



EXCELLENCE IN CONSTRUCTION PARTNERING
Third Annual Awards



Local Highway Projects

Ten Mile Road, Victory to Overland

Beech and Chestnut Street Reconstruction, Genesee

Gifford Reubens Road, Nez Perce County

Mountain View Road, Moscow

Selway Road, Idaho County Emergency Response Project

West 5200 South Safety Improvements, Madison County



EXCELLENCE IN CONSTRUCTION PARTNERING
Third Annual Awards



ITD/AGC Annual Excellence in Construction Partnering Awards
- 2022 Nomination Form -

Contract Number/Route/Milepost: 319038, 519041	Construction Engineer: Dale Kuperus
Project Name: Ten Mile Rd, Victory to Overland	Date Project Started: 01/25/2022
Contractor Name: Central Paving - James Burggraf (PM)	Date Project Completed if applicable: 9/30/2022
Email: dkuperus@achdidaho.org	Phone #: (208) 484-5286

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 Ada County Highway District's (ACHD) number one priority is safety. The District focuses on the safety of the public, contractors and ACHD team members. The Ten Mile Road, Victory to Overland project is part of ACHD's improvement corridor which was adopted 2020 Capital Improvement Plan (CIP). The project included widening Ten Mile to five (5) lanes, implementing an enhanced pedestrian and bicycle facilities throughout the intersection and both sides of the roadway which followed ACHD's Bike Master Plan that was adopted in 2020. This project was combined with the Ten Mile Road and Victory intersection that was designed as a phased dual-lane roundabout. This type of roundabout design allows a roundabout to expand to additional lanes when future demand requires a larger facility. The Ten Mile Project went out to bid and was awarded to Central Paving Company, Inc., Boise, Idaho, at \$7,373,231.76.

The area in which this project was constructed is in a heavy agricultural area where many oversized vehicles and daily commuters utilize the road. After listening to the public's concerns about the detours and construction, ACHD and Central Paving were able to open north and south bound single lanes on Ten Mile two months before the completion of the construction project. Decisions to open the single lanes were made with safety in mind every step of the way. In order to open the single lanes, ACHD and Central Paving implemented additional signage, police patrol from the City of Meridian, additional flaggers, cones, and a reduction in speed limit to keep all workers safe during the completion of the project. ACHD listened and evaluated the public's concerns and with the help of the ACHD Communications team and construction team, bi-weekly public meetings were held to answer questions/concerns the public might have about the project.

One of the biggest challenges of this project was to maintain open road access for all the local farmers in the area. Truck access was the biggest concern the public and ACHD had from the start. Truckers in the project area were hauling 50-foot-long trailers and required a lot of space on the roadway. Another common concern/issue ACHD became aware of was excessive speeding by the public through the construction zone once the lanes were opened. The innovative solution was to put in a lighted sign that read "Slow down or we'll put the potholes back." Humorous, but also effective. Many people commented on how much this simple act of placing a signage board helped slow traffic through the construction zone.

With the continued support of the ACHD Commission, the Director, ACHD staff, and Central Paving, ACHD would not have accomplished this project as effectively and efficiently. Substantial completion walk-through was held on September 30, 2022, which is four days earlier than the bid award memo. The Central Paving Team was consistently early on all the construction milestones and was in constant communication with the ACHD staff. One team – One fight.

Safety First (1,000 characters or less):

The number one priority at the Ada County Highway Department is safety. This project had several safety concerns from the start being that Ten Mile Road is right off the I84 interchange, lots of traffic. The traffic on this road consists of daily commuters and semi-trucks hauling grain to and from the local agricultural farms. One of the biggest concerns about this project was the large vehicles driving through ACHD's active construction zone while the road crew was finishing up the project. When the single lanes going north bound and south bound were opened to thru traffic, ACHD implemented a strict speed limit to keep the team safe while on the active job site. In coordination efforts with local law enforcement, their patrol cars were on site at peak hours of the day 7 days a week to enforce the speed limit. Additional signage showing the reduced speed limit throughout the road segment was installed. More cones were stationed to narrow the lanes and give the construction crews room to work safely. Multiple meetings were held within the construction coordination meetings and outside of them to ensure they were meeting the safety needs of the ACHD team and the public.

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

ACHD has an incredible Communications team who helped ensure public outreach was effective about this project. ACHD reached out using various social media outlets along with e-newsletter campaigns to ensure that the public was aware of the Ten Mile project outreach meetings. Some of these campaigns included milestone updates about the project and bi-weekly on-site meetings in which the public was invited to attend. These successful bi-weekly public meetings included local Commissioners, a local Senator, the Director of ACHD, Central Paving, ACHD Staff, business community, farmers, and other concerned citizens. These meetings were held at the ACHD owned Park n' Ride on Ten Mile Rd and Overland. This allowed the ACHD Communications Team and Construction Managers a safe place to host the meeting, have enough parking to accommodate the public and have no impact to local businesses. ACHD has a variety of ways to reach out to the public on different platforms, this is just one of many ways that ACHD communicated with the public about the Ten Mile Project.

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

Due to the safety concerns of the project when the single lane access was opened, ACHD had to figure out a way to make it safe. ACHD heard the voiced concerns from the local community farmers that the closure was incredibly impactful to them and the local community. These farmers needed their semi-trucks to have access through Ten Mile to minimize the impact of fuel and time during harvest season. Fuel was at an all-time high during construction. ACHD with major efforts to the contractor Central Paving, single lanes north bound and south bound were opened two months earlier than scheduled. ACHD and Central Paving voiced their concerns about vehicles speeding through the active construction zone. Even with all the increased safety measures in place, ACHD was still having problems, vehicles acted like the new asphalt was a speedway going 50 mph. With the help of ACHD staff, a message board was posted up south of the Ten Mile Road and Overland Road intersection. The message on the board stated, "Slow down or we'll put the potholes back."

