IDAHO TRANSPORTATION DEPARTMENT

DISTRICT THREE

(ADA, ADAMS, BOISE, CANYON, GEM, ELMORE, OWYHEE, PAYETTE, VALLEY & WASHINGTON COUNTIES)

Project Report

February 2010

Current Report: Fiscal Year 2010-12

Projects In Design/Development

Legend
NEPA – National Environmental Policy Act
PS&E – Plans, Specifications & Estimates
(design phase is complete and project is ready to advertise to potential contractors)
*The GARVEE Transportation Program uses funds from **G**rant **A**nticipation **R**evenue **V**ehicle bonds to expedite needed interstate improvements.*

Ada County

Idaho 16, Interstate 84 to Idaho 44 Environmental Study (GARVEE)

- This project will preserve a corridor for the future 7.5-mile-extension of Idaho 16 to I-84. As western Ada and eastern Canyon counties develop, the ability to move north-south traffic is a primary concern. The project will provide a vital north-south link in the Treasure Valley. Three possible routes are being considered. Numerous preparatory reports are scheduled to be completed by April 2010. Additional funding must be identified for right-of-way purchase, design and environmental work, and construction. A public meeting was held July 8, 2009 at Rocky Mountain High School in Meridian.

Idaho 16, Willow Creek Bridge

- This is a bridge replacement project north of Firebird Raceway. This two-lane bridge will be replaced with a three-lane structure. Construction is scheduled for summer 2011.

Idaho 16, Intersection of Floating Feather Road

- A turn bay will be added at this intersection to serve north- and southbound traffic. A 10-foot box culvert exists within the projects limits and will be extended on both sides of Idaho 16 to allow for the lane addition. Construction is expected to begin in fall 2010, following the irrigation season.

U.S. 20/26, Caldwell to Boise, Corridor Preservation

- This is a Concept/Access Management study involving NEPA. The study will identify future transportation improvements and determine the need for future right of way between Boise and Caldwell. U.S. 20/26 is one of the few east-west major corridors in the Treasure Valley that runs from Caldwell to Boise. The future is expected to bring mixed-use development that will transform U.S. 20/26 into an urban corridor. Several environmental documents are expected by September 2010.

U.S. 20, Jct. I-84 to Eagle Road

- This 15-mile seal coat runs from milepost 25.3 to 40.2. The project is expected to advance to the PS&E stage in late January.

Idaho 44, Corridor Preservation

- This project is a Concept/Access Management/NEPA study. The study area is between Eagle Road and Interstate 84 in Canyon County and includes the area south of Idaho 44 to the Boise River and north to Floating Feather Road. The project also includes a proposal for an alternate route at Middleton. A corridor plan is a series of recommendations for

managing and improving transportation within a specific corridor, based on a 20-year forecast. Public meetings were held Feb. 11 in Eagle and Feb. 12 in Middleton. Several critical documents and proposals are currently being reviewed.

Idaho 55, Eastbound Ramps to Fairview

- This is a pavement rehabilitation project on Eagle Road (Idaho 55) between I-84 and Fairview Avenue. Bids from potential contractors are expected to be opened in early February, and the project is expected to be built in 2010.

Idaho 55, Fairview Avenue to Idaho 44

- This is a pavement rehabilitation project on Eagle Road (Idaho 55) between Fairview Avenue and Idaho 44. Construction is expected in 2011.

Idaho 55, Overhead Message Board to Horseshoe Bend South City Limits

- This seal coat covers 13 miles, from milepost 50.3 to 63.3. The project is expected to advance to the PS&E stage in late January.

I-84, Cloverdale Underpass Bridge

- This is a bridge-deck rehabilitation project for the bridge, built in 1966. The top inch of the old surface will be removed, and two inches of new material put down. Construction is scheduled for summer 2010, after school has let out.

