong@apollo-gc.com, c=US

Date: 2021.10.22 13:47:18 -07'00'

Contractor Applicant Signature

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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**.

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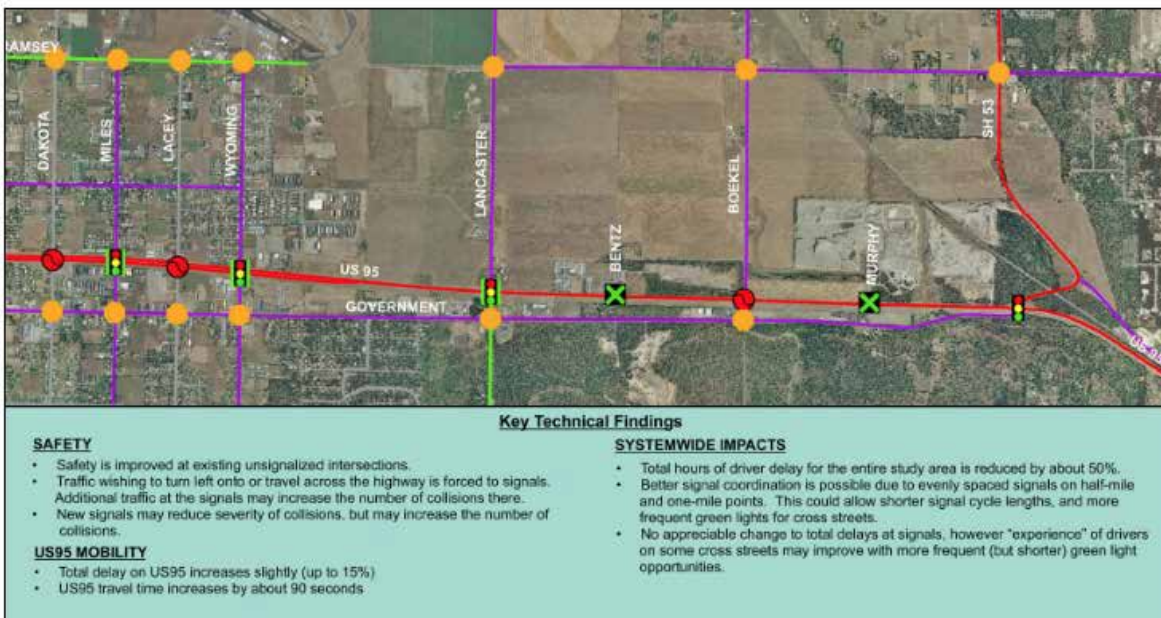
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Figure 5-8a. Alternative 5 – Intersection Control



Figure 5-8b. Alternative 5 – Intersection Control







Apr 8, 2020 at 10:33:57 AM





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

Contract Number/Route/Milepost: 8626/US 95/MP 471.743 - 472.862	Construction Engineer: Justin Wuest
Project Name: Us 95, Sandpoint Long Br over Pend O'Reille	Date Project Started: 3/1/2021
Contractor Name: McMillen Jacobs Associates	Date Project Completed if applicable: 9/29/2021
Email: shannon.stein@itd.idaho.gov	Phone #: (208)772-8013

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)

This project involved work on the existing Sandpoint Long Bridges (vehicular and pedestrian) over Lake Pend O'Reille in Sandpoint, Bonner County, Idaho. The bridges are on US 95 and connect Sandpoint and Sagle, Idaho on this crucial north-south route. The project was needed to proactively maintain and improve user operating conditions, increase safety, reduce future maintenance costs, and extend the useful life of the two bridges.

This two season project was completed approximately one year ahead of schedule (cutting the project duration in half) despite a major change order that added pedestrian path block retaining wall repair work. Completing the project one year early would not have been accomplished without commitment, hard work, and cooperation between the contractor, the Idaho Transportation Department (ITD), and consultant personnel.

