



EXCELLENCE IN CONSTRUCTION PARTNERING
Third Annual Awards



State Highway Projects

Greater than \$10 Million

I-84, Declo POE

I-84, Northside Blvd to Franklin Blvd

SH-3, Goosehaven to Round Lake Road

SH-33, MP 100 to Beginning Newdale Alignment

US-95, Granite North and Frontage Roads

US-95, Labrosse Hill St to Alderson Ln
US-95, Thorn
Creek to Moscow



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

Contract Number/Route/Milepost: 8622/1 84/MP217.45-219.52	Construction Engineer: John Keifer
Project Name: I 84 - Declo POE WB, Cassia Co	Date Project Started: 3/10/2021
Contractor Name: Knife River Corp.	Date Project Completed if applicable: NA
Email: john.keifer@itd.idaho.gov	Phone#: 208-481-2226

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

YD 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
- !] Projects greater than \$10 million

Local Road Projects (select size):

- D 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):

The Project Objective is to build one part of a two part project for a new Port of Entry (POE) facility 3 miles east of 1-84 IC 216 serving both the eastbound and westbound lanes to replace the existing Cotterel POE. This project will construct the westbound POE. The Cotterel POE and Cotterel Rest Area (RA) were constructed in 1966 and currently share the same site. The Cotterel RA was reconstructed in 2014 under KN 9627. Dual usage of the property has been problematic as traffic volumes increased over the years. Concerns of vehicular traffic and heavy commercial trucking co-mingling in a restricted area has created safety issues that need to be addressed. In December, 2005 ITD received approval of the Concept Report and Environmental Evaluation to relocate the POE to the area selected on this project. Unfortunately, funding constraints prevented the project from moving forward. Relocation of the POE to this project site has been established as the preferred alternative to create a safer environment for all POE and RA users. Under this project, the RA would remain at the current location and the POE would move 10 miles northwest of the current site to a more strategic location on 1-84. The main objective in development of this project is to improve safety issues associated with the current condition at the Cotterel POE with vehicle congestion, conflicts with heavy commercial traffic utilizing common facilities, and restriction of interstate ramps due to truck staging. Secondly, new technologies can be installed on the project including Weigh in Motion (**WIM**) and Automatic Vehicle Identification (AVI) technologies to better serve the heavy commercial truck traffic, meet the ITD Strategic Plan objectives, and make POE operations more effective and efficient. The objectives for the project fully embrace the business strategy of ITD by providing a safer environment for the traveling public, increased mobility for vehicular and commercial traffic, and enables a more robust economic opportunity for users of the interstate system.

Safety First (1,000 characters or less):

There was quality traffic control with minimal lane closures effecting traffic and commerce. There were no accidents on the roadway or on the project caused by construction activities. Extra time and money were spent on additional barricades and traffic control. We worked with FHWA to put in East and West interstate access and gates for safety for the contractor trucks and equipment enabling them to come in and out of the project safely.

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

Changes were made so that the POE personnel could use the port and equipment safely and correctly. We made the scale level/flat and positioned correctly so it would work for the port personal as well as the public. ITD worked with the Contractors to overcome design issues and problems throughout the project, fixing issues like grading, design changes, electrical, plumbing, and access, as well as material and personal shortages and changes. The added WIM will significantly reduce the amount of trucks (potentially up to 50%) having to pull into the port thus reducing the their fuel consumption and improving their mobility. By working hard through these changes and issues we will be able to complete the project and hand over a good product to the POE personal and the tax paying citizens of Idaho.

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

The POE windows were too tall and the front counter was too low to see the lower part of the trucks through the window. We raised the counter and will be using taller chairs to give better sight lines to the scale area.

Most of the area around the POE is rock, and we needed a sludge tank underground, so we found a section in front of the building with little to no rock decreasing time and cost for installation.

The existing sloped site would cause significant cost and time to try to make it 0% for the length of the lanes. The criteria to meet was to keep the 129K trucks from rolling when stopped with brakes off.

Engineering calculations were performed determining a max 0.5% slope allowable. A 0.25% lane slope was incorporated to give some buffer. This change to the lanes caused grading and draining issues around both ends of the scale area, so we had to adjust the curb and gutter as well as the grading into the parking area to facilitate a smooth drainage and transition area coming on and off the scale ramps.

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

We needed power to supply and build the POE, but was no written plan to provide power to the site. The contractor had a relationship with the land owner that enabled ITD to negotiate to obtain access for power across his 80 acres. We cut it in so it wouldn't interfere with farming and water lines. We also worked with the local Utility Company to supply the labor, material and agreements to get the power to the Site.

Then, by working with the utility company and four electrical contractors, we used multiple transformers and thick gauge wire to run power to the building and the Weight in Motion equipment at the far end of the project.

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

We had many more subcontractors than typical, and we administered our own contract with IRD and Scales Unlimited since they didn't have contracts with the Prime, Knife River Corp.

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

We ran across issues that should have significantly delayed the project well beyond where we are now including no power, significantly sloped property, material shortages, and personnel issues. We compensated for these delays and will be successfully completing the project in a timely manner given the changes that were needed.

John Keifer

ITD Applicant or Local Agency Contact Name

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Digitally signed by Jesse Barrus
Date: 2022.11.03 09:23:12 -06'00'

ITD or Local Agency Applicant Signature.

