



EXCELLENCE IN CONSTRUCTION PARTNERING
Second Annual Awards



Local Highway Projects

Cemetery Road

Gowen Road Bridge

Grimes Pathway

Kidd Island Road



EXCELLENCE IN CONSTRUCTION PARTNERING

Second Annual Awards



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

Contract Number/Route/Milepost: 8638/STC-7807	Construction Engineer: Matt Koster/LHTAC, Deven Elison/Stanley Associates
Project Name: S. Cemetery Road; SH-44 to Willow Creek, Middleton	Date Project Started: 07/19/21
Contractor Name: Concrete Placing Company, Inc.	Date Project Completed if applicable:
Email: mkoster@lhtac.org	Phone #: 208-344-0565

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 City of Middleton, in partnership with the Local Highway Technical Assistance Council (LHTAC) and FHWA originally planned to construct a new roadway segment, South Cemetery Road, to connect State Highway 44 (SH-44) and Sawtooth Lake Drive. It was planned to begin work at the intersection of North Cemetery Road and SH-44 near milepost 3.366 with the construction extending 0.7 miles south and tying at Sawtooth Lake Drive. The facility was planned to be a two-lane major collector with urban drainage features. The roadway design included a left turn lane on South Cemetery Road onto westbound SH-44, and a right turn lane on SH-44 onto southbound South Cemetery Road. A 10-foot multi-use path separated approximately 8 feet from the roadway was also being installed as part of the project. Pedestrian access to the Middleton Middle School was included in the project in combination with the pathway. And finally, a single-span bridge was being built to carry traffic and pedestrians over Willow Creek.

Unfortunately, the original project had to be "shrunk" because of available funding issues. The project that was bid did not complete the whole roadway segment between SH44 and Sawtooth Lake Drive and only included approximately 0.35 miles of the roadway project, beginning at SH44 extending south and included the bridge which extended over Willow Creek (Phase I). The City of Middleton committed to building the remaining 0.35 miles (Phase II) of roadway to connect to Sawtooth Lake Drive.

From the start of the project it was clear that the City of Middleton was interested in completing the original 0.7 miles of new roadway segment between SH44 and Sawtooth Lake Drive and agreed to provide additional non-participating funding. With that in mind, the City of Middleton, LHTAC, Stanley Consultants (CE&I) and CPC began coordination efforts to make that happen and eventually overcame all issues resulting in the completion of the original 0.7 miles of roadway which almost doubled the size of the original contracted project.

CPC's partnership during the coordination and inclusion of Phase II, through change order was instrumental in completing the whole 0.7 miles of new roadway segment.

Safety First (1,000 characters or less)

During construction, work zone safety and public navigation of the detours were paramount to the whole team. A primary purpose of this project was to increase roadway safety for the multi-modal traveling public and provide an additional connection to SH44. The project is inclusive of a multi-use path and sidewalks where none existed before. This will allow the non-motorized public to safely travel next to the roadway and provides additional access and student delivery options for the three nearby schools. In addition to the multi-modal options now available, this new roadway connection reduces numerous peak hour trips from a congested section of SH44 in downtown Middleton, and provides an alternate access for a large number of residents living south of downtown.

During construction, CPC vigilantly maintained both pedestrian and roadway signage to alert all travelers that the new construction alignment was closed and worked to keep non-local traffic from entering the work zone and exposing themselves to work-site hazards. The signage was effective and was well maintained by CPC. Although the local traffic issues were sometimes difficult, CPC successfully managed them.

CPC also requested and provided the "Safety Minute" at the beginning of each weekly meeting.

Because of their safety first operation, CPC recognized the need and installed a safety fence at an access near the middle school to prevent students from entering the construction site and unnecessarily exposing themselves to on-site hazards.

No accidents occurred on the project and CPC did an excellent job of placing safety first throughout the project.

Customer Focused Results (1,000 characters or less)

Despite the many changes to the project, CPC remained focused on providing a quality project as soon as possible to the traveling public and the City of Middleton. Many opportunities existed for the team and CPC to become frustrated with the issues regarding the inclusion of Phase II. The project team, however, stayed focused on the completion of both phases of the project. The coordination & open communication of the project team resulted in very little dispute and a lot of progress toward the completion goal. This made for a project that everyone was proud to be part of instead of one that could have been very miserable, under certain circumstances.

CPC coordinated heavily with local residents about timeliness and provided the necessary access in and out of the project.

