



Photo courtesy of Joe Kopplow

Crews place a prestressed concrete deck panel on girders of the new bridge over the East Fork of the Salmon River this summer. The concrete panels, girders, piers and abutments were fabricated near Greenleaf, Idaho, and then trucked to the project.

Kudos to Kopplow, Farrar, Cramer and others

Kudos to Joe Kopplow, construction inspector in Residency B, who kept the Idaho 75 bridge replacement project on track, schedule and budget.

And kudos to Matt Farrar, state bridge engineer in Boise, and Tim Cramer, senior environmental planner, for innovative bridge design and project environmental planning.

Engineer of Residency B, Matt Davison, says Joe ensured project success by faithfully reviewing contractor plans, testing and accepting construction materials, reporting findings and documenting progress. Matt also praised construction inspectors Troy Monk and Pete Demitropoulos for important support roles.

Farrar obtained funds from the Federal Highway Administration (FHWA) to design prebuilt bridges for assembly on the project site.

“Credit Matt Farrar in Boise for the ABC design,” District 6 Designer Ryan Day says. “Matt took the

initiative to recommend the replacement project to FHWA, and federal officials awarded funds for “innovative design.”

FHWA wanted to try accelerating bridge construction by forming bridge components at a fabrication company yard off site and then by delivering and assembling components on site. Accelerated bridge construction (ABC) reduces traffic delays, especially in urban areas.

District 6 replaced the bridge over the East Fork of the Salmon River and the bridge over the Salmon River 200 yards further west. The two bridges on Idaho 75 form the East Fork Salmon River Bridge complex, which is located 18 miles southwest of Challis. *(cont. p. 4)*

Organizational update

District 6 Engineer Kimbol Allen says ITD officials now are:

1. Determining the right size of the department for needs in 2020.
2. Changing roles, responsibilities and accountabilities as necessary.
3. Developing horizontal career paths for employees. – No one will lose his or her job or pay in the process. ■



District 6 Engineer Kimbol Allen presents five-year safety certificates to Sheldon Jones, Randy Edie and Josh Sprague on Oct. 29.

District 6 honors employees for service, safety

District 6 Engineer Kimbol Allen presented service and safety awards to employees at the district benefit luncheon in Idaho Falls on Oct. 29.

Service Awards

10 Years

Ron Butler, EEO/Safety/Training
Denise Cooley, Supply
Brian Lenz, Ashton
Robert Taylor, Challis

15 Years

Kimbol Allen, District Engineer
David Fullmer, Idaho Falls
Trent Maupin, Sugar City
Casey Messick, Residency A
Benny Murillo, Ashton
Darryl Pinnock, Design
Donovan Shipton, Mud Lake

25 Years

Verl Miller, Sugar City

35 Years

Kori Hansen, Special Crew

Safety Awards

5 Years

Tracy Bono, Maintenance Operations
Randy Edie, Shop
Robert Holbert, Idaho Falls
Sheldon Jones, Leadore

Darwin Smout, Residency A
Joshua Sprague, Residency B
Fred Tucker, Residency A

10 Years

Mike Cummings, Salmon
Reagan Hansen, Rigby
Jeremy Johnson, Mackay
Mark Layton, Property Management
Benny Murillo, Ashton

15 Years

Stephen Ball, Residency B
Tim Cramer, Environmental
Karen Hiatt, Engineering Manager
Jeremy Hunting, Design

20 Years

Dave Holmberg, Residency B
Devin Weaver, Port of Entry

25 Years

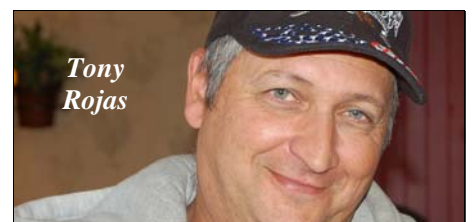
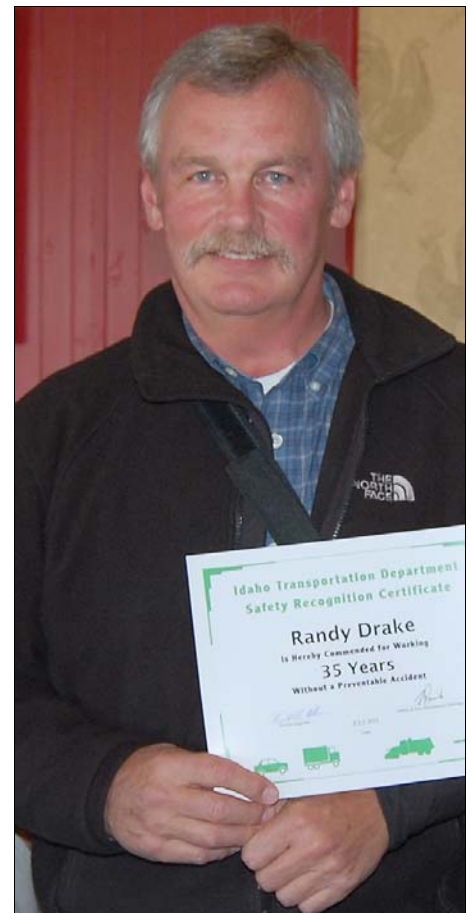
Jerry Mastel, Administration
Ed Oстераas, Rigby shop
Paul Steele, Materials Engineer