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

Balancing the needs of the agricultural community verses the needs of this project were incredibly challenging. The timelines conflicted. The agricultural community needed access to the road for summer harvest when ACHD also needed to pour concrete and lay asphalt. The photos provided show just how much this area is impacted by the farming community and agriculture. This project provided new concrete approaches for each parcel. Constant lines of communication between ACHD staff, Central Paving, and the local farmers were imperative to ensure accommodations were being met. Local farmers shared with ACHD that the trucks that were coming or leaving their facility with loads were so long that they could not make the turns with the traffic. To overcome this challenge ACHD had additional flaggers on-call for when harvest season started to help the semitrucks with the detours.

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

Many agreements were made with ACHD in conjunction with the Ten Mile Road Project. An interagency agreement was signed between ACHD and the City of Meridian. This included new water and sewer pipes along this corridor, allowing for the growth and expansion of the City of Meridian to accommodate. This partnership brought approximately 2,000 additional feet of water and sewer lines to service future use. Then with increase in demand for utility needs within Ada County; the utilities department within ACHD were an immense help in coordinating with all the utility companies and their needs. Conduit was placed at the Ten Mile and Victory roundabout to serve the future needs of this area. This was a collaborative partnering effort with the local utility companies. Multiple contracts were formed with the irrigation district because this project included four irrigation crossings which included the Calkins Lateral. All of which were done in construction by the March 31st deadline set by the irrigation district. Multiple agreements mean multiple schedules and all accomplished with effective communication between all.

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

During the summer of 2022 everyone in the Treasure Valley was battling material shortages and ACHD was no exception. With so many overlapping schedules and requirements I am so impressed with everyone on this project, so much coordination had taken place to ensure everyone stayed on schedule and was being efficient as possible. Ten Mile Road starting from Victory to Overland is a large roadway expansion project that included building out to five lanes with a multiuse pedestrian pathway and a full phased duel lane roundabout. This project's notice to proceed was January 25, 2022, and the substantial completion on September 30, 2022. This project took 173 working construction days. Central Paving did an incredible job working with our strict deadlines coordinating with ACHD staff, all the subconsultants, and local utilities that influenced this project. The final product speaks for itself, please look at the photos included in this submission, and you will see what was accomplished in such a short time.

ITD Applicant or Local Agency Contact Name

Ada County Highway District - Dale Kuperus
ITD or Local Agency Applicant Signature



Contractor Applicant Signature James R. Burggraf
Central Paving Co. Inc.



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 **November 4, 2022**.

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**ITD/AGC Annual Excellence in Construction Partnering Awards
- 2022 Nomination Form -**

Contract Number/Route/Milepost: 8733 / 006330 / 0.728 - 1.371	Construction Engineer: Megan Kautz, P.E.
Project Name: Beech / Chestnut Street Reconstruction, Genesee	Date Project Started: May 16, 2022
Contractor Name: Ascorp Inc. DBE Debco Construction	Date Project Completed if applicable: August 22, 2022
Email: MKautz@LHTAC.org	Phone#: 208.344.0565

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

Y D N

2. Category of Award (select one):

State Highway Projects (select size):

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Project Overview (5,000 characters or less):

The Beech and Chestnut Street Reconstruction project in Genesee, Idaho provided improvement on two important roadway sections.

The first, Chestnut Street, is the main thoroughfare through town with direct access to US-95. While Genesee does not qualify as urban by definition, Chestnut Street presented a unique urban/ industrial interface. The north side of Chestnut within the project limits is residential homes with unique landscape features, while the south side is heavily industrial with an emphasis on agricultural operations. These agricultural elements added important harvest milestones to the project. Chestnut saw a complete roadway Cement Treated Base (CTB) reconstruction, 0.7 miles long, with added curb, gutter, sidewalk, and drainage facilities. The second roadway section, Beech Street, runs perpendicular to Chestnut and provides important connection between Chestnut and the Genesee school. Beech, over the years, had seen impact to the roadway surface by utilities and subgrade soft spots. The project plans called for shoulder widening to meet current width standards and accommodate student pedestrians, as well as a mill and overlay to repair 0.2 miles of the roadway surface. The project team included Debco Construction, the City of Genesee, T-O Engineers (Design Consultant), JUB (Construction Engineering and Inspection), and LHTAC (Contract Administration).

An important component of the project included pedestrian connectivity. Genesee's sidewalk system is aged and not continuous. The project installed sidewalk along the majority of Chestnut Street, which connects residential areas to the local grocery store, city parks, and other businesses along the route. The City's storm drainage system had evolved over the years, with a piecemeal approach to address immediate drainage problems. With the project, a systematic drainage system was installed along Chestnut Street to help alleviate problem areas along the route.

Safety First (1,000 characters or less):

This project presented a number of opportunities to focus on safety and from the project Pre-Con, it was clear that all team members were committed to keeping operations safe. At the PreCon, all agreed that regardless of which company employed them, or what position they held, everyone would speak openly if they witnessed instances that may compromise safety. With extensive work on and around utilities, special attention was paid to any excavations that should be accompanied by shoring. In addition, with work on the busy roadway of Chestnut, every effort was made to ensure that Contractor, Consultant, and Local Sponsor staff were safely separated from live traffic. This was done through thoughtful consideration of the project traffic control plan and implementation, and frequent adjustments to that plan based on field observations. There was also a clear understanding that it was also our responsibility to protect those traveling through our workzone, whether that be vehicular or pedestrian traffic. Proper buffer from active work was provided to vehicle traffic and separation measures implemented to passing pedestrians. Through these efforts, there were no reported injuries or accidents due to the project.

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

Residential projects present countless opportunities for customer interface. While it's important that we provide a safe and sturdy roadway section, it's also important that those whose residence's abut public rights of way are left with a quality property interface. Tying back of sidewalk into private property is often a challenge that can be hard to discern in a set of plans. The project team, including the Contractor, Consultant, and City staff met with countless residents to ensure that this project was acting as a good neighbor and leaving everyone with a practical, maintainable finished product. This interface work required some adjustment from the project plans that was met by abundant Contractor flexibility. In addition to property owner interaction, the residents of Genesee were vocal throughout the project. Adding a roadway section that includes curb, gutter, and sidewalk is a major change to roadway users and prompted concerns by some as work progressed. We were able to consult both the design engineer and the construction team to examine things like drainage and parking that were causes of concern. With that examination and proceeding conversations, we were able to assure residents that care had been put into a functioning design and when all was complete and in place their concerns would be addressed. These explanations helped to ease worries, and now observing a well functioning roadway section affirms a job well done.