Innovative Problem Solving (1,000 characters or less)

CPC and the project team coordinated well to minimize the project impact to a local resident. The project obtained some project R/W through condemnation process. The parcel owner, a local resident, was left feeling greatly impacted by the process and project. The result was a local resident that was reluctant to work with the project team.

Through constant local coordination efforts performed by Stanley Consultants (CE&I) and CPC, the local resident did provide some feedback regarding slopes, drainage, paving, and fencing to the project team which improved the final outcome of the project and hopefully improved the "strained" local relationship.

The Irrigation District also requested some late depth changes to the irrigation structures which impacted the construction schedule and construction methods. The increase in depth required additional excavation, dewatering, backfill, and a change from precast structures to cast-in-place structures to maintain the project schedule. The Irrigation District request was handled competently by the project team and resulted in CPC meeting the irrigation completion dates as outlined in the contract.

Overcoming Extraordinary Challenge (1,000 characters or less)

One main challenge faced by the project team was that Phase II wasn't scheduled to be completed for a year or more after Phase I. As such, the project plans for phase II were approximately 65 to 70% complete. The Phase II plans also referenced ISPWC rather than ITD specifications which caused confusion between the two plans sets.

CPC played a big role in working through the differences between the two plans sets in order to complete a workable set of drawings and a uniform project. CPC continued to diligently work on the project even though, at times, project drawing revisions and RFC's lagged. The project team had to stay in very close communication and common understanding in regards to the phase II plan revisions.

CPC also supplied valid project recommendations and additional survey information in order to expedite changes and keep work proceeding forward.

Effective Contract Administration (1,000 characters or less)

The incorporation of Phase II into the original Phase I contract required a large change order to increase item quantities and adjust unit prices. CPC quickly and thoroughly completed review of the quantities and provided fair pricing for the changes incorporated into the project. The two-way, open and honest feedback from all parties resulted in a more accurate all inclusive change order. Material documentation and labor compliance requirements are currently in full compliance with the contract.

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

Despite almost doubling the size of the project, it will be completed this year and open to the traveling public prior to cold weather conditions. Numerous schedule and material changes occurred throughout the duration of the project including the placement of irrigation structures, the addition of HMA paving, base materials, sidewalk etc., CPC adjusted their schedule and resources accordingly and worked with the project team to make sure construction continued to proceed at a pace that ensured the completion of the project this year.

ITD Applicant or Local Agency Contact Name

Laila Kral

Digitally signed by Laila Kral
Date: 2021.10.22 10:19:17 -06'00'

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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Southern End of the Project Near Sawtooth Subdivision (Phase II) - Facing North



Moving North – Phase II



Continuing North Moving into Phase I – Willow Creek Bridge and Middle School Access (right)



Continuing North (Phase I)



Facing North Toward the Intersection of Cemetery Road and SH44 (Phase I)



EXCELLENCE IN CONSTRUCTION PARTNERING

Second Annual Awards



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

Contract Number/Route/Milepost: ACHD Project No. 218049	Construction Engineer: Dale Kuperus, PE
Project Name: Gowen Road Bridge No. 2110	Date Project Started: March 2021
Contractor Name: Concrete Placing Company (CPC)	Date Project Completed if applicable: On going
Email: dkuperus@achdidaho.org	Phone #: (208)387-6222

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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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)

In 2018, the Ada County Highway District (ACHD) made the decision that the existing bridge over the Union Pacific Railroad tracks in Boise needed to be replaced. The existing bridge was a three-span structure that was built in 1941 and had recently been load posted, limiting the weight of trucks that could traverse the bridge. The area surrounding the bridge supports several trucking companies as well as their supporting businesses.

The project consists of widening Gowen Road to four lanes of traffic with bike lanes and sidewalks from Exchange Street to Eisenman Road. The existing bridge consisted of a narrow two-lane roadway. The new structure will be significantly wider to accommodate the additional travel lanes, sidewalks, and bike lanes. The expected construction cost of the project is \$6 million.

The intent of the project was to build the new structure in two main phases and to keep the road open to traffic for the duration of the project. However, once construction began, issues with the existing embankment and the temporary shoring were observed. Several attempts were made to adequately stabilize the embankment, but to no avail. ACHD determined that the existing embankment could not adequately or safely be shored and could pose safety concerns if the road was left open. Once the decision was made to fully close the road for the remaining duration of the project, ACHD was able to shorten the construction time frame by several months by the elimination of the two phases of construction. The Highway District estimates the bridge will be re-opened by the end of December 2021.