Western Heritage Historic Byways Signage (OFF SYSTEM)

- This Scenic Byways project will construct 4.5 miles of five-foot shoulders (bicycle lanes) on both sides of Swan Falls Road south of Kuna from Nicholson Road to Kuna Mora Road. The Concept Report, Preliminary review, Environmental Evaluation and Design Study Report have been completed and approved. The PS&E package was submitted to HQ October 7, 2009. The bid opening is expected in mid-February 2010.

All of the following are stimulus-funded, local-sponsored projects located throughout Ada County. ITD is the steward of the federal money. These are just like typical locally sponsored projects except there is no local match – they are 100% federally funded:

- **ACHD Thin Lift Overlays:** Bid opening tentatively scheduled for Feb. 23, 2010.
- **FY010 ACHD Overlays:** Bid opening tentatively scheduled for Feb. 23, 2010.
- **North Ada County Sidewalk Repair/Ada Accessibility:** Bid opening tentatively scheduled for March 9, 2010.
- **Northeast Boise Downtown Sidewalk Improvements:** Bid opening tentatively scheduled for March 9, 2010.
- **36th Street Pedestrian Bridge, Garden City:** PS&E submitted to HQ December 12, 2009.

Adams County

Indian Valley Road, south of Council (OFF SYSTEM)

- This is a 2.8-mile pavement preservation/resurfacing project from the end of pavement to the intersection with West Indian Valley Road. It is currently being designed, and is scheduled to advance to the PS&E stage soon. Improvements consist of repairing areas of distressed pavement, overlaying a portion of the roadway, and applying a seal coat on a portion of the roadway. All construction activities will be within the existing roadway area. This will improve the driving surface and extend the life of the roadway. Construction is expected to begin in early summer 2010, and will take several months to complete. Adams

County is the local sponsor of the project. The project is located about 10 miles south of Council off U.S. 95.

U.S. 95 Corridor Study

- Public meetings on U.S. 95 were held in New Meadows Oct. 28 and Council Nov. 5, 2008. The U.S. 95 Corridor Study draft corridor plan will be available for review in Summer 2010.

U.S. 95, Smokey Boulder Road to Adams County Line

- This is a five-and-a half-mile (milepost 171-176.5) pavement preservation/resurfacing project currently being designed, and scheduled to advance to the PS&E stage in FY12.

Boise County

Idaho 21, Mores Creek Bridge

- This project will rehabilitate the existing bridge including deck, joints, replacement of the bridge parapet and railing, foundation and other repairs. The project was expected to advance to the PS&E phase in February 2010, with construction tentatively in 2010.

Idaho 21, High Bridge to Idaho City

- This thin-lift overlay (1.8 inches) project is a "second round" stimulus candidate. The project is expected to advance to the PS&E stage by early March. If no stimulus funding is available, it will be an FY11 project. However, it could be advanced to FY10 since it is ready.

Idaho 21, Wildlife Collision Avoidance (Stimulus):

- This project includes the construction of a structure on Idaho 21 near milepost 18 to allow big game species such as deer and elk to cross the highway and reduce the number of vehicle/animal collisions. This project is expected to advance to the PS&E stage by mid-January, and construction is expected to begin in spring 2010.

Idaho 21, Five Mile Creek Bridge/Culvert

- This fish-passage project is being funded through the U.S. Forest Service. The project is located near milepost 83 on Idaho 21 east of Lowman. A short-span bridge would replace the existing culvert at that location, and the project also would include stream rehabilitation. Construction is expected to begin in late summer 2010, if USFS funding is available.

Idaho 21, (1) Mores Creek Summit to Milepost 60, (2) Milepost 60 to Clear Creek Bridge

- The scope of these two companioned projects will include overlaying approximately 20 miles of Idaho 21. The project is expected to advance to the PS&E stage in October 2010 and construction is anticipated in spring/summer 2011.

Idaho 21, Warm Spring Creek Bridge

- This bridge rail replacement project is expected to advance to the PS&E stage in late March/early April. Funding resources are still being discussed.

Idaho 21, Warm Spring Creek Bridge to Canyon Creek Bridge

- This thin-lift overlay project is expected to advance to the PS&E stage by October 2010. Construction is expected in summer 2011.