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

The work on Beech Street called for a 0.05' mill followed by a 0.25' overlay of asphalt pavement. Once we began work on Beech Street, it was clear that while the road had seen some asphalt pavement patch backs from utility work, the overwhelming majority of the road was comprised of decades and decades of Bituminous Surface Treatments (BST's). A BST is not conducive to milling operations and the project team set to work on a detailed review of the roadway section and possible alternative approaches. It was observed that largely, the roadway integrity was intact. There were a small handful of alligator cracked sections indicating a compromised subgrade. It was determined that if we eliminated the initial mill, addressed the soft spots, and proceeded with a two lift overlay, we could provide a better end product for equitable budget originally required by the project plans. Moving forward with a thin scrub coat followed by a final smooth overlay, we were able to establish a roadway crown not previously attainable by BST treatments and added structural integrity to this section of Beech Street.

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

As anyone that has worked on an urban construction project can tell you, there will always be utility surprises. When working to install the project storm sewer, the typical linear conflicts were encountered as was expected. Between the Contractor, inspection staff, and City staff, quick work was made of resolving these conflicts. The real challenges came when entire irrigation and stormwater structures were found under the roadway pavement. These structures were not known to anyone, and often we were not able to discern if they continued to function or serve a purpose. Routing and rerouting around these structures presented challenges in an already tightly constrained project. Again, the project team rallied to utilize each members expertise and input to make everything fit. The City staff played an important role in resolving challenges that came up. Every time an unexpected issue was discovered, City staff was contacted and they came to the site to offer ideas, help, and quick decisions in order to keep the project moving. This involvement was consistent during work hours and City non-working hours. Genesee has a small staff with a wide range of responsibilities, but their involvement and availability for this project was extraordinary.

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

Contract administration of this project required clear and frequent communication with all members of the project team. With the utility conflicts requiring such flexibility, implications of those moves had to be reviewed and cleared with both the City and LHTAC staff. In addition, determining payment for these adjustments had to be closely and frequently discussed with Contractor staff. This project had major impacts to agricultural commerce if not completed on time. The project team kept this at top of mind. The Engineer allowed alternate project phasing, that allowed the Contractor to save valuable time and in turn, the Contractor volunteered work to make that phasing happen in a way that was still safe and comfortable for the traveling public.

Through this frequent and thorough communication and transparency, the project was able to be completed on time and under budget.

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

Due to the busy nature of Chestnut Road with heavy truck traffic and no suitable detour, the original contract documents required that one lane be completed at a time and that travel lanes be paved before being opened to traffic. In an effort to eliminate some risk associated with phased construction, the Contractor requested to work on both lanes at the same time, and offered increased water and maintenance to ensure the CTB surface was easily traversable and did not become a dust nuisance. The City agreed to the phasing and with an admirable amount of work by the Contractor to keep the roadway in comfortably passable condition, the project gained valuable time. The project was fully open to traffic with time to spare before harvest.

ITD Applicant or Local Agency Contact Name

MKautz

Digitally signed by MKautz
DN: C=US, E=MKautz@lhtac.org, O=LHTAC,
OU=Construction, CN=MKautz
Date: 2022.11.08 15:45:09-0700'

ITD or Local Agency Applicant Signature



Contractor Applicant Signature

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PEPSI
210.253.77

WHEELS
WASCO
FARM



Chestnut Street August 2022



Chestnut Street March 2022



Chestnut Street August 2022



Chestnut Street March 2022



Beech Street August 2022



Beech Street March 2022



**ITD/AGC Annual Excellence in Construction Partnering Awards
- 2022 Nomination Form -**

Contract Number/Route/Milepost: A023(944)	Construction Engineer: Joe Schacher, PE (HMH Engineering)
Project Name: GIFFORD - REUBENS ROAD, NEZ PERCE CO	Date Project Started: 9/20/22
Contractor Name: Knife River Corps.	Date Project Completed if applicable: November 2022
Email: Karissa Nelson (LHTAC) knelson@lhtac.org	Phone #: LHTAC 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
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Local Road Projects (select size):

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- (3) Innovative Problem Solving
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- (6) Timely Completion of Project

Project Overview (5,000 characters or less):

The Reubens-Gifford stakeholders include many private landholders upstream, FHWA, LHTAC, Nez Perce County Road and Bridge, Nez Perce Tribe, US Army Corps of Engineers, Idaho Transportation Department and Idaho Department of Water Resources.

On June 10, 2022 a flood event caused a 72in.(6ft) culvert crossing to plug and the resultant water pressure from the backup scoured the fill slope and eroded under the pavement section on Gifford Reubens Road approximately milepost 13 south of Gifford. The roadway section was eroded almost to the centerline of the roadway. All of the fill material was flushed through the remaining culvert section and deposited downstream.

The goal of the Nez Perce County Emergency Repair project was to remove the existing roadway and fill material (approximately 25 ft high, 200 feet long and 110 ft wide), estimated at 3000 CY. The contract replaced the existing culvert with a new 96 in. (8 ft.) dia. 110 ft long CMP Culvert in the channel and replaced the fill and roadway.

Safety First (1,000 characters or less):

Traffic was rerouted on a 7-mile detour which remained in effect until construction was completed. The detour was a narrow gravel road with multiple sharp and blind curves. The public was vocal about safety concerns on the detour route. Repair work needed to be completed in a compressed time frame in order to be completed, prior to winter roadway conditions that that would increase the safety concerns on the detour route. Work took approximately two months to complete.

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

Knife River Corps., LHTAC, HMM and the Nez Perce County Road and Bridge, responded to the public safety concerns to accelerate the construction schedule. Significant coordination with the National Marine Fisheries Services, US Army Corps of Engineers, Nez Perce Tribe and Idaho Department of Water Resources was required reduce permitting coordination. The team educated the agencies about the public concern and were able to communicate the emergency nature of the project, which resulted in expedited permitting, which allowed work to begin within a shorter than normal time frame.