Safety First (1,000 characters or less)

The contractor installed the shoring based upon the best information that was known regarding the existing embankment. However, after observations of the shoring and the embankment, ACHD made the decision to keep the bridge closed. ACHD's top priority will always be the safety of the public. The Highway District estimates the bridge will be re-opened by the end of December 2021.

Customer Focused Results (1,000 characters or less)

ACHD conducted extensive public outreach, including direct contact with adjacent businesses, the Idaho National Guard, and the public. When the safety concern was identified and Gowen Road was closed, ACHD conducted successful outreach to adjacent businesses and the public on short notice.

From development to design, ACHD has partnered with the City of Boise and the Capital City Development Corporation to incorporate additional improvements. These include spanning the Union Pacific Railroad property to facilitate a future trail along the railroad and installing communications infrastructure to encourage future development in this Urban Renewal District.

Communication and engagement with partnering agencies continues and is critical during construction to track costs. The roadway improvements and bridge replacement were designed for all roadway users, with new sidewalk and buffered bike lanes, and safe and efficient use for the high volume of truck traffic tied to adjacent businesses..

Innovative Problem Solving (1,000 characters or less)

The expanding urban environment in Ada County has necessitated the increased use of products and materials, including the use of Accelerated Bridge Construction techniques and methods to lessen the impact construction has on the public. As a result, the Gowen Road Bridge Project will incorporate partial depth deck panels into the final structure. The use of the panels will be a first for ACHD and their increased use on future projects will be evaluated once this project is completed.

Overcoming Extraordinary Challenge (1,000 characters or less)

The bridge spans over Union Pacific Railroad property. Securing the required agreements with Union Pacific and Boise Valley Railroad was challenging and posed a significant risk to the project. ACHD coordinated with Union Pacific well in advance of bidding. Through consistent communication, the required agreements were secured with only a minor delay to the start of construction. Due to the proximity of the Boise Airport, authorization was required to use a crane.

Consistent and clear communication was required between CPC, ACHD and the Federal Aviation Administration to secure the approval of the crane prior to causing construction delays. The project requires a significant amount of utility relocation through third parties. Scheduling this work can be a challenge and it is critical to incorporate the private utility company efforts with the overall construction schedule. The required utility work was incorporated through the design phase and continues through partnering meetings..

Effective Contract Administration (1,000 characters or less)

Once issues with the shoring and the embankment were observed, ACHD and CPC discussed several options. These ranged from reconstructing the embankment so that the shoring could support traffic loads, to an increase in the depth of the anchors used to stabilize the embankment. These and several other options meant that the bridge would be under construction for longer, as well as significantly increase the cost of the project.

The Gowen Road Bridge contract follows ACHD's standard process for contract administration. This starts with daily coordination between the project inspector and contractor, tracking all work and materials. Monthly pay estimates are submitted and reviewed, tracking each bid item and the quantities expended. A rigorous change control process is in place for the approval of any change orders or variances in quantities based on both dollar amounts and percentages. This is structured on a tiered approval system based on the increase in project costs.

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

As stated previously, the bridge replacement project originally included keeping the road open during construction. However, once issues with the shoring were fully evaluated, the decision was made to close the road for the remainder of the project. By closing the road to public, the project schedule was adjusted so that the structure could be built in one phase so that the road could be opened by the end of 2021.

Ada County Highway District

ITD Applicant or Local Agency Contact Name

Dale V Kuperus

Digitally signed by Dale V Kuperus
DN: C=US, E=dkuperus@achdidaho.org, CN=Dale V Kuperus
Date: 2021.10.22 07:55:15-06'00'

ITD or Local Agency Applicant Signature

Brent Lotridge

Digitally signed by Brent Lotridge
Date: 2021.10.22 09:31:11 -06'00'

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**.

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Contract Number/Route/Milepost: Offsystem - Grimes Pathway, City of Nampa Key 22076	Construction Engineer: Amanda LaMott
Project Name: Grimes City Pathway Phase 1	Date Project Started: 7/12/2021
Contractor Name: C&S Excavation	Date Project Completed if applicable: 7/23/2021
Email: lordscody@gmail.com	Phone #: 2089218517

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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- (4) Overcoming Extraordinary Challenge
- (5) Effective Contract Administration
- (6) Timely Completion of Project

Project Overview (5,000 characters or less)

The existing Grimes Path located in the City of Nampa consists of 2400' of paved pathway along canal easements, but didn't include paved connections to McDonagh Park or Sunset Oaks parks that bookend the pathway. Both of these parks have seen a large increase in use and with the parks being surrounded by schools and neighborhoods. Paved connections were needed to get bikes and pedestrians to and from these popular locations. With \$500,000 in funding from the Transportation Alternatives Program (TAP), the City of Nampa hired T-O engineers to complete the design of an additional 1400' of 10' pathway with 2' gravel shoulders and advertised the project in August of 2020. C&S Excavation won the contract with a total of three contractors who submitted bids.