Idaho 21, Lowman to Banner Creek Summit

- This is a two-step seal coat from milepost 70.7-91.6 and from 97.5-105.5. An upcoming project will address the segment in between the two. The project is expected to advance to the PS&E stage in late January as well.

Idaho 55, Payette River Bridge to Banks

- This is a pavement preservation project involving approximately 14 miles of roadway just north of Horseshoe Bend. The project is expected to advance to the PS&E stage in the first quarter of 2011 with construction anticipated in summer 2011.

Idaho 55, South Fork of Payette River Bridge

- This bridge deck repair project also includes repair of the approaches to the structure at Banks near milepost 79. Bids are expected to open on this project in early 2010. The current program has this project scheduled for 2011 construction.

Idaho 55, Banks to Round Valley Rockfall Mitigation

- This is a rockfall mitigation project scheduled for 2010. The project will remove loose rock from the rockfall zone and may add netting to prevent falling rocks from entering the roadway. This project is expected to advance to the PS&E stage by late January 2010.

Canyon County

Idaho 19, Corridor Study

- The Idaho 19 corridor plan will develop a near-term (10-year) plan that identifies current and future highway needs within and along State Highway 19 beginning at Caldwell and extending to Wilder, then south through Homedale to the Oregon State Line (finishing at Oregon State Highway 201, a total of 19.8 miles. It shares the route of U.S. 95 between Homedale and Wilder. The study and subsequent adopted plan will be used to chart Idaho 19 road improvements in the Statewide Transportation Improvement Program (STIP). Public meetings were held in Caldwell and Homedale in mid-October.

U.S. 20/26, Oregon State Line to I-84, Corridor Study

- The purpose of the U.S. 20/26 Corridor Study is to develop a medium range (through 2020) plan that identifies current and future highway needs for more than 14 miles of U.S. 20/26 running from I-84 near Caldwell west to Nyssa, Oregon and the Snake River. The highway overlaps U.S. 95 for eight miles from east of Parma to Anderson Corner Road - the study for that section is addressed in the ongoing U.S. 95 Corridor Study. Public meetings were held in Caldwell and Parma in mid-October.

U.S. 20/26, Caldwell to Boise, Corridor Preservation

- This is a Concept/Access Management study involving NEPA. The study will identify future transportation improvements and determine the need for future right of way between Boise and Caldwell. U.S. 20/26 is one of the few east-west major corridors in the Treasure Valley that runs from Caldwell to Boise. The future is expected to bring mixed-use development that will transform U.S. 20/26 into an urban corridor. Several environmental documents are expected by September 2010.

Idaho 44, Corridor Preservation

- This project is a Concept/Access Management/NEPA study. The study area is between Eagle Road and Interstate 84 in Canyon County and includes the area south of Idaho 44 to the Boise River and north to Floating Feather Road. The project also includes a proposal for

an alternate route at Middleton. A corridor plan is a series of recommendations for managing and improving transportation within a specific corridor, based on a 20-year forecast. Public meetings were held Feb. 11 in Eagle and Feb. 12 in Middleton. Several critical documents and proposals are currently being reviewed.

Idaho 55 Corridor Study

- Public meetings on Idaho 55 were held in Caldwell and Homedale in late 2008, and in Marsing April 16. An additional meeting was held in Canyon County in September 2009. The Idaho 55 Corridor Study draft corridor plan will be available for review in Summer 2010.

Idaho 55, Snake River Bridge to Pride Lane

- This is a pavement rehabilitation project in the Sunnyslope area. Design is under way and construction is expected in 2012.

I-84, Franklin to 11th Widening (GARVEE)

- This project will widen the existing interstate to three lanes in each direction between Franklin and Garrity interchanges in Nampa. Future funding authorization is required.

U.S. 95 Corridor Study

- Public meetings on U.S. 95 were held in several locations in the fall of 2008, and a meeting was held in Parma July 16, 2009. Additional meetings on access management were held in Payette July 7 and Fruitland July 8. The U.S. 95 Corridor Study draft corridor plan will be available for review in Summer 2010.

