

Annual GARVEE Report



U.S. 30, Topaz to Lava Hot Springs



I-84 Eagle Westbound Off-ramp



U.S. 95, Worley North

September 30, 2007





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The Idaho Legislature took a bold, visionary step in 2005 when it established the GARVEE Program to address Idaho's growing transportation needs. The bonding program, new to Idaho but a proven success in other states, makes future federal appropriations available for projects that are critically needed today.

The following report highlights important activities and continued progress of the GARVEE Program over the past year, as required by legislation. We have in place a diverse, highly qualified team of engineers, contractors and consultants – from both the public and private sector – working diligently to gain maximum results. Our goal is to advance project planning and construction to increase safety and improve mobility statewide. Through ITD oversight, we are achieving greater transparency and improved contract management.

The transportation board and department have implemented processes and procedures to ensure that Idaho taxpayers realize the maximum long-term benefit from their investment in the GARVEE Program. We appreciate Legislature's trust and will work hard to continue earning that confidence as the program moves forward.

A handwritten signature in black ink that reads "Darrell V Manning". The signature is written in a cursive, flowing style.

Darrell V Manning
Chairman
Idaho Transportation Board

Executive Summary

The *Annual GARVEE Report – September 2007* updates the Idaho Legislature on the current status of the Idaho Transportation Department's (ITD) GARVEE Transportation Program.

The report begins with an update of the GARVEE bonds that have been authorized to date. In 2006, \$200 million in GARVEE bonds were authorized to be issued, with an additional \$250 million in bonds in 2007. These are the first and second authorizations of the Idaho Transportation Board's five-year plan to issue a total of \$998 million in GARVEE bonds. This year's bonding request for approximately \$134 million was jointly developed by the Idaho Transportation Board, ITD staff, and the private sector Program Manager – Connecting Idaho Partners (CIP).

The report continues with information about inflation trends in relation to construction costs and a short update on federal funding and the potential impact that funding (or lack thereof) may have on Idaho's GARVEE Transportation Program.

Next, the report looks at the controls that ITD has established to oversee all aspects of the GARVEE Transportation Program. Key control features include the establishment of an in-house ITD GARVEE Office, regular reporting by CIP, and internal and external audits of CIP activities.

The report examines steps ITD has taken to comply with key legislative provisions and innovations the GARVEE Transportation Program has adopted. The primary innovation is the approval of a Federal Highway Administration (FHWA) Special Experimental-15 (SEP-15) application to accelerate the highway construction process. The implementation of the SEP-15 allows ITD to initiate the final design process six to nine months sooner than normal practice and to acquire key parcels of right-of-way earlier in the process.

The report concludes with a short description and status of each project that is currently funded or will ultimately be funded under the Idaho Transportation Board's \$998 million GARVEE Program. The project descriptions are presented based upon the year each project begins its construction phase. Each description includes a short summary of the project, its location, its phase of development (preliminary engineering, right-of-way acquisition, and construction), its schedule, and the specific work that ITD is performing on the project.

Purpose

This report is intended to fulfill the Idaho Transportation Board's requirement under Idaho Code 40-315(5) (House Bill 336) to submit an annual report to the Idaho Legislature concerning highway transportation projects that are financed with GARVEE bonds.

Bonding Update

To date the legislature has authorized ITD to sell a total of \$450 million in GARVEE bonds.

The first authorization of \$200 million was sold in May 2006. As of August 31, 2007, \$42 million has been spent and \$160 million is under contract. By the end of 2007, ITD plans to have spent \$75 million in expenditures and anticipates \$203 million under contract.

The second authorization, which was approved by the Idaho Legislature in 2007, is expected to be sold in two installments in 2008 prior to the June 30th deadline. The amount of each installment is yet to be determined and will depend on project deliverability and bond market conditions.

The available proceeds for GARVEE Transportation Program projects from the 2006 authorization is estimated to grow from \$200 million to about \$213 million due to projected earnings from interest on the 2006 bond sale. With the addition of \$250 million in bond sales from the 2007 authorization, total program proceeds are projected to grow to \$463 million. Of that \$463 million, expected expenditures include \$280.7 million for construction, \$79.0 million for design (including federal and state environmental approvals), \$71.4 million for right-of-way acquisition, and \$31.9 for program management.

Construction is underway on the following GARVEE projects:

- U.S. 30, Topaz to Lava Hot Springs (Key Number 10455)
- U.S. 95, Worley North (Key Number 10914)
- I-84, Eagle Westbound Off-ramp (Key Number 09980)
- I-84, Broadway Interchange to Eisenman Interchange (Key Numbers 10557 and 09814)

One additional project – I-84, Garrity Interchange to Meridian Interchange (Key Number 10459) – is scheduled for construction before the end of 2007.