Construction started in July of 2021 after a pre-construction meeting at the project site. C&S had never been awarded a federally funded project before, so this was outside of their comfort zone. However, they were willing to collaborate with LHTAC, the City, and T-O engineers as the CE&I and work together to get the necessary documentation and had a great attitude as we coached them through the process. Because the TAP program allows the use of ISPWC specifications and is advertised by the local sponsors, we often work with contractors who have never completed a Federal-Aid project. LHTAC has generated a list of items and forms that are required from the contractor before, during, and after projects are being constructed to help contractors understand the federal-aid documentation requirements. This is distributed at the pre-con meeting to help new contractors be successful and understand what we will be asking them for throughout the project.

LHTAC was impressed with C&S construction beginning with the pre-construction meeting. Cody was great to work with and had a positive, can-do attitude. The work was completed in an efficient manner and Cody was quick to get the required documentation when needed. The project allowed up to 52 working days, but the contractor completed the project ahead of schedule and we conducted a substantial completion walk through on August 20, 2021.

The City is really happy with the final product and the new pathway is heavily used.

Safety First (1,000 characters or less)

This project was constructed outside of roadway right-of-way, but C&S still took on additional safety measures to keep kids who were using McDonagh Park for weekly soccer games safe from their equipment. Additionally, C&S worked with the City to get the fence installed in a timely manner to prevent cars from jumping the curb and using this newly paved connection.

Customer Focused Results (1,000 characters or less)

C&S worked with the City to avoid impacting any of the activities that occur regularly at both of the parks. Sunset Oaks park is a location that provides free school lunches in the summer and C&S was able to get in and complete the construction in that area in one day to minimize the disturbance to that program. They also made sure to have barriers up in McDonagh Park when sporting events were taking place. Because of their diligence, they completed the construction activities in two weeks - substantially less than the 52 days they were allowed.

Innovative Problem Solving (1,000 characters or less)

C&S was always looking for ways to avoid issues - whether it was noting and avoiding trees and stumps that would have been an issue to the future of the smoothness of the pathway or coordination with activities in each of the parks. Because this project had such a short duration, a competent construction crew, and a very easy to reach project manager, there weren't any issues or disputes encountered on the project.

Overcoming Extraordinary Challenge (1,000 characters or less)

This was a ~\$230k construction contract of 1400' of pathway outside of the roadway right-of-way, so it was fairly simple and straight forward. We saw the most risk in C&S's ability to conform to federal regulations and not having any familiarity with the standard specifications requirements, time accounting, certified payroll, etc. However, they were able to get all of the documentation in a timely manner and when in doubt, they asked for help or guidance.

Effective Contract Administration (1,000 characters or less)

C&S went out of their way to please the city and wanted to ensure all parties were engaged. They used only two weeks of their 52 days given for the work and the punchlist items were minimal.

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

As stated previously, the bridge replacement project originally included keeping the road open during construction. However, once issues with the shoring were fully evaluated, the decision was made to close the road for the remainder of the project. By closing the road to public, the project schedule was adjusted so that the structure could be built in one phase so that the road could be opened by the end of 2021.

LHTAC

ITD Applicant or Local Agency Contact Name

Andrea Serritt



Date: 2021.10.19 14:41:04-06'00'

ITD or Local Agency Applicant Signature

Laila Kral



Digitally signed by Laila Kral

Date: 2021.10.22 15:46:12 -06'00'

Contractor Applicant Signature

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Contract Number/Route/Milepost: 8590/STC-5743/MP 100.00-102	Construction Engineer: Megan Kautz (LHTAC), Karissa Nelson (LHTAC), Angela Comstock (JUB)
Project Name: KIDD ISLAND RD, KOOTENAI CO	Date Project Started: 06/15/2020
Contractor Name: Knife River	Date Project Completed if applicable: 10/07/2021
Email: MKautz@lhtac.org, KNelson@lhtac.org	Phone #: 208-344-0565

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

Y N

2. Category of Award (select one):

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Project Overview (5,000 characters or less)

The Kidd Island Road Project, located in Kootenai County was constructed by Knife River Corporation. This project was a Federal Highway Administration (FHWA) funded project for the Worley Highway District (WHD), administered by the Local Highway Technical Assistance Council (LHTAC), Design and Construction, Engineering and Inspection (CEI) were performed by JUB Engineers and STRATA. Bionomics, Alta and Terrapin were environmental sub-consultants participating in the stream mitigation plan.