30 Years

Lyle Holden, Dubois
Gary Johnson, Project Development

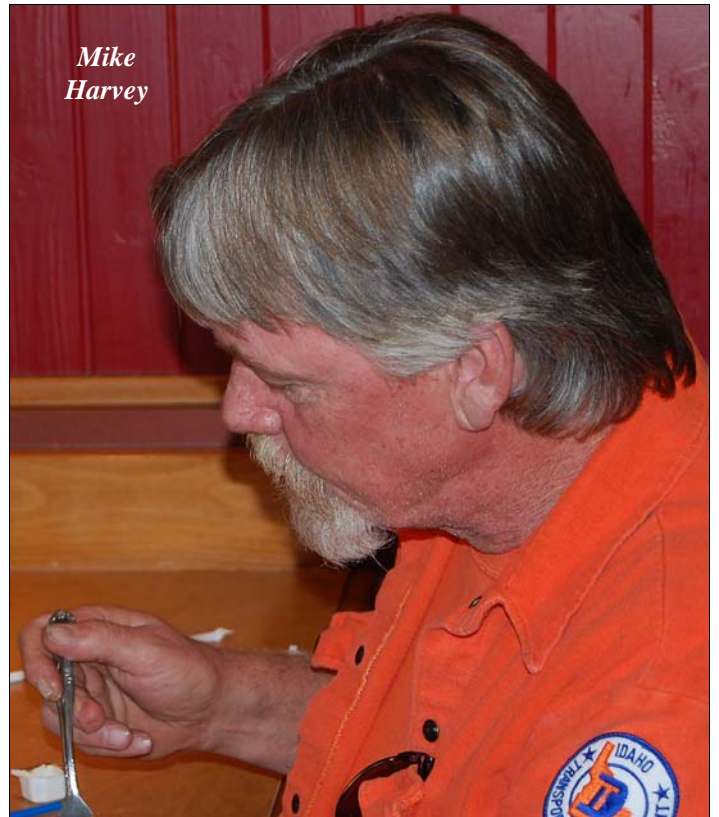
35 Years

Randy Drake, Maintenance Operations
Dan Hawkins, Arco maintenance.■





*Dave
Grende*



*Mike
Harvey*



*Eileen
Lawrence*



*Ken
Hahn*



*Mike
McKee*



*Sherril
Weaver*



*Tracy
Brewer*



*Waitress cleans
Chuck-a-Rama
dining room*

Officials from District 6 installed cameras to record and document construction progress at the replacement site of the two state bridges. This is the first time the district has installed cameras to chronicle progress of construction projects.

Ryan, who is a transportation staff engineer assistant in Project Development, says that he coordinated the bridge structure design by Farrar and his Bridge Design Section in Boise with roadway design by the Project Development Section at District 6.

Luis Zarate, of Headquarters, designed the East Fork Bridge, and Tony Azari, also of Bridge Design in Boise, designed the Salmon River Bridge, with Ken Clausen assisting. Each of these specialists works under Farrar.

For his part, Tim says environmental planning required District 6 to obtain permission from the National Marine Fisheries Service and from the U.S. Fish and Wildlife Service to drive steel piles into riverbeds, which was a challenge. Sound waves from impact hammers injure Chinook and sockeye salmon as well as steelhead and bull trout.