U.S. 95, Wilder South City Limits to Parma South City Limits

- The pavement on eight miles of U.S. 95 will be rehabilitated in this project, from the south city limits of Wilder to the south end of Parma. Construction is expected in 2012.

Elmore County

Strike Dam Cutoff Road, Elmore County (OFF SYSTEM)

- The Strike Dam Cutoff Road project is a locally sponsored project by the Mountain Highway District. Strike Dam Cutoff Road currently is a two-lane unpaved rural route in rolling terrain, primarily carrying recreational traffic to the CJ Strike Dam Reservoir Recreational Area. The roadway, from milepost 100-107.2, will be paved and flattened where possible, saving on annual maintenance costs. The project begins at the intersection of Idaho 67 and extends approximately ¼ mile north of the CJ Strike Dam. Bids should open on this project in February, with construction beginning this spring/summer.

I-84, Regina to Cleft eastbound

- This is a pavement preservation project involving approximately 12 miles of the eastbound lanes. The project is expected to advance to the PS&E stage in the first quarter of 2011 and construction is anticipated in spring/summer 2012.

I-84, Mountain Home to Hammett

- This is a pavement preservation project. The project is expected to advance to the PS&E stage in the first quarter of 2011 and construction is anticipated in spring/summer 2012.

I-84, milepost 114 to District 3 border

- This is a pavement rehabilitation project. The project is expected to advance to the PS&E

stage in the first quarter of 2010 and construction is anticipated in spring/summer 2011.

Gem County

Idaho 52, Emmett to Sweet-Ola Highway

- This is a pavement rehabilitation project. Construction is expected in 2011.

Owyhee County

Idaho 19, Corridor Study

- The Idaho 19 corridor plan will develop a near-term (10-year) plan that identifies current and future highway needs within and along State Highway 19 beginning at Caldwell and extending to Wilder, then south through Homedale to the Oregon State Line (finishing at Oregon State Highway 201, a total of 19.8 miles). It shares the route of U.S. 95 between Homedale and Wilder. The study and subsequent adopted plan will be used to chart Idaho 19 road improvements in the Statewide Transportation Improvement Program (STIP). Public meetings were held in Caldwell and Homedale in mid-October.

Idaho 51, Sheep Creek Road to Tindall Road

- This is a nine-mile pavement rehabilitation (overlay) project, about 30 miles south of Mountain Home. The project is expected to advance to the PS&E stage in October 2010 and construction is anticipated in FY12.

Idaho 51, Tindal Road to milepost 33

- This is a pavement rehabilitation project. The project is expected to advance to the PS&E stage in October 2011 and construction is anticipated in FY12.

Idaho 51, Grasmere to milepost 47

- This is a pavement rehabilitation project. The project is expected to advance to the PS&E stage in October 2010 and construction is anticipated in FY11.

Idaho 51, milepost 47 to Broken Wagon Flat Road

- This is a pavement rehabilitation project. The project is expected to advance to the PS&E stage in October 2010 and construction is anticipated in FY11.

Idaho 55 Corridor Study

- Public meetings on Idaho 55 have been held in Canyon County this fall, and one was held in Marsing April 16. The Idaho 55 Corridor Study draft corridor plan will be available for review in Summer 2010

Idaho 78, Jct. Idaho 55 to Givens Hot Springs

- This project rehabilitates 11.5 miles of pavement on Idaho 78 from the junction of Idaho 55 to Givens Hot Springs. Construction is anticipated in 2010.

Idaho 78, Givens Hot Springs to Jct. Idaho 45

- This project rehabilitates 8.3 miles of pavement on Idaho 78 from Givens Hot Springs to the junction with Idaho 45. Construction is anticipated in 2010.

Idaho 78, Grandview to Jct. Idaho 51

- This is a pavement rehabilitation project. The project is proposed to be funded with a second round of stimulus funds and constructed in the summer of 2010. Otherwise,

construction is anticipated in FY11.

