



Cracking northbound U.S. 20 with Guillotine-like equipment

NEWSLETTER FOR EMPLOYEES AND FRIENDS OF ITD DISTRICT 6 – JULY 2013 (VOLUME 13, ISSUE 2)

## Salary increases

Thanks to ITD Director Brian Ness and to the Idaho Legislature, ITD employees received salary increases again this spring. In March, the Joint Finance and Appropriation Committee of the governing body said: *“The Legislature finds that investing in state employee compensation should remain a high priority even in tough economic times....”* Many thanks!

## Project closeout

*This is the 10th and final feature in a series of articles on how to complete a highway project.*

We’ve planned, sampled, evaluated, determined, designed, acquired, contracted, announced and constructed. Now, we need to close out the project.

As reported in the last newsletter, a contractor must request and certify project completion, including all paperwork required for the project file. ITD requires that this closeout request be in the form of a letter to the resident engineer.

*(continued on page 2)*

## Carpenter named operations chief



Jim Carpenter is the new ITD chief operations officer. He previously was District 2 engineer for 19 years and assistant District 4 engineer for 5 years. He joined ITD in

Lewiston in 1985. Jim started his new position at ITD Headquarters in Boise on July 12. Districts now report to him.



Gregg Bowman (left) inspects the U.S. 20 resurfacing project south of Rexburg.

## District plans 40 projects in '13

District 6 plans 40 highway construction projects in eastern Idaho this year (see map of projects on pages 4-5).

Projects planned include:

- resurfacing U.S. 20 between Thornton and Rexburg,
- resurfacing U.S. 20 between Island Park Lodge and the Montana line,
- resurfacing U.S. 26 between the South Fork Snake River Bridge and Swan Valley, and
- reconstructing Idaho 33 east of Newdale.

Crews also will resurface U.S. 93 northwest of Mackay and segments of state highways in Idaho Falls.

Installing a permanent weigh-in-motion sensor system on U.S. 20/26 near Butte City, adding light poles at interchanges on Interstate 15 and U.S. 20, preserving nine bridges, upgrading

signage on U.S. 20 in and north of Rexburg, sealing stretches of highway, striping roads, and fencing I-15 south of Idaho Falls round out the project list.

Estimated cost of the projects is \$43 million. Work will enhance and preserve state highways, improving safety and ride for motorists. Projects start once contracts are awarded, construction is arranged and weather permits (see map, pages 4-5).

## Miller heads shop

Ron Miller is the new shop foreman, filling the position left vacant by the retirement of Leon Radford. Ron has worked in the shop and as a roving mechanic for 18 years, learning ins and outs of ITD shop work and procedures.





**(Project close... continued from page 1)**

Upon receipt of the letter, the resident engineer (Wade Allen or Matt Davison) notifies one of the residencies' administrative staff members, Karl Martin or Jerry Mastel, who verifies that paperwork is complete and accurate and that the contractor followed ITD and Federal Highway Administration (FHWA) rules and guidelines when constructing the project.

Karl or Jerry then sends a copy of this letter, along with a proposed acceptance letter, to Engineering Manager Karen Hiatt, who inspects the finished project. Karen notifies District 6 Engineer Blake Rindlisbacher when he can send the acceptance letter.

Assisting Karl and Jerry is District 6 Records Inspector Myron Williams, who randomly checks paperwork as a project progresses and then pores over its final documentation. The three professionals check pay-item calculations to ensure payments for contract work are correct.

Karl and Jerry complete construction closeout forms, forward final progress (financial) estimates to contractors for signature and then send documentation packets to Myron for final audit. Myron sends packets to ITD Headquarters' officials, who process, approve and return them for storage at District 6.

### **Cradle to Grave**

Project documentation begins when projects are advertised for bid. The



*Transportation Technician Principal and Administrative Staff Member Jerry Mastel.*



*Transportation Technician Principal and Administrative Staff Member Karl Martin.*

chronology of a project must be available for public-information requests, including legal claims.