FY 2009 GARVEE Bond Request

This fall, the Idaho Transportation Board and ITD will evaluate project delivery schedules to determine the exact bond amount to bring before the Idaho Legislature. Based upon the Idaho Transportation Board's currently approved \$998 million GARVEE bonding plan, it is expected that ITD will request approximately \$134 million in GARVEE bonds for FY 2009. Planned highway transportation projects to be financed with GARVEE bonds in FY 2009 include the I-84, Caldwell to Meridian Corridor; I-84, Orchard to Isaac's Canyon Corridor; and U.S. 30, McCammon to Soda Springs Corridor.

Inflation Trends

Rising costs continue to make news in the highway construction industry. Inflation in highway construction costs between 1997 and 2004 was generally moderate, and followed closely with broader trends in inflation, such as those measured by the Consumer Price Index (see Figure 1). Since 2004, the National Construction Cost Index has reported inflation

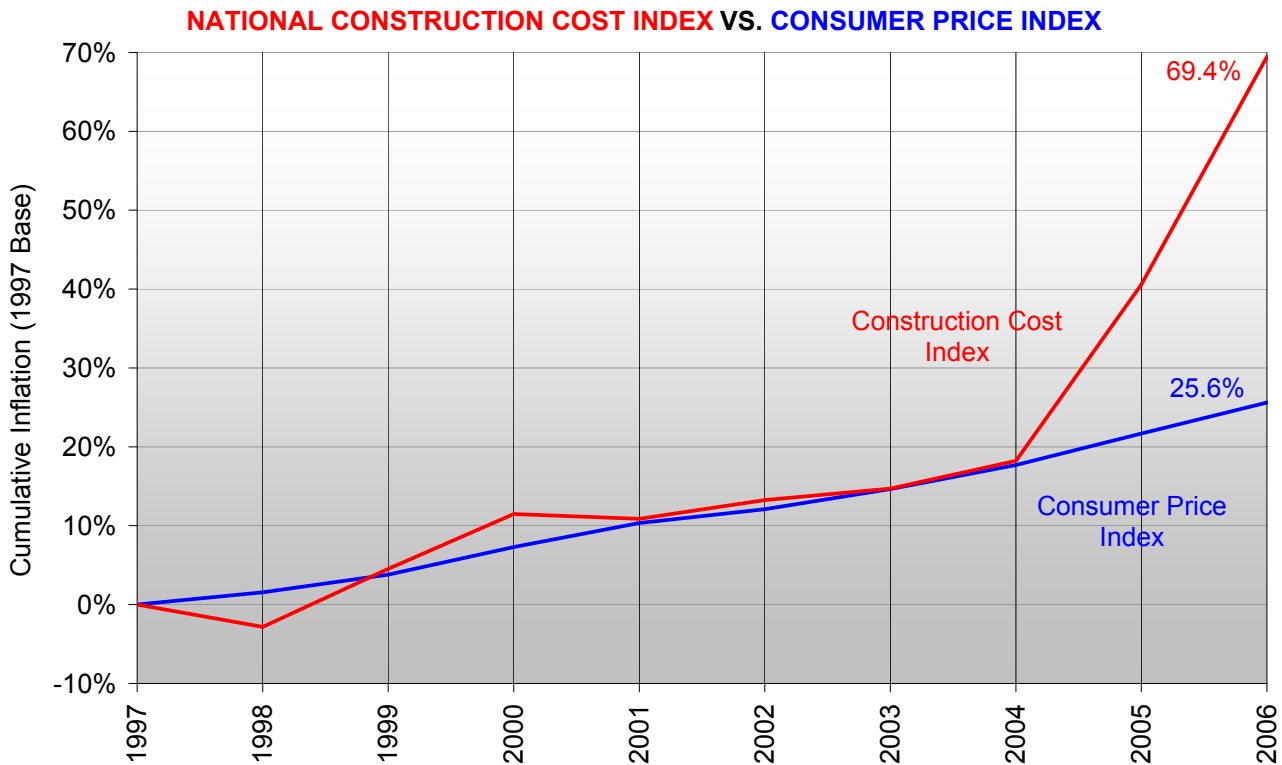


Figure 1. National Construction Cost Index compared to Consumer Price Index

rates in double digits for federal aid highway construction. There is some indication that prices may be moderating in 2007, but construction costs remain highly volatile.