Idaho 78, Murphy south to milepost 37

- This is a 7.9-mile pavement rehabilitation project, from milepost 29.1 to 37 on this rural, two-lane road. The road will receive a 1.8-inch overlay, to extend the life of the roadway and provide a smoother ride for motorists. The project is proposed to be funded with a second round of stimulus funds and constructed in the summer of 2010. Otherwise, construction is anticipated in FY12.

U.S. 95 Corridor Study

- Public meetings on U.S. 95 were held in Fruitland, Payette and Homedale in late 2008. Additional meetings on access management were held in Payette July 7 and Fruitland July 8. The U.S. 95 Corridor Study draft corridor plan will be available for review in Summer 2010.

U.S. 95, Oregon State Line to milepost 16

- This project involves the rehabilitation of 16 miles of U.S. 95, from the Oregon State Line northeast into Owyhee County. Part of the resurfacing is to be done using the CRABS (Cement Recycled Base Asphalt Stabilization) method, and part will be a traditional mill and overlay. Construction is anticipated in 2011.

U.S. 95, Jct. Idaho 55 to Homedale South City Limits

- This is a 7.5-mile pavement rehabilitation project using the CRABS (Cement Recycled Asphalt Base Stabilization) method. Construction is scheduled for 2010. A project by state maintenance forces is under way to add to the gravel shoulders in that area in preparation for this project. The project is expected to advance to the PS&E stage by March 2010. This project also is companioned with a thin-lift overlay (1.8 inches)) resurfacing from the Marsing Port of Entry to the junction with Idaho 55, about an 8.5-mile stretch.

Payette County

S. Pennsylvania Avenue, U.S. 95 to SW 4th Street, Fruitland (OFF SYSTEM)

- This project would include a mill and overlay of existing pavement between U.S. 95 and SW 4th Street. Improvements to the existing crosswalks and advanced signing would be constructed to increase pedestrian safety. After the mill/inlay, pavement markings would be replaced and will improve vehicle circulation at the Elementary and Middle Schools. The city of Fruitland is the local sponsor of this project. Project construction would occur during summer 2010, after school lets out.

Idaho 52/Idaho 72 (1) Payette E. City Limits to Jct. Idaho 72 (2) Jct. U.S. 30 to Jct. Idaho 52

- These are companion summer 2010 pavement rehabilitation projects. A thin overlay will be placed on about 14 miles of rural highway, including guardrail work on a canal crossing and some minor repair work around the Payette River Bridge to prevent further eroding around abutments. Construction is anticipated to begin in the spring or summer of 2010.

U.S. 95, (1) North Payette City Limits to South Payette City Limits, (2) North Fruitland to South Payette, (3) Snake River Bridge to Jct. U.S. 95, Fruitland

- These three companion pavement rehabilitation projects encompass about six miles, from north Fruitland to north Payette, and are scheduled for construction in the summer of 2010. Work also includes about one-half mile of U.S. 30 between the Snake River and Fruitland.

Valley County

Idaho 55 Corridor Study

- A public meeting on Idaho 55 was held in McCall Oct. 29, 2008 and in Cascade Aug. 27, 2009. The Idaho 55 Corridor Study draft corridor plan will be available for review in Summer 2010.

Idaho 55, Gold Dust Road Turn Bay, south of Cascade

- This project will construct a left-turn lane on Idaho 55 for Gold Dust Road at milepost 112, about 1.5 miles south of Cascade. This project should be advertised to potential contractors by March. Project construction is scheduled for 2010.

Idaho 55, Banks to Round Valley Rockfall Mitigation

- This is a rockfall mitigation project scheduled for 2010. The project may add netting to prevent falling rocks from entering the roadway, which will also include the removal of loose rock from the rockfall zone. This project is expected to have a bid opening by this summer, but construction won't begin until after Labor Day.