Planned work on the two bridges included the following:

Vehicular Bridge

- Clean and apply a three-part concrete coating along the tops and roadway faces of the bridge railings;
- Remove and replace the existing compression seals at all expansion joints;
- Replace all elastomeric bearing pads at all bents under expansion joints and affix new bearing pads to prevent future movement;
- Patch and seal the concrete bent caps with a concrete sealer;
- Patch and repair concrete spalls at the beam ends;
- Clean and wrap steel piles above and below the water line and apply an epoxy based protective coating at bracing connection points; and
- Replace navigation span light fixtures with LED lights

Pedestrian Bridge

- Remove steel armor plates and replace compression seals at expansion joints;
- Repair concrete headers and re-apply silicone sealant at fixed joints; and
- Replace navigation span light fixtures with LED lights

Additional work was change ordered in to the project to repair wave damage from a September 2020 wind event to a block retaining wall that supports a pedestrian path under the south abutments of the bridges. This was a completely different scope of work than was originally in the contract but it made sense to add it to this project in order to quickly repair the crumbling retaining wall and pedestrian path before lake levels rose and summer pedestrian traffic was in full force. The existing riprap revetment along the face of the wall was fortified with additional stone to replace eroded material. The damaged portions of the retaining wall were dismantled and reset on a rebuilt base layer and geofabric foundation. The riprap buttress were re-keyed into the existing slope and built up to just above the base of repaired retaining wall for erosion protection. The repair affected approximately 166 feet of shoreline within an area up to 0.08 acres. Approximately 160 cubic yards of additional riprap were placed along the base of the wall.

Success of this project would not have been possible without the help of a diverse team including those both internal and external to ITD. Design of the project was managed by the ITD Bridge with the work consulted out to WSP. Construction of the project was handed off to District 1 (ITD D1) with construction engineering and inspection services consulted out to HDR. The construction contract was awarded to McMillen Jacobs, Inc. (MJA) out of Boise for \$9.7MIL. All five parties had to collaboratively work together in construction to keep the project successfully ahead of schedule and within budget.

Safety First (1,000 characters or less)

This project had elevated worker safety concerns due to the need to flag of a busy section of US95, underwater diving, and working on barges with scaffolding and aerial lifts adjacent to boat traffic. Mitigating for these risks required establishing a gold standard culture of safety, detailed work planning, and consistent follow through.

Culture of Safety

- Established from the beginning, requiring all staff and visitors to go through a site specific safety orientation and all meetings began with safety identifying current/upcoming hazards.

Detailed Safety Planning

- Detailed project specific safety plan and work plans for pedestrian bridge, underwater wrap, and bridge jacking

Follow Through

- All workers were on the lookout for potential safety issues and not afraid to speak up. For example, a senior worker was escorted off the dock by a laborer because of missing life jacket.
- Plan modifications made based on flagger input allowing better escape routes.

As a result the project was completed approximately 1 year early and spent nearly 30,000 man hours with zero recordable accidents or injuries.

Customer Focused Results (1,000 characters or less)

This project is a prime example of balancing customer needs with speed of construction. From planning through construction a mix of mitigation and public outreach was used to minimize impacts.

Mitigated Impacts

- Limited construction hours to Sunday night through Friday morning to minimize impacts to the heavy influx of recreational users that typically occurs Friday through Sunday. Impacts to vehicular traffic were further restricted to only nighttime hours.
- Maintained 12' minimum pedestrian path throughout construction
- Coordinated work zone set up with public events to allow thousands of people within job site for Long Bridge Swim, Spokane to Sandpoint Relay, and Labor Day Dog Walk events.

Communication of impacts

- Presented at Sandpoint City Council meeting to discuss work just prior to start of impacts
- Change order added Portable Changeable Message Signs to provide better notification of upcoming impacts
- ITD PIO worked with local paper to provide regular project updates
- Use of aerial (drone) imagery for public information

Recognition

- Many complements from traveling public

Innovative Problem Solving (1,000 characters or less)

This project included many elements that required innovative solutions.

Retaining Wall Reconstruction

- Extremely tight work space and overhead clearance resulted in extremely limited access. Material was only able to be moved with small equipment creating logistical challenges.