Strong competition for materials in the domestic and global market, along with high petroleum prices, seem to be behind the recent spike in construction inflation. China’s demand for steel and cement since 2004 tied up the global supply chain, resulting in a shortage of construction materials. The strong domestic housing market further strained supplies in the United States. This trend, exacerbated by the increases in petroleum prices, accounted for much of the double digit inflation witnessed through 2006. Leading industry economists are predicting that construction cost inflation will continue to increase over the short- to midterm future.

Future Federal-Aid Highway Funding

Some transportation funding experts and analysts are beginning to sound the alarm that the current federal-aid highway funding authorization statute, *Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*, does not provide enough dollars to fund the state’s highway programs at current levels. In fact, some experts argue that future federal-aid highway funding will actually begin to decrease in 2009, the final year of SAFETEA-LU. If such a scenario should happen, Idaho could receive fewer federal funds for its highway program and might have to scale back its Formula and GARVEE highway construction programs. Currently, it appears the 2009 funding levels will not decrease.

ITD Oversight

Idaho Transportation Department (ITD) has established an in-house five person GARVEE Office to oversee all aspects of the GARVEE Transportation Program, particularly the program management work being performed by Connecting Idaho Partners (CIP), requiring Connecting Idaho to notify and/or seek prior approval before moving forward on certain critical components of the program. This extra level of oversight by the GARVEE Office ensures that ITD has adequate involvement in critical activities to comply with state, federal, and ITD statutes, rules, and policies.

Connecting Idaho Partners submits bi-weekly reports of the activities of its key employees, a monthly progress report, and a monthly Idaho Transportation Board Briefing Book that provides summary information about each of the GARVEE funded projects, including financial information.

ITD has also retained the services of an independent auditor to validate schedules and deliverables developed by Connecting Idaho Partners and has directed its internal audit section staff to meet with Connecting Idaho Partners to closely examine Connecting Idaho Partners' procurement and financial practices.

Compliance with Key Legislative Intent Provisions

Program Management Services Agreement

ITD and Connecting Idaho Partners (CIP) are currently negotiating program management services for the second installment of GARVEE bond proceeds. The new contract will list specific tasks and dollars associated

with each task. This will provide greater clarity and transparency. Negotiations are scheduled to be complete in October/November 2007.

Work Performed by ITD

In compliance with Section 7 of House Bill 336, ITD is, or will be, performing a significant amount of work in all three districts where GARVEE projects are funded. Details of the work provided by ITD are included in individual project descriptions. The engineering and planning work done by ITD currently has a value of approximately \$10-\$15 million.

GARVEE Transportation Program Innovations Including SEP-15

GARVEE Transportation Program innovations include pursuing methods of complying with federal and state level processes in the most efficient manner, as well as implementing state-of-the-art engineering and construction methods and technologies.

Federal level processes (required by Title 23 USC and FHWA regulations, policy, and practice)

Through the FHWA Special Experimental Project-15 (SEP-15) process, the GARVEE Transportation Program has gained approval for using two innovative experimental features to help get construction started more quickly:

- Initiating final design six to nine months sooner than standard practice;
- Acquisition of right-of-way as opportunities arise, which could save time and expense.

An agreement between FHWA and ITD was signed by ITD Director Pam Lowe on

September 6, 2007. ITD and CIP are beginning immediately to implement these efficiency features.

State level processes (required by Idaho statutes and ITD procedures, policy, and practice)

At the state level, the GARVEE Transportation Program has identified processes for improving and streamlining standard ITD procedures. Examples of these processes, called GARVEE Experimental Project (GEP) features, include:

- Streamlining reviews and design process approvals for milestone deliverables such as Materials Phase Reports, Bridge Design submittals, Hydraulic Reports, and Preliminary and Final Design plan submittals.
- Creating more efficient right-of-way processes by authorizing CIP to review and approve certain right-of-way tasks and deliverables that are performed by full service right-of-way consultants in acquiring parcels and relocating residents and businesses.
- Coordinating the relocation of utilities impacted by highway projects in a more efficient way by authorizing CIP, working closely with the utility companies, designers, and constructors, to review and approve plans and submittals, and where necessary to author and have executed agreements with the utility companies.

Currently, 13 GEP features have been approved. Additional GEPs are in the formative stage covering the areas of right-of-way, construction, procurement, and public outreach.