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

The Contractor hired an archaeological monitor to alleviate potential cultural resource concerns expressed by the Nez Perce Tribe. This allowed the excavation to start immediately instead of waiting for the typical two months that a full Archaeological and Historical Survey Report would take. The Nez Perce Tribe cultural staff was extremely accommodating and sensitive to the emergency project and the associated safety concerns in allowing this practice.

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

Culvert replacement work required a US Army Corps of Engineers 404 Permit as well as a Stream Alteration Permit. In order to get an approved for the permits, the endangered species coordination had to be completed.

In coordination with the Nez Perce County Road and Bridge, HMH added additional last minute project best management practices, which greatly accelerated the endangered species coordination with the National Marine Fisheries Services. These bmps included reordering the new fish passable culvert and canceling a previously ordered culvert. Designing the installation of the culvert embedded and at an appropriate fish passable slope. Planting requested species within the riparian areas.

ITD HQ Environmental staff was an excellent partner, helping to coordinate, problem solve and accelerate processes.

Knife River Corps rearranged their work flow schedule to allow the additional necessary time to complete the permitting.

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

HMH provided constant project updates to all partners and quickly communicated project needs. Knife River was extremely responsive to all requests

The financial impact of this farm to market road and safety to the regional residents in the area could have been devastating. The limited road closure and innovation minimized the construction schedule. FHWA and LHTAC funding helped mitigate the potential financial impacts to the stakeholders and illustrate a great investment in rural infrastructure.

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

The failure started on June 10, 2022. Knife River Corps was on site July 20, September of 2022 just weeks after FHWA funding was approved. All partners participated in solution-oriented and proactive resolution of the traffic disruption and accelerated construction. In less than two months even with permitting delays, this project was completed.

The roadway was successfully reopened just prior to the onset of winter roadway conditions. This was a huge coordination and construction lift and was an excellent partnership.

ITD Applicant or Local Agency Contact Name

LHTAC, Karissa Nelson

ITD Applicant or Local Agency Application Signature

Karissa Nelson 11/15/2022

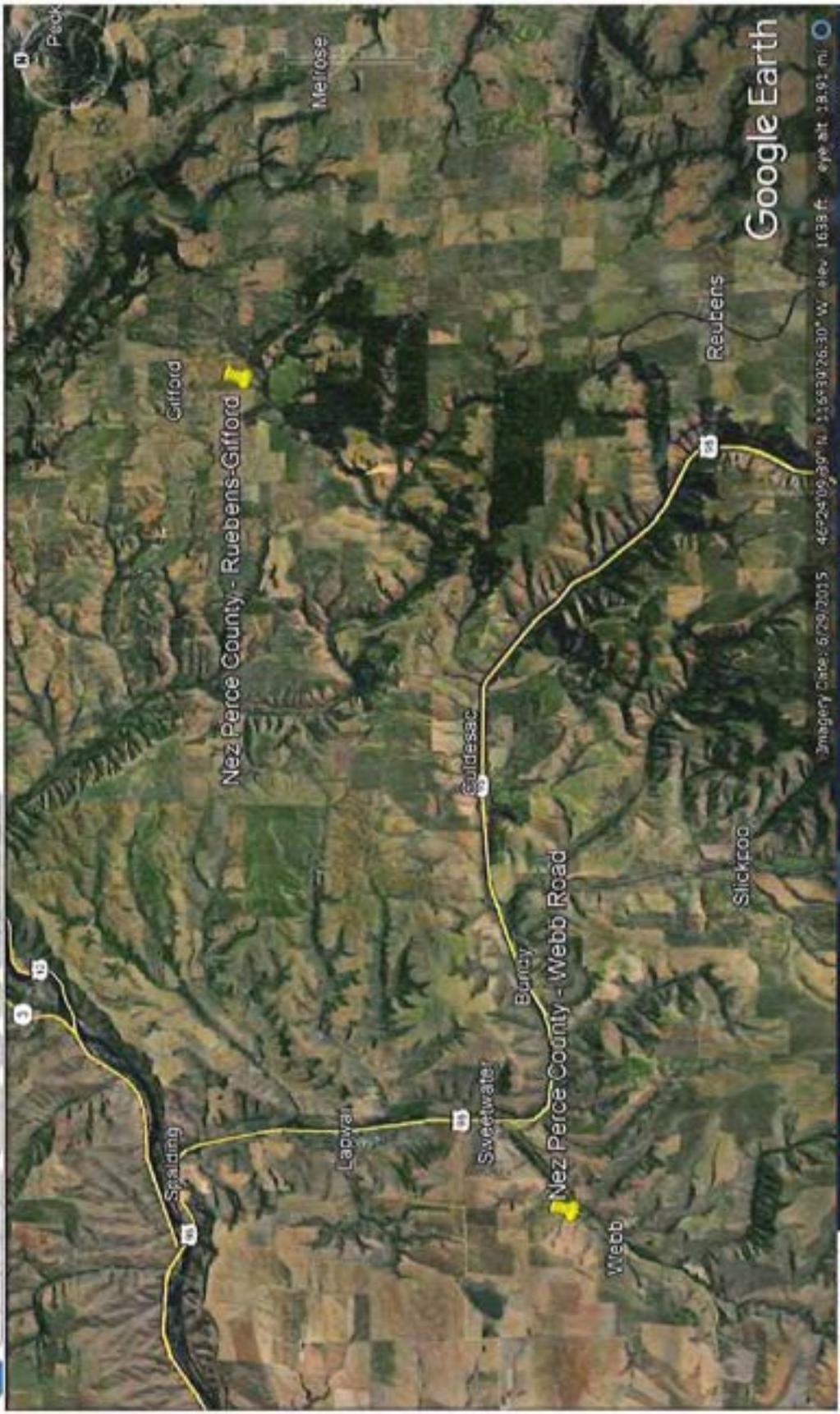
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Google Earth

Imagery Date: 6/29/2015 46°24'09.89"N 116°53'26.30"W elev. 1638 ft. eye alt. 19.91 mi.