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

Contract Number/Route/Milepost: 8520/I-84/34.5-36.0	Construction Engineer: Styles Salek
Project Name: I-84, Northside Blvd. to Franklin Blvd.	Date Project Started: 7/15/19
Contractor Name: Concrete Placing Company, Inc.	Date Project Completed if applicable: 8/21/21 (Substantially)
Email: styles.salek@itd.idaho.gov	Phone #: 208-459-7429

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):

Concrete Placing Company Inc. of Boise and District 3 D/C Group 3 project staff partnered to complete a complex \$65.2 million interstate widening and interchange reconstruction project that stretched from the I-84 Northside Blvd interchange to the I-84 Franklin Blvd interchange in Nampa, Idaho.

The project included widening the original I-84, 4-lane section (2-lanes each direction) to a new 8-lane section (3-lanes plus auxiliary lane each direction between interchanges). It also included the replacement of the year-round flowing Mason Creek culvert under I-84 with a new 12'x13' by 218' long concrete box culvert and the replacement of the twin I-84 UPRR Bridges with one 162' single-span concrete box beam bridge. Another major part of the project was the full reconstruction of the Northside Interchange, converting it from a diamond interchange to a SPUI. This new interchange necessitated the construction of a new 223' single-span steel girder bridge over Northside Blvd as well as reconstruction of about 0.41 miles of the Northside Blvd roadway itself and the Northside Blvd/6th Street local road intersection. Lastly, the Franklin Blvd interchange ramps and overpass approaches were reconstructed and rehabilitated as needed.

The project's schedule was demanding, having started in July of 2019 with the bulk of the work having to be completed by January of 2021. Due to cold weather constraints, the actual scheduled completion date was in August 2021 to allow for the completion of a polyester polymer concrete (PPC) overlay on the UPRR and Northside Bridge decks in the summer months.

The contractor was challenged to meet various contract milestones by employing a complex phasing strategy and all the while accommodating high traffic volumes in excess of 20,000 ADT throughout the project duration. Examples include accommodating two lanes of Interstate traffic in each direction, limited ramp closures, coordination with an adjacent project to facilitate traffic, and keeping access to the many businesses at both Interchanges. The contractor successfully met all the contract milestones and completed the project on time thereby avoiding costly liquidated damages and limiting the impacts to the surrounding businesses and the traveling public.

Other challenging factors for the team included a 7.0% DBE program requirement, that the cities of Nampa and Caldwell were two of the 15 fastest growing cities in the nation through the duration of the project, and the myriad of local businesses at Northside Blvd. such as two convenience stores/truck stops, three hotels, a diner and a sugar beet processing plant.

Safety First (1,000 characters or less):

The number one priority of the project was safety, and not only the safety of the traveling public, but also all the workers and construction staff that worked out in the field. This was evident from all the project's safety investments and practices employed by contractor and construction staff.

The project invested in approximately 32,000 linear feet of temporary concrete barrier in order protect motorists from the hazards of the work zones as well as protect the workers themselves. Concrete barrier was able to shield workers for a majority of the project duration and throughout most of the project limits.

For the times when concrete barrier wasn't available to separate the work zone, truck mounted attenuators were employed. It was realized very early on in the project that the Department did not include a contract pay item for a truck mounted attenuator (TMA). Rather than leave it up to the contractor to decide whether or not they'd elect to assume the cost to use the TMAs at their discretion, the Department executed a change order establishing an item for TMAs so they could be used as needed to help protect motorists and the contractor.

A speed reduction was implemented for the duration of the project to help traffic navigate through the work zone more safely. A speed reduction was warranted due to the perceived work zone hazards such as reduced shoulders and abrupt merges at the temporary ramps that were necessary to keep the interchange open.

Lastly, the contractor always initiated every project meeting with a relevant, thoughtful safety discussion. There was never a lack of safety topics as there was typically so many different work activities occurring at any given time. Often times, the contractor has to develop hour by hour schedules to help safely juggle the multiple work crews required to be out on the project.

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

The Department made a commitment to the public and local businesses to keep the Northside interchange operational during construction and to reduce the occurrences and durations of ramp closures. This required a fairly complex set of project staging plans with multiple phases and temporary ramp connections.

The contractor rose to the challenge and successfully navigated through the various stages of the project. Adding to the challenge is that fact that the contractors workings hours were frequently limited to the hours between 10PM-5AM in order to mitigate traffic impacts.

Another recognizable contractor led achievement was the us of temporary shoring on EB Northside on-ramp which allowed the ramp to stay open when much of the new ramp work was taking place. This significantly reduced the duration of this ramp closure. The cost of the additional shoring was outweighed by the benefits of keeping the ramp open and reduction in road user costs. The contractor was also able to successfully construct the WB Northside off-ramp in phases which helped partially open the ramp earlier than anticipated. These achievements were made possible by the contractor working above and beyond their ordinary realm of responsibility in the interest of improving the project and relations with all stakeholders.

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

One challenging aspect of the project was a January milestone which required the final pavement markings be in place so that traffic could be put into the permanent configuration. Application of pavement markings is typically reserved in the summer months when temperatures are warm enough to allow the paint to dry quickly. In fact, the Standard Specifications only permit paint be applied when the pavement temperature is between 50-140 degrees Fahrenheit. In order to overcome this challenge, the contractor and Department researched pavement marking materials that could be applied in colder temperatures. We were able to identify a cold weather waterborne paint formulation that could be applied at temperatures lower than our standards allowed. The cold weather waterborne paint proved to be an economical option that allowed the project to complete the final pavement marking application in the winter months and successfully move traffic into its final configuration so the public could realize the benefits of all the improvements as soon as they were constructed.