Engineering and construction state-of-the-art methods and technologies

The GARVEE Transportation Program promotes the use of innovation in all aspects of the delivery of completed highway projects. In keeping with the philosophy of promoting innovative methods and technologies, the GARVEE Transportation Program held an Accelerated Construction Technology Transfer (ACTT) workshop in February 2007 in Boise. During that workshop, experts shared information about state-of-the-art practices and technologies, including:

- using prefabricated bridge components;
- exploring new ways for issuing construction packages;
- using advanced information systems, such as the automated work zone information system, variable speed limit systems, an enhanced 511 system;
- creating contractor incentives to promote shorter construction periods.

These new practices and technologies could allow ITD to construct high-quality projects more quickly, safely, and with less impact on the highway user.

Projects Currently Under Construction

U.S. 95, Worley North (Key Number 10914)

This project, which is part of the U.S. 95, Worley to Setters Corridor, will realign, reconstruct, and widen 4.2 miles of U.S. 95, beginning north of the town of Worley and ending one mile north of Idaho 58. An interchange will be constructed at the U.S. 95 junction with Idaho 58 to improve safety at the crossing. The project includes building a retaining wall that is 150 ft. long and 25 ft. high, and making roadside improvements.

Preliminary Engineering (through final design): Preliminary Engineering was completed by CH2M HILL with Formula Funds.

Right-of-way: Right-of-way acquisition was completed by ITD with Formula Funds.

Construction: Construction was started by General Contractor, M.A. DeAtley Construction, Inc., in May 2007. It is anticipated that construction will take three years to complete.

Schedule: This project is currently on schedule.

Work performed by ITD: ITD District 1 personnel are providing construction management with support from Connecting Idaho Partners (CIP). Construction inspection is being performed by ITD District 1 and District 2 personnel.

I-84, Eagle Westbound Off-ramp (Key Number 09980)

This project will lengthen and widen the I-84 westbound off-ramp at Eagle Road. The new ramp will have dual left and dual right turn lanes at Eagle Road, and the ramp will be

extended 1600 feet onto I-84 to reduce backups onto the interstate. The island and intersection will be reconstructed. When completed, the off-ramp will begin at the Ridenbaugh Canal, 1600 feet east of the current ramp.

Preliminary Engineering (through final design): Preliminary engineering was completed by W&H Pacific.

Right-of-way: Right-of-way was not required for this project.

Construction: Construction began in March 2007 and is nearing completion. ITD District 3 is providing construction management with support from CIP. Construction inspection is being performed by J-U-B Engineers.

Schedule: The off-ramp is currently operational, and fall 2007 is the scheduled completion date.

Work performed by ITD: ITD District 3 personnel are providing construction management with support from CIP.

U.S. 30, Topaz to Lava Hot Springs (Key Number 10455)

This project will widen and reconstruct 3.5 miles of U.S. 30 between Interstate 15 and the Lava Hot Springs community. The highway will be expanded from two to four lanes, and a center turn lane will be constructed. These improvements will provide safer passing opportunities and increase the capacity of the highway.

Preliminary Engineering (through final design): Preliminary engineering was completed by CH2M HILL with Formula Funds.

Right-of-way: Right-of-way acquisition was completed by ITD District 5 personnel.

Construction: Construction was started during summer 2006 by Western Construction.

Schedule: The project is scheduled for completion in fall 2008.

Work performed by ITD: Right-of-way acquisition was completed by ITD District 5 personnel, who are also providing construction management and construction inspection services.

I-84, Broadway Interchange to Eisenman Interchange (Key Numbers 10557 and 09814)

This project will provide for the rehabilitation and resurface of approximately 5.6 miles of eastbound and westbound I-84 with plant mix asphalt overlay, between the Broadway Avenue and Eisenman Road (Isaac's Canyon) interchanges.

Preliminary Engineering (through final design): An existing design for this project, which was initially completed by ITD, was reviewed and updated for construction methods, materials, and life-cycle considerations by J-U-B Engineers, who is also responsible for final design of the project. The Plans, Specifications, and Estimates (PS&E) submittal was made July 2007; bids were opened on August 7, 2007; and Western Construction was issued a Notice to Proceed on August 22, 2007.

Right-of-way: Right-of-way was not required for this project.

Construction: Western Construction began pre-construction activities in August 2007, and construction began September 10, 2007. ITD District 3 is providing construction management with support from CIP. Construction inspection is being performed by McMillen Engineering.

Schedule: This project is currently on schedule.

Work performed by ITD: ITD District 3 personnel are providing resident engineering services with support by CIP.