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Inlet Area



**ITD/AGC Annual Excellence in Construction Partnering Awards
- 2022 Nomination Form -**

Contract Number/Route/Milepost: 8713/Off-System	Construction Engineer: Jayme Coonce
Project Name: Mountain View Rd, Moscow	Date Project Started: June 6, 2022
Contractor Name: Western Construction of Lewiston	Date Project Completed if applicable: October 21, 2022
Email: jcoonce@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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The City of Moscow, in partnership with the Local Highway Technical Assistance Council (LHTAC) contracted with Western Construction of Lewiston to fully reconstruct and widen a 1/2 mile of Mountain View Road to a two-lane urban roadway complete with turn lanes, bike and pedestrian facilities, improved storm drainage system, illumination upgrades, curb, gutter and sidewalks and a roundabout at the intersection of 6th Street.

From the onset and throughout the initial excavation and underground work, the project experienced many challenges that had to be overcome. A short summary of a few of these challenges are as follows:

- At the pre-construction conference it was made known that an adjacent contract was let for a complete bridge re-construction. The bridge contract would be concurrent with this one, the project limits of each contract overlap, each contract was set to construct and depend on work from the other, the anticipated haul route for this project would be unavailable (as the bridge was out) and the bridge contract included a water line installation through the middle of the roundabout constructed on this project. This was the first any party had knowledge of this potential conflict and this contract had no provisions for this impact.
- Once the new storm sewer layout began, it was realized that it had multiple conflicts with all utility facilities in the area; gas, power, sewer, water, phone and fiber optic. The scale of impact resulted in over 20 design changes to the storm sewer layout in order to accommodate.
- Unsuitable soil at subgrade on over half of the project created the need to over-excavate 18" below subgrade and bring in new material. This alone was an impact that was not anticipated, but in addition, the over-excavation caused the need to lower more than 1000 feet of high-pressure gas line that was in conflict with the work, causing further delay.

Despite the many challenges that could have easily derailed the project, each one of them were successfully overcome and the project took only 17 days longer to complete than originally anticipated. With every new challenge, each member of the team had the responsibility to rise up. The conversations occurred immediately, were collaborative and served to create a common understanding and build trust in each other. Decisions were made timely and effective solutions implemented on the spot. This project serves as one of the best examples of the value of true partnering and collaboration by all parties. Western Construction was paramount to this effort in their willingness to partner and their unrelenting dedication to the successful completion of the project.

Safety First (1,000 characters or less):

The primary purpose of the project was to improve multi-modal safety and bicycle and pedestrian accessibility along Mountain View Road in Moscow. This section of roadway was narrow, without shoulders and had a two-way stop-controlled intersection at 6th Street that slowed down traffic flow and created safety issues. In the four years prior to the project, ten crashes occurred at the intersection of Mountain View Road and 6th Street, six of them being injury accidents. The new roundabout at 6th Street will help reduce the number and type of accidents at the intersection.

This segment of road also lacked sidewalks, bicycle lanes and street lighting making it dangerous for bicyclists or pedestrians to travel along Mountain View Road and limiting bicyclists/pedestrian ability to travel in the area and access nearby schools and parks. In addition to increased accessibility along the corridor, an activated flashing beacon was added to the mid-block crosswalk serving the adjacent sports park for increased visibility and safety. The completion of this project, just as the three nearby schools began the year and fall sporting events in the adjacent sports park began to ramp up, was very timely as the students and athletes now have a safe way to get there.

During construction, child/pedestrian safety and accessibility remained paramount. This project implemented a full detour for traffic. The City worked closely with the local service providers to make sure their needs were being met and safety maintained. Bus stops for the school bus and regional transit were temporarily relocated outside the work zone at equally accessible locations for safety purposes. When the detour was first implemented, in response to feedback, the City supplemented the route with their own signs to try to keep detour vehicle speeds in check. They also had their own Streets and Police Departments saturate the route to monitor and enforce speed. When school started in August, the detour route was adjusted to an alternate route that wouldn't increase traffic in front of the elementary school. Safety never left the focus.

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

Hats off to the entire project team for remaining focused on providing excellent service to the public and continued dedication to delivering a quality project as soon as practical, given the many challenges that had to be overcome. Although many opportunities existed to lose focus, 100% of the team remained 100% committed 100% of the time. From the front line all the way to the top.

The City of Moscow went above and beyond to inform the public of the project and any details that might be important. They used weekly updates on their website, socials, and press releases to give project status, updates and any related project news. Most importantly they provided an avenue for anyone to contact them and provide feedback to the team. The City has a trusted relationship with their citizens and they work hard to keep it. Through this conduit, improvements were made to the detour route to help control vehicle speeds and signs were added near the work zone to make sure customers knew that local businesses remained open as well as how to safely get there. In addition, this is how a few of the residents adjacent to the work made us aware of their concerns.

The project management, contractor and city representatives met regularly with the neighboring property owners to understand and address their concerns. No concern was taken lightly and it became one of the first topics of discussion at the weekly partnering meetings. Some concerns were rooted in a misunderstanding or lack of information but others lead to necessary adjustments in the work in order to eliminate the concern.

The community has looked forward to this project for many years, they helped bring it to fruition and are now very proud of the work. One neighborly homeowner enjoyed the project so much, they provided snacks and cold drinks to the personnel every day that work continued. Truly proud.

Although, at face value, this project looked to be pretty straight-forward in nature, it turned out to be an exercise in problem solving and successfully overcoming unforeseen challenges. The delays and challenges that unfolded during this project easily could have made for contentious and strained relationships, but they didn't. They also could have lead to one party trying to take advantage and sit and wait for direction, but it didn't, it lead to quite the opposite.

The delays encountered during the sewer construction created the need for Western Construction to put the owner on notice of intent to claim early on in the project with additional notices coming each time additional delay was encountered. Although this was done to protect the interest of all parties, and to follow the contract, it stood to keep the attention on the fact of the matter. The project teams from the owner and contractor kept in very close communication, were able to respond quickly to the project adversities, built trust in each other, were dedicated to the success of the project and worked toward a common goal without letting other interests get in the way. Because of the dedication, common understanding and trust in each other, the project was a success for all parties. Western Construction was willing to do whatever it took to simply keep moving forward with work, re-sequencing activities many times.