The Kidd Island Road Project realigned and reconstructed a widened and safer typical section of approximately 4,500 feet of Kidd Island Road between mileposts (MP) 102.540 to 102.740 and MP 100.00 to 100.607. Other project improvements to Kidd Island Road included culvert replacement, drainage improvements, overhead and underground utility adjustments and/or relocations, and right-of-way acquisition. Construction required multiple phases of traffic control layout and the use of an unpaved detour route via Weniger Hill Road, another WHD roadway.

The horizontal realignment included a centerline alignment shift, maintaining one travel lane in each direction. The project created consistent typical roadway cross-section consisting of two 11-foot lanes with shoulders ranging from 1 to 2 feet in width and a 20-year design-life pavement section. A substandard horizontal curve located at the intersection of Valhalla Road and Kidd Island Road was realigned to meet current design standards. The realignment of the roadway at this intersection resulted in a 62-foot (maximum) shift to the north and substantial hillside cut, east of the intersection.

Most notably, Kidd Creek is located adjacent to Kidd Island Road near the eastern terminus of the project and required significant realignment to accommodate the roadway shift north. In its previous configuration, the creek hugged the toe of the roadway embankment immediately north of the Valhalla Road intersection. During typical peak spring runoff conditions, waters overflowed the defined creek channel. At times, the water over topped the creek's banks and encroached onto the roadway surface nearest the intersection of Valhalla Road. This segment of Kidd Creek has been dredged because it flows immediately adjacent to the existing roadway prism and has eroded portion of the roadway embankment into the active channel. WHD performed significant seasonal maintenance on the roadway to maintain it's integrity. The Idaho Department of Quality (DEQ) classifies Kidd Creek as a 303(d) listed impaired stream; sediments are the pollutant of concern. It is an intermittent fish-bearing stream and is a tributary to Lake Coeur d'Alene. The project improvements relocated approximately 600 linear feet of Kidd Creek near the Valhalla Road intersection. The relocation of Kidd Creek was designed to reduce the erosion sedimentation into Kidd Creek and was necessary to address these reoccurring maintenance issues.

The relocation of Kidd Creek required a U.S. Army Corps of Engineers (USACE) section 404 permit and associated stream mitigation plan. After almost 10 years of design, planning and right-of-way acquisition, went to bid in early 2019 and was awarded to Knife River Corporation – Mountain West.

Safety First (1,000 characters or less)

During construction, work zone safety and public navigation of the detours were paramount to the whole team. Traffic control devices were reviewed daily, public calls and comments were addressed promptly and respectfully by Knife River. At every weekly meeting, traffic control and public concerns were discussed and action taken by Knife River including additional signage and gravel road detour maintenance. On several occasions, after-hours adjustments to traffic control devices were made by Knife River in a prompt and responsive manner. During demolition, a non-project-related contractor overturned a truck on the project's detour route, blocking traffic. WHD and Knife River worked immediately and in concert to stall ongoing demolition work to reroute traffic through the work zone safely, and assist the overturned vehicle to clear the detour. No other accidents were reported throughout the project duration.

Customer Focused Results (1,000 characters or less)

Throughout the project, Knife River was responsive, thorough and sought clarification before proceeding with work. Their proactive communication kept stakeholders informed and mitigated impacts. Specifically, it could be said that the vision of environmental agencies is not often aligned with those of Contractors and Construction Administrators. In this case, environmental design was loosely defined in the plans and largely directed in real-time by environmental experts. Knife River was flexible and eager to do what was needed to deliver a quality project that minimized environmental impacts.

An example of their customer-focused attitude occurred the spring after completed construction when the stream capacity defied expectation and modification to the stream mitigation plan was necessary. Knife River made crews and equipment available on several instances to accomplish creek reconstruction work. In addition, they worked with the project team to secure a significant quantity of plantings to ensure the project met mitigation requirements. Knife River followed up to verify subcontractor work was satisfactory and promptly addressed any concerns.