Karl and Jerry keep project files in cardboard boxes, which they store in the records repository (Monument Room) of the District 6 office in Rigby. *Monument Room* comes from a plaque hanging in this downstairs room with the words: "Baker's Monument." Years ago, Karl says, Mr. Baker was an engineer in the district.

Three years after closeout, Myron sends various records to Headquarters for microfilming.

### **Follow the Money**

ITD pays contractors as construction progresses. Residencies verify completion of reported work and ensure correct payments.

Payments are actually estimates – progress estimates – with the last one being zero, meaning that ITD does not owe the contractor any money and that the contractor does not owe ITD any money.

Blake approves project payments, and Administration Manager Nancy Luthy cuts and sends the checks.

Process reviews by Karl, Jerry and Myron minimize mistakes.

"We certify that paperwork is complete and accurate so that Idaho need not

worry about a claim or FHWA audit," Karl says.

### **Paper Chase**

Each project file contains the final Critical Path Method (CPM), which is the contractor-prepared chronology of actual work completed, and as-built drawings, which are the contractor-redlined construction drawings showing actual construction work performed.

In addition, project files contain contracts (buff books of construction requirements), pay-item documentation, material certifications, materials-summary reports, stormwater pollution-prevention plans, erosion sediment-control plans, seal-coat warranties, construction updates, change orders – you get the idea – tracing projects from beginning to end. Documenting each step of a project is essential for proper accounting.

Materials-summary reports are key to closing out projects, requiring a team of



*District 6 Records Inspector Myron Williams checks pay-item calculations.*

professionals including the resident engineer, an administrative staff member, inspectors, Transportation Staff Engineer Assistant (TSEA) Darrin Johnson and Independent Assurance Inspector Bruce Smith who complete a final documentation review so that a final material certification for the project can be issued. Last year, the team reviewed and completed 28 materials-summary reports enabling projects to be closed out. This was a huge effort that garnered praise from the Federal Highway Administration.


Resident engineers, staff engineers, TSEAs and inspectors in the two residencies prepare initial materials summaries and test reports, assisting Karl, Jerry and Myron with all closeouts.

“Our job is to make sure ITD has all the paperwork required to fully adhere to and fulfill contracts,” Jerry says.

“We check documentation against specifications, double-check calculations and do whatever else is necessary to ensure that paperwork is complete, relevant and accurate,” Karl says. “If necessary, we notify the contractor or residency of needed adjustments.”

“At times, our job is involved, even difficult,” Jerry says. “We deal with everything from payroll and EEO (Equal Employment Opportunity) to certifications for materials that were incorporated into the project.”

“Records inspection often is tedious,”



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December 10, 2012

H-K Construction, Inc.  
P.O. Box 51450  
Idaho Falls, ID 83405

Re: Project No. A012(468)  
Contract No. 7619  
Key No. 12468  
Location: US-20, S Fk Teton Rv Br to Rexburg IC #337.

Ladies and Gentleman:

In accordance with Subsection 105.16 of the Standard Specifications for Highway Construction, a final inspection of the captioned project was made on December 7, 2012. During the inspection, it was found that all construction items provided for and contemplated by the contract were completed satisfactorily.

I, therefore, accept this project on behalf of the State. Work commenced on this project on June 7, 2012, and the completion date was July 27, 2012.

The final CPM schedule was approved on August 1, 2012.