The fact that the project only took 17 days longer to complete than originally planned, given the obstacles that had to be overcome, shows the willingness to partner and true dedication of the team.

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

This project faced many unforeseen challenges that required timely and open communication, collaborative partnerships and continued dedication to success.

For instance, it was discovered at the pre-construction conference that an adjacent bridge would be under construction concurrent with this one. At issue: project limits and proposed work overlapped, anticipated haul routes would be closed and a waterline had to be installed through the middle of the Mountain View Road roundabout prior to its construction, all of which were not contemplated by this contract. The team quickly devised a strategy of mutual benefit. In a very short time frame, the City was able to remove the conflicting portion of work from the bridge contract, including the waterline, and contract separately with Western Construction for this work so that Western was better able to control all work within the project limits. This made it so that the work on the roadway and bridge projects were completely separate and they could each operate independently.

Utility conflicts with gas, fiber, copper, power, water and sewer were encountered at every step of the way while installing the new drainage system creating several weeks of delay and requiring almost a full redesign. Unmarked fiber optic lines embedded in the headwall of a creek crossing caused additional delay to the project. The fiber optic delay could have been much longer had Western Construction not partnered with the utility company and offered an innovative solution on how to accommodate the fiber lines, preventing the proposed combination pedestrian railing from a timely redesign.

Unsuitable soil at subgrade on over half of the project created the need to over-excavate 18" and bring in new material. The over-excavation induced the need to lower 1000 feet of a high-pressure gas line that was in conflict with the work, causing further delay.

As has been discussed throughout this nomination this project faced many unique challenges. Challenges that easily could have derailed the project with far reaching impacts, but they didn't. With every new challenge, we all had a responsibility to rise up. The conversations occurred immediately and served to create a common understanding and build trust in each other. Decisions were made timely and effective solutions implemented on the spot.

A great example of coming together for a common goal was the innovative contracting the City was able to do for the water line installation through the middle of the project. They deleted the work from the adjacent contract, able to strike a reasonable deal with Western Construction for the work, get approvals and contract with them in less than two weeks. The team also found a way to fit the work within this contract so as not to cause unnecessary further delay.

Western Construction is a great partner to have at the table. Each time a potential delay was encountered, complete CPM schedule updates were given so that a proper evaluation of the impacts could be given. At every step of the way, any information that was needed to help make an informed decision, they supplied it.

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

As mentioned above, the project only took 17 days longer to complete than originally planned. Given the multiple conflicts encountered, it stands to show that the contractor was dedicated to do whatever it took to get to the finish line. The work was re-sequenced multiple times, even taking on additional work of installing the water line through the middle of the project, in order to reach a timely completion.

Laila Kral

ITD Applicant or Local Agency Contact Name

Mhauz

Digitally signed by MKautz
DN: c=US, e=MKautz@itd.idaho.gov,
o=LHTAC, ou=Construction,
cn=MKautz
Date: 2022.11.14 15:22:49-0700

for L. Kral

ITD or Local Agency Applicant Signature

Kevin Holmes

DocuSigned by:

Project Manager

Western Construction of Lewiston 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 **November 4, 2022**.

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

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South St



ROAD CLOSED

MOUNTAIN VIEW PROFESSIONAL PLAZA
200 S. Mountain View
PICKARD
ORTHODONTICS
KAREN A. SMITH, M.S.
KELLY HALLMARK, M.S.
CLEARANCE
ORTHODONTIC
ORTHODONTIC
ORTHODONTIC
ORTHODONTIC



Sixth St

ROAD
CLOSED

ROAD
CLOSED

ROAD
CLOSED

SIDEWALK
CLOSED



8TH ST
AHEAD









**ITD/AGC Annual Excellence in Construction Partnering Awards
- 2022 Nomination Form -**

Contract Number/Route/Milepost: AO23948/Milepost 1.2	Construction Engineer: Travis Wambeke, P.E. (GeoProfessional Innovation Corporation)
Project Name: Selway Rd, Idaho Co Emergency Response Project	Date Project Started: 7/20/22
Contractor Name: Lonnie Simpson (Debco Construction)	Date Project Completed if applicable: 11/8/22
Email: lonnie@debcousa.com	Phone #: 208.827.0381

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 Selway River Road stakeholders include many private landholders upstream, USFS, FHWA, LHTAC, Kidder Harris Highway District (KHHD), and the public using the 20± miles of river frontage, campgrounds, trails, and unlimited recreational opportunities the Selway Wilderness offers. The Selway region experienced considerable precipitation in early 2022. The Fenn Ranger Station measured ~7" of May rainfall, the wettest since 1939. The historic rainfall and erratic geology in a steep cut slope at Milepost 1.2 caused slope failure and road closure on 7/15/22. The failure ultimately mobilized 90,000± yd³ of soil/rock onto the Selway Road, blocking critical access for firefighting, material supplies, and public access.

Approximately 500' of roadway was completely blocked by ~50' of landslide debris. The debris was constrained within the roadway prism with a few large boulders reaching the Selway River below. That week, the KHHD retained Debco Construction, who immediately started manipulating debris at the failure toe to facilitate emergency access. GeoProfessional Innovation Corporation (GPI) was retained shortly thereafter to aid in slope stability and repair design analyses.

The KHHD worked with Debco a few years ago to remove a small failure in this same roadway. GPI mapped historic landslide activity immediately above the rock failure; some ancient slumps remain in place along the south flank. The landslide was active and very steep, precluding conventional drill exploration and laboratory analyses. GPI used Debco's drone surveys and aerial photography, combined with extrapolations of original topography and rock probes as the geologic design basis. The rock slope mobilized as large wedge and plane-shear block failures, triggered by water build up in fractures and complicated by a weak rhyolite dike in the slide's center. Approximately 280' above the roadway, competent rock graded to highly weathered/decomposed gneiss and schist with remnant structure; more soil-like than rock-like. As the rock failure progressed upslope, it undermined the soil slope and circular failures progressed upslope another 150'.