Another example was the revised phasing for the WB on-ramp at Franklin Blvd. Ramp construction, mainline interstate construction, and the Mason Creek culvert installation were all taking place in the same small area. The project team met on site to develop a plan that allowed traffic to merge safely while construction of the Mason Creek culvert was on-going.

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

The project overcame a number of major challenges along the way. The contractor was able to complete the project on time despite experiencing some significant delays resulting from the steel girder fabricator; precast girder plant fabrication error; utility delays; and COVID-19 illness within concrete paving crews, bridge crews, MSE wall crews, and subcontractor crews. The contractor was able to make up for a lot of the time lost through perseverance and diligence. Also, some amount of time was able to be recouped through partnering and the Department and CPC working closely to explore phasing alternatives.

COVID-19 presented challenges with social distancing that the project team was able to overcome. While many businesses and parts of the country were forced to shut down, the project continued. Project meetings were held virtually whenever practical and only essential personnel attend meetings in person.

Another extraordinary challenge that was overcome was the emergency paving and patch work that had to take place during mid-November 2021 due to sections of I-84 rapidly deteriorating from moisture and freeze-thaw cycles. Part of the project phasing required traffic be shifted to onto shoulder pavements that had been rehabilitated just prior to the project starting. While most of these shoulder pavements held up well during the summer and late fall, they quickly deteriorated once they were exposed to moisture and freeze-thaw cycles. This risked having to shut down the interstate to a single lane. The contractor was quickly able to find a HMA plant that was still open and mobilize a crew to patch the interstate.

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

Due to the size and complexity of the Project, contract administration included Department personnel, a CE&I consultant, and a public affairs consultant. The project team met weekly in person but for a period of time when COVID prevented such meetings. The weekly meeting was made available to all the project stakeholders virtually. The weekly meeting was conducted by the contractor and the agenda included time for each party to contribute. The contractor and the Department effectively executed 61 change orders totaling \$636,000 over the course of the project. The adaptive and willing nature of the Department and contractor allowed the project to progress on schedule, within budget, and without a claim.

The Department and contractor staff experienced a number of disagreements and disputes along the way, but the size and complex nature of this particular project naturally brought with it its fair share. Despite this, the Department and contractor maintained a good working and professional relationship. Disagreements were settled in a timely manner with just 3 issues taken to the Dispute Review Board (DRB) that was agreed upon at the outset of the project. These disputes went through an informal DRB review and were settled with the help of the DRB opinion.

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

The nature of this project required the use of several contract milestones and schedule limitations resulting from many of the complexities noted in the previous sections. The contract included both general and special liquidated damage provisions. Through communication and teamwork, the project avoided liquidated damages while meeting contract milestones and working through schedule limitations. The team was able to overcome Covid outbreaks amongst the various crews, supply chain delays with steel and cement, summer precipitation during the two weekends scheduled for a significant traffic change, and the early on-set of cold weather that impacted weather sensitive activities. For example, the project team was able to move traffic into final configurations in stages when work was completed prior to final striping in the winter, lessing the impact of weather.

Caleb Lakey, District 3 Administrator

ITD Applicant or Local Agency Contact Name

Nestor Fernandez

 Digitally signed by Nestor Fernandez
Date: 2022.11.08 09:29:03 -07'00'

ITD or Local Agency Applicant Signature

Mike Burke

 Digitally signed by Mike Burke
Date: 2022.11.03 16:59:05 -06'00'

Contractor Applicant Signature

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EXIT 33
SOUTH
Nampa
Meridian







EXCELLENCE IN CONSTRUCTION PARTNERING
Third Annual Awards



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

Contract Number/Route/Milepost: 8685/SH-3/M.P. 89.2 - M.P. 91.9	Construction Engineer: Jerry Wilson
Project Name: KN22888 SH-3, Goosehaven Rd to Round Lake Rd	Date Project Started: April 24, 2022
Contractor Name: Knife River	Date Project Completed if applicable: Oct. 21, 2022
Email: Cody.OHare@kniferiver.com	Phone #: (208) 553-8107

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
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Local Road Projects (select size):

- Projects less than \$3 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
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- (3) Innovative Problem Solving
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Project Overview (5,000 characters or less):

KN22888 Goosehaven Rd to Round Lake Rd was a project to widen and improve safety on a 3-mile stretch of SH-3 to the north of St. Maries. The existing highway consisted of two 11-foot lanes with no shoulders or guardrail, bordered by a steep slope on one side and the St. Joe River on the other. St. Maries is home to a thriving timber industry, and commercial trucking is essential to the local economy. Over the years, ITD projects have targeted sections of the highway to allow the larger and longer loads needing transport. The 3-mile section improved in this project had long been notorious for the bad wrecks off the narrow, curvy section, and locals have long requested that the state address this section of highway. ITD has explored multiple solutions in the past, including re-aligning the stretch of highway and traditional road widening. However, the existing road is built on a levee that mitigates flooding impacts from the St. Joe River, and the soft, silty soils mean that any new roadway construction is prone to significant settlement. Right of way is tight to the existing highway, and widening away from the river would require significant right of way acquisition. In addition, the highway borders sensitive wetland areas, and the design effort that called to re-align the section failed due to environmental considerations. The many challenges caused the project to be tabled for a number of years.