Pedestrian Bridge Joints

- Each expansion joint on this bridge had varying gap widths which deviated from the original design. Additionally, this bridge had an existing asphalt overlay that was not accounted for in the original design. Through partnering meetings and brainstorming, the team came together with a new solution that accommodated all the challenges, provided a smoother surface, and simplified future maintenance.

Girder Jacking

- Replacement of the bearing pads required jacking 27 bents under live traffic. The two navigation span bents were structurally different than the other bents thus previous jacking methods could not be utilized. MJA, with outside engineering support, developed a plan utilizing some of the same jacking equipment along with additional support steel anchored to the bent caps. This work was successfully completed over the course of two night shifts.

Overcoming Extraordinary Challenge (1,000 characters or less)

The uniqueness of this work presented many challenges that the team had to work together to overcome. Challenges included:

Pile Wraps

- The pile wrapping work was completed in just one season compared to the anticipated two through effective management of materials, staffing, and organization of resources on work platforms with very limited space. Material delivery of the HDPE Jackets needed for this work was a continuous challenge due to unforeseen challenges resulting from winter storm in Texas impacting manufacturing resulting in shuffling and resequencing of work.

Under Bridge Work

- Substructure work on the vehicular bridge was complicated by rapidly increasing water levels along with a sloping bridge that created major challenges relating to the scaffold access platforms. Moving to a new bent required continuous reconfiguring of scaffold. In order to replace the bearing pads, the bents over them had to be jacked under live traffic. This proved to be especially challenging at the navigation span (see above).

Pedestrian Path

- Crews worked overtime and weekends to complete the retaining wall work and fully open the pedestrian path before the July 4th Holiday.

Effective Contract Administration (1,000 characters or less)

This project included a diverse group of team members that all needed to come together to make administration of this project a success. This meant that submittals, change orders, and RFI's had to be coordinated through the contractor, ITD D1, the CE&I consultant, ITD Bridge, and design consultant. Despite the large number of parties involved, everyone was able to come to the table and communicate in order to effectively and efficiently solve complex problems that occurred on the job. Items were routinely prioritized together so submittals and other paperwork did not impact project progress. In fact, the effectiveness of this collaboration was brought up by all members of the team at the post-construction download held at the end of the project as an example of a project success story. Additionally, all change orders were successfully forward negotiated and executed in a timely manner through AASTHOWare Construction. Continual tracking of materials and labor requirements are resulting in a projected delivery of the project for DRI and materials review within 30 days of project work completion, leaving plenty of cushion to reach ITD's 180 day close-out goal.

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

Originally, this work was scheduled to take two construction seasons to complete with the critical path being the pile preservation work. Through use of multiple crews and strategic sequencing of the work, the contractor was able to complete all work in only one season. Diligent and continuous monitoring measures for migratory birds allowed project work to progress according to schedule without environmental delays. Once the decision was made to include the retaining wall work in this contract, design details, environmental clearances, and work planning/estimating/negotiations were performed simultaneously. Permits for sea wall repair were quickly obtained through cooperation between ITD, Idaho Department of Lands, and the Army Corps of Engineers. Additionally, the contractor worked weekends and overtime to ensure the retaining wall work was completed quickly and open before the July 4th Holiday which minimized impacts to path users by having this critical piece of pedestrian infrastructure open before the busiest time of the year.

Damon Allen and Shannon Stein

ITD Applicant or Local Agency Contact Name

Shannon R Stein

Digitally signed by Shannon R Stein
DN: C=US, E=shannon.stein@itd.idaho.gov,
O=Idaho Transportation Department,
CN=Shannon R Stein
Reason: I am approving this document
Date: 2021.10.20 13:15:25-0700

ITD or Local Agency Applicant Signature

Jared Townsend

Digitally signed by Jared Townsend
DN: C=US, E=townsend@mcmljac.com, O=McMillen Jacobs Associates, OU=Project Manager, CN=Jared Townsend
Date: 2021.10.20 16:13:46-0600

Contractor Applicant Signature

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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

Submit Form

APPROVED

By dallan at 9:22 am, Oct 20, 2021