Projects Scheduled to Begin Construction by the End of 2007

I-84, Garrity Interchange to Meridian Interchange (Key Number 10459)

This project involves the design and construction of 6 miles for a third lane on east and westbound I-84 between MP 37.945 and MP 44.38. The project will pave the median, adjust the roadway profiles, and add drainage facilities between the Garrity Boulevard and Meridian Road interchanges within the existing median. The Robinson Road and Black Cat Road overpasses will be also replaced under a separate contract (Key Number 11007).

Preliminary Engineering (through final design): CIP has completed preliminary design, and the environmental review process is complete. The final design process has been divided into multiple packages, all of which have been contracted to HDR Engineering. The first package will be completed in September 2007, and the final design package is scheduled for completion in July 2008.

Right-of-way: Easements are required for drain-pipe ends throughout the project. Right-of-way is required for both Black Cat and Robinson bridges.

Construction: Construction is scheduled to begin in winter 2007.

Schedule: This project is currently on schedule.

Work performed by ITD: None.

Projects Programmed for Construction in 2008

U.S. 95, Garwood to Sagle Environmental Study (Key No. 09779)

This project will prepare an Environmental Impact Statement (EIS) and perform preliminary design to widen and improve 31.5 miles of U.S. 95 between the area of Garwood and the area of Sagle (Mileposts 438.24 to 469.75).

Preliminary Engineering (through final design): The environmental NEPA process, performed by HDR Engineering, David Evans & Associates (DEA), and Klienfelder, is complete through the Draft EIS and hearing; the Record of Decision (ROD) is expected to be completed in spring 2008. The preliminary design of the preferred alternatives is being performed by CH2M HILL and Washington Group International, along with HDR Engineering, DEA, and Klienfelder. Preliminary design is expected to be completed in spring 2008. Final design, to be performed by ITD District 2 personnel, will begin at the issuance of the Record of Decision (ROD).

Right-of-way: N/A

Construction: N/A

Schedule: This project is currently 3-4 months behind schedule as alternative alignments for the frontage road must be developed for federal agencies' review.

Work performed by ITD: ITD District 1 personnel are managing preparation of the Final Environmental Impact Statement, and ITD District 2 personnel are scheduled to provide final design beginning spring 2008.

U.S. 95, Garwood to Sagle, State Highway 53 to Ohio Match Road (Key Number 11010)

This project will build 2.9 miles of a 4-lane divided highway with at-grade intersections. This segment of highway is located at the southern end of the Garwood to Sagle Corridor, from just south of SH-53 to Ohio Match (MP 441.3).

Preliminary Engineering (through final design): Preliminary design was funded through traditional Formula Funds. ITD District 1 provided the management of the preliminary design and development of the Categorical Exclusion (Cat Ex), which was approved in September 2007. Connecting Idaho Partners (CIP) will be responsible for management of the final design, which will be performed by Keller and Associates.

Right-of-way: Funding is in place for right-of-way acquisition purchases, which will begin now that the Cat Ex is approved.

Construction: Funding is in place for construction, which is scheduled to begin in April 2008.

Schedule: This project is currently on schedule.

Work performed by ITD: ITD District 1 personnel provided management of the preliminary design and development of the Categorical Exclusion (Cat Ex).

I-84, Cole Interchange to Broadway Interchange Soundwalls (Key Number 09816)

This project calls for the design and construction of a combination retaining wall/noise barrier wall system along residential

areas north of I-84 from just west of Orchard Street to the Broadway Interchange. The walls will be constructed only adjacent to residential properties.

Preliminary Engineering (through final design): The Notice to Proceed for design was issued June 2007 to W&H Pacific. The design process is underway, and a public meeting was held on August 15, 2007.

Right-of-way: Right-of-way is scheduled to begin in late 2007.

Construction: Construction is scheduled to begin in spring 2008.

Schedule: This project is currently on schedule.

Work performed by ITD: Prior to the GARVEE Transportation Program, ITD personnel managed the environmental clearance for this project.

U.S. 30, Portneuf River Bridges (Key Number 09898)

This project includes the final design of roadway improvements on U.S. 30 from Crystal Springs Road to the Old Oregon Trail. Also, two U.S. 30 bridges, and associated roadwork, will be constructed over the Portneuf River. One is a 332-foot bridge at MP 364.2; the other is a 200-foot bridge at MP 364.4.

Preliminary Engineering (through final design): Preliminary design, which was performed by CH2M HILL, was carried through public hearing, environmental assessment, and Finding of No Significant Impact (FONSI) determination in 2002 by ITD District 5 using Formula Funds. Final design is underway by HDR Engineering and is scheduled to be complete with GARVEE funds in summer 2008.