In 2019, Benewah County commissioners approached the ITD board requesting improvements to the stretch of highway, offering to allow county-owned Goosehaven Rd to be used as the official detour during the project. This solved one of the other challenges: how to widen a narrow road while still allowing traffic to flow. The county also agreed to widen and maintain the dirt road in order to keep it usable throughout construction. Knowing that the problem of detouring traffic was resolved, ITD's D1 Planning Section initiated an accelerated design effort. Sheet piles with lightweight fill were explored as an option, but utilizing sheet piles for three miles would come with a hefty price tag. The designers settled on widening the highway by constructing an MSE (Mechanically Stabilized Earth) wall with geofoam as lightweight fill on the side away from the river, running the entire 3-mile length of the project. This solution did not require any right of way acquisition, and the geofoam fill was carefully engineered to reduce the load on the soft soils, as well as to continue to perform even in the event of a design flood topping the levee. The MSE wall would also be significantly more economical to construct than the alternative with sheet piles. With the design complete, ITD sent the project out to bid in late 2021. Knife River Corporation won the bid at \$12.9 million.

Safety First (1,000 characters or less):

From its inception, safety has been the primary goal of this project. Benewah County agreed to allow Goosehaven Road, a county-owned road, to be used as a detour route. Shifting all SH-3 to this detour was significantly safer than attempting to keep the narrow portion of the old roadway open during active construction, as well as expediting the construction timeline. Originally, the county had planned to provide the maintenance that the gravel road would require throughout the duration of the project. When the county was unable to provide adequate resources, ITD asked Knife River to step up and provide material, grading, and increased traffic control. Spring of 2022 proved to be wetter than usual, and regular weekend storms dumped up to 3" of water on the road in just a few days. Knife River responded quickly to ITD's requests for the necessary maintenance, and was able to supply personnel to supplement the subcontractor responsible for flagging and pilot car operations when the summer labor shortage made staffing difficult. Due to the joint efforts, construction concluded with no major incidents and no known injuries.

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

It was critical to the traveling public that SH-3 be fully re-opened prior to the beginning of winter in late 2022. On SH-3, the nature of the design around the existing levee required that the existing roadway be excavated in benches, leaving a narrow, one-lane portion of existing roadway to accommodate construction vehicles. Attempting to divert traffic back on to SH-3 during the winter prior to project completion would be dangerous and require one-way travel, and keeping the gravel Goosehaven Road passable during winter would be even more challenging than during the spring. ITD identified some potential concerns about the existing pavement that was to remain, so the ITD construction team and Knife River worked together to revise the paving strategy so that paving operations would be delayed as little as possible. Other collaborations included adding two extra crews to install guardrail, which ended up cutting several weeks off of the project schedule. Because of the communication between Knife River and ITD, SH-3 was fully re-opened in October, and by the first snow all highway traffic was off of the detour route and back onto the new roadway.

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

The designers of the project utilized a creative solution to widening this section of constrained highway: an MSE wall with geofoam infill. Actually constructing the wall required a similar amount of innovative thinking. While the soft, silty soil properties were known, it was unknown exactly what compaction efforts would be safe and effective on the material placed over the geofoam, and the contract required that the contractor provide additional engineering information for their equipment. Knife River and ITD worked together to test and monitor the materials placed, and established effective procedures based on the contract. In addition, during construction it was determined that some of the delineators that had originally been intended to be retained were either damaged or missing. In the interest of finding the proper materials and installing them in time to re-open the highway prior to the winter, ITD Operations agreed to help out and installed all new delineation along the river side of the roadway.

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

Before SH-3 could be re-opened, three miles of highway had to be excavated and re-built with geofoam-filled MSE wall. Over 25,000 cubic yards of geofoam was installed, with the typical block measuring 2 feet by 4 feet by 14 feet and weighing around 60 pounds. The foam was trucked in and required unloading by hand. The excavated section of road left only a narrow lane, with no room for two trucks to pass. One unanticipated problem arose during the summer heat; the long section of white blocks reflected the light and was about 20 degrees hotter than the surrounding ground. This became challenging for the crew installing the blocks on hot days. Knife River requested a schedule change, and ITD worked to provide inspectors to allow them to work in shifts to accommodate work 24 hours per day, utilizing the cooler night temperatures to install block and the day to haul in other fill material. During the height of the project, everyone worked together to cover 24 hour operations 6-7 days a week for over a month.

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

This project was successful due to the active communication between ITD and Knife River. The unique aspects of this project required some field adjustments, which were made possible through joint problem solving, documentation of the solution, and finally capturing the updates in change orders. The maintenance and additional traffic control for the detour route was added via change order, as well as updates to specifications such as the compaction of material above the geofoam blocks. During paving operations, ITD inspectors worked closely with the contractor to ensure that project requirements were met, resulting in a quality end product.

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

As stated previously, it was critical that this project be completed prior to bad winter weather. Heavy spring rains threatened project progress, as well as unanticipated supply chain issues. Adjustments were made to ensure that the project finished on time, such as rotating shifts around the clock and accelerating the installation of the guardrail. When it became apparent that the last few weeks of construction would impact school buses, ITD worked with school districts in both Kootenai and Benewah Counties to minimize effects of the detour as much as possible. Ultimately efforts were successful, and the highway fully re-opened on October 21.