Idaho 55, Cascade to Donnelly

- This is a thin-lift overlay pavement preservation/resurfacing project from milepost 116 to 131. It is currently being designed, and scheduled to advance to the PS&E stage in FY11.

Idaho 55, Donnelly to Johnson Lane

- This is a nine-mile pavement preservation/resurfacing project (milepost 131.6-141.5). It is expected to advance to the PS&E stage in February, with construction expected in summer 2010. It also involves some drainage work.

Idaho 55, milepost 82 to Boise National Forest Boundary

- This is a nine-mile (milepost 82-91) pavement preservation/resurfacing project currently being designed, and scheduled to advance to the PS&E stage in FY12.

Idaho 55, Passing Lane from milepost 89.4 to 91.6

- This project will add northbound and southbound passing lanes in this two-mile stretch of highway. Project design work has begun for a scheduled advancement to the PS&E stage in FY12.

Idaho 55, Payette River Bridge south to Payette River Bridge

- This two-mile pavement preservation/resurfacing project extends from milepost 114-116) currently being designed, and scheduled to advance to the PS&E stage in FY12.

Washington County

U.S. 95 Corridor Study

- A public meeting on U.S. 95 was held in Weiser on Nov. 6, 2008. If you were unable to attend the meeting but would like to make comments, suggestions or questions should be sent to comments@itd.idaho.gov.

Airport Road Railroad Crossing, south of Weiser (OFF SYSTEM)

- The Airport Road Railroad Crossing (about 100 feet from U.S. 95 on Airport Road) project will consist of upgrading the crossing planking material, adding new signals with gate arms and additional signage to improve the safety for the traffic over the crossing. The crossing is about 1.5 miles south of Weiser. Construction is to begin this spring. Union Pacific Railroad crews will perform the work, with ITD participating financially as a reimbursement arm for

the cost of the improvements they construct (such as installing the planking, signals and gate arms). The decking has to be upgraded for the signal and gate arms to operate properly.

Weiser Short Line Railroad Interpretive Center

- The project, to build an interpretive center for information on the historic Weiser Short Line, is expected to be advertised to potential contractors shortly, with construction starting this summer.

Weiser River Bridge Replacement

- This project will replace the existing two-lane bridge on the south side of Weiser on U.S. 95 with a new three-lane bridge. The project is currently being designed, and is scheduled to advance to the PS&E stage in FY12.

Projects Under Construction/Beginning Soon

Ada County

8th Street School Sidewalks, Meridian

This is a "Safe Routes to School" project. This is one of a handful of stimulus-funded, local-sponsored projects located throughout Ada County.

- Contractor: WF Construction & Sales LLC (Meridian)
- Amount: $128,082
- Started: December 2009
- Est. Completion: Summer 2010

I-84, Garrity to Meridian, Corridor Traffic Control (GARVEE)

This project will be for all of the traffic control coordination in the Garrity to Meridian construction corridor, a six-mile stretch of roadway, during the I-84 reconstruction and widening.

- Contractor: Specialty Construction Supply (Boise)
- Amount: $5,066,081
- Started: May 2008
- Est. Completion: summer 2010

I-84, Ten Mile Interchange, Meridian (GARVEE)

This project will construct a full Single-Point Urban Interchange (SPUI) at Ten Mile Road, to replace the bridge built in 1964. The project will relieve congestion at the Meridian Interchange and provide local access to the growing area west of Meridian Road. The finished product will also have bike paths, pedestrian crossings and sidewalks. Farming access will be maintained for the fields north of the interchange.

- Apparent Low Bidder: Staker & Parsons dba Idaho Sand & Gravel (Nampa)
- Amount: $33,798,013
- Started: July 29, 2008
- Est. Completion: Summer 2011

I-84, Cole Interchange to Broadway Interchange Freeway Widening (GARVEE)

This 22-month project rebuilds and widens 3.5 miles of I-84 to four lanes in each direction from the Cole Interchange to the Broadway Interchange, adding two new lanes each way. Widening will occur

in the median area of the existing roadway and will include a permanent median barrier separating traffic to improve safety.