Sincerely,

Blake Rindlisbacher, P.E.  
District Six Engineer

BR:wj

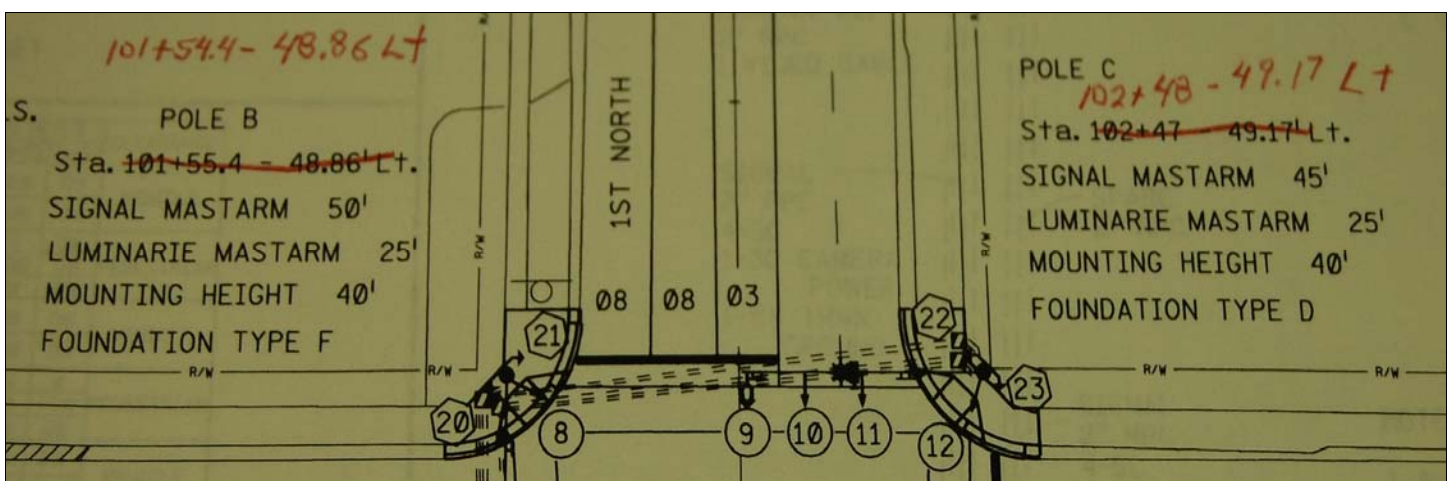
*Above is an acceptance letter.*

Myron says, “but the task is central to successful project implementation.”

### The End

Completing a highway project is

complicated, involving massive teams of experts and untold hours of painstaking work. ■



Redline of a construction drawing showing that the contractor deviated from placement plans for traffic signals by one foot.







## Service Awards

District 6 Engineer Blake Rindlisbacher presented service awards to employees at the employee benefit luncheon April 24 at the Chuck-a-Rama café in Idaho Falls.

### 5 Years

Tracy Bono, Maintenance Operations

### 10 Years

Camillo Serrano, Dubois

### 30 Years

Dee Newcomb, Irwin

### 35 Years

Joe Martinez, Idaho Falls

Randy Drake, Maintenance Operations. ■



*Coordinator Randy Drake receives his 35-year award from Blake Rindlisbacher.*



*Tyrell Jewell, Challis*



*Jeff Eagle, Salmon*



*Melissa  
Stewart*

*Elaine  
Wolf*

*Rigby office staff*



*Jeremy Johnson, Mackay*



*John Cleveland, Construction B.*



*Roger Brucks, Service Station.*



*Darrel Ricks, Irwin*



*Miscellaneous folks.*



# Support Your Local Osprey

It's not every day that a newspaper prints your news release verbatim. But it's not every day that you write about ospreys, either.

The *Idaho State Journal* in Pocatello printed ITD's news release word for word on the back (top) of its front section April 20, 2013 (right). The *Lewiston Morning Tribune* and *KBOI Radio* in Boise also picked up the District 6 story, as did the *Seattle Post-Intelligencer* and *KING-TV* in Seattle, and the *AASHTO Daily Transportation Update* in Washington, D.C. The story generated good publicity for ITD and District 6.



Crews of District 6 place the nest atop the finished pole platform.

A12 SATURDAY, APRIL 20, 2013

ISJ LOCAL

## State transportation crews move osprey nest from bridge

BY ITD

ST. ANTHONY — It was the moment of truth.

Idaho Transportation Department crews placed an osprey nest atop a high platform and began to tamp dirt around the base of the supporting pole. Suddenly, an osprey flew by to inspect their work, and the new home the crews were rebuilding.