Damon Allen

ITD Applicant or Local Agency Contact Name

APPROVED

By Damon Allen at 2:21 pm, Nov 15, 2022

ITD or Local Agency Applicant Signature

Damon Allen

Contractor Applicant Signature

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**ITD/AGC Annual Excellence in Construction Partnering Awards
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Contract Number/Route/Milepost: 8661/SH-33/MP 100 to 107	Construction Engineer: Scot Stacey
Project Name: SH-33, MP 100 to Beginning Newdale Alignment	Date Project Started: 7/05/2021
Contractor Name: HK Contractors, Inc.	Date Project Completed if applicable: 4/30/2022
Email: brian.hanson@hkcontractors.com	Phone #: 208-656-6351

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):

- Projects less than \$3 million
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Project Overview (5,000 characters or less):

The SH-33, MP 100 to Beg Realignment Project was designed to reconstruct 2 separate 3 mile sections of roadway and mill and inlay 3 other sections. The full reconstruct consisted of excavation, borrow placement, open graded base placement, and HMA. The mill and inlay sections were located at the interchanges at MP 338 and 339. There also was a section from MP 103 to 104 through the town of Teton. It total there was 224,500 CY of Excavation, 188,645 CY of Granular Borrow, 80,000 ton of open-graded base, and 62,000 ton of HMA.

Work commenced on July 5th 2021 and the final striping was completed in April 2022. This began with culvert replacement. Following this work, the reconstruction from MP 104 to 107 began. Traffic was reduced to one lane due to project constraints. This presented challenges for HK to get truck traffic in and out of the construction work zone. ITD and HK utilized live feed construction cameras on the project to monitor construction activities and impact to the public mobility. ITD and HK met on site with various utility companies to ensure facilities were moved out of the construction limits after the contractor was delayed by some utility companies.

ITD and HK worked very well to resolve issues with soft spots that were identified during excavation. Change orders were negotiated to repair drainage issues on one interchange and add a waterproofing membrane to 5 existing bridges throughout the project.

Safety First (1,000 characters or less):

Impact and safety for the traveling public was a top priority for both HK and ITD. The team spent many hours discussing how to move traffic through the project as timely as possible. Having multiple work zones made this extremely challenging at times. A 3rd party traffic control monitor was used to ensure traffic control devices were in place, signage was installed properly, and inspection of the work zones during construction activities and throughout the entirety of the project.

The contractor dumped loads of granular borrow against the excavation edge before leaving the work zone at night. This created a traversable slope for the traveling public. Traffic control used 24 hour pilot cars for the work zones to ensure safety of the traveling public.

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

It was necessary to close county and city roads during the project in order to facilitate project staging. ITD coordinated with the contractor to open the roads back up to traffic as soon as possible. HK and ITD staff worked collaboratively to meet with property owners and keep them informed of the upcoming work and resolve concerns with the business approach impacts, landscaping, and access to driveways. ITD and HK held public meetings every week during construction to allow the public a chance to ask questions and resolve issue that arose during construction. HK always worked to keep approaches and access to driveways open during the construction.

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

Due to the tight time frame of the project, HK utilized multiple sub-contractors and 2 different HMA hot plants to meet construction of the project. HK and ITD utilized weekly coordination meetings and numerous on-site meeting to resolve any current issues and look ahead at any potential issues. The contract required a DRB and the members were invited to attend meetings once a month to keep them informed of the work activities and any potential conflicts or disagreements. All issues were resolved in a timely manner and impacts to the schedule were kept to a minimum.

This project also utilized live feed cameras. There were two cameras that were placed within the construction work zone. This allowed both ITD and HK management to view cameras and address issues as soon as they were discovered.

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

This contract had a very tight time frame for completing a substantial amount of work in a short amount of time. SH-33 is a major East/West corridor through the Southeast part of Idaho, and as such serves many vacation communities such as Jackson Hole, Wyoming. This is one of the main routes between vacation communities and commerce hubs supporting them. Keeping traffic flowing and allowing access for construction equipment during construction presented an extraordinary challenge.

The contract limited the work zone to a 7 day production window. This only allowed HK to open up what they could pave back within the 7 days. Issues with getting an approved mix design created an issue with following this specification. HK and ITD worked together to find a resolution to keep the project moving forward while still following the specifications. HK and ITD split the cost of placing a sacrificial lift of asphalt on the grade. This allowed the excavation crew and grade crew to continue working while finding a resolution to the mix design issues.

HK did experience difficulty with the labor shortage. This presented a challenge with completing the project in a timely manner. All options were discussed and reviewed within the project team. This required thinking outside the box. HK chose to look outside the normal operating procedure and hired competitor companies as subcontractors to help perform work that they would normally complete. This allowed them to get the project completed significantly sooner.

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

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

This project had multiple work activities happening at the same time. Project estimates were processed timely once all the documentation could be gathered and verified. If documentation was misplaced or not submitted, we were able to work together to identify what was missing and get that gathered up and submitted quickly.

The communication line between ITD and HK was very good and beneficial to the project. If questions or concerns were identified, the team would work together to get these resolved quickly and efficiently to not cause any delays. The management team for both HK and ITD have a great working relationship and that had a major influence on getting this project completed.