Given the slide's remoteness, repairs had to be practical, consider difficulties to deliver/install various materials, and limit damage to the surrounding forestland. These parameters were balanced by the need for quick access for firefighting and a solution that could be implemented prior to winter weather. Through an iterative process, Debco, LHTAC, the KHHD, and GPI quickly narrowed the repair concepts, focusing on regrading the slope. Stability models evaluated various soil/rock inclinations within the grading limits and equipment capabilities. These models were also subjected to sensitivity analyses that considered groundwater variations, soil/rock strength, and slope aperture.

The analyses predicted that the slope's rock component could be cut as steep as 43° and maintain acceptable stability. However, the soil slope model predicted that dry soil slopes steeper than 34° would be unstable; introducing water into the slope system dramatically decreased the factor of safety. The site constraints did not allow flattening slopes for improved stability. With commercially available concrete producers over 35 miles away and no way to economically deliver concrete products to the slope face, Titan Anchors with sacrificial bits and hand-mixed, neat grout were selected. These anchors are installed with track-mounted, fairly nimble, self-contained equipment. By anchoring the soil slope face near the soil-rock interface, the stability models predicted adequate factors of safety.

Debco advanced earthwork, configuring the slope and proactively applying erosion control matting traversing downslope. Fortunately, more competent bedrock was encountered shallower than expected from test pit and rock probe exploration. The anchor configuration was adjusted and some material savings was realized. At the anchored finished slope surface, Tecco Mesh, a strong, interwoven matrix of cabling, was affixed and locked to the slope face by a proactive load on the anchors. Erosion control matting was placed over the surface and pinned to the slope face, thus visually masking the mechanical means of slope stabilization for a more natural slope face. Access paths were remediated/seeded and slash pulled over the surface. Economically viable timber was salvaged.

Beyond the anchor and structural mesh innovations to improve soil slope stability, Debco and GPI worked with LHTAC and the KHHD to reconfigure the Selway River Road. Leaving over 60,000 yd³ of landslide debris in place at the landslide's toe resulted in reduced wear and tear on the surrounding road systems, waste removal costs, and environmental impacts. Further, the material left in place creates a buttress in front of the cut slope, which buries rock fracture planes prone to sliding and provides a gravity load to reduce slope movement at the landslide base.

Safety First (1,000 characters or less):

Reconstructing the Selway Road slope required personnel and equipment operating on a 1H:1V slope during a variety of conditions. Fuel and materials had to be delivered approximately ¼ mile down a path designated to avoid damage to forest, fauna, and long-term erosion. An overhead power line crossed the slide zone and had to be slightly rerouted and the lines raised and lowered several times during repairs. Throughout the nearly 100 active workdays where 2 to 15 staff were on site, no accidents or near misses occurred, no equipment was damaged, and the surrounding forest was protected.

Approximately 4,600 truckloads of deliveries and soil and rock waste export were transported to and from the site. Waste export trucks traveled the Selway Road to State Highway 12, then on Highway 12 to the waste site on USFS forest roads. After initial stability was achieved, 100 to 130 vehicles per day were escorted through the slide zone. Throughout this activity, no traffic incidents occurred.

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

The landslide precluded access to 40± private landowners/residents along the Selway. The USFS had recreationalists stranded and limited resources behind the road closure. LHTAC and the KHHD proactively engaged Debco/GPI to help. Through a design-build effort, the responsive, dedicated team created temporary access within 3 weeks and permanent access over 3 months.

Debco and GPI evaluated and drove innovative repair concepts to reduce landslide activity and restore the slope above this critical recreational roadway to one of Idaho's most wild and scenic places. The limited footprint of construction activities illustrated the care and respect for the USFS lands, an area heralded as some of the Nez Perce Tribe's homelands.

GPI and Debco hosted a Kamiah High School geology fieldtrip wherein high school students studying geology visited the slide, reviewed the geologic conditions that caused failure, discussed the geotechnical analyses, and the nuances of the repair concepts.

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

The stability modeling was focused and efficient. GPI did not have the normal engineering parameters (drill logs, laboratory tests, refined topography) to work with. The drone imagery provided the landslide topography. Index tests were used to estimate engineering parameters for the soil mass and rock fracture mapping created models of the 3-dimensional rock geometry.

Using simple grading techniques combined with anchorage systems that Debco could quickly install with site mixed grout reduced financial and environmental project impacts.

Debco was able to safely and responsibly get fuel to its equipment and limit multiple fueling traverses through the forest. Water was supplied to the hand-mix grout pump from a water truck perched nearly ¼ mile away. This positioned the grout plant within eyesight of the anchor installation, reducing material waste and improving safety.

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

Slide repairs required a nimble/innovative team to design/deliver solutions for timely emergency/public access restoration. Debco/GPI committed each company's principals to accomplish the daily design/construction effort. GPI used rock fracture mapping and failed surface topography to back analyze soil/rock strength parameters and further understand the failure mechanisms.

Without cellular/internet communication, Debco/GPI used satellite messaging tools to exchange geologic data exposed in real time. Daily drone images provided aerial views to analyze the slide mass and identify construction safety issues, access points, and estimating quantities.

Throughout the 100-day construction period and handling over 56,000 yd³ of excess landslide debris, the Selway River was never impacted by sediment. The finished slope surface is covered in erosion control matting to instill vegetative growth, cover the anchors/mesh, and create an aesthetically appealing, natural looking, stabilized slope.

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

Debco provided the project stakeholders real time aerial images of the slide extents for public notices and proactive communication regarding access. These same aerial images allowed Debco and GPI to effectively work with FHWA, LHTAC, and the KHHH to initiate preliminary analyses for repairs and associated budgets. This project quickly turned into a design-build effort given the pending fall/winter weather and the need to create safe access for local inhabitants.

The financial impact to the KHHH as well as some of the recreational businesses in the area could have been devastating. The limited road closure and innovation that minimized material import and export kept the repair investment down with a quick response. FHWA and LHTAC funding helped mitigate the potential financial impacts to the stakeholders and illustrate a great investment in rural infrastructure.

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

The failure started on July 15, 2022. Debco was on site July 20, 2022, and GPI the following week. LHTAC, USFS, FHWA and the KHHH all mobilized within 2 weeks for solution-oriented and proactive resolution of the traffic disruption. This set the stage for aggressive and collaborative landslide remediation. Within a month of the landslide, GPI and Debco presented repair concepts and budgets.