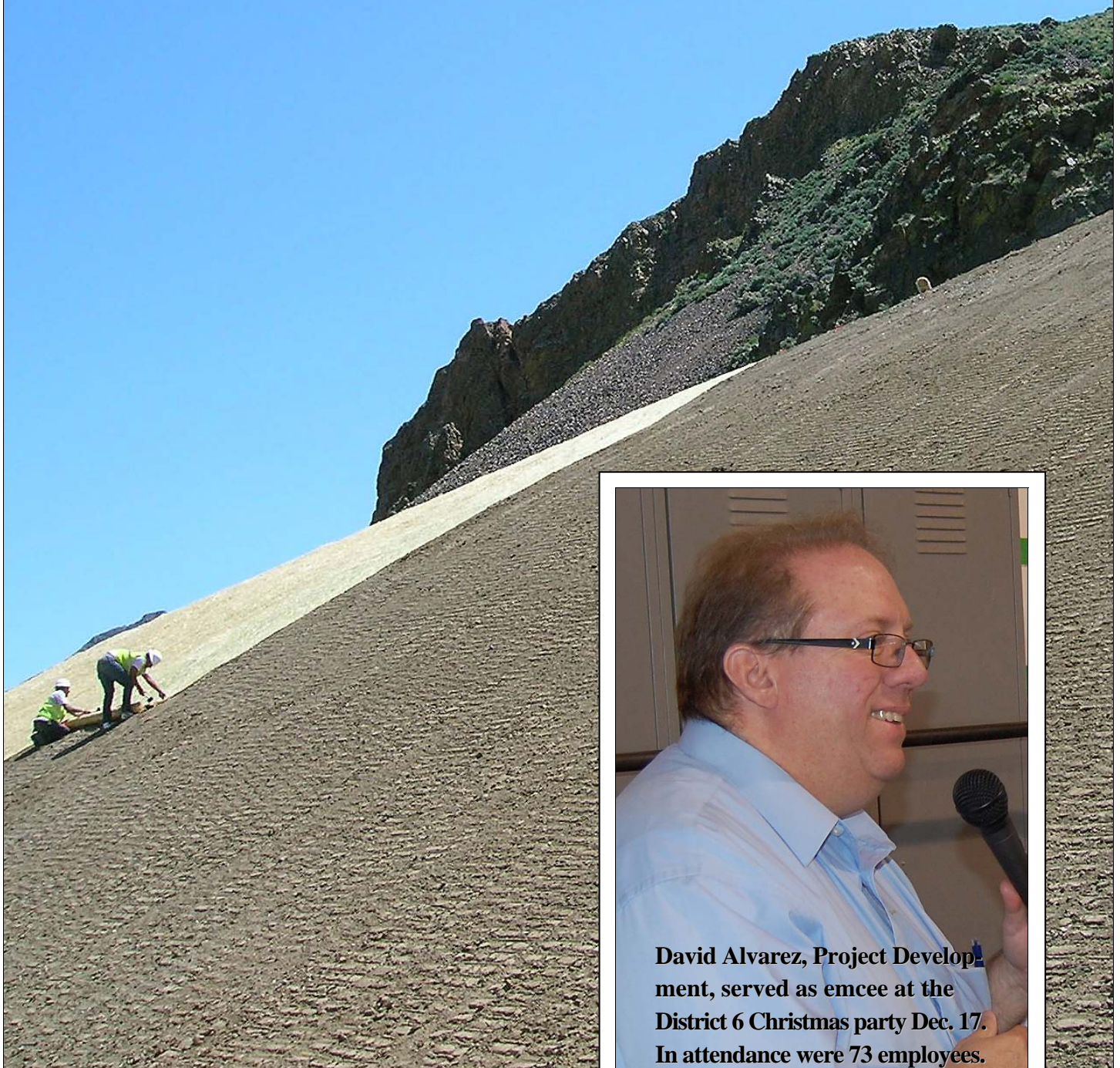
“As conditions changed and issues arose, Tim quickly answered the agencies’ concerns and really helped keep the project moving,” Engineering Manager Karen Hiatt says.

Matt noted that representatives of FHWA selected the Idaho 75 bridge replacement project as one of their projects of interest, meaning that they would perform document and site oversight services for the project. “FHWA’s Jason Giard and Brent Inghram were conscientious project monitors,” he says. “Their input assured us that we were meeting contractual obligations.”

ITD set out to complete the bridge replacement project in one year in order to minimize impact on the traveling public. New bridges now are complete and in use. Crews will finish removing the old bridges this month and will seal coat the new bridges and approaches next summer. ■