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

This project had a very tight schedule. Although the project was not completed within the specified days, the team of ITD and HK were able to get this project completed and minimize the days charged beyond the contract allowed days. This involved the team to think outside the box and consider all thoughts. Numerous discussions took place at the weekly meetings to talk about all options and how to minimize any potential issues that could have an impact on the project schedule.

Without the successful partnering, this project would not have been completed as timely as it was.

Scot Stacey

ITD Applicant or Local Agency Contact Name

Scot Stacey

ITD or Local Agency Applicant Signature

HK Contractors, Inc

Brian Hanson

Contractor Applicant Signature

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

Contract Number/Route/Milepost: 8608 / US-95 / MP 450.9 to 454.5	Construction Engineer: Steven Bakker
Project Name: US-95 Granite North & Frontage Rds	Date Project Started: 1/19/21
Contractor Name: M.A. DeAtley	Date Project Completed if applicable: Open to traffic Oct 2022, Project complete spring 2023
Email: steven.bakker@itd.idaho.gov	Phone #: 208-772-1221

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 Granite North & Frontage Roads project (Project) was a Grant Anticipation Revenue Vehicle (GARVEE) funded project with supplemental federal funding amassing a total construction bid cost of \$21,074,793.91. This is the final stage of the series of GARVEE projects that provide controlled access to US-95 in the vicinity of Coeur d'Alene. The project was identified due to 3 fatalities and several serious injury accidents within the 3.5-mile project limits. With the project being within the US-95 Garwood to Sagle highway expansion EIS and a high accident location, this project was a high priority and needed to be addressed as soon as possible.

The project consisted of bifurcating US-95 and building continuous frontage roads on both sides from the Southern project limit (County Line) to the North project limits at Trails End Road. The remaining at grade crossing at Trails End Road was realigned to improve safety eliminating the skew in the intersection, adding acceleration lanes, and installing intersection lighting. The at grade crossing at Trails End was identified as an interchange in the EIS Record of Decision (ROD) but is not currently warranted at this time. The project had major cuts adjacent to the traveling public ranging from 30' to 110'. With 1.2 million Cubic Yards of earthwork and approximately 170,000 CY of solid rock blasting, a project this size is not typical in ITD's program and is made possible only through the leveraging of GARVEE funding.

The Design for the project began in 2018. A public meeting for comments was held in spring of 2019. Comments from the public were incorporated into the plans and Final Design was completed in the Fall of 2019. The project was bid August of 2020 with an anticipated completion in fall 2023. The contractor hit the ground running and began clearing work that winter and ended up completing the project in only 2 construction seasons, one year ahead of schedule, in Fall 2022.

As with most large projects, this had a diverse team of personnel from several companies working together towards the success of this project. The team consisted of:

GARVEE – Overall funding allocation and project management

ITD District 1 – Project Owner and local project management

MA Deatley (MAD) - Prime Contractor

HDR Engineering – Lead Design and CE&I consultant

DEA – CE&I subconsultant and construction verification survey

Strata – Materials sampling and testing

T-O Engineering – Drainage design, Right of Way (ROW), and design survey

Safety First (1,000 characters or less):

The project team held a safety-first mentality, holding each other accountable and following the motto “See something, Say something.” Through this safety-first mentality and regular safety meetings, the project was completed with zero OSHA recordable Incidents despite approximately 60,000 hours of work.

The project team utilized concrete traffic barrier to protect traffic from blasting debris and delineate the work zone from the traveling public. Prior to shifts or major activities message boards were implemented and notice was given on Idaho’s 511 one to two weeks prior.

We didn’t hesitate to respond to safety concerns during construction. There was ponding at a low point in the temporary US-95 road due to built up snow and ice on the sides. We alleviated this issue by installing temporary barrier with large scuppers to aid drainage and eliminating ponding. We also added significant amounts of guardrail above large slopes in areas that weren’t technically warranted but were appropriate based on public input and severity of the slopes.

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

The Project is a critical route for not only US-95 daily commuters, trucking industry loads to/from Canada, but also adjacent residents and businesses off Old House, Granite Loop, Homestead, Mara Meadows, and Trails End Roads. An emphasis was put on maintaining safe and constant access during construction. There were up to 40’ cuts and 60’ fills that needed to be done while maintaining traffic to these residents and businesses. The project team balanced customer needs with the speed of construction in these challenging areas. Work was done by excavating in stages and shuffling traffic through subgrade while maintaining a suitable driving surface for passenger vehicles.

Prior to closing permanent at grade crossings and major traffic shifts notifications were provided using public outreach, in-person communication, message boards and 511 along with signed detours.

During construction, many property owners adjacent to the project changed and new developments were planned. The team was able to work with them to quickly to adjust access points and driveways to accommodate their needs.

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

The project team was able to use a variety of innovations for controlling the work and solving unforeseen problems quickly and efficiently.

Used automated machine grade control. With this, inspectors were able to utilize GPS Rovers tied into the system and digital models to check elevations, locations, and lengths at any time. This allowed for issues to be caught and worked through with the contractor on the spot.

The contractor was able to re-use onsite blasted rock for over 1.5 miles of new rock lined ditches and over 200,000 tons of $\frac{3}{4}$ " base for the new roadways.

The project team was able to maintain the same number of lanes for the traveling public by first building the east side frontage road where all three lanes of U-S95 traffic could be maintained while opening the rest of the area to allow for completion of the bulk of the project all at once.