Within 2 weeks of refining the repair concepts to a final grading approach, earthwork initiated, the roadway was temporarily opened, and materials arrived on site.

Repair construction advanced in earnest over Labor Day weekend and was substantially completed the first week in November. Final pavement surfacing will advance in the spring of 2023.

ITD Applicant or Local Agency Contact Name

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Dan Coonce

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CN=Dan Coonce
Date: 2022.11.15 07:57:59-07'00'

ITD Applicant or Local Agency Application Signature

Lonnie Simpson, President

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 **November 4, 2022**.

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7/28/22: note the progressive soil failure (cracking) to the right of the excavators on the slope.



8/26/22: just prior to beginning soil anchors and Tecco mesh.



9/16/22: installation of ISO 51 mm anchors, Tecco mesh, & TENAX MultiMat 100. Top of slope is 325' in elevation above existing roadway.



9/16/22: Tecco mesh and TENAX MultiMat 100 installation on slope.



10/13/22: soil anchors and Tecco mesh completed with topsoil placed over mesh.



**ITD/AGC Annual Excellence in Construction Partnering Awards
- 2022 Nomination Form -**

Contract Number/Route/Milepost: 8751/STC-6760/101.25-102.46	Construction Engineer: Muhammad Zubery/LHTAC, Rob Ramsey/Civil Science
Project Name: W 5200 S Safety Improvements	Date Project Started: 9/6/2022
Contractor Name: DL Beck, Inc.	Date Project Completed if applicable: 10/19/2022
Email: mzubery@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):

- D Projects less than \$1 million
- D Projects \$1 million - \$5 million
- D Projects \$5 million - \$10 million
- D Projects greater than \$10 million

Local Road Projects (select size):

- Projects less than \$3 million
- D 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):

West 5200 South is an important arterial roadway for Madison County located SW of the Thornton Interchange. It provides an alternate route to the Yellowstone Bear World through the connecting road South 4300 West. As traffic continued to rise, this road became an increasing safety concern. Its narrow travel lanes and little to no shoulder made it dangerous for bicyclists and joggers to use. Crash data along this corridor showed several crashes, including a fatality that occurred in 2015 when a pedestrian was struck by a car. The purpose of this safety improvement project was to increase safety along the roadway with shoulder widening to provide consistent lane width.

This project is 1.21 miles long stretching from milepost 101.25 to 102.46. The roadway width before improvement was 21.5 feet to 24.5 feet. The plan was to keep all work within existing total ROW of 50 feet. The improved roadway is 30 feet wide with two 12 feet travel lanes and 3 feet shoulders along the length of the entire project. In addition to the widened roadway, a decrease in the speed limit was deemed necessary to ensure traveler safety. Two pipe culverts were removed and replaced. A small retaining wall was built to protect the adjacent wetlands.

Engineer's estimate for construction was little over \$500 K and the lowest bid was about \$250K over engineer's estimate.

Construction schedule was 21 working days.

Safety First (1,000 characters or less):

This project was intended for improving safety. With increased shoulder and consistent travel lanes and reduced speed limit this project provides increased safety measures for the motorists as well as pedestrians or cyclists.

During construction DL Beck used appropriate signage to channel traffic through the narrow road made narrower for shoulder work. Flaggers were posted to direct traffic for movement of construction equipment and proper channelization of traffic.

No accidents occurred on the projects and DL Beck prioritized safety throughout the project.

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

DL Beck coordinated with the adjoining property owners extensively regarding interruption into their driveway approaches and providing the necessary access in and out of their homes. DL Beck also provided property owners advance notice with anticipated work updates. 511 updates were provided on a timely manner. Flagging operation also provided safe yet consistent movement of traffic.

Irrigation and utility company coordination was done effectively to avoid any delay.

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

A challenge that was immediately evident with this project was the small working area. The existing Right-of-Way is 50 feet and the widening for the roadway accommodated a limited space for construction equipment to be able to work while keeping one lane of traffic open.

DL Beck used a skid steer to perform the work for clearing and grubbing, excavation, and grading the proposed base. To achieve an accurate grade of 3/4" aggregate base against the existing roadway edge, DL Beck attached an extra blade to their skid steer at the designed pavement depth of 0.29 feet. This innovative solution for grading the base provided a consistent depth for the proposed asphalt pavement.

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

This project was funded with LHSIP money and staying very close to budget was necessary. To keep the cost of design and construction down cost saving decisions were made - such as, staying within the existing ROW and selecting 3 foot shoulders instead of 4 foot. During final design it was clear that to stay within budget more options needed to be considered. After extensive coordination with the sponsor Madison County, it was decided that the asphalt 405 paving would be performed by the County with their own equipment and labor.

During construction DL Beck and the County personnel coordinated and worked with each other effectively so that shoulder paving by the County forces progressed nicely while the contractor was working to prepare the opposite shoulder without causing conflicts or contractor delays.

Since the project started late in the season, without this coordination the County would have run out of good paving weather. That would have translated into unpaved shoulder through the winter creating more safety concerns and increased cost for the County to come back following spring to touch up the shoulder before paving. Currently the County plans to seal coat the road next year.

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

This was a fast paced project. The communication between the Contractor, LHTAC, Civil Science and the County was very good. With the pre-construction meeting the expectations and requirements of a federal funded project were clearly identified. Weekly meetings were conducted to get updates and follow up on the various documentation and labor compliance requirements. Timely communication helped clarify plan quantity items and eliminate surveying and reduce project cost.

DL Beck also provided adequate notice to the County before the shoulder base was ready to be paved so that the County can plan for obtaining HMA and paving without causing delay.

DL Beck was very much willing and flexible to accommodate the County work as well as proving a good end product.

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

Shoulder paving was needed to be completed before the winter weather. With great coordination between the Contractor and the County there was no delay and the project was completed on time and was opened to the public.

ITD Applicant or Local Agency Contact Name

M. Kautz
Digitally signed by M. Kautz
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AC, OU=Construction,
serial=2022.11.15.00:30:01-0700

ITD or Local Agency Applicant Signature



Contractor Applicant Signature

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

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