- Contractor: Concrete Placing Co. (Boise)
- Amount: $35,902,942
- Started: Sept. 20, 2009
- Est. Completion: Summer 2011

I-84, Orchard Street Interchange (GARVEE)

This project will rebuild the Orchard Interchange with a partial Diamond Interchange design. The existing interchange (the bridge was built in 1969) will be replaced with a new one positioned slightly to the west, with realigned, widened and extended on- and off-ramps. This project also includes improvements to the intersection of Victory Road, Wright Street and Orchard Street. Five lanes of traffic will be maintained across the bridge during the reconstruction.

- Contractor: McAlvain Construction Inc. (Boise)
- Amount: $15,076,456
- Started: April 7, 2009
- Estimated Completion: Spring 2010

I-84, Vista Avenue Interchange (Stimulus)

This project will rebuild the Vista Interchange (the bridge was built in 1969) with a Single Point Urban design, which places a traffic light at the center and allows for protected left turns in each direction. This will add traffic capacity and accommodate future lanes on I-84.

- Contractor: Central Paving Co. (Boise)
- Amount: $17,786,796
- Started: July 9, 2009
- Est. Completion: September 2010

Canyon County

Franklin & 21st Avenue reconstruction, phase II and III (OFF SYSTEM)

The first phase of this project took place last summer when about a quarter-mile section of 21st Avenue was rebuilt. The three-lane 21st Avenue was reconstructed into a five-lane urban roadway. In this work, crews will put in a new traffic signal at the intersection and realign Commercial Way to tie into Specht Road. Franklin Road also will be realigned slightly to the northeast, while Commercial Way will be realigned slightly to the southwest. A crossing will be constructed at the Notus Canal. The 21st Avenue intersection with Franklin Road is about one-quarter mile west of the newly reconstructed Franklin Road Interchange (Exit 29) in Caldwell. The City of Caldwell is the local sponsor of this project.

- Contractor: Central Paving Co. Inc. (Boise)
- Amount: $1,662,779
- Started: January 13, 2010
- Est. Completion: September 2010

I-84, 11th Avenue Underpass structure [GARVEE]

This structure, originally scheduled as part of the Franklin to Garrity widening project, will be reconstructed separately. The project involves the replacement of the 11th Avenue Overpass to allow for future additional lanes on I-84. The structure is located between the Franklin and Garrity interchanges.

- Contractor's bids on this project open in mid-February

I-84, Garrity Blvd. Interchange Bridge Widening [GARVEE]
This project will replace the two existing bridges carrying I-84 traffic over Garrity Boulevard with a single, wider bridge to allow for additional lanes on the interstate. Reconstruction of I-84 for about one-half mile on each side of the bridge will be included.

- Contractor: Concrete Placing Co. Inc (Boise)
- Amount: $14,979,188.50
- Started: January 10, 2010
- Est. Completion: June 2011

I-84, Garrity to Meridian, Corridor Traffic Control (GARVEE)
This project will be for all of the traffic control coordination in the Garrity to Meridian construction corridor, a six-mile stretch of roadway, during the I-84 reconstruction and widening.

- Contractor: Specialty Construction Supply (Boise)
- Amount: $5,066,081
- Started: May 2008
- Est. Completion: summer 2010

Gem County

Bishop Road Bridge for Farmer's co-op canal (OFF SYSTEM)
A detour will be built over the Farmers Co-op canal on the east side of the existing bridge off Idaho 52 just southwest of Emmett. A new bridge will be constructed, with a new intersection at Bishop Road and Bishop and Bill Burns Road next to the canal. Once work has begun, the contractor must be done with work over the canal by March 15, 2010, and is expected to be completely finished - except re-seeding that fall - by early May. Gem County is the local sponsor of this project, and is also participating financially.