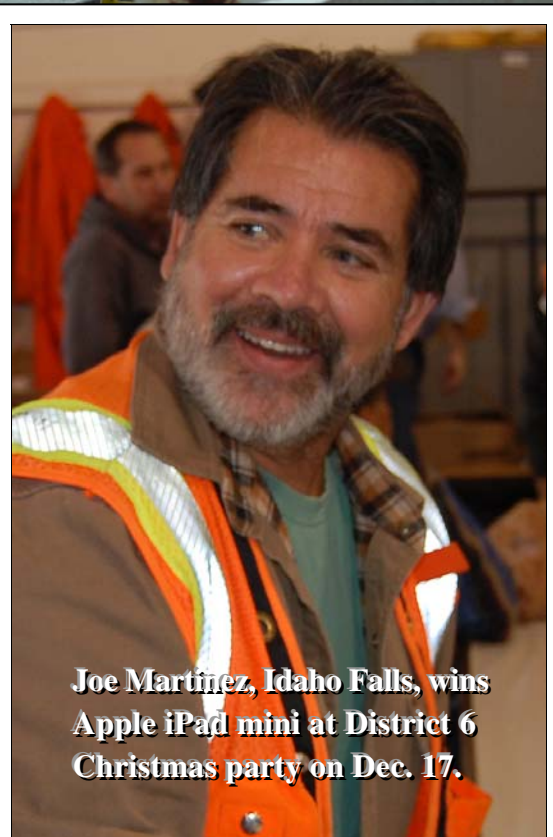
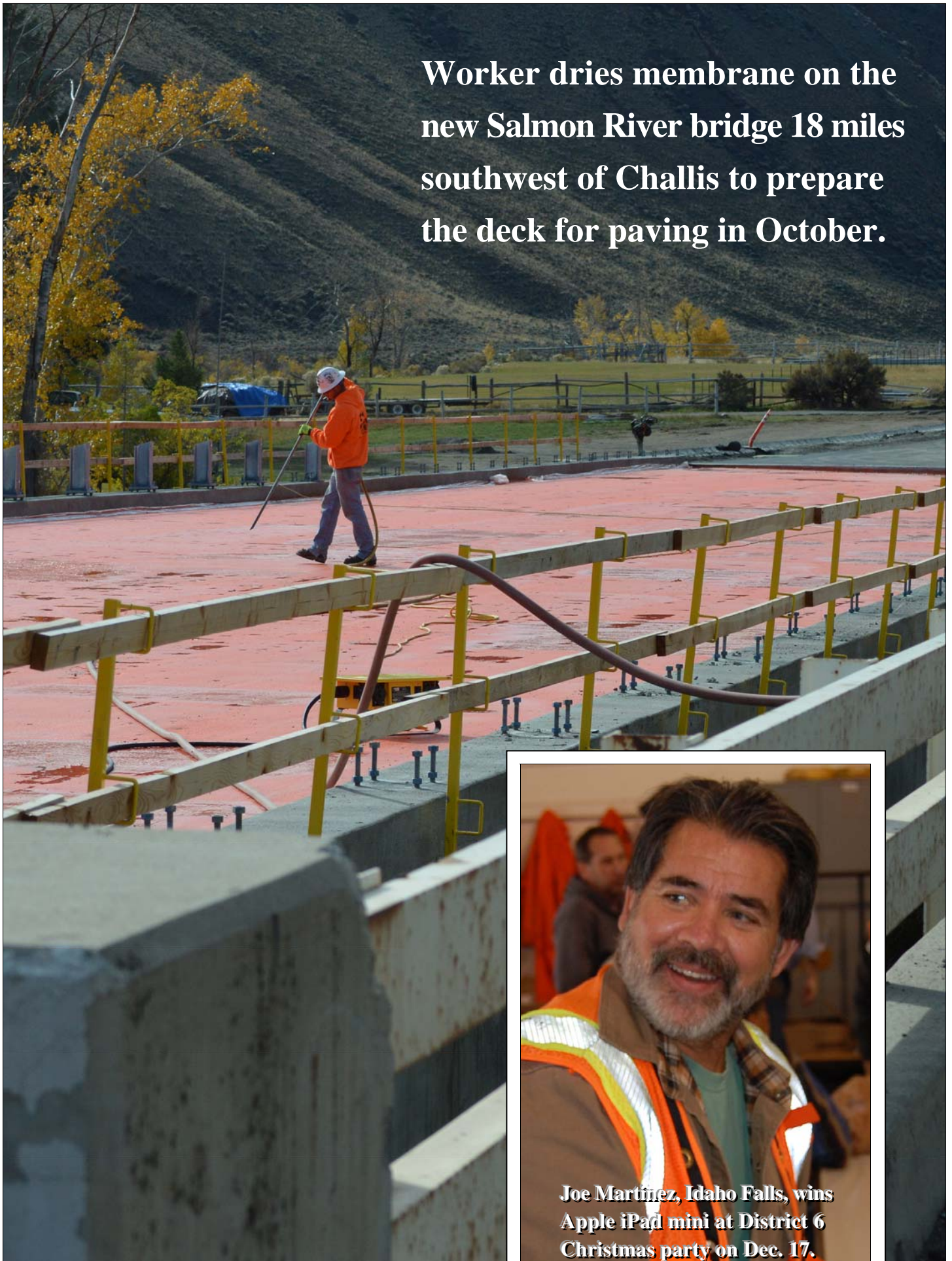
Construction site in July

Crew installs erosion-control blanket of plastic netting filled with straw for the Idaho 75 bridge replacement project. ITD cut the slope to make way for road realignment.