Right-of-way: Right-of-way identified during

preliminary design is now being purchased by ITD.

Construction: Construction is programmed to begin in summer 2008. Future funding will be needed for construction.

Schedule: This project is currently on schedule.

Work performed by ITD: Project oversight and right-of-way acquisition is being provided by ITD District 5 personnel.

U.S. 30, Topaz Bridge (Key Number 09897)

This project involves the design and construction of a new bridge that will replace the existing Topaz Bridge. The new bridge, currently proposed as a 586-foot structure, crosses both the Union Pacific Railroad and the Portneuf Marsh Valley Canal at MP 365.3. The project includes associated roadwork and the final design of approximately seven acres of wetland mitigation near Milepost 365 on U.S. 30.

Preliminary Engineering (through final design): Preliminary design was performed by CH2M HILL and was carried through public hearing, environmental assessment, and Finding of No Significant Impact (FONSI) determination in 2002 by ITD District 5 using Formula Funds. Final design is underway by J-U-B Engineers and is scheduled to be complete in winter 2008/2009.

Right-of-way: Right-of-way identified during preliminary design is now being purchased by ITD.

Construction: Construction is programmed to begin in fall 2008. However, a railroad agreement is required with Union Pacific Railroad, and if one is not reached by May 2008, the construction of the project could be delayed.

Schedule: Scheduling delays could occur because of long turnaround time (approximately 18 months) to obtain a Railroad Agreement (RA). CIP's schedule currently reflects the 18-month time frame, and efforts are underway to shorten the turnaround time.

Work performed by ITD: Right-of-way identified during preliminary design is now being purchased by ITD. District 5 personnel are also performing design and oversight.

I-84, Franklin Boulevard Bridge (Key Number 10940)

This project involves the reconstruction of the east half of the overpass to match the new bridge on the west side. Franklin Boulevard will be modified to tie into the new overpass structure.

Preliminary Engineering (through final design): Preliminary design was completed by HDR Engineering with traditional Formula Funds. Final design is scheduled to begin in fall 2007 and will be completed by the ITD Bridge Section and Toothman Orton Engineering.

Right-of-way: Right-of-way acquisition is funded.

Construction: Construction is funded and is scheduled to begin in summer 2008.

Schedule: This project is currently on schedule.

Work performed by ITD: Bridge design is being provided by ITD Headquarters personnel with project oversight by ITD District 3 personnel.

I-84, Orchard Street Interchange (Key Number 09817)

This project will design the replacement of the existing Orchard Street Interchange to increase safety and capacity. The new interchange will be constructed slightly to the west

of the existing interchange in order to maintain traffic flow during construction. The project will widen the intersection of Victory and Orchard, and move it slightly southwest to align with the New York Canal crossing.

Preliminary Engineering (through final design): Notice to Proceed for preliminary and final design was issued to W&H Pacific in June 2007. Preliminary design is underway, and final design will begin in fall 2007. The Concept Report and Environmental Report are under review.

Right-of-way: Funding will be needed for right-of-way acquisition, which will begin in early 2008.

Construction: Construction is programmed to begin in fall 2008. Future funding will be needed.

Schedule: To meet the Compressed Schedule, right-of-way acquisition requires the purchase of 10 to 15 parcels. CIP will use full service right-of-way firms to actively pursue the right-of-way acquisition.

Work performed by ITD: Management of the environmental clearance for the project and project oversight are being provided by ITD District 3 personnel.

Projects Programmed for Construction in 2009 and Beyond

I-84, Ten Mile Road Interchange (Key Number 09815)

A new I-84 interchange at Ten Mile Road will be designed to replace the overpass currently in place. The new structure will accommodate growing traffic volumes west of Meridian. In addition, this project will reconstruct Ten Mile Road north almost to Franklin

Road and south to Overland Road to tie into the existing roadways.

Preliminary Engineering (through final design): The environmental document and preliminary design are underway. ITD District 3 is responsible for day-to-day management of the design, which is being developed by H. W. Lochner. The environmental clearance is scheduled to be complete in June 2008. The Concept Report is complete, and the alternatives have been developed for review by the public and the agencies.

Right-of-way: A portion of the right-of-way funding is in place, but acquisition cannot begin until environmental clearance is approved. The approved SEP-15 process may be implemented to advance right-of-way acquisition once the public hearing has been held. Additional funding will be required to complete the right-of-way acquisition.

Construction: Future funding is needed for construction, which is currently programmed to begin in late summer 2009.

Schedule: This project is currently on schedule.