Innovative Problem Solving (1,000 characters or less)

On site stream & wetland mitigations are complicated & iterative processes requiring a minimum of 5 years of monitoring and adaptation to cultivate success. With these projects, adjustments are often necessary and the team must focus on outcomes & overcoming obstacles, as exemplified by this team & their innovative problem solving.

After high spring flows in Kidd Creek, 80% of the restoration plants were lost, the stream bank erosion was migrating towards the new roadway, and only 4 of the 7 step pools remained. Additional plants were lost throughout the summer due to extreme drought conditions.

Knife River was immediately responsive, installing riprap to protect the roadway. The team met with the Kootenai County Soil and Water Conservation District, USACE, IDWR, and a USFS Stream Restoration Scientist to devise an adjusted mitigation plan. With agency cooperation, the creek design was revamped and the permit updated so Knife River could install ten rock step pools/weirs to create stream complexity & reduce future erosion. Based on agency guidance, the vegetation plan was altered to match native drought tolerant species, with larger plant sizes and denser spacing.

Overcoming Extraordinary Challenge (1,000 characters or less)

Partnering agencies, Knife River, JUB, and LHTAC, faced with a formidable force of nature, were able to work together overcome the extraordinary challenge of coming up with a safe, environmentally beneficial resolution to a heavily damaged, but ecological critical creek. The timing for this work followed the typical "hurry up and wait" process with the need for Force Account work and updated permitting. Every time the project encountered a hurry up scenario, Knife River met the need and was able to provide personnel to complete the required and unique work, including submitting FA paperwork that was complete and timely. Replanting required a large quantity of plantings of unexpected and significant size. Knife River was able to locate a Subcontractor that was able to provide these plantings, as well as their installation and maintenance watering, and participated respectfully and responsibly in negotiations that provided a unit price for this work that met Federal-aid standards.

Effective Contract Administration (1,000 characters or less)

Contract administration on this project was a challenge made possible by great project stakeholders. CE&I and Knife River staff effectively juggled coordination efforts with these environmental agencies, WHD, LHTAC, and Subcontractors. Each of these interactions were met with personnel eager to contribute as they were able toward the successful completion of this project. All 9 project change orders were negotiated, prepared and executed within the LHTAC required timeframe. Project material certification and documentation was actively tracked and obtained prior to any release of payment; requests for additional certifications were extremely timely. Compliance was adhered to for all labor requirements, including actively updating EEO meeting paperwork over the course of the 16-month project. All project stakeholders engaged in open, frank and respectful communications, focused on outcomes that benefited the project and supported collective goals. Each team member assisted each other to ensure the project's success, resulting in work the entire team is proud of.

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

Aspects of the work were completed in a timely manner and the project met required and implied schedule expectations. Because of environmental mitigation adjustments and issued that required addressing, Knife River worked 5 months beyond the time that they had anticipated for the project to allow late season, no-flow creek work and plantings. Knife River was timely, professional and responsive to the project needs and schedule, in an effort to ensure success.

LHTAC / the Worley Highway District

ITD Applicant or Local Agency Contact Name

Laila Kral

Digitally signed by Laila Kral
Date: 2021.10.22 10:05:47 -06'00'

ITD or Local Agency Applicant Signature

Cody O'Hare

Digitally signed by Cody O'Hare
Date: 2021.10.22 12:53:11 -07'00'

Contractor Applicant Signature

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Title: LHTAC, Kidd Island Rd realignment
 File No.: NWW-2012-00498
 Waterway: Kidd Creek
 Proposed activity: Road realignment
 Sheet 5 of 8 Date: June 21, 2019

<p>Wetland and Waters Impact Map Project No. A012(315), KN 12315 STC-5743 Kidd Island Road, Kootenai County Page 3 of 3</p>  <p>KN 12315 - Kidd Island Road, Kootenai County</p>	<p> Project Boundary</p> <p> Proposed Road Alignment</p> <p> Sloped Wetland</p> <p> Kidd Creek</p> <p> Linear Feet Potentially Impacted Ditches</p>	<p>Potentially Impacted Waters</p> <p> Ditch Wetland Vegetation (6,955 square feet) <i>(non-jurisdictional)</i></p> <p> Connected Ditch Wetlands (1,350 square feet)</p> <p> Slope Wetland (100 square feet)</p> <p> Kidd Creek (see Mitigation Plan) <i>Collected Evidence</i></p>	  
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