Problems identified ahead of time allowing for resolution prior to getting to work. One problem identified ahead of time was that the crossover on the north portion of the job didn't tie in properly. The team was able to get it redesigned prior to commencing work thus minimizing delays and costs.

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

Utilities. The project had three major utilities (power and communications) within the limits that had not yet been relocated due to ROW acquisitions not being completed and threatened to delay the project. We quickly implemented weekly utility coordination meetings that focused on problem solving and site walks with each utility. This cooperation led to the power company uncharacteristically sharing their poles with communication companies, ITD allowing the using of their existing fiber optic cable for temporary utility company phasing, and use of an existing US95 drainage culvert for temporary cable crossing.

ROW. ROW acquisition was not complete prior to the start of the project. Instead, anticipated parcel acquisition timing was included in the contract. The planned ROW acquisition timeframes in the contract didn't align with the contractor's accelerated schedule to complete one year early. The contractor and ITD prioritized parcel acquisitions to identify parcel by parcel when they would be required to meet the schedule. In addition, the Contractor was able to re-sequence the work to avoid areas that didn't have access yet. At the same time the Contractor was able to work with some key property owners to perform clearing prior to acquisition. Finally, ITD obtained a temporary construction permit with the BNSF railroad to allow work to continue prior to the permanent agreement being completed.

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

A diverse team implemented the following protocol in order to efficiently administer the project.

Changes, RFIs, RFCs, and AVOs were clearly communicated to all parties through emails and weekly meetings.

Plans were routinely updated as revisions occurred and sent out to all members of the team.

Weekly meetings kept all team members updated on safety, schedule, environmental concerns, public outreach/3rd party concerns, and any other issues.

Change orders were forward negotiated and executed through AASHTOWare Construction.

Continual tracking of materials and labor requirements throughout the project to allow for quick closeout.

We are especially proud that we resolved all issues at the project level without escalation. This project had its fair share of challenges and issues. Our team routinely prioritized issues, submittals, and other paperwork to make sure issues were resolved without project delays. One of many examples of working together as a team to efficiently complete the work was with new drainage. There was over 6900' of drainage pipe installations on the project. There were many field changes to drainage runs to fit or work better. This was done through cooperative efforts between HDR, contractor, ITD, and designer without impacts to cost or time.

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

The project was required to be completed by fall of 2023. Through effective communication, administration and partnership between team members we were able to open the new US-95 divided highway to traffic one year early, in September 2022. Despite major challenges noted previously, work was able to proceed without delays thanks to all parties pushing an ambitious schedule and frequent coordination. Early completion led to several efficiency gains, the most notable being earlier safety improvement, convenience, and reduced delay for the travelling public. The accelerated schedule allowed ITD to take full advantage of GARVEE funds which were set to expire in early 2022 by completing more of the work earlier than anticipated, thereby freeing up other federal aid funding to be used on other projects throughout the state. Early completion also saved substantial contract administration costs. This is a prime example of stretching taxpayer dollars even further.

Damon Allen

ITD Applicant or Local Agency Contact Name

APPROVED
By Damon Allen at 9:04 am, Nov 15, 2022

ITD or Local Agency Applicant Signature



Contractor Applicant Signature

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

Contract Number/Route/Milepost:	Construction Engineer:
Project Name:	Date Project Started:
Contractor Name:	Date Project Completed if applicable:
Email:	Phone #:

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):

Safety First (1,000 characters or less):

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

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

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

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

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

Carrie Ann M. Hewitt, PE - Technical Engineer Services Leader

ITD Applicant or Local Agency Contact Name

Carrie Ann M. Hewitt, PE

ITD or Local Agency Applicant Signature



Contractor Applicant Signature

APPROVED

By Damon Allen at 3:20 pm, Nov 15, 2022

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CITY OF BONNERS FERRY

7232 Main Street
P.O. Box 149
Bonners Ferry, Idaho 83805
Phone: 208-267-3105 Fax: 208-267-4375

November 10, 2022

Ms. Carrie Ann Hewitt, PE
Idaho Transportation Department - District 1
600 West Prairie Avenue
Coeur d'Alene, ID 83815

RE: US 95 - Labrosse Hill Road to Alderson Lane Project – NO. A019(916)

Dear Ms. Hewitt:

The City would like to thank ITD for its timely response to site distance issues at Augusta Street and Fry Street in Bonners Ferry related to the Highway 95 project. The removal of part of the railing provided substantial site distance improvements at those intersections as well as the approaches from Boundary Tractor and Willis Dentistry. The City appreciates the responsiveness of ITD to this issue, which speaks to the great partnership between ITD, J7 Contracting, and the City of Bonners Ferry.

Sincerely,

A handwritten signature in blue ink that reads "Mike Klaus".

Mike Klaus, PE
City Engineer

C: Mayor James R. Staples









EXCELLENCE IN CONSTRUCTION PARTNERING
Third Annual Awards



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

Contract Number/Route/Milepost: 8695, US-95, MP 334 to MP 340	Construction Engineer: Howard Cooley
Project Name: Thorn Creek to Moscow	Date Project Started: February 2022
Contractor Name: M.A. DeAtley	Date Project Completed if applicable: Not Complete
Email: Howard.Cooley@itd.idaho.gov	Phone #: 2087994245

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:

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- (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):

Thorn Creek to Moscow project consists of constructing 5.8 miles of brand new four-lane divided highway. The project replaces the last remaining section of two-lane highway between Lewiston and Moscow. The new highway is expected to improve safety and highway capacity in comparison to the existing two-lane section which has a severe crash history.