Work performed by ITD: ITD District 3 personnel are responsible for day-to-day management of the design, which is being developed by H. W. Lochner.

U.S. 30, Landfill Road to Crystal Springs Road (Key Number 09891)

This project, which was previously called McCammon to Topaz-Phase II, involves the reconstruction of 1.5 miles of U.S. 30, just west of the Portneuf River Bridges Project. This section of highway will be expanded to 4 lanes.

Preliminary Engineering (through final design): Preliminary design was completed by CH2M HILL using Formula Funds. Funding

is in place to begin final design, which is being performed by ITD District 5 personnel.

Right-of-way: Right-of-way was acquired by ITD using Formula Funds.

Construction: Future funding will be needed for construction.

Schedule: If the U.S. 30, Topaz Bridge Project gets delayed due to the railroad agreement process, this project would be accelerated to take its place in fall 2008. Otherwise, construction would begin in 2009.

Work performed by ITD: ITD District 5 personnel will perform final design for this project.

I-84, Vista Interchange (Key Number 09818)

This project involves the reconstruction of the Vista Avenue Interchange to increase safety and capacity.

Preliminary Engineering (through final design): Preliminary design is funded and scheduled to begin in fall 2007. The design consultant is yet to be determined, and the RFP for design services is to be issued in September 2007.

Right-of-way: Future funding will be needed for right-of-way acquisition by spring 2009.

Construction: Construction, which is programmed for 2009, will require future funding.

Schedule: This project is currently on schedule.

Work performed by ITD: ITD District 3 personnel are performing project oversight.

U.S. 95, Garwood to Sagle, Chilco Area (Key Number 09780)

This project will build 3.8 miles of a 4-lane divided highway with at-grade intersections.

Preliminary Engineering (through final design): Funding is in place, and preliminary design, performed by CIP, is underway. Final design by ITD will begin when the Record of Decision (ROD) is issued.

Right-of-way: Funding is in place for right-of-way acquisition, which is scheduled to begin after the ROD is issued for the EIS. It is anticipated that the ROD will be issued in March 2008. Right-of-way acquisition for eligible parcels could be accelerated on this project through the SEP-15 processes.

Construction: Future funding will be needed for construction, which is programmed for summer 2009.

Schedule: This project's schedule is dependent upon receiving the ROD by March 2008. If the ROD is delayed, this project will be delayed.

Work performed by ITD: ITD District 2 personnel will begin final design when the ROD is issued.

U.S. 95, Garwood to Sagle, Athol Area (Key Number 09791)

This project will build 6.3 miles of a 4-lane divided highway with at-grade intersections.

Preliminary Engineering (through final design): Funding is in place and preliminary design, which is being performed by CIP, is underway. Final design by ITD District 2 will begin when the Record of Decision (ROD) is issued (expected March 2008).

Right-of-way: Funding is in place for right-of-way purchases.

Construction: Future funding will be needed for construction, which is programmed for summer 2009.

Schedule: This project's schedule is dependent upon receiving the ROD by March 2008. If the ROD is delayed, this project will be delayed.

Work performed by ITD: ITD District 2 personnel will begin final design when the ROD is issued.

U.S. 95, Garwood to Sagle, Sagle Area (Key Number 09781)

This project involves the preparation of the right-of-way plans and acquisition of the ultimate right-of-way necessary for the Sagle Area, which is the northern 4.5 miles of the Garwood to Sagle corridor.

Preliminary Engineering (through final design): Funding is in place for the preliminary design to determine the ultimate right-of-way needs in this section of the corridor. The preliminary design will begin in fall 2007, and the design consultant has not yet been determined.

Right-of-way: Funding is in place for right-of-way purchases, which are scheduled to begin immediately after the Record of Decision (ROD) issued for the Environmental Impact Statement. The ROD is expected to be issued by the Federal Highway Administration (FHWA) in March 2008.

Construction: Construction is not included in the scope for this project.

Schedule: This project's schedule is dependent upon receiving the ROD by March 2008. If the ROD is delayed, this project will be delayed.

Work performed by ITD: Project oversight is being provided by ITD District 1 personnel.

I-84, Karcher Interchange to Five Mile Environmental Study (Key Number 10002)

This study is being conducted to provide environmental clearance for future improvements to the interstate. The Environmental Study is underway.

Preliminary Engineering (through final design): Preliminary design is being provided by CIP, W&H Pacific, Bionomics, Terracon, Visual Genesis, and LFPR. The traffic study is nearing completion, and various alternatives are being modeled as a first step in determining their impacts. The level 1 screening phase of the EIS process has begun, and the draft Concept Report is scheduled to be submitted to FHWA by February 2008. A Record of Decision (ROD) is anticipated in summer 2009.