The arrival of the osprey this week relieved the minds of ITD environmental planners who were concerned that relocating the nest from the Del Rio Bridge on the U.S. Highway 20 business loop east of St. Anthony would drive the birds away.

Twenty minutes after ITD workers left the site, however, an osprey landed in the nest, apparently ready to homestead.

To say the birds are people-tolerant would be an understatement.

Ancestors of the birds built the nest on girders of the steel bridge decades ago, and descendants have occupied the nest since, bringing a new generation of fledglings into the world each summer. Until last spring, when high winds toppled the upper part of the nest, it stood 6 feet tall. Now, just 2.5 feet tall, the nest weighs 600 pounds.

Ospreys are voracious fish hunters that take up residence near clear streams, such as the Henry's Fork of the Snake River that runs under the bridge, where they can spot fish near the surface.

Over the years, ITD has made great efforts to accommodate the ospreys, even waiting for fledglings to fly on their own before conducting noisy maintenance operations. With the 82-year-old bridge scheduled for replacement next year, officials decided it was the opportune time to move the nest so birds could adjust to a new location well before disruptive construction.

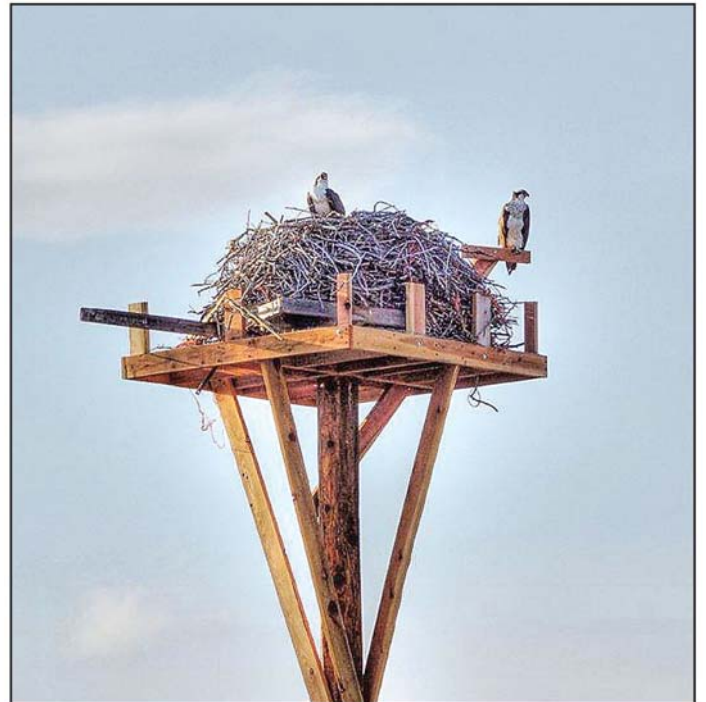
Crews removed and stored the nest April 4, then placed it on the special nest platform nearby on April 15.

The nest rests atop a 45-foot pole about 100 yards southeast of the bridge. When ITD removed the nest, the ospreys were still away for the winter. Over the weekend, the birds returned, looking for their house.

"The ospreys watched us hoist the nest onto the platform," District 6 Senior Environmental Planner Tim Cramer says.

On April 17, he observed a pair of ospreys sitting on the nest and saw what appeared to be a male bird carrying sticks to it.

ITD's worries about moving the



SUBMITTED PHOTO

A pair of osprey roost in a nest the Idaho Transportation Department relocated from the Del Rio Bridge on U.S. 20 east of St. Anthony. The nest is about 100 yards southeast of the bridge.

**"MOVING A BIRD NEST NOT ONLY HELPED THE OSPREY STAY IN THE AREA, BUT ALSO CONTINUED TO BUILD TRUST WITH LOCAL CITIZENS THAT ITD WANTS TO DO THE RIGHT THING."**

MIKE JONES, ITD ENVIRONMENTAL PLANNER

nest apparently were unwarranted.