David Alvarez, Project Development, served as emcee at the District 6 Christmas party Dec. 17. In attendance were 73 employees.

Worker dries membrane on the new Salmon River bridge 18 miles southwest of Challis to prepare the deck for paving in October.



Joe Martinez, Idaho Falls, wins Apple iPad mini at District 6 Christmas party on Dec. 17.



Jeff

Jon

Comings & Goings

New employees are Jeff Mortel, transportation technician apprentice (TTA), Dubois, and Jon Shipp, TTA, Challis.

In Memoriam

Lorraine Pearl Womack Black, 90, grandmother of Tony Black, district equipment supervisor, died Nov. 21. Services were Dec. 9.

Iris Irene Robinson Layton, 80, mother of Mark Layton, district property manager, died Nov. 22. Services were Nov. 29.

District 6 expresses condolences to family and friends of the bereaved. ■

Customer feedback

November 17, 2014

Kimbol:

We travel between Twin Falls and West Yellowstone on a regular basis all year long. Last year, we were very pleased to see great improvements in the winter maintenance of that route.

Although this year's winter road maintenance is just getting under way, the other day we noticed that the Idaho section of U.S. 20 was in better shape than the Montana section. That's remarkable! Keep up the good work.

It goes without saying that reconstruction of the grade of highway on the Ashton Hill has way exceeded expectations. So thanks to everyone who got that work done in time for winter.

Rich Carlson

Opinion

Road salt improves driving safety

The Idaho Transportation Department has seen a reduction in crashes and slide-offs since it started applying more salt to roadways 4 years ago.

Crashes and slide-offs in Idaho have declined from the 2010-11 winter-season total of 1,962 to the 2013-14 winter-season total of 930, a 53 percent improvement. In other words, there has been a reduction of 1,032 crashes and slide-offs between the two compared years, which can be attributed largely to increasing and effectively using salt to prevent or eliminate ice.

The state's three-year accident average, starting in the 2010-11 winter season, was 1,254 accidents annually. The second three-year block, starting in the 2011-12 season, was 930 accidents annually – a 26 percent reduction. ITD tracks three-year blocks of accidents to normalize the difference in winter seasons.

Crashes and slide-offs in District 6 have declined from the 2010-11 winter-season total of 427 to the 2013-14 winter-season total of 143, a 66 percent improvement. In other words, there has been a reduction of 284 crashes and slide-offs between the two compared years, which also can be attributed largely to increasing and effectively using salt to prevent or eliminate ice.

The region's three-year accident average, starting in the 2010-11 winter season, was 259 accidents annually. The second three-year block, starting in the 2011-12 season, was 155 accidents annually – a 41 percent improvement.

The bottom line is that salt clears roads quickly and economically, making it the best choice to free



Bruce King
*Public
Information
Specialist*

roadways of snow and ice. Salt use also reduces sand applications. Bare roads improve safety and mobility for the traveling public.

This is what a majority of Idaho drivers want, according to a recent study of their expectations —

<http://itd.idaho.gov/highways/research/archived/reports/RP232Final.pdf>.

Nearly 48 percent of respondents expect to drive at the speed limit within four hours of a storm. Motorists simply are uncomfortable driving on snow-packed or icy roads.

Spreading sand or other grit provides traction. But used alone, this grit invites the formation of a snow floor, which then turns to ice. Once formed, ice tends to linger, adhering to the pavement even during prolonged periods of sunshine.

Depending on the weather and surface conditions, ITD applies various combinations of granular salt and salt brine to clear roads. Spraying salt brine on roadways in advance of storms helps break up snow floors, preventing snow from sticking to the pavement.

ITD seeks “just-in-time applications” of salt, which means spreading sodium chloride not only at the right times but also in the right quantities for effectiveness and economy. Too little salt triggers ice formation, inviting melted snow and ice to refreeze.

To limit salt corrosion of vehicle undercarriages, drivers can visit their local car wash or flush their undercarriages with their personal hoses.

Environmental hazards? Salt is environmentally safe. Concentrations of salt in surface and underground water bodies along state highways do not reach thresholds dangerous to humans, wildlife or plants.

Increased salt use for winter maintenance is a worldwide practice. ■