- Contractor: Idaho Sand & Gravel Co. (Nampa)
- Amount: $622,000
- Started: Jan. 5, 2010
- Est. Completion: May 2010

Main Street, Boise Avenue to Washington Street, Emmett (OFF SYSTEM)
This is a one-mile long improvement project for Main Street in Emmett, from the intersection of Boise Avenue to the intersection of Washington Street (Idaho 52). Work will include pavement rehabilitation to remove excessive rutting and cracking, with pothole repair and slope work included for proper drainage. Eleven-foot sidewalks will be replaced, along with curb and gutter work. The city of Emmett is the local sponsor for this project.

- Apparent Low Bidder: WF Construction & Sales LLC (Meridian)
- Amount: $475,485
- Est. Start: Summer 2010
- Est. Completion: Fall 2010

Owyhee County

Idaho 51, Nevada State Line to Sheep Creek Road
This is a 20-mile pavement rehabilitation and preservation project on a two-lane road, about 70 miles south of Mountain Home. The first 11.4-mile stretch will receive a thin overlay of asphalt (about 1.8 inches), and the entire 20-mile area will be seal coated. It is a 24-working days contract.

- Contractor: Valley Paving & Asphalt Co. (Cottonwood)

- Amount: $1,921,993
- Est. Start: May/June 2010
- Est. Completion: Summer 2010

Payette County

I-84, Black Canyon to Sand Hollow, west of Caldwell

During this six-month project funded by savings from the original stimulus projects, the I-84 roadway surface will be repaired and improved beginning west of the Black Canyon Interchange and extending for five miles to east of the Sand Hollow Interchange. Several badly damaged concrete slabs in that stretch will be removed and replaced. Repairs also will include resealing pavement joints, repairing pavement cracks and chips, grinding portions off of the existing pavement surface and completing guardrail safety improvements.

- Apparent Low Bidder: Multiple Concrete Enterprises (Ogden, UT)
- Amount: $6,894,419
- Est. Start: Spring 2010
- Est. Completion: Fall 2010

U.S. 95, Payette River Bridge, South of Payette

This U.S. 95 project will replace the northbound truss bridge (built in 1927) located on U.S. 95 between Fruitland and Payette. The new bridge will be two-feet higher off the water, will allow unlimited vertical clearance and be 84 feet in width, eliminating current safety concerns regarding width and height restrictions. It also includes minor roadway realignment to tie into the new bridge location. U.S. 95 is the main route connecting north and south Idaho. About 18,000 vehicles use this portion of the highway daily and by 2026 the volume is expected to be more than 25,000. The proposed new bridge would be constructed between the existing southbound and northbound bridges. The new bridge will be attached to the existing southbound bridge.

- Apparent Low Bidder: JC Constructors Inc. (Meridian)
- Amount: $6,170,075
- Est. Start: Spring/Summer 2010
- Est. Completion: Spring/Summer 2012

Washington County

U.S. 95, Interchange Overpass in Weiser

This bridge rehabilitation project will perform minor concrete repairs on two adjacent bridges on U.S. 95 Spur, built in the late 1950s. Bridge deck joints will be replaced, and it will include repair of some concrete, as well as repair of metal bridge railings on both structures. The work will extend the life of the structures. One lane of the two-lane structures will be maintained for traffic. This will be about a two-month project.

- Contractor: RSCI (Meridian)
- Amount: $241,133
- Est. Start: March 2010
- Est. Completion: Summer 2010

U.S. 95 Spur, Snake River Bridge, Weiser

This project replaces the Snake River Bridge connecting Annex, Oregon to Weiser. The bridge was built in 1903, with an additional span added in 1911. Traffic signals were added in 1949. In the 1950s, the bridge was replaced, and that is the one being rebuilt today. When completed, the new bridge will be 16 feet wider and able to carry heavier traffic volumes. In addition, the road on both

sides of the bridge will be reconstructed. New curb, gutter and sidewalks will be reconstructed on the Idaho side of the bridge.

- Contractor: Sletten Construction (Boise)
- Amount: $10,015,956
- Started: March 10, 2008
- Est. Completion: Spring 2010

For current driving information on Idaho highways, visit 511.idaho.gov or dial 5-1-1.