Right-of-way: N/A

Construction: N/A

Schedule: This project is currently on schedule.

Work performed by ITD: Project oversight is being provided by ITD District 3 personnel.

I-84 West, Garrity Interchange Bridges (Key Number 10915)

This project will widen the existing mainline bridges to add a third lane towards the median. The environmental study is underway (Karcher Interchange to Five Mile Road Environmental Study).

Preliminary Engineering (through final design): Preliminary and final design are funded, and preliminary design will begin in spring 2008 after a consultant has been selected.

Right-of-way: Right-of-way acquisition is not required for this project.

Construction: Construction, which is programmed to begin in fall 2009, will require future funding.

Schedule: This project is currently on schedule.

Work performed by ITD: Project oversight is being provided by ITD District 3 personnel.

I-84 West, Franklin Boulevard Interchange to Garrity Boulevard Interchange (Key Number 10916)

This project will widen the inside of the mainline of I-84 with the addition of a third lane in each direction for 3 miles. This project will also replace the 11th Avenue Overpass. The environmental study is underway (Karcher Interchange to Five Mile Road Environmental Study).

Preliminary Engineering (through final design): Preliminary and final design are funded, and preliminary design will begin in spring 2008 after a consultant has been selected.

Right-of-way: Right-of-way acquisition is funded and scheduled to begin in late 2008.

Construction: Construction, which is programmed to begin in fall 2009, will require future funding.

Schedule: This project is currently on schedule.

Work performed by ITD: None.

I-84, Cole Interchange to Vista Interchange (Key Numbers 09819 and 09820)

This project will complete the design to widen 2.3 miles of eastbound and westbound I-84 for a future third and fourth lane.

Preliminary Engineering (through final design): The Concept and Environmental Reports are currently under review.

Negotiations were completed in June/July 2007, and the Notice to Proceed has been issued to Horrocks Engineering. Design began in July 2007 and is scheduled for completion in 2008.

Right-of-way: Right-of-way purchases are scheduled in 2008.

Construction: Construction, which is programmed for early 2010, will require future funding.

Schedule: This project is currently on schedule.

Work performed by ITD: Project oversight is being provided by ITD District 3 personnel.

I-84, Vista Interchange to Broadway Interchange (Key Number 09823)

This project will design and widen 1.2 miles of eastbound and westbound I-84 for the addition of a third and fourth lane.

Preliminary Engineering (through final design): As part of the preliminary engineering process, the Concept and Environmental reports are under review. Negotiations with the design consultant, David Evans & Associates (DEA), have been completed, and Notice to Proceed was issued in August 2007.

Right-of-way: Right-of-way purchases are programmed to start in 2008.

Construction: Construction, which is programmed to begin in summer 2010, will require future funding.

Schedule: This project is currently on schedule.

Work performed by ITD: Project oversight is being provided by ITD District 3 personnel.

Idaho 16, I-84 to Idaho 44 Environmental Study (Key Number 09963)

This project involves the preparation of an Environmental Impact Statement (EIS), preliminary design, and preparation of right-of-way plans for a new north-south connection between I-84 on the south and Idaho 44 to the

north. The northern end of this connection is anticipated to be near the existing intersection of Idaho 44 and Idaho 16. Public and local agencies are included in this process to identify alternatives to be studied. CIP is performing the preliminary design for this project, which is currently between the level 1 and level 2 screening stages of the EIS process. The draft Concept Report is scheduled to be submitted to the Federal Highway Administration (FHWA) in late fall 2007. A Record of Decision (ROD) is anticipated in late 2009.

Idaho 16, U.S. 20-26 to Idaho 44 (Key Number pending)

This project involves construction of a 4-lane divided highway with at-grade intersections at U.S. 20-26 (Chinden Blvd.) and at Idaho 44 near Star. The project would construct 2.2 miles of the future corridor including a new Boise River crossing.

Preliminary Engineering (through final design): Final design will require future funding.

Right-of-way: Although a portion of the right-of-way is funded, future funding will be needed for the majority of right-of-way acquisition. Right-of-way purchases will begin after the public hearing is held on the Environmental Study.

Construction: Construction, which is programmed to begin in winter 2010/2011, will require future funding.

Schedule: This project's schedule is dependent upon receiving the ROD by March 2008. If the ROD is delayed, this project will be delayed.

Work performed by ITD: Project oversight is being provided by ITD District 3 personnel.