Relocation has advanced environmental stewardship, which is an ITD goal along with furthering safety, mobility and economic opportunity. Residents also are pleased the birds accepted the new arrangements. Undoubtedly, the osprey also were relieved at not having to construct a new house made from 1,000 pounds of twigs.

ITD plans to sell the Del Rio Bridge, which is a historic landmark, to the highest bidder. The truss-through-steel structure still

is capable of supporting light use. The department will replace it in the same location with a modern concrete span.

Crews from ITD's District 6 moved the nest as part of the department's National Environmental Policy Act, or NEPA, environmental mitigation for the bridge replacement project.

Idaho Department of Fish and Game spokesman Greg Losinski says ospreys are a protected species, but not a threatened or endangered one.

Harassing the birds as they sit on their nest violates federal law.

ITD Environmental Planner Mike Jones praises the work of district sign and special crews, which performed the nest relocation.

"Moving a bird nest not only helped the osprey stay in the area, but also continued to build trust with local citizens that ITD wants to do the right thing," he says.

The Idaho Transportation Department is responsible for all highways on the State Highway System — interstates, state highways and U.S. routes. All other roads are under the jurisdiction of a local, city or county entity.





*Newcomers Corey, Steven and Brandon.*

## Comings & Goings

New employees are Corey Casper, transportation technician apprentice (TTA), Rigby; Steven Stroschein, TTA, Idaho Falls; and Brandon Thurber, mechanic, Rigby shop.

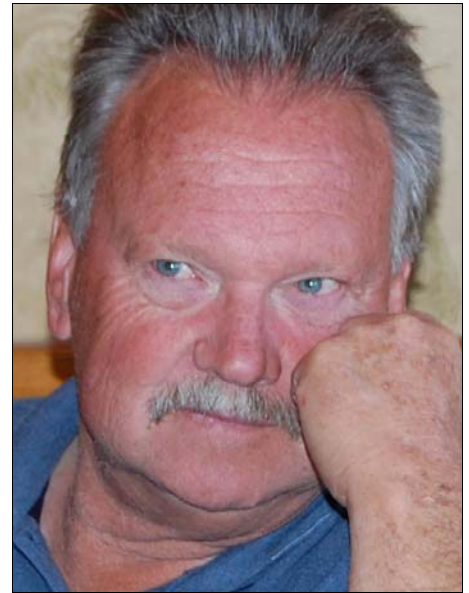
**Promotions:** Ron Miller to shop foreman (see **Miller...**, page 1); Rich Asbury to transportation staff engineer assistant (TSEA), Residency A; and Cole Wagoner to mechanic, shop. Cole previously was a transportation technician (TT) in Dubois.

**New Arrivals:** Senior Technician Don Randall's newest grandchild is Lillian Genoveve Randall, measuring 7 pounds, 9 ounces and 20.5 inches. Mother and daughter are doing fine.

## Bill Shaw on video

The American Association of State Highway and Transportation Officials (AASHTO) recently featured Bill Shaw of District 6 in a four-minute segment of a national Web video. Supervisor of the Planning, Project Management and Public Involvement Section at the district, Bill explained the advantages of UPlan and Idaho's version, IPlan, which is a revolutionary tool to plan and design highways using geographic information systems (GIS).

"I've not seen a better tool," Bill says. "The tool applies mapping technology generated from a variety of sources into a single application with real-time information for real-time decisions, creating actionable plans."



*Cleston Mason*

## Signs

How would you like to monitor 15,000 signs along 1,000 miles of highway in eastern Idaho? Welcome to Cleston Mason's world. He, along with Corey Finn and Karl Grover of the sign crew, ensures signs are current and in place. It's a real challenge! (*story next issue*)



*Darwin Palmer, mechanic, attends the benefit luncheon April 24.*



*Frank Unrein, Gibbonsville, enjoys the rodeo at Leadore on May 29.*

## 'Rodeos'

District 6 employees excelled at the 2013 District 6 Truck Rodeo in Leadore and at the state rodeo competition near Banks, Idaho. Look for results in the next issue of 6 Bits.