The project was bid at \$57,633,453.85 and awarded to M.A. DeAtley on December 20th, 2021. Construction began late winter 2022 with some tree removal. Weather and soil conditions didn't allow significant earth moving to begin until June 1st, 2022. The majority of the work is excavation, with 2.6 million estimated cubic yards of soil excavation and 1.1 million estimated cubic yards of rock excavation. There are two large steel bridges, one for each direction of travel, that sit on 60 foot tall embankments. The value of the bridge work is estimated at approximately \$11,000,000. The final roadway work will be to place the hefty 520,000 tons of rock cap ballast layer and pave approximately 97,000 tons of Superpave Asphalt. The estimated completion date is August 26, 2024.

The project team staff for contract administration, inspection, and testing is a mixture of ITD and consultant HMM Engineering. There are approximately 10 to 14 staff on the project during the work week and sometimes on weekends. In addition, there are many other consultant teams that provide expertise and advice in environmental, geological, blasting, and geotechnical aspects of the project.

The project is steeped in a long and difficult development history, which has followed with some construction difficulties as well. The development of the project led to a new highway route and had many hurdles to overcome with environmental lawsuits and Right-of-Way acquisition. These hurdles still exist in the project today with litigation against the United States Army Corps of Engineers (USACE) for issuing the department 13 nationwide 404 environmental permits. In early spring of 2022, the USACE suspended one of the 13 nationwide permits, and then suspended all 13 permits at the height of the 2022 summer construction season.

The suspension of the first permit interfered with the contract phasing which required the contractor to complete the southern mile of the project by the end of the 2022 construction season. A change order had to be executed to lift the southern mile completion date requirement. Once this change order was executed, the department and the contractor had to find ways to keep the contract moving forward towards completion. The USACE then suspended all of the 404 permits a few months later, which made progress even more difficult. In addition to permit suspension, there is also Right-of-Way acquisition for some parcels that were not finalized at the award of contract. All these obstacles mean department, consultant, and contractor construction and administration staff have had to continually solve a 5.8 mile puzzle of patchwork places where we can and can't work.

The first construction season has had plenty of obstacles and hurdles but at the moment, we are on schedule and have not incurred any delay. We have successfully completed portions of the project to subgrade and have paid out over \$13 million to the contractor. We will be able to continue rock excavation into late fall.

Safety First (1,000 characters or less):

We start our weekly progress meeting by sharing any safety concerns we have for any part of the construction. One example is we recognized the extreme need for safety between the excavation crew and the compaction testing crew. The excavation operation involves very large, heavy equipment moving fast and the testing crew was rather exposed to the inherent dangers of working around the equipment to gather samples and take tests. The contractor also recognized this and worked with staff to develop a method for enhanced visibility of personnel and vehicles, and also by providing parked heavy equipment for protection during tests.

A unique part of this project is that it is a brand-new alignment and will not affect the traveling public with delays during the first two years of construction. Therefore, we have not had any safety concerns on the existing highway because of construction activities. The traveling public's safety will be priority when the new alignment is tied-in to the existing alignment.

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

We have communicated well with local residents near the project. The contractor maintains constant communication with two residents regarding access to their homes that must go through an active part of the project. ITD has also been very proactive with announcements for residents who live near the blasting operation, by going door to door leaving fliers and developing a blasting notification e-mail list.

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

This project team has been very proactive about identifying and forecasting potential problems before they have time to be realized. The contractor and the ITD team have been open to each other's ideas and concerns relating to earth volume balancing, embankment foundations, cut slope adjustments, and use of alternative and more cost-effective environmental stabilization products. We have been able to come to agreements and solutions without a lot of change orders or disagreements.

The project construction teams' abilities to identify and work through problems was enhanced by attending a formal partnering workshop required in the contract. The Special Provision in the contract requiring this workshop was unique in the State of Idaho and developed by the District 2 design team. The workshop followed a process similar to the State of Arizona DOT and was ran by Renee Hoekstra of RHA,LLC. The workshop allowed project personnel to become familiar with chain of command of ITD, contractor, and consultants. Emphasis was given to the partnering relationship required to be successful and established boundaries of escalation and resolution

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

Far and above the litigation and suspension of the 404 permits has been the extraordinary challenge and the test of the team's ability to overcome adversity. The contractor has been very patient and willing to keep working and finding ways to stay on schedule. The department has worked hard at obtaining ROW parcels before the contracted dates and was able to deliver some key parcels earlier than expected to accomplish what we have so far. The Contractor also worked to negotiate temporary access to private land needed for hauling and waste areas.

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

Aside from the litigation, the day-to-day contract administration is going quite well. We have only had 10 change orders to date for close to a zero-net difference in contract amount. Other changes were related to language in the contract and some acceptance criteria. Our project staff keeps accurate and up to date documentation of the project and communicates with the contractor and sub-contractors regarding submittals and certifications.

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

We are in the first year of the 3-year project and are in the process of winter shutdown on all soil work. ITD and the contractor have been working well together to develop environmental storm water controls to maintain compliance with the CGP. Despite the ROW acquisition issues and the wetland area shutdowns, the project is forecast to complete the 2022 construction season on schedule.









